

ACC

10000/135/342

ALLIE
MAY

10000/135/342

ALLIED AIRCRAFT, CRASHES & CRASH POLICY
MAY 1944 - MAR. 1947

From : Headquarters, Missing Research and Enquiry Service,
C/o. A.P.O. 3. 442, R.A.F., C.M.P.

To : Air Force Sub-Commission, 2001, C.M.P.

Date : 28th July, 1946.

Ref. : MR/R/2035/1/4TH.

Recovery of Lined War Materials.

Further to our letter of even reference, dated 14th June, 1946, attached hereto is a copy of P/Lt. J. J. Moore's report on the removal of war materials.

2. It is set out in full, and states various views which may, or may not be wise to pass on, but the main item being that: if this material is removed, the work of our research series is seriously prejudiced, as no efficient record is left of the items and their disposal.

3. Paragraph 14 is of the greatest importance.

7250

W. J. L.
Sing Commander, Commanding,
.....

Onay I

Ref 17A.

The Airway Research, Enquiry Service are worried that no action seems to be taking place on our letter to R.M.I.A.

It is most important that these station firms are instructed not to collect aircraft parts until they are released by the MRVES.

I had then a urgent and personally contacted the officers in MRVA who should be dealing with Enlosure 13A.

The delay is undoubtly in the station was often and they should be ⁷²⁴⁹ ~~7249~~ to give a rapid answer that our wishes are complied with.

See me on my return Thursday 22 Aug.

~~12/2/79~~

17.8.46

MZ.

times are involved not to collect all the
aircraft parts until they are cleared by
the MRRES.

I had then a urgent and promising
airline Mr. Officer in MMIA who should be
dealing with Enclaves 13A.

The delay is undoubtedly in the station
was open and they should be ⁷²⁴³ ~~7243~~
to give a rapid answer that our
wishes are complied with.

See me on my return Thursday 22 Aug.

Alvin

MR.

S.S.O.

12-10-46
17. 8-46

This day, I contacted Mr. Byatt in
441A who is handling our request 13A.
He has contacted with the War Ministry
twice previously and this subject with
no reply. Another letter is being written
today. I hope on the same subject.

W.G. Satter.

19. 8. 46.

29A.

From: Air Headquarters, Italy, R.A.F., C.M.F.

To: R.A.F. Unit, Ciampino.

Copies to: R.A.F. Campo Formido.
Air Force Branch, A.F.H.Q., A.P.O. 72, Rome.

Date: 22nd March, 1947.

Ref: ABX/5020/AIR.ACCS.

Reference Accident to Anson PH 703.

The above mentioned accident is the second of its type to occur recently and very definite steps are to be taken to ensure that it is not repeated again.

2. The primary cause was the vulnerability of Ansons to strong cross winds to which they should not be subjected. If there are strong cross winds blowing at Ciampino when Ansons are due to land they should be diverted to one of the local aerodromes where they can be landed into wind.

3. The C.O., R.A.F. Ciampino is to make arrangements for such diversions with the American Air Traffic Control at Ciampino and with the Italian Authorities through the Air Forces Branch of A.F.H.Q.

4. The secondary cause of the accident was the collision with one of the Airfield Night Flying lights and this question is to be taken up with the American Authorities by the C.O., R.A.F. Ciampino to find a method of reducing the risks from this cause. A report on the negotiations is to be sent to this Headquarters.

7248

N.V. Morison

(N.V. MORISON), G/Capt.,
Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, C.M.F.

A.G.H. 27/3/47

#/A.G.H.
75.7/21.

landing directions of each of these airfields -

air 1 Total 27/4.
Please consult the O.C.
Mobi. Control. Gendonia and
warn them of probable landings
by allied aircraft. Suggest also
that you notify ANGI at the last
14/7.

0971

Declassified E.O. 12356 Section 3.3/NND No. 785017

285

NOTE

Enclosure 28th - 28th Nov
transferred. to file

7247

AFSC 1754/01

(1st of accident and casualties
to flying personnel)

Not L. CVL.
5/1.

Number on new file 90 + 90

POSTAGE

REF: 4191/5020/41H ADDS.

DATE: 20th December, 1946.

FROM:- Air Headquarters, N.A.F. Italy, I.M.P.

TO:- Gen Distribution List.

Enclosed herewith copy of Signal No. AT996 dated 15th December, 1946 received from H.Q. Mac/M.E. for your information and necessary action.

Originator's
Signature.

Date &
Time of
Origin.

DISTRIBUTION:

1. G. No. 239 Wing.
2. G. No. 244 Wing.
3. G. No. 324 Wing.
N.A.F. Station, PLAMBERT.
N.A.F. Station, CLIMFIND.
No. 654 (A.C.P.) Squadron.
No. 357 R.U.
A.F. S.C. ROAD.
43 Squadron.
72 Squadron.
87 Squadron.
92 Squadron.
93 Squadron.
111 Squadron.



*Copy sent to
the various
units.*

ALT

0973

Enclosed herewith copy of Signal No. AT996 dated 19th December, 1946 received from H.Q. Med/H.E. For your information and necessary action.

Originator's
Signature.

Date &
Time of
Origin.

DISTRIBUTION:

- H.Q. No. 239 Wing.
- H.Q. No. 214 Wing.
- H.Q. No. 324 Wing.
- H.A.F. Station, HANNOVER.
- H.A.F. Station, GIMFING.
- H.Q. 654 (A.C.P.) Squadron.
- H.Q. 357 A.U.
- H.F. S.O. HOME.
- 45 Squadron.
- 72 Squadron.
- 87 Squadron.
- 92 Squadron.
- 93 Squadron.
- 111 Squadron.
- 112 Squadron.
- 225 Squadron.
- 250 Squadron.
- 253 Squadron.
- A.F. Q.I. Com. Sqdn. USINE.
- A.F. Q.I. Com. Sqdn. Det. MACLANES.
- Australia Com. Sqdn. HANNOVER.
- Australia Com. Sqdn. Det. HANNOVER.



*Copy sent to
Hannover
19/12/46*

27B

COPY.

IMPORTANT.

FROM: H.Q. AFHQ.

TO: BF AMR - AFHQ AFRICA - AFHQ GREECE - AFHQ IRAQ -
AFHQ ITALY - AFHQ LIBYAN - AFHQ LEVANT - AFHQ MALTA -
219 G. G. - 205 G. G.

AT 996 19/12/46 U/C. AIRCRAFT ACCIDENT REPORTING PROCEDURE
WITH COMPLETING FORMS 765 (N) PARAGRAPH ONE (R) PARAGRAPH ONE
IS TO REFER TO THE DIRECT UNIT OF THE AIRCRAFT AND NOT (R)
NOT TO THE UNIT REPORTING THE ACCIDENT. DETAILS OF THE UNIT
REPORTING THE ACCIDENT ARE TO BE PRINTED AT THE TOP OF THE
FORM.

SR 16452 TAC 16502.

7245

POSTAGRAM.

REF: AHQI/5020/AIR ACES.

DATE: 17th December, 1946.

FROM:- Air Headquarters, R.A.F. ITALY, C.M.F.

TO:- See distribution list.

It is requested that all Forms 765C are despatched to addressees laid down in A.H.O. A63/46 as amended by A.H.O. A819/46. A covering letter with full list of addressees is to accompany all Forms 765C. The time limit as laid down in the above mentioned A.H.O.s to be strictly adhered to.

*Have
P/S - R.A.F. Italy
A.H.O. 15
6/12/46*

Time of
Origin. 16.3.46

Originator's
Signature. *1/11/46
A.P.O.*

DISTRIBUTION:

H.Q. No. 239 Wing.
H.Q. No. 244 Wing.
H.Q. No. 504 Wing.
No. 45 Squadron.
No. 72 Squadron.
No. 87 Squadron.
No. 92 Squadron.
No. 93 Squadron.
No. 111 Squadron.
No. 112 Squadron.
No. 225 Squadron.
No. 250 Squadron.
No. 253 Squadron.
No. 674 (A.O.P.) Sqn.
— A.P.S.C. A.C. R.O.E.

7244

4319/46. A covering letter with full list of addressees is to accompany all Forms 7650. The time limit as laid down in the above mentioned A.M.Os to be strictly adhered to.

have

File - 21/12

41110/15

21/12

21/12

Originator's
Signature.

21/12/46
A.P.O.

Time of
Origin.

14.3.46

DISTRIBUTION:

- H.Q. No. 239 Wing.
- H.Q. No. 244 Wing.
- H.Q. No. 324 Wing.
- No. 43 Squadron.
- No. 72 Squadron.
- No. 87 Squadron.
- No. 92 Squadron.
- No. 93 Squadron.
- No. 111 Squadron.
- No. 112 Squadron.
- No. 225 Squadron.
- No. 250 Squadron.
- No. 253 Squadron.
- No. 654 (A.O.P.) Sqn.
- A.F.S.C. A.C. ROHE.
- R.A.F. Station, CANTINO.
- R.A.F. Station, UDINE.
- R.A.F. Station, MACEBURN.
- No. 125 S.P.
- No. 130 S.P.
- No. 375 M.U.

INFO: No. 6 B.F.O.

7244



211H
FROM:- Air Headquarters, R.A.F. ITALY.
TO:- Air Forces Sub-Commission, Allied
Commission, ROME.
DATE:- 29th October, 1946.
REF:- AHQI/5020/AIR ACCS.

REPORTING FLYING ACCIDENTS.

23A
Reference your AFSC/757/P.1.
dated 21st October, herewith two
further copies of our letter
dated 8th October, as requested by
you.

M Taylor
(M. TAYLOR), F/Lt.,
for Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, CME.



Forwarded to 107H.
425A.

NOTESEP

Examine 25A for known

samples to file

HSC 1754/R1

W. G. ... to ...

... (L.H.F.)

7243

... on New file ...

234

From: Air Forces Sub-Commission, Allied
Commission, Rome.

To: Air Headquarters, R.A.F. Italy, ~~Rome~~

Date: 21st. Oct., 1946.

Ref: AFSC/757/F.1.

REPORTING FLYING ACCIDENTS. / 22A

Reference is made to your letter AHQI/5020
/Air dated 8th. October, 1946.

2. It is requested that two further copies
of this letter may be forwarded to this Sub-
Commission in order that they may be made
available to the Italian Air Force as a guide
to the reporting of flying accidents within that
service.

C. M. M. Grege

C.M.M. GREGE, W/Cdr.,
Air Vice-Marshal,
Director, A.F.S.C., A.C.

From: Air Headquarters, Italy, C.M.F.
 To: Distribution below.
 Date: 8th October, 1946.
 Ref: AHQI/5020/AIR.A003.

REPORTING FLYING ACCIDENTS.

Your attention is invited to our letter reference AHQI/5020/AIR.A003, dated 26th August, 1946, not to all Units, and the following information is to be particularly taken note of.

2. A.M.O. A.663/1946 dated July, 3rd 1946 has revised all previous orders on the reporting of flying accidents, and the procedure for submitting Form 765c has been altered, the distribution being as follows:- (Para. 230 of A.M.O. A.663).

- Two copies direct to Air Ministry, D.P.A.
- One copy direct to Air Ministry, P.4.Cas.
- One copy to B.P.O. of Area
- One copy direct to Command (MED.M.E.)
- One copy to Group Headquarters (i.e. A.R.Q. Italy).

The form is to be despatched within 48 hours. If within this time no Form 765c has been despatched a letter of explanation must be sent to Air Ministry.

3. Additional care is to be taken in filling in the Form 765c, the most common omission being the recording of the pilot's total hours flying and total hours on type, assessments, etc.

4. Where plans or diagrams have to be included in a flying accident report they should be in duplicate. This action to be taken in the case of all evings, taxiing accidents and landing accidents. 7242

5. Signal message 'A', which is to be despatched within 12 hours of the accident occurring by the O.C. of R.A.F. unit nearest the scene of the accident, is to be sent to the following addressees:-

- (a) Air Ministry London
- (b) Headquarters, R.A.F., MED.M.E.
- (c) A.R.Q. Italy
- (d) No. 6 B.P.O. (if casualties occur)
- (e) appropriate Salvage Unit
- (f) appropriate M.U.

22A

2946
15/10
15/10

Not to be

Your attention is invited to our letter reference A441/5020/AIR.ACCS. dated 28th August, 1946, not to all Units, and the following information is to be particularly taken note of.

2. A.M.O. A.663/1946 dated July, 3rd 1946 has revised all previous orders on the reporting of Flying accidents, and the procedure for submitting Forms 7650 has been altered, the distribution being as follows:- (Para. 23b of A.M.O. A.663).

- Two copies direct to Air Ministry, D.P.A.
- One copy direct to Air Ministry, P.A.Cas.
- One copy to B.P.O. of Area
- One copy direct to Command (MED.M.E.)
- One copy to Group Headquarters (i.e. A.H.Q. Italy).

The form is to be despatched within 48 hours. If within this time no Form 7650 has been despatched a letter of explanation must be sent to Air Ministry.

3. Additional care is to be taken in filling in the Form 7650, the most common omission being the recording of the pilot's total hours flying and total hours on type, assessments, etc.

4. Where plans or diagrams have to be included in a flying accident report they should be in duplicate. This action to be taken in the case of all swings, tearing accidents and landing accidents. 7242

5. Signal message 'A', which is to be despatched within 12 hours of the accident occurring by the C.O. of R.A.F. unit nearest the scene of the accident, is to be sent to the following addressees:-

- (a) Air Ministry London
- (b) Headquarters, R.A.F., MED.M.E.
- (c) A.H.Q. Italy
- (d) No. 6 B.P.O. (if casualties occur)
- (e) Appropriate Salvage Unit
- (f) Appropriate M.U.

Extreme care is to be taken in interpreting the various paragraphs of Message 'A', and in categorising of damage to aircraft.

6. The above information has been extracted from A.M.O. A.663/46 for your information and any other details required will be found in the abovementioned A.M.O.

(N. TAILOR), F/Lt.,
for Senior Air Staff Officer,
Air Headquarters, Italy,
ROYAL AIR FORCE, CEF.

-2-

DISTRIBUTION LIST.

Headquarters, 239 Wing
 Headquarters, 244 Wing
 Headquarters, 324 Wing.
 No. 43 Squadron
 No. 72 Squadron
 No. 92 Squadron
 No. 93 Squadron
 No. 111 Squadron
 No. 112 Squadron
 No. 225 Squadron
 No. 250 Squadron
 No. 253 Squadron
 No. 87 Squadron
 No. 654 ACP Squadron
 No. 159 M.U.
 No. 357 M.U.
 A.F.S.G. Rms
 R.A.F. Ciampino
 R.A.F. Station, Udine
 R.A.F. Station, Schwechat
 R.A.F. Station, Bari
 R.A.F. Station, Klagenfurt
 A.H.G.I. Comm.Flight, Udine
 A.H.G.I. Comm.Flight Det. Marciavene
 Austria Comm.Flight, Klagenfurt
 Austria Comm.Flight Det. Vienna

7241

ACCIDENT REPORTING PROCEDURE AS Laid Down
IN AIR MINISTRY ORDER A.663/1946.

REPORTING PROCEDURE FOR PARENT UNIT.

A reportable accident is any accident concerning a R.A.F. aircraft involving death or injury to personnel, or damage to the aircraft greater than fair wear which renders the aircraft unserviceable, constitutes a "reportable accident". This includes damage to an aircraft, greater than fair wear and tear, which is found on inspection.

All R.A.F. aircraft accidents involving damage to aircraft or death or injury to service or civilian personnel are to be reported as follows:-

- (a) By signal message A.
- (b) By form 765(C).

MESSAGE "A".

Signal message "A" is to be sent within TWELVE hours of the accident occurring by :-

- (i) The O.C. the R.A.F. Unit to the scene of the accident.
- (ii) The Station from which the aircraft last departed after the accident is established as missing.

Message "A" will be sent on every occasion to the following :-

- (i) The Air Ministry, London.
- (ii) All intermediate formation Headquarters of the Unit reporting the accident.
- (iii) In the case of a unit other than the parent unit reporting the accident, the parent unit(s) of the aircraft and/or crew and all its (or their) higher formations. The parent unit(s) of aircraft and/or crew is then to send a follow-up signal to the original addressees supplying particulars omitted in the original Message "A".
- (iv) When casualties occur, the R.F.O. of the Unit reporting the accident.
- (v) Appropriate salvage unit.
- (vi) Appropriate maintenance group.

All message "A" signals are to have the letters "AB" preceding the unit signal reference number, and are to be given "Important" priority, except when most of him of casualties have not been informed. In this case the

7240

gear, which is found on inspection.

All R.A.F. aircraft accidents involving damage to aircraft or death or injury to service or civilian personnel are to be reported as follows:-

- (a) By signal message A.
- (b) By form 765(C).

MESSAGE "A".

Signal message "A" is to be sent within TWELVE hours of the accident occurring by :-

- (i) The O.C. the R.A.F. Unit to the scene of the accident.
- (ii) The Station from which the aircraft last departed after the accident is established as missing.

Message "A" will be sent on every occasion to the following :-

- (i) The Air Ministry, London.
- (ii) All intermediate formation Headquarters of the Unit reporting the accident.
- (iii) In the case of a unit other than the parent unit reporting the accident, the parent unit(s) of the aircraft and/or crew and all its (or their) higher formations. The parent unit(s) of aircraft and/or crew is then to send a follow-up signal to the original addressee supplying particulars omitted in the original Message "A".
- (iv) Then casualties occur, the D.F.O. of the Unit reporting the accident.
- (v) Appropriate salvage unit.
- (vi) Appropriate maintenance group.

All message "A" signals are to have the letters "AB" preceding the unit signal reference number, and are to be given "Important" priority, except when most of kin of casualties have not been informed. In this case the priority is to be "Immediate". In addition, one of the following prefixes is to be allotted to message "A" signals.

"P.A." }
 "T.A." }
 "C.A." }
 "R.A." }
 "P.B."

See list of definitions.

If the unit reporting the accident is unaware whether the category is "T.A." or "P.B." the prefix "P.C." indicating "Flying Casualty" is to be used.

The following information is required in message "A" :-

12....

-2-

- A. (i) R.A.F. type, mark, and number (or identification letters of aircraft).
(ii) Engine and power plant type and number (or numbers) if (i) above is not available.
- B. Parent unit of the aircraft, and if on a transfer flight, details of consignor and consignee units.
- C. (i) Present location of aircraft (with county, and bearing and the distance of aircraft from nearest known land mark).
(ii) When the crew abandons the aircraft by parachute and the present location of the aircraft is unknown, the approximate position in which the aircraft was abandoned should be given, followed by the word "abandoned".
- D. (i) Date and time of accident.
(ii) Conditions of light at the time of the accident are to be indicated by the word "Day" or "Night".
- E. Nature of Flight. See list of definitions.
- F. Type and Cause of accident with descriptions of circumstances. Probable end/or assume causes are to be given as necessary but should be stated as such.
- G. (i) Not applicable.
(ii) Whether or not Form 765(G) will be submitted, this is to be indicated by 765(G) Yes, or 765(G) No.
- H. (i) Brief particulars of damage to aircraft followed by the words "Cat.A", "Cat.B", "Cat.C", "Cat.D", "Cat.E", and whether or not assistance is required from the salvage organization. If the aircraft has been damaged by fire the word "Burnt" is to be included, giving the extent of such damage, i.e. "Burnt Slight"; "Burnt Extensive"; or "Burnt Total".
(ii) Cat."Y", - any instances where not reportable damage has occurred sustained by the aircraft but death or injury has occurred to service or civilian personnel.
Cat."A", - is to be inserted when the aircraft is repairable on site by unit personnel.
Cat."B", - is to be inserted when the aircraft is repairable on site but beyond unit's capacity, and a working party is required. "Salvage yes" is to be inserted if the aircraft forms an obstruction and/or the assistance of a party is required to move it to another locality for repair.
Cat."Y", - is to be inserted when the aircraft is repairable but damaged beyond repair on site.

7239

- C. (i) Present location of aircraft (with county, and bearing and the distance of aircraft from nearest known land mark).
(ii) When the crew abandons the aircraft by parachute and the present location of the aircraft is unknown, the approximate position in which the aircraft was abandoned should be given, followed by the word "abandoned".
- D. (i) Date and time of accident.
(ii) Conditions of light at the time of the accident are to be indicated by the word "Day" or "Night".
- E. Nature of flight. See list of definitions.
- F. Type and cause of accident with descriptions of circumstances. Probable and/or assumed causes are to be given as necessary but should be stated as such.
- G. (i) Not applicable.
(ii) Whether or not Form 765(c) will be submitted, this is to be indicated by 765(c) Yes, or 765(c) No.
- H. (i) Brief particulars of damage to aircraft followed by the words "Cat.A", "Cat.B", "Cat.C", "Cat.D", and whether or not assistance is required from the salvage organization. If the aircraft has been damaged by fire the word "Burnt" is to be included, giving the extent of such damage, i.e. "Burnt Slight"; "Burnt Extensive"; or "Burnt Total".
(ii) Cat."G", - any fractures where not reportable damage has been sustained by the aircraft but death or injury has occurred to service or civilian personnel.
Cat."A", - is to be inserted when the aircraft is repairable on site by unit personnel.
Cat."AC", - is to be inserted when the aircraft is repairable on site but beyond unit's capacity, and a working party is required. "Salvage yes" is to be inserted if the aircraft forms an obstruction and/or the assistance of a party is required to move it to another locality for repair.
Cat."H", - is to be inserted when the aircraft is repairable but damaged beyond repair on site.
Cat."I", - is to be inserted when the aircraft is damaged beyond repair.
- I. (i) Pilot's particulars giving service number, rank (substantive or acting is to be shown), name and initials and nationality; if not British stating whether killed; injured, dangerously seriously or slightly; died of injuries; missing (believed killed) or missing (particulars unknown); uninjured. Also state the unit on whose posted strength the pilot is borne, should it be different from the unit to which the aircraft is on charge.
(ii) Similar information is required only for each member of the crew who is a casualty; aircraft grade is to be stated in each case.

- K. Whether or not any of the crew have been informed. When the report of kin have been informed by the parent unit the word "KINNOTIFIED" is to be inserted in item 7. When the report of kin have not been so informed, the word "NO" is to be inserted.
- L. Brief details of damage to third party or civilian property, including location and name of person of the damage concerned if known.
- M. Particulars of all cargo carried in the aircraft as given on R.A.P. Form 12565 (R.A.P. Serial number 1).
- N. Whether carrying bombs or other equipment. Bombs include live practice bombs or other munition which may function through being dropped.
- O. Maintenance units (Salvage centers) which had been informed.
- P. Whether or not a signal giving further information will be sent. This is to be indicated by inserting "further signal yes" or "further signal no".

7238

FORM 765(2)

The unit responsible for submitting item 14 is also responsible for submitting a report on the accident on Form 765(3). Reporting procedure under sub-item 14 whether the accident is reported by a unit which:-

- (A) Is the parent unit or a unit in the staff and crew; or
 (B) Is the parent unit or the aircraft or only of the crew; or
 (C) Is neither (A), or (B) above but which is nearest the scene of the accident, and is therefore responsible for reporting it.

In the case of an accident which is reported by the parent unit of the aircraft and crew the procedure is to be reported to as "The normal reporting procedure". In the case of an accident being reported by unit other than the parent unit of the aircraft and crew the report is to be referred to as the preliminary Form 765(3). All copies of such preliminary reports are to have the words "PRELIMINARY REPORT" in black type at the top of the Form 765(3).

Distribution of Form 765(3) and the Normal Reporting Procedure.

- (1) Two copies direct to the Ministry (D.P.A.) Alexandria House, Kingston, London. W.12.

/4....

- (ii) One copy direct to Air Ministry (P.4.Cis.), 73-77 Oxford Street, London, W.1.
- (iii) One copy direct to the P.F.O. of the area concerned.
- (iv) One copy direct to Command Headquarters.
- (v) One copy to Group Headquarters or its equivalent, through station and Wing Headquarters (when applicable).

Distribution of Form 765(C) for "Preliminary Reporting Procedure".

Distribution as for "The Normal Reporting Procedure" with the following additions:-

- (i) One copy to the parent unit of the aircraft plus one copy to its parent group; and/or
- (ii) One copy to the parent unit of the pilot, plus one copy to his parent group.

Upon receipt of a "Preliminary Report" it is a responsibility of the parent unit to issue a completed report on Form 765 (C). All such copies of completed reports are to have the words "Final Report" in block capitals typed across the Form 765 (C). The distribution of final report Form 765(C) is to be identical as that for "The Normal Reporting Procedure", with an additional copy to be sent through Group Headquarters to Command Headquarters of the Unit raising the preliminary report.

In both the normal and preliminary reporting procedures, Form 765(C) MUST be filled in and despatched within 48 hours of the date of the accident. If certain details are still missing at that time, the form must be despatched with as much information as it is possible, with an indication in the appropriate sections that further details will be sent later. This additional detail must be sent by letter to all the addressees of the original form, and the following information must be furnished for reference purposes:-

- (i) Serial number of Form 765(C).
- (ii) Type and number of the aircraft concerned.
- (iii) Date of the accident.
- (iv) Unit concerned (i.e. parent unit of aircraft and/or pilot).

If within 48 hours no Form 765(C) has been despatched a letter of explanation must be forwarded direct to the Air Ministry by the Unit responsible for 7237 reporting the accident.

REPORTING PROCEDURE FOR GROUP HEADQUARTERS (OR ITS EQUIVALENT).

Group Headquarters will receive one copy of Form 765(C) and is then -

- (i) To study the report to ensure that the investigation was adequately carried out and Form 765(C) properly completed;
- (ii) To consider its views on the conclusions and recommendations shown on Form 765(C).
- (iii) To record these views on a forwarding note (Form 1569). If any remarks are added to the back of the form, a duplicate of

- (i) One copy to the parent unit of the aircraft plus one copy to its parent group; and/or
- (ii) One copy to the parent unit of the pilot, plus one copy to his parent group.

Upon receipt of a "Preliminary Report" it is a responsibility of the parent unit to issue a completed report on Form 765 (C). All such copies of completed reports are to have the words "Final Report" in block capitals typed across the Form 765 (C). The distribution of final report Form 765 (C) is to be identical as that for "The Normal Reporting Procedure", with an additional copy to be sent through Group Headquarters to Command Headquarters of the Unit raising the preliminary report.

In both the normal and preliminary reporting procedures, Form 765 (C) MUST be filled in and despatched within 48 hours of the date of the accident. If certain details are still missing at that time, the form must be despatched with as much information as it is possible, with an indication in the appropriate sections that further details will be sent later. This additional detail must be sent by letter to all the addressees of the original form, and the following information must be furnished for reference purposes:-

- (i) Serial number of Form 765 (C).
- (ii) Type and number of the aircraft concerned.
- (iii) Date of the accident.
- (iv) Unit concerned (i.e. parent unit of aircraft and/or pilot).

If within 48 hours no Form 765 (C) has been despatched a letter of explanation must be forwarded direct to the Air Ministry by the Unit responsible for reporting the accident.

REPORTING PROCEDURE FOR GROUP HEADQUARTERS (OR ITS EQUIVALENT).

Group Headquarters will receive one copy of Form 765 (C) and is then -

- (i) To study the report to ensure that the investigation was adequately carried out and Form 765 (C) properly completed;
- (ii) To consider its views on the conclusions and recommendations shown on Form 765 (C).
- (iii) To record these views on a forwarding note (Form 1669). If any remarks are added to the back of the form, a duplicate of the Form 1669 is to be forwarded for retention by command headquarters.
- (iv) To send one copy of Form 1669 to command headquarters.
- (v) To retain a copy of Form 765 (C) for reference and necessary action.

In those cases where an additional copy of Form 765 (C) is received by group headquarters other than the parent group of the unit raising the Form 765 (C), the Form 765 (C) is then to be examined as laid down above and a Form 1669 is to be raised and forwarded to command headquarters.

/5....

DISTRIBUTION OF FORM 412.

The distribution of Forms 412 remains the same with the following additions:-

- (i) One copy direct to the Air Ministry (D.F.A.) immediately on completion of the Court of Inquiry or investigation.
- (ii) One additional copy of the proceedings is to be sent to the parent group of each unit concerned in the accident, whether or not a representative attended the Court of Inquiry.

7236

DEFINITIONS.

R.A.F. aircraft accidents come under four general headings, i.e. flying accidents, taxiing accidents, ground accidents and flying battle casualties.

1. **Flying accident:** a Flying accident is an accident which occurs to an aircraft between the time of the throttle being opened to take off until the time the aircraft turns off at the completion of the landing run.
2. **Taxiing accident:** A taxiing accident is an accident which occurs when an aircraft controlled by an authorised person is moving on the ground under its own power but is not engaged in a take-off or landing run.
3. **Ground accident:** Ground accident includes all accidents involving damage to aircraft not engaged in flying or taxiing, as defined in paras. 1 and 2 above. It also includes damage to aircraft when they are picked up or moved, while they are being manhandled or towed, or while maintenance is being done. This also includes death or injury to personnel working on or with aircraft not engaged in flying or taxiing as defined in paras. 1 and 2 above, even though no damage occurs to the aircraft involved.
4. **Flying battle casualty:** In the event of a state of emergency where aircraft are used on active operations (i.e. during large scale movements of airborne forces or offensive fighter attacks), accidents occurring during these manoeuvres, or to aircraft engaged in battle, are to be considered as flying battle casualties. Section F of the Rules of War is to state if damage was due to enemy action. Normal reporting procedure must then follow.
5. **Reportable accident:** Any incident concerning a R.A.F. aircraft, involving death or injury to personnel, or damage to the aircraft greater than fair wear and tear which renders the aircraft unserviceable, constitutes a "Reportable accident". This includes damage to an aircraft, greater than fair wear and tear, which is found on inspection.
6. **Forced landing:** a forced landing is a landing in which an aircraft is for any reason forced to land at a point other than its predetermined destination or authorised diversion. Forced landings are invariably to be reported.
7. **Injury:** A person is considered to be "injured" if he is unfit for duty for over 48 hours as a result of being involved in an aircraft accident.
8. **Crash:** A member of the crew is defined as any occupant of the aircraft who has been specifically detailed as a functional member of the crew in the flight authorisation book.

to an aircraft between the time of the throttle being opened to take off until the time the aircraft turns off at the completion of the landing run.

2. **Taxying accident:** A taxying accident is an accident which occurs when an aircraft controlled by an authorised person is moving on the ground under its own power but is not engaged in a take-off or landing run.

3. **Ground accident:** Ground accident includes all accidents involving damage to aircraft not engaged in flying or taxying, as defined in paras. 1 and 2 above. It also includes damage to aircraft when they are picketed or moored, while they are being manhandled or towed, or while maintenance is being done. This also includes death or injury to personnel working on or with aircraft not engaged in flying or taxying as defined in paras. 1 and 2 above, even though no damage occurs to the aircraft involved.

4. **Flying battle casualty:** In the event of a state of emergency where aircraft are used on active operations (i.e., during large scale movements of airborne forces or offensive fighter operations), accidents occurring during these manoeuvres, or to aircraft engaged in such operations, are to be considered as flying battle casualties. Section 7 of the Rules of War states if damage was due to enemy action. Normal reporting procedure must then follow.

5. **Reportable accident:** Any incident concerning a R.A.F. aircraft, involving death or injury to personnel, or damage to the aircraft greater than fair wear and tear which renders the aircraft unserviceable, constitutes a "Reportable accident". This includes damage to an aircraft, greater than fair wear and tear, which is found on inspection.

6. **Forced landing:** A forced landing is a landing in which an aircraft is for any reason forced to land at a point other than its predetermined destination or authorised diversion. Forced landings are invariably to be reported.

7. **Injury:** A person is considered to be "injured" if he is unfit for duty for over 48 hours as a result of being involved in an aircraft accident.

8. **Crew:** A member of the crew is defined as any occupant of the aircraft who has been specifically detailed as a functional member of the crew in the flight authorisation book.

9. **Passenger:** A passenger is defined as any occupant of an aircraft not listed in the flight authorisation book as a functional member of the crew.

10. **Ground personnel:** Service and civilian personnel other than those detailed in paras. 8 and 9 above are to be referred to as "ground personnel".

11. **Parent unit:** (a) Aircraft. - In respect of the accident reporting procedure the parent unit of an aircraft is:-

- (i) the unit on whose charge the aircraft is held; or
- (ii) in the case of an aircraft on temporary attachment, the unit to which the aircraft is temporarily attached; or
- (iii) in the case of a delivery flight, the commander unit until the aircraft has been received safely by the consignee.

/2.....

-2-

(b) Pilot. - In respect of the accident reporting procedure the person unit of a pilot is :-

- (i) the unit on whose posted strength the pilot is held, or
- (ii) in the case of a pilot on temporary attachment, the unit to which he is temporarily attached.

12. Nature of flight:- (a) "Nature of flight" should give a clear indication of the duty being carried out or ordered. General terms such as "training", "trooping", "communications", and "transport flight" should be avoided and, if it is necessary that they be used on Messager A for ... are to be amplified by more specific details on Form 765(C).

(b) In particular, the type of flight commonly described as a "transport flight" must be indicated more precisely by use of one of the following:-

<u>Role.</u>	<u>Definition.</u>
(i) Scheduled services	 A routine passenger and/or freight carrying airline flight operating to a planned time schedule comparable to civilian operated commercial airline services.
(ii) Special flight.....	Note:- State whether carrying passengers and/or freight.
(iii) Trooping	 A non-routine passenger and/or freight carrying airline flight.
(iv) Transport support	 The carrying of troops between theatres as an air operation.
	 The provision by air of personnel, equipment and supplies undertaken in direct support of land operations.

21A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: M.M.I.A.
Date: 6th September, 1946.
Ref: AFSC/757/F.1.

18A

13A

RECOVERY OF ALLIED WAR MATERIALS - AIRCRAFT.

Further to our letter of even reference dated 20th June, 1946 and your Q.120 dated 21st August 1946.

2. Reports received from the M.R.E.S. section confirm that certain firms are still carrying out salvage operations under the direction of the Italian Army and the attached copy of a report submitted by one of the Allied searches gives names of firms and name of the authorising officer.

3. As has already been pointed out these salvage operations considerably hamper the searches in their work and destroy valuable clues in the tracing of missing aircrew personnel. Therefore it would be appreciated if further enquiries could be made at the War Ministry re the names of firms and personnel quoted in the above-mentioned report with a view to the searches being stopped from moving or salvaging crashed aircraft until the area has been declared clear.

4. It has also been requested by M.R.E.S. that a notice be inserted in local newspapers to the effect that personnel be restricted from removing any material from the scene of accidents or crashes of aircraft and this suggestion has the approval of this Sub-Commission therefore your comments on the above after investigations with the War Ministry would be appreciated.

R. Cartner 7234

R. CARTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

0996

20A

R.A.F. Form 1924

POSTAGRAM. Originator's Reference Number:--
Ref: ~~REF~~/2035/1/Air.

Date:— 29 August, 1946.

To: Air Forces Sub-Commission, Allied Commission, Rome.
(Attention G/Capt. J. J. J.)

19A

From: H.Q., M.H.E.S., R.A.F., C.M.F., c/o A.P.O. S.42.

Recovery of Allied War Materials.

- Your minute AFSC/757/P.1. dated 23 August, 1946 refers.
2. Steps have been taken to inform the Bellini firm that they are to discontinue their present operations, in terms of para. 2 of your minute.
 3. In dealing with casualties the greatest importance is placed on a thorough examination of aircraft wreckage which often leads to the identification of the body of an airman.
 4. In the report forwarded under cover of our evenly referenced minute dated 3th July 1946 a list was compiled giving the names of contractors in various areas who, it seems, have been authorised to collect and dispose of war material to military dumps.
 5. Not only the type and number of the aircraft found is of importance, but the point at which it crashed is of equal consequence, and it would assist us greatly if the removal of aircraft parts from the scene of the mishap could be stayed until such time as the area has been searched sufficiently for us to declare it open.
 6. It may be possible through the Italian War Ministry to cause notices to be inserted in the daily papers or by some other means to prevent removal of aircraft parts whilst investigations are being carried on.

~~For Wing Commander, Commanding.~~



7233

Originator's
Signature

*Small cap.
for Wing Commander.*

Time of
Origin 29/8/46 B.

From: Air Forces Sub-Commission,
Allied Commission, ROME.

To: Headquarters Missing Research and Enquiry Service
c/o A.P.O. S.442 R.A.F. C.M.F.

Date: 23rd August, 1946.

Ref: AFSC/757/P.1.

RECOVERY OF ALLIED WAR MATERIALS - AIRCRAFT.

Reference is made to your letter MRES/2035/1/AIR. dated 14th June, 1946.

2. With reference to para 3 of your letter enquiries at the Italian War Ministry made through M.M.I.A. reveal that no contracts have been made by them to recover Allied War Materials in any part of Italy and therefore the Bellico firm should be informed that they must discontinue their present operations.

L. Cartner
R. CARTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

7232

18A
Subject:- Recovery of Allied War
Materials Aircraft.

Land Forces Sub Comm. A.C.
(M.M.I.A.)
R O M E
Q.120

21 Aug 46.

To :- Air Forces Sub Comm.
HQ AC. 13A

Reference your AFSC/757/P.I. dated 20 June 46.

The Italian War Ministry have been informed of the contents of your above quoted letter and state that they have never made contracts concerning the recovery of Allied Aircraft War materials and especially the province of ROVIGO.

E.F. BYATT
Major.

E.F. BYATT, Major,
for Major General,
M.M.I.A.

EFB/ab

7231



17A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: M.M.I.A.
Date: 13th July, 1946.
Ref: AFSC/757/P.1.

RECOVERY OF ALLIED WAR MATERIALS
AIRCRAFT.

13A

May a reply please be given to our letter of even reference
dated 20th June 1946.



R. CARTNER,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

7230

16A

From : Headquarters, Missing Research and Enquiry Service,
C/o. A.P.O. 3. 442, R.A.F., C.M.F.
To : Air Force Sub-Commission, Rome, C.M.F. (2 copies)
Date : 8th July, 1946.
Ref. : MRE/2035/1/AIR.

Recovery of Allied War Materials.

12A

Further to our letter of even reference, dated 14th June, 1946, attached hereto is a copy of V/Lt. D.C. Beere's report on the removal of war materials.

2. It is set out in full, and states various views which may, or may not be wise to pass on, but the main item being that: if this material is removed, the work of our Searcher Parties is seriously prejudiced, as no efficient record is left of the items and their disposal.

B

3. Paragraph 14 is of the greatest importance.

12/7 0283 1M

754/P1

7229

Chadwell
Wing Commander, Commanding,
R.A.F. S.E. 3, R.A.F., C.M.F.

From: No. I.S.P.

To: H.Q. M.R.E.S. R.A.F. C.M.E.

Ref: I.S.P./DCB / A.5.

Date: 29. 6. 46.

Recovery of Allied war material in Italy.

A visit was made to the organisation known as Recupero Materiale Bellico whose Manager is Franceschi Oreste, and the following information was obtained:

- 1) The Italian war Ministry offered the task of clearing all derelict war material from certain specified areas which contain considerable quantities of this material, to the contractor who agreed to do it the most cheaply.
- 2) In areas where there was little fighting and therefore very little wreckage the task of clearing has been undertaken by local Italian military organisations.
- 3) In the case of the civilian contractors their duty is to recover any war material the whereabouts, of which they have been informed, and transport it to certain military dumps which are under the direct control of the Italian Army (Artillery).
- 4) At these dumps the wreckage is categorised, and in certain cases of Allied materials a note must be sent through the Artillery H.Q. to the Allied Control Commission; however Franceschi was not certain on this point and the circumstances governing the rendition of such a report are not known.
- 5) A list of civilian contractors and the areas in which they are operating is given in Appendix A, together with a list of inspectors with Name and rank of the Officer commanding the area.
- 6) The Italian military inspectors, one of whom is attached to each contractor, are responsible for checking the material before it leaves the firm's H.Q. on its way to the military dumps. The inspector makes an inventory of the material of the material on a delivery note which he signs and orders the driver to hand it in at the military dump where the material delivered is checked against the delivery note by the W/O i/c. The W/O signs the form and returns it to the H.Q. of the firm at Rovigo.
- 7) The inspectors make periodic checks, to ensure that in a specific instance none of the material has been left behind by the firm's employees.
- 8) Controller of the first 4 Areas and also area 7 listed in Appendix A together with their contractors, is General Pasquale Arturo of the Italian Artillery. Controllers for Rome and Florence are not known. Controller of areas 6, 7, 8, 9, 10, 11, is Gen Postagno.
- 9) The contractors gain their information as to the whereabouts of all types of War Material, from all sources, but say that their best informants are small boys.
- 10) Although Franceschi states he has finished the Province of Rovigo and is ready to move down to Bologna Province, he has so far only removed 2 A/C wrecks from the Rovigo Province.
- 11) One of these was at Canaro and the other at Nap. Ref. 63, 148. SM. 65. The latter was the wreckage of a Mustang K.B. 600 flown by Lt. Muir who was buried locally and concentrated to Padua.

16B

COPY

- 1) The Italian War Ministry offered the task of clearing all derelict war material from certain specified areas which contain considerable quantities of this material, to the contractor who agreed to do it the most cheaply.
- 2) In areas where there was little fighting and therefore very little wreckage the task of clearing has been undertaken by local Italian military organizations.
- 3) In the case of the civilian contractors their duty is to recover any war material the whereabouts, of which they have been informed, and transport it to certain military dumps which are under the direct control of the Italian Army (Artillery).
- 4) At these dumps the wreckage is categorised, and in certain cases of Allied materials a note must be sent through the Artillery H.Q. to the Allied Control Commission; however Franceschi was not certain on this point and the circumstances governing the rendition of such a report are not known.
- 5) A list of civilian contractors and the areas in which they are operating is given in appendix A, together with a list of inspectors with name and rank of the Officer commanding the area.
- 6) The Italian military inspectors, one of whom is attached to each contractor, are responsible for checking the material before it leaves the firm's H.Q. on its way to the military dumps. The inspector makes an inventory of the material of the material on a delivery note which he signs and orders the driver to hand it in at the military dump where the material delivered is checked against the delivery note by the W/O i/c. The W/O signs the form and returns it to the H.Q. of the firm at Rovigo.
- 7) The inspectors make periodic checks, to ensure that in a specific instance none of the material has been left behind by the firm's employees.
- 8) The controller of the first 4 Areas and also area 7 listed in Appendix A together with their contractors, is General Pasquale Arturo of the Italian Artillery. Controllers for Rome and Florence are not known. Controller of areas 6, 7, 8, 9, 10, 11, is Gen Costagno.
- 9) Although Franceschi states he has finished the Province of Rovigo and is ready to move down to Bologna Province, he has so far only removed 2 A/C wrecks from the Rovigo Province.
- 10) One of these was at Canaro and the other at Map. Ref. 63, 148. S.W. 65. The latter was the wreckage of a Mustang K.N. 600 flown by Lt. Muir who was buried locally and concentrated to Padua.
- 11) In the case of the two engines at Canaro referred to in S.S.F./OFF/11. it is definitely known that both engines were removed from the farm by Franceschi's employees, but only one engine arrived at the dump.
- 12) A specimen of the delivery note together with translation mentioned in para 6 is enclosed for your perusal. It will be noted that in the column headed "Type of wreckage" the wreckage is described fairly clearly, but in the case of some of these wrecks including those of A/C, the material is not accurately described, and in one particular case was referred to as "iron, wreckage". Furthermore the record held by this firm are not kept in an efficient manner, and the delivery note describing the wreckage removed from Canaro could not be found.
- 13) It appears feasible therefore that between the time when the wreckage was collected from Canaro, and its delivery at the dump, one of the engines was mislaid or lost. Either it was disposed of between Canaro and Rovigo, where it should have/.

- 2 -

have been inspected by the military inspector, or failing this inspection may have been disposed of between Rovigo and Forte Marghera.

(2) Since there is no inspection between the time of collection of the material and its arrival at the Firm's H.Q. it is obvious that there is scope for illicit disposal of some of this material by the firm's employees.

13) It is to be hoped that when your H.Q. corresponds with the Italian authorities on this matter, it will suggest that steps be taken to prevent the loss or disposal, in future, of the wreckage of allied War Materials.

14) It is further suggested that as this Material is still allied property, steps be taken to prevent its removal by anybody, until it has been inspected by a searcher Party of the M.R.E.S., and passed as being of no further value to our organisation.

(sgd.) D.C. BURE F/LT. i/c No. 1.S.F.

APPENDIX - "A"

Gen. PAOLA LE ARTURO
Com. MILITARE UDINE.

Area	Firm	Address	Military Inspectors
1) Udine	Fratelli Dorio-	Via Caccia 17	Cap. Pasqua Carmelo
2) Spilimbergo (Udine)	S.A. Frat. Rovina		Magg. Alois Raffaele
3) Mestre (Venezia)	Ditta Baldino -	Via Marini 18	Ten. Col. Rubini Eberardo
4) Castelfranco Veneto	Larizza Mamati	No Address.	Cap. Verrier Germano
5) Florence	Ditta Boldrini	No Address	not known
Rome	Societa' Dielle	Piazza Porta Pia	not known
6) Rome	Ing. Morigi	No address	not known
7) Rovigo	Ditta Franceschi Oreste	Via Celio N. 13	Magg. Fusco Vincenzo.
8) Bologna			Gen. Rostagno
9) Ravenna	Ditta Franceschi Oreste		Comando
10) Forli'	Via dei Cambruti N. 1		Militare
11) Ferrara	Bologna		Territoriale
			<u>Bologna</u>

7227

HEADQUARTERS
1419TH AAF BASE UNIT - ROME, ITALY
EUROPEAN WING, EURD-ATC
APO 512, U.S. ARMY

15A
CO/RMC/os
21 June 1946

360.33

SUBJECT: Report of Major Accident

TO : Director,
Air Forces Subcommittee
Allied Commission
Rome, Italy.

1. Enclosed herewith is report of major aircraft accident at this Base.

2. Henceforth, where at all practicable, no aircraft will be cleared from Ciampino without a qualified co-pilot.

Copy in
1419th AAF 91
Central Files

Roger M. Crow
ROGER M. CROW
Lt. Col., AC,
Commanding.

Capt. Kesterson *LKH*
Lt. Favano *PF*
Lt. Weiss *M*
Lt. Hagan *W.H.*

*The above provisions will be strictly
complied with.*

J. K. M.
2/7



7226

HEADQUARTERS
1419th, AAF BASE UNIT-ROMA ITALY
EUROPEAN WING BURD-ATC
APO 512, U.S. ARMY

21th June 1946

INCLOSURES:

1. F. 14 A/C Accident Rpt.
1. F. 23 Flight Clearance
1. Weight & Balance Waiver
1. F. I A Flight Report
1. Flight Log
1. Control Tower Accident Rpt.
1. Statement by Capt. Westerson
1. Statement by M/Sgt. Boling
1. Statement by Cpl. Cook
1. Statement by Pfc. Smory
2. Photographs

7225

RESTRICTED WHEN ENTRIES ARE MADE HEREON

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF. Fill in all spaces except where otherwise indicated. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

ACTION		DATE	ACCIDENT No.
PRELIMINARY REPORT RECEIVED			TYPE, MODEL AND SERIES
REPORT RECEIVED			
EVALUATED BY			
VERIFIED BY			
CHECKED BY			
FIELD OFFICES—DO NOT USE THIS SPACE			No. AIRCRAFT INVOLVED

Section A—GENERAL INFORMATION			
1. PLACE OF ACCIDENT—Date, County, Nearest Town, Distance and Direction from Rome.			
1419 AAFBU EURW ATC APO 512 Ciampino-Rome ITALY			
2. WAS COLLISION WITH OTHER AIRCRAFT? ☐ YES ☒ NO			
AF No. of AIRCRAFT INVOLVED (Fill separate Form 14 for each)			
17 June 46 0905 Z			
HOURS AND TIME ZONE ☒ DAY ☐ NIGHT			

Section B—AIRCRAFT			
1. AIRCRAFT No.	2. TYPE	MODEL	SERIES
44-76643	C	47	B
3. HOME STATION			
Naples AAF General Depot			
4. AIR FORCE OR COMMAND			
Capodichino AAF, Naples, ITALY			
5. DATE OF MANUFACTURE			
24 Mar. 45			
6. DATE LAST OVERHAUL			
None			
7. HOURS SINCE OVERHAUL			
None			
8. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for non-compliance.			

Section C—OPERATOR (Person at controls at time of accident)			
1. LAST NAME	FIRST NAME	MIDDLE INITIAL	GRADE
Kesterson	Lewis		Capt.
2. ATTACHED STATION	AF OR COMMAND	SUBCOMMAND	WING
	Allied Commission		
3. ASSIGNED STATUS	AF OR COMMAND	SUBCOMMAND	WING
Rome-ITALY			
4. AIRCRAFT RATING	YES ☒ NO ☐	DATE RECEIVED	15 Apr. '44
15 Apr. '44 Dir. of Flying Ops & C-47P10			

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)			
FLYING TIME	UP PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	Fill in items 1 and 2 only if operator was student in training or rated pilot in CTS, OTU, etc.
1. TOTAL HOURS	792:30	623:35	
2. HOURS THIS YEAR	164:00	86:30	
3. HOURS THIS MONTH	164:00	86:30	
4. HOURS LAST 90 DAYS	100:40	7:20	
5. HOURS LAST 30 DAYS	24:55	2:10	
6. HOURS LAST 24 HOURS	3:15		
7. ACTUAL COMBAT HOURS	133:25		

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)			
NAME	GRADE AND TITLE	ORG. ASSIGNMENT	FATAL INJURY
Maxwell AAF, June-Sept. '43			
Jackson AAF, Tenn. Sept.-Nov. '43			
Newport AAF, Ark. Nov. '43 - Feb. '44			
Blytheville, AAF, Ark. Feb.-April '44			
Mayrda AAF, Tenn. Apr.-June '44			
Charleston AAF, S.C. July-Aug. '44			
10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES			
11. INSTRUMENT RATING			
TYPE	DATE	HOURS	OTHER
White	14 Apr. '44		
12. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
13. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
14. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
15. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
16. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
17. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
18. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
19. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
20. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
21. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
22. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
23. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
24. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
25. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
26. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
27. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
28. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
29. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
30. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
31. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
32. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
33. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
34. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
35. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
36. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
37. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
38. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
39. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
40. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
41. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
42. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
43. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
44. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
45. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
46. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
47. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
48. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
49. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
50. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
51. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
52. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
53. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
54. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
55. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
56. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
57. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
58. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
59. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
60. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
61. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
62. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
63. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
64. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
65. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
66. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
67. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
68. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
69. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
70. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
71. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
72. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
73. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
74. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
75. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
76. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
77. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
78. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
79. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
80. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
81. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
82. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
83. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
84. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
85. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
86. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
87. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
88. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
89. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
90. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
91. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
92. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
93. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
94. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
95. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
96. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
97. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
98. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
99. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		
100. Was operator of instruments at time of accident or immediately before?	YES ☐ NO ☒		

1990

RESTRICTED WHEN ENTRIES ARE MADE HEREON

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT
Major - Fuselage not damaged. Right wing major damage to leading edge caused by right propeller.

2. TO ENGINE	1	WRECK	2	WRECK	3	4
3. TO PROPELLER	1	WRECK	2	WRECK	3	4
4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)	NONE					

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

			1. DURATION OF FLIGHT SINCE LAST TAKE-OFF	
			HOURS	MINUTES
2. ENGINE MODEL	(1)	(2)	(3)	(4)
3. ENGINE No.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DUMP OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

10. STATEMENT OF ENGINEERING OFFICER, MECHANICS, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

11. OCTANE RATING OF FUEL | ENGINEERING OFFICER (Name, Grade, and Station)

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or the location of airway facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance.)

1. Explain

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

170900 Z June 1946 0/10 166/71/52 110/00Z 303 0009/2

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORT.

WEATHER OFFICER
(Name, Grade, and Station)

Lawrence W. Esten, Captain, 1419th BU.

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

During the take-off run the pilot turned his head and the crew member who was performing the duties of engineer misinterpreted this to be a signal to retract the landing gear. There had been no recognized signal or verbal order to raise the landing gear given.

2. WHAT WAS THE MISSION?

3. DID FIRE OCCUR UPON
CRASHING?☐ YES ☒ NO

ADMINISTRATIVE

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

AAF Reg 62-20 was not being complied with in that there had been no prearranged signal for raising the landing gear either visual or verbal.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

NONE

6. KIND OF CLEARANCE (Attach Form 25)

OR LOCAL

STATION OF LAST DEPARTURE

CFR

Ciampino

To Capodichino

No.

DATE

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

EXPLAIN FULLY AND ATTACH COPY

Laurence D. Estua

WEATHER OFFICER
(Name, Grade and Station)

Laurence D. Estua, Captain A.C. 1419th BU

Section L-GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

During the take-off run the pilot turned his head and the crew member who was performing the duties of engineer misinterpreted this to be a signal to retract the landing gear. There had been no recognized signal or verbal order to raise the landing gear given.

2. WHAT WAS THE MISSION?

ADMINISTRATIVE

3. DID FIRE OCCUR UPON
CRASHING?☐ YES ☒ NO

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (EXPLAIN)

AAF REG 62-20 was not being complied with in that there had been no prearranged signal for raising the landing gear either visual or verbal.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED:

NONE

6. KIND OF CLEARANCE (ATTACH FORM 21) FROM

CFR

Clampino

TO

Capodichino

OR LOCAL STATION OF LAST DEPARTURE

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

DATE

EXPLAIN FULLY AND ATTACH COPY

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-54?

☒ YES ☐ NO

9. ARE PHOTOS ATTACHED?

☐ YES ☒ NO

Section M—DESCRIPTION OF THE ACCIDENT

1. Tell in narrative form, in as much detail as necessary, everything that is known about the accident. Be sure to cover everything that may have contributed toward the accident. Include recommendations for action to prevent similar accidents, and action taken.

The aircraft was executing a take-off on a routine cross-country flight for administrative purposes. The pilot had been properly cleared to fly without a co-pilot by his superiors.

The pilot and the crew chief both stated that this was to be their first flight together and that there had been no prior agreement between them as to signals, verbal or visual, to indicate that the landing gear should be raised.

The tower gave the aircraft take off instructions at 0900Z at which time the roll was begun. Premature retraction of the landing gear during the take off run at an airspeed of approximately 75 MPH caused the A/C to settle onto the PSP runway. As the pilot was closing the throttles and cutting the switches both propellers broke loose at the nose section of the engines. The right propeller struck the right wing causing major damage to it.

Since there was no drag the A/C rolled the complete length of the runway on the retracted gear. The application of toe pressure on the brake pedals was ineffective. The A/C stopped rolling just short of the end of the runway.

During the roll on the retracted gear the pilot ordered the occupants to jump out of the aircraft, however they waited and left during the last 50 feet of roll.

The primary cause factor was poor technique, lack of supervision and crew training on the part of the pilot. The fact that the crew chief retracted the landing gear with no known signal given by the pilot was a secondary cause. An additional cause factor was the absence of a rated co-pilot in the aircraft to retract the landing gear.

2. Recommendations

It is recommended that all aircraft with side by side controls be flown with two rated pilots and that the landing gear controls be operated solely by the co-pilot upon proper signals from the pilot.

3. Action Taken

All aircraft with side by side controls which are operated under the jurisdiction of this station will carry a minimum crew of two rated

and cutting the switches both propellers broke loose at the nose section of the engines. The right propeller struck the right wing causing major damage to it.

Since there was no drag the A/C rolled the complete length of the runway on the retracted gear. The application of toe pressure on the brake pedals was ineffective. The A/C stopped rolling just short of the end of the runway.

During the roll on the retracted gear the pilot ordered the occupants to jump out of the aircraft, however they waited and left during the last 50 feet of roll.

The primary cause factor was poor technique, lack of supervision and crew training on the part of the pilot. The fact that the crew chief retracted the landing gear with no known signal given by the pilot was a secondary cause. An additional cause factor was the absence of a rated co-pilot in the aircraft to retract the landing gear.

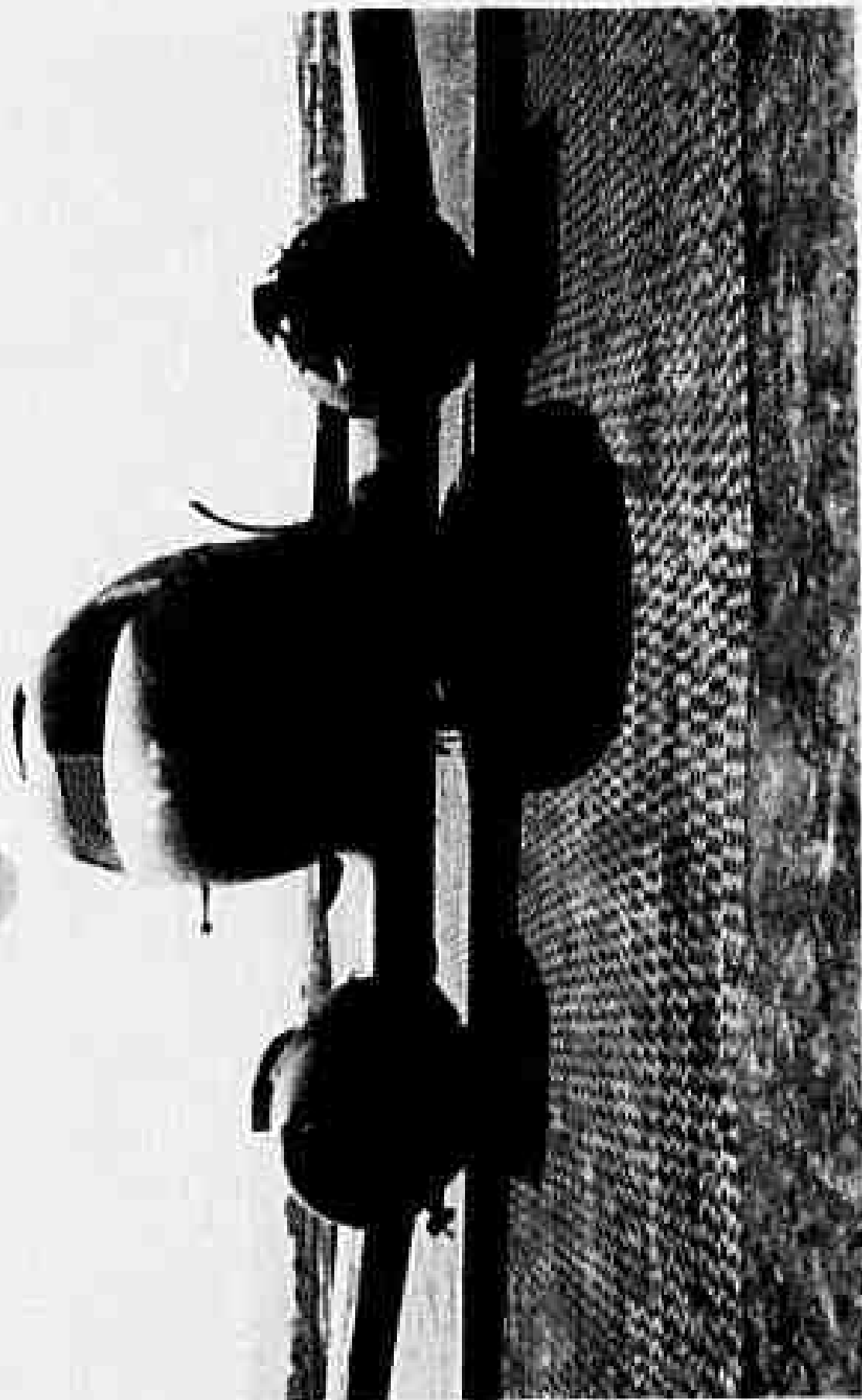
2. RECOMMENDATIONS
It is recommended that all aircraft with side by side controls be flown with two rated pilots and that the landing gear controls be operated solely by the co-pilot upon proper signals from the pilot.

3. ACTION TAKEN
All aircraft with side by side controls which are operated under the jurisdiction of this station will carry a minimum crew of two rated pilots. Only the co-pilot or pilot will be authorized to operate the landing gear controls. A training program has been started to emphasize the provisions of AAF REG. 62-20.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.		STATION: 1419th AAF BU BIRM AIC APO 512 Rome-ITALY	
Grade	Organization	Grade	Organization
Capt. Peter B. Seal	1419th AAFBU	2nd Lt. Ned O. Scott	1419th AAFBU
James C. Ryan	1419th AAFBU	Capt. Joseph F. Gracetto	1419th AAFBU
Grade	Organization	Grade	Organization
Capt. James C. Ryan	1419th AAFBU	2nd Lt. Ned O. Scott	1419th AAFBU
Grade	Organization	Grade	Organization
Capt. James C. Ryan	1419th AAFBU	2nd Lt. Ned O. Scott	1419th AAFBU

1014

Declassified E.O. 12356 Section 3.3/NND No. 785017



ARMY AIR FORCES
AIRCRAFT CLEARANCE

OPERATIONS A OFFICE	ROME/GIAMPINO	DATE 17 June 1946
ADDRESS	BURD ATC	

6-16-33063-2

PILOT'S NAME Kesterson, L. E.	RANK Capt.	HOME STATION Rome	ORGANIZATION ACC	AIRCRAFT NUMBER 43-46643 +7744
NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS				
Boling	M/Sgt.	Owen	Opl.	
Cook	Sgt.			
Emory	Pfc.			

PILOT TURN IN COPY AT DESTINATION

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA	EXISTING LOCAL 0800Z	0 8	Y 10	ALTIMETER SETTINGS LOCAL 30.00 DESTINATION 29.98 ALTERNATE
EXISTING ROUTE	0700Z	0 6	H →	RESET ALTIMETER BEFORE APPROACH
DESTINATION (LATEST)	TIME			
ALTERNATE (LATEST)	TIME			

FORECASTS (ESTIMATED FLIGHT TIME PLUS 2 HOURS)

clear to high scattered visibility over route.
7 - 8 miles.

DESTINATION

ALTERNATE

WINDS ALERT-GIVE ALTITUDE, DIRECTION, VELOCITY. PILOT REQUESTS
5000 ft. msl 3600 at 20 mph.

CERTIFIED TRUE COPY
W. L. Lawrence / AC

AAF FORM 25A REQUIRED	NOT REQUIRED	X	FORECASTER LAWRENCE W. BENTNER, Captain, A. C.	TIME 0835Z
-----------------------	--------------	---	---	---------------

FLIGHT D PLAN A-6643	TYPE OF AIRCRAFT C-47	PILOT (LAST NAME ONLY) Kesterson	POINT OF DEPARTURE Rome/Giampino BURD ATC
1 ALT. CFR ROUTE Direct	2 ALT. CFR ROUTE	3 ALT. CFR ROUTE	4 ALT. CFR ROUTE
5 ALT. CFR ROUTE	6 ALT. CFR ROUTE	7 ALT. CFR ROUTE	8 ALT. CFR ROUTE
AIRPORT OF FIRST INTENDED LANDING Capo	TRUE ALT. 5600	TRANSMITTING FREQUENCIES KC.VHF 6440	RECEIVER ONLY NO RADIO
PROPOSED TAKEOFF 1100B	EST. TIME EN ROUTE 50 plus	HOURS OF FUEL 8 plus	INSTRUMENT RATING NONE
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT	Ret. Rome	INSTRUMENT TYPE white	FLIGHT PRIORITY

PILOT'S SIGNATURE

PILOT TURN IN COPY AT DESTINATION

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA		EXISTING LOCAL	0800Z	08	10
EXISTING ROUTE					
DESTINATION (LATEST)	0700Z	0	6	H	→ 6
ALTERNATE (LATEST)					
FORECASTS	(ESTIMATED FLIGHT TIME PLUS 2 HOURS)				
ROUTE	Clear to high scattered visibility over route.				
	7 - 8 miles.				
DESTINATION					
ALTERNATE					
ALTIMETER SETTINGS		LOCAL	30.00		
		DESTINATION	29.98		
		ALTERNATE			
RESET ALTIMETER BEFORE APPROACH					

CERTIFIED TRUE COPY

W. J. Arshier / AC

5000 ft. msl 2600 at 20 mph.

NOT REQUIRED X FORECASTER REQUIRED X

LAWRENCE W. BRIN R. Captain, A. C. 0835Z

FLIGHT PLAN A-6643		TYPE OF AIRCRAFT C-47		PILOT (LAST NAME ONLY) Kesterson		POINT OF DEPARTURE Rome/Ciampino EURD ATC	
1	ALT. CFR	2	ALT. CFR	3	ALT. CFR	4	ALT. CFR
ROUTE Direct		ROUTE		ROUTE		ROUTE	
Capo/Neple							
AIRPORT OF FIRST INTENDED LANDING Capo		TRUE AIR SPEED 160		TRANSMITTING FREQUENCIES KC.VHF		RECEIVER ONLY NO RADIO	
EST. TIME EN ROUTE 50 plus		ALTERNATE AIRPORT Ret. Roma		HOURS OF FUEL 8 plus		INSTRUMENT RATING NONE	
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.						FLIGHT PRIORITY white	
TOWER FREQUENCIES		WEATHER CODE		TO RELEASE DEST TO		CONTRACT PILOT OF PILOT	
VHF 123 VHF 134		RECEIVED DYES		130		CARSO AIRCRAFT	
PILOT'S SIGNATURE		L. E. KESTERSON		COMMAND PILOT			

E FLIGHT CLEARANCE AUTHORIZATION		OPERATIONS IDENTIFICATION NO.	
SUBMITTED TO	TIME BY	ROGER W. CROW, LT. COL. AC, Commanding	
TIME APPROVAL RECEIVED	CONTROL INSTRUCTIONS RECEIVED	CLEARANCE AUTHORITY	
INSTRUCTIONS AND APPROVAL TRANSMITTED		ACTUAL TAKE-OFF TIME	
TO PILOT OR TOWER BY		CLEARANCE OFFICER	
		16-15-33083.2	

F PILOT COMPLETE FIRST LINE BELOW		DEPARTURE RECORD		LINE CREWMAN WILL COMPLETE SECOND LINE AND DELIVER TO OPERATIONS OFFICE	
PRESENT TO LINE CREWMAN BEFORE TAKE-OFF		AIRCRAFT TYPE C-47		AIRCRAFT NUMBER 17746	
PILOT (LAST NAME ONLY) KESTERSON		AIRCRAFT TYPE		ACTUAL FUEL 300	
DATE OF DEPARTURE 17 June 1946		NUMBER PERSONS ON BOARD 5		GROSS WEIGHT 26500	
TIME 1100		LINE CREWMAN'S SIGNATURE			

1417th AAF BASE UNIT
EUROPEAN DIVISION ATC
APO 512, U.S. ARMY

AIR TRANSPORT COMMAND

WEIGHT AND BALANCE WAIVER

AIRCRAFT C-47 SERIAL NO. 47946 DATE 17 June 46
MISSION SPECIAL FROM ROME TO CAPO
COMMAND (To which Aircraft is Assigned) ACC

The Weight and Balance Data (AN 01-1B-10) is not on this aircraft. Form F (was not) accomplished. Adequate data equipment and facilities are not available to accomplish full compliance with AAF Regulation 55-3. This aircraft was checked for weight and balance with all data available, by visual inspection and by analysis of the flying characteristics. I certify that to the best of my knowledge the gross weight and balance limits are not exceeded.

T. S. ABSHIER
(WEIGHT & BALANCE OFFICER)

As pilot of this aircraft, I certify that there is no Weight and Balance Handbook or data for this aircraft and that I have, to my satisfaction, checked the present load and its distribution. I accept this aircraft for flight in its present loaded condition.

L. E. Kesterson
(PILOTS SIGNATURE)

LOADING MAXIMUMS

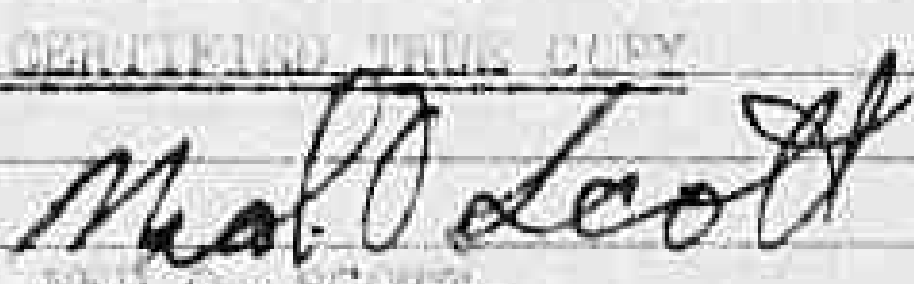
AAF	B-25-----	9 Passengers (Incl crew members)	} 7222
5th A.F.	B-24-17 (Stripped)	25 Passengers { " " " }	
	B-24-17 (Armed)	18 Passengers { " " " }	
51st Troop Carrier Wing			
	C-47	Maximum load--4,500 lbs. -29 Passengers-800 Gas	
EATS	C-47	" " 5,000 lbs. - 4 crew 800 Gas	

CERTIFIED TRUE COPY

W. W. Linder

WAR DEPARTMENT
A. A. F. FORM NO. 1 A
REV. (1 JAN. 44)

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				VICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
DATE OF OR HOURS DUE	INSPECTED TODAY			SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	BY	STATION			SERV-ICED	IN TANKS	No. 1		No. 2		No. 3		No. 4		
PREFLIGHT	6/17/46	C	1419TH AAF												
DAILY	6/17/46	C													
25 HOURS	975			1st	441	804	-	90	-	90					
50 HOURS	1000			2d											
100 HOURS	992			3d											
BATT	1250 1275	C		4th											
				5th											
INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: Compass Swing Due RT Wind.									
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	Wpr Ino. (NIS) Lft Prop Gov Conduit Asly									
BOMBARDMENT				3.	4.	Cracked (NIS) Trail Ant Fish Instl									
GUNNERY						Motor Ino. Oxyg Syst Press Low									
CHEMICAL				EXCEPTIONAL RELEASE											
COMMUNICATIONS				WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.											
PHOTOGRAPHIC				RELEASED FOR FLIGHT											
NAVIGATION				1. I. N. Kestersen											
				2. 4.											
REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER				AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)											
Preflight Insp. 6-17-46 Cpl Cook				ENGINE	No. 1	No. 2	No. 3	No. 4							
Daily Insp 6-17-46 Cpl Cook & Cpl Wynkoop				HOURS TO DATE	30:18	322:18									
#1 Major Damage on take off.				HOURS TODAY											
				TOTAL											
Signed: I. E. Kestersen				OIL CHANGE DUE											
Captain, Air Corps				CUMULATIVE CLEARING DUE											
				AIRCRAFT	HOURS TO DATE	974:33									
					HOURS TODAY										
					TOTAL										
A CERTIFIED TRUE COPY															
 M. O. SCOTT, 2nd Lt., Air Corps, Base Engineering Co.															
7221															
DATE	AIRCRAFT ORG. DATA			AIRCRAFT DATA		ENGINE DATA									
6/17/46	AIR FORCE AAF			COMPONENT		ENGINE MODEL R-1830-90C									
STATION	COMD., SERV. COMD. OR SEPT AC			CARGO		SERIAL NO. F-42672					SERIAL NO. 8P492627				
	GROUP NO. AND TYPE 2675th Reg			AIRCRAFT MODEL C-47-B		SERIAL NO.					SERIAL NO.				
CREW CHIEF OR ENGINEER	SQUADRON NO. AND TYPE Hq & Hq Sqdn			AIRCRAFT SERIAL NO. 44-76643		TOTAL FLIGHT TIME → 0:00									
Cpl Cook															

785017

DATE 17 June 1946		STATION Ciampino, Rome - ITALY		GROUP NO. & TYPE 2675th REG				AIRCRAFT MODEL C-47-B							
CREW CHIEF OR AERIAL ENGINEER Cpl. COOK				SQUADRON NO. & TYPE HQ & HQ SQDN				AIRCRAFT SERIAL NO. 44-76643							
PERS. CLASS	- PRINT PLAINLY - NAME - ASN - GRADE - ORGANIZATION			USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLIED CABLE, ENTER N - NIGHT OR I - INSTRUMENT ENTER TIME FLOWN THEREUNDER				FLIGHT DATA						
	1	2			3	DUTY	N	O	I	DUTY	N	O	I	TERMINAL	B
	18	Kesterson, Lewis E. Capt. 0-828452		2675th	P								FROM:	ROME	
	38	Boling, Raymond M. W/Sgt. 35650564		2675th	E								TO:	NAPLES	
	38	Cook, Elmer, P. Cpl. 13159227		2675th	E								MISSION:		NO. OF LANDINGS
	38	Emory, Matthew L. Pfc. 33855639		2675th	BO								FROM:	ADE	
	38	n, Gerald C. Cpl. 19232563		2675th	X								TO:		
													MISSION:		NO. OF LANDINGS
													FROM:		
													TO:		
													MISSION:		NO. OF LANDINGS
													FROM:		
													TO:		
													MISSION:		NO. OF LANDINGS
													FROM:		
													TO:		
													MISSION:		NO. OF LANDINGS

CERTIFIED TRUE COPY

James C. Egan, Jr.

James C. Egan, Jr.,
Capt. A.C.

WAR DEPARTMENT
A. A. F. FORM NO. 1
REV. (1 JAN 44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

☐ GERR.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

☐ CREW
CHIEF

TOTAL
FLIGHT
TIME

1946	STATION Ciampino, Rome - ITALY	GROUP NO. & TYPE 2675th REG	AIRCRAFT MODEL C-47-B																						
BOOK	PILOT OR AIRMAIL ENGINEER	SQUADRON NO. & TYPE HQ & HQ Sqn	AIRCRAFT SERIAL NO. 44-76643																						
- PRINT PLAINLY - NAME - ASN - GRADE - ORGANIZATION		USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLIED TO CABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER.								FLIGHT DATA														
			DUTY	N	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I	TERMINALS AND MISSION	B	D
Patterson, Lewis E. Capt. O-828452		2675th	P	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM: ROME	0900	:
Lang, Raymond M. W/Sgt. 35650564		2675th	E	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO: NAPLES	:	:
K, Elmer, P. Cpl. 13159227		2675th	E	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION: ADM	NO. OF LANDINGS	:
Ty, Matthew L. Pfc. 33855639		2675th	HQ	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM:	:	:
n, Gerald C. Cpl. 19232563		2675th	X	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	FROM:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	TO:	:	:
				:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS	:

CERTIFIED TRUE COPY

[Signature]

James C. Egan, Jr.,
Capt. A.C.

MENT
M NO. 1
(44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED
LEGIBLE AND
CORRECT

☐

OVER
CHECK

TRANSCRIBED
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

☐

CROW
CHIEF

TOTAL
FLIGHT
TIME

1021

ARMY AIR FORCES
ARMY AIRWAYS COMMUNICATIONS SYSTEM
DETACHMENT 702, 747TH AAF BASE UNIT (117TH AACS SQ)

CONTROL TOWER ACCIDENT REPORT

(CONFIDENTIAL) *port*

DATE JUNE 17, 1946 TIME 0900 Z

TYPE AIRCRAFT C-47 AIRCRAFT NO. 6643

RADIO CONTACT (YES OR NO) YES

INSTRUCTIONS GIVEN PILOT BEFORE TAKE-OFF _____

NORMAL TAKE-OFF INSTRUCTIONS FOR NORTH TAKE-OFF ON RUNWAY 34

BRIEF DESCRIPTION OF ACCIDENT AS SEEN FROM TOWER _____
THIS AIRCRAFT WAS CLEARED FOR TAKE-OFF. ABOUT ONE QUARTER WAY
DOWN THE RUNWAY THE LANDING GEARS COLLAPSED AND THE AIRCRAFT SKIDDED
THE COMPLETE LENGTH OF THE RUNWAY TO THE NORTH END.

DAMAGE TO AIRCRAFT AS SEEN FROM TOWER BOTH PROPS TORN OFF AND LAND-
ING GEARS DAMAGED.

DID PILOT NOTIFY TOWER THAT A/C WAS IN DISTRESS BEFORE TAKE-OFF? NO
IF SO, STATE TROUBLE BRIEFLY _____

REMARKS CRASH CREW AND FIRE DEPT. CALLED AND RUSHED IMMEDIATELY TO NORTH
END OF RUNWAY. INJURY TO PASSENGERS UNKNOWN. OPERATIONS WERE NOTIFIED.

SENIOR TOWER OPERATOR ON DUTY AT TIME
OF ACCIDENT

Mr. R. P. Jones

HEADQUARTERS
1419TH AAF, BASE UNIT, HQE-
EUROPEAN WING, EURD-ATC
APO 512 U.S. ARMY

17 June 1946

- STATEMENT -

On 17 June 1946, after clearing from Ciampino Airfield for Capodichino Naples, I, Capt. Lewis E. Kesterson, ASN, O-828452, the pilot of Aircraft #44-76643, started to take off from the South end of the Ciampino runway. With approx. 38" H.P. and an indicated Air Speed of 75 MPH, the Engineer Cpl. Cook retracted the gear with no signal from me on said Aircraft. The left wing dropped and the propeller contacted the ground. I immediately cut the power and as soon as possible, the switches. The airplane proceeded down the runway on the retracted gear and I notified the crew chief to open the rear door. I then removed the top hatch and told the Co-Pilot to get out. By this time the airplane was coasting down the runway on the retracted wheels at 5 to 10 MPH. I then used the last application of brakes which stopped the plane near the North end of the runway. I then left the plane through the top hatch after seeing that all occupants had evacuated it. No person aboard was injured.

Lewis E. Kesterson
Capt. Lewis E. Kesterson,
ASN, O-828452

WITNESS:

7218

James C. Egan, Jr.
James C. Egan, Jr., Captain, A.C.
Member Aircraft Accident Investigating Board

HEADQUARTERS
141 H AAF, BASH UNIT-ROME ITALY
EUROPEAN WING, MURD-ATC
APO 512, U.S. ARMY

17 June 1946

S T A T E M E N T

On 17 June 1946, at approximately 11 o'clock after clearing Ciampino Airfield for a flight to Capodichino, I, M/Sgt. Raymond M. Boling #356,0964, flying as a Co-Pilot on C-47, No. 44-78643, taking off from the South end of the runway, was watching the instruments ready to tighten the throttle locks. I looked back at the Engineer Cpl. Cook and saw him crouched to be able to reach the log-gear down lock when given the signal to raise gear.

No signal was given to my knowledge and I returned my attention to the instruments panel and at 35 inches of manifold pressure I proceeded to tighten the throttle lock.

I noticed the Airspeed at about 76 miles per hour. I looked on over the panel at the other instruments to check engine performance when I felt the Aircraft settle. I glanced back at the Engineer and saw the gear had been raised.

The Aircraft settled down on the retracted gear and rolled to the north end of the runway where it stopped. All personnel evacuated the ship when it stopped.

The pilot Capt. Kesterson, while rolling down the runway, gave the order to "get rid of the hatches" and he loosened the cockpit hatch while the engineer Cpl. Cook went ~~off~~ to open the cargo door.

After cutting all switches and mixture control, the Aircraft had slowed down considerably, and Capt. Kesterson told me to get out of the cockpit. I went aft and the rest of the crew were standing at the cargo door ready to get out. I told the crew to be careful of the horizontal stabilizer when they jumped. We waited a few seconds longer and all jumped out the door, the Aircraft having almost stopped. 7217

Cpl. Cook then Cpl. Owens followed by P.F.C. Smory followed by myself, M/Sgt. Boling.

Raymond M. Boling
M/Sgt. Raymond M. Boling,
ASN-356,0964

WITNESSES:

James C. Egan, Jr.
James C. Egan, Jr., Captain, A.C.
Member Aircraft Accident Investigating Board

HEADQUARTERS
1419TH AAF, BASE UNIT-ROME ITALY
EUROPEAN WING, EURD-ATC
APO 512 U.S. ARMY

17 June 1946

S T A T E M E N T

On the 17 of June 1946, upon clearing Operations at Ciampino, I, Cpl. F.P. Cook, ASN-13159227, Engineer of Aircraft 44-76643 was in my correct position in afore mentioned aircraft and completing my regular duties as usual.

We were rolling down the runway from the South, about 11:05, everything apparently in fine condition. The pilot, Capt. L.E. Restarson, looked to the rear, apparently, as I can see it now, checking to see if everything was O.K. Myself, being newly acquainted with pilot, took this as a signal for retracting gear. The plane was going along very smoothly and I took it as being off the runway. The ship dropped slightly upon retraction of gear and I realized my mistake. It was too late then however to remedy the situation so I immediately went to the rear of said ship and opened rear door.

As soon as ship slowed down sufficiently as to allow us, all the crew present evacuated the ship safely. No one aboard was injured.

I opened the rear door and was the first to evacuate through it, followed by Cpl. Owens, Pfc. Maury and W/Sgt. Boling, in that order. The pilot evacuated last through the top emergency escape hatch. The ship slowed and stopped at the North end of the runway.

Elmer Paul Cook
Cpl. Elmer Paul Cook, ASN-13159227

WITNESS:

7216

James C. Egan, Jr.
James C. Egan, Jr. Captain, A.C.
Member Aircraft Accident Investigating Board

HEADQUARTERS
1419th AAF, BASE UNIT-ROME ITALY
EUROPEAN WING, EURD-ATC
APO 512 U.S. ARMY

17 June 1946

- S T A T E M E N T -

On June 17th, 1946, (11:00 local), I, Matthew L. Emory Pfc. ASN-33855639, Radio Operator on C-47, 4476643 was in R.O.'s position with safety belt strapped on during takeoff. Not knowing our speed or other data I was seated in the seat as per usual. About this time as we had gained speed I heard and felt the ship reacting very unusually, I could hear a series of clashes and nipping noises under the aircraft, about this time I knew the gear was up or something but we were still rolling along at a high speed, after the Capt. had braked the ship down he gave orders to jump out. I unfastened my safety belt, dashed back to the rear door with the other crew members and we evacuated the aircraft, myself I know, got out safely and no harm done.

We were down at the N. end of the runway at this time! - The crash trucks and investigation officers arrived and as far as my story goes, that's all!

I was still seated in R.O.'s position, several seconds after the props had left the ship, I heard, distinctly, the Capt. say to Cook, "open the rear hatch!", Cook, was up in front of the ship at this time, he came past me, ran to the rear of ship and opened the rear door, Owens the passenger was right there with him, I ran to the rear of the ship of my own accord, about this time we were still rolling but not at an excessive speed, I heard the Capt. say, "get out or, get ready to get out", this command could have meant for me or for the Co-Pilot to leave his seat! Anyhow, M/Sgt. Soling was back at the rear door with the rest of us, all except the Capt.! Cpl. Cook was the first one out, he made it out very easily, so our speed at that time could not have been very fast! Owens went next, ran a few steps and slipped on the grating but received no injury. I was third out, I made it very easily, I ran along with the ship for a few feet then it came to a stop! M/Sgt. Soling came out behind me! I saw the Capt. go out the front hatch!

Matthew L. Emory
Matthew L. Emory Pfc.-33855639

WITNESSES:

James C. Egan, Jr.
James C. Egan, Jr., Captain U.S.C.
Member Aircraft Accident Investigating Board

14 A

Subject:- Recovery of Allied War Material -
Aircraft.

Land Forces Sub Comm. A.C.
(M.S.I.A.)
R O W E
Q.120

24 June 46.

To :- MINISTRY OF WAR.

Reference the attached copy of letter received
from Air Forces Sub Commission A.C.

1. You are requested to confirm to this HQ that
such an organisation exists and operates according to the
text of the a/mentioned letter.
2. You are requested to submit your views as to
para 4 of the a/mentioned letter.

Copy to:- Air Forces S/C A.C.
(your AFSC/757/P.I.
dated 20th June 46 refers).

[Signature]
E.P. PYATT, Major,
for Major General
M.S.I.A.

7214

EYB/ab

13A



13A

From: Air Forces Sub-Commission,
Allied Commission, ROME.

To: M.M.I.A.

Date: 20th June, 1946.

Ref: AFSC/757/P.1.

RECOVERY OF ALLIED WAR MATERIALS - AIRCRAFT.

This Sub-Commission has been informed that an organisation,
Recupero Materiale Bellico
Officina Territorio Provincia
Rovigo

has a contract with the Italian War Office to recover Allied War Material.

2. The Missing Research and Enquiry Service are in the process of tracing some thousand missing airmen in Italy. Many clues are provided from crashed aircraft.

3. It appears that the above mentioned organisation has in cases removed aircraft scrap before a search party could obtain clues.

4. It would be appreciated if the following information could be forwarded:

- i) Whether the above mentioned organisation has a contract with the Italian War Ministry to recover crashed Allied aircraft in all over Italy.
- ii) If yes to (i), can these be delayed until the area has been covered by our Officers.
- iii) If no to (i), in what areas have contracts been placed.

D.W.
D.C. WALKER,
Wing Commander,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission

12A

From : Headquarters, Missing Research and Enquiry Service,
c/o. A.P.C. S. 442, R.A.F., C.M.F.

To : Air Force Sub-Commission, Rome, C.M.F.

Date : 14th June, 1946.

Ref. : MEMS/2035/1/Air.

Recovery of Allied War Materials - Aircraft.

One of our Searcher Party Officers was investigating a crashed Mosquito in the Rovigo area, south of Padova, and on enquiring where the engines had gone, was informed that an organisation known as

Recupero Materiale Bellico
Ufficio Territorio Provinciale
Rovigo

had moved them as they had a contract with the Italian War Office to recover Allied War material.

2. Searcher party Officers from this Service, who go out into the field to investigate the fates of all missing Allied Airmen, carefully check all crashed aircraft to gain from them the engine numbers and other details in order that the Aircraft can be identified. From such identification, the fate of the crews may be traced.

3. If, as in this case, the engines and other identifiable parts have been removed, a valuable clue has gone. As there are still over 1,000 missing Airmen in Italy now, it would be appreciated if you could find out from the Italian War Office:

- (i) Have contracts been placed to recover crashed Aircraft over all Italy?
- (ii) If yes to (i), can these be delayed until the area has been covered by our Officers?
- (iii) If no to (i), in what areas have contracts been placed?

7212



T. Bell
(S.E. BELL.)
Wing Commander, Commanding,
R.Q., F.A.P.S., R.A.F., C.M.F.

1029

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
 TO : M.A.A.C. SECRETARIAT
 DATE : 18TH JUNE 1946
 REF : AFSC/757/P.1.

CRASH OF AMERICAN B 17 ON MONTE META

Enclosed are copies of three reports received from Italian Air Ministry on work done by the Italian Air Force in location and salvage of wreckage of this aircraft.

2. Although the aircraft crashed on 11th November 1945, the wreckage was only discovered on 28th May and reported to this Commission by S/Ldr. Derrett of A.M.2. Italy on 8th June.

3. Under the direction of C.A.V. Centocelle the initial search party on that date was organized from the Italian Air Force Station at Frosinone.

4. The E.A.T.S. Aircraft Safety Officer at Ciampino left with an rescue expedition on Monday 10th June and has since been directing all operations.

5. Further reports, if received, will be forwarded in due course.

✓
 F. REID, F/LT.
 FOR AIR VICE-MARSHAL
 DIRECTOR A.F.S.C. 7211

*Proceder for Air Report for Jan 5th
 due comm. pl.*

*18/6
 R 1/1*

21/6.

10 A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 10TH JUNE 1946
REF : AFSC/757/P.I.

CRASHED AMERICAN B.17 ON MONTE META

Reference is made to your letter UI/752631/C dated 17th June 1946.

2. Enclosed is a duplicate copy of a receipt for the seven packages of personal effects handed over by the undersigned to Captain H.E. Benson of American Air Forces Casualty Clearing Depot which unit is now taking full action on the matter.

3. Capt. Benson wished to express his appreciation to the Italian Air Force for the excellent assistance rendered in this matter.

F. REID, F/LT.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

7210

108

From : Air Forces Sub-Commission, A.C. ROME.
 To : Capt. EGAN, Aircraft Safety Officer, E. ATS, Ciampino.
 Date : 17th June, 1946.
 Ref. : AFSC/757/PI.

CRASHED B17 ON MONTE META

Received from F/Lt. REID, A.F.S.C. the following sealed packages of personal effects salvaged by the Italian Air Force from above crashed.

1	Package in name of	OGGETTI Vasi,
1	" " " "	KATZBERG Melvin,
1	" " " "	KENNETH J. Johnson,
1	" " " "	RUSSEL M. Freeland,
1	" " " "	PATRICK Marvin L.
1	" " " "	CAPOBIANCO Michael,
1	" " " "	MEZZONE Joseph.

Recd -
Capt H.E. Benson
A.F.C.C.D. 7209
Exec. Off.

9A

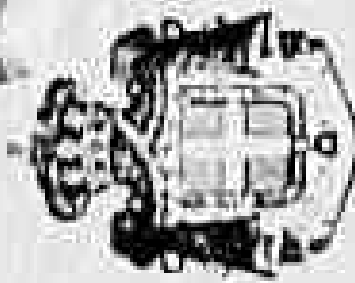
From : Air Forces Sub-Commission, A.C. Rome.
To : Capt. EGAN, Aircraft Safety Officer, E.A.S. Ciampino.
Date : 17th June, 1946.
Ref. : AFSC/757/H.

CRASHED B17 ON MONTE META

Enclosed are three translations of reports with photographs received through the Italian Air Ministry, on work done by Italian authorities on location and salvage of above aircraft. Any further reports received will be forwarded in due course.

F. REID, F/LT.,
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

7208



STATO MAGGIORE REGIA AERONAUTICA

UFFICIO "I."

UI/ 452634 /O.

Protocollo N.

Allegati

Risposta al foglio del

Da

Sez

N

Oggetto : Velivolo americano incidentatosi sul monte Meta.-

A seguito del foglio n° UI/752587/C del 14/5/1946, si con-
ferma quanto contenuto nel foglio stesso e si inviano :

- alcune fotografie fatte sul luogo dell'incidente ;
- uno schizzo planimetrico della località nella quale è avvenuto
l'incidente e uno schizzo del quale risultano, grosso modo, i run-
ti dove sono stati spernagliati i resti dell'apparacchio e del
personale ;
- 7 pacchetti sigillati contenenti oggetti personali; (ciascun
pacchetto è provvisto di elenco dettagliato di quanto in esso
contenuto).

Poichè sono sorti sospetti che altre persone si siano re-
state sul luogo dell'incidente prima della regolare spedizione di-
sposta del Comando Aeroporto di Grosinone, questo Ufficio ha inte-
ressato i Carabinieri di Sora perchè svolgano le necessarie inda-
gini per chiarire ogni circostanza.

Si prega codesta Sottocommissione di voler far conoscere
i propri intendimenti circa l'ulteriore recupero del materiale e
delle salme che, data l'ineaccessibilità del luogo, sono rimaste
sul posto.

7207

IL CAPO UFFICIO "I"

(Ten.Col. P. SANTI)

P. SANTI

Rome, 11 17 giugno 1946

11 A. E. S. C.

- Intelligence Section -

= R O M A =

9B

REPORT

Italian Party that this afternoon went out on search overdue aircraft to be supposed to have crashed. Aircraft has crashed in the Sora area. Have returned at 1910 hrs; they say that it has been impossible for them to reach the point where this aircraft is because the road finishes at San Biagio Saracinesco; from San Biagio to the point where the aircraft is found there is no road at all. It is necessary to organize an expedition because it takes 5 hrs of hard hand climbing. The aircraft has crashed almost in the point on the top of Monte Meta 2, 209 meters high. The aircraft has been found by two shepherds on the 27th May; they say that it was impossible for them to go near the aircraft for bad smell coming from the aircraft. They saw three corpses but they think that inside the aircraft there should be others. They suppose that the aircraft is an American one. The names of the shepherds are:-Sanconelli Pietro, 45 years old and Iaconelli Donato, 22 years old; both of them live at San Biagio Saracinesco.

Lt. Titl
9/1

7206

9C

FROM : STATO MAGGIORE REGIA AERONAUTICA
UFFICIO "II"

TO : AIR FORCES SUB-COMMISSION, A.C. ROME

DATE : 14TH JUNE 1946

REF : UI/752387/C

ACCIDENT TO ALLIED AIRCRAFT

The following is the report on the accident which occurred to an Allied aircraft in the Monte Metuccia area.

The crash occurred at an altitude of about 2000 metres, against the cliff of the Metuccia Mountain, consequently the aircraft exploded and caught fire.

The rescue squadron sent to the spot, by the Presinone Airfield Command, was composed of two officers, who are skilled alpine-climbers, a doctor and two medical orderlies.

The base of the search operations is Piccinisco, which is about 40 Km. from Presinone. The place of the crash is about 7 hours walk over the mountains from Piccinisco.

The recovery of the dead bodies appears to be a particularly difficult operation owing to the difficult mountainous area.

The first information received is as follows:

Identification of the aircraft:

The aircraft has the marking of the U.S.A. Air Force. It is a Boeing 17 four-engined aircraft. From the factory markings the following details are deduced:

Harvey Corporation of America Detroit Michigan

Port No. 55485673;

Model B. 17

Serial No. 4253

7205

Among the wreckage, in addition to the engines, the tail assembly, which is left almost undamaged and which carries a small wheel, is recognizable.

Identification of the dead bodies
The bodies are scattered, entangled in the wreckage of the aircraft, in the area of the large ravine of the Metuccia

The following is the report on the accident which occurred to an Allied aircraft in the Monte Metuccia area.

The crash occurred at an altitude of about 2000 metres, against the cliff of the Metuccia Mountain, consequently the aircraft exploded and caught fire.

The rescue squadron sent to the spot, by the Prosimone Airfield Command, was composed of two officers, who are skilled alpine-climbers, a doctor and two medical orderlies.

The base of the search operations is Piceinisco, which is about 40 Km. from Prosimone. The place of the crash is about 7 hours walk over the mountains from Piceinisco.

The recovery of the dead bodies appears to be a particularly difficult operation owing to the difficult mountainous area.

The first information received is as follows:

Identification of the aircraft:

The aircraft has the marking of the U.S.A. Air Force. It is a Boeing 17 four-engined aircraft. From the factory markings the following details are deduced:

Murray Corporation of America Detroit Michigan
Port No. 35400570;
Model B. 17
Serial No. 4253

7205

Among the wreckage, in addition to the engines, the tail assembly, which is left almost undamaged and which carries a small wheel, is recognisable.

Identification of the dead bodies

The bodies are scattered, entangled in the wreckage of the aircraft in the inaccessible area of the large ravine of the Metuccia Mountain.

The corpses are in an advanced state of decomposition, almost all having the skull split.

Some bodies are charred.

There is a presumed total of twenty bodies (plus two probable ones which are estimated to be in the wreckage of the cockpit which has not been reached yet by the squadron) the following identifications have already been established:

- 3 -

- 1) PAUL CARUSO
- 2) MELVIN RAY CATZBERG
- 3) JOSEPH WELZON
- 4) CAROLANNO
- 5) HERBERT JOHNSON
- 6) WILLIAM HUBBEL
- 7) PATRICK LAWRENCE
- 8) THOMAS MATTING

Salvage of material:

By the 15th the personal belongings recovered and sorted out in parcels supplied with a list will be transferred to Presidio Airfield.

No news have been received on the mail carried.

Presidio Airfield Command is submitting during the week a detailed report on the searches in course and their definitive result.

THE HEAD OF THE OFFICE "A"
Lt. Col. F. S. S. S.

7204

9 D.

T R A N S L A T I O N

From : Italian Air Force "Stato Maggiore",
To : A.P.S.O., A.C. ROMA.
Intelligence Section.
Date : 17th June, 1946.
Ref. : MI/752631/C.

CRASHED AMERICAN AIRCRAFT ON MONTE MISTA

Further to letter no. UI/752587/C of the 14.6.46, we would like to confirm our letter under the same reference, and would also like to enclose the following: -

- some photographs taken of the spot where the accident occurred;
- a planimetric drawing of the locality where the aircraft crashed and a sketch showing roughly the points where the debris and the remains of the bodies were scattered;
- no. 7 packages with personal effects (every package has a list of all the items contained).

Due to the fact that it is suspected that other persons have been on the spot of the accident before the Frosinone Airport Command sent their official inspecting party, this office has given instructions to the Carabinieri at Sora, to make out the necessary investigations.

Will you kindly give us further instructions regarding the recovery of the equipment and the bodies which due to the inaccessibility of the place have been left on the spot.

7203

THE CHIEF OF THE OFFICE "I"
(Lt.Col. P.SANTINI)

Translated by Maria T. Chiaia.

1039

~~127A~~
8A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 15TH JUNE 1946
REF : AFSC/46/1/AIR

REPORTING LOCATION OF CRASHED AIRCRAFT

During the past three weeks it has been necessary for local Italian authorities to report the location of two crashed Allied aircraft. In both cases the means of communication employed were slow and in both cases the messages were inaccurate when received at this Commission.

2. It is understood that a conference will be held with representatives of the various ministries concerned to organise a system whereby local authorities may report locations of crashed aircraft quickly and accurately to the nearest C.A.V. which will be responsible for distribution of this information to the appropriate local Allied authority.

3. As this matter is a vital one concerning the safety of all personnel flying over Italy, it is requested that arrangements for this conference should be completed as soon as possible.

7202

F. REDD F/LT.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

AFS 19/6

7A
(t)

From : Italian Air Ministry.

To : A.F.S.C., A.C., Rome.

Date : 13th June, 1946.

Ref : 14470/220/Coll.

The following for your information :

A/113 SECRET ./ FURTHER TO BROADCASTING No 5 THE AIRCRAFT FOUND ON THE MESA MOUNTAIN IS THE ALLEGED AMERICAN AIRCRAFT B.47 ./ UNTIL NOW FURTHER TWENTY COPIES HAVE BEEN FOUND OF WHICH TWO HAVE BEEN KNOWN HENRY JOMASON ./

CAPT. MASCHIL.

R.



7201

SS ROMA JORA 21 37 8 2035
MINISTERO AERONAUTICA ROMA

7A

A/1-13 SEGRETO SEQUITO SERNALAZIONE PARI NUMERO CINQUE ANDANTE AE
PARECCHIO RINVENUTO MONTE META EST QUADRIMOTORE AMERICANO B.17 /./
FINORA RINTRACCIATI NUMERO VENTI CADAVERI CUI IDENTIFICATI P F C
HENNETTS JOMASOM PUNTO CAPITANO MASCELLI-

MINISTERO DELL'AERONAUTICA

Gabinetto del Ministro
Segreteria

Prot.n° 14470/2204 ell.
Roma, li 13 GIU. 1946

ALLA SOTTOCOMMISSIONE ALLEATA A.C.
(tramite Ufficio Collegamento)

ROMA

..... che si trasmette per opportuna conoscenza.=

d'ordine
IL CAPO DI CABINETTO
(Col. Fil.-D. I. (VICO))
[Signature]

7200

Ref : No. 296

Amalfi 2 June 1946

MARIMENCANTI
R.A. MINISTRY
MARIGOGECA P
MARIDIPART
DIREZIONE
CAMFOMARE
IDROSCALO

ROME
ROME
ROME
ROME
NAPLES
SALERNO
NISIDA

ACCIDENT OF AMERICAN A/c NAMED " GLOBESPIERE "

(Following telegramme 288 dated the 1st June 1946)

We inform you that yesterday afternoon, the three bodies which were placed in a premise near by this Command were transported in to Naples by the 300 Military American Hospital.

The rescue took place immediately, before the soldiers which jumped with the parachute reached the sea, the area was crowded with small boats which were in the vicinities for fishing, also other boats went out from this Command and from the beaches of Minori and Marittimo. ~~ENCLOSURE XXXXXXXXXXXXXXXX~~ The Commander of the Destroyer SIRIO went on the place of the accident in the British motor boat "PETELA" of the R.A.S.C.

The deads up until now are 8: and the survivors 4.
The A/C coming from India landed in Cairo and was proceeding to Rome.

CAPO DELL'UFFICIO MARITTIMO LOCALE
F.to ; GRASSO Pasquale

7199

Liason Office
Ref No. 2168 Coll

To the A.F.S.C. ROME

.....To the Office concerned..

IL CAPO UFFICIO
(Ten Col Pil. Walter Andrewer)

6A
R^o Ufficio Marittimo di Amalfi

Prot. n. 296.

Amalfi 2 Giugno 1946.

MARINERCAUTI	Roma
MINISTERO R.A.	Roma
MARICOGECAP	Roma
MARIDIPART	Roma
DIREZIONE	Napoli
CAMPOMARE	Salerno
IDROSCALO	Nisida

Oggetto: Sinistro apparecchio americano denominato "Globesphere"
ESPRESSO (Seguito al tg. 288 del 1° corrente)

Si comunica che nel pomeriggio di ieri, a cura dell'Ospedale Militare Americano 300 di Napoli, sono state trasportate in quella città, le salme dei tre militari giacenti nello spazio antistante la sede di questo Ufficio Marittimo.

L'opera di soccorso è stata immediata, tanto che prima che i militari lanciatisi con il paracadute raggiungessero il mare, già sulla zona accorrevano numerose imbarcazioni che si trovavano nei pressi per la pesca, nonché altre imbarcazioni uscite da questo porto e dalle vicine spiagge di Minori e Maiori. Sul luogo del sinistro si è pure portato il Signor Comandante della Torpediniera SIRIO, a mezzo del motoscafo inglese "PETELA" della RASC.

I morti fin'ora accertati sono otto; i superstiti quattro.

L'aereo era proveniente dall'India con scalo al Cairo e diretto a Roma.

IL NOCCHIERE DI PORTO DI 3 CL.
CAPO DELL'UFFICIO MARITTIMO LOCALE
F.to: GRASSO Pasquale

UFFICIO DI COLLEGAMENTO

Prot. 2168 Cl.

Roma, li 12 Giugno 1946.

7198

All'A.F.C.C. - A.C.
Roma.

.....per competenza.=

MARICOGECAP
MARIDIPART
DIREZIONE
CAMPOMARE
IDROSCALO

Roma
Roma
Napoli
Salerno
Nisida

Oggetto: Sinistro apparecchio americano denominato "Globesphere"
ESPRESSO (Seguito al tg. 288 del 1° corrente)

Si comunica che nel pomeriggio di ieri, a cura dell'Ospedale Militare Americano 300 di Napoli, sono state trasportate in quella città, le salme dei tre militari giacenti nello spazio antistante la sede di questo Ufficio Marittimo.

L'opera di soccorso è stata immediata, tanto che prima che i militari lanciatisi con il paracadute raggiungessero il mare, già sulla zona accorrevano numerose imbarcazioni che si trovavano nei pressi per la pesca, nonché altre imbarcazioni uscite da questo porto e dalle vicine spiagge di Minori e Maiori. Sul luogo del sinistro si è pure portato il Signor Comandante della Torpediniera SIRIO, a mezzo del motoscafo inglese "PETELA" della RASC.

I morti fin'ora accertati sono otto; i superstiti quattro.

L'aereo era proveniente dall'India con scalo al Cairo e diretto a Roma.

IL NOCCHIERE DI PORTO DI 3 CL.
CAPO DELL'UFFICIO MARITTIMO LOCALE
F.to: GRASSO Pasquale

UFFICIO DI COLLEGAMENTO

Roma, lì 12 Giugno 1946.
Prot. 2168 *clp*.

All'A.F.S.C. - A.C.
Roma.

7198

.....per competenza.=



Copy

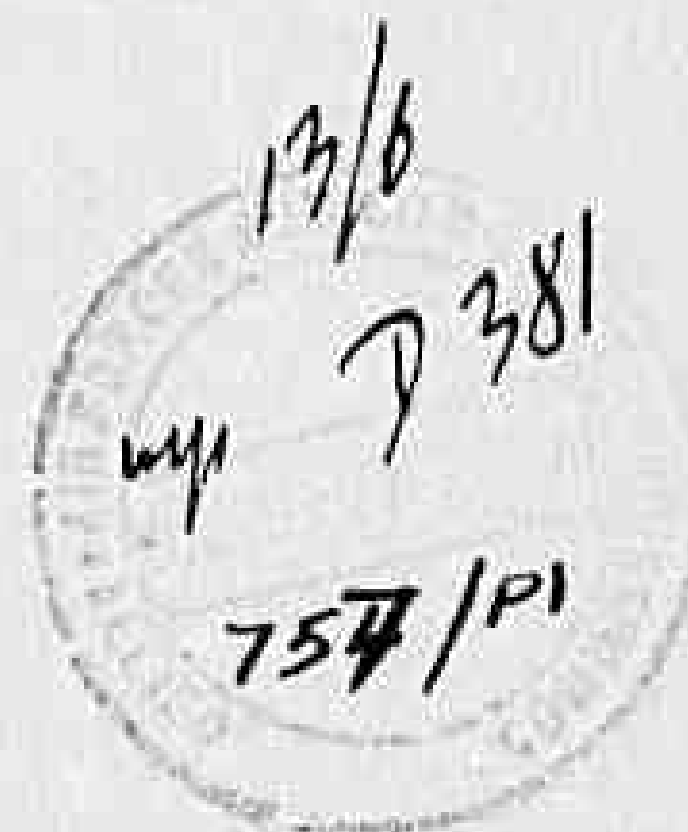
TELEGRAMME

To the R.A. Ministry

1/13 FISCINICO SORA AREA FOUND WRECKAGE OF ALLIED A/C STOP NEAR A/C FOUND
TWO BODIES PROBABLY MEMBERS OF CREW STOP

MARESCIALLO MASCIOLI

FROM : R.A. MINISTRY ROMA
TO : AIR FORCES SUB COMMISSION ROME
DATE : 9th June 1946
Ref : 14213/2169 coll.



Will you please inform the Allied Command.

CAPO DI GABINETTO
(Col. Pil. -DI LUDOVICO)

7197

COPIA
Do

DA SORA

TELEGRAMMA

AT MINISTERO AERONAUTICA

1/13 TERRITORIO PICINICO CORA SONO STATI RINVENUTI RESTI APPARECCHIO
ALLIATO PIU' VICINARE APPARECCHIO TROVANGI DUE CADAVERI AVANZATA
POTRETTAZIONE PUNTO PRESUNTI COMPONENTI EQUIPAGGIO PUNTO

MARSCIALLO MASCIOLI

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO
SEGRETARIA

Prot. No. 14213

210900

Roma, 9 GIU. 1949

ALL 'A. F. S. C. - A. C.

ROMA

....con preghiera di volerne informare il Comando

Alliato.



d'ordine
IL CAPO DI CANTIERE
(Col. Pil. - D. LONOVICO)

[Signature]

7196

o/c Identified as B 17

5A

1047

ALLIATO PUNTO VICINIAE APPARECONIO TROVANSI DUE CADAVERI AVANZATA
PUGERAZIONE PUNTO PRESARIES COMPONENTI EQUIPAGGIO PUNTO

MANESCIAME MISCIOLI

MINISTERO DELL'INTERNAZIONALE
CABINETTO DEL MINISTRO
SEGRETARIA

Roma, 29 GIU. 1940

Prot. No. 14213

2169200

ALL 'A. F. S. C. - A. C.

ROMA

...con preghiera di volente informare il Consolo

Allegato.



d'ordine
IL CAPO DI CANTIERE
(Col. Pil. - D. L. CIVICO)

[Signature]

7196

A/c Identified as B 17

22 Green alder

a/c crashed on route from

Isles to Hares are about 1 hour

*Americans at time of (a/c) taking
full action of*

4-17
All aircraft accidents and casualties which involve category AC, E or E damaged to aircraft, and all flying casualties involving casualties to personnel (if detained in hospital or in sick quarters for more than 48 hours) shall be reported immediately by the crash signal, in accordance with the instructions below.

2. Prefixes are to be allotted to Crash Signals as follows:-

- FA. All incidents on operational flying whether due to enemy action or not and all incidents of non-operational flying when directly due to enemy action.
- PA. All incidents on non-operational flying not directly due to enemy action.
- CA. All incidents involving damage to aircraft not engaged in flying. (If the damage is due to enemy action this should be stated under item "C" of Air Ministry pro-form).

For this purpose (i.e. reporting G.A.) flying is defined as the period from the time when checks are withdrawn or brakes released or mooring dropped and the aircraft starts to taxi with the intention that it shall become airborne until the time when it finally returns to rest. This would include taxiing from dispersal to end of runway before flight providing the engine is not stopped and corresponding taxiing to dispersal after flight. It should be noted however that a FB Casualty is not constituted until the wheels of the aircraft commence to move on its take off run.

3. Signals will be addressed to:-

In the case of casualties to personnel - H.Q. M.A.A.F., C.M.F. (or H.Q., R.A.F.M.E. as appropriate) Air Force or Group Headquarters, B.P.O.

Ont. AC, E or E damage to airframe or engine (s) -

H.Q. M.A.A.F., C.M.F. (or H.Q. R.A.F.M.E. as appropriate) 213 Group, (or 206 Group as appropriate) Air Force or Group Headquarters, R.S.U. or N.Y.

4. The signal will be set out according to the following pro-form:-

MESSAGE "A". F.A., P.B., or G.A. (as appropriate).

- A. (1) Type, mark and number (or identification letters) of aircraft, the R.A.F. nomenclature as published in A.M.C.'s is to be used 7193
- (11) Engine and power plant type and number or numbers.
- B. Unit to which aircraft belongs and, if on transfer flight, details of consignor and consignee units. (see note 7 below).
- C. Present location of aircraft with map reference, (if known)

4a. All incidents involving damage to aircraft not engaged in flying. (If the damage is due to enemy action this should be stated under item "C" of Air Ministry pro-form).

For this purpose (i.e. reporting G.A.) flying is defined as the period from the time when checks are withdrawn or brakes released or mooring dropped and the aircraft starts to taxi with the intention that it shall become airborne until the time when it finally returns to rest. This would include taxiing from dispersal to end of runway before flight providing the engine is not stopped and corresponding taxiing to dispersal after flight. It should be noted however that a PB Casualty is not constituted until the wheels of the aircraft commence to move on its take off run.

3. Signals will be addressed to:-

In the case of casualties to personnel - H.Q. M.A.A.P., C.M.F. (or H.Q., R.A.F.M.E. as appropriate) Air Force or Group Headquarters, B.F.O.

Cat. AC, B or E damage to airframe or engine (s) -

H.Q. M.A.A.P., C.M.F. (or H.Q. R.A.F.M.E. as appropriate) 213 Group, (or 206 Group as appropriate) Air Force or Group Headquarters, R.S.U. or M.U.

4. The signal will be set out according to the following pro-form:-

MESSAGE "A". F.A., P.B., or G.A. (as appropriate).

A. (i) Type, mark and number (or identification letters) of aircraft, the F.A.P. nomenclature as published in A.F.O.'s is to be used

(ii) Engine and power plant type and number or numbers.

B. Unit to which aircraft belongs and, if on transfer flight, details of consignee and consignee units. (see note 7 below).

C. Present location of aircraft with map reference, (if known) date and time of crash, and conditions of light (indicated by the appropriate code word see note 1 below). Brief mention of target and operation (see note 10).

D. Particulars of each member of the crew (see note 2 below) Required only if one or more are casualties:-

(i) Giving trade, personal or official number, rank (substantive and acting paid) or "unpaid" rank is to be shown) initials surname and nationality (if not British) (see note 6 below) and Unit.

/(ii) Stating.....

- 2 -

(1) Stating whether:-

Killed }
Wounded } Dangerously } And giving nature of wounds or
or } seriously or } injuries.
Injured } slightly }

Died of wounds or injuries (Stating time and place of death).

Missing (believed killed)
(believed interned)
(believed prisoner of war)
(particulars unknown).

Uninjured.

If not casualty occurs "no casualty" followed by the name of the pilot, is to be inserted under item "D". Item "D" would then read "D". No casualty; Pilot (official number, rank and name).

Any additional information obtained after the receipt of the signal is to be reported in a further signal prefixed by the letters "B.", "P.A.", or "C.A.", which is to bear a reference to the original signal, e.g. "Missing believed killed, previously reported missing".

In the event of casualties to non-occupants of aircraft, add at the end of "D" the word "non occupants", followed by the name, sex, address, nature of injury and present condition if civilian, or name, rank, nature, number of injury and present condition (if service personnel) of such casualty. Also state, in the case of civilians whether Government employees or not. The "present location" of the patient should be shown under "Item E". Under item "E" state by what the next of kin have been informed (i.e. by Unit, by Police or by hospital).

Where the crash involves casualties to civilians and/or damage to civilian property Item "D" should also, where possible, include:-

- (a) The names and addresses of the next of kin, and
- (b) Brief details as to the extent of the damage, if any, to property e.g. "three houses damaged", "damage to haystack", or if no such damage was substantiated although the crash involved civilian casualties, "damage to, civilian property NIL".

If the details required at (a) or (b) above are not available immediately, they must be forwarded at the earliest possible moment in a supplementary signal.

- E. Present location of each member of the crew including the name of the hospital of other medical unit to which any casualty has been admitted.
- F. Whether carrying bombs or other specialist material (see note 12 below).
- G. Apparent cause of crash, whether or not Aircraft Accidents Section inquiry is considered necessary (see note 12 below) and whether a Form 765(C) will be submitted (see note 12 below).

7131

If not casualty occurs "No Casualties" followed by the name of the pilot, is to be inserted under item "D". Item "D" would then read "D". No casualty; Pilot (Official number, rank and name).

Any additional information obtained after the completion of the signal is to be reported in a further signal prefixed by the letters "B.B.", "B.A.", or "C.A.", which is to bear a reference to the original signal, e.g. "Missing believed killed, previously reported missing".

In the event of casualties to non-occupants of aircraft, add at the end of "A" the word "non occupants", followed by the name, sex, address, nature of injury and present condition if civilian, or rank, rank nature, number of injury and present condition (if service personnel) of each casualty. Also state, in the case of civilians whether Government employees or not. The "present location" of the patient should be shown under "Item E". Under item "K" state by what the next of kin have been informed (i.e. by Unit, by Police or by hospital).

Where the crash involves casualties to civilians and/or damage to civilian property Item "D" should also, where possible, include:-

- (a) The names and addresses of the next of kin, and
- (b) Brief details as to the extent of the damage, if any, to property e.g. "Three houses damaged", "damage to haystack", or if no such damage was sustained although the crash involved civilian casualties, "damage to, civilian property NIL".

If the details required at (a) or (b) above are not available immediately, they must be forwarded at the earliest possible moment in a supplementary signal.

E. Present location of each member of the crew including the name of the hospital of other medical unit to which any casualty has been admitted.

F. Whether carrying bombs or other special material (see note 12 below).

G. Apparent cause of crash, whether or not aircraft accidents Section inquiry is considered necessary (see note 3 below), and whether a Form 765(C) will be submitted (see note 12 below).

H. Brief particulars of the damage to the aircraft followed by the words "Category of damage" (see below) and whether or not assistance is required from salvage organization (e.g. "Salvage No."). If the aircraft has been damaged by the fire the word "Burnt" is to be included giving the extent of the damage, i.e. "Burnt, slight", "Burnt extensive", or "Burnt, total".

If while airborne, the aircraft has been hit by cannon shell or machine gun bullets, the words "Cannon shelled" or "Machine gunned" as appropriate, are to be added.

Category "AC" is to be inserted when the aircraft is repairable on site but beyond unit's capacity, and a working party is required. "Salvage Yes" is to be inserted if the aircraft forms an obstruction and/or the assistance of a party is required to move it to another locality for repair.

Category "B" if it can be inserted when the aircraft is repairable but damaged beyond repair on site.

Category "K" is to be inserted when the aircraft is damaged beyond repair.

- J. Maintenance Unit (Salvage Centre) which has been notified.
- K. Whether the next of kin has been informed or not (for use of parent unit only)
- L. If the crash has occurred on an airfield, whether damage has been caused to third party property (Yes, No. Not applicable).
- M. Particulars of passenger carried.
- N. Particulars of all cargo carried.

Note 1.

The conditions of light at the time of the accident are to be indicated by adding at the end of Item "C" of Message "A" some of the code words given in the following table:-

Code word	Conditions of light in which Code Word is to be used
DAY	::: To indicate that the crash occurred in normal daylight.
DUSK	::: To indicate that the crash occurred in the half light of the evening.
DARK	::: To indicate that the crash occurred when it was properly dark.
MOON	::: To indicate that the crash occurred at a time when, but for the moon, it would be completely dark.
DARK	::: To indicate that the crash occurred in the half light of the early morning.

REPORTING NOTE. If, however, it is known that thick cloud turned what would otherwise have been moonlight night into a dark night at the time the crash occurred, the code word "DARK" and not "MOON" is to be used.

Note 2.

When more than one aircraft is involved in the same accident, e.g. through a collision, separate particulars are to be given in the same signal in respect of the personnel of each aircraft.

Note 3.

In order that the aircraft Accidents Section may render the maximum assistance the following points are given to enable a decision to be reached as to whether or not that Section should be called in:-

- A. An inquiry by Aircraft Accidents (1), is justified in all cases of:-
 - (a) Structural failure in the air not due to collision or enemy action.
 - (b) A suspected serious technical defect.
 - (c) Any accident which after preliminary inquiry appears to present

Note 1.

The conditions of light at the time of the accident are to be indicated by adding at the end of Item "C" of Message "A" none of the code words given in the following table:-

Code word	Conditions of light in which Code Word is to be used
DAY	::: To indicate that the crash occurred in normal daylight.
DARK	::: To indicate that the crash occurred in the half light of the evening.
DARK	::: To indicate that the crash occurred when it was properly dark.
MOON	::: To indicate that the crash occurred at a time when, but for the moon, it would be completely dark.
<u>IMPORTANT NOTE.</u> If, however, it is known that thick cloud turned what would otherwise have been moonlight night into a dark night at the time the crash occurred, the code word "DARK" and not "MOON" is to be used.	
DAWN	::: To indicate that the crash occurred in the half light of the early morning.

Note 2.

When more than one aircraft is involved in the same accident, e.g. through a collision, separate particulars are to be given in the same signal in respect of the personnel of each aircraft.

Note 3.

In order that the aircraft Accidents Section may render the maximum assistance the following points are given to enable a decision to be reached as to whether or not that Section should be called in:-

- A. An inquiry by Aircraft Accidents (1), is justified in all cases of:-
- (a) Structural failure in the air not due to collision or enemy action.
 - (b) A suspected serious technical defect.
 - (c) Any accident which after preliminary inquiry appears to present unusual features.
 - (d) Any accident the cause of which remains obscure after preliminary inquiry.
 - (e) Any accident which seems to be of an "epidemic" nature, e.g. one of a number of engine failures of the same kind, the cause of which has not been determined.
 - (f) Fire in air.

/B. When.....

- 4 -

B. When at the time of sending the casualty signal doubt exists as to desirability of asking for "Aircraft Accidents" assistance, Item C should be worded "Not known" - further signal to A.A. (1) follows. After further enquiry a second signal is to be sent giving a very brief statement of the result of the preliminary inquiry, e.g. G. "Suspect structural failure in the air A.A. (1) - Yes", or loss flying, aircraft struck tree, A.A. (1) - No."

Note 4.

Aircraft are automatically released for salvage or repair without H.Q. M.A.A.P. authority, provided the cause of the crash is known and the A.A. (1) inquiry is not necessary.

Note 5.

When passing information of a crash to the appropriate Salvage Centre only the information called for under the following item letter need be given:-

A.
B.
C.

P. (a) if carrying bombs fitted with delay action pistols, fuses or anti-disturbance devices the information must give the position in the aircraft of the bombs, the period of delay action, and, if known, the actual time of the crash, and

(b) if carrying incendiary bombs or equipment containing phosphorus, the message must include the words "Incendiary phosphorus".

G. Whether or not Aircraft accidents inquiry is considered necessary.

Note 6.

Where personnel belong to one of the British Empire Air Forces the appropriate initials letters of that force, e.g. R.A.A.F., R.N.Z.A.F., should be shown. The particulars of any airman or airwoman should include the R.A.F. or R.A.A.F. trade in which the individual is mustered.

Note 7.

In the case of a transfer flight it is not sufficient to show as the holding units, the A.D.U. which had custody of the aircraft when it crashed, nor merely to state "Custody Aircraft". Details of the commander and consignee units must be given.

Note 8.

When the next of kin has been informed by the parent unit the word "INFORMED" is to be inserted in Item "G". When the next of kin has not been informed so, the word "UNKNOWN" is to be inserted.

Note 9.

"Bombs" include live practice bombs or other missiles which may function through being dropped or when subjected to severe shock.

Note 10.

In order to ensure that the Air Council letter to the next of kin not only contains an expression of condolence but is as informative as possible, it is desirable that a brief reference to the circumstances attending the casualty

7193

When passing information of a crash to the appropriate Salvage Centre, the information called for under the following item letter need be given:-

- A.
- B.
- C.
- D. (a) if carrying bombs fitted with delay action pistols, fuses or anti-disturbance devices the information must give the position in the aircraft of the bombs, the period of delay action, and, if known, the actual time of the crash, and
- (b) if carrying incendiary bombs or equipment containing phosphorus, the message must include the words "Incendiary phosphorus".
- E. Whether or not aircraft accidents inquiry is considered necessary.

Note 6.

Where personnel belong to one of the British Empire Air Forces the appropriate initials letters of that force, e.g. R.A.A.F., R.N.Z.A.F., should be shown. The particulars of any airman or airwoman should include the R.A.F. or W.A.A.F. trade in which the individual is mustered.

Note 7.

In the case of a transfer flight it is not sufficient to show as the holding units, the A.D.U. which had custody of the aircraft when it crashed, nor merely to state "Custody Aircraft". Details of the commander and consigne units must be given.

Note 8.

When the next of kin has been informed by the parent unit the word "INFORMED" is to be inserted in Item "K". When the next of kin has not been informed so, the word "UNKNOWN" is to be inserted.

Note 9.

"Bombs" include live practice bombs or other missiles which may function through being dropped or when subjected to severe shock.

Note 10.

In order to ensure that the Air Council letter to the next of kin not only contains an expression of condolence but is as informative as possible, it is desirable that a brief reference to the circumstances attending the casualty should be contained under Items "C" and "D" if these are known. The inclusion of such details to the next of kin, e.g. in "missing" cases, the Air Council normally indicated that the airman may be a prisoner of war if in such cases, it is known that the aircraft was seen to explode and disintegrate in mid-air, the inclusion of this information in the signal will remove any hope of survival and the casualty should be reported and notified to the next of kin as missing, believed killed". In the case of casualties incurred on active operations a brief reference to the nature of the operation will also be of assistance, e.g. under Item "C".

/Not

7192

"Not known, involved over target, Crete", or "A-1-Submarine patrol" or Mine-laying.

Should the casualty occur in a type of operations not normally referred to in the Press then no mention of the operation should be made.

Note 11.

"P.B." signals will be confirmed by a written circumstantial report.

"P.A." signals will be confirmed by Form 765 (C).

Note 12.

"765C YES" or "765C NO" as appropriate is to be added to Heading G to indicate whether or not it is considered that the accident is reportable on Form 765C, when a crash signal indicated that a Form 765C will follow and it is subsequently found that Form 765C will NOT be required, a second signal is to be sent indicating the reason.

4th November 1944.

MAAP/3303/SCARU.

3A
From: Headquarters, No. 214 Group, R.A.F., C.E.F.

To: Addressees on appended Distribution List.

Date: 6th October, 1944.

Ref: 214/3629/EMC.

SALVAGE AND REPAIR OF R.A.F. AIRCRAFT IN ITALY.

The responsibilities of No. 214 Group include all base repair and servicing of all R.A.F. aircraft operating from the Italian Mainland, with certain exceptions as noted herein, and aircraft of British origin which are operated by the U.S.A.A.F.

2. This commitment is divided between No. 110 Maintenance Unit (Brindisi) and No. 159 Maintenance Unit (Cape d'Orlando). The general division is between aircraft of British origin, which are the responsibility of No. 110 M.U. and aircraft of USA origin which are the responsibility of No. 159 M.U. Details of each's Unit's commitment are listed at Appendix "A".

3. Recovery and transportation of crashed aircraft, or aircraft beyond on-site repair, will normally be the responsibility of the operating formation, utilising Repair and Salvage Unit facilities. Aircraft are to be delivered to either No. 110 M.U. or No. 159 M.U., as appropriate, in so far as R.A.F. commitments permit. When direct delivery is impracticable, aircraft may be deposited at the most convenient Salvaged Aircraft Park, the locations of which will be notified to interested formations from time to time. These Parks also will accept for disposal unserviceable aero engines and at certain specified locations, unserviceable M.T. vehicles.

4. Sub-formations and units not directly supported by an R.A.F. or for whom arrangements with operational formations have not been made, are to apply to this Headquarters for aircraft salvage facilities.

5. Every aircraft casualty will remain the responsibility of the operating formation or relevant R.A.F. until delivered to a No. 214 Group Maintenance Unit or Salvaged Aircraft Park, or until it is accepted as an on-site repair and has been handed over to an M.U. party. Operating formations must ensure that aircraft are handed over complete, W/S items being fitted where W/S items have been robbed for spare

6. This Headquarters controls No. 2 Base Recovery Unit, which operates a fleet of articulated vehicles. These are available primarily for aircraft haulage, but may be diverted to other tasks to meet operational requirements. Formations requiring the loan of any of these vehicles should apply to this Headquarters (S.A.S.C.) quoting type and quantity of vehicle required, task and anticipated period for completion, together with full executive detail.

7. All aircraft casualties are to be reported and actioned in accordance with Base Personnel Office Memorandum, Serial No. 125 dated 10th July 1944. In addition to addressees indicated in the R.A.F. Memo, and those stipulated by controlling formations, all signals reporting Category A, B, C, D, E, or F, damage to aircraft are to be repeated to this Headquarters, No. 110 M.U. or No. 159 M.U. as appropriate, and special addressees where indicated in Appendix "A" Signals in respect of Category A or B, aircraft are not to be repeated to this Headquarters or M.U.'s except when the aircraft is on charge to or is in transit to or from a 214 Group Unit, in which

2. This component is divided between No. 110 Maintenance Unit (British) and No. 159 Maintenance Unit (Czechoslovak). The general division is between aircraft of British origin, which are the responsibility of No. 110 M.U., and aircraft of USA origin which are the responsibility of No. 159 M.U. Details of each's Unit's commitment are listed at Appendix "A".

3. Recovery and transportation of crashed aircraft, or aircraft beyond on-site repair, will normally be the responsibility of the operating formation, utilizing Repair and Salvage Unit facilities. Aircraft are to be delivered to either No. 110 M.U. or No. 159 M.U., as appropriate, in so far as U.S.U. commitments permit. When direct delivery is impracticable, aircraft may be deposited at the most convenient Salvaged Aircraft Park, the locations of which will be notified to interested formations from time to time. These Parks also will accept for disposal unserviceable aero engines and at certain specified locations, unserviceable M.T. vehicles.

4. Sub-formations and units not directly supported by an U.S.U. or for whom arrangements with operational formations have not been made, are to apply to this Headquarters for aircraft salvage facilities.

5. Every aircraft casualty will remain the responsibility of the operating formation or relevant U.S.U. until delivered to a No. 214 Group Maintenance Unit or Salvaged Aircraft Park, or until it is accepted as an on-site repair and has been handed over to an U.S.U. party. Operating formations must ensure that aircraft are handed over complete, U/S items being fitted where SS" items have been robbed for spare

6. This Headquarters controls No. 2 Base Recovery Unit, which operates a fleet of articulated vehicles. These are available primarily for aircraft baggage, but may be diverted to other tasks to meet operational requirements. Formations requiring the loan of any of these vehicles should apply to this Headquarters (S.R.S.O.) quoting type and quantity of vehicle required, task and anticipated period for completion, together with full executive detail.

7. All aircraft casualties are to be reported and actioned in accordance with Base Personnel Office Memorandum, Serial No. 125 dated 10th July 1944. In addition to addressees indicated in the B.P.O. Memo, and those stipulated by controlling formations, all signals reporting Category A0, B1, B2, or B3, damage to aircraft are to be repeated to this Headquarters, No. 110 M.U. or No. 159 M.U. as appropriate, and special addressees where indicated in Appendix "A" Signals in respect of Category A or B2, aircraft are not to be repeated to this Headquarters or U.S.U.'s except when the aircraft is on charge to or is in transit to or from a 214 Group Unit, in which case full casualty reporting procedure will be required.

8. No action will be taken by this Headquarters or the relevant U.S.U. on receipt of aircraft casualty reports, except when the signal contains a specific request for assistance. Normally, initial action will rest with the operating unit which will transfer the casualty to the relevant U.S.U., if beyond the Unit's capacity. If the casualty is above the U.S.U.'s commitment or capacity, it will deliver to the relevant U.S.U. or Salvaged Aircraft Park or hand over to an U.S.U. party for on-site repair, confirming action by Postagram to the U.S.U. with reference to the casualty report.

9. It is requested that controlling formations issue the necessary instruction covering the above policy. This Headquarters' letter of even reference dated 15th May 1944, with amendments, is hereby cancelled.

(A.E. HURMAN) W/Odr.
For Group Captain, Commanding,

2H
 APPENDIX "B" TO AFR 214G/3620/13/FRG. dated 15th MAY 1944

(This appendix contains extracts from B.P.O. Office Memorandum No. 29 which are applicable to aircraft casualties. Complete details of casualty reporting procedure are contained in that Memo.)

REPORTING OF AIRCRAFT CASUALTIES. - ITALY.

The following casualties will be reported by signal - priority

Immediate -

(1) All Flying Battle Casualties.

(11) All Flying Accidents.

2. The signal is to be originated immediately after the occurrence by the parent unit, or unit to which the individual concerned is attached, or by the unit nearest the place at which the casualty occurred in so far as the last two mentioned, the signal is to be reported to the parent unit. The casualty is to be confirmed in the personnel Occurrence Reports of the parent unit and (as appropriate) of the unit to which attached.

3. Addressees will be:-

Headquarters, M.A.A.F.
 Headquarters, M.A.A.F. Algiers,
 E.P.S.O., M.A.A.F., Algiers.
 Formation Headquarters of unit concerned.
 Headquarters, No. 214 Group.
 Relevant HQ. (see appendix "A").

Such other addressees as Formation Headquarters stipulates

Note:- Casualty signals in respect of Cat. B.2 aircraft (burnt out and missing) are not to be repeated to H.Q. No. 214 Group and relevant M.U. except when these are the formation Headquarters and/or parent unit.

4. The signal will be to the Form of Message "A" as detailed in Appendix "C" with the initial letter of each "detail" included.

5. Categories of damage to be shown under detail "G" of casualty signal:

(1) Aircraft.

Cat. "A" - Aircraft on aerodrome (or sites from which they can be flown off) which can be repaired on site within 45 hours by the unit.

Cat. "AC" Single twin engine or multi engine aircraft which can be repaired on site by a repair party from an A.S.U. or Maintenance Unit.

Cat. "B1" Fly-ins - Single, twin engine or multi engine aircraft beyond cat. "A" and "AC" which can be repaired to an extent which enables them to be flown to major repair facilities.

Cat. "B2" Haul-ins - Aircraft which are an economical repair at a depot and which can be dismantled for transportation by road or rail to an A.S.U. or Maintenance Unit.

Cat. "B3" Aircraft which are beyond Cat. "B2" and fit only for redun-

2. The signal is to be originated immediately after the occurrence by the parent unit, or unit to which the individual concerned is attached, or by the unit nearest the place at which the casualty occurred in so far as the last two mentioned, the signal is to be repeated to the parent unit. The casualty is to be confirmed in the personnel Occurrence Reports of the parent unit and (as appropriate) of the unit to which attached.

3. Addressees will be:-

Headquarters, M.A.A.F.
Headquarters, M.A.A.F. Algiers,
E.P.S.O., M.A.A.F., Algiers.
Formation Headquarters of unit concerned.
Headquarters, No. 214 Group.
Relevant MU. (see appendix "A").

Such other addressees as Formation Headquarters stipulates

Note:- Casualty signals in respect of Cat. B.2 aircraft (burnt out and missing) are not to be repeated to H.Q. No. 214 Group and relevant M.U. except when these are the formation Headquarters and/or parent unit.

4. The signal will be to the Form of Message "A" as detailed in Appendix "C" with the initial letter of each "detail" included.

5. Categories of damage to be shown under detail "C" of casualty signals:

(i) Aircraft.

Cat. "A" - Aircraft on aerodrome (or sites from which they can be flown off) which can be repaired on site within 48 hours by the unit.

Cat. "AC" Single twin engine or multi engine aircraft which can be repaired on site by a repair party from an R.S.U. or Maintenance Unit.

Cat. "B1" Fly-ins - Single, twin engine or multi engine aircraft beyond cat. "A" and "AC" which can be repaired to an extent which enables them to be flown to major repair facilities.

Cat. "B2" Haul-ins - Aircraft which are an economical repair at a depot and which can be dismantled for transportation by road or rail to an R.S.U. or Maintenance Unit.

Cat. "X1" Aircraft which are beyond Cat "B2" and fit only for reduction to produce and salvage of parts.

Cat. "E2" Burnt out and missing aircraft.

(ii) Engines.

Cat. 1 - Serviceable

Cat. 2 - Repairable

Cat. 3 - Beyond repair, but have parts capable of salvage.

Cat. 4 - Completely burnt out.

(This app. contains extracts from B.P. Office Memorandum No. 29, which are applicable to aircraft casualties. Complete details of casualty reporting procedure are contained in that Memo).

FORM OF SIGNAL FOR REPORTING AIRCRAFT CASUALTIES - MESSAGE "A"

The subject matter of the message is to begin with the originator's reference number and date, followed by the letters "P.B.", "P.A.", "P.C.", or "E.A." (see note (i) below), followed by:-

- A. (i) Type and number (or identification letters) of aircraft;
(ii) Engine type and number or numbers if (i) is not available and in cases covered by note (ii).
- B. Unit to which aircraft belongs and if on transit flight details of consignor and consignee units (see note (viii)).
- C. Present location (see note (ii) of aircraft, stating actual name of place where incident occurs or the location in relation to the nearest town or village (any reference may be given in addition where desirable for clarity), date and time of crash and conditions of light (code word, see note (iv)). Where this aircraft is missing the particulars required by P.B.C. letter ref. BPO/24E, dated 29th September, 1943, must be included. (B.P.C. Memorandum No. 51).
- D. Particulars of each member of crew and passengers (if any) (see note (v)). Required only if one or more are casualties:-
 - (1) Giving personal or official number, rank (substantive and acting rank is to be shown), initials, surname, and nationality (if not British) (See note (vi)), trade, name relationship and full address of next of kin together with the name of any other person to be notified of a casualty (see note (vii)). In the case of passengers state whether authorised or not.
 - (ii) Stating whether:-

(a) Killed	}	dangerously	}	and giving nature
(b) Wounded				
	or			
Injured	}	or slightly	}	stating time and place of death).
(c) Died of wounds or injuries				
(d) Missing				believed interned
				believed prisoner of war.
				(category unknown).
(e) Uninjured.				
 - (iii) Parent unit.
If no casualty occurs "No casualty" is to be inserted under item "D".
H.B.- Any additional information obtained after despatch of this signal is to be reported in a further signal, prefixed by letters "P.B.", "P.A.", "P.C.", or "E.A.", which will bear a reference to the original signal.
 - E. Present location of each person involved, other than those dead or

7188

B. Unit to which aircraft assigned (see note (viii)).

C. Present location (see note (ii)) of aircraft, stating actual name of place where incident occurs or the location in relation to the nearest town or village (see reference may be given in addition where desirable for clarity), date and time of crash and conditions of light (code word, see note (iv)). Where this aircraft is missing the particulars required by E.A.C. letter ref. WFO/222, dated 29th September, 1943, must be included. (H.C. Memorandum No. 51).

D. Particulars of each member of crew and passengers (if any) (see note (v)). Required only if one or more are casualties:-

(1) Giving personal or official number, rank (substantive and acting rank is to be shown), initials, surname, and nationality (if not British) (see note (vi)), trade, name relationship and full address of next of kin together with the name of any other person to be notified of a casualty (see note (vii)). In the case of passengers state whether authorized or not.

(ii) Stating whether:-

(a) Killed	}	dangerously seriously	}	and giving nature of wounds and injuries.
(b) Wounded or Injured				
(c) Died of wounds or injuries	}	or slightly	}	(stating time and place of death).
(d) Missing				

(believed killed)
(believed interned)
(believed a prisoner of war.
(particulars unknown).

(e) Uninjured.

(iii) Parent unit.

If no casualty occurs "No casualty" is to be inserted under item "N.A." - Any additional information obtained after detach of this signal is to be reported in a further signal, prefixed by letters "P.B.", "P.A.", "P.C.", or "P.A.", which will bear a reference to the original signal.

Present location of each person involved, other than those dead or missing, including the name of the hospital or other medical unit to which such casualty has been admitted, and whether placed on dangerously ill list.

Apparent cause of crash (see note (i)); including the words "Enemy Action", where this is known to be the cause, and in addition the fullest information of the circumstances of the occurrence, e.g. Combat engine, trouble, S.C.S., or other signals received. In the absence of the words "Enemy action" Form 763 must be submitted or alternatively an ascending signal must be originated if subsequent information indicates that the casualty was due to enemy action. Category of damage to airframe and engine(s). (see Appendix "3").

The word "KIMOT" to indicate that the next of kin has not been informed (see note (ix)).

7188

(APPENDIX "C" CONT'D.)

Notes.

(i) (a) "P.B." will include Flying Casualties or Accidents, whether directly due to enemy action or not, when occurring on operational, and any other flying casualties or accident directly due to enemy action, or ferrying flights over land or over sea, to or from a theater of war or a war zone. For this purpose a theater of war or a war zone is any place where interference with aircraft in flight may be reasonably considered to be due to enemy action from the air, ground or sea. Operational flights are considered to begin with the run to take off and end with the finish of the run on landing.

(b) "P.A." will include Flying casualties or Accidents occurring on practice or training flights, or ferrying flights other than those mentioned in Note (i)(a) which occur in actual flight. Casualties occurring when the aircraft is taxiing or stationary, e.g. propeller accidents should be reported under Message "P" of B.P.O. Memorandum No. 29.

When "P.B." casualties or accidents are definitely due to enemy action the words "Enemy action" are to be included under item "G". "P.A." will be confined to aircraft damaged on the ground by enemy action. When it is unknown to the unit until first reporting the casualty or accident, whether the category is "P.B.", or "P.A.", the letters "A.C." are to be used. In the event of a unit other than the parent unit originating a casualty signal, the signal is to be repeated to the parent unit, which will if necessary, send a supplementary signal giving any details not available when the original signal was sent. Supplementary signals are to quote the reference number and date of the original signal. When a casualty or accident has been reported as "P.C.", the parent unit is to give the correct category in a supplementary signal.

(ii) Aircraft are frequently discovered in such badly damaged condition that the airframe number is indistinguishable; although sometimes the engine number can be read. The engine number or numbers should therefore be given in all cases when the crew left the aircraft by parachute or the aircraft is missing.

(iii) When the crew have left the aircraft by parachute and the present location of the aircraft is unknown, the approximate position (with map reference if possible) in which the aircraft was abandoned should be given, if known, followed by the word "abandoned".

(iv) Conditions of light at the time of the accident are to be indicated by adding at the end of item "C" of message "A", one of the following code words:-

- (a) Day - To indicate that the crash occurred in normal day light.
- (b) Dusk - To indicate half light of evenings.
- (c) Dark - To indicate when it is properly dark.
- (d) Moon - To indicate when, but for the moon, it would have been completely dark.
- (e) Dawn - To indicate half light of the early morning.

7187

(v) When more than one aircraft is involved in the same accident, e.g. through a collision, particulars are to be given in the same signal in respect of the personnel of each aircraft.

(vi) When personnel belong to one of the British Empire Air Forces, the appropriate initial letters of that Force, e.g. R.A.F., R.N.Z.A.F., should be shown under item "D"

(b) "P.A." will include flying casualties other than those mentioned in Note (i)(a) or training flights, or ferrying flights other than those mentioned in Note (i)(a) which occur in actual flight. Casualties occurring when the aircraft is taxiing or stationary, e.g. propeller accidents should be reported under Message "D" of B.P.O. Memorandum No. 29.

When "P.B." casualties or accidents are definitely due to enemy action the words "Enemy action" are to be included under item "G". "P.A." will be confined to aircraft damaged on the ground by enemy action. When it is unknown to the unit until first reporting the casualty or accident, whether the category is "P.B.", or "P.A.", the letters "P.C." are to be used. In the event of a unit other than the parent unit originating a casualty signal, the signal is to be repeated to the parent unit, which will if necessary, send a supplementary signal giving any details not available when the original signal was sent. Supplementary signals are to quote the reference number and date of the original signal. When a casualty or accident has been reported as "P.C.", the parent unit is to give the correct category in a supplementary signal.

(ii) Aircraft are frequently discovered in such badly damaged condition that the airframe number is indecipherable; although sometimes the engine number can be read. The engine number or numbers should therefore be given in all cases when the crew left the aircraft by parachute or the aircraft is missing.

(iii) When the crew have left the aircraft by parachute and the present location of the aircraft is unknown, the approximate position (with map reference if possible) in which the aircraft was abandoned should be given, if known, followed by the word "abandoned".

(iv) Conditions of light at the time of the accident are to be indicated by adding at the end of item "C" of message "A", one of the following code words:-

- (a) Day - To indicate that the crash occurred in normal day light.
- (b) Dusk - To indicate half light of evenings.
- (c) Dark - To indicate when it is properly dark.
- (d) Moon - To indicate when, but for the moon, it would have been completely dark.
- (e) Dawn - To indicate half light of the early morning.

7187

(v) When more than one aircraft is involved in the same accident, e.g. through a collision, particulars are to be given in the same signal in respect of the personnel of each aircraft.

(vi) When personnel belong to one of the British Empire Air Forces, the appropriate initial letters of that Force, e.g. R.A.F., R.N.Z.A.F., should be shown under item "D".

(vii) The name, relationship, and address of the next of kin must be checked with the latest particulars available in every case, except when an individual is uninjured.

(viii) In the case of a transfer flight it is not sufficient to show as the holding unit the Ferry Pool which had custody of the aircraft when it crashed, nor merely to state "Custody Aircraft". Details of consignor and consignee units must be given.

(ix) As the next of kin of most casualties will live outside the Command Area, units will not normally notify next of kin of the casualty. Should a case occur when the next of kin is in the Command Area, the unit will notify such next of kin in the same way as at home, the word "FAMILY REED" will be substituted for "KIN".

APPENDIX "A" TO LETTER 2110/3620/RHC. DATED 8TH OCTOBER 1944.

Notes:

1. Action Code: (A) - Automatic input without application, but notified by postagram or signal as expedient, with reference to any casualty signal previously raised.
 (B) - Input or acceptance by prior signal application to H.Q. or M.U. indicated in table below.
2. Fly out Repairs (Cols 5 and 6) are those aircraft which the holding unit can service to fly-out standard. Those requiring M.U. assistance prior to fly out will fall into either Category AC or Category 21.
3. Fly Out to North Africa will of course, be subject to considerations of safety; bearing in mind the length of the water crossing. On this account it might sometimes be necessary to deviate from directions given in Columns 5 and 6.

	1.	2.	3.	4.	5.	6.	7.
Aircraft Type.	Category B1 & B2 Consignees Unit.	Category B1 & B2 beyond RSU capacity requiring on-site assistance from M.U.	Major Inspection beyond RSU capacity.	Fly-out engine Changes beyond Unit & RSU capacity.	Fly-out repairs beyond RSU capacity over 7 days.	Fly-out Repairs beyond RSU capacity under 7 days.	Re
Anson	110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	
Argus	159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	
Auster	110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	
Baltimore	159 M.U. (A)	159 M.U. (A)	137 M.U. (A)	159 M.U. (B)	159 M.U. (B)	159 M.U. (B)	Cols that acco 159 to be to 1
Beaufighter	110 M.U. (A)	110 M.U. (B)	110 M.U. (B)	110 M.U. (B)	110 M.U. (B)	110 M.U. (A)	Cols that acco 110 to be to 1
Boston	159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (B)	159 M.U. (B)	Cols that acco 159 to be to 1

APPENDIX "A" TO LETTER 2110/3520/ENG., DATED 8TH OCTOBER 1944.

de: (A) - Automatic input without application, but notified by postagram or signal as expedient, with cross reference to any casualty signal previously raised.
 (B) - Input or acceptance by prior signal application to H.Q. or M.U. indicated in table below.
 Repairs (Cols 5 and 6) are those aircraft which the holding unit can service to fly-out standard. Casualties requiring M.U. assistance prior to fly out will fall into either Category AC or Category 21 (Col.2) to North Africa will of course, be subject to considerations of safety; bearing in mind the length of light and the water crossing. On this account it might sometimes be necessary to deviate from disposal instructions given in Columns 5 and 6.

Instructions given in Columns 5 and 6.						
1.	2.	3.	4.	5.	6.	7.
Category B1 & Consignees Unit.	Category B1 & AC beyond RSU capacity requiring on-site assistance from M.U.	Major Inspection beyond RSU capacity.	Fly-out engine Changes beyond Unit & RSU capacity.	Fly-out repairs beyond RSU capacity over 7 days.	Fly-out Repairs beyond RSU capacity under 7 days.	Remarks.
110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	
159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	
110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	
159 M.U. (A)	159 M.U. (A)	137 M.U. (A)	159 M.U. (B)	159 M.U. (B)	159 M.U. (B)	Cols 4, 5 & 6 that are not accepted by 159 M.U. are to be routed to 137 M.U.
110 M.U. (A)	110 M.U. (B)	110 M.U. (B)	110 M.U. (B)	110 M.U. (B)	110 M.U. (A)	Cols 3, 4 that are not accepted by 110 M.U. are to be routed to 155 M.U.
159 M.U. (A)	159 M.U. (B)	155 M.U. (A)	155 M.U. (A)	159 M.U. (B)	159 M.U. (B)	Cols 4, 5 & 6 that are not accepted by 159 M.U. are to be routed to 155 M.U.

- 2 -

	1.	2.	3.	4.	5.	6.	7.
Dakota	under 216 Group is available 159 M.U. (A) 144 M.U. (B) on site Repeat casualty signal also to MAAF Algiers; 218 Gp. 215 Gp.	arrangements 159 M.U. (B) As Cat, B.2.	No. 159 M.U. will render local assistance on application, pro working e 159 M.U. (A) 144 MU(B) Signal MAAF Algiers (R) 218 Gp. and 144 M.U.	159 M.U. (A) 144 MU (A)	159 M.U. (A) 144 M.U. (A)	159 M.U. (A) 144 M.U. (A)	
Hudson	159 M.U. (A)	Not 159 M.U. commitment Fly-out to 156 MU when on-site work completed.	156 M.U. (A)	159 M.U. (B)	156 M.U. (A)	156 M.U. (A)	
Hurricane IV	110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	Other
Kittiwake IV	159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	3.0
Liberator	144 MU (B) on- site. Repeat casualty signal also to MAAF. Algiers, 213 Gp. 214 Group.	As Cat.B.2.	144 MU (B) Signal MAAF Algiers (R) 218 Gp. and 144 M.U.	144 M.U. (A)	144 M.U. (A)	144 M.U. (A)	
Lysander	110 M.U. (A)	110 M.U. (B)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	110 M.U. (A)	Col
Marauder	159 M.U. (A)	159 M.U. (B)	159 M.U. (B)	159 M.U. (B)	159 M.U. (B)	159 M.U. (A)	the acc 159 to to

7105

- 2 -

1.	2.	3.	4.	5.	6.	7.
under 216 Group is available 159 M.U. (A) 144 M.U. (B) on site Repeat casualty signal also to MAAF Algiers; 218 Gp. 215 Gp. 159 M.U. (A)	arrangements 159 M.U. (B) As Cat, B.2.	No. 159 M.U. will render local assistance on application, provided working capacity 159 M.U. (A) 144 MU(B) Signal 144 MU (A) MAAF Algiers (R) 218 Gp. and 144 M.U.	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)
	Not 159 M.U. commitment Fly-out to 156 MU when on-site work completed.	156 M.U. (A)	159 M.U. (B)	156 M.U. (A)	156 M.U. (A)	
110 M.U. (A) 159 M.U. (A) 144 MU (B) on- site. Repeat casualty signal Also to MAAF. Algiers, 218 Gp. 214 Group. 110 M.U. (A) 159 M.U. (A)	110 M.U. (B) 159 M.U. (B) As Cat. B.2.	110 M.U. (A) 159 M.U. (A) 144 MU (B) Signal MAAF Algiers (R) 218 Gp. and 144 M.U.	110 M.U. (A) 159 M.U. (A) 144 M.U. (A)	110 M.U. (A) 159 M.U. (A) 144 M.U. (A)	110 M.U. (A) 159 M.U. (A) 144 M.U. (A)	Other marks 3.0.0.
	110 M.U. (B) 159 M.U. (B)	110 M.U. (A) 159 M.U. (B)	110 M.U. (A) 159 M.U. (B)	110 M.U. (A) 159 M.U. (B)	110 M.U. (A) 159 M.U. (A)	Cola 3, 4, 25 that are ne accepted by 159 M.U. and to be routed to 160 M.U.

7185

- 3 -

Mosquito	110 M.U. (B) will arrange salvage Repeat signal 214 Gp: 218 Gp. and 156 M.U.	156 M.U. (B) Signal 156 M.U. (R) 214 Gp: 218 Gp: 110 M.U.	156 M.U. (A)	Single 110 MU (A) Double 156 MU (A)	156 M.U. (A)	110 M.U. (A) Subject to onward routing to 156 M.U. after inspection.	
Mustang Spitfire	159 M.U. (A) 110 M.U. (A)	159 M.U. (B) 110 M.U. (B)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	Note: A cut Max despatch French Project
Vengeance	159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	
Ventura	159 M.U. (A)	159 M.U. (A)	156 M.U. (A)	Single 159 MU (A) Double 156 MU (A)	156 M.U. (A)	159 M.U. (A)	
Walrus Warwick	110 M.U. (A) 110 M.U. (A)	110 M.U. (A) 110 M.U. (B)	156 M.U. (A) 156 M.U. (A)	110 M.U. (A) Single 110 MU (A) Double 156 MU (A)	110 M.U. (A) 156 M.U. (A)	110 M.U. (A) 110 M.U. (A)	
Wellington	110 M.U. (A)	110 M.U. (B)	156 M.U.	156 M.U.	156 M.U.	156 M.U.	

7134

- 3 -

110 M.U. (B) will arrange salvage Repeat signal 214 Gp: 218 Gp. and 156 M.U.	156 M.U. (B) Signal 156 M.U. (R) 214 Gp: 218 Gp: 110 M.U.	156 M.U. (A)	Single 110 MU(A) Double 156 MU(A)	156 M.U. (A)	110 M.U. (A) Subject to onward rou- ting to 156 M.U. after inspection.	
159 M.U. (A) 110 M.U. (A)	159 M.U. (B) 110 M.U. (B)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	159 M.U. (A) 110 M.U. (A)	Note: All fly- out Mark V.B. to be patched to French Repair Project, Elida.
159 M.U. (A)	159 M.U. (B)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	159 M.U. (A)	
159 M.U. (A)	159 M.U. (A)	156 M.U. (A)	Single 159 MU (A) Double 156 MU (A)	156 M.U. (A)	159 M.U. (A)	
110 M.U. (A) 110 M.U. (A)	110 M.U. (A) 110 M.U. (B)	156 M.U. (A) 156 M.U. (A)	110 M.U. (A) Single 110 MU (A) Double 156 MU (A)	110 M.U. (A) 156 M.U. (A)	110 M.U. (A) 110 M.U. (A)	
110 M.U. (A)	110 M.U. (B)	156 M.U.	156 M.U.	156 M.U.	156 M.U.	

7184

1071