

**Ref "A": "Transcription" of the Major Accident Report in Telex form of 4th Nov 1946**

URGENT URGENT URGENT

WHL V WAR NRP2/S3

-T- CG Langley Field Va

From: ZA Ops Capo (*dichino*) 021932Z (2 Nov 1946, 20.32 local time)

To:

AAF Washington 25 DC

CG AAF Langley Field Va

CG USAFE

CG EATS

CG MTOUSA

CO Eschborn Army Air Base

A. (General Information) Missing Aircraft

B. (Aircraft identification) B-17 9338 EATS HDQ Home Station Eschborn

C. (Operator) H. H. Upham Colonel. Home station Eschborn

D. (Pilot) Same

E. (Crew) Fair, F. L., Colonel. Command Pilot

Cobb, L. L., Major. Co-pilot

Ramirez, A. D., 2<sup>nd</sup> Lt. Navigator

Gilbert, J. E., Master Sgt. Engineer

Hilton, W. E., Staff Sgt. Engineer

Dobovich, Z. J., Staff Sgt. Radio Operator

Cassel, W. J., Tech Sgt.

Entire crew Home Station Esch, Germany

F. (Damage) Unknown

G. (Power Plant Failure) Unknown

H. (Flight Clearance) Command pilot clearing himself without any signature as clearing authority. IFR clearance from Capodichino, Naples to Bovington, England. Actual Time of Departure 01 0054Z (1<sup>st</sup> Nov 1946. 0154 local time.) Special 010904Z Mission

K. (Weather Synopsis) Limited surface reports at the time of flight show scattered (clouds) at point of departure at 4000 feet with visibility of 10 - 15 miles. At 2000 - 3000 feet overcast with 12 to 30 miles visibility.

At the Marseilles - Istres area 2000 - 3000 feet overcast, visibility 8 - 12 miles in intermittent light rain

At Lyon clear skies with 1 - 2 miles visibility in fog

Only 1000 - 2000 feet overcast with visibility 2 - 6 miles in haze and intermittent drizzle.

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Destination at Estimated Time of Arrival was scattered to broken (cloud) at 600 to 1000 feet visibility 2 - 6 miles in haze, intermittent light rain and rain showers.

Weather personnel are of the opinion that the above reports fail to show the instability, turbulence and icing conditions present over the initial portion of the route over the Tyrrhenian and Ligurian Seas.

L. (General Information) Unknown

M. (Description of the Accident) Yes (?)