Classification changed by E. A. BRADUNAS, Lt. Col., AC by E. A. BRADUNAS, 184 Lt. AC HEADQUARTERS PESTER DATE - 14 NOV 1946 EUROPEAN AIR TRANSPORT SERVICE APO 633

US ARMY

P/CHC/os

Wiesbaden, Germany 7 NOV 1946

SUBJECT: Transmittal of Missing Air Crew Report.

: Commanding General, Army Air Forces Washington, 25, D. C. ATTN: AFPPA-8

1. Enclosed herewith is Missing Air Crew Report of B-17 type aircraft reported missing 1 No ember 1946, on flight from Naples, Italy to Bovingdon, England.

2. The following named crew members were assigned to Headquarters, European Air Transport Service, Wiesbaden, Germany, APO 633, c/o Postmaster, New York, New York:

> Fair, Ford L. Colonel 0-17029 Upham, Hudson H. 0-19467 Colonel Cobb, Lawrence L. Major 0-24736

3. The aircraft and following named crew members were assigned to Eschborn Army Air Base, Frankfurt, Germany, APO 57, c/o Postmaster, New York, New York:

> Ramirez, Alfred D. 2nd Lt. 0-2082524 Gilbert, John E. M/Sgt 6990531 Dobovich, Zoltan J. Cassell, William S. Hilton, William A. S/Sgt 33835227 T/Sgt S/Sgt 34896920 38515193

4. Missing crew members listed above are non-battle casualties.

FOR THE COMMANDING GENERAL:

C. E. ELMUIST

Lt. Col. AC

Deputy Chief of Staff.

2 Incls:

1. Missing Air Crew Report. 2. Sketch of area involved.

A Boeing B-17 Flying Fortress is unreported after taking off November 1 from Capodichino Air Field, Naples, Italy, for Bovington, England.

This crew of eight men was aboard:

Colonel Ford L. Fair (Wife, Mrs. Rosabella Fair, of Wiesbaden, Germany.)

Colonel Hudson H. Upham (Mother, Mrs. Mary H. Upham, 4736 Oakwood Avenue, Los Angeles, California.)

Major Lawrence L. Cobb, Jr. (Wife, Mrs. Nan C. Cobb, of Wiesbaden, Germany; Father, Colonel Lawrence L. Cobb, Sr., of Wiesbaden, Germany.)

Second Lieutenart Alfred D. Ramirez (Wife, Mrs. Ruthe E. Ramirez, 720 West 180th Street, New York, New York.)

Master Sergeant John Earl Gilbert (Mother, Mrs. Goldie Gilbert, 46 North Gentry Street, Frankfort, Indiana.)

Staff Sergeant William J. Hilton (Wife, Mrs. Doris Hilton, of Frankfurt, Germany.)

Staff Sergeant Zoltan J. Dobovich (Mother, Mrs. Rose Dobovich, Box 41, Butztown, Pennsylvania.)

Technical Sergeant William S. Cassell (Mother, Mrs. Estelle I. Cassell, RFD No. 2, Mount Airy, North Carolina.)

A Douglas C-47 Skytrain which took off from Vernan Field, Jamaica, November 2. for San Juan, Puerto Rico, is still missing.

The five crew members were:

Second Lieutenant Joseph W. Logsdon (Sister, Miss Miriam S. Logsdon, 1634 Parrish Avenue, Owensboro, Kentucky.)

Second Lieutenant John M. Woods (Mother, Mrs. Ruth Woods, 2077 Dartmoor Homes, Brunswick, Georgia.)

Technical Sergeant Wilbur O. Whitlock (Wife, Mrs. Rebecca A. Whitlock, Borinquen Field, Puerto Rico.)

Private First Class John R. Lafferty (Mother, Mrs. Catherine Lafferty, 228 West Locust, Charlestown, Illinois.)

CONS. Necative EGJIRIGIED

9. INSTALLED WEAPONS: Negative

10. THE PERSONS LISTED BELOW WERE REPORTED AS: Non Battle Casualty

11. NUMBER OF PERSONS ABOARD AIRCRAFT: CREW: 8, PASSENGERS: C, TOTAL: 8

CURFENT STATUS SERIAL NO. RANK CREW POSITION NAME IN FULL missing 0-17029 Colonel Command Pilot 4 Fair, Ford Larimore missing 0-19467 Command Pilot & Upham, Hudson Hutton Colonel missing 0-24736 2 Cobb. Lawrence Lofton Major Co-Pilot 0-2082524 missing 7 Ramirez, Alfred Doroteo 2nd Lt. Navigator 6990531 missing M/Sgt. 5 Gilbert, John Edward Engineer 38515193 Ass't Engineer & Hilton, William Allec missing S/Sgt. 33835227 missing Radio Operator & Dobovich, Zoltan Joseph S/Sgt. Ass't Radio 34896920 missing Operator / Cassell, William Seldon T/Sgt.

- 12. LAST KNOWLEDGE OF AIRCRAFT WAS: Take-off at Naples, Italy
- 13. ARE PERSONNEL BELIEVED TO HAVE SURVIVED: Unknown
- 14. CHART OF AREA INVOLVED ATTACHED HEREWITH:
- 15. NO EYEWITNESS OR CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT KNOWN AT THIS TIME.
- 16. NAME OF OFFICER INCHARGE OF SEARCH:

NAME

RANK SERIAL NUMBER ORGANIZATION

Goodrich, David W. Colonel 0-1473 Capodichino Army Air Base,

Naples, Italy, APO 790-G,

c/o PM. New York, N.Y.

17. DESCRIPTION AND EXTENT OF SEARCH:

The following areas have been under continuous search since the aircraft was reported missing:

> Isla of Corsica Ligurian Sea Tyrrhenian Sea Swiss Alps French Alps

Rhone Valley to Paris (over an area 75 miles wide)

An area 75 miles wide from Paris to Bovingdon.

All available American aircraft in Italy, France, and some aircraft in Germany are conducting the search. Aircraft from RAF are aiding in the search from Bovingdon to Paris. French aircraft are also aiding in the search in Southern France.

MESTRICTED

Pn 150

HEADQUARTERS
EUROPEAN AIR TRANSPORT SERVICE
APO 633 US ARMY

P/JJM/ebn

Wiesbaden, Germany 25 AUG 1947

AG 704

SUBJECT: Supplemental Missing Air Crew Report

- Commanding General, Army Air Forces, Washington 25, D.C.

 ATTENTION: AC/AS-1, Notification Section.
- 1. Attached is the supplemental Missing Air Crew Report of B-17 Number 43-39338, reported missing on 1 November 1946, on flight from Naples, Italy to Bovingdon, England.
- 2. The following named crew members were assigned to Headquarters. European Air Transport Service, Wiesbaden, Germany, APO 633. c/o. P.M., New York, New York:

Fair, Ford L.	Colonel	0-17029
Upham, Hudson H.	Colonel	0-19467
Cobb, Lawrence L.	Major	0-24736

3. The aircraft and following named crew members were assigned to Eschborn Army Air Base, Frankfurt, Germany, APO 57, c/o, P.M. New York, New York:

Ramirez, Alfred D.	2nd Lt.	-0-2082524
Gilbert, John E.	M/Sgt	5990531
Dobovich, Zoltan J.	S/Sgt	33835227
Cassell, William S.	T/Sgt	34896920
Hilton, William A.	S/Sgt	38515193

4. Missing Air Crew members listed above are non-battle casualties.

FOR THE COMMANDING GENERAL:

1 Incl: Supplemental Missing Air Crew Report W/5 Incls

Acting Adjutant General

US Army

Wiesbaden, Germany

SUBJECT: Report of Finding B-17 No. 43-39338, Missing Since 1 November 1946.

TO: Commanding General
European Air Transport Service
APO 633. US Army

- 1. On 1 November 1946, B-17 No. 43-39338, pilot, Colonel Hudson H. Upham, Headquarters EATS, departed Capodichino Air Base, Naples, Italy at 0054Z for Bovingdon, England with eight people on board. One radio contact was made five minutes after take-off with Capodichino tower after which nothing more was heard from their aircraft.
- 2. After eighteen days of extensive land-sea and air search, orders were issued to abandon formal search. Subsequently numerous reports of crashed aircraft were investigated in hopes that this aircraft would be located, but without success.
- 3. On 25 July 1947, a patrol of the French 99th Bataillon D'Infanterie Alpine under command of Lt. Noel Mollard discovered the wreckage of an aircraft on a mountain named Aiguille des Glaciers, 45° 47' N. Lat., 6° 48' E. Long. The wreckage was discovered on a glacier at approximately 3750 meters (12,187 feet). Papers discovered at the scene indicated that this was B-17 No. 43-39338 which had been missing since 1 November 1946. This information was reported to Commandant Chalandon in command of the 99th Bataillon D'Infanterie Alpine who relayed the information through French Military channels to the American Legation in Paris.
- 4. On Friday, 1 August 1947, the American Legation notified Hqs. American Graves Registration Command, 3rd Region, Nancy, France and on Saturday, 2 August 1947, 1st Lt. Lauis A. Bockstahler of that Headquarters with a crew of six men proceeded to Headquarters 99th Bataillon D'Infanterie Alpine, Bourg St. Maurice, France.
- 5. On Saturday, 2 August 1947, TACC Headquarters EATS quizzed Associated Press correspondent, Paris as a result of AP news release and news broadcast on AFN. Associated Press in Paris stated that their news release originated in Grenoble, France and reported that the B-17 had been found on Mont Blanc, five hundred feet from the top of the mountain. This was the first information received by this Headquarters.
- 6. On Sunday, 3 August 1947, a team of US personnel from EATS Headquarters proceeded in a C-47 aircraft to Grenoble, France. The following personnel made up this team:

Capt. Clarence S. Parker

Chief of Flying Safety, Hqs. EATS.

Basic: Ltrto CC, EATS, subj: "Report of Fine in B-17 No. 43-39338, Missing Since 1 November 1946", atd 21 Jug 47 U ED

1st Lt. William F. Shimonkevitz

Sgt. Wilbur N. Guinn Pvt. Gene W. Robbins

Pvt. Billy J. Norman

Mr. Robert G. Clifford (Civ.)

Rep. PIO and Photo Officer Hqs. EATS

Engineer

Radio Operator

Theater Mortuaries, EUCOM

Theater Mortuaries, EUCOM

Inquiry at Grenoble revealed no information so this team proceeded the same day to Chambery (Bourget De Lac) France which is a French Air Force Base under command of Lt. Colonel Janicot.

- 7. At Chambery, US personnel received a most cordial welcome and unlimited cooperation from the French Air Force personnel. A 24 hour guard was provided for the aircraft, billets were secured for the crew, meals were furnished at a nominal fee, transportation was provided free, and personnel for assistance were placed at the disposal of Capt. Parker. Commandant Jean du Luzanne and Lt. Georges Bel were most helpful at Chambery in providing transportation, communication facilities and interpreting for US personnel.
- 8. On Monday, 4 August 1947 the team proceeded by French Military staff car, furnished by Lt. Colonel Janicot, to Bourg St. Maurice, France, Headquarters of the 99th Bataillon D'Infanterie, Alpine, where it was learned that Commandant Chalandon was at the mountain base of operations, Les Chapieux which is located approximately six miles north of Bourg St Maurice. The US team proceeded by noon of that day to Les Chapieux.
- 9. Upon arrival at Les Chapieux it was learned that Commandant Chalandon, Lt. Mollard and the S.E.S. (Elite Mountain Troops of the Bataillon) were making an ascent of the mountain. The US personnel proceeded on foot to meet the French teams coming down the mountain, returning to Les Chapieux at 1800 hours.
- 10. In cooperation with Lt. Bockstahler, AGRC, Capt. Parker studied results of searches and discussed plans with Commandant Chalandon and Lt. Mollard for further searches of the mountain area. Due to the heat of the summer the glacier had become so dangerous to cross that Commandant Chalandon refused to allow anyone to accompany the S.E.S. except experienced mountain climbers who could speak French, therefore the only US representative who was allowed to go to the scene of the accident was Mr. George A. Geno, Civilian employee of AGRC.
- ll. The work done by the French Alpine troops in these searches deserve the commendation, recognition and sincere appreciation of the United States. These courageous troops made five ascents of Aiguille des Glaciers without regard for their own safety. At one time Lt. Mollard and two of his men narrowly avoided death when a snow bridge across a deep crevasse gave way. This normally dangerous work was made more difficult because the unusually hot summer had made the glacier's snow and ice very soft. The crevasses were unusually deep (sometimes over 300 feet deep) and the snow bridges which must be used to cross the

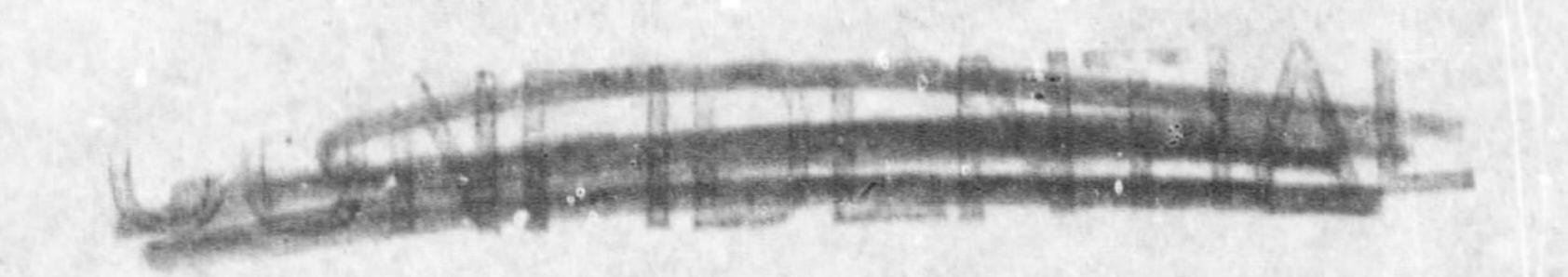
CONTINUES TRICTED

18. REMARKS: At present there are no further remarks. If additional information is received it will be forwarded immediately on supplemental report.

DATE OF REPORT: 7 November 1946

JACOB J. MULLER, 1st Lt., Air Corps, Personal Affairs Officer.

Tel: EATS 197



RESTRICTED Ltr. Hq. EATS, subj: "Supplemental Missing Air Grew Report," File No. originated in Grenoble. France and reported that the B-17 had been found on Mount Blanc, five hundred feet from the top of the mountain. This was the first information received by this headquarters. 6. On Sunday. 3 August 1947. 2 teams of US personnel from EATS Headquarters proceeded in a C-47 aircraft to Grenoble. France. The following personnel made up these teams:

Capt. Clarence S. Farker lat Lt. William F. Shimonkevitz Sgt. Wilbur W. Guinn Pvt. Gene W. Robbins Pvt. Billy J. Norman

Mr. Robert G. Clifford (Civ)

AG 704

Chief of Flying Safety, Hq. Ears Rep. PIO and Photo Officer, Hq. EATS Engineer Radio Operator Theater Mortuaries. EUCOM Theater Mortuaries, EUCOM

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- 10. In cooperation with Lt. Bockstahler, AGRC, Capt. Parker studied results of searches and discussed plans with Commandant Chalandon and Lt. Mollard for further searches of the mountain area. Due to the heat of the summer the glacier had become so dangerous to cross that Commandant

RESTRICTED

Ltr to CG, EATS, subj: "Report of Thombor 43-393218 Missing 1 November 1946" (cont)

cravasses were thin and dangerous. The following personnel contributed most in this difficult works

> Commandant Jean A. Chalandon - Le Chef de 99th Bataillon D'Infanterie Alpine

Lt. Noel Mollard - Commanding the S.E.S. 99th Bataillon D'Infanterie Alpine

Sgt. Felix Bois

Sgt. Leon Beck

Sgt. Benri Brun

Col. Roger Poulenard

Cpl. Jorat

Non commissioned officers at the S.E.S. 99th B.I.A.

12. In a conference on 5 August 1947, Commandant Chalandon and Lt. Mollard stated that further searches would be made but that they believed nothing more would be found since ever thing of importance in the area had been recovered. (See French file attached for items recovered.) It was believed that the larger part of the aircraft and larger human remains were buried in the ice of the glacier and will not be discovered until discharged at the base of the glacier in approximately 30 years. In view of this information and because it was impossible to communicate with headquarters, Captain Parker decided to return to Wiesbaden until the following Sunday, when final results would be known.

13. At this time the following human remains had been recovered:

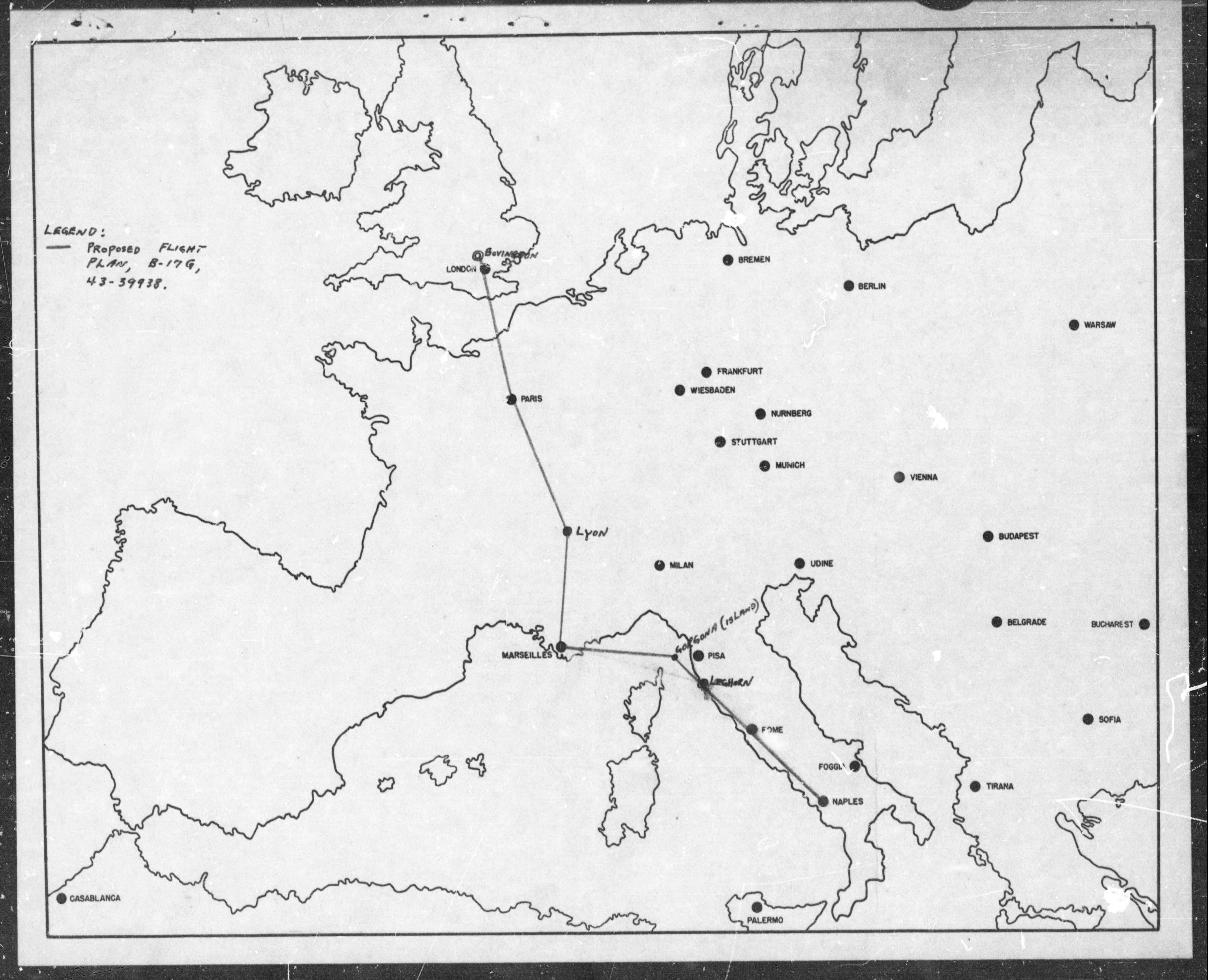
Part of a head (thick, black hair) One arm from elbow down including hand Part of a leg Two feet

No identification could be made of any parts of bodies. In addition to these remains personal articles, parts of aircraft, operations orders and AAF Form 1 had been recovered sufficiently to prove conclusively that this sircraft was B-17 Number 43-39338 which had departed Naples on 1 November 1946.

14. At this time Commandant Chalandon placed the human remains in the chapel at Les Chapieux and posted a 24-hour armed guard at the coffin. He also informed Captain Parker that on Monday, 11 August 1947. there would be a formal military ceremony at Bourg St. Maurice to honor the deceased US personnel. The French General in command of that region was to attend along with other dignitaries.

15. After this conference, Lt. Bockstahler decided to remain at Bourg St. Maurice in the event more human remains were discovered. Captain Parker and the US team from this headquarters departed Bourg St. Maurice on 5 August 1947 at 1730 hours proceeding to Chambery and then on 6 August 1947 to Wiesbaden, Germany, arriving at 1300 hours.





Ltr to CG, EATS, subj: "Report STRICTED No. 43-39338, Missing Since 1 November 1946", dtd 21 August 1947. 16. A verbal report was rendered to the Commanding General, MATS Headquarters covering all information available at this time. Wires were also dispatched on 7 August 1947 in accordance with AAF Reg. 62-14 to: Commanding General, AAF: Chief Flying Safety Division, Lnagley Field, Va; Commanding General, USAFE; and Commanding Officer, Rhein Main Air Base. 17. On 10 August 1947 a party of Air Force personnel proceeded in two C-47 aircraft to Chambery to attend the commemorative ceremony at Bourg St. Maurice and to return the remains to Frankfurt, Germary. This party consisted of: Commanding EATS Brig. Gen. James F. Powell Has. EATS Robert L. Lovelace Captain Hos. EATS Donald W. Allen Captain Hos. EATS Clarence S. Parker Captain Hos. EATS Fon E. Johnson Captain William F. Shimonkevitz Hos. HATS 1st Lt. Hos. MATS John R. Walker 1st Lt. Hqs. EATS 2nd Lt. Hazel Langdon EUCOM Mortuaries. Billy J. Norman Pvt. 18. On 11 August 1947 the party proceeded to Bourg St. Maurice in staff cars provided by Lt. Colonel Janicot arriving at 1000 hours. The ceremony was most impressive. Troops of the 99th Bataillon D'Infanterie Alpine were

18. On 11 August 1947 the party proceeded to Bourg St. Maurice in staff cars provided by Lt. Colonel Janicot arriving at 1000 hours. The ceremony was most impressive. Troops of the 99th Bataillon D'Infanterie Alpine were present in full dress. Commemorative addresses were made by Brigade General Collignon and Brigadier General Powell. The remains were then transported to Chambery and flown by Capt. Parker and Lt. Shimonkevitz to Rhein Main Air Base where an honor gward headed by Colonel Walter S. Lee met the airplane.

19. In conclusion it is the belief of the undersigned officer that no definite identification will be made of the remains. It is also believed impossible that anyone could have survived the crash, for indications are that the aircraft struck head on into a nearly vertical surface and exploded. There is nothing to indicate that any of the occupants attempted to parachute.

20. A revised AAF Form 14 will be submitted by Headquarters EATS.

CLARENCE S. PARKER
Captain, Air Corps
Chief, Flying Safety
eadquarters FATS

Telephone: EATS 7041, Ext. 275

l Incl: Complete File of Incident Compiled by French Army.

RESTRICTED

EUROPEAN AIR TRANSPORT SERVICE
APO 633

US Army

0/CSP/gar

Wiesbaden, Germany August 21 1947

TO VOM IT MAY CONCERN

Please note that the French report states nine (9) people were on board this aircraft. This report was based upon the attached AAF Form 1 which was for a previous flight and is incorrect.

There were eight (E) people on board as shown by the AAF Form 23 attached hereto.

It is noted that 1st Lt. R. C. Gordon is the man who decided not to return on this aircraft.

/s/ CLARENCE S. PARKER.

CLARENCE S. PARKER.

Capt., Air Corps.

Chief, Flying Safety

RESTRICTED

108 1/2 BRIGADE

99th B. I. A.

RESTRICTED

PIECES OF THE FILE

- Report of final findings.
- Statement of the Battalion Chief concerning the probable causes of accident.
- Statement of Lt Mollard 28 July 1947
- Report of the different mountainers : (Crew)
 - 1 August
 - 4 August
 - 7 August
 - 8 August
- Report of weather situation from 31 October to 2 November 1946.
- Map of L'Aiguille des Glaciers (Side S E)
- Enlargement of search zones
- Maps at 1/200.000
- Photography of L'Aigueille des Glaciers (Side S.E.)
- List of articles found.

Bourg St. Maurice, 9 August 1947
Battalion Chief CHALANDON
Commanding the 99th B.I.A.
s/ Chalandon

A TRANSLATION OF ORIGINAL PRINGETIES OF ED

/s/ CHARENCE S. PARKER
Capt. A.C.

HVT/mw/INSTAL HEADQUARTERS EUROPEAN COMMAND Office of the Chief Quartermaster APO 757 11 SEP 1947 SUBJECT: Report ofFinding B-17 No. 43-39338, Missing since 1 November 1946 : The Quartermaster General, TO War Department Washington 25, D.C. Attached hereto is Report from Headquarters, European Air Transport Service, of B-17 No. 43-39338, missing since 1 November 1946, which is forwarded for your information. FOR THE CHIEF QUARTERMASTER: Chief, Depot Installations, Supply and Procurement Control Group. 1 Incis:

VIII REGION MILITAIRE (Military ATER) RICTED

99th B. I. A.

397th Bn.

STATEMENT OF THE BATTALION CHIEF CHAIANDON COMMANDING THE 99th B. I. A.

Probable way taken by the B-17G

Coming from NAPLES and going to LONDON, in passing through that area is a direct way. The plane struct at 3,700 meters, so it must have passed about the Col Du Mont-Cenis, avoiding the 2 big Mass of Grand-Paradis and Haute Tarentaise, East of La Vannoise at the West.

They certainly intended to pass at the West of the Mass du Mont-Blanc.

The plane hit the first high peak limiting that Mass at the South-West.

The weather was fairly cloudy on the day (See Weather statistics). Was the peak of the Mont Blanc (4807) meters clear and the surrounding summits cloudy? Such things happened very often. If so, we know the reason of the collision. The plane continued to fly in a straight line, flying close to the Mont-Blanc.

If the summit of the Aiguille de Glaciers was clear, the pilots would have seen it from very far, that mountain being like a black pyramid emerging from an enormous glacier.

The Conclusion is: A sudden deficiency of the plane, or a mistake in the piloting.

BOURG ST MAURICE, 16 August 1947 Chalandon, Jean Andre, Bn Chief Commanding the 99th B. I. A.

DISTRIBUTION:
The General Commanding the 8th
Region - LYCN.
The Colonel commanding the 108th 1/2
BRIGADE.
The General commanding the subdivision
of Chambery File.

A TRANSLATION OF ORIGINAL FRENCH FILE.

RESERVATOR DE

EUROPEAN AIR TRANSPORT SERVICE AFO 633 US Army

Micabaden, Germany

SUBJECT: Report of Finding B-17 No. 43-39338, Missing Since 1 November 1946.

Commanding General

Duropean Air Transport Service

APO 633, US Army.

- 1. On 1 November 1946, B-17 No. 43-39338, pilot, Colonel Hudson H. Upham, Headquarters EATS, departed Capadichino Air Base, Naples, Italy at 00542 for Bovingdon, England with eight people on board. One radio contact was made five minutes after take-off with Capadichino tower after which nothing more was heard from this aircraft.
- 2. After eighteen days of extensive land-sea and sir search, orders were issued to abandon formal search. Subsequently numerous reports of crashed aircraft were investigated in hopes that this aircraft would be located, but without success.
- 3. On 25 July 1947 a patrol of the French 99th Bataillon D'Infanterie Alpine under command of Lt. Noel Mollard discovered the wreckage of an aircraft on a mountain named Aiguille des Glaciers, 45° 47' N. Lat., 6° 48' E. Long. The wreckage was discovered on a glacier at approximately 3750 meters (12,187 feet). Papers discovered at the scene indicated that this was B-17 No. 43-39338 which had been missing since 1 November 1946. This information was reported to Commandant Chalanden in command of the 99th Bataillon D'Infanterie Alpine who relayed the information through French Military channels to the American Legation in Paris.
- 4. On Friday, 1 August 1947, the American Legation notified Hqs. American Graves Registration Command, 3rd Region, Nancy, France and on Saturday, 2 August 1947, 1st Lt. Lauis A. Beckstahler of that Headquarters with a crew of six men proceeded to Headquarters 99th Bataillon D'Infanterie Alpine, Bourg St. Maurice, France.
- 5. On Saturday, 2 August 1947, TACE Headquarters MATS quizzed Associated Press correspondent, Paris as a result of AF news release and news broadcast on AFN. Associate Press in Paris stated that their news release originated in Grenoble, France and reported that the B-17 had been found on Mont Blanc, five hundred feet from the top of the mountain. This was the first information received by this Headquarters.
- 6. On Sunday, 3 August 1947, 2 teams of US personnel from EATS Headquarters proceeded in a 9947 aircraft to Grenoble, Santa. The following personnel made up these teams:

Capt. Clarence S. Parker

Chief of Flying Safety, Hge.



108th 1/2 BRIGADE 99th B. I. A.

RESTRICTED

398th Bn.

REPORT OF FINAL FINDINGS

The Battalion Chief CHALANDON commanding the 99th B. I. A. in accord with Lt Mollard commanding the S. E. S. of the Battalion and the American authorities present at Les Chapieux, decided to stop the searches for the bodies and documents in the area of L'Aiguille de Glaciers, on Saturday 9 August 1947.

The airplane was pulverized after hitting the mountain (O'Aiguille). The remains were spread all over the Glacier, the Glaciers and the Glacier of the Estelette. During the past they have been covered by 4 or 5 meters of snow, and now they are buried in the ice or at the bottom of crevasses.

Everything was done to find the remains, but the falling rocks, the fragile snow bridges, and the crevasses of the moving glaciers make the searches very perilous. Further searches would only bring very small results.

In a few years, and little by little, the glaciers will free the remains, at which time, this unit will gather them carefully, this area being our training ground in the mountains and this unit will notify American authorities concerned.

BOURG St. Maurice, 9 August 1947 CHALANDON, Dattalion Chief Commanding the 99th B. I. A.

S/ CHALANDON

A TANSLATION OF ORIGINAL FRENCH FILE

RESTRICTED

RESTABLE ED 1947

VIII MILITARY AREA 108th 1/2 BRIGADE 99th B. I. A. S.E.S. No 98

Lieutenant MOLLARD Neal, Commanding the SES of the 99th B. I. A.

TO: The Battalion Chief, commanding the 99th B. I. A.

SUBJECT: American Plane Found at 3,750 meters Aiguille des Glaciers.

Submitted herewith are the following facts; On Friday 25 July 1947, the S.E.S. and I, were climbing the Aiguille des Glaciers (3,870 meters) on the South-East side of that mountain; and we found the remains of a plane at around 3,750 meters.

After ardous searches on the rocky side of L'Aiguille, it seemed that plane was:

- 1. An American plane
- 2. B-17, serial no. 9335
- 3. That it struck against the mountain (Oily spot on the slope of the mountain, and motor of the plane crushed into that slope).
- 4. Coming from Naples and going to London.
- 5. On 31 October 1946
- 6. Duty orders in my possession at Les Chapieux, Lt Mollard,
- 7. Duty orders signed by Lt Guy A. Vogt, by order of Colonel DANIEL
- 8. ESCHBORN- Germany

LT. MOLLARD, Commanding the S.E.S. of the 99th B.I.A.

s/Mollard

A TRANSLATION OF ORIGINAL FRENCH FILE ESTRICTED

VIII MILITARY AREA

108th 1/2 BRIGADE 99th B. I. A. S.E.S No 98 bis

RESTRICTED

Lieutenant MCLLARD, Commanding the S.E.S. of the 99 B.I.A.

TO: Battalion Chief, Commanding the 99th B. I.A.

Submitted herewith are the following facts:

It was exactly 10:ep hours when we saw a big green spot on the rocky slope of the Aiguille des Glaciers. At the same time the first crew of mountain climbers found some debris of a plane. There were more and more of these remains as we were getting closer to the green spot, which was the rest of the cockpit of a plane. Some clothes, papers, and other kinds of debris were spread on that rocky side of the mountain. We also found one skull, one hand, a part of an arm (from elbow to hand), (Some flesh was still on it). We gathered them in ahole in the rock, as it was impossible to take them down on that day, the walk down being difficult. The climbers had already left their bags on the way up (3,470) because we feared a big storm (thunder). Also we had climbed through the ardeous way instead of the usual path, that is how found the plane.

Included herewith are: Copy of list of personnel (No 1)
Copy of Operations Orders No 260 (No 2)
List of things found and in the possession
of Lt. MOLLARD at the Les Chapieux (NO 3)
Map of plane where plane was found.
Map (50/000 Mt Blanc)

Duty orders show that there were a total of nine person aboard the plane: 2 Colonels, 1 Major, 1 Lieutenant 1 Lieutenant, and 4 sergeants.

Lieutenant MOLLARD

S/ MOLLARD

A TRANSLATION OF ORIGINAL FRENCH FILE

Ltr to CG, MATS, subj: "Report of Finding B-17 No. 43-39338, Missing Since 1 November 1946", dtd 21 August 1947.

- 16. A verbal report was rendered to the Commanding General, EATS Head-quarters covering all information available at this time. Wires were also dispatched on 7 August 1947 in accordance with AAF Reg. 62-14 to: Commanding General, AAF; Chief Flying Safety Division, Langley Field, Va; Commanding General, USAFE; and Commanding Officer, Rhein Main Air Base.
- 17. On 10 August 1947 a party of Air Force personnel proceeded in two C-47 aircraft to Chambery to attend the commemorative deremony at Bourg St. Maurice and to return the remains to Frankfurt, Germany. This party consisted of:

Brig. Gen.	James F. Fowell	Commanding EATS				
Captain	Robert L. Lovelace	Mgs. EATS				
Captain	Donald W. Allen	Hqs. MATS				
Captain	Clarence S. Parker	Hos. EATS				
Captain	Fon L. Johnson	Hogs. EATS				
lst Lt.	William F. Shimonkevitz	Hos. EATS				
1st Lt.	John R. Walker	Hoge. EATS				
2nd Lt.	Hazel Langdon	Hqs. BATS				
Pvt.	Billy J. Norman	LUCOM Mortuaries.				

- 18. On 11 August 1947 the party proceeded to Bourg St. Maurice in staff cars provided by Lt. Colonel Janicot arriving at 1000 hours. The ceremony was most impressive. Troops of the 99th Bataillon D'Infanterie Alpine were present in full dress. Commemorative addresses were made by Brigade General Collignon and Brigadier General Powell. The remains were then transported to Chambery and flown by Capt. Parker and Lt. Shimonkevitz to Rhein Main Air Base where an honor guard headed by Colonel Walter S. Lee met the airplane.
- 19. In conclusion it is the belief of the undersigned officer that no definite identification will be made of the remains. It is also believed impossible that anyone could have survived the crash, for indications are that the sircraft struck head on into a nearly vertical surface and exploded. There is nothing to indicate that any of the occupants attempted to parachute.
 - 20. A revised AAF Form 14 will be submitted by Headquarters EATS.

CLARENCE S. PARKER
Captain, Air Corps
Chief, Flying Safety
Headquarters EATS

Telephone: EATS 7041, Ext. 275

I Incl: Complete File of Incident Compiled by French Army.

THINGS FOUND:

1. 2 Jackets - one belonging to a Sergeant (Particular grade not mentioned)

one belonging to another Sgt, with different badges:

- a. Transport Troop Carrier, Transport Command,
- b. 1 Badge of mechanician
- c. 3 Decorations.

Jacket belonging to M/Sgt GILBERT, Serial number 6690531 (written inside of the jacket), Duty Orders, glasses (gold frame), ticket with his name written on it (Ing Slips for EM)

- 2. Other things:
 - a. A ring with skull and 2 snakes.
 - b. A silver bell from Capri "The luckly little bell of San Michell"
 - c. One cap insignia (American Officer in the Air Corps)
 - d. One collar pin.
- 3. Administrative flight No. 109: for the needs of the Headquarters.

Lieutenant Mollard

S/ Mollard

A TRANSLATION OF ORIGINAL FRENCH FILE

IRESTRICTED

108 1/2 BRIGADE

99th B.I.A.

PIECES OF THE FILE

- Report of Final Findings.
- Statement of the Battalion Chief concerning the probable causes of accident.
- Statement of Lt Mollard 28 July 1947
- Report of the different mountainers : (Crew)
 - 1 August
 - 4 August
 - 7 August
 - 8 August
- Report of weather situation from 31 October to 2 November 1946.
- Map of L'Aiguille des Glaciers (Side S E)
- Enlargement of search zones
- Map s at 1/2000,000
- Photography of L'Aigueille des Glaciers (Side S.E.)
- List of Articles found.

Bourg St. Maurice, 9 August 1947
Battalion Chief CHALANDON
Commanding the 99th B. I. A.
S/ Chalandon

A TRANSLATION OF ORIGINAL FRENCH FILE

RESTRICTED

A CERTIFIED TRUE COPY:

JACOB J. MULLER 0-1999550

1st Lt., Air Corps

Personal Affairs Officer Hq., E.A.T.S. APO 633 c/o Postmaster, NY. NY.

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No 104

RESTRICTED to commanding S.E.S.

The Battalion Chief Commanding the 99th B. I.A.

Location of American Plane.

Submitted herewith is a report of searches made under my supervision, to locate the American plane B-17. Searches were made especially to find bodies, personal objects, parts of plane and documents.

- A. Departure on 1st August from the Chapieux at 0300 hours. Return at 1930 hours.
- Crew Chiefs: Lt. MOLLARD, 3 guides Sgt BECK S, 3 guides Col JORAT, 3 guides Cpl POULENARD, 3 guides
- C. Itinerary and places searched: Col of the Seigne-Col 3010 (See map 1/50,000 Mt Blanc) Glacier of the Glaciers-Rimay (upper) 3 couleirs meeting at around 3750 meters. Replacement of the cockpit and motor of the plane. Return through the three peaks leading to the glacier of the GLACIERS. Main purpose of these searches was to find the bodies.
- D. Searches made on all of the slope, 400 meters to the right, and the same to the left, 500 meters above and below to the upper rim (Glacier des Glaciers).
- Things found: Fountain pen, watch (Relex), fingernail clipper, papers concerning the plane, duty orders, jacket of Sgt GILBERT. Remains, man's head, part of a shoulder, part of one arm (from elbow to hand). These remains are actually at Les Chapieux (Chapel)

s/ Mollard

A TRANSLATION OF ORIGINAL FRENCH FILE

RESTRICTED 108th 1/2 BRIGADE 99th B. I. A. 398th Bn REPORT OF FINAL FINDINGS The Battalion Chief CHALANDON commanding the 99th B. I. A. in accord with Lt Mollard commanding the S. E. S. of the Battalion and the American authorities present at Les Chapieux, decided to stop the searches for the bodies and documents in the area of L'Aiguille de Glaciers, on Saturday 9 August 1947. The airplane was pulverized after hitting the mountain (L'Aiguille). The remains were spread all over the Glacier, the Glaciers and the Glacier of the Estelette, During the past they have been covered by 4 or 5 meters of snow, and now they are buried in the ice or at the bottom of crevasses. Everything was done to find the remains, but the falling rocks, the fragile snow bridges, and the crevasses of the moving glaciers make the searches very perilous. Further searches would only bring very small results. In a few years, and little by little, the glaciers will free the remains, at which time, this unit will gather them carefully, this area being our training ground in the mountains and this unit will notify American authorities concerned. BOURG St. Maurice, 9 August 1947 CHALANDON, Battalion Chief Commanding the 99th B. I. A. S/ CHALANDON A TRANSLATION OF ORIGINAL FRENCH FILE A CERTIFIED TRUE COPY: 1st Lt., Air Corps Personal Affairs Officer Hq., E.A.T.S. APO 633 c/o Postmaster, NY. NY.

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VIII MILITARY AREA 108th 1/2 BRIGADE 99th B. I. A. S.E.S.

RESTRICTED

Lt. MOLLARD Neal, Commanding the S.E.S. of the 99th B. I. A.

TO: The Battalion Chief, Commanding the 99th Battailon d'Infantrie Alpine.

Submitted herewith is the report of the searches made on 4 August 1947 on the glacier of the Estellette and in the rocky couloir which goes up to 3.730 meters.

Two Crews: 1 - Lt Mollard, Mr Geno from the American Mission, and 2 guildes.

2 - Sgt Bois and 2 guides.

Schedule: Departure from Les Chapieux at 0300 hours. Return to Les

Chapieux at 1700.

Itinerary: Les Chapieux, Seloge, Col de la Seigna (2,736 meters),

Glacier of the Estellete.

a. Things found: On the all glacier we found debris of plane motor, propeller and life-raft. At the peak of the glacier of the Estellettes we found some more revenue of plane. Inside of the Rimay (upper), 7 meters inside and in the ice, we found some more parts (from the coast 3,730 to 1 kilometer and a half to the point of wreckage (3,730). The Glacier of Estellette is covered by parts, the biggest part has the size of a human head.

- b. We found the wallet of T/Sgt Cassel, inside were an identification card, different papers and \$250.00, a pad with code-words, a camera with films, navigation maps, a rocket-pistol, and other different things as shoes. Also we found remains as 2 feet, the lower part of a leg, bones and little bits of flesh.
- c. Places searched: All of the glacier of the Estellette (very dangerous glacier with very deep crevasses, snow bridges (more than 30 meters long), all of the couloir at the peak of the glacier to 3,730 meters).
- d. More searches will be made Thursday and Friday 7 and 8 August 1947. The purpose of the searches will be to bring down the other parts of the plane, and remains if there are any left.
- e. Conclusion: In my opinion there is nothing else to be found at the place of wreckage, as the plane bursted. The rest of the plane and bodies are now inside of the glacier of the Estellette under 15 to 30 meters of ice. Those remains will be found before thirty years from now, after the glacier will have normally melted, they will be then at the Rimay (lower). We met great difficulties, because of the rock slope and also because of the glaciers (Glacier des Glaciers), especially the glacier of the Estellette.

In fact, these glaciers have energous prevasses in summer time (this summ er is particularly warm), they are more than 30 meters wide and from 30 to 100 meters deep. Snow bridges are very weak, and there are very few of them.

The crew and myself almost fell in a deep crevasse, more than 50 meters deep.

The rocky couloirs are also very dangerous, because of the falling rocks.

See Map 1/50,000 Mont-Blanc.

s/Mollard

A TRANSIATION OF ORIGINAL FRENCH FILE

RESTRICTED

VIII REGION MILITAIRE (Military Area)

108th 1/2 BRIGADE

99th B.I.A.

397th Bn

.

STATEMENT OF THE BATTALION CHIEF CHALANDON COMMANDING THE 99th B.I.A.

Probable way taken by the B-17G

Coming from NAPLES and going to LONDON, in passing through that area is a direct way. The plane struck at 3,700 meters, so it must have passed about the Col Du Mont-Cenis, avoiding the 2 big Mass of Grand-Paradis and Haute Tarentaise, East of La Vannoise at the West.

They certainly intended to pass at the West of the Mass du Mont-Blanc.

The plane hit the first high peak limiting that Mass at the South-West.

The weather was fairly cloudy on the day (See Weather statistics). Was the peak of the Mont Blanc (4807) meters clear and the surrounding summits cloudy? Such things happened very often. If se, we know the reason of the collision. The plane continued to fly in a straight line, flying close to the Mont-Blanc.

If the summit of the Aiguille de Glaciers was clear, the pilots would have seen it from very far, that mountain being like a black pyramid emerging from an enormous glacier.

The Conclusion is: A sudden deficiency of the plane, or a mistake in the piloting.

BOURG ST MAURICE, 16 August 1947 Chalandon, Jean Andre, Bn Chief Commanding the 99th B. I. A.

DISTRIBUTION:
The General Commanding the Sth
Region - LYON.
The Colonel commanding the 108th 1/2
BRIGADE.

The General commanding the subdivision of CHAMBERY File.

A TRANSLATION OF ORIGINAL FRENCH FILE.

A CERTIFIED TRUE COPY:

JACOB J. MULLER 0-1999550

Ast Lt., Air Corps

Personal Affairs Officer Hq., E.A.T.S. APO 633 c/o Postmaster, NY.NY.

AIRCRAFT FLIGHT REPORT - OPERATIONS

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Lieutenant Mollard Noel commanding the S.E.S. of the 99th B.I.A. - Les Chapieux

The Battal ton Chief commanding the 99th B. I.A.

SUBJECT: Location of plane

Submitted herewith is a report of further searches made at the Aiguille des Glaciers on 7 August 1947.

Departure: 0400 hours. Return 1800 hours.

1. Planes of searches: The upper rim of the glacier of Glaciers (North side).

The three couloirs going up to 3,730, place where the plane wrecked.

- 2. Crew making the search: Lt. MOLLARD Sgt BECK 10 guides
- 3. No remains (bodies) were found.

The searches will be carried on, on the 8 August 1947. Four crews will participate in the searches under the supervision of Sgt BOIS. They will search again the glacier de l'Estellette and the glacier of LEX BLANCHE which is at the same altitude as the wreckage place.

4. Things found: will be given to the US mission.

s/MOLIARD

A TRANSIATION CF ORIGINAL FRENCH FILE

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VIII MILITARY AREA

108th 1/2 BRIGADE 99th B. I. A. S.E.S No 98 bis

Lieutenant MOLLARD, Commanding the S.E.S. of the 99th B. I. A.

TO: Battalion Chief, Commanding the 99th B.I.A.

Submitted herewith are the following facts:
It was exactly 10:30 hours when we saw a big green spot on the rocky slope of the Aiguille des Glaciers. At the same time the first crew of mountain climbers found some debris of a plane. There were more and more of these remains as we were getting closer to the green spot, which was the rest of the cockpit of a plane. Some clothes, papers, and other kinds of debris were spread on that rocky side of the mountain. We also found one skull, one hand, a part of an arm (from elbow to hand), (Some flesh was still on it). We gathered them in a hole in the rock, as it was impossible to take them down on that day, the walk down being difficult. The climbers had already left their bags on the way up (3,470) because we feared a big storm (thunder). Also we had climbed through the ardous way instead of the usual path, that is how found the plane.

Included herewith are: Copy of list of personnel (No 1)

Copy of Operations Orders No 260 (No"2)

List of things found and in the possession

of Lt. MOLLARD at the Les Chapieux (nO 3)

Map of plane where plane was found.

Map (50/000 Mt Blanc)

Duty orders show that there were a total of nine persons aboard the plane: 2 Colonels, 1 Major, 1 Lieutenant, 1 Lieutenant, and 4 sergeants.

Lieutenath MOLLARD S/MOLLARD

A TRANSLATION OF ORIGINAL FRENCH FILE

A CERTIFIED TRUE COPY:

JACOB J. MULLER 0-1999550

1st Lt., Air Corps

Personal Affairs Officer Hq., E.A.T.S. APO 633 c/o Postmaster, NY. NY. 99th B. I.A.

RESTRICTED

Les Chapieux 8 August 1947

S. E. S.

Lt Mollard commanding S.E.S.

to

Battalion Chief commanding the 99th B. I.A.

SUBJECT: Location of US Plane

Submitted herewith report of last searches made on 8 August 1947 at the wreckage place of the US plane B-17. Searches were made by 4 crews under the supervision of Sgt BOIS.

Departure 0400 hours. Returned 1800 hours.

- 1. Places searches: The upper rim of the glacier of the Lex Blanche. The summit of the glacier of the Estellette, all courleirs of the Lex Blanche and the Estellette.
- 2. Things found: No remains, no debris of plane on the glacier of the Lex Blanche.
- 3. Conclusions: After repeated and careful searches (total number of ascensions: 32) on the Aiguille du Glacier, the glaciers, crevasses, rims and rocks surrounding the Aiguille du Glacier in France and Italy, no more remains have been found. After investigation it seems that the hit against the slope of the mountain and the violent explosion of the plane have pulverized the bodies as well as the main parts of the plane.

As an example, parts of bodies and some parts of the plane were found at one and a half kilometers from the place of the wreckage.

s/Mollard

A TRANSLATION OF ORIGINAL FRENCH FILE

RESTRICTED

THINGS FOUND:

1. 2 Jackets - one belonging to a Sergeant (Particular grade not mentioned)

one belonging to another Sgt with different badges:

- a. Transport Troop Carrier, Transport Command,
- b. 1 badge of mechanician
- c. 3 Decorations

Jacket belonging to M/Sgt GILBERT, Serial number 6690531 (written inside of the jacket), Duty Orders, glasses (gold frame), ticket with his name written on it (Ing Slips for EM)

- 2. Other things:
 - a. A ring with skull and 2 snakes'.
 - b. A silver bell from Capri "The lucky little bell of San Michell"
 - c. One cap insighia (American Officer in the Air Corps)
 - d. One collar pin.
- 3. Administrative flight No. 109: for the needs of the Headquarters.

Lieutenant Mollard

S/ Mollard

A TRANSLATION OF ORIGINAL FRENCH FILE

A CERTIFIED TRUE COPY:

Jacob J. MULLER 0-1999550

1st Lt., Air Corps

Personal Affairs Officer

Hg., E.A.T.S. APO 633 c/o Postmaster, NY.NY.

ARMY AIR FORCES

AIRCRAFT CLEARANCE

OPERATIONS DATE AND MARKET AND FIELD Dedichino OFFICE 31-10-46 AUCHERICA 3 APO 790-0 ADDRESS PILOT'S NAME HOME STATION RANK ORGANIZATION AIRCRAFT NUMBER UPHAM, M. M. ESCHOOM Col. RATS MQ 9338 NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS EATS MISSION # Fair, F. L. Col Sechborn C obb, L. D. Maj Bachborn Ramires. A. D. and Lt. N/Sgt Gilbert, J. E. Hilton, W. M. 3/Set Dobowich, Z. J. S/Sgt Please Send Arrival to Warr. Menlee Cassel, W . J. LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET WEATHER DATA ALTIMETER EXISTING LOCAL SETTINGS EXISTING LOCAL ROUTE 29.84 ETD DESTINATION DESTINATION TIME 30.17 ETA (LATEST) The state with the party of the same states and ALTERNATE ALTERNATE TIME (LATEST) ALTIMETER **FORECASTS** (ESTIMATED FLIGHT TIME PLUS 2 HOURS) BEFORE APPROACH ROUTE See Attached Cross Section Form 23-A CERTIFIED DESTINATION A THUE AND EXTRACT CODY ALTERNATE WINDS ALOFT GIVE ALT. DIR. VEL. AS PILOT REQUESTS AAF FORM 23A NOT FORECASTER TIME M/Set L. E. Kable REQUIRED REQUIRED 23:302 (PILOT COMPLETES) RADIO CALLS TYPE OF AIRCRAFT POINT OF DEPARTURE PILOT (LAST NAME ONLY) Army 9338 B-17 WW W ALT 10500 ALT 10500 8500 CFR ROUTE IFR AIRPORT OF FIRST INTENDED LANDING TRUE AIR RECEIVER ONLY NO RADIO TRANSMITTING FREQUENCIES SPEED Bovingdon PROPOSED TAKE OFF TIME EST. TIME ENROUTE ALTERNATE AIRPORT HOURS OF FUEL INSTRUMENT RATING FLIGHT PRIORITY (CRUISING) NONE TYPE REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT. PILOT'S SIGNATURE TOWER FREQUENCIES WEATHER CODE MILEAGE DEST. TO ALTERNATE RECEIVED DESTINATION ALTERNATE COMMAND CONTRACT PILOT OF FLIGHT CLEARANCE AUTHORIZATION DEPARTURE RECORD PILOT COMPLETE FIRST LINE BELOW LINE CREWMAN WILL COMPLETE PRESENT TO LINE CREWMAN SECOND LINE AND DELIVER TO BEFORE TAKE-OFF OPERATIONS OFFICE. LOF (LAST NAME ONLY) AIRCRAFT TYPE AIRCRAFT NUMBER ACTUAL FUEL GROSS WEIGHT 2780 DATE OF DEPARTURE TIME NUMBER PERSONS ON BOARD LINE CREWMANS SIGNATURE 31-10-46

REDINIUI GL

Weather Station of Bourg St. Maurice

Period from 31 October 1946 to 2 November 1946 Weather Observed at the Station

31 October

- Very cloudy, but clouds rather high. Moderate wind from East. 0530 Good visibility.
- 0800 Wind blows much from time to time. Sky cloudy.
- 1200 Sky completely clear. Clouds disappeared (directed South-East).
- 1300 Clouds appear again. Wind is getting stronger and blows from the Mast. Nebulosity is varying, increases or disappears, from time to time.
- 1830 Clouds are very high and the sky is getting clear. Wind is weaker. The wind is weaker in the evening and the sky is slightly cloudy. This weather station not being activated during the night, observation of the weather has been made only the next morning. But it seems that the nebulosity has been the same at night and the wind moderate.

l November

- 0600 Cloudy sky, smooth wind. Later, the sky is getting clearer.
- Nebulosity increases and clouds appear but high in the sky. Wind 1200 starts to blow more violently (13 meters per second).
- Wind does not blow, but clouds are getting bigger and lower. Clouds start to appear as low as the slopes of the mountains.
- 1630 Clouds are getting lower and lower to 600 meters. Rain starts to fall at around 1700, it lasts one hour.
- 2100 Clouds still very low and thick, visibility is very bad since 1800 hours. This is the end of the observations for the day. Sky must have been very cloudy during the next night.

This resume of weather observation was taken from file at the station by the Station chief. Lt. PIAS

A TRANSLATION OF ORIGINAL FRENCH FILE.

RESTRICTED

NOMENCIATURE OF THE DIFFERENT OBJECTS AND DEER IS FOUND OF THE B-17.

REMAINS (bodies): 1 arm, 1 head, 2 feet, diferrent remains.

PAFERS: A. 1 Wallet containing:

- 21 dollars (bills) and 3 cheques (\$100 00 each)
- 1 driver license (W.S. Cassel)
- 1 permanent pas (W.S. Cassel)
- 1 PX Card
- 1 card from Changhrila Mub
- 1 card from the Twilight Club
- 1 Medical record
- 1 Card, 61st Troop Carrier Sq.
- 1 Membership card (club)
- 1 Certificate of release from hospital
- 2 Ration Cards from hospital
- 14 PX tickets (1/2 Marks)
- 4 tickets (15 cents each) from Special Service USFET
- 3 receipts of postal orders (\$25.00) (\$55.00, \$12.00)
- l postal order (65 cents)
- l article from newspaper concerning a missing plane.
- 2 letters
- 2 cards (commercial publicity)
- B. Duty orders (triplicate)
- C. Fishing and hunting license (Debovich)
- D. 2 Tickets from billets (Hilton and Gilbert)
- E. 2 Registered tickets from ATC (Elek & Deborich)
- F. 4 different papers (torn out)
- G. Burnt papers (Navigation Maps)
- H. 4 maps

CLOTHES: 2 Field jackets (USA), 1 necktie, 1 short

- 1 shoe, 1 slipper, 1 moccassin.
- l piece of parachute material
- l piece of cloth used as signalization on life-raft.
- l piece of cloth
- 2 Urinals
- 1 sack containing rockets, rocket pistol.

MECHANICAL PIECES: 1 valve, 1 control assembly, 1 lubricator, 1 tap, 1 parachute release, 1 broken ring, 1 wing flap.

TOOLS: 1 slide rule.

PERSONAL OBJECTS: Pilot insignia, airborne badge, lighter, bell from Capri, l ring, fingernail clipper, glasses frame, fountain pen, cap of a fountain pen, camera and films, watch Rolex.

A TRANSLATION OF ORIGINAL FRENCH FILE. RESTRICTED

Les Chapieux, 4 August 1947

VIII MILITARY AREA 108th 1/2 BRIGADE 99th B. I. A. S.E.S.

Lt. MOLLARD Neal, Commanding the S.E.S. of the 99th B. I.A.

TO: The Battalion Chief, Commanding the 99th Battailon d'Infantrie Alpine.

Submitted herewith is the report of the searches made on 4 August 1947 on the glacier of the Estellette and in the rocky couloir which goes up to 3,730 meters.

Two Crews: 1 - Lt. Mollard, Mr Geno from the American Mission, and 2 guildes.

2 - Sgt Bois and 2 guides.

Schedule: Departure from Les Chapieux at 0300 hours. Return to Les Chapieux at 1700.

Itinerary: Les Chapieux, Seloge, Col de la Seigne (2,736 meters),

Glacier of the Estellete.

- a. Things found: On the all glacier we found debris of plane motor, propelled and life-raft. At the peak of the glacier of the Estellettes we found some more remains of plane. Inside of the Rimay (upper), 7 meters inside and in the ice, we found some more parts (from the coast 3,730 to 1 kilometer and a half to the point of wreckage (3,730). The Glacier of Estellette is covered by parts, the biggest part has the size of a human head.
- b. We found the wallet of T/Sgt Cassel, inside were an identification card, different papers and \$250.00, a pad with code-words, a camera with films, navigation maps, a rocket-pistol, and other different things as shoes. Also we found remains as 2 feet, the lower part of a leg, bones and little bits of flesh.
- c. Places searched: All of the glacier of the Estellette (very dangerous glacier with very deep crevasses, snow bridges (more than 30 meters long), all of the couloir at the peak of the glacier to 3,730 meters).
- d. More searches will be made Thursday and Friday 7 and 8 August 1947. The purpose of the searches will be to bring down the other parts of the plane, and remains if there are any left.
- e. <u>Conclusion</u>: In my opinion there is nothing else to be found at the place of wreckage, as the plane bursted. The rest of the plane and bodies are now inside of the glacier of the Estellette under 15 to 30 meters of ice. Those remains will be found before thirty years from now, after the glacier will have normally melted, they will be then at the Rimay (lower). We met great difficulties, because of the rock slope and also because of the glaciers (Glacier des Glaciers), especially the glacier of the Estellette.

1nc/#11

AIR PROVING GROUND COMMAND Headquarters 608th AAF Base Unit (Chamical & Ordnance Test Group) Aberdeen Proving Ground, Maryland 3 October 1947 SUBJECT: Air Crew Casualty Report Chief of Staff TO: US Air Forces Washington 25 DC Attn: AFFPA-8 In compliance with paragraph 39b, TM 10-285 inclosed herewith original copy of subject report. FOR THE COMMANDING OFFICER: CARREN H JOKES
Captain, Adr Corps
Adjutant 1 Incl

In fact, those glaciers have enormous crevasses in summer time (this summer is particularly warm), they are more than 30 meters wide and from 30 to 100 meters deep. Snow bridges are very weak, and there are very few of them.

The crew and myself almost feel in a deep crevasse, more than 50 meters deep.

The rocky couloirs are also very dangerous, because of the falling rocks.

See Map 1/50,000 Mont-Blanc.

s/Mollard

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A CERTIFIED TRUE COPY:

JACOB J. MULLER 0-1999550 1st Lt., Air Corps

Personal Affairs Officer Hq., E.A.T.S. APO 633 c/o Postmaster,

99th B.I.A.

les Chapieux 7 August 1947

Lieutenant Mollard Noel commanding the S.E.S. of the 99th B.I.A. - Les Chapieux

to

The Battalion Chief commanding the 99th B.I.A.

SUBJECT: Location of plane

Submitted herewith is a report of further searches made at the Aiguille des Glaciers on 7 August 1947.

Departure: 0400 hours. Return 1800 hours.

1. Planes of searches: The upper rim of the glacier of Glaciers (North side).

The three coulsirs going up to 3,730, place where the plane wrecked.

- 2. Crew making the search: Lt. MOLLARD Sgt BECK 10 guides
- 3. No remains (bodies) were found.

The searches will be carried on, on the 8 August 1947. Four crews will participate in the searches under the supervision of Sgt BOIS. They will search again the glacier de l'Estellette and the glacier of LWX BLANCHE which is at the same altitude as the wreckage place.

4. Things found: will be given to the US mission.

s/MOLLARD

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Ast Lt., Air Corps

Personal Affairs Officer Hq., E.A.T.S. APO 633

c/o Postmaster, NY.NY.

108th 1/2 BRIGADE 99th B. I. A. 398th Bn REPORT OF FINAL FINDINGS The Battalion Chief CHALANDON commanding the 99th B. I. A. in accord with It Mollard commanding the S. E. S. of the Battalion and the American authorities present at Les Chapieux, decided to stop the searches for the bodies and documents in the area of L'Aiguille de Glaciers, on Saturday 9 August 1947. The airplane was pulverized after hitting the mountain (I'Aiguille). The remains were spread all over the Glacier, the Glaciers and the Glacier of the Estelette, During the past they have been covered by 4 or 5 meters of snow, and now they are buried in the ice or at the bottom of crevasses. Everything was done to find the remains, but the falling rocks, the fragile snow bridges, and the crevasses of the moving glaciers make the searches very perilous. Further searches would only bring very small results. In a few years, and little by little, the glaciers will free the remains, at which time, this unit will gather them carefully, this area being our training ground in the mountains and this unit will notify American authorities concerned. BOURG St. Maurice, 9 August 1947 CHALANDON, Battalion Chief Commanding the 99th B. I. A. S/ CHAIANDON A TRANSLATION OF ORIGINAL FRENCH FILE RESTRICTED

99th B.I.A.

Les Chapieux 8 August 1947

S.E.S.

Lt Mollard commanding S.E.S.

No 108

to

Battalion Chief commanding the 99th B.T.A.

SUBJECT: Location of US PLANE

Submitted herewith report of last searches made on 3 August 1947 at the wreckage place of the US plane B-17. Searches were made by 4 crews under the supervision of Sgt BOIS.

Departure 0400 hours. Returned 1800 hours.

- 1. Places searched: The upper rim of the glacier of the Lex Blanche. The summit of the glacier of the Estellette, all courloirs of the Lex Blanche and the Estellette.
- 2. Things found: No remains, no debris of plane on the gladier of the Lex Blanche.
- 3. Conclusions: After repeated and careful searches (total number of ascensions: 32) on the Aiguille du Glacier, the glaciers, crevasses, rims and rocks surrounding the aiguille du Glacier in France and Italy, no more remains have been found. After investigation it seems that the hit against the slope of the mountain and the violent explosion of the plane have pulverized the bodies as well as the main parts of the plane.

As an example, parts of bodies and some parts of the plane were found at one and a half kilometers from the place of the wreckage.

a/Mollard

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Ast Lt., Air Corps

Personal Affairs Officer

Ho., E.A.T.S APO 633 c/o Postmaster, NY.NY.

Les Chapieux, 28 July 1947 VIII MILITARY AREA 108th 1/2 BRIGADE 99th B. I. A S.E.S No 98 Lieutenant MOLLARD Neal, Commanding the SES of the 99th B. I. A. To: The Battalion Chiof, commanding the 99th B. I. A. SUBJECT: American Plane Found at 3,750 meters Aiguille des Glaciers. Submitted herewith are the following facts; On Friday 25 July 1947, the S.E.S. and I, were climbing the Aiguille des Glaciers (3,870 meters) on the South-East side of that mountain; and we found the remains of a plane at around 3,750 meters. After ardous searches on the rocky side of L'Aiguille, it seemed that plane was: 1. An American plane 2. B-17, serial no. 9338 That it struck against the mountain (Oily spot on the slope of the mountain, and motor of the plane crushed into that slope). Coming from Naples and going to London. On 31 October 1946 Duty orders in my possession at Les Chapieux, Lt Mollard, Duty orders signed by Lt Guy A. Bogt, by order of Comonel DANIEL ESCHBORN- Germany LT. MOLLARD, Commanding the S.E.S. of the 99th B.I. A. S/ Mollard A TRANSLATION OF ORIGINAL FRENCH FILE RESTRICTED

Weather Station of Bourg St. Maurice TFD 31 October Good visibility.

Period from 31 October 1946 to 2 November 1946 Weather Observed at the Station

- Very cloudy, but clouds rather high. Moderate wind from East.
- Wind blows much from time to time. Sky cloudy.
- Sky completely clear. Clouds disappeared (directed South-East).
- 1300 Clouds appear again, Wind is getting stronger and blows from the East. Nebulosity is varying, increases or dispears, from time to time.
- Clouds are very high and the sky is getting clear. Wind is weaker. The wind is weaker in the evening and the sky is slightly cloudy. This weather station not being activated during the night, observation of the weather has been made only the next morning. But it seems that the nebulosity has been the same at night and the wind moderate.

1 November

- 0600 Cloudy sky, smooth wind. Later, the sky is getting clearer.
- 1200 Nebulosity increases and clouds appear but high in the sky. Wind starts to blow more violently (13 meters per second).
- Wind does not blow, but clouds are getting bigger and lower. Clouds start to appear as low as the slopes of the mountains.
- 1630 Clouds are getting lower and lower to 600 meters. Rain starts to fall at around 1700, it lasts one hour.
- 2100 Clouds still very low and thick, visibility is very bad since 1800 hours. This is the end of the observations for the day. Sky must have been very cloudy during the next night.

This resume of weather observation was taken from file at the station by the Station chief, Lt. PLAS

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NOMENCLATURE OF THE DIFFERENT OBJECTS AND DEBRIS FOUND ON THE PLACE OF WRECKAGE OF THE B-17.

REMAINS (bodies): 1 Arm, 1 Head, 2 feet, diferrent remains.

PAPERS: A. 1 Wallet containing:

- 21 Dollars (bills) and 3 cheques (\$100.00 each)
- 1 driver license (W.S. Cassel)
- 1 permanent pass (W.S. Cassel)

1 PX Card

- 1 Card from Shanghrila Club
- 1 Card from the Twilight 6lub
- 1 Medical record
- 1 Card, 61st Troop Carrier Sq.
- 1 Membership card (club)
- 1 Certificate of release from hospital
- 2 Ration Cards from hospital

14 PX tickets (1/2 Marks)

- 4 tickets (15 cents each) from Special Service USFET
- 3 receipts of postal orders (\$25.00) (\$55.00, \$12.00)
- 1 postal order (65 cents)
- l article from newspaper concerning a missing plane.
- 2 letters
- 2 cards (commercial publicity)
- B. Duty orders (triplicate)
- C. Fishing and hunting license (Dobovich)
- D. 2 Tickets from billets (Hilton and Gilbert)
- E. 2 Registered tickets from ATC (Elek & Doborich)
- F. 4 different papers (torn out)
- G. Burnt papers (navigation Maps)
- H. 4 maps

CLOTHES:

- 2 Field jackets (USA), 1 necktie, 1 short
- 1 shoe, 1 slipper, 1 moccassin.
- 1 piece of parachute material
- l peice of cloth used as signalisation on life-raft.
- 1 piece of cloth
- 2 Urinals
- 1 sack containing rockets, rocket pistol.

MECHANICAL PIECES: 1 talve, 1 control assembly, 1 lubricator, 1 tap, 1 parachute release, 1 broken ring, 1 wing flap.

TOOLS: 1 slide rule.

PERSONAL OBJECTS: Pilot insignia, airborne badge, lighter, bell from Capri, l ring, fingenail clipper, glasses, frome, fountain pen, cap of a fountain pen, camera and files, watch Rolex.

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1st Lt., Air Corps

Personal Affairs Officer

Hq., E.A.T.S. APO 633 c/o Postmaster, NY.NY.

Inel #1

30:25