

REPORT OF AIRCRAFT ACCIDENT

2-28-45  
287-2  
01-175

(1) Place CHICHESTER, SUSSEX, ENGLAND (2) Date 11 FEBRUARY 1945 (3) Time 1130  
AIRCRAFT: (4) Type and model C-47B F2 (5) A. F. No. 43-16394 (6) Station AY-17  
Organisation: (7) USSTAF (8) 27TH TRANS. (9) 311TH FERRY  
(Command and Air Force) (Group) (Squadron)

DOYR (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	POGUE, RICHARD L.	SP	0-518549	1st Lt.	18	AC	ATC	FATAL	NO
CP	ROBINSON, ROBERT G.	P	0-674949	2nd Lt.	18	AC	ATC	FATAL	NO
R	SMITH, GEROME T.		12193247	Cpl.	38	AC	USSTAF	FATAL	NO
E	GORSON, VICTOR G.		15323223	S/Sgt.	38	AC	USSTAF	FATAL	NO
E	MORRIS, ROBERT S.		32570926	Sgt.	38	AC	USSTAF	FATAL	NO
X	MOORE, CRAIG C.	P	0-288244	2nd Lt.	18	AC	USSTAF	FATAL	NO
X	GLAYTON, CARL		32387705	Sgt.	38	UNKNOWN	UNKNOWN	FATAL	NO

PILOT CHARGED WITH ACCIDENT

(20) POGUE RICHARD L (21) 0-518549 (22) 1st Lt. (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) ATC ATC (26) \_\_\_\_\_ (27) \_\_\_\_\_ (28) 1233  
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) USSTAF (30) 27TH TRANS. (31) 311TH FERRY (32) AY-17  
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) SP (34) 21-4-43 Present rating (35) SP (36) 21-4-43 Instrument rating (37) 10-12-44  
(Rating) (Date) (Rating) (Date) (Date)

First PILOT Hours:  
(at the time of this accident)

(38) This type	<u>79:40</u>	(42) Instrument time last 6 months	<u>14:35</u>
(39) This model	<u>79:40</u>	(43) Instrument time last 30 days	<u>1:15</u>
(40) Last 90 days	<u>79:40</u>	(44) Night time last 6 months	<u>6:35</u>
(41) Total	<u>79:40</u>	(45) Night time last 30 days	<u>0:00</u>

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(48) Aircraft <u>X</u>	<b>TOTAL LOSS - SALVAGED</b>
(47) Engine(s) <u>X</u>	
(49) Propeller(s) <u>X</u>	

(50) Weather at the time of accident CEILING - ZERO; VISIBILITY - 25 YARDS; HEAVY RAIN  
WN

(51) Was the pilot flying on instruments at the time of accident YES

(52) Cleared from A-54 (53) To GROVE (54) Kind of clearance INSTRUMENT

(55) Pilot's mission CARGO

(56) Nature of accident AIRCRAFT FLEW INTO HILL.

(57) Cause of accident AIRCRAFT WAS TOO LOW IN CLOUDS AND WAS FLOWN INTO TOP OF HILL

(58) WAS FORM 54 SUBMITTED: No., as there was no material failure

Indl. 31/12/45

RESTRICTED

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

Aircraft G-47B - Serial No. 43-16394 was cleared from A-54 at 0950 on 11 February 1945 to Grove. At approximately 1125 aircraft was reported over Tangmere (RAF) about 300' to 400' high, headed north (Ceiling was zero (0) and visibility was one hundred (100) yards at the time at Tangmere). About 1200 hrs. reports came into Flying Control, Tangmere that an aircraft had crashed into hill north of Tangmere. A searching party was sent out. The aircraft was found completely demolished and all crew and passengers were dead.


The aircraft struck the top of the hill. The left wing and the cargo door were torn off on first impact, then the rest of the aircraft was found two hundred (200) yards north from the wing and door. The aircraft seemed to have cart-wheeled into the air after striking trees the first time. The second time the aircraft hit the ground, it skidded along ground for approximately two hundred (200) feet, being torn apart along its track. When the investigation party found the aircraft it was literally torn into small bits.

There were no witnesses to the crash. The investigation party believes that the aircraft flew straight and level into the top of the hill, and when the hill loomed up, the aircraft was banked sharply to the left, causing the left wing to strike the trees.


The investigation shows that the aircraft was too low while under instrument conditions to clear the hills in the area. It is believed that the pilot had let down over the channel to a few hundred feet but did not break out and did not know that he crossed the southern coast of England.

Neither Tangmere Radio Control, Ford Radio Range, nor Ford Radio Control were called by any aircraft, nor did they over hear any aircraft calling for instructions.

It is recommended to prevent any further accidents of this kind that pilots be briefed more thoroughly on the existing weather conditions and be instructed as to best altitudes to fly. Pilots should make fullest use of existing radio aids. At no times should a pilot fly an aircraft below safe minimum altitudes under instrument conditions.

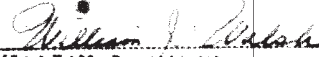
  
ALLAN R. LIND,  
Major, Air Corps,  
President, Aircraft Accident  
Committee.

Signature

  
(Investigating Officer)  
FLOYD W. MOORE, JR.,  
Captain, Air Corps,  
Aircraft Accident Officer.

Date 15 February 1945

Hq 505 USAPP/6-43/25M/10404

  
WILLIAM J. WALSH,  
1st Lt., Air Corps,  
Investigating Officer.

From: Chief Technical Officer, Central Fighter Establishment,  
Tangmere.

To: Commanding Officer, 31st Transport Group,  
A.A.F. Stn 519.

Date: 14th February 1945.

Ref: FLS/SW/4208/3/ANG.

Flying accident - Dakota C.47.B. No. 43-16994 at  
Upwaltham Hill, Nr Tangmere, Sussex. 11.2.45.

At approximately 14.00 hours on 11th February 1945, I was informed that an aircraft had crashed on Upwaltham Hill, 5 miles north east of Tangmere Airfield MR 385324. The crash had occurred at approximately 11.30 hours on 11.2.45.

On arrival at the scene of the accident, I had conversation with the Superintendent of Police, who informed me that at the time of the accident the weather was very bad. Visibility being in the region of 100 yards and raining hard.

The height of the hill is approximately 800 ft. above sea level.

From examination of the wreckage, it would appear that the left wing hit the trees, was torn off and the lift on the right wing caused aircraft to cartwheel in the air. From examination of the wreckage the aircraft had been flying from south to north.

It may be that the pilot had suddenly noticed the high ground and had made an effort to avoid same by banking to left, dropping the left wing which touched and was torn off as stated.



Wing Commander, Chief Technical Officer,  
Central Fighter Establishment, Tangmere.

HEADQUARTERS  
31ST TRANSPORT GROUP

E/WLS/mjc

360.33

APO#744, U S Army  
17 February 1945

SUBJECT: Transmittal of Report--AAF Form 14

TO: The Commanding General, Army Air Forces  
Washington, D C

Reference accident, 11 Feb 45, aircraft C-47B 43-16394, assigned to 311th Ferrying Sq, 27th Air Transport Gp, Air Service Command, U S Strategic Air Forces in Europe; pilot, 1st Lt RICHARD L POGUE, O-518549, AC, assigned to Air Transport Command, attached for flying to 311th Ferrying Sq, 27th Air Transport Gp, Air Service Command, U S Strategic Air Forces in Europe; one copy of AAF Form #14 is attached.

1 incl  
Incl 1--AAF Form #14

*Henry C Allen*  
HENRY C ALLEN  
Lt Col, AC  
Comdg  
*at S.*