

CHARGED TO: OUT IN CHARGED TO: OUT IN CHARGED TO: OUT IN	NAME OF PILOT	PILOT		TYPE OF PLANE	PLAN		ACCIDENT . NUMBER	NUMBE	~
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Accident No.45 2 19 513

Date

Checked by Mm 3 30 15

Analyzed by

Copied for Wright
Field by

Notes

(58) Form 54 not submitted.

Separation of secident Not determined.

(58) Form 54 not submitted.

Separation of secident Not determined.

To RESTRIC

BANK I WAS "

R CHANGED.

SECRET

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

NARRATI VE

At 1120 hours on 19 February 1945, Lt. MACK in A/C 42-31630 took off from AAF Station 130 to ferry A/C to AAF Station 128. The crash occured some ten (10) to fifteen (15) minutes later although some doubt exists as to the exact time. From the location of the crash it is indicated that the pilot was off course and had flown into an area of low visibility. The aircraft was located in a grove of trees making it appear that the pilot had flown into the trees. Since there were no survivors nor witnesses the exact cause of this accident cannot be determined.

RESPONSIBILITY:

The responsibility for the above accident is attributed seventy-five (75) percent to pilot error and twenty-five (25) percent to weather.

RECOMMENDATIONS:

NONE.

ROD. L. FRANCIS, Lt. Col., Air Corps, Accident Committee.

WILBUR D. SNOW, Major, Air Corps, Accident Committee. 1001

Signature

JAMES A. MAGUIRE,

Accident Officer.

SECRET

HEADQUARTERS

AAF STATION NO. 106

Office of the Flying Control Officer

R-B-1

19 Feb., 1945.

SUBJECT: Aircraft Accident.

TO : COMMANDING OFFICER, AND Station No. 106, APO No. 557, U.S. Army.

1. At approximately 1120 hrs, Maj. Aiken called in regards to an explosion near the 544th Sq. area. I immediately went to the 544th Sq. area, taking a ambulance and crash-tender with me.

2. Upon arrival I saw flames coming through the trees, which was later identified as a B-17. The aircraft hit an oak tree completely tearing off both elevators, the aircraft want approximately six hundred (600) yards where it crashed and burned.

3. The weather was very foggy, and no R/T communication was established with the aircraft. I had no knowledge of this aircraft being in the vicinity of the aerodrome.

J. W. LOTER, let Lt., A C., Flying Control Officer

ndi-

SECRET

WX. DET. AAF 130 APO 557, U. S. ARMY

T-C-1

1 March 1945

SUBJECT: Accident Report.

TO : Aircraft Accident Officer, AAF Station 130.

- 1. B-17, serial No. 4231630, location of accident near P.X. site at aaf Station Grafton Underwood, 1148 hours 19 February 1945.
- 2. Departed AAF Station 130 at 1120 hours 19 February 1945. Destination AAF Station Deenethorpe. Route direct for a distance of about 14 miles.
- 3. General weak southwest circulation with variable amounts of fog and stratus cloud. Moist warm air overrunning colder ground coupled with a weak circulation gave rise to patchy fog in western portion of 1st Division and a fluctuating visibility.

4.				
Station	Time	Sky Coverage	Weather	Visibility
Glatton	1000		Mist	1500 yards
	1100		Mist	1700 yards
	1200		haze	3000 yards
Deenethorpe	1000	3/10 at 10,000 ft.	Mist	1200 yards
	1100	2/10	haze	2500 yards
Condendary.	1200	- 1	Mist	2200 yards
Grafton	1000	3/10 at 18,000 ft.	Mist	2000 yards
Underwood	1100	7/10	haze	3000 yards
	1200	Sky obscured with 70 growing thicker.		risibility, fog

Richard C. Marshall RICHARD C. MARSHALL 1st Lt., Air Corps Asst. Sta. Weather Officer SECRET

MEADY EXCESS

AAF STATION NO. 106

Office of the Fire Hershal

FIRE MEPCHES

B-17 Aircreft OBJECT ON VIEW Heavy Bomber TORNOLOGICATION	
#135 crash truck, 2 Fords on crash tenders, 500-gel. Godiya 1010 trailer	
1135 hours 1136 hours 1136 hours THE (received; THE (dispatched) THE (arrived)	
1135 hours 1147 hours 250-gal. pump. 500-gal r	ump
Werker Used Four Used CTC Used CCC Used	
Airplane grashed,	
TIME (Fire Old) TIME (Moturned to Hut)	

ON the reverse side give a complete but short summary of all other facts, such as responsible persons, exactly what fire fighting operations took place, assistance of 176 and any other importance information that in your opinion is necessary or assuming decimble.

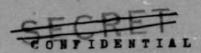
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SECRET

Was disputched by 'phone. Fut Louis receiving call. Arrived to find air plane had or whad and was on fire in Site & just behind 1776th Botor Pool. Fut one Fordern to work on last side and one Formen in front and in the moderation put 500 gal. decive to work from fire plug in tite 2, stratching the line through the field to the right. In the meantime the M.F. .. arrived and put two more form lines to work on the front and rear of the fire. The two fordsons were sent back to refill. One returned to scene of fire, the other going to the line for mandby duty. The fire was now out except for magnesium burning in three engines. The codical personnel resound two live and fear den d bodies from the wreckege. We then picked up all equipment except the 500 gal. Godina pump with opl Brown, but Homonn, and Pfc Candella to stand by. Open examining the processe, found that stream of water going through 544th living site was full of graphine. I metafied the Provest immetal and he, in turn, had personnel of that unit refrain from sucking for a fifteen hour period.

Janes K. Hayde

Grow Chief, "A" Grew



HEADQUARTERS
AAF STATION NO. 106
Office of the Weather Officer

(T-H-2)

APO 557 19 Feb. 45

SUBJECT: Weather at 1130 hrs (GMT plus 1) 19 Feb 45.

TO : Commanding Officer, 384th Bomb Group, APO 557, U.S.A. ATTENTION: Group Operations Officer.

1. The following Special Weather Observation was made at the weather station at ANY 106:

1128 hrs (GMT plus 1)

Sky obscured. Fog. Visibility 600 yds. Surface wind SSN 10 mph. GE: 30.19".

HARY G. HORE Capt., A.C. Staff Weather Officer.

SEPTRETAL

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