

521

Accident No. 45-1116-521

Date

Checked by Y.M.

12 18 49

Analyzed by W.S.

Copied for Wright

Field by IC

Notes _____

5/2/10-48 FS

RESTRICTED

ACCIDENT NO.

WAR DEPARTMENT
U. S. ARMY AIR FORCES

45-11-16-521

REPORT OF AIRCRAFT ACCIDENT

59

(1) Place Tatten Hill (2) Date 16 November 1944 (3) Time 1500
 AIRCRAFT: (4) Type and model B-17 D (5) A. F. No. 43-38528 (6) Station AAF 130
 Organization: (7) 8th AF (8) 457th (9) 750th (Squadron) Y337
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	REGULY TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	SALO, ERO E.	P	0-755760	1st Lt.	18	AC	8th	None	None
CP	CASEY, MILTON W.	CP	0-823310	2nd Lt.	18	AC	8th	None	None
N-B	SANTORA, ADAM E.	N-B	0-718149	2nd Lt.	18	AC	8th	None	None
Chin	BROWN, DOYLE H.	Chin	18057683	T/Sgt.	38	AC	8th	None	None
RO	KOENEMAN, CLIFFORD C.	RO	37084345	T/Sgt.	38	AC	8th	None	None
ABG	FULGHAM, JOHN P.	ABG	33122003	T/Sgt.	38	AC	8th	None	None
BTO	BENOS, NICHOLAS T.	BTO	36341350	S/Sgt.	38	AC	8th	None	None
TG	RACHOS, SOL (NMI)	TG	39010528	S/Sgt.	38	AC	8th	None	None
LWG	CASCIANO, CASPER J.	LWG	32670530	S/Sgt.	38	AC	8th	None	None

(20) SALO, ERO E (21) 0-755760 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th AF (26) 457th (27) 750th (28) 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th AF (30) 457th (31) 750th (32) 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 10-1-43 Present rating (35) Pilot (36) 10-1-43 Instrument rating (37) 5-1-44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

Finer Pilot Hours:
 (at the time of this accident)
 (38) This type 401:50 (42) Instrument time last 6 months 36:20
 (39) This model 351:20 (43) Instrument time last 30 days 19:00
 (40) Last 90 days 210:00 (44) Night time last 6 months 16:00
 (41) Total 458:20 (45) Night time last 30 days 2:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	Left tire blown out.
(47) Engine(s)	Changed #1 and #2 engines.
(48) Propeller(s)	Damaged #1 and #2 props.

(50) Weather at the time of accident Visibility - 1200 yards. 10/10th Low Clouds. Base 500 ft.
 Wind - W at 10 MPH. Light very poor - dusk.

(51) Was the pilot flying on instruments at the time of accident Yes
 (52) Cleared from Sta 130 (53) To Sta 130 (54) Kind of clearance Operational

(55) Pilot's mission Combat Mission

(56) Nature of accident Landing accident aircraft overshoot runway and ground looped at end of runway.

(57) Cause of accident The aircraft landed half way down the runway in very restricted visibility and was unable to stop at the end without ground looping.

(58) Form 2 not submitted.

Incl #2-

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DESCRIPTION OF ACCIDENT

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

Narrative:

On return from a combat mission, the pilot received a diversion message and so proceeded to the proper field. Flying at an altitude of 300 feet in haze and approaching darkness, Lt SALO flew over the field and noted three (3) lights denoting the runway in use. In making an approach, everything was normal, except the three (3) lights were 1/2 way down the runway and not at the downwind end. Upon discovering this, it was too late to go around. The brakes were used but a ground loop was necessary to prevent the aircraft from running off the runway.

Responsibility:

It is felt that Lt SALO was responsible for approximately twenty percent (20 %) of the accident in that he landed at the wrong field. Seventy percent (70 %) of the accident can be attributed to the weather and ten percent (10 %) to the peculiar lighting of the field.

Recommendation:

It is recommended more information regarding diversion fields be available to navigators and pilots, and it is also felt that when the weather is questionable at both the home and diversion, it would be safer to return the aircraft to the home base.

Rod L. Francis

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

Wilbur D. Snow

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

Signature

James A. Maguire
JAMES A. MAUIRE,
Major, Air Corps,
Accident Officer.

Date _____

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STATEMENT

Received QM from Leichfield of 38° and about five (5) minutes later came over this English Field, circled to the left and North of the field, received white north of the field QM 188° so assumed that it was our diversion field and let the landing gear down. 6440 KC's reception was not understandable, ceiling was approximately 300 to 400 ft. Visibility was very bad (haze).

Navigator stated we had a slight west wind, so we came over the field on 270° heading (found out afteward runway was 25°) and saw the three (3) red lights distinguishing runway in use. Flying instruments all this time I made a 180° time turn and then about 1½ minutes straight then another 180° time turn, all at 300 ft. altitude. Then straightened out 1/3 flaps, the co-pilot and Engineer helping to find the runway again. Red light of runway came into view at the left of us (approximately 10° or 15° left), cut throttles, flaps down, and lined up with lights, then saw runway almost under us, leveled out and landed. Only lights were three (3) red ones in line at left of the runway (found out after landing that the lights were halfway down the runway). Couldn't see the end of the runway upon landing and when I did it was too late to go around as we had lost too much speed so I tried to stop using brakes, then tried ground looping as we came to the end of the runway, and were slowed down and knew we couldn't stop on the runway, but left tire blew out. We stopped in the grass off the end of the runway.

E. E. Salo

E. E. SALO,
1st Lt, AC,
Pilot.

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HEADQUARTERS
ARMY AIR FORCE STATION 130
Office of the Flying Control Officer
APO 557, U.S. Army

E-0-13)


22 November 1944

SUBJECT: Aircraft Accident Statement.

TO : Commanding Officer, AAF Station 130, APO 557, U. S. Army.

1. Pilot - Lt. Salo; A/C - B-17 #43-38528-F
2. Accident occurred 16 November 1944.

3. This Aircraft was part of a formation diverted to Lichfield due to poor visibility, but landed instead at Tattenhill. From a telephone conversation with the Flying Control Officer at Tattenhill I learned that Lt. Salo landed at this airfield under conditions of very poor visibility on a 1600 yard runway and touched down about 800 yards down the runway, running off the end of the runway.


GEORGE P. OVERBY
Capt. A.C.
Senior Flying Control Officer.

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