

Accident No. 45-5-12-531

Date 7 7

Checked by DM

Analysed by _____

Copied for Wright
Field by _____

Notes _____

522284-45075

CONFIDENTIAL

WAR DEPARTMENT
AAF Sta. 139, APO 359
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place 5 Miles W/NW from Sta. 139 (2) Date 12 May 1945 (3) Time 0020
Aircraft: (4) Type and model B-17G (5) Serial No. 44-5790 (6) Station AAF Station 139
Organization: (7) 8th AF, 3rd AD (8) 100th B. Gp (9) 418th Bomb Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOCS	NAME (Last name first)	RAVING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AGE FORCE OR COMMAND	RATING OR PERFORMANCE	TYPE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Pratt, Wade D.	P	0-833407	1st Lt.	18	AC	8th AF	Major	No
CP	Rintoul, Harold L.	P	0-928706	1st Lt.	18	AC	8th AF	Major	No
N	Brand, James T.	N	0-2074655	2nd Lt.	18	AC	8th AF	Killed	No
E	Scott, Anthony (NMI)	E	32929339	T/Sgt.	38	AC	8th AF	Major	No
R	Ferranico, Vincent (NMI)	RO	32810273	S/Sgt.	38	AC	8th AF	Major	No
WG	Guidi, Robert G.	AG	32887714	S/Sgt.	38	AC	8th AF	Major	No

CLASSIFICATION CANCELLED OR CHANGED
TO **RESTRICTED**
BY AUTHORITY OF CGAAF
BY JLC DATE 2 Jan 1946

PILOT CHARGED WITH ACCIDENT

(20) Pratt, Wade D. (21) 0-833407 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 8th AF, 3rd AD (26) 100th B. Gp (27) 418th B. Sq. (28) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 8th AF, 3rd AD (30) 100th B. Gp (31) 418th B. Sq. (32) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 22/6/44 Present rating (35) Pilot (36) 27/6/44 Instrument rating (37) 2/11/44
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	<u>B-17</u>	<u>232:30</u>	(42) Instrument time last 6 months	<u>15:35</u>
(39) This model	<u>B-17G</u>	<u>207:35</u>	(43) Instrument time last 30 days	<u>15:05</u>
(40) Last 90 days	<u>All Types</u>	<u>142:35</u>	(44) Night time last 6 months	<u>6:00</u>
(41) Total	<u>All Types</u>	<u>247:50</u>	(45) Night time last 30 days	<u>1:00</u>
(41B) Total Pilot Time		<u>785:30</u>		

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Salvage, Total, Class "E-1"
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident As of 2400 hours - 10/10 stratuscumulus, base 400', visibility 1600 yards, surface wind N/E 4 - 7 MPH, temperature 59°, dew point -57.

(51) Was the pilot flying on instruments at the time of accident Yes
(52) Cleared from 139 (53) To 139 (54) Kind of clearance Contact

(55) Pilot's mission Local transition; Night Landings.

(56) Nature of accident Crash under conditions of poor visibility.

(57) Cause of accident 50% Pilot error.
50% error (other personnel)

(58) Form 54 will not be submitted.

RESTRICTED

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DESCRIPTION OF ACCIDENT

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

On the night of 11 - 12 May 1945 1st Lt. Wade D. Pratt was assigned as Pilot of a B-170 aircraft, No. 44-8790, for a local night transition flight. Flying was recalled because of weather, but Lt. Pratt could not be contacted by radio for a considerable length of time. When contact was established Lt. Pratt was instructed to return to base. After an unsuccessful attempt to locate the runway Lt. Pratt struck a tree and crashed.

Investigation has disclosed that flying was recalled because of weather. Lt. Pratt could not be contacted for one hour and twenty-one minutes (1:21). When contact was established and Lt. Pratt was instructed to return to base, weather conditions were below safe minimums. Upon attempting to land, Lt. Pratt found that his SCS-51 equipment was inoperative, so he pulled up and informed the tower of this fact. He was instructed by the tower officer to make an approach using Splasher #6 and that the "Low-Viz" sodium lights would be on. Upon completing a procedure turn, and beginning a let-down, he struck a tree and crashed into anfield. He had received an altimeter setting which, he states, had been set into his altimeter and was indicating 460 feet when the crash occurred. The elevation of the ground was 135 feet.

It is the opinion of the board that the accident was attributable to 50% Pilot error on the part of Lt. Pratt for turning and attempting let-down from 500 feet indicated when he could not see the ground, and 50% error (other personnel) on the part of Capt. Bayley for instructing Lt. Pratt to come in under visibility conditions below the required minimums.

It is recommended that all concerned be thoroughly instructed on weather minimums, as published, and that diversion be required when suitable conditions do not exist.

Robert W. Stivers
ROBERT W. STIVERS
Major, Air Corps,
President.

Johnston R. Staples
JOHNSTON R. STAPLES
Major, Air Corps,
Member.

John S. Robinson
JOHN S. ROBINSON
Major, Air Corps,
Member.

ENCLOSURES:

- Exhibit "A" - Pilot's Statement
- Exhibit "B" - Convening Authority
- Exhibit "C" - Duty Flying Control Officer's Statement
- Exhibit "D" - Photos

Signature _____ (Investigating Officer)

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HEADQUARTERS
ONE HUNDRETH BOMBARDMENT GROUP (H), AAF
Office of the Operations Officer
APO #559

30 May 1945.

SUBJECT: Pilot's Statement of Accident of 12 May 1945.

TO : President of Aircraft Accident Board, AAF Station #139.

1. On 12 May 1945 at about 2245 we started back to the field to shoot night landings. Before we reached the field the Radio Operator said that flying had been called off. The Co-Pilot had been monitoring "command" and had not heard a recall.

2. We returned to the field and found it obscured by fog. We called the tower to see if all other ships were down and informed them that we would use the localizer, make an instrument procedure turn and land on runway 10. We found that our localizer did not work and informed the tower. They told us to use Splasher #6. We flew out and circled to come in on the splasher, passing over at 500 feet indicated. The altimeter setting was 30.05. As I rolled out of the turn onto the approach I started to let down another 100 feet. We got down to about 460 feet and hit a tree.

Wade D. Pratt

WADE D. PRATT
1st Lt., Air Corps,
Pilot.

Exhibit "A"

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FLYING CONTROL SECTION: STATION #139
APO #559

14 May 1945

SUBJECT: Aircraft accident involving one B-17-G #44-8790-V of the 418th Bombardment Squadron (H), 100th Bombardment Group (H).

TO : Chairman, Aircraft Accident Committee, Station #139.

1. Pilot Involved: 1st Lt. WADE D. PRATT, O-833407 of the 418th Bombardment Squadron (H).
2. Time of Accident: Approximately 0015 hours, 12 May 1945.
3. Wind direction and speed at time of the accident was North East 4 mph. We were using runway 10 at the time.
4. Airfield was last inspected before the accident by the flying control officer at 2030 hours, 11 May 1945.

5. Synopsis of Accident:

Eight aircraft were scheduled to fly locally and shoot night landings this night. At 2100 hours the visibility began to lower (dropping from four miles at 2100 hours to 3900 yards at 2145). Major STIVERS who was at the tower at this time decided to scrub all flying. We ~~44~~ immediately began calling all aircraft in. By 2240 hours all aircraft except 790-V had either landed or were in R/T contact with the tower. At this time I instructed the HF/DF station to try and contact 790's radio operator and send him, "Return to base". At 2246 Lt. LEISCHE in 945-F landed without difficulty. (I had been calling 790, "Rubber V" by R/T for fifteen minutes with no results). The HF/DF operator called 790 at 2240, 2241, 2243, 2246, 2248, 2250, 2253, 2257, and 2259 with no acknowledgement. We were also trying to contact him over R/T all this time. At 2306 hours the radio operator on 790-V acknowledged the message, "Return to base", for the first time. At 2315 hours we passed landing instructions and the OFF over R/T to 790-V. He acknowledged these instructions, (the first R/T contact we had had with him). At 2335 hours the aircraft passed over the field and said he could not see any of the airfield lights or flares we were firing from the caravan and tower. We then told Lt. PRATT to try and come in on the Runway Localizer. He said, he couldn't because the localizer equipment in his aircraft was not working. I then asked him if he was sure it was on stud "Y". He replied, "yes but it would not work". I then, told him to circle until we could start generators and turn on the high intensity-low visibility. I also obtained from 3rd Air Division a diversion field, Bury St. Edmunds in case he could not land with the high intensity lights. At this time Capt. RAYLEY,

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418th Flight Commander, in charge of his squadron's night flying, told Lt. PRATT over R/T to home into Colasher six (6) and take up a heading of 90 degrees from it and it would bring him right onto the end of runway 10. Lt. PRATT acknowledged this message, but we never could contact him again by either R/T or T/T. We called him continually over VHF, 6440 kcs, 5195 kcs, and HF/DF until 0030 hours when we received a telephone call from the Diss Police telling us that one of our aircraft had crashed on the main road between Diss and Attleborough.

Immediately dispatched the crash trucks and called Sick Quarters for doctors and ambulances and then notified other necessary personnel.

6. Injuries: The navigator 2nd Lt. JAMES T. BRAND C-2074655 was killed. The rest of the six men crew were bruised and cut up badly but none injured seriously.


JAMES E. POUND,
1st Lt., Air Corps,
Duty Flying Control
Officers.

Exhibit "C"

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HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 565

Special Orders)
Number 142)

29 May 1945

EXTRACT

2. In accordance with Par 1, Part 6, AAF Regulation No. 62-14A, as modified by Section 3, 8th AF Memo 60-2 and USSTAF Reg No. 62-1, 4 Nov '44, the following named Officers are appointed a permanent Aircraft Accident Committee for this station. The first-named officer is designated as Aircraft Accident Officer. This board will go into effect on 1 June '45, at which time the board aptd by par 4, SO 3, this Hq, cs, will be terminated.

MAJOR ROBERT W. SLIVERS, 0420660	Hq 100th Bomb Gp
MAJOR GEORGE Q. EMERSON, 0382947	Hq 100th Bomb Gp
MAJOR JOHNSTON R. STAPLES, 0430629	418th Bomb. Sq
MAJOR MARVIN S. BOWMAN, 0474852	Hq 100th Bomb Gp
MAJOR JOHN S. ROBINSON, 0426428	349th Bomb Sq
CAPT CHARLES E. ROES, 024877	350th Bomb. Sq
1ST LT ELLIS D. PIKE, 0873991	Det 139, 18th Wea Sq

By order of Colonel SUTTERLIN;

CLAUDE L. HOSFORD, JR.
Major, Air Corps,
Adjutant.

OFFICIAL:

s/CLAUDE L. HOSFORD, JR.
t/CLAUDE L. HOSFORD, JR.
Major, Air Corps,
Adjutant.

THIS IS A TRUE EXTRACT COPY

Stanley P. Gorski
STANLEY P. GORSKI,
1st Lt., Air Corps.

Exhibit "B"

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E-A-9

HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Commanding Officer
APO #559

19 June 1945.

SUBJECT: Letter of Transmittal.

TO : Commanding General, 13th Combat Wing, APO #559.

1. Attached hereto are the original and four (4) copies of AAF Form #14, with supporting exhibits, in connection with the aircraft accident of 12 May 1945 (Pilot, 1st Lt. Wade D. Pratt).

2. No disciplinary action will be taken.

3. The findings of the Aircraft Accident Board are concurred in.


JOHN B. WALLACE
Lt. Col., Air Corps,
Commanding.

INCLOSURES:

- 1 - AAF Form #14 (in quint.)
with supporting exhibits

360.33

1st Ind.

E/M-8

22 Jun 45

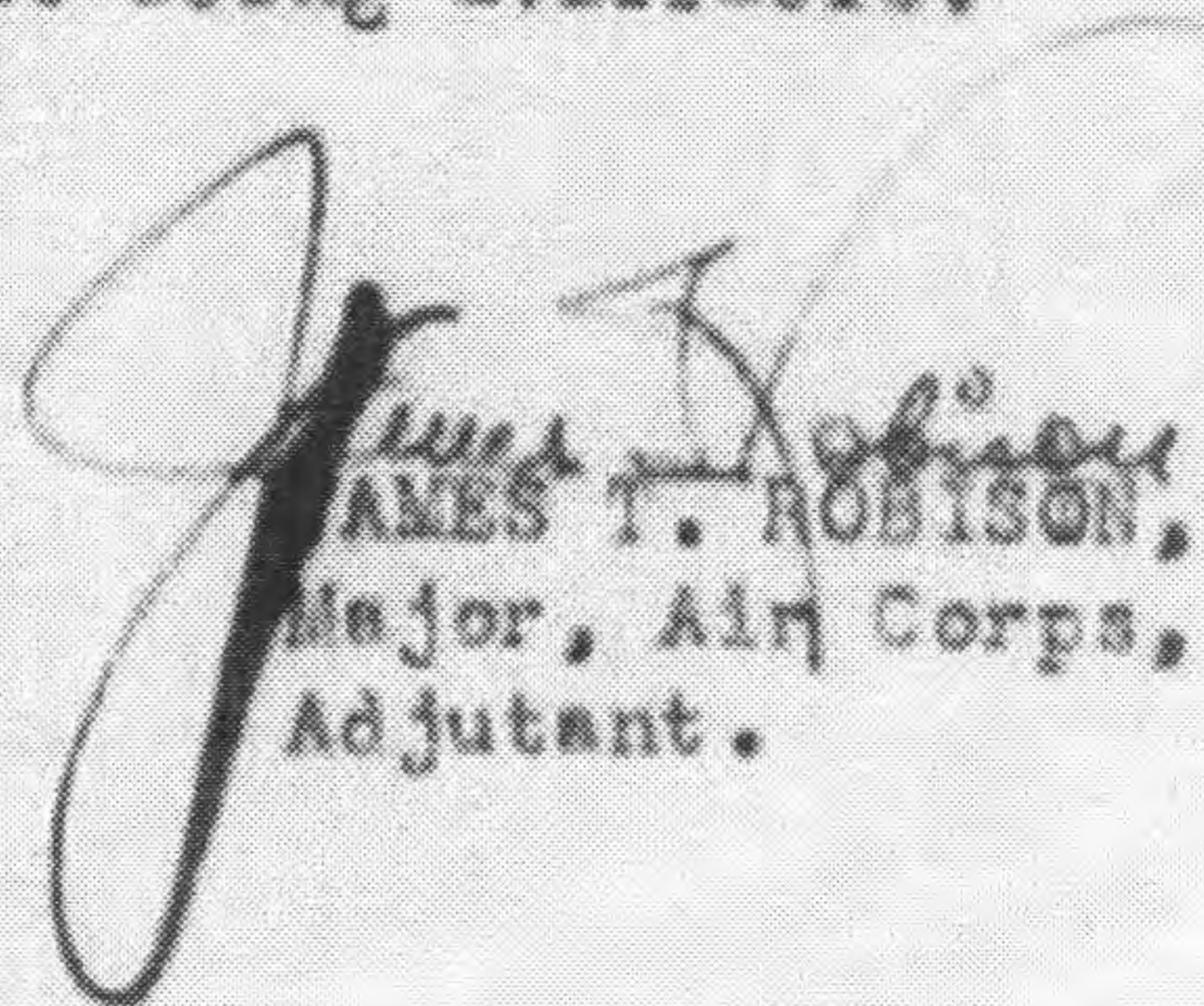
HEADQUARTERS, 13TH BOMBARDMENT WING (H), A.P.O. #559, U. S. Army

TO: Commanding General, 3d Air Division, A.P.O. #559, U. S. Army.

1. Forwarded as a matter pertaining to your command.
2. Report delayed due to information not being available.

For the Commanding General:




JAMES T. ROBISON,
Major, Air Corps,
Adjutant.

Incls: n/c

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360.33

2nd Ind.

E-D-10

HEADQUARTERS 3D AIR DIVISION, APO 559.

TO: Commanding General, Eighth Air Force, APO 634.

Forwarded herewith in compliance with USSTAF Regulation 62-1 is an aircraft accident report covering the accident involving B-17G aircraft #44-8790 which occurred 12 May 1945.

FOR THE COMMANDING GENERAL:



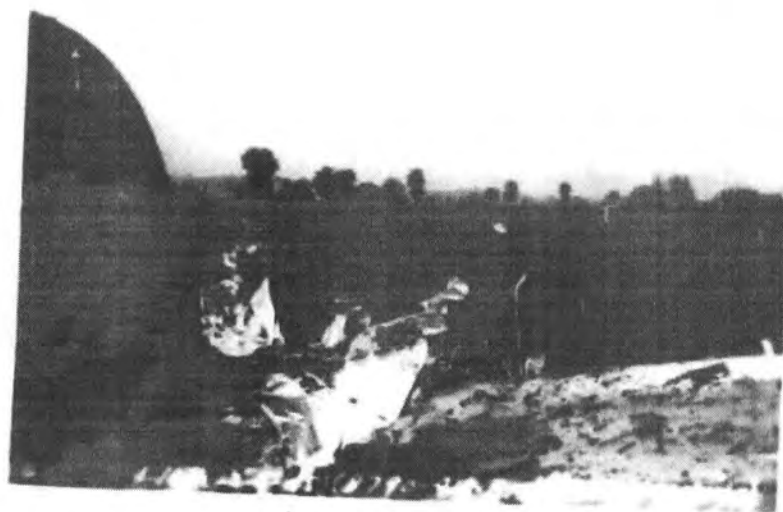
WILLIAM D. BROWN
1st Lt., Air Corps
Actg Asst Adj Gen

1 Incl:

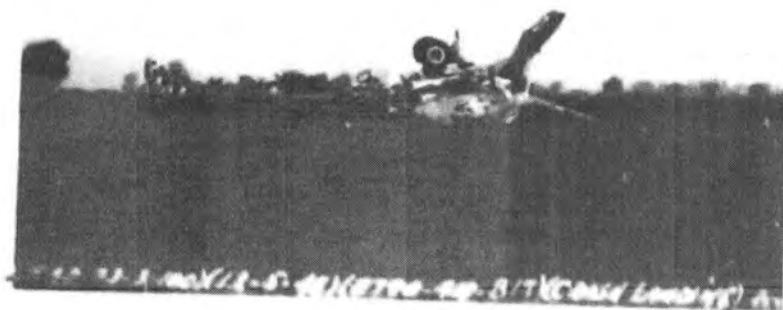
Incl 1 - Aircraft Accident Report,
AAP Form #14, and allied
papers (in trip) 1 cy ea
w/d.

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CCNY



642-11 2-100/12-5-45 10790 418 BR. KEMIN LAND-76



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