

70

Accident No. 44-11-20570

Date

Checked by JM 12-8-43

Analyzed by RJ 12-10-43

Copied for Wright
Field by _____

Notes

~~Attention Lt. Col. Boynton
Parachute~~

12259-43

Accident No. 44-11-20-70

Pilot's Name Smith, Warren G.

Nature Group Spin & stalls at high

Specific Nature altitude: engine per-

formance undetermined

Underlying Nature Loss of control

97 Cause Group Undetermined

93 Specific Cause Probable cause

Underlying Cause may be deduced

Underlying Cause Undetermined

Cause Group
Specific Cause
Underlying Cause

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Rabio
44-11-20-70

(1) Place Army Air Base, Ephrata, Washington (2) Date November 20, 1943 (3) Time 1940
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-30483 (6) Station Ephrata, Washington
Organization: (7) 15th Wing, 2nd AF (8) 457th Bomb Gp (9) 749th Bomb Squadron
(Command and Air Force) (Group) (Squadron)

2015 PERSONNEL BH BH 9730

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	SMITH, WARREN G.	P	0-745761	2nd Lt.	01	AC	2nd AF	Killed	No
P	TITTLE, FRANK D.	P	0-756360	"	01	"	"	"	"
P	HASSELBECK, JOHN B.	P	0-748409	"	01	"	"	"	"
P	ARMSTRONG, DAVID H.	P	0-748316	"	01	"	"	"	Yes
M	RUBINSTEIN, HERBERT	M	0-694604	"	01	"	"	"	No
N	SALTIER, DAVID NMI	N	0-694726	"	01	"	"	"	"
AAG	Schauer, George F.	AAG	15110026	Sgt.	20	"	"	"	"
AROG	Chapman, Benjamin F. Jr	AROG	38364896	"	20	"	"	Minor	Yes
AEG	Waxler, Allen D.	AEG	37232147	"	20	"	"	"	"
AAG	Clay, Claudis W.	AAG	39261530	"	20	"	"	"	"
ROG	Rusinke, Joseph NMI	ROG	37543122	"	20	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) SMITH, WARREN G. (21) 0-745761 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 2nd AF (26) 457th (27) 749th (28) Ephrata, Washington
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 15th Wing, 2nd AF (30) 457th (31) 749th (32) Ephrata, Washington
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5-20-43 Present rating (35) Pilot (36) 5-20-43 Instrument rating (37) 11-11-43
(Rating) (Date) (Date) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 83:05 (42) Instrument time last 6 months 65:05
(39) This model 83:05 (43) Instrument time last 30 days 1:45
(40) Last 90 days 64:45 (44) Night time last 6 months 57:25
(41) Total 21:30 (45) Night time last 30 days 21:30

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>5</u>	Unsalvageable.
(47) Engine(s) <u>5 5 5 5</u>	
(48) Propeller(s) <u>5 5 5 5</u>	

(50) Weather at the time of accident Clearing at 6000 to 6500 ft caused by a deck of stratus clouds; visibility unlimited (10 miles or better), WNW to WSW 5 to 7 miles per hour; no precipitation.

(51) Was the pilot flying on instruments at the time of accident Yes.
(52) Cleared from Boise, Idaho (53) To Ephrata, Washington (54) Kind of clearance Contact

(55) Pilot's mission Returning from cross country trip (Harvard, Nebraska to Ephrata, Washington), stopped on leg at Boise, Idaho.

(56) Nature of accident Airplane stalled after the lowering of the gear. The pilot failed to recover control of the airplane. The airplane stalled several times, then spun or spiraled to the ground.

(57) Cause of accident The Board is unable to determine whether or not mechanical or structural failure entered into the initial loss of control. However, it is believed that the failure on the part of the pilot to regain control at a sufficient altitude was the direct cause of the accident. Outside of the statement of one witness, no indication of material failure is present.

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DESCRIPTION OF ACCIDENT

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

The aircraft approached Ephrata apparently under complete control with no indication to survivors that anything was wrong with the aircraft. The pilot apparently oriented himself and lowered the landing gear and was descending along the N/E leg of Ephrata beam. During descent, control of the airplane was lost. On indication of loss of control, members of the crew in the waist and radio compartments donned parachutes and bailed out. One Officer had a premature opening of chute resulting in his being thrown severely along the side of the fuselage and causing head injuries. He was freed by the last man to leave the airplane. It is believed that this Officer's chute was fowled and torn by the stabilizer section of the airplane, and it became fowled around the officer in his parachute descent, causing his death.

The airplane crashed, disintegrated and burned in a comparatively small area. Indications are that the airplane crashed out of a spiral, spin, or turn to the left. From the setting of the control tabs, it is believed that the pilot was attempting to recover from a stalled left spiral. One body was found with safety belt fastened. Hence, it is believed that the pilots were attempting to regain control of the airplane during the entire time.

Personnel who bailed out reported the aircraft in a spin to the left and apparently undergoing several stalls.

RESPONSIBILITY: Poor pilot technique with possibility of material failure undetermined.

RECOMMENDATIONS: Initial instruction on these airplanes should include stalls and recovery from same with full and complete description of characteristics of this airplane in recovery from stalls, spins, and spirals with landing gear down.

Stricter adherence to first pilot flying instruments and the second pilot maintaining contact when performing night flying.

Stricter adherence to the wearing of parachutes.

Did not sit I & R
 STANLEY M. PERSONS, Lt. Col.,
 Base Commander

Hugh D. Wallace
 HUGH D. WALLACE, Lt. Col.,
 Group Commander

Jack A. Mendell
 JACK A. MENDELL, Major
 Dep. G. Commander

Gordon H. Haggard
 GORDON H. HAGGARD, Major
 Gp. Flight Surgeon

Waide E. Hardie
 WAIDE E. HARDIE, Captain
 Base S-2 Officer

John S. Chalfant
 JOHN S. CHALFANT, Captain
 Group Operations Officer

Joe L. Rutan
 JOE L. RUTAN, Captain
 Base Operations Officer

Did not sit I & R
 CHARLES P. NELSON, Captain
 Group S-2 Officer

Transferred Since Investigation I & R
 HARRY E. LAWRENCE, Captain
 Group Engineer Officer

Did not sit I & R
 JOHN H. GLOWACKI, 1st Lt.
 Base Tech Inspector

Signature _____
 (Investigating Officer)

Date _____

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

Place Army Air Base, Ephrata, Washington (2) Date November 20, 1943 (3) Time 1940
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-30483 (6) Station Ephrata, Washington
Organization: (7) 15th Wing, 2nd AF (8) 457th Bomb Gp (9) 749th Bomb Group
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH BH 9730

IDENT	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	TUTTLE, FRANK D.	P	0-756360	2nd Lt.	01	AC	2nd AF	Killed	No.

PILOT CHARGED WITH ACCIDENT
(20) TUTTLE FRANK D (21) 0-756360 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Social number) (Rank) (Personnel class) (Branch)
Assigned (25) 2nd AF (26) 457th (27) 749th (28) Ephrata, Washington
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 15th Wing, 2nd AF (30) 457th (31) 749th (32) Ephrata, Washington
(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)
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	00:00	(42) Instrument time last 6 months	14:25
(39) This model	00:00	(43) Instrument time last 30 days	00:00
(40) Last 90 days	00:00	(44) Night time last 6 months	22:15
(41) Total	00:00	(45) Night time last 30 days	00:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	
(50) Weather at the time of accident	
(51) Was the pilot flying on instruments at the time of accident	
(52) Cleared from	(53) To
(54) Kind of clearance	
(55) Pilot's mission	
(56) Nature of accident	
(57) Cause of accident	

RESTRICTED

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U. S. ARMY AIR FORCES
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(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (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	HASELBECK, JOHN B.	P	0-748409	2nd Lt.	01	AC	2nd AF	Killed	No

PILOT CHARGED WITH ACCIDENT

(20) HASELBECK JOHN B. (21) 0-748409 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 2nd AF (26) 457th (27) 749th (28) Ephrata, Wash.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 15th Wing, 2nd AF (30) 457th (31) 749th (32) Ephrata, Wash.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 6-22-43 Present rating (35) Pilot (36) 6-22-43 Instrument rating (37) 10-16-43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(38) This type 45:05 (47) Instrument time last 6 months 49:40
(39) This model 45:05 (48) Instrument time last 30 days 1:15
(40) Last 90 days 42:20 (44) Night time last 6 months 32:15
(41) Total 135:05 (45) Night time last 30 days 00:00

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident _____
(51) Was the pilot flying on instruments at the time of accident _____
(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____
(55) Pilot's mission _____
(56) Nature of accident _____
(57) Cause of accident _____

RESTRICTED

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WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

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Place Army Air Base, Ephrata, Washington (2) Date November 20, 1943 (3) Time 1940
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-30483 (6) Station Ephrata, Washington
Organization: (7) 15th Wing, 2nd AF (8) 457th Bomb Gp (9) 749th Bomb Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DRY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	ARMSTRONG, DAVID A	P	O-748316	2nd Lt	01	AC	2nd AF	Killed	No

PILOT CHARGED WITH ACCIDENT

(20) ARMSTRONG DAVID H (21) O-748316 (22) 2nd Lt (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 2nd AF (26) 457th (27) 749th (28) Ephrata, Washington
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 15th Wing, 2nd AF (30) 457th (31) 749th (32) Ephrata, Washington
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5-22-43 Present rating (35) Pilot (36) 5-22-43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 5:00 (42) Instrument time last 6 months 6:00
(39) This model 5:00 (43) Instrument time last 30 days 1:30
(40) Last 90 days 1:30 (44) Night time last 6 months 33:45
(41) Total 5:00 (45) Night time last 30 days 4:55

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident _____

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

(52) Cleared from _____ (53) To _____ (54) Kind of clearance _____

(55) Pilot's mission _____

(56) Nature of accident _____

(57) Cause of accident _____

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HEADQUARTERS
457TH BOMBARDMENT GROUP (H)

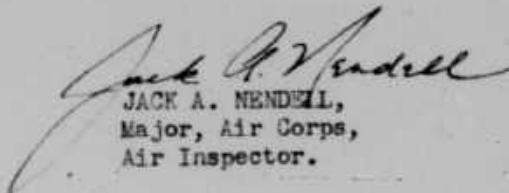
/kas

AAB, Ephrata, Wash.
23 November 1943

S T A T E M E N T

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Lt. W. G. Smith in airplane No. 42-30483, was on my wing from Boise to Pendleton. Soon after leaving Pendleton, I could not see him. I made several half circles trying to pick him up. The weather was clear above the fog bank covering Pendleton and Walla Walla. I heard 42-30483 calling Pendleton asking for the ceiling at Ephrata. Again I looked around for him but could not find him. I went on to Ephrata being in the clear at 9000 feet; then the clouds below became broken and I could see Moses Lake and Ephrata, so I lowered my wheels and flaps and descended and landed. When on the ground about 1925 to 1930, I definitely heard 42-30483 calling so that I am certain that he knew his location. Stars were invisible when I taxied to the line after landing at 1916.


JACK A. NENDELL,
Major, Air Corps,
Air Inspector.

RESTRICTED

21 November 1943

NAME: CHAPMAN, Benjamin, Sgt.,
SERIAL NO. 38364896
CLASSIFICATION: Assistant Radio Operator
DATE OF ACCIDENT: 20 November 1943, 1940 PWT

RESTRICTED

It was between 1935 and 2000 when the accident occurred. The last report that I received from the pilot was that we were at about 10,000 ft., and we could remove our oxygen masks. It wasn't long after that that we started to lose altitude. The engineer came back, and we asked him if we were going in for a landing, and he said "Yes". The engineer got the hand crank and started back toward the tail of the ship. Just then a terrible vibration started up, and it knocked him off his feet. I saw him scramble toward the tail. The plane started to do all kinds of things - rolls, a spin or two, and etc. Before this when the engineer came back to see if the wheels were down, I didn't know whether they were or not, but I believe they were. When the vibrations occurred, we thought the ship was going to go to pieces. When I was in the radio room, I heard that they were trying to get the emergency door open as it was stuck. The other boys from the radio room, and the waist compartment went back before I did to get their chutes on. When the bell started to ring, I put my chute on as fast as I could. They were working with the emergency escape hatch, and finally had to kick it out.

I was the third man to bail out. All four engines were going strong when I left, but it seemed to have lost control and was losing altitude. The pilot was trying to get the ship back up again. It made a couple of dives and came rather close to the ground a few times.

When we were in Boise, the pilot told me to put the eleven parachutes on board the plane, and in doing so, I found that the nose hatch did not have a handle on the inside. Someone on the outside had to close it.

I certify that the above statements are true to the best of my knowledge and belief.

Sgt Benjamin J. Chapman

RESTRICTED

21 November 1943

NAME: WAXLER, Allen D., Sgt.
SERIAL NO. 37232147
CLASSIFICATION: Engineer
DATE OF ACCIDENT: 20 November 1943, 1940 PWT

RESTRICTED

I held position of Engineer, but the other crew was in charge at the time of the accident. I believe that it was either caused by extreme icing or runaway engines. I really believe that the engine jumped out of the mount. We had had about 1600-1700 gallons of fuel aboard the ship. The plane had been thoroughly checked before we left Boise. However, there was a very heavy overcast and sleet from what I could see from the waist window. I really think it was a runaway engine, as the ship shook and vibrated so badly. It was shaking so furiously that we could hardly put on our parachutes. I believe that the accident occurred at or about eight o'clock. The alarm bell was ringing, and we did not receive any orders to bail out.

I thought that we had better bail out when the ship started into a spin. We had quite a bit of trouble getting the door open and finally had to kick it open. I went out head first and just after I bailed out, the plane nearly ran into me. I knocked some of the edgings off of my teeth when the parachute buckle struck my mouth. I was the second man to bail out. When the plane exploded, it lit up the entire section, and I could see the other men coming down and could see where I was going to land.

I landed about $1\frac{1}{2}$ miles from the place of the crash, and managed to get to the road where I was picked up by a passing car and taken to the scene of the crash. It was there that I met the other boys who survived the accident. I got sick. I could not look around anymore, and did not recognize them or help them in any way. I thought that I recognized Lieut. Smith by a sweater that clothed a body on the ground.

I certify that the above statements are true to the best of my knowledge and belief.

Allen D. Waxler

RESTRICTED

21 November 1943

NAME: CLAY, Claudia, Sgt.
SERIAL NO. 39261530
CLASSIFICATION: Armorer Gunner
DATE OF ACCIDENT: 20 November 1943, 1940 PWT

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The approximate time that everything started was about 1945. I was in the radio room. I went forward to see the Navigator to see if we were doing all right. He said that we were circling the Ephrata Field. I went back to the radio room with the rest of the men, and just then the ship went into some violent maneuvers. All we could do was sit on the floor as we could not move. At the same time, the alarm bell went off, and we went back to put on our chutes. My chute was right by the door, so I put it on, but I had it on backwards, and took it off to replace it correctly. By that time there was only one left. I could not buckle my leg strags. One man, his name was Lieut. Armstrong, accidentally pulled his ripcord, and the chute went out, and it bumped him against the back of the door. His face was covered with blood, but he was still conscious. I went over to help him, but he was aliding out. That was the last time I saw him. After that the plane went into a dive, and I jumped out. I could hear the engines roaring very loudly.

As I jumped, I saw the plane go down and then a big explosion occurred. I landed about 150 yards from the plane in a plowed field. It just seemed to have taken several seconds before I hit the ground. I tried to get out of the harness, and found that the buckle was behind my neck. I walked over toward the burning ship. I could not get close to the fire, as I had lost my shoes. One of my shoes was blown off, and I had lost the other when I bailed out.

I certify that the above statements are true to the best of my knowledge and belief.

Claudia W. Clay

RESTRICTED

21 November 1943

NAME: RUSINKO, Joseph, Sgt.

SERIAL NO. 37543122

CLASSIFICATION: Radio-man

DATE OF ACCIDENT: 20 November 1943, 1940 PWT

RESTRICTED

I was radio-man on Lieut. Haselbeck's crew, but we had changed over in Boise, and Lieut. Smith took over. While we were in Boise, I was checking over the ship, and noticed a cracked vane in the supercharger. I was moving them around, and found that it was split completely in two. Lieut. Armstrong said that as long as it was in position, there was nothing to worry about. The oil was spilling all over. We had plenty of fuel, as we took on 900 gallons at Boise.

About 7:30 p.m., the pilot called up and wanted the radio-man to contact Ephrata Tower, but said to wait until he called us. I asked the pilot about the frequency, as I didn't know whether it was 6210 or not. I had 6210 on the liaison, but he wanted us on the command set not liaison. The navigator gave us a reading in latitude and longitude—4645 and 119 or more, and that we would be landing in about fifteen minutes. We were following Major Mendell in from Pendleton. I was in contact with the Major, but the pilot was getting excited and kept cutting me out and asking to call on the blinker. The radio man kept transmitting on liaison frequency. He wanted his radio operator to give up, but did not ask us to sent it on liaison. He wanted us to send a blinker message. After that we lost the Major. We went to about 10,000 ft. after that. I asked the engineer what was going on, and he said that we were landing, and noticed that the light came on indicating that the wheels were down. About that time we received a terrible bump, and thought we must be landing, but then the ship went crazy. No one told us to jump, but I went back and put on my parachute. I was excited. I didn't know what was wrong, but I was getting out. The ship was shaking so that I had a difficult time in putting on my parachute. The radio-man said that the alarm bell was ringing, but that we were so far up we did not have to bail out as yet. There was something wrong with the emergency release, as we could not open the door, so we pushed and kicked at it until it finally opened. Just then the ship vibrated horribly, and I told him to get out of the way, as I was going to jump. I jumped out on my own accord.

I was the first to jump. Lt. Salties was in the waist of the ship. I do not know what happened to him. Apparently, his chute was in the nose of the ship and he went forward to get it. It is really hard to put on a parachute in a maneuvering plane. While I was coming down, I could see the ship. It was acting crazily, and doing lazy 8's, and came within 100 ft. of me. I tried to pull at my parachute to turn in a circle, but I couldn't as I did not know how to spill a parachute. About ten minutes before I jumped, I had noticed a heavy overcast, but when my chute popped, it was fairly clear. When the ship crashed, it lit up the entire countryside. When I hit the ground, my head snapped forward on my knees, and the base of my spine hit the ground. I landed a couple of miles from the crash, and then took off my chute and started in the direction of the accident. I ran for

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about fifteen minutes and then quit. I must have walked for about ten to fifteen minutes before a passing car picked me up and drove to the place where the plane crashed.

I certify that the above statements are true to the best of my knowledge and belief.

*A True Copy
J. H. Putnam
Capt., A.C.*

RESTRICTED

23 November 1943

WAXLER, Allen D., Sgt.
37232147

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Riding as a passenger. Held crew position of Engineer.

- Q. In your testimony, you state that you saw sleet from the waist window. Is that correct?
- A. Yes, sir.
- Q. You have been in automobiles when the windows fogged up?
- A. Yes, sir.
- Q. Was it similar to that and could you actually tell whether it was warmer on the inside of the ship than on the outside thus causing the windows to steam?
- A. Yes, sir, it was. Still I could see it from the window. It didn't last very long. We just passed through it.
- Q. Could it have been a vapor trail from the prop tips?
- A. No, sir.
- Q. Could you see up above you? Could you see the stars? Could you see lights below you?
- A. Yes, sir. Just in and out. I saw the stars through the clouds. I could see lights on the ground. That must have been six or eight minutes before the plane started jumping.
- Q. Do you remember looking at the ground after leaving Boise?
- A. Yes, sir, it was pretty clear for quite a ways. There was still an overcast.
- Q. Were you in the clear all of the time?
- A. No, sir.
- Q. Was it after you lost the Major's ship or before?
- A. Before.
- Q. Do you remember whether or not you passed Pendleton?
- A. Yes, sir, we passed Pendleton. It was overcast, but we could see the field.
- Q. You mentioned that the ship was vibrating and shaking very badly and that the alarm bell was ringing sometime during that period. About what was the relation between the two; in other words, did the ship vibrate and the alarm

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bell ring at the same time?

- A. It vibrated at least two times before the alarm bell rang. I did not hear the alarm bell myself. I heard someone else say that the bell rang.
- Q. Could you see up the front through the bomb bay after the ship started to vibrate?
- A. No, sir. I did just before I jumped. The assistant engineer was lying on the floor on his stomach.
- Q. You don't know if the doors were open into the cockpit?
- A. The engineer had just come back through the plane....
- Q. Did you see anything up in the cockpit?
- A. No, sir.
- Q. Do you know whether there was a light or not?
- A. No, sir.
- Q. Was this vibration that you mentioned a continuous one, or did it vibrate and then stop, vibrate and stop?
- A. It would vibrate and then stop, and sounded like a fitfull stall.
- Q. Did you feel a funny sensation like stalling?
- A. It was stalling, I know.
- Q. Have you ever been in a stalled B-17?
- A. Yes, sir.
- Q. You know the feeling you get—how it shakes when it falls?
- A. Yes, sir.
- Q. Was there any vibration at any other time except at the end of the climbing or when the ship was diving?
- A. It was all at the end of the climbing. It was not a continuous vibration.
- Q. You stated that when the plane exploded, you could see where you were going to land.
- A. Yes, sir.
- Q. About in what position did it look like the men were coming down?
- A. See attached drawing.

RESTRICTED

- Q. In other words, the position you were in was in the formation of a circle or oval when you hit the ground?
- A. Yes, sir.
- Q. Would you give us in your own words what you heard over the interphone just shortly prior to the vibration?
- A. The pilot called up and asked if everybody was all right. The radio man said "Yes". The pilot said that it was all right to take off our oxygen masks as we were at 10,000 ft. Shortly after that he called the radio man and said "When I give you the word, you get the position report from the Ephrata Tower". Then I believe the radio man called the Navigator, and I heard the Navigator saying it was so many degrees and giving a report. Then I heard him say he was letting down to 2,500 ft. That was all the conversation.
- Q. After he said he was going to let down, about how much later did the vibration start?
- A. I do not know just how long, but it was a short time thereafter.
- Q. Did you happen to look out of the window? Did he start to let his landing gear down?
- A. I don't know.
- Q. You mentioned "It was shaking so furiously, we could hardly put on our parachutes." Was it between these intermittent vibrations that you could put on your chutes?
- A. We were trying to get them on all of the time, but when it went into a climb, it was pretty hard as it would hold us down on the floor.
- Q. Were you held against the sides of the ship?
- A. I wasn't.
- Q. But you were held against the floor of the ship?
- A. Yes, sir.
- Q. Do you know if the pilot was using automatic flight control?
- A. No, sir, I don't believe so.
- Q. Any particular reasons why you don't believe he was using it?
- A. It seems that he might have said something to the Navigator if he had been.

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Q. Was it the way in which the ship flew while you were going up that made you believe the pilot was flying it himself?

A. Yes, sir.

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Q. You know the little rolling feeling sometimes present with AFCE?

A. Yes, sir.

Q. Was there anything wrong with the emergency escape hatches up in front that you would know of?

A. No, sir.

Q. You mentioned about removing your oxygen masks; was this before or after you reached Pendleton?

A. Before we got to Pendleton.

Q. Did he give altitude above 10,000 ft?

A. I believe he said we were at 5,000 ft. at sometime, but I don't know how much higher.

Q. Had there ever been a bank or turn at any time? Did the pilot make an attempt to turn around or to make a bank?

A. I believe he was making a turn. He had already passed over and was making an attempt to come back.

Q. He made one or two banks, but outside of that the airplane was functioning perfectly?

A. Yes, sir.

Q. Could you ever tell if the pilot was watching the instrument panel or looking over his shoulder?

A. No, sir. I could not tell what was going on.

NOTE: Sgt. Waxler was in the waist of the ship the entire trip from Boise.

Q. During the trip, did you know of any difficulty up in the cockpit between the pilots. Did one pilot criticize the other pilot?

A. No, sir.

Q. They were getting along all right?

A. Yes, sir.

Q. Did the co-pilot fly in the co-pilot's seat?

A. Yes, sir.

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Q. Had anybody started to move around in the airplane about the time you noticed the vibration? Had anybody moved to the rear of the airplane at the time of the vibration?

A. There were only four men in the back end.

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Q. Did you have any bombs aboard?

A. No, sir.

Q. Did you feel a sideways slipping as though something was holding hard at the right rudder?

A. No, sir.

CHAPMAN, Benjamin, Sgt.,
38368496

Was radio operator of the airplane.

Q. The vibration that you mentioned, was it a long continuous vibrating or intermittent; i.e., would it vibrate and then stop, vibrate and stop?

A. It was quite a long time between vibrations. It would wait and then vibrate.

Q. In the interval, between vibrations, did you feel that you were being pressed against the floor or the sides of the ship?

A. I was pressed against the floor. It never did pitch us off the floor.

Q. Did it feel light on the floor?

A. At times it did then other times, it just glued us to the floor.

Q. That was between the vibrations?

A. Yes, sir.

Q. Could you tell whether the engines would smooth out between the vibrations?

A. No, sir, they felt as if they were going full throttle. All four engines sounded bad. They were going full throttle.

Q. Did you happen to glance up between the bomb bay at any time?

A. The door was closed. As soon as the vibration set up, he started to ring the bell. I grabbed my chute. I was in the radio room. After the vibration, the bell rang continuously.

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Q. Had you been standing by on command or interphone?

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A. Interphone, not command.

Q. You don't know if he was trying to contact Ephrata tower?

A. No sir.

Q. Do you think that all of the engines were running pretty good? Also when they were running full throttle?

A. I feel sure that none of the engines were out; they were all going full Throttle.

Q. Did you hear one big roar immediately before it hit?

A. Only when it nosed down it made a loud roar.

Q. Did you see any of the other parachuting crew coming down when the ship exploded?

A. The ship lit up the whole countryside, but I could see no one.

Q. You were No. 3 man?

A. I was No. 3 man. I was more interested in watching the fire than anything else.

Q. Did any of these people start to climb to the rear of the airplane.

A. Yes, sir. Five of us climbed in the rear of the plane. They had just kicked the hatch out when I got back there. Rusinko, Waxler and myself.

Q. Did it look as if the nose hatch handle had been broken off?

A. I was there when the pilot came up to put the parachutes in the ship. He was trying to close the door himself from the inside, but someone from the outside had to close it. He never did close it from the inside.

Q. Did Armstrong get in the back?

A. Yes sir. He went back. Lt. Salties was staying in the back.

Q. Were six of you riding in the rear of the plane?

A. Yes sir.

Q. Lt. Smith had told you something about your chutes?

A. Yes, sir. He said "I want all the members of my crew to have their chutes beside them even if you have to sit on them."

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- Q. Had the pilot started to put down his landing gear?
- A. Yes, sir.
- Q. Do you definitely know when the landing gear went down?
- A. No, sir, but the red light came on. Rusinko called my attention to it.
- Q. About what altitude were you when he called your attention to the landing gear?
- A. I don't know, but it was before the vibration started.
- Q. Could you give us the conversation on the interphone communication?
- A. The Navigator and pilot were talking back and forth. I do not think they said very much. The pilot called back to me to take off my oxygen mask. That was quite a few minutes after he gave a position report.
- Q. Did he say anything about altitude?
- A. He said we were at 10,000 ft.
- Q. Did he say anything about letting down?
- A. I didn't hear anything. If there was any trouble going on, the pilot didn't say anything about it. Only, I asked how long it would be before we got there, and the pilot said "We are circling the field now."
- Q. How long was that - that you knew you were at 10,000 ft?
- A. About the same time. The whole thing happened pretty quickly. The engineer had gone up twice and the last time he came back, he told us that we were circling the field for a landing. I saw lights on the ground at that time. We went on passed them, and then I didn't see them again.
- Q. That was before the vibration started?
- A. Yes, sir.
- Q. Did Lt. Armstrong try to jump before you did?
- A. No, sir. He was up toward the front from us. We were right by the escape hatch. He kept telling us to leave. It seems like each one dove out. When I got up he told me to leave. He seemed rather scared. I supposed he realized more what was happening than we did, in all probability.

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CLAY, Claudia, Sgt.,
39261530

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Riding as a passenger.

- Q. When you went forward to talk to the Navigator, was the cockpit light on?
- A. Just the instrument panel.
- Q. Did you look out of the side of the ship when you went forward?
- A. No sir.
- Q. Did you go up into the nose?
- A. Yes, sir. Right into the nose behind the Navigator.
- Q. Who was in the nose at that time?
- A. Lts. Rubenstein and Haselbeck. Lt. Armstrong was in the Radio Room. I think it was Lt. Salties who was in the waist compartment. There was just two men in the nose.
- Q. When you went forward and passed through the pilot's compartment was there any indication of anything wrong with the pilots? Did they seem worried or did they act if something was out of the ordinary?
- A. I could only see their backs and could not tell if they were rattled. The engineer was in the pilot's compartment.
- Q. In other words from all indications everything was all right at that time?
- A. Yes, sir. We did know that we were circling Ephrata in wide circles.
- Q. At any time did you look out of the windows of the ship?
- A. No, sir. I may have looked out before that, but I cannot definitely recall.
- Q. You said that the ship went into some violent maneuvers?
- A. Yes, sir.
- Q. Did the engineer in going through the radio compartment say or do anything?
- A. When I came back from the Navigator, we both went back together. The other fellows had heard him saying that he was going to put the wheels down. The others said they heard it at the time, but I didn't know why he came back.
- Q. Do you recall if he went back to pick up the crank?
- A. I don't think he went passed the door as just about that time, the maneuvers started. Somebody said to get down on the floor, so I could not see.
- Q. Do you know who said that?

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- A. I had started back towards the waist, and somebody said "Sit down".
- Q. Did anyone say what was happening? Did you overhear anything?
- A. No, sir.
- Q. Did you hear the alarm bell going off?
- A. Yes, sir. Just as soon as the maneuvers started; with a steady ring. As far as I can remember, it was ringing until I left.
- Q. However, it made the maneuvers first? How did it feel as far as you were concerned? Were you pressed against the sides of the ship or lifted in the air?
- A. It started to bank a little, and we were pressed against the walls.
- Q. Did you ever feel as if you were lifted from the floor or light on the floor?
- A. Yes, sir. At times it didn't, but other times it seemed as if it was.
- Q. Were you ever in an airplane when they were demonstrating stalls?
- A. Yes, sir.
- Q. Was it something like that?
- A. Yes, sir.
- Q. Was the vibration a continuous one or did it vibrate and then stop, vibrate and stop?
- A. It would vibrate and stop. The motors were whining.
- Q. When the motors were whining, how was your feeling in relation to the floor?
- A. I don't recall.
- Q. Do you have any ideas or opinions as to what might have happened?
- A. I went forward twice. The last time to see the Navigator. I took him a candy bar, went back, and then went forward and asked him what altitude it was, and saw the altimeter was dropping down.
- Q. Did you notice what the altimeter was?
- A. I thought it had said 1200, it might have been 12,000. It was hard to read.
- Q. When you took the candy bar forward was that before or after the Lieut. told you to take your masks off?
- A. That was after he told us.

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- Q. Just a short time after?
- A. Yes, sir. When I came back, the boys mentioned about our being lost. I hardly even stopped in the radio compartment. I took the candy bar forward, went back, and then went forward to talk to the Navigator.
- Q. Did you think you were lost?
- A. He said we were circling Ephrata. I think we might have been a little bit off. Wilson Creek is twenty to thirty miles South Ephrata.
- Q. Do you recall how it felt when you were falling?
- A. I did not understand much about it then.
- Q. Do you know whether Lt. Armstrong accidentally pulled the chute which threw him against the door?
- A. I know the chute went out but it snapped him back. He was standing still, and the chute went out.
- Q. Was he standing the doorway?
- A. Yes, he was standing in the doorway with his back toward the side of the ship.
- Q. Was he in a position to bump into something that would have pulled the ripcord?
- A. I really don't know.
- Q. What kind of chute did he have on?
- A. Chest Chute. As soon as the chute went out, it slammed him up against the door-jamb and the bottom of the door, between the floor and the side of the door. The rest of his body was out of the ship. It threw his head up against the jamb between the rear section of the door and the floor; back towards the tail of the ship. All of his chute was outside. It just seemed like he was held there tightly. I was just about to get my hands on him to pull him back in, but he slid out.
- Q. Could you see whether or not his chute was on the vertical fin?
- A. No, sir. He was whipped back out of view; down and out of sight.
- Q. You went right out then?
- A. Yes, in less than a minute.
- Q. How were the engines sounding all during this period?
- A. It just sounded loud, like putting on full power.
- Q. You say all the engines were going?
- A. It sounded like all engines were going.

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- Q. When it would vibrate, did you hear a thumping noise? Could it have been the trailing wire from the antenna?
- A. It might have been something hitting against the ship.
- Q. How was the weather at the time all this happened? Could you see lights on the ground or stars in the sky?
- A. It seems that the stars were out when I landed. Several times in the radio room, we could look up and see the stars. We came through a mist on the way over here.
- Q. Do you recall having looked out at any time when they started to circle what they called Ephrata?
- A. No, sir, I never saw any lights.
- Q. Do you recall looking out?
- A. I looked out once when I was in the radio room, but after the alarm bell started to ring, I never looked out.
- Q. How high do you estimate you were when you left the airplane?
- A. Maybe 600' or 500'.
- Q. Did you see the plane crash?
- A. When I saw it, I didn't know it was a plane. I saw a flame going down into the ground. I could not distinguish any part of the airplane.
- Q. The airplane was descending pretty fast when you left it.
- A. Yes, sir.
I never did get my parachute on right.
- Q. When you pulled your ripcord, did you hold your arms out?
- A. No, sir.
- Q. Did you get any violent shoulder jerks?
- A. No, sir. The only sore part was around my neck.
- Q. Was there any indication of fire on the ship?
- A. No, sir. No smoke or any fire that I could see.

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RUSINKO, Joseph, Sgt.
37543122

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Was riding as passenger.

- Q. Had your crew been flying this ship up until the time it reached Boise?
- A. Yes, sir. We flew from Harvard to Boise. Then Lt. Smith's crew took over.
- Q. Had you had any trouble with the ship prior to arriving in Boise?
- A. No, sir. It ran all right. We had a little radio trouble; the command set would not work, and we had a new transmitter put in in Boise.
- Q. What do you mean when you say "The oil was spilling all over"?
- A. There was a lot of oil that was running over the wing from the No. 2 engine.
- Q. On what engine was this cracked vane?
- A. No. 2 engine.
- Q. Was there anything wrong with the No. 2 engine on the way up to Boise?
- A. No, sir.
- Q. What did the pilot say about contacting the Ephrata Tower?
- A. The pilot said to wait until he called us. We called the Navigator and he gave us a position report of latitude and longitude. The only frequency that I remember as a radio operator to get contact to him was 6210 or 396. I had 6210 on the liaison, but he want us on the command set not liaison, in which case a tuning set would have to be set up in the front in the panel. He told us not to monkey with it.
- Q. In other words you were going to change the tuning set over on the command Set?
- A. He didn't want that done. We could only get 4495 and 6210 on the command set. We had contacted Boise tower on both of them. Our radio check was all right.
- Q. What happened then?
- A. I was calling Major Nendell on 6210. The pilot was cutting me out. Chapman was really the operator, but he didn't know much about it, and I was giving him instructions and teaching him how to operate. I had contact with Major Nendell.
- Q. You were calling Major Nendell?
- A. I heard him come in a couple of times. I could hear 748 but before I could get the entire message, the pilot kept interrupting and I could not get it.

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Q. Did Chapman ever get up to send that blinker message?

A. I don't know, sir.

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Q. Do you remember the message?

A. The message was: "Please extinguish recognition light as light blinds the pilot."

Q. Was Major Wendell's plane in sight at that time?

A. Yes, sir, it was before Pendleton.

Q. Do you remember what happened after that?

A. I had been back in the waist to talk to the engineer on Lt. Haselbeck's crew. We were flying in an overcase, and at times you could not see the wing tips. It was solid white underneath. The ship started to turn and then straighten out, and then turn. I said to the engineer "I think the pilot is lost". I went up to the radio room. I figured we were lost. I hadn't been there five minutes when I noticed the red lights come on. I asked the engineer what was the matter. Just after that there was a terrific bump and the engines came on and we were glued to the floor. I ran back to the waist to get my parachute. The engineer asked me what the matter was, and I told him that I was getting out. At times we would get light on our feet, and then get crushed down on the floor. The door of the emergency hatch could not be opened.

Q. How was your altitude?

A. We had lots of altitude.

Q. Do you have any idea how long it took you to get to the ground?

A. Ten or twelve minutes.

Q. Could you tell us something of what happened to the ship while you were coming down?

A. After I left the ship, I saw it was going away from me. It went into a steep climb, and then went underneath me, and then went into another steep climb, and went all the way down. I watched it until it hit. The engines were going full blast.

Q. Did you see any lights when you were bailing out? You said he had plenty of altitude?

A. There were a few lights scattered around. We were quite a ways up when I jumped.

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Q. Did you have your chute on?

A. No, sir.

Q. About how long after you received the first bump did it take you to put your chute on?

A. About one and a half minutes.

Q. Was there any vibration after the bump?

A. Yes, sir. Right after the bump the whole ship started to shake. The engines came on full blast.

Q. Did you hear the alarm bell?

A. No, sir.

Q. When did the engineer leave, do you know?

A. I don't know when he left, but he said he left right after I did. Chapman said the bell was ringing.

Q. Had that started before lowering the landing gear?

A. The landing gear was down or the light would never have gone on.

Q. When the plane came up over you, could you see whether or not the superchargers were red?

A. No, sir, I could not.

Q. Do you remember seeing Lt. Salties?

A. Lt. Salties was back in the waist compartment, but his chute was in the nose of the ship.

Q. Do you remember how many were in the tail of the airplane when you left?

A. I don't remember, but when I left the radio room, there was Chapman, Lt. Armstrong and Clay and myself. Lt. Salties and Waxler were in the waist. I don't remember seeing Clay in the nose.

Q. Do you remember seeing any overcast?

A. I don't remember any clouds. The sky was clear when I landed.

Q. On these vibrations—how did they occur. Was it a continuous vibration or would it vibrate and then stop, vibrate and stop?

A. It was not a continuous vibration.

Q. How did you feel in the ship?

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A. There were times when we were in steep climbs that we were on the floor, and other times, we were light on our feet.

Q. That all happened after the first bump?

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A. They seemed to think that we hit a hill top. I don't see how that could have happened, because, we were way up when I jumped. The ship was burning at least five minutes before I hit. It felt as though we hit something. There was a direct bump, just like a bad landing.

Q. Did you think it was the landing gear coming down?

A. Yes sir.

Q. Did you have a trailing wire?

A. No, sir. The ship seemed to pull up in a steep climb and then fall for after I jumped, I watched it go into a very steep dive, and then it pulled up.

Q. You say that you were still up in the air quite sometime after the ship crashed?

A. Yes, sir, about five minutes.

Q. Did you see the plane hit the ground?

A. Yes, sir. After the plane hit the ground it burst into flames. I was pretty much up above it and cannot tell much about it.

Q. Did you see any more of the chutes open?

A. No, sir. I figures that when the plane hit that I was the only one who got out. I didn't see any other parachutes. I think there was plenty of time to get out. I think that if they had had their parachutes on, they could have gotten out.

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Sketch of the scene of the accident is not considered necessary as the attached photographs clearly show the terrain at the scene of the accident.

Joe L. Rutan

JOE L. RUTAN,
Captain, Air Corps,
Base Operations Officer

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THE DEPARTMENT OF THE ARMY
FORM NO. 12
REVISED FEB. 1, 1943

ARMY AIR FORCES

AIRCRAFT CLEARANCE

FLIGHT IDENTIFICATION NUMBER 11-20-43
CLASSIFICATION OF FLIGHT
CONTACT <input type="checkbox"/> INSTRUMENT <input checked="" type="checkbox"/>

OPERATIONS OFFICE
COWEN FIELD, IDAHO

SERIAL NUMBER 23483	AIRPLANE MODEL 2-B17F	HOME STATION EPHRATA, WN.			
ALTITUDE 12000	ROUTE ANYS	NO PO	ALTIMETER 9000	ROUTE DIRECT	TO EPHRATA
DESTINATION (AIRPORT) EPHRATA	AIR SPEED 160	PROPULSION RATE BY TIME 1800	EST. TIME EN ROUTE 200	NO. OF FUEL GALLONS 8	ALTERNATE AIRPORT SM DGF
RECEIVER ONLY <input type="checkbox"/>	NO BATT <input type="checkbox"/>	TRANSMITTING FREQUENCIES 4495	6210	<i>Issued By Col J.P. Bailey 7/5/43</i>	
REMARKS TFF Equipment, Radio Set SFR... (not) installed and...					

NAME, RANK AND DUTY OF CREW AND OTHER OCCUPANTS	
1. SMITH, WARREN G. 2nd Lt. PILOT	7. HASELBECK, J. 2nd Lt. X
2. TUTTLE, FRANK " " CO-PILOT	8. ARMSTRONG, D " " X
3. RUMENSTEIN, H " " NAV.	9. SALTIEL, D " " O
4. SCHAUER, G. SGT. ENG.	10. WAYLER, A.D. SGT. ARO6
5. CHAPMAN, B " " ROG	11. RUSINKO, J. " AEG
6. CLAY, CLAUDIS " AG	

FOR FORMATION FLIGHTS ONLY			
NO. PLACES IN FLIGHT	ALTITUDE COVERED BY FORMATION	APPROX. POINT	ESTIMATED TIME REQUIRED TO LAND FORMATION IF INSTRUMENT FLIGHT
	HIGH LOW		

WEATHER FORECAST FOR ROUTE (EST. TIME OF ARRIVAL; PLUS 3 HOURS)		BAROMETER READINGS
WEATHER HIGH BROKEN LOWER SCATTERED CLOUDS - BOISE - LEGRAND, 7500 CLG EXT. FROM LEGRAND - PENDELTON, PO - WL - LOW STRATUS LAYER EXTENDING ALMOST TO GROUND, LIFTING TO 400' AT W. 1300. UNDERCLOUDS INTERMIT AT 10,000' IN LIGHT FOG AL-UNVBY. 2M. SURFACE WINDS - 170-220. 10-12 MPH. 10,000' WINDS - 150° 15-15MPH. CLING LEVEL - 7000' ASL.	EXISTING C <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	THIS AIRPORT 29.95
FORECAST C <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	ALTERNATE AIRPORT AND ROUTE FORECAST <input type="checkbox"/>	DESTINATION 29.99
AF FORM NO. 12B IS REQUIRED <input type="checkbox"/> IS NOT REQUIRED <input checked="" type="checkbox"/>	SIGNATURE OF FORECASTER A.J. Pack 1730	ALTERNATE AIRPORT 29.98

CERTIFICATE

I certify that thorough consideration has been given by me to the necessary maps, current airmen, emergency landing fields, and other pertinent weather data available to me, and weather conditions affecting the proposed flight. I have personally reviewed the latest weather map and other pertinent weather conditions to be anticipated on this flight, and have read the route forecast with the Bureau Weather Forecaster. I have familiarized myself with the general weather conditions to be anticipated on this flight, and have read the operating instructions handbooks on board, and have in my possession the necessary landing aids. If an instrument clearance is necessary, I hold a rating as a qualified instrument pilot. I have ascertained that the aircraft is equipped for instrument flying and has sufficient fuel aboard for the alternate specified, plus 45 minutes.

REMARKS
I am familiar with the contents of SD 138

LANDING CODE RECEIVED <input type="checkbox"/> YES <input type="checkbox"/> NO	INSTRUMENT FLIGHT RATING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	COMMAND PILOT <input type="checkbox"/>	SENIOR PILOT <input type="checkbox"/>	PILOT <input checked="" type="checkbox"/>	SIGNATURE J.P. Bailey
---	---	---	--	--	---------------------------------

FLIGHT CLEARANCE AUTHORIZATION

FLIGHT PLAN SUBMITTED TO (LOCAL STATION) 36 A-T-C	TIME RW 18 05	CLEARANCE AUTHORITY (NOT REQUIRED FOR COMMAND AND SENIOR PILOT) JAMES A. MOORE
TIME APPROVAL RECEIVED	SIGNATURE	COPIES HAROLD F. WALTON Major, Air Corps
TIME OF TIME REPORTED BY (CLEARANCE)	TO (OPERATIONAL UNIT) 76	CLEARANCE OFFICER (OPERATIONAL UNIT) Lt. Col. Grace M. Wade
TIME OF TIME	MESSAGE SENT BY 1826 RT Jowers	MESSAGE SENT 75

AIR BASE HEADQUARTERS
Office of the Weather Officer
Ephrata, Washington

RESTRICTED

26 November 1943

SUBJECT: WEATHER REPORT.

TO : OPERATIONS OFFICER, AAB Ephrata, Washington.

1. The following weather conditions prevailed at Ephrata, Washington and vicinity during the evening of 20 November 1943:

A five (5) thousand foot overcast at 1700 PWT slowly rising to six (6) thousand broken to overcast by 2000 PWT.

The visibility was unrestricted until early morning when fog reduced the visibility to 1-3 miles. At the time of the accident, the visibility was 10-15 miles.

The weather conditions along the entire route were: high broken clouds at 10 to 12 thousand, lower broken clouds at 5 to 6 thousand feet with the exception of one point along the route, Pendleton, Oregon, where a 10 to 12 hundred foot overcast existed and the visibility was restricted to 3 miles by fog. The rest of the route reported visibilities of 10 to 15 miles.

2. It is the belief of the undersigned that the conditions at Pendleton, Oregon was the only reason for the clearance being instrument rather than contact.

Norbert J. Gevers
NORBERT J. GEVERS
2nd. Lt., Air Corps
Acting Base Weather Officer

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BASE WEATHER STATION
Gowen Field; Boise, Idaho

22 November 1943

SUBJECT: Report on Aircraft Accident 20 November 1943

TO : Aircraft Investigation Committee

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1. Following are sequences taken from the observations at weather stations along route followed by aircraft on the evening of 20 November 1943. Observations for two hours preceding and one hour succeeding accident are given.

1930 PO C Z10~~40~~3F- 190/40/39 + 3/005
WL X SPL M~~40~~11/2L-F- 183/41/40 + 5/004
EP E60~~350~~ 176/49/42 → 11/002/ BRKS

2015 WL SPL M2~~30~~ 3/4 R-F- 183/41/40 + 2/004

2030 PO C M12~~40~~ 3F- 193/40/39 + 2/006
WL X M2~~30~~ 3/4 R-F- 190/41/40 + 2/004
EP M60~~300~~ 183/49/42 → 7/004

2105 PO X SPL 202005P M~~500~~ 3F- 193/40/39 + 3/006/M12~~30~~

2130 PO X M3~~30~~ 3F- 200/40/39 + 4/008/E12~~30~~ 307 5006
WL X 00R-F+ 198/41/41 → 3/008/308
EP M60~~30~~ 186/48/42 → 6/005/310/5709

2. Conditions at the time of the crash were essentially the same as the 2030 observation. All times stated are MWT.

Arthur J. Luck
ARTHUR J. LUCK
2nd Lt., Air Corps
Ass't Weather Officer

This is a certified true copy.

Raymond F. Lynch
RAYMOND F. LYNCH
2nd Lt., Air Corps
Acting Base Weather Officer

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R-E-S-T-R-I-C-T-E-D

**HEADQUARTERS
457TH BOMBARDMENT GROUP (HV)
Office of the Weather Officer
AAB Ephrata, Wash.**

RESTRICTED

000.93

21 November 1943

SUBJECT: Weather Report for Wilsoncreek, at 1940 PWT 20 November 1943.

**TO : Commanding Officer, 457th Bombardment Group (Hv), Ephrata Army
Air Base, Washington.**

1. Weather conditions at Ephrata AAB and Moses Lake AAB at 1940 PWT, 20 November 1943, were as follows: Ceiling at 6000 to 6500 feet caused by a deck of stratus clouds, visibility unlimited (10 miles or better), wind NNW to WSW 5 to 7 m.p.h., no precipitation.

2. From all indications the weather at Wilsoncreek, approximately 30 miles northeast of Ephrata, was the same as that at Ephrata.

3. Hourly teletype reports for NP (Ephrata AAB) and LPH (Moses Lake AAB) for 1730, 1830, 1930, 2030 PWT, and for PHT (Harrington) for 1830 PWT are enclosed.

Charles D. Weber

Charles D. Weber
2nd. Lt., Air Corps
Staff Weather Officer

1 Incl- Hourly Teletype Sequences
for NP, LPH, PHT (in quint)

R-E-S-T-R-I-C-T-E-D

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FOUR FIFTY SEVENTH BOMBARDMENT GROUP (Hv)
SEVEN FORTY NINTH BOMBARDMENT SQUADRON
Office of the Squadron Surgeon

RESTRICTED

AAB, Ephrata, Wash.
26 November 1943

201.8

C E R T I F I C A T E

I certify that I have examined the following named officers and enlisted men prior to Air Craft accident of November 20, 1943, I further certify that I knew each man personally, that recreational and messing facilities were adequate, and further certify the pilots physical and neuro-psychic condition did not account for the accident and that there was no evidence of flying fatigue.

2nd Lt. Warren G. Smith	2nd Lt. David H. Armstrong
2nd Lt. Frank D. Tuttle	Sgt George F. Schauer
2nd Lt. David (NMI) Saltiel	Sgt Joseph (NMI) Rusinko
2nd Lt. Herbert W. Rubinstein	Sgt Allen D. Waxler
2nd Lt. John B. Haselbeck	Sgt Claudis W. Clay
Sgt Benjamin F. Chapman	

Richard D. Crow
RICHARD D. CROW
Captain, M C
Squadron Surgeon

RESTRICTED

1943 NOV 25

13:52

RESTRICTEDSPECIAL ORDERS)
FO . . . 325)E X T R A C THEADQUARTERS ARMY AIR BASE
EGGHATA, WASHINGTON
21 November 1943

1. The following named EM, Med Det AFSC, this sta, having appeared before the Base Classification Board are reclassified under the provisions of 2AF Memo 35-74 as follows:

		From	To
T/A ROBERT S. MESSERLY	37195336	409	673
T/S CHARLES O. PAULSELL	37405876	409	673

2. Par 14 90 322, this Hq, is amended as follows:

TO DETACH: Cpl (683) EDWIN M. COMRAD 17107309 748th Bomb Sq 457th Bomb Gp (H)
(Re: EM trfd to 18th Repl Wg Det.)

3. An ad hoc Accident Committee consisting of the following named is hereby aptd and will meet at the call of the senior member.

Lt. Col.	STANLEY W. PERSONS	0105074	AC Base Commander
Lt. Col.	HUGH D. WALLACE	021232	AC Gp Commander
Major	JACK A. HENDRICK	0388631	AC Dep Gp Commander
Major	GORDON E. HOGGARD	0321772	MC Gp Flight Surgeon
Captain	WAYS E. HARDIE	0268300	AC Base S-2 O
Captain	JOHN B. CHALFANT	0414691	AC Gp Opns O
Captain	JOHN L. RUTAN	0389664	AC Base Opns O
Captain	CHARLES P. NELSON	0906308	AC Gp S-2 O
Captain	HARRY E. LAWRENCE	0478057	AC Gp Engr. O & Actg Tech Insp.
1st Lt	JOHN H. GLOWACKI	0873117	AC Base Tech Inspector

Staff Accident Officer.

Compliance with AAF Reg 62-14, as amended by AAF Reg 62-14a and AAF Reg 62-14b, and 2AF Memo 150-9, dd 24 Jan 43 is directed.

The committee herein aptd supersedes any previous boards aptd.

By order of Lt. Colonel PERSONS:

HOWARD S. WHITMARSH
1st Lt., Air Corps
Adjutant

OFFICIAL:

Howard S. Whitmarsh
HOWARD S. WHITMARSH
1st Lt., Air Corps
Adjutant

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HEADQUARTERS ARMY AIR BASE
Office of the Commanding Officer
Ephrata, Washington

HSW/pp

VIA REGISTERED MAIL

30 November 1943


360.33 G

SUBJECT: Aircraft Accident Report - B-17F 42-30483.

TO : Commanding General, Flight Control Command, Army Air Forces,
Winston-Salem, North Carolina.

Forwarded herewith is aircraft accident report on B-17F airplane No. 42-30483, in compliance with Memorandum 150-9, Headquarters Second Air Force, dated 19 July 1943. The accident occurred on 20 November 1943.

For the Commanding Officer:


HOWARD S. WHITMARSH
1st Lt., Air Corps,
Adjutant.

1 Incl:
Aircraft Accident Report

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ACCIDENT CHECK LIST

<u>Pilot History</u>	<u>Personnel</u>
Name <u>SMITH, WARREN G.</u>	Name : SMITH, WARREN G. : Rank : D : I
Rank <u>2nd Lt. Air Corps</u>	: 2nd Lt : P : Killed
Rating <u>Pilot</u>	: TUTTLE, FRANK D. : 2nd Lt:CP : Killed
Organization <u>457th Bomb Group (H)</u>	: HASELBECK, JOHN B. : 2nd Lt: P : Killed
Duty <u>Pilot on Combat Crew</u>	: ARMSTRONG, DAVID H. : 2nd Lt: P : Killed
Mission <u>KC from Harvard, Nebraska</u>	: RUBINSTEIN, HERBERT : 2nd Lt: N : Killed
Total Hours <u>445'00"</u>	: SALTIER, DAVID (NMI) : 2nd Lt: N : Killed
Hrs. This Type <u>180'50"</u>	: Schauer, George G. : Sgt. :AAG Killed
Hrs. This Model <u>180'50"</u>	: Chapman, Benjamin E., Jr. : Sgt. :AROG Minor
	: Waxler, Allen D. : Sgt. :AEG: Minor
	: Clay, Claudia, W. : Sgt. :AAG Minor
	: Rusinko, Joseph (NMI) : Sgt. :ROG Minor

Maintenance Form

Checked O.K.

Pilot's Remarks

None

Any unusual conditions of airplane

None determined

Duration of Flight

2 Hrs., 14 Min.

Type of Clearance

Instrument.

AT THE ACCIDENT

Sketch

Attached.

Weather

High broken; visibility 10-15 miles

Terrain

Rolling, fairly flat terrain. Crashed in flat plowed field.

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THE AIRPLANE

Position of
Switches (Ignition) _____
Fuel Valves _____
Throttle _____
Mixture _____
Prop Controls _____
Feathering Controls _____
Wheel Retracting Controls _____
Flap Retracting Controls _____
Trim Tab Controls _____
Supercharger Controls _____
Automatic Pilot Controls _____
De-Icer Controls _____
Carb. Air Heater Controls _____
Cockpit Heat Controls _____
Control Lock Controls _____
Parking Brake Controls _____
Stick _____
Rudder _____
Wheels _____
Flaps _____
Shutter Controls _____
Engine Cowl Flap Controls _____
Primer Controls _____
Oil Dilution Controls _____

AIRPLANE COMPLETELY DEMOLISHED

Reading of
Clock _____
Electrical Instruments _____
Engine Instruments _____
Flight Instruments _____
Fuel Gauges _____

CHECK FOR BINDING, BREAKAGE, ETC., OF CONTROL RODS, BELLCRANKS, TORQUE TUBES, CABLE PULLEYS, ETC., FOR

Throttle _____
Mixture _____
Ailerons _____
Rudder _____
Elevators _____
Trim Tabs _____
Supercharger _____
Automatic Pilot _____
Brakes _____
Landing Gear Retracting Mechanism _____
Flap Retracting Mechanism _____
Tail Wheel Retracting Mechanism _____
Dual Controls Retracting Mechanism _____

AIRPLANE COMPLETELY DEMOLISHED

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CHECK

Amount of fuel in tanks 1600-1700 gallons on departure
Safety Belts not determined
Amount of oil in tanks full at departure
AAF Form No. 1 for any entries destroyed
Parachutes-any evidence of attempted use 5 attempted use-4 successful
1 killed
Flares none

Check all control surfaces for freedom of movement and for presence of foreign object which might have caused sticking or locking.

Airplane destroyed

Check to see if there are any parts of the airplane missing.

Airplane destroyed

Check loading of the airplane - amount and distribution.

Airplane destroyed.

Check to see if there is any evidence of structural failure. (Structural failures should be checked for flaws, corrosion, bad welds, etc..)

Airplane destroyed.

Is there any evidence of fire - how and where did it start?

Airplane burned on impact--probably fuel tanks and engines.

Check AAF Form No 1 for entries which might have indicated an unusual condition of the airplane or equipment.

Form destroyed.

Was the radio information chart in the airplane?

Yes

Was the "Check List" in the airplane?

Yes

Was there any evidence pointing to sabotage? Assume the existence of Sabotage until Proven otherwise.

No evidence

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THE ENGINE

Check for evidence of structural failure Destroyed

Were there any parts missing? Destroyed

Turn the engine over by hand to check for freedom of movement Destroyed

Check for stoppages in fuel and oil lines. Destroyed

Check all screens and strainers for the presence of foreign objects destroyed

Check carb. air intake for the presence of foreign objects destroyed

Make observations in attempt to determine amount of power at time of accident

Survivors evidence shows full power

Check carb. for control position and check back against cockpit controls. Destroyed

Check Cuno Oil Cleaner Destroyed

GENERAL

Secure statements from all witnesses.

Attached

Are the witnesses qualified to give accurate testimony? (Rate testimony of witnesses "reliable", etc.)

Yes, reliable.

What damage was done to private property?

Slight damage.

Last radio contact made with ground station.

Ephrata Tower had never received any contact from the ship.

Are weather reports in locality normal or would teletype sequence show irregularities in this particular locality?

Take photographs when of value.

Photographs are attached.

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SUPPLEMENTAL INFORMATION

- a. Pilot Time. Day 120'10" Night 62'25" Instrument 66'05"
- b. Last Instrument check 11 November 1943 Station Ephrata, Wash.
By 1st Lt. F. W. H. Wilson Acft. B-17F
- c. Pilot fatigue (~~was~~) (did not) exist.
- d. Recreational Facilities at this Base.
- | | |
|--------------------|--------------------------------|
| 1. Theatre | 5. N.C.O. Club |
| 2. Service (EM) | 6. Officers Club |
| 3. Athletic Fields | 7. Day rooms in every squadron |
| 4. Gymnasium | |
- e. Flight Surgeon's Statement (is) (~~is not~~) attached.
- f. Control Tower Officer and his qualifications.
ROBERT E. ENSWINGER, Capt., Air Corps.
Qualified as Control Tower Officer in accordance with 2nd A.F. Mem. 60-19
- g. Statement of Group Weather Office:
1. Ceiling at 6000 to 6500 feet, caused by a deck of stratus; visibility unlimited (10 miles or better), Wind WNW to WSW 5 to 7 miles per hour; no precipitation. (Weather report at Ephrata)
 2. From all indications the weather at Wilsoncreek, approximately 30 miles northwest of Ephrata, was the same as that at Ephrata.
 3. Hourly teletype reports for EP (Ephrata AAB) and DPH (Moses Lake AAB) for 1730, 1830, 1930, 2030 PWT and for PHT (Harrington for 1830 PWT are enclosed.
- (Signed) Charles D. Weber
Group Weather Officer
CHARLES D. WEBER;
2nd Lt., Air Corps.
Staff Weather Officer
- h. Statement as to supervision is attached.
- i. Aircraft Maintenance
- (1) Following are available for day and night operations:
 - (a) Spare parts (Yes) (~~No~~)
 - (b) Suitable Lighting Equipment (Yes) (~~No~~)
 - (c) Transportation (Yes) (~~No~~)
 - (d) Adequate shelter for protection from heat and cold (Yes) (~~No~~)

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B-17F

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION
FOR INFO
FOR FILE

DATE 21 NOVEMBER 1943

X

T.W.X.

TELEGRAM

526

WSAL 361 V ARL 463-464 OV NR 17
FROM PERSONS COZAB EPHRATA WASHN 211030Z
TO CHIEF FLYING SAFETY WINSTONSALEM, NCR

*Aircraft 5
Engines 5555
Props 5555*

EAB G576 PD

*WASHN
128100*

*CGSenc
37 92 00*

→ 100% audit.

A 20 NOV 1943 AT APPROX 0225Z 6 MILES NNW WILSON CREEK WASHINGTON

B PILOT WARREN G SMITH 2ND LT AUS O-745761 2AF 749TH BOMB SQ 457TH

BOMB GP EPHRATA AAB EPHRATA WASH PD

C CAUSE UNKNOWN PD GROUP CP ESTIMATES STALLED OUT AND SPUN IN PD

D FATAL TO PILOT AND TO 2ND LT FRANK D TUTTL O-756360 AUS 2ND AF

CMA 2ND LT HERBERT W RUBINSTEIN O-694604 AUS 2ND AF CMA SGT

GEORGE F SCHAUER 15110026 AREG CMA 2ND LT JOHN B HASELBECK O-748499

AUS 2ND AF 2ND LT JOHN DAVID SALTIEL

O-694726 AUS 2ND AF ALL OF 749TH BOMB SQ 457TH BOMB GP PD 2ND LT

DAVID H ARMSTRONG O-748316 AUS 2ND AF USED PARACHUTE WHICH FAILED

RESULTING IN FATAL INJURY PD SURVIVING CREW MEMBER REPORTED CAUSE

AS OPENING OF CHUTE PRIOR TO CLEARING AP RESULTING IN CHUTE

CATCHING INSIDE AP HUT PROBABLY SWINGING OFFICER AGAINST STABILIZER

SEMICOLON CREW MEMBER FREED CHUTE AND NOTED OFFICER WAS BLEEDING

BADLY PD OFFICER WAS LOCATED ON GROUND WITH BADLY TORN CHUTE PD

SGT BENJAMIN F CHAPMAN JR 38364896 AREG CMA SGT CLAUDIUS W CLAY

39261530 AAG CMA SGT ALLEN D WAXLER 37232147 AEG CMA SGT JOSEPH

(292:10-4)

2
017
457
BH
749
BH
9730

44-11-28-70
12
9

44-11-20-70

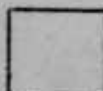
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION _____

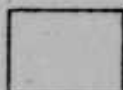
FOR INFO _____

FOR FILE _____

DATE _____



T.W.X.



TELEGRAM

PAGE TWO

RUSINKO 37541322 ROG USED CHUTES SUCCESSFULLY SUFFERING ONLY
SHOCK AND MINOR INJURIES PC

E FERRY AND NAVIGATION TRIP RETURNING FROM HARVARD AAB NEBRASKA PD

F THIN CLOUD LAYER AT 1000 FEET PD

G AP NUMBER 42-30483 REPEAT 42-30483 B-17F PD

H EPHRATA AAB EPHRATA WASHINGTON

I TOTALLY DESTROYED

J NOT BELIEVED MATERIEL FAILURE BY GROUP CO

K COMPLETE LOSS PD TURNED OVER TO SUB DEPOT FOR DISPOSITION

L NEGLIGIBLE AFACG NOTIFIED

M 14 HOURS FLYING TIME SINCE 25 HOUR MAINTENANCE INSPECTION ON 17

NOVEMBER 1943 PD REPORT DELAYED DUE TO LACK OF POSITIVE INFORMATION

PD END

SENT 1958Z

#56/19542/DLL

44-1720-70

12921 10-33