

Accident No. 44-10-18-19

Date

Checked by Monty 11-2-43

Analyzed by [Signature] 11-3-43

Copied for Wright
Field by _____

Notes _____

1225:9-43

Accident No.

44-10-18-19.0

Pilot's Name

White, John W.

- 02 Nature Group Collision in full flight
- 05 Specific Nature Collision with trees -
- 55 Underlying Nature Fog on windshield -
- 50% of Cause Group Supervisory Personnel
 - 38 Specific Cause Control officers
 - 55 Underlying Cause Carelessness -
- 25% of Cause Group Supervisory
 - 40 Specific Cause Commanding Officer
 - 42 Underlying Cause Poor Judgment
Permitting Pilot with some deficiencies to operate aircraft
- 10% of Cause Group Pilot technique
 - 17 Lack of specialized experience flying in bad weather
- 15% of Cause Group Weather
 - 33 Inability to arrive at correct decision
 - 85 " "
 - 31 " "

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

111
 Radio
 44-10-18-19
 3

(1) Place 4 Mi. North of AAF, Lake Charles, La. (2) Date 18 October 1943 (3) Time 2123 CWT
 AIRCRAFT: (4) Type and model A-20G-5 (5) A. F. No. 42-53791 (6) Station AAF, Lake Charles, La.
 Organization: (7) 3rd Bomb. Comd. (8) 416th Bomb. (9) 668th Bomb.
3rd Air Force (Command and Air Force) (Group) (Squadron)

PERSONNEL BLL BLL 8860

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)
01	P. White, John W.	P	0-797754	2nd Lt.	18 01	AC	3rd AF	Fatal 4	None
04	G. Bakert, David S.	G	32393029	Cpl.	20	AC	3rd AF	Fatal 4	None



PILOT CHARGED WITH ACCIDENT

(20) White, John W. (21) 0-797754 (22) 2nd Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3rd Air Force (26) 416th Bomb. (27) 668th Bomb. (28) AAF, Lake Charles, La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3rd Air Force (30) 416th Bomb. (31) 668th Bomb. (32) AAF, Lake Charles, La.
 (Command and Air Force) (Group) (Squadron) (Station)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	235:50	(42) Instrument time last 6 months.....	22:55
(39) This model.....	174:45	(43) Instrument time last 30 days.....	1:00
(40) Last 90 days.....	143:15	(44) Night time last 6 months.....	35:30
(41) Total.....	490:45	(45) Night time last 30 days.....	9:30

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft.....	W 1/2	Complete airplane to survey.
(47) Engine(s).....	W 1/2	
(48) Propeller(s).....	W 1/2	

(50) Weather at the time of accident 03 Clear, visibility 2 Mi., light smoke, Pressure 173, Temp. 62, Dew Point 57, Wind SE 8 mph., Altimeter 30.03

(51) Was the pilot flying on instruments at the time of accident Yes
 (52) Cleared from Lake Charles, La. (53) To Lake Charles, La. (54) Kind of clearance Contact

(55) Pilot's mission Night Formation. 75 8860

(56) Nature of accident Airplane flew into the trees 2 Mi. NE of field, while attempting to land.

(57) Cause of accident Returned to field with three-ship formation and found fairly dense smoke and fog over flying field. On attempting to land, flew into trees, hit the ground, exploded and caught fire.

58. Was Form #54 submitted? NO

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Just prior to 2100 CWT, a fairly dense wall of smoke, haze and fog moved in over Lake Charles Army Air Field, reducing visibility to 2 Mi. at 2101 CWT and less than that as time went on, until it was only 1 Mi. at 2130 CWT. The vertical visibility was unlimited, and the thickness of the fog and smoke estimated at 200 Ft., though pilots state that they began getting evidences of it at 1000 Ft., as it would be deposited on the glass of their cockpit enclosures. This was noticed likewise to a marked degree on the windshields of automobiles on the ground.

Lt. White asked for landing instructions for his three-ship formation at approximately 2100 CWT, but was advised to remain in his zone until the Tower could land an airplane which had no radio contact, and no lights. At approximately 2110 CWT, he was advised to land, using caution due to the haze, and though he acknowledged these instructions, was not heard from again until an airplane notified the Tower that he had crashed. The wing ship following him saw him crash, noted that he gradually flew into the trees, power on, and apparently under control. Lt. Duthu, in the second airplane that ultimately crashed, saw him crash and catch fire, and stated that it looked as though he just flew into the trees under power and control. There was a dense ground fog, and no lights in houses could be seen. He crashed at approximately 2125 CWT, about one and one-half miles North of the proximal end of Runway 22 (NE-SW), the runway on which he was attempting to land.

Three witnesses within 300 Yds. of the scene of the accident were in bed, heard the accident, saw the fire, went to the scene, removed the injured pilot from the wreckage, and one of them went to L.C.A.A.F., Lake Charles, La., to report the accident and lead rescue crews to the accident. On the way to the Field he met a soldier and a woman who had seen Lt. Duthu crash also, and he and the woman went to L.C.A.A.F. in their respective automobiles and reported the two accidents.

CONCLUSION:

It is the opinion of the Committee that the crash was the result of the following:

1. Sudden influx of smoke and fog over the flying field and vicinity with deposit of mist on cockpit glass, further interfering with vision.
2. Lack of traffic control and instruction regarding weather, etc., from the Control Tower, probably due to inexperienced personnel, both Enlisted and Officer personnel.
3. Inexperience of pilots in bad weather flying, particularly in instrument flying.

RECOMMENDATIONS:

1. Keeping of experienced Enlisted and Control Officer personnel in the Tower, more particularly at night.
2. More specific information to pilots regarding doubtful weather conditions at the flying field by the Control Tower.
3. More systematic control of aircraft attempting landings by the Control Tower.
4. Systematic checking of altimeters and altimeter settings before taking off and landing.
5. More instrument instruction under actual weather conditions, and in the specific type of aircraft the pilot is to fly most.
6. Opening sliding windows in cockpit when attempting landings in doubtful weather, both day and night.

Walter L. Pubsley
WALTER L. PUBSLEY, Major, AC, Mem. Acc. Comm.

William J. Meng
WILLIAM J. MENG, Capt., AC, Mem. Acc. Comm.

Signature

Sidney A. Price
SIDNEY A. PRICE
Major, Air Corps
Pres., Acc. Committee

Date 27 October 1943

10-18-43

DATE

A.A.F. Lake Charles

STATION

56th T.R. Wing
416th Bomb. (L)GROUP NO. AND TYPE
3rd Bomber C.
668th Bomb (L)

A-20G-5

AIRCRAFT MODEL

42-53791

AIRCRAFT SERIAL NO.

J. S. Craig 5/Sgt.

CREW CHIEF OR AERIAL ENGINEER

SQUADRON NO. AND TYPE

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA			
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
			4	5	6	7	8	9		
01	LCAAB 669th Radetsky, H.A., Capt, 0-432124	5	P	1 : 30	:	:	:	FROM: LOCAL 13 : 15		
				:	:	:	:	TO: LOCAL 14 : 45		
				:	:	:	:	MISSION: A NO. OF LANDINGS 2 1 : 30		
01	LCAAB 668th Siracusa, Lucian J. 2nd Lt. 0-797730	21	P	1 : 30	:	:	:	FROM: LOCAL 16 : 30		
				:	:	:	:	TO: LOCAL 18 : 00		
				:	:	:	:	MISSION: T NO. OF LANDINGS 1 1 : 30		
01	0-797754 668th LCAAF White, John W. 1st Lt.	21/N	P	N	:	:	:	FROM: LOCAL 19 : 10		
				:	:	:	:	TO: LOCAL :		
				:	:	:	:	MISSION: T NO. OF LANDINGS :		
	I hereby certify that this is a true copy of the original:			:	:	:	:	FROM: :		
				:	:	:	:	TO: :		
				:	:	:	:	MISSION: NO. OF LANDINGS :		
				:	:	:	:	FROM: :		
				:	:	:	:	TO: :		
				:	:	:	:	MISSION: NO. OF LANDINGS :		
				:	:	:	:	FROM: :		
				:	:	:	:	TO: :		
				:	:	:	:	MISSION: NO. OF LANDINGS :		

Ralph Bown, Jr.
RALPH BOWN, JR.
1st Lt., Air Corps
Engineering Officer

RETURN THIS STUB TO:

BUDGET OFFICE,

WRIGHT FIELD,

DAYTON,

OHIO

10-10-43

DATE

L.C.A.A.F.

STATION

S/Sgt Craig

CREW CHIEF OR AERIAL ENGINEER

AIRPLANE ORG. DATA

3rd

AIR FORCE

3rd Bomber Com.

COMMAND. CORPS AREA OR DEPT.

56th T.R. Wing

416th Bomb (L)

GROUP NO. AND TYPE

668th Bomb (L)

SQUADRON NO. AND TYPE

AIRPLANE DATA

A.A.F.

COMPONENT

A-20G-5

AIRPLANE MODEL

42-53791

AIRPLANE SERIAL NO.

R-2600-23

ENGINE MODEL

ENGINE DATA

(1) A.F. 42-107115

ENGINE SERIAL NO.

(2) A.F. 42-107091

ENGINE SERIAL NO.

(3)

ENGINE SERIAL NO.

(4)

ENGINE SERIAL NO.

TOTAL
FLIGHT
TIME

:

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		BY	STATION		SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	10-18-43	C	L.C.A.A.F.														
DAILY	10-18-43	C															
25 HOURS	112..			1ST	-	500	-	92	-	92							
50 HOURS	437:55			2ND	161	500	-	92	-	92							
100 HOURS	427:30			3RD	162	500	-	92	-	92							
	502:30			4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
EMBARDMENT		Combs	L.C.A.A.B.
GUNNERY	C	Combs	L.C.A.A.B.
CHEMICAL			
COMMUNICATIONS	S	Snider	L.C.A.A.B.
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1.	2.
3.	4.

EXPLANATION: L.E. Cyl. Head Gage Inoperative. Dent in Right Wing. No Oxygen. No Life Raft. T.O. 01-1-28 & 03-1-83 N.C.W. Fuel Pressure Warning Light Out.

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT { H.A. Raletsky, J. W. White

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

#1 Radetsky, H.A. Capt. (O.K.)

#2 O.K. L.J. Siracusa 2nd Lt.

#3 J.W. White

I hereby certify that this is a true copy of the original:

AIRPLANE AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	286:50	286:50		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	E.C.	E.C.		
CURD CLEANING DUE	295:00	295:		
HOURS TO DATE	404:35			
HOURS TODAY				
AIRPLANE				
TOTAL				

Ralph Bown Jr.
RALPH BOWN, JR.
1st Lt., Air Corps
Engineering Officer

L.C.A.A.B. Bomb Bay Tanks Inst. - Combs

ENGINE DATA	AIRPLANE DATA	AIRPLANE ORG. DATA	CREW CHIEF OR AERIAL ENGINEER
(1) A.A.F. 42-107115 ENGINE SERIAL NO.	A.A.F. COMPONENT	3rd Bomber Com. COMMAND CORPS AREA OR DEPT.	S/Sgt Craig
(2) A.A.F. 42-107021 ENGINE SERIAL NO.	A-200-5 AIRPLANE MODEL	56th T.R. Wing 416th Bomb (L)	L.C.A.A.F. STATION
(3) - ENGINE SERIAL NO.	42-53791 AIRPLANE SERIAL NO.	668th Bomb (L) SQUADRON NO. AND TYPE	10-10-43 DATE
(4) - ENGINE SERIAL NO.	R-2600-23 ENGINE MODEL	3rd AIR FORCE	
TOTAL FLIGHT TIME			

STATE OF LOUISIANA)
 : SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 20 October 1943, one Dalton Thibeaux, Rt. #3, Box 488, Lake Charles, Louisiana, who being by me first duly sworn according to law, deposes and says:

I live about 300 Yards from the scene of the accident. On the night of 18 October 1943, the night the airplane crashed, I had just gone to bed, when suddenly I heard a terrific explosion as though a large charge of dynamite had blown up. My wife and I jumped up, looked out of the window, and saw a large fire. I immediately ran out of the house, got in my car, and started to the scene. Mr. Samuel H. Carpenter and Mr. Leo Castete followed me in another car, arriving there at the same time. The airplane was all broken up, and was on fire. Not seeing any of the men who were probably in the airplane, when it crashed, we ran back up the path the airplane took in crashing through the trees, then following it down to the burning wreckage, and I was on the left. As we got to the wreckage, I heard a piece of tin move, and on looking closer, saw a man under it. We removed the tin, and then took the man out, after unbuckling his safety belt, parachute straps, etc. His right leg was tangled in the wreckage, and it was seen that his right thigh was broken in the upper part. We pulled this man about 50 Ft. from the wreckage, where he was kept until the ambulance arrived. He kept moving his left leg, trying to sit up, and mumbling something about "George".

After removing the man from the wreckage, Mr. Carpenter got in his car, went to L.C.A.A.F., Lake Charles, La., where he reported the wreck and led the ambulance and rescue crews to the scene.

After the ambulance arrived, we found the other man, badly torn up and burned, slightly to the right of the main portion of the burning wreckage.

The weather was quite foggy and hazy.

Further Deponent sayeth not.

Dalton Thibeaux

DALTON THIBEAUX
Route #3, Box 488
Lake Charles, La.

Sworn and subscribed to before me this 20th day of October, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.

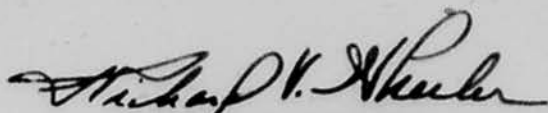
STATE OF LOUISIANA)
 : SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 23 October 1943, one 2nd Lt. Richard V. Wheeler, AC, ASN 0-26098, who being by me first duly sworn according to law, deposes and says:

On the night of 18 October 1943, I was in a formation and came over the field at about 2500 Ft., and everything looked clear enough at that altitude.. We then made our entry into the pattern at 1500 Ft. and visibility was much poorer. The leader of the formation peeled off, and I lost him on the base leg. He went out of sight. I kept turning on the base leg towards my approach in the direction I thought was towards Runway 22. I lost sight of the field and couldn't even see the red lights or the beacon on the water tower, and couldn't see any lights on the ground, so didn't know how high I was from the ground. I was watching my air speed and altitude mainly. When the runway first came into view I had my wheels and flaps down and was between 200 and 300 Ft. high instead of the 800 Ft. I thought I was maintaining in the pattern. Instead of being lined up to the runway I was at 90° to the runway, I picked up my wheels, gave it the throttle and climbed to 2000 Ft. for another try. The next try was more successful, however, I still lost sight of the field on the base leg. I was able to go in and make a landing on this try. The reason I lost my direction on the first attempt is that I spent more of my time looking out for other airplanes that I didn't watch my flight instruments or compass. At the time, 2130 CWT, there were at least a dozen airplanes at as many altitudes and going in as many directions at the same time. At least it seemed so to me.

Further Deponent sayeth not.



RICHARD V. WHEELER
2nd Lt., Air Corps
ASN 0-26098

Sworn and subscribed to before me this 23rd day of October, 1943, at ARMY Air Field, Lake Charles, La.



Iris E. Carter
Notary Public

My commission expires with life.

**UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU**

Lake Charles, La.
October 19, 1943.

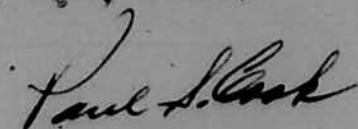
Mjr. Sidney A. Price,
Operations Officer
Lake Charles Army Air Base
Lake Charles, La.

Dear Sir:

The weather observations as taken by this office from 1930 to 2230 CWT Oct. 18, 1943, was as follows:

TYPE	TIME	CEL.	SKY	VSBY	WEA.	TEMP.	WIND	ALT.	REMARKS
R	1930	U	Clear	U		67/60	SSE 6	3001	None
Ck	2000	U	Clear	U	67/60		SE 8	3001	None
R	2030	U	Clear U			63/59	SE 10	3001	None
Sck	2101	U	Clear	2	K-	63/59	Se 7	3002	K Lyr 2 HND FT ABV STN
SR	2130	U	Clear	1	K-	61/58	SE 8	3002	None
Ck	2200	U	Clear	1	K-	61/58	ESE 7	3002	None
R	2230	U	Clear	1	K-	59/58	SE 4	3002	None
Ck	2303	U	Clear	2	F-X-	59/58	ESE 6	3002	None

Very Truly Yours,



Paul S. Cook,
Meteorologist.



RESTRICTED
(G 2289-5757) (A 206-6-42-53791) (GR 416-SQ 668)
(10-19-43 9:00 AM) (67% FII) MI MW LEAF, LAKE CHARLES, LA.



RESTRICTED
(G 2292-6760) CRASH (A 206-6-42-53791) (GR 416-SQ 668)
(10-19-43 9:00 AM) (67% FII) MI MW LEAF, LAKE CHARLES, LA.



RESTRICTED
(G2289-5757) (A-206-6-42-53791) (GR-416-SQ-668)
(10-19-42-9:00) (67% FII) MI. MW. LEAF, LAKE CHARLES, LA.



RESTRICTED
(G2292-6760) CRASH (A-206-6-42-53791) (GR-416-SQ-668)
(10-19-42-9:00) (67% FII) MI. MW. LEAF, LAKE CHARLES, LA.



HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

Lake Charles, La.
27 October 1943

SUBJECT: Aircraft Accident Report.

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

Submitted herewith is report of accident officer of accident involving 2nd Lt. John W. White, AC, ASN O-797754, in A-20G-5 Airplane, AF #42-53791, on 18 October 1943, at this station.

For the Commanding Officer:

1 Incl.
AAF Form #14
with incls.


LAURIE V. JONES
1st Lt. A.C.

A-20G-5

518

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

FOR ACTION AIU
FOR INFO OFC MGMT
FOR FILE M&R

DATE 19 OCT 43

T.W.X.

TELEGRAM

WU4 LG GOVT-WUX AAF LAKECHARLES LA 628A OCT 19 1943
COMM OFFICER FLIGHT CONTROL COMMAND-WN
LCAAF 416 BG 0262E 0815Z PERIOD CITE PART FIVE AAF REG SIXTY
TWO DASH FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED
PERIOD A. 18 OCTOBER 2123 4 MILES NORTH OF LAKECHARLES ARMY
AIR FIELD B. AIRPLANE A-20G-5 542-53791 PILOT JOHN W WHITE
2ND LIEUTENANT AUS 3RD AF 3RD BC 56TH BOMB TRNG WIG (L) 416
BOMGR 668 BOMRON ARMY AIR FIELD LAKECHARLES LA C SMOKE
SETTLED ON FIELD VISIBILITY DROPPED TO 2 TO 3 MILES, PLANE
APPARENTLY UNDERSHOT AND CRASHED D PILOT FRACTURED RIGHT LEG
OTHER INJURIES UNDETERMINED COLON GUNNER DAVID S ECKERT CPL
RA 3RD AF 3RD BC 56TH BOMB TRNG WING (L) 416 BOMBR 668 BOMRON
FATAL PERIOD E. NIGHT FORMATION F. VISIBILITY 2 TO 3 MILES
BECAUSE OF SMOKE CEILING UNLIMITED G. 42-53791 A-20G-5 H.
ARMY AIR FIELD LAKECHARLES, LOUISIANA I. COMPLETE LOSS J.
NONE K. TUREND OVER TO 50TH SUB-DEPOT, ARMY AIR FIELD,
LAKECHARLES, LOUISIANA L. NONE M. ABACC NOTIFIED

*Aircraft 5
Engines 55
Parts 55*

*3
3R
416
BLL
668
BLL
8860*

*116 SANN
06. 45 62*

*44-10-18-19
61-81-19
M
P.E. Tech
33 8531
Mather*

DICK COBOMGR 416

#35

RR

13 27

*01 John W. White 2nd Lt. 3
6 Lt David S. Eckert Cpl. 4*

44-10-18-19