

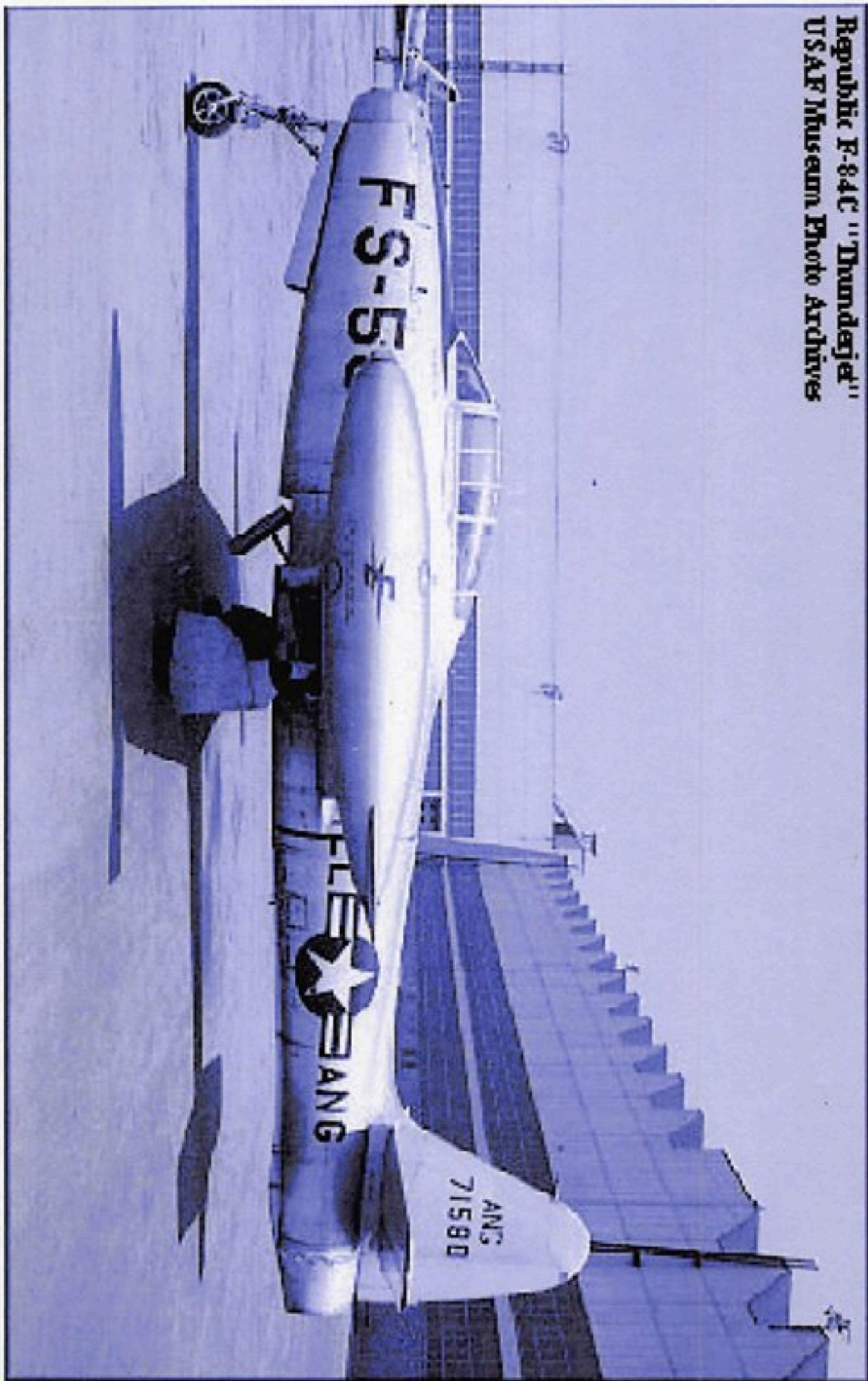
Republic F-84C “Thunderjet”

Republic F-84C "Thunderjet"
USAF Museum Photo Archives



Official Report of
Accident
April 30, 1949
Table Rock, Nebraska

Republic F-84C "Thunderjet"
USAF Museum Photo Archives





Elk Creek

1st Ave
4th St

62

62

62

62

62

62

Big Nemaha River

624 Ave

718 Trail



TABLE ROCK

Published Every Thursday in the Best Interest of Table Rock.

EST. 1882—67TH YEAR

TABLE ROCK, NEBRASKA, THURSDAY

Jet Plane Pilot Killed In Crash Near Table Rock

Wreckage Strewn Over Wide Area

●
**JET FIGHTER PLANE IN
CRASH ON LAYDEN FARM
SATURDAY AFTERNOON**
●

A Ft. Worth, Texas jet fighter pilot lost his life on the J. C. Layden farm five miles north and one mile east of Table Rock Saturday afternoon, when his jet-propelled plane crashed and exploded during a rainstorm.

The pilot was Capt. James N. Oates, 30, flying an F-84 jet fighter en route with another jet plane to Roswell, New Mexico for gunnery competition. The plane was attached to the 33rd fighter group, 59th fighter squadron at Otis Field, Falmouth, Massachusetts.

The plane, according to available information, left Offut Field at Omaha, at 3:12 p.m. with another jet plane and ran into the storm in this area. The two pilots were in radio contact with each other and decided to turn back to Omaha, when Oates' plane was in apparent trouble, the pilot of the other plane stated. The crash occurred at 3:21 p.m., according to the time on Oates' wrist watch found in the field.

Two large holes in the Knipelmeyer pasture, adjacent to the Layden farm, indicated the pilot dropped his storage tanks from the wings just before the crash on the Layden wheat field. Where the plane crashed, a hole about 20 ft. in diameter and eight feet deep, was left, with huge chunks of earth scattered about. Wreckage of the plane, most of it in tiny pieces, was scattered over a 15 to 20 acre area.

Only parts of the body of the pilot were recovered from the area, and hardly any parts of the plane were left intact by the tremendous force of the explosion when he crashed. Jet fighter planes travel at speeds up to 600 miles per hour.

Because of the location, in the extreme northeast corner of Pawnee county, and the almost impassable muddy roads, Army men from Ft. Crook did not arrive on the scene until after midnight.

Ajyah Aylor and four men from Table Rock, Raymond Giles, Jerome Stemper, Rudy Senft and Leon Goldsberry, went to the scene in Aylor's jeep shortly before the Army crew arrived. A state patrolmen and two deputized guards were on the scene. In radio contact with the patrolmen bringing the army group, Aylor's jeep was called into Elk Creek to bring the crew out to the scene.

Upon their arrival, the Table Rock men, along with the deputies, helped the army comb the wreckage area for identification pieces and parts of the body, strewn over a wide area. Army guards were posted for the remainder of the night and by noon Sunday, the area was open for inspection to the gathering crowd.

Over a thousand people braved the muddy roads Sunday to view the wreckage, and by evening, roads were packed solid in that area. Most visitors picked up souvenir pieces of the aluminum plane, which could be found anywhere in the immediate area.

The pilot, a veteran of Pacific War action, is a native of Ft. Worth, where the remains were shipped for burial. He leaves his widow and a young daughter.

It is requested that anyone who has picked up any personal belongings of the dead pilot, see that it is returned to his widow, who would treasure it more than any souvenir hunter. Articles should be left with J. C. Layden, who will return them along with others found in the cleanup on his farm, or the widow's address may be obtained from him.

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state.)

1. TO AIRCRAFT

Total wreck 4

2. TO ENGINE

Total wreck 4

3. TO PROPELLER

Not applicable ✓

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

Section G—POWER PLANT FAILURE

Use this section if the form of power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer.

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF

Hours

Minutes

2. ENGINE MODEL

Undetermined

3. ENGINE NO.

4. ENGINE HOURS SINCE LAST MAJOR OVERHAUL

5. DUTY OR SERVICE PERFORMING OVERHAUL

6. TOTAL ENGINE HOURS

7. PROPELLER MODEL

5

8. PROPELLER HOURS SINCE MAJOR OVERHAUL

9. STATEMENT OF OPERATION, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

Not available

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

Not applicable

11. OXTANK TYPE
JP-1

ENGINEERING OFFICER (NAME, GRADE, AND POSITION)

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer.

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TO IT AND THE FAILURE

Undetermined

ENGINEERING OFFICER
(Name, Grade, and Position) →

Section I—SPECIAL EQUIPMENT

Use this section if special equipment—parachute, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane!

1. DESCRIBE IF ANY SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

Not applicable

Section J—AIRPORT AND FACILITIES AND AIRWAYS

Use this section if the airport or its facilities or airway facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance.

1. EXPLAIN

Not applicable

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

Numerous Thunder Storms, Ceiling Var 500 in storms to 8,000 Broken.

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORT

Refer to Section M and the accompanying pilot's statement

Mod Turb - Tops above 18,000'
Freezing level 9,500', Icing
in clouds above freeze level,
Some hail reported in area.

David R. Coulter

WEATHER OFFICER (Name, Grade, and Station)

DAVID R. COULTER, 1st Lt, USAF, Offutt AFB, Omaha, Nebraska

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

Not applicable

2. WHAT WAS THE MISSION?

Cross-country Flight

3. DID FIRE OR OTHER CAUSE DAMAGE?

Yes No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Specify)

Negative

5. EXPLANATORY NOTES (Check and Interpretation)

Negative

6. NAME OF PILOT (Last, First, Middle Initial)

IFR

Offutt

Walker

STATION OF LAST REGISTRATION
Offutt AFB

7. IS THE PILOT A MEMBER OF THE NATIONAL PILOT ASSOCIATION?

8. REMARKS (If any)

Not applicable

9. ARE COPIES OF ALL FORMS IN ATTACHED HANDBOOK AS REQUIRED BY 14 CFR 43.11?

Yes No

10. ARE PHOTOS ATTACHED?

Yes No

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN.

At 1515 GST, 30 Apr 49, F-84's acft No 47-1493 and No 47-1455, departed Offutt AFB, Omaha, Nebraska, direct for Walker AFB, Roswell, Nm, on an IFR Flight Plan. Approximately sixty (60) miles SE of Offutt Thunderstorms were encountered and it was decided by the pilots to return to Offutt AFB. During the one hundred eighty degree (180°) turn the pilots of the acft agreed to split up as visibility was near zero. Acft No 47-1493 turned away from the lead acft (No 47-1455) and it is believed he entered a thunderstorm and lost control of the acft. The acft struck the ground in a dive and the injury to the pilot was fatal.

2. RECOMMENDATIONS

As each pilot knows his own ability, it is therefore recommended that supervisory personnel stress the proper procedures for flight through thunderstorms and insure it is enforced.

X

3. ACTION TAKEN

See 2 above.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION

Offutt Air Force Base, Omaha, Nebraska

NAME—MEMBER <i>Wood D. Arp</i> Elwood D. Arp	NAME—MEMBER <i>George R. Anderson</i> George R. Anderson	NAME—INFLUENCE OFFICER <i>Frank S. Guiner</i> Frank S. Guiner
GRADE Capt	GRADE Capt	GRADE Capt
ORGANIZATION 3902d Base Flt Sq	ORGANIZATION 3902d Base Flt Sq	ORGANIZATION 3902d Air Police Sq
NAME—MEMBER <i>William A. Robson</i> William A. Robson	NAME—MEMBER <i>Lowell R. Smith</i> Lowell R. Smith	NAME—MEMBER <i>Ralph Solnick</i> Ralph Solnick
GRADE Capt	GRADE Capt	GRADE Capt
ORGANIZATION 3902d Base Flt S	ORGANIZATION 3902d AF Hospital	ORGANIZATION 3902d Base Flt Sq

1 May 1949

S T A T E M E N T

I, Lt Marcell E Webb USAF AC-820379, do hereby make the following statement:

On the morning of 30 April 1949, Capt James N Oates and I were enroute from Selfridge Field, Michigan to Las Vegas AFB, Nevada, to participate in the AF Gunnery Meet. We departed Selfridge Field about 11:40 E.S.T., April 30th, with Capt Oates leading on an IFR clearance (over the top at 30,000) to Smokey Hill AFB. We arrived over Burlington, Iowa, and received information that Smokey Hill AFB had weather of ceiling 2,000' and rain. We changed our flight plan and arrived at Offutt AFB about 13:40 E.S.T.

After refueling, Capt Oates filed an IFR Clearance direct from Offutt AFB to Walker AFB at 20,000' expecting to become VFR approximately half way. Thunderstorms were reported enroute. Ceiling at Offutt approximately 7,000' Icing level to be around 9,500'.

As my plane was slower than his, he suggested I lead the Flight to climb through. We cleared to climb up our course. We departed Offutt AFB at 15:16 C.S.T. and started our climb immediately. We were averaging approximately 1200' per minute climb. I steered to the left of one thunderstorm and continued climbing with Capt Oates on my right wing. After getting around the storm, I took our course heading of 207° figuring winds, etc.

The clouds became thicker as we climbed. No icing was noticed until we reached 18,000'. Immediately noticing the icing Capt Oates called on VHF Radio and suggested we make a 180° turn and let down and return to Offutt. I proceeded with a left turn immediately and the visibility became almost nil at this time. I also noticed flashes of lightning and icing intensified after we had turned about 30° or 40° to the left and started a slow let down from approximately 18,000'. Capt Oates called again and reported he could not stay with me because of visibility being nil and severe turbulence. He stated he would execute a right turn and for me to continue my left turn so we wouldn't run together. During my turn and letting down I heard Capt Oates state that it was very rough. I believe we made the turn around in the edge of a large thunderstorm.

After I completed my turn and on course letting down for return to Offutt AFB, I called Capt Oates on VHF same channel ("C") we were on all the while. Capt Oates did not answer again either to aircraft number or by name. I tried all 4 VHF channels, "A" through "D", and no answer was received. I immediately called Offutt Airways and reported this condition.

Using my radio compass I steered approximately 15° to Offutt AFB and let down to approximately 4,000' and was contact approximately 40 miles from Offutt AFB. I landed at Offutt at 15:48 C.S.T.

Checking with Airways, Flight Control, and Operations, I received no information on Capt Oates.

Offutt Operations received a message of an aircraft crash approximately 65 miles S.W. of Offutt AFB. The AO with escort, and accident investigating officer and myself, proceeded to the scene of crash. We arrived there about 23:00 C.S.T.

I identified the crashed aircraft as an F-84 with same markings as the one Capt Oates was flying. Although no aircraft Serial numbers were present.

Parts of a body were strewn about. Also an O.D. Battle jacket half burned with half of one Capt's Bar. A pair of Pilot's Wings, and an insignia (A Blue Shield) of the 33rd Fighter Group.

Capt Oates had a Battle Jacket of this type hanging on the back of his seat inside his aircraft. No positive identification was found to confirm the body as Capt Oates, although all information indicates that it was he.

Myself being satisfied that the crash and body is aircraft F-84, No 1493, and that Capt Oates was in the aircraft at time of crash. No indication of bailout was present.

/s/ Marcell E Webb
1st Lt, USAF AO-620379

"A CERTIFIED TRUE COPY"

ELWOOD D ARP
Captain, USAF

**UNITED STATES AIR FORCE
AIRCRAFT CLEARANCE**

AF Form No. 23
(REVISED AUG. 12, 1949)

OPERATIONS OFFICE
A OFFICE **OFFUTT AIR FORCE BASE**
ADDRESS **OMAHA, NEBRASKA**

DATE
30 Apr 49

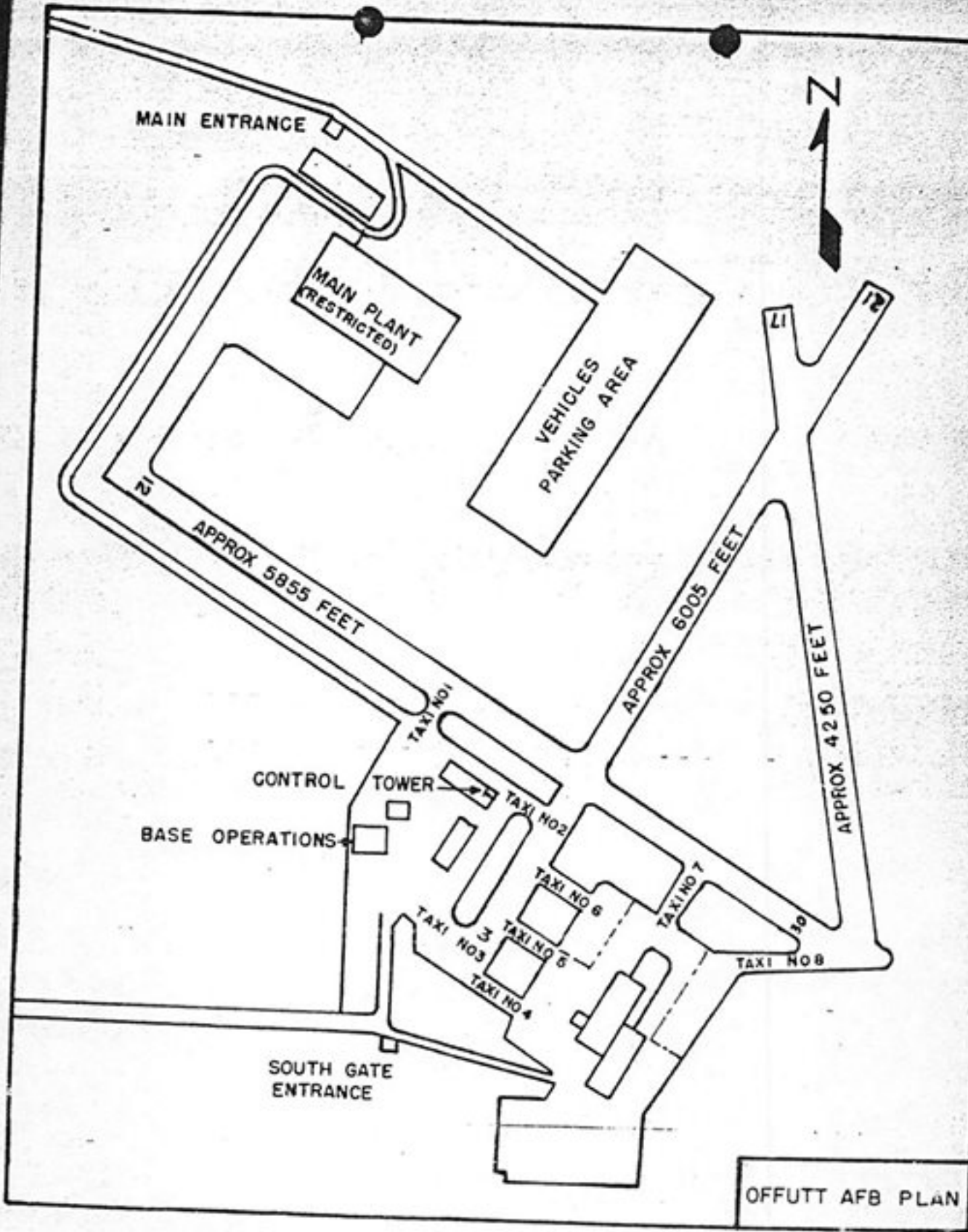
PILOT'S NAME B Cates, James	RANK Capt	HOME STATION Otis AFB	ORGANIZATION 58th F. S.	AIRCRAFT NUMBER 47-1493
NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS				
Webb, M.	1st Lt	A0-820379	47-1455	Otis AFB
Return to Offutt				

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA	EXISTING LOCAL	"I have been adequately briefed on the current and forecast weather affecting my flight and I understand the weather situation. The weight and balance status of this aircraft is identical with that shown on Form F filed at <u>ME</u> on <u> </u> ." /s/ <u>James H. Cates</u> (signature)	ALTIMETER SETTINGS
EXISTING ROUTE			LOCAL
DESTINATION (LATEST)	TIME		DESTINATION
ALTERNATE (LATEST)	TIME		ALTERNATE
FORECASTS	(ESTIMATED FLIGHT TIME PLUS 2 HOURS)		RESET ALTIMETER BEFORE APPROACH
ROUTE			
WEATHER FORECASTING RECOMMENDS THIS FLIGHT BE MADE AS FOLLOWS			
IFR OFFUTT TO Roswell FR: --- TO ---			
DESTINATION FR: --- TO --- FR: --- TO ---			
ALTERNATE WITH ALTERNATE --- "A CERTIFIED TRUE COPY"			
WINDS ALOFT—GIVE ALTITUDE, DIRECTION, VELOCITY, AS PILOT REQUESTS			BLWOOD D ARP Captain, USAF
			Clearance void after one hr
AF FORM 23A REQUIRED <input type="checkbox"/>	NOT REQUIRED <input checked="" type="checkbox"/>	FORECASTER /s/ <u>W/Sgt T. F. Barber</u>	TIME <u>14:50</u>

FLIGHT PLAN	(PILOT COMPLETES) RADIO CALLS	TYPE OF AIRCRAFT Jet	PILOT (LAST NAME ONLY)	TYPE OF DEPARTURE
D PLAN	AP-1493	2 F-84	Cates	OFFUTT
1 ALT. 20,000	2 ALT.	3 ALT.	4 ALT.	
CFR ROUTE Direct	CFR ROUTE	CFR ROUTE	CFR ROUTE	
IFR TO Walker	IFR TO	IFR TO	IFR TO	
AIRPORT OF FIRST INTENDED LANDING Walker A.F.B.	TRUE AIR SPEED 450	TRANSMITTING FREQUENCIES VHF (4)	NO. OF FULL (CRUISING) HOURS 2-45	INSTRUMENT RATING TYPE Multi
PROPOSED TAKE-OFF TIME 1515	EST. TIME ON ROUTE 1:40	ALTERNATE AIRPORT NR	FLIGHT PRIORITY 3-2	
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT. Was briefed, maps checked				
Plan 62			PILOT'S SIGNATURE /s/ James H. Cates	
DESTINATION VHF KC	TO DESTINATION 710	CLEARANCE AUTHORITY Fit comm		

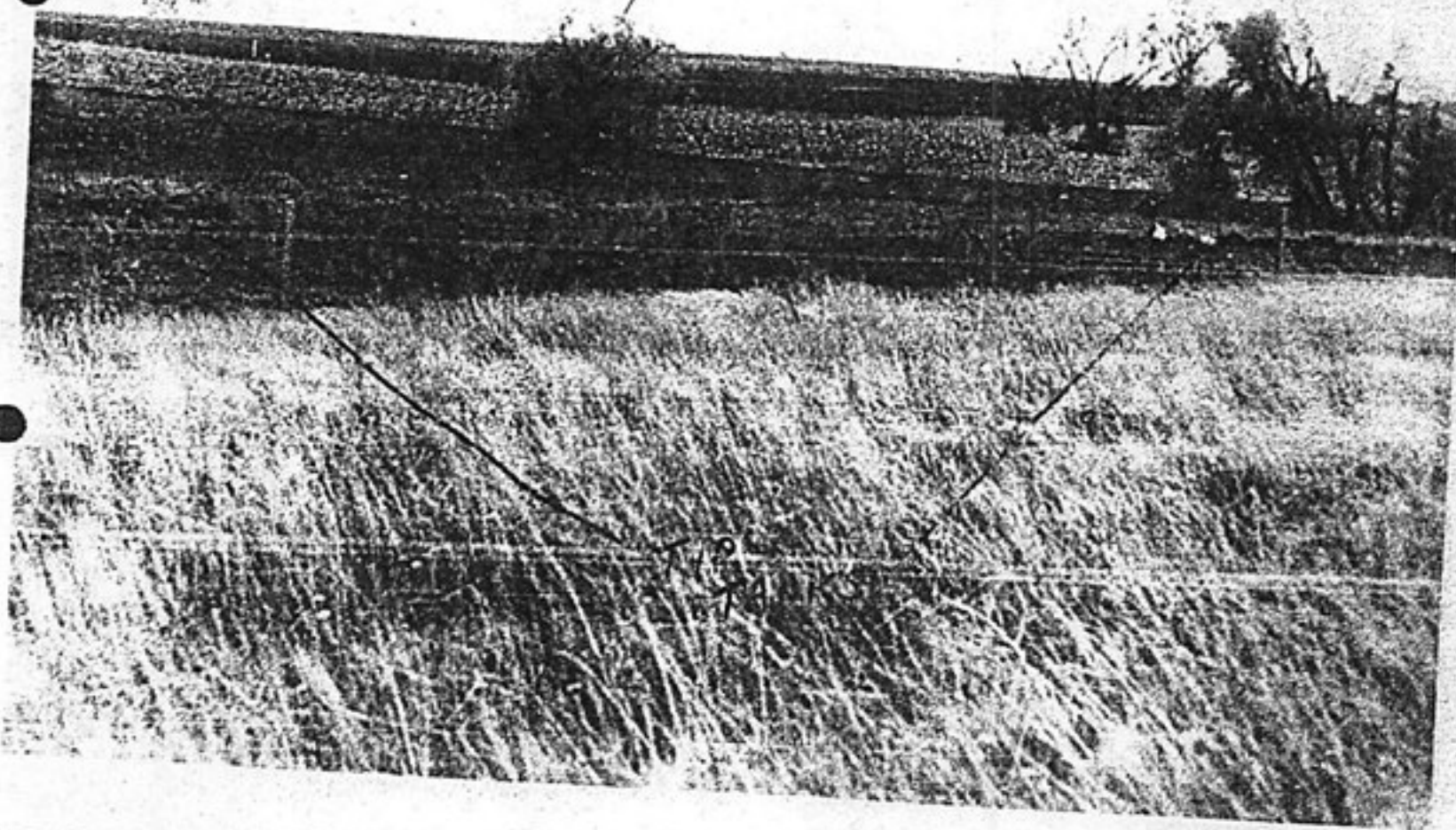
E FLIGHT CLEARANCE AUTHORIZATION			
SUBMITTED TO WB JB	TIME JB	BY BS	OPERATIONS (CHECK FLIGHT NO.)
TIME APPROVAL RECEIVED FA BS	CONTROL INSTRUCTIONS RECEIVED		BY ORDER OF COLONEL STEVENS: CLEARING AUTHORITY /s/ R Bolnick, Capt
ARR MSG	INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY		W/RS/E CLEARANCE OFFICER
	ACTUAL TAKE OFF TIME 1516		

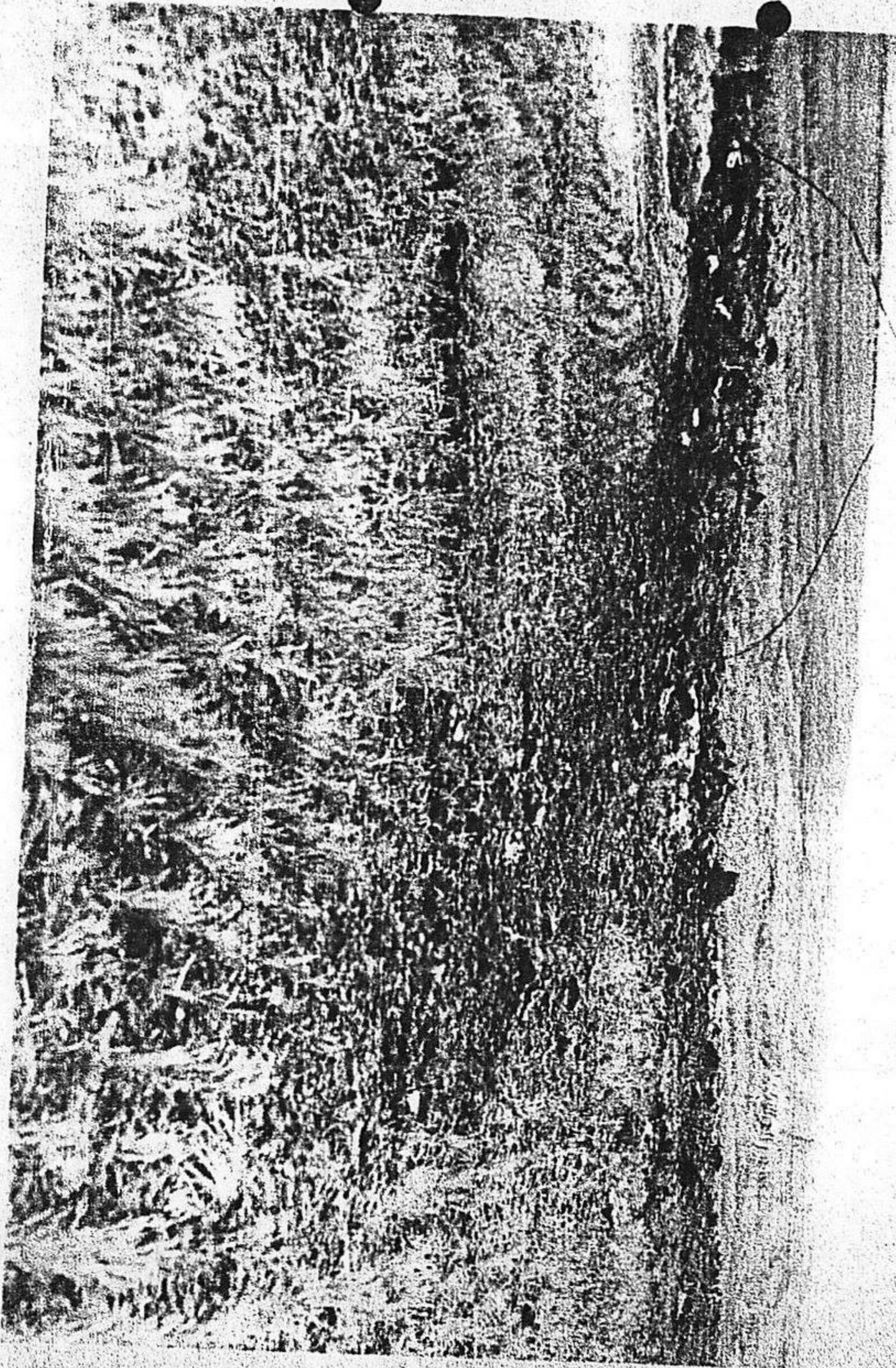


1941

1941

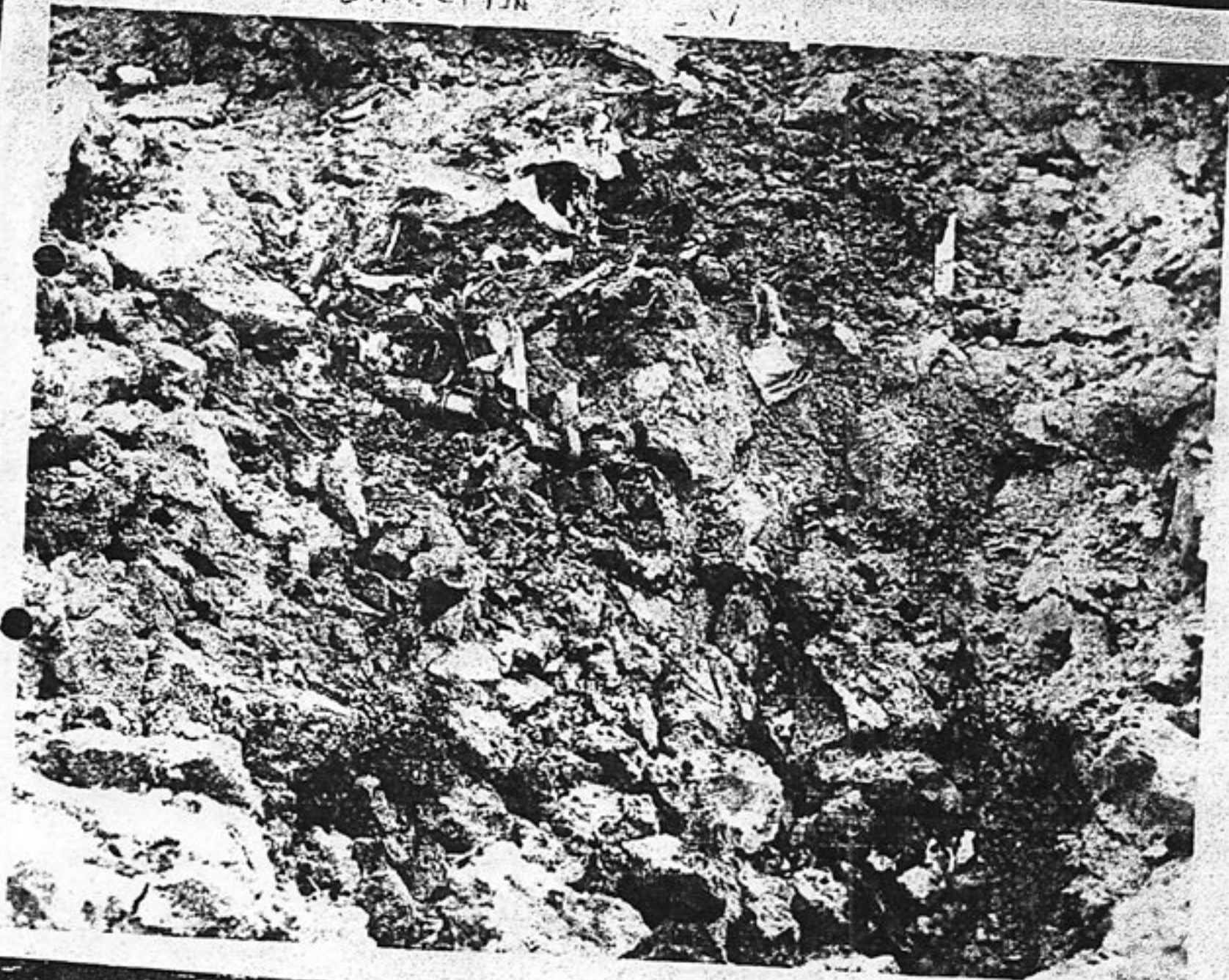
1941





PLANTING SEEDS
22 JAN 74

DIRECTION



RESTRICTED

HEADQUARTERS 33D FIGHTER WING
Otis Air Force Base
Falmouth, Mass.

CO-360.33

7 July 1949

SUBJECT: Report of Major Accident (AAF Form No. 14), F-84-C, #47-1493
TO : Commanding General, First Air Force, Slocum Air Force Base,
Port Slocum, New York

1. Attached hereto in compliance with para. 6a, ComAC Regulation 15-8, as amended, are two copies of Report of Major Accident (AAF Form 14), covering F-84-C aircraft #47-1493 which occurred 30 April 1949 at 1600 Central Standard Time three (3) miles east of Elk City, Nebraska. Subject report has been delayed due to this headquarters seeking additional information pertaining to weather briefing and structural failure that may have occurred.

a. Action taken by this headquarters to prevent recurrence of this type accident has been the following.

- (1) A Group Memorandum has been issued outlining the procedures for jet flights through thunderstorm areas.
 - (2) All pilots have been given additional instruction in thunderstorm activities and their effect on high speed aircraft.
- b. No disciplinary action contemplated.
 - c. Evaluation of the pilot involved is not contemplated.
 - d. Preventive action to be taken by higher headquarters - None.

2. The undersigned believes that if the pilots had been briefed in accordance with the statement made by the Forecaster at Offutt Air Force Base they would not have departed that station enroute to Roswell. In reference to Lt. Webb's statement which is attached to AAF Form No. 14, he states the weather data as given to him by Captain Gates. Interrogation of Lt. Webb by the undersigned indicates that he would not have taken off from Offutt Air Force Base had he been briefed by the Forecaster

RESTRICTED

RESTRICTED

OF 360.33 (7 July 1949)

1st Ind.

8:25 July 49 ✓

Subject: Report of Major Accident (AAF Form No. 14), F-84-C #47-1493

HEADQUARTERS FIRST AIR FORCE, Slocum Air Force Base, New Rochelle, New York
17 JUL 1949

TO: Commanding Officer, 33d Fighter Wing, Otis Air Force Base, Falmouth, Massachusetts

1. Request the following additional information be included in the attached report:

a. Were the F-84 aircraft involved in this incident completely equipped for instrument flying, and what type of flight indicator was installed in each aircraft?

b. Is it believed that Lt. Webb used good judgment in continuing to climb, after he noticed, as included in his statement, "The clouds became thicker as we climbed."?

c. Why didn't Lt. Webb climb to altitude over Offutt Air Force Base where it was known no thunderstorms existed rather than on course where thunderstorms were forecast to be present.

2. Request the above information be forwarded to this headquarters prior to 25 July 1949.

BY COMMAND OF MAJOR GENERAL WEBSTER:

W. T. Coleman
Lt. Colonel, AGS.
Assoc. Maj. General

12 Incls:
n/c

☐

RESTRICTED

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RESTRICTED

OT 360.33 (7 July 49) 3d Ind.
Subject: Report of Major Accident (AAF Form No. 14), F-47-C, #47-1493
WING 4 1949

HEADQUARTERS FIRST AIR FORCE, Slocum Air Force Base, New Rochelle, New York

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. The findings and recommendations of the Aircraft Accident Investigating Board are concurred in.
2. Recommend that action be taken to insure that weather personnel at Offutt Air Force Base are indoctrinated in jet aircraft operation similar to that training required by paragraph 3 a, Continental Air Command Regulation 50-1.
3. Further recommend that provisions of Continental Air Command Regulation 50-1 be made mandatory for all weather and operations personnel of units of the USAF.
4. Action taken by the unit commander is considered adequate.

12 Incls:
n/c

Clifford C. Hunt

Report of Major Accident (AAF Fm 14) F-84-C, #47-1493

FS360.33 (7 Jul 49)

4th Ind

22 JUN 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Chief, Flying Safety Division, Office of Air Inspector, 1001st
Inspector General Unit, Langley Air Force Base, Virginia

1. Reference is made to AF Form 14, Report of Major Accident, in the case of Capt James N. Oates in F-84C aircraft No 47-1493 at 3 miles east Elk Creek, Nebraska on 30 April 1949.

2. The findings of the aircraft accident investigation board are concurred in and the preventive action taken by the unit commander is deemed appropriate.

3. The action recommended by Headquarters First Air Force in the 3rd indorsement is concurred in. A recommendation that the provisions of ComAC Regulation 50-1 be incorporated in a regulation published by your headquarters was previously recommended. (Inclosure #1).

4. Many accidents have occurred in which there have been discrepancies in the pilot's and weather officer's statements concerning the weather briefing. In the interest of precluding accidents of a similar nature, it is difficult to determine whether the accident is a result of inadequate and incorrect weather briefing or improper technique and judgment on the part of the pilot. To remedy this situation, it is recommended that the important information concerning the weather situation (i.e., ceilings, visibility, freezing level, turbulence, icing probabilities, type and tops of cloud formations) be required to be indicated on the AF Form 23, Aircraft Clearance.

Charles E. Myers

CHARLES E. MYERS
Major General, U. S. Air Force
Vice Commander

1 Incl
Incls 1-12 w/d
Added Cpy 5th Ind
Hqs ComAC 22Jun49

22 JUN 1949
1001st IG Unit
Langley AFB, VA
360.33
AF Form 14

Da

COPY

Report of Major Aircraft Accident

OT201 Lundhigh, Alfred W. (O)
(5 May 49)

5th Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: First Region, Inspector General, USAF, Office of Air Inspector,
Langley Air Force Base, Virginia

1. Reference is made to AF Form 14, Report of Major Accident, in the case of 2nd Lt Alfred W. Lundhigh in F₈₄ aircraft No 47-1475 at Andrews Air Force Base on 22 April 1949.

2. This headquarters concurs with the findings and recommendations of the aircraft accident investigation board, however, the fact that only one operator was available for duty in the Andrews Air Force Base Airways Station is considered to be a factor. It is considered that an airways station in the District of Columbia Area cannot adequately perform the necessary duties with one operator present.

3. In order to prevent the occurrence of an accident of this type within the Continental Air Command, this headquarters on 13 May 1949 published ConAC Regulation 50-1 requiring that all personnel be indoctrinated with the problems encountered in the operation of jet type aircraft,

4. It is strongly recommended that the provisions of ConAC Regulation 50-1 be incorporated in a regulation published by your Headquarters in order that all United States Air Force personnel are aware of the problems cited. Copy of ConAC Regulation 50-1 attached for your information.

FOR THE COMMANDING GENERAL:

1 Incl
1-7 w/d
1 added Cpy ConAC R 50-1

Ind #1

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RESTRICTED

SUBJECT: Report of Major Accident (AAF Form No. 14), F-84-C #47-1493
A3-360.33 (Hq 33D Ftr Wg, 7 July 49) 2nd Ind.

HEADQUARTERS 33D FIGHTER WING, Otis Air Force Base, Falmouth, Mass.
~~JUL 22 1949~~

TO: Commanding General, First Air Force, Slocum Air Force Base, Fort
Slocum, New York

1. Information requested in 1st Indorsement is as follows:

a. The F-84 aircraft involved were equipped for instrument flying and all instruments and radios were working. F-84's were equipped with the J-3 Flight Indicator.

b. Capt. Cates was flight leader and made the decision to climb on course. He was only flying wing position because Lt. Webb's aircraft was slower and he believed the flight could be better controlled from that position. Climb was made until decision to turn back was made. It is believed that Capt. Cates' decision to continue was based on predicted scattered thunderstorms and belief that aircraft would be on top at 18,000 feet.

c. Lt. Webb did not climb to altitude over Offutt Air Force Base because fuel consumed while arbiting in climb would have precluded reaching destination with sufficient fuel reserve. Ceiling over Offutt was 4500 feet. Lt. Webb detoured the thunderstorm southwest of the field and climbed on course.

d. It is further pointed out that in Capt. Bolnick's statement he says that climb to 20,000 should have been made VFR. This is obviously impossible with an overcast at 4500 feet.

2. The undersigned again states that he does not believe the pilots would have cleared had they received the briefing as stated in clearing officer's and forecaster's statements.

12 Incls.
w/c

Woodrow W. Korges
WOODROW W. KORGES
Lt. Colonel, USAF
Commanding

RESTRICTED

1969 MAY 01 09 16



C-3
EJ 21
VX 19

OIOI JELC
Q V

FM JMYC 86/CG OFFUTT AFB OMAHA NEBR 011700Z
TO JELC/CHIEF OF STAFF USAF WASHINGTON 25 D C
JELC/CHIEF FLYING SAFETY DIVISION LANGLEY AFB VA
JEGC/COMGENCONAC MITCHEL AFB WEMPSTEAD NY
UEGBK/COMGENAF ONE FT SLOCUM NEW ROCHELLE NY
UEGDN/CO OTIS AFB FALMOUTH MASS
INFC UWFBJ/CO WALKER AFB NMEY
OYN/COMGENAC OFFUTT AFB NEBR

QWM AF GRNC

CPN 5701 . SUPPLEMENTAL PRELIMINARY AIRCRAFT ACCIDENT REPORT. REPORTS CONTROL SYMBOL IS AF-FS-T3. F-84C AF 47-1493 ELK CREEK, NEBR, 30 APR PILOT JAMES OATES, AIRCRAFT CRASHED INTO GROUND, PILOT ASSIGNED TO 59TH FIGHTER SQ RATHER THAN TO 58TH FIGHTER SQUADRON AS PREVIOUSLY REPORTED. 59TH FIGHTER SQ IS ASSIGNED TO 33RD FIGHTER GROUP, FIRST AIR FORCE, CONTINENTAL AF COMMAND. INJURY FATAL TO PILOT, POSITIVE IDENTIFICATION NOT MADE DUE TO CONDITION OF REMAINS RECOVERED; HOWEVER, AIRCRAFT IDENTIFIED AS F-84 AND ORGANIZATION MARKINGS INDICATED AIRCRAFT ASSIGNED TO 33RD FIGHTER GROUP. FLIGHT OF TWO F-84 AIRCRAFT WERE ENROUTE TO LAS VEGAS, NEV TO PARTICIPATE IN AERIAL GUNBERRY MEET, AIRCRAFT WERE ON IFR CLEARANCE FROM OFFUTT AFB TO WALKER AFB. AIRCRAFT SEPARATED IN AREA OF THUNDERSTORMS, ON AIRCRAFT RETURNED AND LANDED SAFELY AT OFFUTT, OTHER AIRCRAFT PILOTTED BY CAPT OATES CRASHED INTO GROUND CAUSE UNDETERMINED. AIRCRAFT ASSIGNED TO SAME ORGANIZATION AND STATION AS PILOT.

CPN.....OPN 5701 AF-FS-T3 F-84C 47-1493 30 59TH 58TH 59TH 33RD
F-84 33RD F-84

01/1722Z

1949 MAY 01 08 35

C-1

~~1949 APR 01 07 46~~



C-1
EJB16

VX11

OIOI JELC

FM JWXCO 01/CO OFFUTT AFB OMAHA NEBR 010720Z
 TO JEPCC/CHIEF OF STAFF USAF WASH 25 DC
 JELC/CHIEF FLYING SAFETY DIV LANGLEY AFB VA
 UEGDN/VO OTIS AFB FALMOUTH MASS
 INFO UWXBJ/CO WALKER AFB NMEX
 OXM/VOMGENSAC OFFUTT AFB NEBR
 OWM AF GRMC

/CORRECTED COPY/
/RESTRICTED/

OPM 5100. REPORTS CONTROL SYMBOL IS AF-ES2T. THIS REPORT IS UNCONFIRMED
 ABLE 30 APR 49, APPH1600VST. 3 MILES EAST ELK CREEK, NEBR.
 BAKER F-8A, 47-1423, 50TH FIGHTER SQ, ACFT DEMOLISHED, DISPOSITION
 IS UNDETERMINED.

CHARLIE JAMES OATES. CAPT, AO 668601. 50TH FIGHTER SQ, COOP.
 COMMAND, AND AIR FORCE IS UNDETERMINED, USE OF PARACHUTE IS UNDETERMINED,
 INJURY BELIEVED FATAL BUT NOT DETERMINED.
 DOG SAME.

EASY .NONE.

KOK ACFT BELIEVED TO HAVE CRASHED INTO GROUND.

GEORGE UNDETERMINED.

HOW UNDETERMINED.

ITEM IFR CLEARANCE 20,000 FEET OFFUTT AFB TO WALKER AFB.

JIG UNKNOWN.

WING AREA OF ACCIDENT NUMEROUS THUNDER STORMS, CEILING VARIABLE 300 IN
 STORMS TO 3,000 FEET BROKEN, MODERATE TURBULANCE, TOPS ABOVE 13,000
 FEET, FREEZING LEVEL 9,500 FEET ICING IN CLOUDS ABOVE FREEZING LEVEL,
 SOME HAIL REPORTED IN AREA.

LOVE UNDETERMINED.

NINE CHIEF OF STAFF USAF NOTIFIED.

CFN...OPM 5700

010720Z

41-11-60-1-5/11

57612

LOWRY FLIGHT SERVICE CENTER
LOWRY AIR FORCE BASE
DENVER, COLORADO

RY 360.33

2 May 1949

SUBJECT: Report of Aircraft Accident

TO: Field Office of The Air Inspector, Langley AF Base, Virginia,
ATTENTION: Flying Safety Division.
Commanding Officer, Flight Service, Washington 25, D. C.
CO, 70th AFSC (H) 103rd Weather Sq., Kelly AFB, San Antonio, Tex.

1. Flight Plan: Air Force Jet 1475, 2/F2L, Gates, departed Offutt Air Force Base, Nebraska, 1916Z, 30 April 1949; altitude 20,000 feet; instrument flight rules; direct to Rockwell Air Force Base, New Mexico; true air speed 450 miles per hour; very high frequencies, channels 4 through 11; estimating 1 hour 40 minutes enroute; 2 hours 45 minutes fuel aboard; pilot rating: 3-2; no alternate required; highest rank aboard captain.

2. Date, time, and location of accident: 30 April 1949, approximately 1930Z, 3 miles east Elk Creek, Nebraska, 40°15' north latitude, 98°15' west longitude.

3. Flight Service clearance: (Yes) (No) (If "Yes" indicate text of message. If "No" explain why) Offutt Air Force Base has own clearance authority.

4. ATC clearance: (Yes, (NA)

5. Flight advisory issued: (Yes) (No) (If "Yes" indicate text of message. If "No" explain why) No hazardous conditions observed to exist.

6. Position reports: None.

7. Pertinent weather: (See enclosure).

8. Narrative summary of additional information: An alert notice was received at Lowry Flight Service from Langley Flight Service at 1915Z. Air Rescue Service was notified and a preliminary search was initiated with negative results. At approximately 1950Z, Offutt operations called and the airframe officer stated he had a report, crash site N. W. 1/4, Whitefield, Tecumseh, Nebraska. Site of crash was 3 miles east of Elk Creek, Nebraska. Sheriff and other parties tried to reach scene of crash, but were unable to do so up to 2000Z. Witnesses stated that the aircraft was burning in flight before it crashed. Offutt Air Force Base dispatched the airframe officer to scene of crash. Fort Riley was alerted to stand by with helicopter. Air Rescue and other concerned parties were notified of pertinent facts.

1 incl
Pertinent weather

Robert W. McLean
Lieutenant Colonel
1st Lt, USAF
Commanding

15 Apr 44, 18 Dec 44 (rev 19 Apr 48)

100-100000-19-11-1

PARAGRAPH 7, PERTINENT WEATHER:

1430C:
 OFFUTT AFB NEB E600010 034/77/52+24+ /964/G28 E3000TWRG CU ALL
 QIADS QAGEN
 LINCOLN NEB E150050015RW 021/68/55+27+/960 POPN VERY LIGHT
 QAZEN
 HILL CITY KAN W10012 980/62/39+13+/949
 SALINA KAN S7 E20005 027/64/61+22/962/E30000950 40633 1114/
 DODGE CITY KAN M21015 949/72/63+34+/944/341
 GARDEN CITY KAN E45025015 915/73/61+40+/936/ PRESFR TSTM NW
 DALHART TEX O15+ 956/80/35+11/955
 TUCUMCARI N M O30 959/73/37+30+/976
 AMARILLO TEX E260012 967/30/31+33+/957
 ROSWELL N M 80050 976/86/M+19-/964/ 99940 99980

1530C:
 OFFUTT AFB NEB RS E400010R- 037/75/55+26+964/G35/E800822 32/4
 20669
 LINCOLN NEB E150050015 000/68/53+35+/953/PRESFR/941 27/5 QAZEN
 HILL CITY KAN S14 W9012 980/63/60+10/950/514 5/3
 SALINA KAN S8 E80010 017/65/62+15/960/E1200 1846 01/4
 DODGE CITY KAN E250025015 949/73/63+30+/942/G33/332 2039 24408
 GARDEN CITY KAN E250010007 939/69/53+40+/542/300/525 9937/ 24378
 DALHART TEX O15+ 953/80/32+7/954/814 1005 24466
 TUCUMCARI N M O30 956/79/37+30+/957/614 2066 24486
 AMARILLO TEX 260012 959/31/32+24+/955/817 0046 24508
 ROSWELL N M 80050 966/88/M+12-/962/813 1002/99950 ///9/

1630C:
 OFFUTT AFB NEB S2 130070010RW 017/74/53+26+/953/G32 QAZEN
 LINCOLN NEB E150050015 976/65/51+40+/946/TWRG CU NE QAZEN
 HILL CITY KAN S17 P 8X3TRW 000/52/50/+16/954/TSTM OVHD MOVGE
 CLD GND LTNG
 SALINA KAN E300010 007/65/60+12/956/E1200
 DODGE CITY KAN E250080015 939/75/65+30+/941/G38 CB NW
 GARDEN CITY KAN E200010007 959/61/47+45+/946
 DALHART TEX 660015+949/78/34+13/952 1000
 TUCUMCARI N M 250030 95 GARBLED
 AMARILLO TEX 260012 955/80/32+22+/953
 ROSWELL N M 80050 963/87/M+13-/959/99920 ///9/ 99910

1730C:
 OFFUTT AFB NEB E400010 007/65/49+22+/954/G32 PRESFR RAREP PPINE
 LINCOLN NEB S3 3500015 990/65/53+18/951/E1500 TWRG CU W QAZEN
 HILL CITY KAN 301830E E1006TRX 936/52/49+23+/951 TSTM OVHD CLD
 SALINA KAN E65010000 60/65/60+13-/954/BINOVC/RW W/NW 40923
 DODGE CITY KAN 40679 50823
 STP. 30000 955/49+42+/952/G53 E2500 TSTM OVHD
 MOVG SE

18742WILLCO

PERTINENT WEATHER CONT'D

1730C: (CONT'D)

GARDEN CITY KAN E130010 973/58/44+40+/950
 DALHART TEX E600015+ 949/73/39+16/952/E1600
 TUCUMCARI N M 70020 956/78/36-25+/956
 AMARILLO TEX 260012 952/80/35-25+/953 CB NW
 ROSWELL N M 80040 943/35/M+17+ 959/328 OCNL BD/ 99910
 ///9/ 99920

1830C:

OFFUTT AFB NEB E4008 007/65/55+22+/954/G32 63000 5119 77 20629
 30683 30628
 LINCOLN NEB E450015 993/64/53/+12/951/E1500/47/5 QAZEN
 HILL CITY KAN E15010TRW 990/52/49+31+/964/2000/40810 605955
 24330
 SALINA KAN E600010 000/65/62-+13-/955/G17/E1000 BINOVG
 RAREP PPINR
 DODGE CITY KAN E100015 970/54/47+43+/948/G52/3007 CLD TO GND LTNG E
 GARDEN CITY KAN E130080010 983/56/45+25+/963/238 3609 73 24475
 DALHART TEX E60015+ 949/76/33+18/952 603 2006 80 24458
 TUCUMCARI N M 70020 956/77/35-24+/955/603 4005 80 24436
 AMARILLO TEX 015 952/78/32-15/953 CB NW 9019
 ROSWELL N M 80030 970/84/M+17-/960/501 1006 88

1930C:

OFFUTT AFB NEB E14004008 003/63/57+19/954/20619 30683 30638
 LINCOLN NEB E400015 983/63/53+20/943/E1500 CLD TO GND LTNG LW
 QAZEN
 HILL CITY KAN E150015 933 51/45+24+ 949/E300 CLD GND LTNG SE
 SALINA KANS E5003 000/65/62+10/357/BINOVG
 DODGE CITY KAN E120015 993/53/46+20+/951/636 BINOVG W PRESRR
 GARDEN CITY KAN E13000015 986/54/45+22+/953
 DALHART TEX E6007 970/55/44+16 956
 TUCUMCARI N M E250020 353/73/33-20/956 FEW SC
 AMARILLO TEX 015 955/72/32-17/953 CB NW
 ROSWELL N M 80020 980/31/M+10-/962

ENCLOSURE

78-5-3-88

ENCLOSURE 2

INCL 1

EN
D

MARCH FLIGHT SERVICE CENTER
MARCH AIR FORCE BASE, CALIFORNIA

53390

2 May 1949
(Date)

SUBJECT: Report of Aircraft Accident

TO: Office of the Field Air Inspector, Langley AF Base, Virginia, ATTENTION: Flying Safety Division
Commanding Officer, Flight Service, Washington 25, D. C.
Commanding Officer, 2101st Air Weather Group, McClellan Air Force Base, California

acc avca

1. Flight Plan: AF Jet 1493, F-84, Pilot Captain James M. Oates, AO 668621, Home Station 59th Fighter Sqn, Otis AFB, Falmouth, Mass., departed Offutt Air Force Base, Nebraska, 30 April 1949, at 1516 Central, on an IFR flight plan 20,000 feet to Walker Air Force Base, New Mexico; Air Speed 450 MPH, Radio VHF, 1 hour forty minutes enroute, 2+45 fuel, pilot rating 3-2.
2. Date, time, and location of accident: 30 April 1949 1532M near Tecumseh, Nebraska

3. Flight Service clearance: (Yes) (No) (If "Yes", indicate text of message. If "No", explain why) Cleared by Offutt Air Force Base Operations.

4. ARTC Clearance: (Yes) (No)

5. Flight Advisory issued: (Yes) (No) (If "Yes", indicate text of message. If "No", explain why) Not in March Flight Service Area.

6. Position reports: None

7. Pertinent Weather: (See inclosure) Not pertinent.

8. Narrative Summary of additional information: Aircraft crashed before reaching March Flight Service Area - details unknown.

RAIFE J. WELLS
Lt Colonel, USAF
Commanding

Republic F-84 "Thunderjet"



The F-84, the USAF's first post-war fighter, made its initial flight on February 26, 1946. It began rolling off the production lines in June 1947, and by the time production ceased in 1953, approximately 4,450 "straight-wing" F-84s (in contrast to the swept-wing F-84F) had been built. In addition to being used by the USAF, many were supplied to allied nations

participating in the Mutual Security Program. During its service life, the F-84 became the first USAF jet fighter able to carry a tactical atomic weapon.

The airplane gained its greatest renown during the Korean Conflict where it was used primarily for low-level interdiction missions. Almost daily the F-84 attacked enemy railroads, bridges, supply depots and troop concentrations with bombs, rockets and napalm.

TYPE (Thunderjet only)	Number built/Converted	Remarks
XF-84	3	Prototype aircraft
YF-84A	15	Service test aircraft
F-84A	0	99 -A models canceled
F-84B	226	First production model
F-84C	191	Imp. -B model
F-84D	154	Imp. -C; longer fuselage, new wing
F-84E	843	Imp. -D model
F-84G	3025	1,936 to NATO

SPECIFICATIONS (F-84E)

Span: 36 ft. 5 in.

Length: 38 ft. 6 in.

Height: 12 ft. 7 in.

Weight: 15,227 lbs. loaded

Armament: Six .50-cal. machine guns and eight 5 in. rockets or 2,000 lbs. of bombs or napalm tanks

Engines: Allison J35 of 4,900 lbs. thrust

Crew: One

Cost: \$212,000

PERFORMANCE

Maximum speed: 620 mph

Cruising speed: 485 mph

Range: 1,485 miles

Service Ceiling: 43,240 ft

Gamma Lynn O Civ AFHRA

From: on behalf of AFHRANEWS
To: kvrtiska@esu6.org
Subject: RE: F-84 crash in 1949

Thank you for your e-mail.

I did locate the aircraft accident report and will mail you a copy.

*MRS LYNN GAMMA
Archivist of the Air Force
Air Force Historical Research Agency*

-----Original Message-----

From: kvrtiska@esu6.org [mailto:kvrtiska@esu6.org]
Sent: Wednesday, February 16, 2000 10:06 AM
To: AFHRANEWS@maxwell.af.mil
Cc: kvrtiska@esu6.org
Subject: F-84 crash in 1949

Comments:

=====
Comments: NOTE: This message was sent through the WebMonitor mail form
Comments:

=====
Comments: HOST: 162.127.78.29 (162.127.78.29)
Comments: BROWSER: Mozilla/4.61 [en] (Win95; I)
Comments: REFERER: http://www.au.af.mil/au/afhra/index.htm
Comments:

=====
(INFORMATION) REQUEST
(ADDRESS) 124 Broadway Street
(CITY) Tecumseh
(STATE) NE
(ZIP) 68450
(Phone) (402) 335-2091
(COMMENTS)

I have been trying to find out some information for some time off the web and have not been having much luck, SAC AFB gave me your address to try. I am attempting to set up a display for our local museum about a plane crash that occurred here in 1949. The pilot Capt. James N. Oates left Offut at 3:12 with another f-84 fighter headed to Roswell, NM for a gunnery competition. His plane went down on a farm near Table Rock, Ne at about 3:21 pm. He was attached to the 33rd fighter group, 59th squadron at Otis Field, Falmouth, Mass. I would like to find more info about the crash and the pilot himself if possible. Please if you could help me or give me some direction it would help.

Thank You,
Kim Vrtiska