

NA34/A12  
95:BRL:mah

U.S. NAVAL AIR STATION  
KODIAK, ALASKA

0807

JUL 9 1946

From: Commanding Officer, Naval Air Station, Kodiak, Alaska.  
To: Chief of Naval Operations (History Unit, Op-33-J-6,  
Office of Historical Research).  
  
Subj: History of NAS Kodiak, Alaska; submission of 2 September  
1945 to 1 January 1946, supplement to.  
  
Refs: (a) Manual for Historical Officers, NavAer OO-25Q-26.  
(b) Aviation Circular Letter 71-46, serial 102-p-519,  
dated 30 April 1946.  
  
Encl: (A) History of NAS Kodiak, Alaska; supplement from 2  
September 1945 to 1 January 1946 (2 copies).

1. In accordance with reference (a), and (b), enclosure (A) is submitted herewith.

R. C. SUTLIFF

cc:  
Com17 (w/encl)

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HISTORY OF

U.S. NAVAL AIR STATION  
KODIAK, ALASKA

IN THREE PARTS

1. Chronology
2. Narrative
3. Appendices

Four copies submitted 1 July 1946 at  
U. S. Naval Air Station, Kodiak, Alaska

Copies 1 & 2 to Historical Unit Op-33-J-6  
Office of Editorial Research

Copy 3 to Com17, Kodiak, Alaska.

Copy 4 to N.A.S., Kodiak, Alaska

HISTORY OF  
U.S. NAVAL AIR STATION  
KODIAK, ALASKA

1. Chronology
2. Commanding Officer of Naval Air Station
  - (a) Name and Rank

Raymond R. Lyons, Captain, USN

(b) Dates of Command

30 August 1945 to present date.

(c) Home Town

Captain Raymond R. Lyons, USN - Honolulu, T. H.

HISTORY OF  
U.S. NAVAL AIR STATION  
KODIAK, ALASKA

2. NARRATIVE

FUNCTIONAL ACTIVITIES

On 3 October, Lieut. Comdr. George Richard Smith, USN, piloting a PBY-5A, Bureau Number 48386, took off from Cold Bay, Alaska, carrying a full crew and nine passengers, for Kodiak. On attempting a landing, the PBY-5A crashed at the foot of Old Woman's Mountain. Of the fifteen occupants, five officers and three enlisted men were killed in the crash. The rest were seriously injured. (See appendix A-98)

Headquarters of the SEVENTEENTH Naval District were moved from Adak, Alaska, to Kodiak, Alaska, on 5 October. Rear Admiral Ralph Wood, Commandant of the District, came aboard with fifty-six officers attached to him.

On 15 October a message was received from the Captain of the S. S. Cordova stating a Navy chief, a passenger on board, was seriously ill in great pain. Andrew Lenyo and Lieut. George Porter, in a PBY-5A, Bu

Number 48440, took off from NAS Kodiak to intercept the ship. On interception, the two kits were dropped by parachute from the plane, one landing just off the port bow, and the other, just off the starboard stern. Both were recovered. Captain Ray Dowling, master of the Cordova, in appreciation of the mercy flight, sent a letter of commendation to the pilot via the commanding officer.

On October 18, the Fleet Weather Central was established at Kodiak with twenty-two officers and seventy-eight enlisted personnel.

On 30 November, PB4Y-2A, Bureau Number 59777, attached to VPB 122 piloted by Lt. JG John Edgar McMillan, took off from NAS Kodiak, Alaska for Whidbey Island carrying a crew of eight and seventeen passengers.

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HISTORY OF  
U.S. NAVAL AIR STATION  
KODIAK, ALASKA

1. NARRATIVE

The plane was last heard from at 1747Z reporting position on the southwest leg of Yakataga, estimating the southwest leg of Sitka at 1825Z. Through the entire coastal route from Kodiak to Whidbey Island has been searched thoroughly, no trace of the plane or occupants has ever been found. (See appendix A-99)

On December 18, Woodley Airways, a commercial airline serving NAS Kodiak and the town of Kodiak, officially became known as the Pacific Northern Airlines by the authority of the Civil Aeronautics Board.

ating under the same certified mail route.

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HISTORY OF  
U.S. NAVAL AIR STATION  
KODIAK, ALASKA

1. APPENDICES

98. Administrative report of crash of PB4Y-5A, Bureau No. 48386.
99. Dispatches covering missing aircraft, PB4Y-2A, Bureau Number 59777.

L11-1

Serial No. 1462

RESTRICTED

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c/o Fleet Post Office  
San Francisco, California

25 October 1945

FIRST ENDORSEMENT to

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CO VPB-62 Rest. Ltr.  
Ser. 304 dated 8 Oct.,  
1945.

From: The Deputy Commander, Fleet Air Wing FOUR  
To: The Secretary of the Navy (Office of the Judge Advocate General).  
  
Via: The Commander, Fleet Air Wing FOUR  
  
Subject: Administrative report of crash of PBY-5A aircraft, Bureau No. 48386, which resulted in the death of Lt. Comdr. George Richard SMITH, USN, (82426), Patrol Bombing Squadron SIXTY-TWO; Lt.(jg) John Kenneth McNEI (A1), USNR, (321101), Patrol Bombing Squadron SIXTY-TWO; Ensign Willard Edwin TOSTMAN, (A1), USNR, (414424 Patrol Bombing Squadron SIXTY-TWO; NAGLE, Richard Knightly, 761-66-26, ARM2c(T), V-6, USNR, Patrol Bombi Squadron SIXTY-TWO; Radio Electrician Jewell Franklin FLACK, USN, (377487), SEVENTEENTH Naval District; NELSON, Roy George, 553-22-07, Y2c, V-6, USNR, SEVENTE Naval District; DUGGER, Keith Eugene, 860-51-27, T2c, V-6, USNR, SEVENTEENTH Naval District; and Lieut. Paul Porter BUTLER, A-V(S), USNR, (216261), enroute to repo to Naval Air Training Bases, Corpus Christi, Texas; an in the injury to Lieutenant (jg) Clark Donald HOOT, (C USNR, (349510), SEVENTEENTH Naval District; Lt.(jg) Francis Paul JENKINS, (C)L, USNR, (344068), SEVENTENTH Naval District; Lieut. Merideth (n) WINGERT, (A)L, USN (208220), enroute to report to Navy Training Unit, Too Utah; James Allen HEWITT, 885-48-55, Y3c, V-6, USNR, SEVENTEENTH Naval District; CATALANO, John Joseph, 611-01-69, AMM2c, V-6, USNR, enroute to report to Rece ing Station, Seattle Washington; KRUMM, Omar Fredrick 381-83-85, AM2c(T), USN, Patrol Bombing Squadron SIXTY TWO; and KUNTZELMAN, Charles (n), 852-92-65, AMM2c(T), USNR, Patrol Bombing Squadron SIXTY-TWO.

1. Forwarded.

R. G. LOCKHART

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UNITED STATES PACIFIC FLEET  
Air Force  
VPB-62/L11-1 Patrol Bombing Squadron Sixty-Two  
c/o Fleet Post Office  
Serial 304 San Francisco, California

RESTRICTED

8 October 1945

From: Commanding Officer  
 To: The Secretary of the Navy (Office of the Judge Advocate General.)  
 Via: (1) Deputy Commander, Fleet Air Wing FOUR  
 (2) Commander, Fleet Air Wing FOUR.

Subject: Administrative report of crash of PBY-5A aircraft, Bureau No. 48386, which resulted in the death of Lt. Comdr. George Richard SMITH, USN, (82426), Patrol Bombing Squadron SIXTY-TWO; Lt.(jg) John Kenneth McNEIL, (A1), USNR, (321101), Patrol Bombing Squadron SIXTY-TWO; Ensign Willard Edwin TOSTMAN, (A1), USNR, (414424), Patrol Bombing Squadron SIXTY-TWO; NAGLE, Richard Knightly, 761-66-26, ARM2c(T), V-6, USN Patrol Bombing Squadron SIXTY-TWO; Radio Electrician Jewell Franklin FLACK, USN, (377487), SEVENTEENTH Naval District; NELSON, Roy George, 553-22-07, Y2c, V-6, USNR, SEVENTEENTH Naval District; DUGGER, Keith Eugene, 860-51-27, T2c, V-6, USNR, SEVENTEENTH Naval District; and Lieut. Paul Porter BUTLER, A-V(S), USNR, (216261), enroute to report to Naval Air Training Bases, Corpus Christi, Texas; and in the injury to Lieutenant (jg) Clark Donald HOOT, (C)L, USNR, (349510), SEVENTEENTH Naval District; Lt.(jg) Francis Paul JENKINS, (C)L, USNR, (344068), SEVENTEENTH Naval District; Lieut. Merideth (n) WINGERT, (A)L, USNR, (208220), enroute to report to Navy Training Unit, Tooele, Utah; James Allen HEWITT, 885-48-55, Y3c, V-6, USNR, SEVENTEENTH Naval District; CATALANO, John Joseph, 611-01-69, AMM2c, V-6, USNR, enroute to report to Receiving Station, Seattle Washington; KRUMM, Omar Fredrick, 381-83-85, AM2c(T), USN, Patrol Bombing Squadron SIXTY-TWO; and KUNTZELMAN, Charles (n), 852-92-65, AMM2c(T), V6S, USNR, Patrol Bombing Squadron SIXTY-TWO.

Reference: (a) NAS, Kodiak, disp 040421 of October 1945.  
 (b) NAS, Kodiak, disp 040733 of October 1945.  
 (c) VPB-62 dispatch 042310 of October 1945.

1. Narrative Summary of Accident:

(a) At 0930, Alaskan Standard Time, 3 October 1945, Lieutenant Commander George Richard SMITH, USN, (82426) Commanding Officer, Patrol Bombing Squadron SIXTY-TWO, took off from Army Air Base, Cold Bay, Ala

## UNITED STATES PACIFIC FLEET

Air Force

VPB-62/L11-1      Patrol Bombing Squadron Sixty-Two  
                          c/o Fleet Post Office  
 Serial No. 304      San Francisco, California

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8 October 1945

From:            Commanding Officer  
 To:             The Secretary of the Navy (Office of the Judge Advocate  
                          General.)  
 Via:            (1) Deputy Commander, Fleet Air Wing FOUR  
                          (2) Commander, Fleet Air Wing FOUR.  
 Subject:       Administrative report of crash of PBY-5A aircraft, Bureau  
                          No. 48386.

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 in a PBY-5A airplane on an administrative flight carrying messengers a material to Kodiak, Alaska, for Commandant, SEVENTEENTH Naval District No other plane accompanied him. At this time, Cold Bay had scattered clouds at 1500 - 2000 feet with higher alto-cumulus at 6000 - 7000 feet. The route forecast gave lowering ceilings to 1000 feet at Chirikof. Final forecast for Kodiak gave 500-600 feet ceiling visibility 4 miles in light rain. The flight plan gave Anchorage, Alaska, as alternate airport. The 1330 weather sequence for Anchorage gave an estimated 5000 overcast with lower broken clouds at 2000 feet, wind north-northwest 5 knots, visibility unrestricted.

(b) At 1246 Lieutenant Commander SMITH contacted Kodiak Flight Control and reported his position at Black Point Intersection, cruising 3200 feet. Kodiak Flight Control cleared him to Kodiak Range Station climb 4000 feet and notified him that the present Kodiak ceiling was 500 feet, visibility 2-1/2 miles. This message was acknowledged. At Kodiak Flight Control cleared him from his present position to Kodiak Station for standard instrument approach, final approach on east leg, final approach at 4000 feet. He acknowledged this message and requested permission for needle approach. Kodiak Flight Control cleared him for needle approach. At 1317 he contacted Kodiak Tower and reported over Point A (Kodiak Range Station) and requested present wind direction and velocity. Kodiak Tower reported wind east-southeast 20 knots with gusts to 28. report was acknowledged. While Lieutenant Commander SMITH was making needle approach, Kodiak Tower reported to him that visibility was now 4 miles, barow lights on runway 25, and that he would be landing with a maximum 20 knots downwind. This was acknowledged. The plane was first



sighted by the tower operators approximately 1/4 mile north of runway at an altitude of approximately 400 feet. No voice contact was made. continued downwind on the north side of an paralleling runway 25 in an attempt to land on runway 7. The 400-500 feet ceiling and the hills b of runway 7 made this approach imposible even though he appeared to ma an "S" turn in an attempt to get into position for a landing. He cont the traffic circle upwind on the south side of runway 7 for a downwind landing on runway 25. As he flew over the tower at an altitude of appr

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UNITED STATES PACIFIC FLEET  
Air Force  
VPB-62/L11-1 Patrol Bombing Squadron Sixty-Two  
c/o Fleet Post Office  
Serial 304 San Francisco, California

RESTRICTED

8 October 1945

From: Commanding Officer  
To: The Secretary of the Navy (Office of the Judge Advocate General.)  
Via: (1) Deputy Commander, Fleet Air Wing FOUR  
(2) Commander, Fleet Air Wing FOUR.  
Subject: Administrative report of crash of PBY-5A aircraft, Bureau No. 48386,

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mately 300 feet, he contacted Kodiak Tower and said, "Am going to land runway 25 this pass." The approach turn was started too soon for a do wind landing and the plane crossed the end of runway 25 at approximate 100 fet and came closest to the runway (estimated 0-10 feet) at approx mately 130 feet beyond the intersection of runways 25 and 28. The pla either bounced or was pulled up and a normal power climb was started s ahead until the end of runway 7 was crossed at which point a steep cli turn to the left was started. Insufficient altitude was obtained to c the surrounding hills and the plane crashed from an apparent power on

## 2. Finding of Facts:

(a) PBY-5A airplane, bureau number 48386, crashed into the east slope of Old Woman Mountain, Naval Air Station, Kodiak, Alaska, a 1331 on 3 October 1945.

(b) Occupants.

- (1) Patrol Plane Commander of the airplane was Lieutena Commander George Richard SMITH, USN, (82426), who w killed in the crash. As the date of death he wa at to Patrol Bombing Squadron SIXTY-TWO.
- (2) First Pilot was Lt.(jg) John Kenneth McNEIL, (A1), (321101), who was killed in the crash. He had been active duty for a period in excess of thirty days. date of death he was attached to patrol Bombing Squ SIXTY-TWO.
- (3) Ensign Willard Edwin TOSTMAN, (A1), USNR, (414424), was killed in the crash. He had been on active dut a perios in excess of thirty days. At date of deat was attached to patrol Bombing Squadron SIXTY-TWO. was navigator.

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UNITED STATES PACIFIC FLEET  
Air Force  
VPB-62/L11-1 Patrol Bombing Squadron Sixty-Two  
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(2) Commander, Fleet Air Wing FOUR.  
Subject: Administrative report of crash of PBY-5A aircraft, Bureau No. 48386.

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- (4) NAGLE, Richard Knightly, 761-66-26, ARM2c(T), V-6, USNR, who was killed in the crash. He had been on tive duty for a period in excess of thirty days. A date of death he was attached to Patrol Bombing Squ

ron SIXTY-TWO. He was First Radioman.

- (5) Radio Electrician Jewell Franklin FLACK, USN, (3774 who was killed in the crash. At date of death he w attached to SEVENTEENTH Naval District. He was a passenger.
- (6) NELSON, Roy George, 533-22-07, Y2c, V-6, USNR, who killed in the crash. He had been on active duty fo period in excess of thirty days. At date of death was attached to SEVENTEENTH Naval District. He was passenger.
- (7) DUGGER, Keith Eugene, 860-51-27, T2c, V-6, USNR, wh was killed in the crash. He had been on active dut for a period in excess of thirty days. At date of death he was attached to SEVENTEENTH Naval District He was a passenger.
- (8) Lieutenant Paul Porter BUTLER, A-V(S), USNR, (21626 who was killed in the crash. He had been on active for a period in excess of thirty days. At date of he was travelling under orders to report to Naval A Training Bases, Corpus Christi, Texas. He was a pa ger.
- (9) Lt.(jg) Clark Donald HOOT, (C)L, USNR, (349510), wh injured in the crash. At date of injury he was att to SEVENTEENTH Naval District. He was a passenger.

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VPB-62/L11-1  
Serial 304

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- (10) Lt.(jg) Francis Paul JENKINS, (C)L, USNR, (344067), wh  
was injured in the crash. At date of injury he was at  
tached to SEVENTEENTH Naval District. He was a passeng
  - (11) Lieut. Meredith (n) WINGERT, (A)L, USNR, (208220), who  
was seriously injured in the crash. At date of injury  
he was travelling under orders to report to Naval Trai  
ing Unit, Tooele, Utah. He was a passenger.
  - (12) HEWITT, james Allen, 885-48-55, Y3c, V-6, USNR, who wa  
seriously injured in the crash. At date of injury he  
was attached to SEVENTEENTH Naval District. He was a  
passenger.
  - (13) CATALANO, John Joseph, AMM2c, V-6, USNR, 611-01-69, wh  
was seriously injured in the crash. At date of injury  
was was travelling under orders to report to Receiving  
Station, Naval Station, Seattle, Washington.
  - (14) KRUMM, Omar Fredrick, 381-83-85, ARM2c(T), USN, who wa  
seriously injured in the crash. At date of injury he  
was attached to Patrol Bombing Squadron SIXTY-TWO. He  
was second radioman.
  - (15) KUNTZELMAN, Charles (n), 852-92-65, AMM2c(T), V6S, USN  
who was seriously injured in the crash. At date of in  
he was attached to Patrol Bombing Squadron SIXTY-TWO.  
was First Mechanic.

(c) The airplane piloted by Lieuntnant Commander George Richard  
SMITH, USN, took off from Army Air base, Cold Bay, Alaska, at 0930 on  
October 1945, on a duly authorized flight to carry passengers and mate  
to Naval Air Station, Kodiak, Alaska.

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	UNITED STATES PACIFIC FLEET
	Air Force
VPB-62/L11-1	Patrol Bombing Squadron Sixty-Two
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(d) Immediately after the airplane crashed at 1331, the Kod Control Tower Operator sounded the crash alarm and directed the crash and fire trucks by radio to proceed to disabled aircraft on hillside a of runway 7. As the trucks proceeded to the end of runway 7, the Cont Tower gave them more specific instructions as to the location of crash ing that the disabled aircraft was on the hillside at the end of runwa back of SeaBee Hill. The trucks were directed up SeaBee Hill to SeaBe ings then just beyond to the plane on the northeast slope of Old Woman tain. The vehicles could proceed to within approximately 150 yards of crash. From this point a path was made through the thickly-growing sc trees to the scene. A fire hose was run to the scene from the SeaBee ings, but was not used since the plane did not burn. Ambulances, doct and hospital corpsmen from th edispensary proceeded to the scene immed The first fire and rescue personnel arrived at eh crash at approximatl 1340. Personnel from the SeaBee buildings arrived at approximatley 13 victims were removed as quickly as possible.

The plane came to rest on the starboard side of the fu The starboard wing was broken off at the root and was lying paallel to fuselage. Both engines were broken loose from their mountings and wer 25 feet from the wreckage, partly buried in the ground. The plane fro 4 bulkhead forward was completely demolished and was piled in a twist under the wings and cabane section. The starboard wing was broken and about six feet from the wing tip and wa also broken near the center. port wing was broken off at the root. Little visible damage was done fuselage aft of number four bulkhead, except that the tail section was apparently by being struck by the starboard wing. Both wheels, sidema and tires appeared to be undamaged. The keep aft of number four bulkh was undamaged. No evidence of engine failure was observed by the sruvi crew members or passengers.

Salvage operations carried on until the following day ing all plane parts and confidential radio equipment. All classified tions and charts were recovered. Examination of the wreckage disclos evidence of material failure or sabotage.

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UNITED STATES PACIFIC FLEET  
Air Force  
VPB-62/L11-1 Patrol Bombing Squadron Sixty-Two  
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From: Commanding Officer  
To: The Secretary of the Navy (Office of the Judge Advocate General.)  
Via: (1) Deputy Commander, Fleet Air Wing FOUR  
(2) Commander, Fleet Air Wing FOUR.  
Subject: Administrative report of crash of PBY-5A aircraft, Bureau No. 48386.

(c) Lieutenant Commander SMITH's body was found in the wre under the cabane section with multiple and severe bruises and lacerati on the face and body and with crushed skull. Identification was posit made by Commander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Op ting Base, Kodiak, Alaska.

Lieutenant (jg) McNeil's body was found in the wreckag side Lieutenant Commander SMITH's with multiple and severe bruises abo face and body and with cruched skull. Identification was positively m by Commander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Operati Kodiak, Alaska.

Ensign TOSTMAN's body was found in the wreckage of the gation compartment with multiple and severe lacerations and bruises ab the face and body and with crushed skull. Identification was positive made by Commander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Op ing Base, Kodiak, Alaska.

Lieutenant BUTLER's body was found in the after-bunk c partment with multiple and severe lacerations and bruises about the bo and face with chest crushed. Identification was positively made by Commander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Operating Kodiak, Alaska.

Radio Electrician FLACK's body was found in the wrecka of the navigation compartment with multiple and severe lacerations and bruises about the face and body and with crushed skull. Identification was positively made by Commander Elmer F. LOWRY, (MC), USN, Medials Of Naval Operating Base, Kodiak, Alaska.

NAGLE's body was found in the wreckage of the navigati partment with multiple and severe lacerations and bruises about the fa body and with crushed skull. Identification was positively made by Co mander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Operating Bas Kodiak, Alaska.

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UNITED STATES PACIFIC FLEET  
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DUGGER's body was found in the wreckage of the navigat compartment with multiple and severe lacerations and bruises about the and body and with crushed skull. Identification was positively made b Commander Elmer F. LOWRY, (MC), USN, Medical Officer, Naval Operating Kodiak, Alaska.

NELSON was found in the port blister in after-station multiple and severe lacerations and bruises about the face and body an with basal skull fracture. He died in the dispensary shortly after be removed from the crash. Identification was positively made by Command Elmer F. LOWRY, (NC), USN, Medical Officer, Naval Operating Base, Kodi Alaska.

KRUMM was found in the starboard blister in after-stat with contusion of right chest wall.

KUNTZELMAN was found clear of the wreckage with severe multiple lacerations about the face and with severe laceration of right

Lt.(jg) HOOT was found in the after-bunk compartment with contusion of forehead.

Lt.(jg) JENKINS was found in the after-bunk compartment with laceration of lower lip.

Lieutenant WINGERT was found in the after-bunk compartment with fracture of left forearm.

CATALANO was found in the port wheel well with puncture of the sacral area.

HEWITT was found in the starboard wheel well with laceration of the right leg and left ear.

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(f) At the time of the crash, Kodiak Naval Air Station had an



estimated ceiling of 500 feet, visibility 2 miles, wind 20 knots south southeast gusts to 28, with light rain. The surface of the bay east of the field was rough.

(g) Lieutenant Commander SMITH had a total of 1397 flying hours of which 1236 hours were in PBY type aircraft. He had been fully instructed in the flying characteristics of the PBY-5A type plane.

Lt.(jg) McNEIL had a total of 822 flying hours of which 6 hours were in PBY type aircraft. He had been fully instructed in the flying characteristics of the PBY-5A type plane.

(h) The airplane was in good mechanical condition, was properly serviced, and carried adequate equipment for its mission. The plane had been operated 1125 hours and had not had an overhaul. It had been flown 24 hours since the last 60-hour check. No reports of trouble with either the airplane or engines had been made since the last 60-hour check. The plane departed from Cold Bay with 12-hours supply of fuel and had approximately eight-hours fuel remaining at the time of the crash.

(i) Lieutenant Commander SMITH appeared to be in good spirits immediately preceding this flight as indicated by surviving passengers and crew members. He had been examined by a flight surgeon on 16 July 1945 and found physically and temperamentally adapted for flying. No complaints had been made subsequent to said examination.

Lt.(jg) McNEIL had been examined by a flight surgeon on 1 April 1945, and found physically and temperamentally adapted for flying. No complaints had been made subsequent to said examination.

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UNITED STATES PACIFIC FLEET  
Air Force  
VPB-62/L11-1 Patrol Bombing Squadron Sixty-Two  
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From: Commanding Officer  
To: The Secretary of the Navy (Office of the Judge Advocate)

General.)  
Via: (1) Deputy Commander, Fleet Air Wing FOUR  
(2) Commander, Fleet Air Wing FOUR.

Subject: Administrative report of crash of PBY-5A aircraft, Bureau  
No. 48386.

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Ensign TOSTMAN had been examined by a flight surgeon April 1945, and found physically and temperamentally adapted for flying. No complaints had been made subsequent to said examination.

(j) There was no damage to private property.

3. Opinions:

(a) That during the steep climbing turn to the left after shooting a downwind attempt to land on runway 25, Lt. Comdr. SMITH, in attempt to gain sufficient altitude to clear the surrounding hills, put the nose of the plane too high and the plane stalled. There was insufficient altitude to recover from the stall and the plane crashed nose

(b) That there was little chance of compromise of communication radio equipment since all of it was recovered and a continuous guard was maintained at the scene until all the wreckage was salvaged.

(c) That the crash of said airplane and the resultant injuries were not caused in any manner by the intent, fault, negligence or inefficiency of any person or persons in the naval service or connected

(d) That all deaths and injuries as a result of said crash were in line of duty and not due to misconduct.

4. Recommendations:

(a) It is recommended that the local traffic rules for operating conditions for ceiling, visibility, and force and direction of wind be modified to prevent the recurrence of this type accident.

W. H. WITHROW,  
Acting.

[The next four pages were on message forms.  
Only the relevalant information has been reproduced here.]

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P.S.N.Y. 2-20-48 600M

NAVAL AIR STATION, KODIAK, ALASKA  
NHB NR 20                      NAVAL COMMUNICATION                      HD

Heading      PAGE 1/

URDIS 200059 AND COMALSEAFRON 200520 X 5 COMAFIRWING 4 PBYS SEARCHED F  
ISLAND TO SITKA FROM 1 DEC TO 5 DEC X 1 PB5A SEARCHED AREA FROM ANNET

SITKA AND NORTH OF SITKA FROM 1 DEC TO 5 DEC X 1 JRF COAST GUARD SEARC  
ENTRANCE DUKE ISLAND CORONATION ISLAND AND HARBOR MT AREAS FROM 4 DEC

CGC CYANE SEARCHED DIXON ENTRANCE AND FOLLOWED TRACK THAT MISSING PB4Y  
WAS PRESUMABLY FLYING FROM KODIAK TO MASSETT FROM 1 DEC TO 8 DEC X CGC

SEARCHED OUTSIDE WATERS OF ENTRANCE AND PUT OUT SEARCH PARTIES ON 3, 4  
TO CLIMB HARBOR MT X 4 CG SMALL CRAFT SEARCHED INSIDE WATERS OF CLAREN

PRINCE OF WALES ISLAND X COMDR WEED IN THE FANDWL PLANE WITH PILOT TOM  
THOROUGH SEARCH OF SITKA AREA FROM 3 DEC TO 7 DEC X A SEARCH PARTY OF

SITKA FIRE CHIEF SEARCHED HARBOR MT FOR SEVERAL DAYS X ALASKA COASTAL  
SEARCHED SITKA AREA ON 3 DEC AND 4 DEC X ON 6 DEC A PBY FROM KODIAK RE

AREAS FROM ANNETTE TO NORTH OF SITKA AND BARANOF ISLAND UNTIL 12 DEC X

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P.S.N.Y. 2-20-48 600M

NAVAL AIR STATION, KODIAK, ALASKA  
NHB NR 10                      NAVAL COMMUNICATION                      HD

Heading

YOUR 191845 SEARCH FOR PB4Y-2 BUNR 59777 CARRIED OUT OVER CORONATION I  
AND ALL AREA SOUTH TO WHIDBEY ISLAND BY FAW-4 PBYS AND 1 COAST GUARD P

PBY X SEARCH THIS AREA ABANDONED 5 DEC BY NAS SEATTLE 050216 X SEARCH  
COMALSEAFRON AND COMSITKA SECTOR VICINITY CORONATION ISLAND AND NORTH

SITKA AREA AND VICINITY HARBOR MOUNTAIN X FURTHER SEARCH CONSIDERED US

COMALSEAFRON AND DISCONTINUED 13 DEC X BASED ON ANALYSIS VOLUMINOUS DI  
TRAFFIC DURING SEARCH ORIGINATOR BELIEVES ALL PROBABLY AREAS OF CRASH  
THOROUGHLY COVERED AND THAT PLANE CRASHED EITHER INTO WATER OR SOME RE  
INLAND WELL OFF COURSE X FURTHER INFO FORTHCOMING WHEN RECEIVED FROM C

Reference Brief: 191845: REQUEST INFO PROGRESS EXPECTED DURATION SEAR  
050216: NAS SEATTLE ABANDON SEARCH

From: COMFAIR SEATTLE Date: 202121 DEC Precedence PRIORITY CW  
To: CNO  
Info: CWSF, CASF, COMSITKASEC

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P.S.N.Y. 2-20-48 600M  
NAVAL AIR STATION, KODIAK, ALASKA  
NAVAL COMMUNICATION

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Heading

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ALL SEARCHES HEGATIVE X UNFAVORABLE WEATHER CONDITIONS INTERFERRED WIT

REF 200059: REQUEST INFO ON LOSS OF 59777

REF 200520: NOT HELD. PROBABLY 200520 ANSWER TO 200059 GIVING DETAI  
OF SEARCH.

From: COMSITSEC Date 210022 DEC Precedence PRIORITY CWO RAH  
To: COMFAIR SEATTLE  
Info: CWSF, CASF, CNO

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P.S.N.Y. 2-20-48 600M

NHB NR 21                      NAVAL AIR STATION, KODIAK, ALASKA  
                                    NAVAL COMMUNICATION

HD

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Heading

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CNO REQUESTS GENERAL INFORMATION ON EXTENT PROGRESS AND EXPECTED DURAT  
OF SEARCH FOR PLANE BUNR 59777 OF VPB-122 LOST 30 NOV X ADVISE ORIGINA  
FULL DETAILS IMMEDIATELY

NR 1 TO NAS.OP BY TELETYPE/ 0310Z/20TH

From: COMFAIR SEATTLE      Date 200059 DEC      Precedence PRIORITY      CWO R  
To:      COMALSEAFRON  
Info: COMKODSEC, COMSITSEC, CNO

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