

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

(1) Place Station 106, APO 634. (2) Date October 9, 1943 (3) Time 1640
Aircraft: (4) Type and model B-17F (5) A. F. No. 41-24529 (6) Station 106
Organization: (7) 8th (8) 384th (9) 546th Bomb (H)

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	REGULATORY PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Berbrich, John M.	P	0-799712	2nd Lt.	01	AC	8th	None	None
4CP	Nelson, Francis P.	P	0-677552	2nd Lt.	01	AC	8th	None	None
5N	Schwartz, Julius S.	N	0-739119	2nd Lt.	01	AC	8th	None	None
2E	Jacobs, Gilbert O.	AE	160527	1st Sgt.	00	AC	8th	None	None



PHOTOGRAPHED WITH ACCIDENT
(20) BERBRICH JOHN M. (21) 0-799712 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th (26) 384th (27) 546th Bomb (H) (28) 106 (29) 2354
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (30) (31) (32) (33) 2354
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (34) Pilot (35) 16-3-43 Present rating (36) Pilot (37) 16-3-43 Instrument rating (38) Sept. 2, 1943
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)
(39) This type 152:50 (40) Instrument time last 6 months 74:25
(41) This model 125:55 (42) Instrument time last 30 days 18:10
(43) Last 90 days 125:55 (44) Night time last 6 months 48:55
(45) Total 178:45 (46) Night time last 30 days 11:15

AIRCRAFT DAMAGE

DAMAGE	(47) LIST OF DAMAGED PARTS
(47) Aircraft 5	Both wings show signs of being damaged; landing gear is completely washed out; nose section, ball turret and bomb bay damaged. Classified as "E" salvage.
(48) Engine(s) 4 4 4 4	
(49) Propeller(s) 5 5 5 5	

(50) Weather at the time of accident 60
(51) Was the pilot flying on instruments at the time of accident
(52) Cleared from Station 106 (53) To Local Flight (54) Kind of clearance 0
Z 354 Z 354
(55) Pilot's mission Training
(56) Nature of accident Landing

(57) Cause of accident The approach for landing was very short and the plane touched down for landing about two-thirds of the distance down the runway, the runway being 2,000 yards long. Brakes were applied as soon as the plane touched the runway which slowed it up considerably but upon reaching the end of the runway continued across a grass plot, coming to rest after the under-carriage collapsed in a shallow ditch.

DESCRIPTION OF ACCIDENT

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

1. On October 9, 1943, 2nd Lt. JOHN M. BERRICK, O-799712, took off at 1516 for the purpose of slow-tiring two engines on B-177 aircraft, No. 41-24529. After one and a half hours flying in the immediate vicinity of the field, the pilot decided to land due to the fact that the aircraft was losing gas from the #3 engine, caused by an overflow vacuum created when gas was transferred from the full boost tank to the main tanks. The pilot overshot on his first landing attempt, whereupon he pulled up to circle the field for another landing approach. The second approach was very short, as was the first, the pilot rolling out of his last turn just short of the landing runway. The ship touched down about two-thirds of the distance down the runway, the runway being 2,000 yards long. Brakes were applied as soon as the ship touched down, aside of smoke coming from each wheel. The ship slowed down considerably but upon reaching the end of the runway continued across a grass plot, coming to rest after the undercarriage collapsed in a shallow ditch.

2. It is the opinion of this Board that the cause of this accident was 100% pilot error.

3. Three sets of photographs were forwarded to 1st Bomb Division, A-2 Section, on 10 October 1943.

4. Statements of the Pilot, Flying Control Officer, Engineering Officer, and two witnesses are attached.

Signature

ALFRED C. MITCHELL

Major, Air Corps

THOMAS F. BERRY

Major, Air Corps

WILLIAM F. GILMORE

Major, Air Corps

WILLIAM F. GILMORE

Major, Air Corps

WILLIAM F. GILMORE

Major, Air Corps

Date 19 October 1943

546TH BOMBARDMENT SQUADRON (H)
AAF Station 106

17 October 1943

SUBJECT: Statement on Landing Accident of B-17F, #41-24529.

TO : Whom it May Concern.

1. On October 9, 1943 while on a local flight, I decided to land after one and a half hours of flying, as #3 engine was losing gas due to an overflow vacuum created by the Engineer transferring gas from a full bomb bay tank. The Control Tower advised landing on Runway 190, the shortest runway at the field, as runway 240, the longest runway, was tied up by a previous landing made a few minutes before by a combat plane.

2. On the first pass at the field I overshot and went around. I was approximately 50' above the runway on the second pass, when the Tower called, telling me that, "Runway 240 was now clear and I could land on it if I wished." I acknowledged the call and informed the tower, "Landing almost complete; will continue."

3. I flew over the edge of the runway at 120 m/h, indicated, as there were 3000 lbs of bombs in the left bomb bay and a full bomb bay tank of gasoline in the right. The landing speed was high but in my opinion safe, due to the load, and upon leveling off the plane did not stall, and floated past the perimeter track before settling to the ground, leaving about two-thirds of the runway in which to stop the plane. I began to apply the brakes but didn't notice any slowing down of the plane. I then applied full pressure and told the Co-Pilot to "get on the brakes" also. The Co-Pilot, and the Engineer and the Navigator who were in the Pilot's compartment, pulled the emergency brakes overhead, but to no avail. I realized by the time the plane had reached the intersection of runways 240 and 190 that the brakes had failed. My first thought was to get off the ground again and come in on the long runway, 240, but this was considered too dangerous as less than 1/3 of the runway was available for take-off. A ground loop was impossible as there planes parked to the right of the end of runway 190 and buildings (link trainer and photo lab) to the left. The clearest course was straight ahead, so the tail wheel was left locked and the switches were cut.

4. The plane left the edge of the runway, continued across the grass, went through a high hedge and barbed wire fence, lining a road, and was stopped by a ditch approximately four feet deep. The plane had the undercarriage collapsed by the ditch and rested on its nose and four engines, causing considerable damage to the plane, and completely blocking the road.

John M. Burdick

JOHN M. BURDICK,
2nd Lt., Air Corps,
(Pilot of 42-24529).

HEADQUARTERS
Station No 106
Office of the Flying Control Officer

October 13, 1943

S T A T E M E N T

SUBJECT: Landing accident involving Aircraft No. 41-24529.

TO : Whom it may concern.

1. On October 9, 1943, Aircraft No. 41-24529 was engaged in a local flight and called the control tower for landing instructions. He was instructed to land on runway 19, N to S, because the main runway 24, NE to SW and runway 30, E to W were obstructed by an operational Aircraft which blew a tire and stopped at the intersection of these two runways. As Aircraft No. 41-24529 was turning on final approach, the engineering officer working to remove the Aircraft on the main runway said the runway, 24, NE to SW was now clear. Aircraft No. 41-24529 was informed immediately while leveling off on his final approach, that the main runway 24, NE to SW was now cleared and he could land on it. He acknowledged message, but said he would complete his landing on 19, N to S because he was on his final approach. The control tower acknowledged his call and told him he was clear to land.

2. Aircraft No. 41-24529 made a normal approach on runway 19, N to S, but did not touch down until reaching approximately the intersection of runways 19, N to S and 24, NE to SW. Shortly after touching down a large cloud of smoke appeared from each wheel, the Aircraft slowed down considerably but continued to roll, rolling off the end of the runway, across a patch of field, and coming to rest after the under-carriage dropped into a ditch bordering the road to Grafton Underwood directly in line with runway 19, N to S.

3. Crash tender crews and ambulance standing by the control tower were immediately dispatched to scene of the accident. The provost marshal was called for guards, additional ambulances were requested from the hospital. The fire marshal was notified and group operations was notified.

George P. Overbey
GEORGE P. OVERBEY
CAPT. A.C.,
Flying Control Officer.

HEADQUARTERS
A.A.F. Station 106
Office of the Station Engineering Officer

F-R-4

A.P.O. 634,
14 October, 1943.

SUBJECT: Damage to Aircraft.

TO : Commanding Officer, AAF Station 106, APO 634
(ATT: Operations Officer)

1. Airplane No. 41-24529 landed on NS runway October 9, 1943 and ran off end.

2. A cursory inspection revealed the following damages:

PROPS - All blades bent beyond repair.

ENGINES - Removed and sent to depot. (damage to be determined upon disassembly of engine at depot)

AIRPLANE - Both wings show signs of being damaged; landing gear is completely washed out; nose section, ball turret and bomb bay damaged. (detail description of damage cannot be given until disassembly of airplane)

W. M. Ringgold
W.M. RINGGOLD,
Capt., Air Corps,
Station Eng. Officer.

AAF Station #106
APO #634

13 October 1943

TO WHOM IT MAY CONCERN:

On the afternoon of 9 October 1943, I was standing in front of Group Operations when I saw B-17 Airplane #41-24529 making a close in approach to the North-South runway. The approach was a fast steep turn similar to one made by the first ship to peel off from a Group formation. The altitude was about eight hundred feet. My impression was that they were having to make an emergency landing. They came in too high and had one third of the runway behind them before deciding to go around again. The second approach was less spectacular and the turn into the wind made a little further out. From the down wind leg of the approach it was again a hundred and eighty degree turn to head into the runway. The pilot used up more runway than was necessary before touching down, and I think he had too much airspeed. Brakes were applied too early and they started smoking. I crossed my fingers as he went out of sight behind the Control Tower. As he came into view again, I saw the ship go through a hedge and stop on the highway.

Maurice S. Dillingham
MAURICE S. DILLINGHAM
Major, Air Corps.

544TH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer

13 October 1943

SUBJECT: Landing Accident Involving Aircraft No. 41-24529.

TO : Whom it May Concern.

1. On October 11, 1943, Lt. Berbrich in Ship No. 41-24529 made one approach at the field and over shot. On his next approach he was very close in and did not make a base leg, but made his final approach from a 180° turn off his down wind leg. His air speed seemed to be very fast for a normal approach, and he touched down about two-thirds (2/3) of the way down the runway.

Donald H. Brown
DONALD H. BROWN,
1st Lt., Air Corps,
Operations Officer.

HEADQUARTERS
AAF STATION 106
Office of the Operations Officer

APD 634,
10 October 1943.

SUBJECT: Transmittal of A.A.F. Form 14.

TO : Commanding General, Army Air Forces, Washington, D.C.

1. Transmitted herewith is A.A.F. Form 14, Report of Aircraft Accident, with statements of the Pilot, Flying Control Officer, Engineering Officer, and two witness attached.

For the Commanding Officer:

Alfred C. Nuttall
ALFRED C. NUTTALL,
Major, Air Corps,
Operations Officer.

1 Incl:
Incl 1 - A.A.F. Form 14.