**U. S. Army Air Forces**

**Report of Aircraft Accident**

**Place:** Station 106  
**Date:** 18 November, 1943  
**Time:** 1500

**Aircraft:** B-17F  
**A. F. No.:** 42-32560  
**Organization:** 8th

### PERSONNEL

<table>
<thead>
<tr>
<th>LUTT</th>
<th>NAME</th>
<th>RANK</th>
<th>PERSONNEL CLASS</th>
<th>BRANCH</th>
<th>AIR FORCE OR COMMAND</th>
<th>DATE</th>
<th>USE OF PERSONNEL</th>
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<tbody>
<tr>
<td>P</td>
<td>HARVEY, WALTER L.</td>
<td>2nd Lt.</td>
<td>01 AC 8th</td>
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<tr>
<td>C.P.</td>
<td>BROWN, DENNY C.</td>
<td>2nd Lt.</td>
<td>01 AC 8th</td>
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<tr>
<td>C.P.</td>
<td>PHILLIPS, WILLIAM P.</td>
<td>Sg t.</td>
<td>34 AC 8th</td>
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<tr>
<td>C.P.</td>
<td>PETRO, LOUIS M.</td>
<td>Sg t.</td>
<td>34 AC 8th</td>
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<tr>
<td>C.P.</td>
<td>RATTO, BERNIE L.</td>
<td>Pfc.</td>
<td>34 AC 8th</td>
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**Pilot Charged With Accident**

- Harvey, Walter L.
- Assigned: 8th
- 381st Bomb Group
- Station: 106
- Original rating: Pilot 2/3/43
- Present rating: Pilot 2/1/43
- Instrument rating: 2/1/43

**First Pilot Hours:**

- (a) 274.000
- (b) Instrument time last 6 months: 274.000
- (c) Instrument time last 30 days: 83.005
- (d) Night time last 6 months: 274.000
- (e) Night time last 30 days: 274.000

**Aircraft Damage**

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<th>ITEM</th>
<th>DESCRIPTION</th>
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**Other Details:**

- Weather at the time of accident: 
- Was the pilot flying on instruments at the time of accident: Yes
- Clear from: Z
- To: Z
- Kind of clearance: 4
- Pilot's mission: Training
- Nature of accident: Taxing Accident
- Cause of accident: Malfunction of tail wheel retracting assembly
DESCRIPTION OF ACCIDENT

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

Lt. Harvey and Lt. Brown took off in plane No. 2-3440 for the purpose of shooting landings. After landing they proceeded to taxi around the perimeter where they encountered a truck whose driver gave them the all clear sign but the right wing failed to clear the top of the truck, damaging the wing and aileron. They then proceeded to taxi to their dispersal area, after going several hundred yards the brakes were applied and the tail wheel assembly gave way.

Investigation revealed material failure in the tail wheel retracting assembly, but, the damage to the right wing panel and aileron was considered pilot error.

Statements of the pilot, Flying Control Officer, and Engineering Officer are attached.
Of course the case for the Franklin was not made until then, and the January 10, 1903, test flight was mainly a demonstration of the flying qualities of the vehicle and the ease of operation of the controls. The ship (350) was the first attempt to modify the F1 to accept an all-enclosed burning ring on the perimeter track and around the propeller in lieu of the single, tower at the tip of the tail fin (see Fig). Then without warning this occurred, the ship began to circle at the top of the tower and add there was something wrong with the elevator's tail wheel. Almost to maintain the flight of the ship, the tail wheel was removed and became another turning point with the tail wheel. I immediately returned the ship to the station and asked that to relieve the situation as soon as possible. I prepared myself for the meeting of the 18th and 19th of January to take place at 10:00, the elements were still the coordinated with the weather and 10:00.
TO: Commanding Officer, 381st Bombardment Group (H), AAF, AAF Station 106, APO 634.

SUNJECT: Statement of Air Craft Accident.

1. The following statement was made by 2nd Lt. Walter L. Harvey, this Squadron, as an account of accident of B-17F, Ser. No. 42-3340.

"We taxied M/C around the perimeter after shooting our landing, a telephone truck approached us and pulled off to the right side of the perimeter and gave us the come-ahead signal. Our right wing scraped over the top of the truck, damaging the right aileron. We then proceeded to taxi to our dispersal area when our tail wheel assembly gave way. We stopped the plane and cut the engines. As a result we did not cross tail wheel upon landing, knowing that it was already down."

2. The following named men were in the plane at the time of the accident:

Sgt. W. F. Phillips
Sgt. Louis M. Petre
Pfc. B. L. Hatto

WALTER L. HARVEY,
2nd Lt., Air Corps, Pilot.