

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 45-8-15-532

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station No. 106, England (2) Date 15 August, 1944 (3) Time 1320
 AIRCRAFT: (4) Type and model E-17G 090 (5) A. F. No. 44-8011 (6) Station 106
 Organization: (7) 8th (8) 384th Bomb (H) (W) (9) 547th Bomb (H)
 (Command and Air Force) (Group) (Squadron) 2357

PERSONNEL BH

DUTY	NAME (Last name first)	RANK	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)
<u>01 P</u>	<u>Rainey, Harry W. Jr.</u>	<u>P</u>	<u>0-817523</u>	<u>2nd Lt</u>	<u>18 01</u>	<u>AC</u>	<u>8th</u>	<u>None</u>	<u>No</u>
<u>01 CP</u>	<u>Rowe, J. Z. (IO)</u>	<u>CP</u>	<u>0-724188</u>	<u>2nd Lt</u>	<u>18 01</u>	<u>AC</u>	<u>8th</u>	<u>None</u>	<u>No</u>
<u>02 E</u>	<u>Evans, Jack C.</u>		<u>18192565</u>	<u>S/Sgt</u>	<u>18 20</u>	<u>AC</u>	<u>8th</u>	<u>None</u>	<u>No</u>



(20) Rainey, Jr., Harry W. (21) 0-817523 (22) 2nd Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th (26) 384th Bomb (27) 547th Bomb (28) 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th (30) 384th Bomb (31) 547th Bomb (32) 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 12/5/43 Present rating (35) Pilot (36) 12/5/43 Instrument rating (37) 22/7/44
 (Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:
 (at the time of this accident)
 (38) This type 215:50 (42) Instrument time last 6 months 26:40
 (39) This model 186:00 (43) Instrument time last 30 days 1:00
 (40) Last 90 days 94:00 (44) Night time last 6 months 55:55
 (41) Total 495:50 (45) Night time last 30 days None

AIRCRAFT DAMAGE NI

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 4</u>	<u>Right outer wing panel; left landing flap; rudder;</u>
(47) Engine(s) <u>1 1 1 1</u>	<u>fuselage stations 2, 3, 9, 10, 11; tail gunner's compart-</u>
(48) Propeller(s) <u>1 1 1 1</u>	<u>ment damaged.</u>

(49) Weather at the time of accident Not a factor
 (51) Was the pilot flying on instruments at the time of accident NO
 (52) Cleared from Station 106 (53) To Local (54) Kind of clearance Contact
 (55) Pilot's mission Training
 (56) Nature of accident Taxing accident
 (57) Cause of accident Hydraulic pressure switch was in neutral position. The loss of hydraulic pressure allowed A/C to roll into gully.

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DESCRIPTION OF ACCIDENT

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

Lt. Rainey, taxied his A/C out to take-off position for a practice mission. The runway was changed and had to taxi around the field. About twenty (20) minutes was taken up during this time.

While the A/C were moving around the perimeter track to a new take-off position, Lt. Rainey's A/C lost its hydraulic pressure. To avoid hitting another A/C he swerved off the perimeter track into a small gully, hitting a hedge and fence.

The crew chief, upon examining the cockpit, discovered that the hydraulic pressure switch was in the neutral position, and not in automatic, which accounts for the failure of the hydraulic pressure to build up again automatically.

We believe that the pilot should have checked the hydraulic pressure regardless, and that the responsibility was 100% his.

All pilots are being cautioned to check their hydraulic pressure. Also all hydraulic switches which have three (3) positions are having a guard put over the switch to protect them from being knocked off accidentally.

Signature

George H. Koehn, Jr.
GEORGE H. KOEHN, JR., Major, AC

Horace E. Frink, Jr.
HORACE E. FRINK, JR., Major, AC

John K. Shelley
JOHN K. SHELLEY, Captain, AC

FIVE HUNDRED FORTY SEVENTH BOMBARDMENT SQUADRON (H)
ARMY AIR FORCES
Office of the Operations Officer

15 August 1944.

SUBJECT: Aircraft Accident.

TO : Group Operations.

1. I was taxiing ship NO. 44-8011 on perimeter following another ship when hydraulic pressure went out. I turned off perimeter to the left to avoid ship in front of me. Plane rolled and stopped in small gully. There was not enough time to use hand pump. Crew chief of plane found hydraulic pump switch in neutral position.

My only explanation for the switch being in neutral position is that I might have accidentally hit it with my hand, as it was not safetied.

Harry W. Rainey, Jr.
HARRY W. RAINEY, JR.,
2nd Lt, Air Corps,
Pilot.

HEADQUARTERS
AAF STATION NO. 106
Office of the Flying Control Officer

R-3-2

25 August, 1944.

SUBJECT: Aircraft Accident Involving B-17, No. 8011.

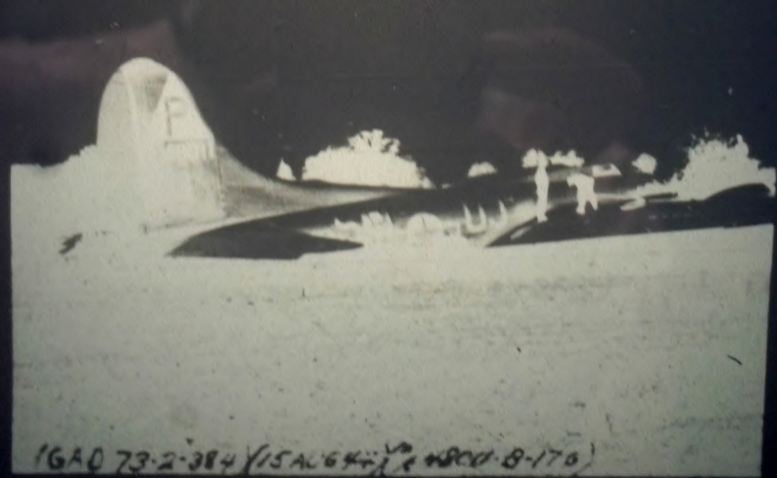
TO : COMMANDING OFFICER, AAF Station 106, APO 557, U.S. Army.

1. At approximately 1355 hours, 15 August, 1944, B-17 #8011, pilot Rainey rolled off the perimeter track opposite disp 42 through a hedge, and came to rest on a spot of low ground north of the hear glass dispersals 36 to 39.

2. The aircraft was in a practice formation, taxiing for take off, with other aircraft in front of it. The perimeter track is down hill at this point. From the roof of the control tower, I saw the aircraft leave the perimeter and roll to a stop. The pilot said that his brakes had failed. He was faced with the choice of either leaving the perimeter or rolling into the aircraft in front of him.

3. Clear tracks were dispatched immediately, and engineering personnel started to remove the aircraft. Crash trucks and ambulances were not dispatched, as it was apparent from the tower that they were not needed.

Charles W. Overton
CHARLES W. OVERTON,
2nd Lt., Air Corps,
Flying Control Officer.



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