

RESTRICTED

WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 14, 1942)

ACCIDENT No. _____

WAR DEPARTMENT
U. S. ARMY AIR FORCES

45-10-12-521

REPORT OF AIRCRAFT ACCIDENT

11-13-44

01-001

088

(1) Place AAF Station No. 106 (2) Date 12 October 1944 (3) Time 0941

AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-37717 (6) Station No. 106

Organisation: (7) 8th (8) 38th Bomb (H) (9) 545th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH

2354

DDT	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)
01	P. Holmes, George W.	P	0-768102	2nd Lt	26 G	AC	8th	Nil	Nil
04	CF Mohr, James H.	P	0-775967	2nd Lt	26 G	AC	8th	"	"
	N. Mason, Mark	N	0-2060555	2nd Lt	18	AC	8th	"	"
	B. Gerlach, Menceclaus A.	B	0-722778	2nd Lt	18	AC	8th	"	"
	R. Burke, John J.		32909764	Sgt.	38	AC	8th	"	"
	TT Preble, James J.		11082362	Sgt.	20	AC	8th	"	"
	BT Hultberg, Stanley R.		39336312	Sgt.	38	AC	8th	"	"
	TG Harshaman, William E.		35096323	Sgt.	38	AC	8th	"	"
	EG Hansley, Clyde W.		34779328	Sgt.	38	AC	8th	"	"

PILOT CHARGED WITH ACCIDENT

(20) Holmes, George W. (21) 0-768102 (22) 2nd Lt (23) 18 (24) Air Corps
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)

Assigned (25) 8th (26) 38th Bomb (H) (27) 545th Bomb (H) (28) AAF No. 106
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) _____ (30) _____ (31) _____ (32) _____ (33) _____
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (34) Pilot (35) 8 Feb '44 Present rating (36) Pilot (37) 8 Feb '44 Instrument rating (38) 27 Aug '44
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(39) This type <u>B-17's</u>	<u>287:10</u>	(42) Instrument time last 6 months	<u>20:35</u>
(40) This model <u>B-17G</u>	<u>170:15</u>	(43) Instrument time last 30 days	<u>0:00</u>
(44) Last 90 days	<u>143:20</u>	(44) Night time last 6 months	<u>17:55</u>
(41) Total	<u>563:25</u>	(45) Night time last 30 days	<u>0:00</u>

AIRCRAFT DAMAGE

NF

11/16/44
AFS

DAMAGE	(49) LIST OF DAMAGED PARTS			
	1	2	3	4
(46) Aircraft	3			
(47) Engine(s)	1	1	0	4
(48) Propeller(s)	1	1	W	5 W

#1 supercharger, R and L landing gear, R wing panel, R outer wing panel, R wing tip.

(50) Weather at the time of accident Not a factor. AA

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from AAF Station No. 106 To Combat (54) Kind of clearance Operational

(53) Pilot's mission Operational

(56) Nature of accident Landing accident.

(57) Cause of accident Pilot leveled off too high, and bounced in for landing, breaking drag link on right landing gear.

DESCRIPTION OF ACCIDENT


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

It is the opinion of this board that the accident is 100% pilot error.

Pilot (Lt. Holmes) came in for landing, leveled off approximately ten (10) feet above runway, then settled to five (5) feet above runway. A/C stalled out at this point. Right wing dropped causing right landing gear to strike ground first, thus causing failure of right drag link.

Other than giving all pilots a lecture on landing this type of A/C with heavy loads no other action was taken to prevent repetition.

Signature



GEORGE H. KOEHNE, JR., Major, AS.

THOMAS D. HURCHINSON, Major, AC.

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12 October 1944

SUBJECT: Report of Aircraft Accident on 12 October 1944 in A/C 43-37717.

TO : Group Operations Officer, 384 Bomb Gp, Sta 106, APO 557, England.

1. I turned on the final approach with an indicated air speed of 140 miles per hour and obtained clearance from the tower to land. As the base leg had been extended a considerable distance from the end of the runway, I held an indicated air speed of 140 and kept the flaps in the 1/3 position. When I judged to be the proper distance from the end of the runway, I ordered the co-pilot to lower the flaps to the fully extended position and to place the RPM control in the "high" position, which he did. Then I reduced my air speed gradually to 115 miles per hour, indicated. As I passed over the end of the runway, I pulled my throttles off and began a slow level off. As I did this, the airplane being closer to the stalling speed than I thought, struck the runway with a strong jar. There was a slight crosswind so the right landing gear struck first and received such a jolt that it caused the gear to fold. I noticed a severe listing to the right and attempted to correct it with the left brake. The ship swerved off the runway to the right and came to rest. I cut all the switches and left the airplane.

George W. Holmes
GEORGE W HOLMES, O-768102
2nd Lt, Air Corps
Pilot

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

R-B-1

13 Oct, 1944.

SUBJECT: Accident Report A/O No. 7717.

TO : COMMANDING OFFICER, AAF Station No. 106, APO #557.

1. At 0940 hours aircraft No. 7717, pilot Holmes called for landing instructions. As he approached the landing runway he was a little high and therefore dove the plane to 16000 altitude.

2. As the aircraft touched down the right landing gear collapsed, thus skidding to the right of the runway coming to rest near dispersal no. 21.

3. Fire truck and ambulance was dispatched.

J. W. Loter
J. W. LOTER,
1st Lt., A. C.
Flying Control Officer.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Weather Officer

(T-H-2)

APO 557
22 Oct. 44

SUBJECT: Weather at the Base 0930-0945 hrs 12 October 1944.

TO : Group Operations Officer, 384th Bombardment Group, APO 557, U.S.A.

1. The weather conditions over the base at 0930-0945 hrs 12 October 44 were as follows:

6/10 middle and high clouds, with 4/10 stratocumulus base 1200 ft estimated. Total sky coverage 9/10 plus. Visibility 4 miles. Surface wind SSW at 13 mph. QFE: 29.17".

Henry G. Horak
HENRY G. HORAK,
1st Lieut AC
Station Weather
Officer.

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E-42-1-384)(12-OCT-44)(AC 43-37717-B-17G)

