

**RESTRICTED**

**RESTRICTED** WAR DEPARTMENT  
U. S. ARMY AIR FORCES

ACCIDENT No.

45-12-02-525

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place AAF Station 167 (2) Date 2 December, 1944 (3) Time 2345  
AIRCRAFT: (4) Type and model E-17G (5) A. F. No. 13-38016 (6) Station AAF Station 106  
Organization: (7) 8th (8) 38th Bomb (H) (9) 54th Bomb (H)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY	NAME (Last name first)	RATING	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)
P	Fisher, Robert J.	P	0-706155	1st Lt	18	AC	8th	None	None
CP	Hastings, David S.	CP	0-836778	2nd Lt	18	AC	8th	"	"
N	Snyder, Roy E.	N	T-12680	E/O	17	AC	8th	"	"
RO	Fictum, Blair E.		39280475	T/Sgt	38	AC	8th	"	"
E	Fifer, Lewis R.		19096763	M/Sgt	38	AC	8th	"	"

CLASSIFICATION CANCELLED OR CHANGED  
TO **RESTRICTED**

BY AUTHORITY OF CG 100-7

BY J. E. L. DATE 1-22-46

**BOOK ENTRIES FOR ACCIDENT**

(20) Fisher Robert J. (21) 0-706155 (22) 1st Lt (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th (26) 38th Bomb (H) (27) 54th Bomb (H) (28) AAF Station 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 8th (30) 38th Bomb (H) (31) 54th Bomb (H) (32) AAF Station 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 1-7-44 Present rating (35) Pilot (36) 1-7-44 Instrument rating (37) 24-10-44  
(Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**  
(at the time of this accident)

(38) This type 51:20 (42) Instrument time last 6 months 4:25  
(39) This model 51:20 (43) Instrument time last 30 days 0:00  
(40) Last 90 days 51:20 (44) Night time last 6 months 3:10  
(41) Total 280:50 (45) Night time last 30 days 0:00

**AIRCRAFT DAMAGE**

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	
(47) Engine(s) <u>M 3</u>	#3 engine and #3 prop change due to sudden stoppage
(48) Propeller(s) <u>M 3</u>	

(49) Weather at the time of accident No clouds, Visibility 5 miles in light haze. Surface wind WSW 14 miles per hour.

(51) Was the pilot flying on instruments at the time of accident No  
(52) Cleared from AAF Station 106 (53) To AAF Station 167 (54) Kind of clearance contact

(55) Pilot's mission Ferry

(56) Nature of accident 100% pilot's error in that pilot did not begin to apply brakes until he was less than 100 yards from the end of runway

(57) Cause of accident Misjudgment on landing and pilot did not begin to apply brakes until less than 100 yards from the end of runway.

(58) Has Form 54 been submitted? No

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DESCRIPTION OF ACCIDENT

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

Aircraft made a normal approach and landing but pilot did not apply brakes until he was less than 100 yards from end of runway which was not soon enough to prevent over running end of runway.

RESPONSIBILITY: 100% Pilot's error in that pilot did not apply brakes to slow down until he was less than 100 yards from end of runway.

RECOMMENDATIONS: That pilots be instructed to apply brakes more quickly upon landing and that runway lights be raised or adjusted so end of runway is more distinct.



Signature

*Conway S. Hall*  
CONWAY S. HALL, (Investigating Officer)

Lieut Colonel, Air Corps,  
Aircraft Accident Officer

Date 6 December, 1944

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Accident No. \_\_\_\_\_

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

(1) Place AAF Station 167 (2) Date 2 December, 1944 (3) Time 2345  
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-38016 (6) Station AAF Station 106  
Organization: (7) 8th (8) 384th Bomb (H) (9) 54th Bomb (H)  
(Command and Air Force) (Group) (Squadron)

## PERSONNEL

[illegible]

~~XJDOX(498600)640640~~

(20) Hastings (Last name) David (First name) S (Middle initial) (21) 0-836778 (Serial number) (22) 2nd Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 8th (Command and Air Force) (26) 384th Bomb (Group) (27) 54th Bomb (H) (Squadron) (28) AAF Station 106 (Station)

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

Original rating (33) Pilot (Rating) (34) 8-1-44 (Date) Present rating (35) Pilot (Rating) (36) 8-1-44 (Date) Instrument rating (37) 29-7-44 (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type.....	0.00	(42) Instrument time last 6 months.....	0.00
(39) This model.....	0.00	(43) Instrument time last 30 days.....	0.00
(40) Last 90 days.....	0.00	(44) Night time last 6 months.....	0.00
(41) Total.....	22.905	(45) Night time last 30 days.....	0.00

## AIRCRAFT DAMAGE

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft.....				
(47) Engine(s).....				
(48) Propeller(s).....				

(50) Weather at the time of accident \_\_\_\_\_

(51) Was the pilot flying on instruments at the time of accident .....

(52) Cleared from \_\_\_\_\_ (53) To \_\_\_\_\_ (54) Kind of clearance \_\_\_\_\_

(55) Pilot's mission .....

(50) Nature of accident .....

(57) Cause of accident.....

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SUBJECT: Statement by 1st Lt Robert J. Fisher, O-706155, Concerning Aircraft  
Accident of B-17G # 43-38010, 3 December 1944.

" Flew base leg at 120 to 125 MPH with one third flaps, gear down. Turned on to final approach, called for one half flaps. Reported gusty crosswinds so I thought it best to save some flaps. Flew final approach at 105 MPH indicated and followed glide path indicator and stayed on red-green line. Landed on end of runway and immediately began "walking" brakes. Air speed began to fall off but not very rapidly. Engineer called off 50 MPH just before end of runway showed up in landing lights. When end of runway appeared, I hit both brakes full, since there was no room to ground loop. Kept both brakes on and endeavored to stop. Brakes would not hold sufficiently so I went off the end of the runway. Brakes were held on solidly for approximately last quarter of runway and off into the mud. Noticed no skid marks off end of runway and alternate short skid and long tire marks leading to stoppage point. Indicated brakes were alternately holding and releasing."

" DAMAGE - Probable sudden stoppage of # 3 engine. One blade of prop was slightly bent from contact with upturned stump at stopping point. Broken glass in forward side of Ball turret (when stowed). Check right gear for stress was almost resting against upturned stump at stopping point."

*Robert J. Fisher*  
ROBERT J. FISHER,  
1st Lt, Air Corps,  
Pilot.

*[Signature]*  
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SUBJECT: Statement by 2nd Lt David S. Hastings, O-336778 Concerning Aircraft  
Accident of B-17G # 43-38016.

" The pilot was on the final approach of the 1400 yard runway at 105 MPH, gear down, one third flaps, and called for one half flaps. There was a strong cross-wind and we had a good crab set-in. I pushed the propeller controls to high RPM. We hit the ground in a very slight crab and the ship bounced once. When it was up in the air during the bounce, the pilot kicked the ship straight with rudder and we landed in good shape in the first quarter of the runway. I began the after landing check, boost pumps off, turbos off, cowl flaps open and then looked up again at an exclamation by the pilot. We were at the end of the runway and the pilot had full brakes, but the ship would not stop. The brakes apparently had little effect and the ship rolled off the end of the runway into the grass and mud. Even though the brakes were full on, we noticed alternate skid and tread marks in the mud, indicating the brakes were alternately holding and releasing."

" DAMAGE - We cut the switches and got out to inspect the damage. One blade of propeller on # 3 engine was slightly bent from contact with a stump. Also broken glass in forward side of ball turret. The wheels were pretty well filled with soft mud."

*David S. Hastings*  
DAVID S. HASTINGS,  
2nd Lt, Air Corps,  
Co-Pilot.

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FLYING CONTROL OFFICE  
AAF STATION 167  
APO 557

E-S-22

3 December, 1944

STATEMENT OF DUTY FLYING CONTROL OFFICER CONCERNING  
AIRCRAFT ACCIDENT AT 2315 HOURS, 2 DECEMBER, 1944

At 2315 hours, 2nd of December, 1944, aircraft 43-38016 pilot Lt FISHER of the 544th Bombardment Squadron, 384th Bombardment Group, landed and ran off runway 24 into the overshoot area.

Aircraft made normal approach touching down at the beginning of runway. It rolled very fast down runway showing no signs of braking his speed until near the end of runway which was not soon enough to prevent over running end of runway.

Wind at time of landing was WSW to SW at 16 MPH. Airfield had been last inspected at 1600 hours, 2 December, 1944.

*R.W. Edwards*  
R.W. EDWARDS  
Major, A.C.  
Sr, F.C.O.

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STATION WEATHER OFFICE  
AAF Station 167, APO 557

3 December 1944

SUBJECT: Accident Report.

TO : Operations Officer, 381st Bomb Gp (H), APO 557.

1. Weather, as taken from station records, at 2345 BS<sup>+</sup> on  
2 December 1944, was as follows.

- a. Clouds - no clouds.
- b. Visibility - 5 miles in light haze.
- c. Surface wind - West-southwest at 14 mph.

*Kenneth L. Hillier*

KENNETH L. HILLIER,  
1st Lt., A.C.  
Staff Weather Officer.

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