WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

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WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. [illegible]

2-13-45 Z357 01-001 45-1-10-519 98 A

(1) Place AAF STATION No. 106 (2) Date 10 January, 1945 (3) Time 0902

AIRCRAFT: (4) Type and model B-17-G DO (5) A. F. No. 42-97263 (6) Station 106

Organization: (7) 8th Air Force (Command and Air Force) 8 (8) 384th Bomb (H) (Group) (9) 547th Bomb (H) (Squadron) Z357

PERSONNEL BH

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
1 P	Whitesides, John B.	P	0-825034	2nd Lt	18 2	AC	8th AF	1 None	Nil
2 CP	Moxley, John C.	P	0-831767	2nd Lt	18 2	AC	8th AF	1 None	Nil
4 N	Miner, Aldred N.	N	0-2070094	2nd Lt	18 2	AC	8th AF	3 Major	Nil
R	Dube, Roland R.		31306055	Sgt.	38	AC	8th AF	None	Nil
6 E	Sayers, Francis A., Jr.		33833435	Sgt.	38 1	AC	8th AF	2 Minor	Nil
G	Shields, Howard E.		6290176	S/Sgt.	20	AC	8th AF	None	Nil
G	Dupas, Emmett G.		38497039	Sgt.	38	AC	8th AF	None	Nil
G	Bergner, Lee R.		16092708	Sgt.	20	AC	8th AF	None	Nil
T	Huff, Robert E.		36866013	Sgt.	38 1	AC	8th AF	3 Major	Nil

(20) Whitesides, John B (Last name) (First name) (Middle initial) (21) 0-825034 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch) 1

Assigned (25) 8th Air Force 8 (Command and Air Force) (26) 384th Bomb (H) BH (Group) (27) 547th Bomb (H) (Squadron) (28) 106 (Station)

Attached for flying (29) (Command and Air Force) (30) (Group) (31) (Squadron) (32) Z357 (Station)

Original rating (33) Pilot (Rating) (34) 12/3/44 (Date) Present rating (35) Pilot (Rating) (36) 12/3/44 (Date) Instrument rating (37) 1/4/45 (Date) 2

FIRST PILOT HOURS: (at the time of this accident) OR — T.O. — 1

(38) This type	139:50	(42) Instrument time last 6 months	15:20
(39) This model	65:20	(43) Instrument time last 30 days	1:00
(40) Last 90 days	37:20	(44) Night time last 6 months	28:45
(41) Total	554:35	(45) Night time last 30 days	Nil

Props — 2 NF

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	W 3	4			Aircraft complete wreck
(47) Engine(s)	O 3	W 4	W 4	W 4	
(48) Propeller(s)	W 4	W 4	W 4	W 4	

(50) Weather at the time of accident No low clouds, visibility 3,500 yards, wind NNW 16 miles her hour. EK

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

(52) Cleared from AAF Station 106 (53) To Combat (54) Kind of clearance Operational O

(55) Pilot's mission Operational 1 1

(56) Nature of accident Take off accident - lost number one (1) engine on take off and struck the ground in a crash landing before pilot was able to bring the aircraft under control. IIR

(57) Cause of accident Aircraft lost number one (1) engine on take off and the co-pilot had to lower one third (1/3) flaps to assist in clearing trees to left of runway. Aircraft was unable to sustain flight on three (3) engines.

01-02-05-21-30 3-16

DESCRIPTION OF ACCIDENT

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

The aircraft was taking off on an operational mission with three thousand four hundred (3,400) pounds of bombs and two thousand four hundred (2,400) gallons of gasoline. The runway was slick with ice and snow and there was a slight cross wind from the left. Wind velocity was about sixteen (16) miles per hour. The runway had been cleared of as much snow as was possible prior to take off.

Lieutenant Whitesides had made a complete check on the aircraft and engine operation prior to take off, and everything was normal. He advanced the throttles to 31" MP before releasing the brakes when in take off position, then advanced the throttles to full on position. Because of the cross wind he had to retard number three (3) engine and number four (4) engine throttles to aid in staying on the runway. About halfway down the runway he ran off the left side of the runway and became airborne about three fourths (3/4) of the way down the runway.

By the time the aircraft was airborne it was headed directly for a grove of trees and the co-pilot lowered one third (1/3) flaps to enable the aircraft to clear the trees. The number one (1) engine went out just after the aircraft became airborne. (Investigation found the number one (1) carburator was blown completely off the accessory section). The engineer reported that RPM's had started to drop on the number two (2) engine also, but investigation found no indication of any malfunction of the number two (2) engine.

The engineer attempted to turn the turbo control past the stop for emergency power but he did not succeed before the aircraft settled to the ground. No attempt was made to feather number one (1) engine.

The aircraft crash landed about one (1) mile northwest of the take off runway.

Lieutenant Colonel Thacker, who was in the control tower during take off, heard a back fire just as this aircraft was airborne. It is believed that a rapid throttle change must have been made to cause the back fire, but the crew denied that any such change had been made.

It is the opinion of this board that the pilot is one hundred (100) percent responsible for the accident in that he used poor technique in handling his aircraft on the take off. Had he kept his aircraft on the runway during take off it would not have been necessary to use flaps, and it would have been possible to sustain flight on three engines even with one (1) propeller windmilling, had the flaps not been lowered.

N HANSEN,	J. W. LOTER,	H. G. HORAK,	H. H. STROUD,
Major, AC.	1st Lt, AC.	Capt, AC.	Major, AC.
Group S-4	F.C Officer.	Wea Officer.	Flight Surgeon.

The above listed ex-officios attended the board meeting.

Signature Robert E. Thacker
(Investigating Officer)

ROBERT H. THACKER, Lt Col., Air Corps.

GEORGE H. KOEHNE, JR., Lt Col., AC.

20 January 1945

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

13 January 1945

SUBJECT: Accident report on Aircraft 42-97263

TO : Group Operations Officer.

1. We started engines on time and let them warm up about 8 minutes. I then ran them up to 1500, checked mags and prop pitch and generators. After engine oil temperature was 60 degrees we ran up the engines in hardstand. No 1 Generator was turned on at 1500 RPM. Ran engines up without boost. Applied necessary bost for 46 inches - 2500 RPM. Each engine up O.K. with boost setting approximately 8. We waited in hardstand followed out proper ship, engines idling at approximately 1200. We followed ship into take-off position, applied 8 on turbo, locked tail wheel and turned on generators at 1500 RPM. Ran engines up to about 31 inches holding brakes until signal was given for take-off. Power was applied evenly until throttles were full open. As we got started down runway #3 and #4 throttles were slightly pulled back to correct for cross wind. When airspeed was 115 I applied full throttle on #3 and #4 and pulled ship off ground. Gear was pulled up and then engineer said #1's on fire. I didn't feather at first because of low altitude. The engineer then said #2 is out, I felt the ship mushing in. I tried to pull it up but seeing we were going to hit I closed #1 fuel shut-off switch. I held the ship off the ground as long as possible before we hit. I then closed remaining fuel shut-off switches, battery and master switch, and tried to get out side window. I was unable to get it open and seeing co-pilot and engineer gone decided escape hatch must be open. I got out through the escape hatch. I found navigator and toggelier lying in front of the plane. The navigator seemed to be in the most pain. We covered them both up with our jackets and gave both morphine. I tried to find flare pistol but was unable to do so. We waited about 30 minutes before ambulance found us. They took Navigator and Toggelier to the hospital with engineer who had cuts on his face. The rest of the crew followed later in another ambulance.

John B Whiteside

JOHN B. WHITESIDE
2/Lt Lt, AC
Pilot

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STATEMENT BY 2ND LT. JOHN P. MOXLEY, CO-PILOT, O-831767, CONCERNING AIRCRAFT ACCIDENT ON 10 JANUARY 1945.

After starting our engines and giving them ample time to warm up, we began our usual check of engines. The props, mags, and turbos checked normally. We had to wait approximately ten minutes before taxiing. We followed several aircraft out to line-up for take-off. I rechecked the engines instruments before we lined up, they were all normal and seemed to be running very good. As we lined up I trailed the cowl flaps, turned on booster pumps and locked the tail wheel. The pilot eased on full throttle and manifold pressure came up to 46" Hg on all four engines with 2,500 RPM's. I don't remember exact reading of other instruments but I checked them all thoroughly as we started our take-off and know they were all normal and OK. We had some trouble keeping on runway and the pilot had to pull number 3 & 4 off some to keep on the runway. As we got near the end of runway he gave full power again and we took off in a crab. I put down 1/3 flaps as we were close to trees at end of runway. I lifted the wheels on the pilots' signal, soon after we were off the ground. About the same time the engineer No. 1 was on fire. I looked out and saw fire coming out No. 1 engine. We started back down and hit before I could do anything and I don't remember any instrument readings from time No. 1 caught fire until we hit. I couldn't get my window upen and followed the engineer out escape hatch in tunnel.

John C. Moxley

JOHN C. MOXLEY,
2nd Lt., Co-Pilot.

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

13 January 1945.

SUBJECT: Accident report on Aircraft 42-97263.

TO : Group Operations.

1. As a Radio Operator I didn't see much of what happened. All I knew was that the wheels were off the runway. Next thing I saw was No.1 engine on fire. I didn't call up because I knew that they had seen No.1 on fire. I thought we had made it. Next thing I knew we were on the ground.

Roland R. Dube

ROLAND R. DUBE,
Cpl, Air Corps,
Radio Operator.

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

13 January 1945

SUBJECT: Accident report on Aircraft 42-97263

TO : Group Operations Officer.

1. I was riding just behind the ball turret at take-off time. When we were about half way down the runway I noticed #1 engine was on fire. I felt that we were going to crash so I braced myself for the fall as soon as we came to a stop I was first out of the ship. I ran around to the front of the ship and the engineer was coming out of the ship. We helped the toggelier away from the ship and waited for the ambulance.

Howard E. Shields
HOWARD E. SHIELDS
S/Sgt, AC
Ball Turret Gunner

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

13 January 1945.

SUBJECT: Accident report on Aircraft 42-97263.

TO : Group Operations.

1. Sgt. Dupas, E.G., ASN 38497039, flying as Tail Gunner on a combat mission was in the radio room of the B-17 for take-off.

The weather was adverse and the runway very slippery in my opinion. The plane was taking off when I noticed that is was acting queer and then before I knew what happened we hit the earth and slid along the ground. My observation was limited since I was in the radio room, but in my opinion the pilot and co-pilot did a remarkable job of flying and displayed coolness in crash-landing the airplane.

Emmett G. Dupas
EMMETT G. DUPAS,
Sgt, Air Corps,
Tail Gunner.

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

13 January 1945.

SUBJECT: Accident report on Aircraft 42-97263.

TO : Group Operations.

1. I was sitting in the radio room on take-off. I felt the plane lift and then the Engines seemed to slow down. The next thing I knew the plane was on the ground and the dirt and snow were flying around in the room. It seemed like all the equipment was flying around also.

L. F. Bergner

L. F. BERGNER,
Sgt, Air Corps,
Waist Gunner.

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STATEMENT BY SGT. FRANCIS SAYERS, 33833435, CONCERNING AIRCRAFT ACCIDENT ON 10 JANUARY 1945.

On the engine runup all instruments were functioning normally. At the start of the take-off there were still no indications of impending trouble in any of the four engines. I started calling the airspeed at fifty, I continued calling till it had reached one hundred and twenty five. I heard nothing during the run to arouse my suspicions. I did, however, notice that we stayed on the ground longer than we would normally. I would say the airspeed was between one hundred and fifteen to one hundred and twenty before we left the runway. The airspeed had reached one hundred and twenty five when I glanced at the RPM guage and saw number one RPM was dropping. I looked out at the engine and saw it was on fire. The flames had not as yet appeared very prominent out the cowl flaps but the red glow was still very visible. I shouted to the pilot and co-pilot that number one was burning. I looked again at the instruments and noticed number two RPM was dropping. How far it dropped I do not know. I then tried to turn the manifold pressure guage to ten. While I was attempting to lift the latch, I yelled to the pilot to pull number one fuel shut-off toggle switch. I saw him reach the toggle switch and the next thing I knew we had crashed. What position the throttles were in when we hit I do not know.

Francis Sayers

FRANCIS SAYERS, 33833435,
Sgt., Engineer.

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

R-B-1

14 January, 1945.

SUBJECT: Aircraft Accident.

TO : COMMANDING OFFICER, AAF Station No. 106, APO 557, U.S. Army.

1. At approximately 0900 hours January 10, 1945 aircraft #7263, pilot Lt. Whiteside was taking off. This was during the operational take off.

2. Apparently the pilot got off the left side of the runway. The pilot managed to get the aircraft into the air, but started descending rapidly. The pilot crash landed the aircraft approximately One (1) mile north east of the airdrome.

3. Crash tender and ambulance was dispatched.

J. W. Loter

J. W. LOTER,
1st Lt., A. C.
F. C. O.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Weather Officer (T-H-2)

APO 557
14 Jan. 45

SUBJECT: Weather on the Morning of 10 January 1945.

TO : Commanding Officer, 384th Bomb Group, APO 557, U.S.A.
ATTENTION: Group Operations Officer.

1. The following weather observations are taken from the weather station records of AAF Station No. 106:

TIME (GMT)	LOW CLOUD	VISIBILITY	WIND	QFE
0600	10/10 stratocumulus base 1000 ft. (est.)	3500 yds	N 10 mph	29.47"
0700	9/10 stratocumulus base 1200 ft. (est.)	3500 yds	NNW 12 mph	29.48
0800	Trace ~~cirro~~/stratocumulus base 1200 ft. (est.)	3500 yds	NW 11 mph	29.49
0802	Trace of stratocumulus base 1200 ft. (est.)	3500 yds	NW 11 mph	29.49
0900	8/10 stratocumulus base 4500 ft. (est.)	3900 yds	NNW 16 mph	29.51
1000	No low cloud.	3500 yds	NNW 16 mph	29.51

Henry G. Horak
HENRY G. HORAK,
Capt., A.C.
Group Weather Officer.

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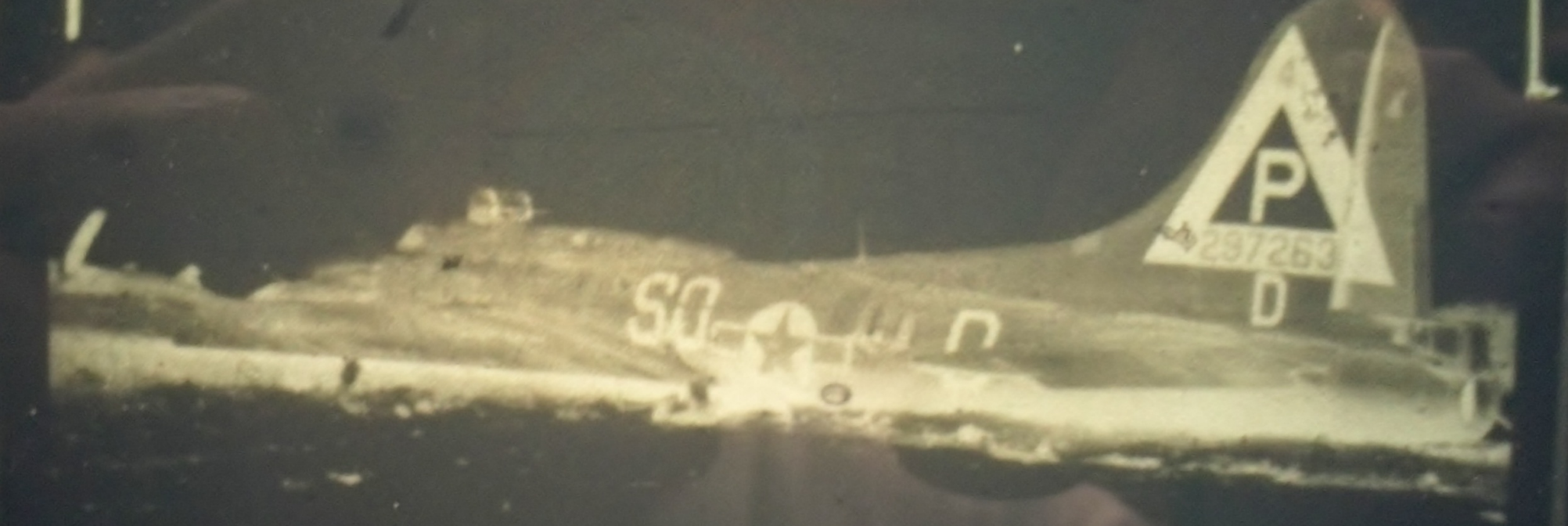
NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
Whitesides John B			B-17G			45-1-10-519		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN



(AD-384, 101-2) (42-297263) (10 JAN 45)

GAD-384 101 4
10 Jan 45
42-972 3
17

AD 384 101 1)(16 Jan 45)(A-42 472 5 B-173)

(GAD-384-101-3)(10 Jan 45)(k 42 Y7263 B-17G)