

RESTRICTED

WAR DEPARTMENT

U. S. ARMY AIR FORCES

ACCIDENT No.

45-10-10-524

REPORT OF AIRCRAFT ACCIDENT

11-29-44

01-070

(1) Place AAF Station 102 (2) Date 10 October, 1944 (3) Time 1505

AIRCRAFT: (4) Type and model B-17-G (5) A. F. No. 42-37788 (6) Station AAF Station 106

Organisation: (7) 8th Air Force (8) 38th Bomb (H) (9) 547 Bomb (H)

(Command and Air Force)

(Group)

(Squadron)

PERSONNEL

DEPT	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	Levine, Max (NMI)	P	0-556091	2nd Lt	18	AC	8th AF	Nil	Nil
CP	Williams, Jerome L.	P	0-886628	2nd Lt	18	AC	8th AF	Nil	Nil
N	Yeoman, Dale C.	N	0-720052	2nd Lt	18	AC	8th AF	Nil	Nil
R	Larson, John C.		37556819	S/Sgt.	38	AC	8th AF	Nil	Nil
E	Stevenson, Lloyd H.		34601126	S/Sgt.	38	AC	8th AF	Nil	Nil

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(20) Levine, Max (NMI) (21) 0-556091 (22) 2nd Lt (23) 18 (24) AC

(Last name)

(First name)

(Middle initial)

(Serial number)

(Rank)

(Personal class)

(Branch)

Assigned (25) 8th Air Force (26) 38th Bomb (H) (27) 547 Bomb (H) (28) 106

(Command and Air Force)

(Group)

(Squadron)

(Station)

Attached for flying (29) (30) (31) (32)

(Command and Air Force)

(Group)

(Squadron)

(Station)

Original rating (33) Pilot (34) 7-1-44 Present rating (35) Same (36) Same Instrument rating (37) 6-8-44

(Rating)

(Date)

(Rating)

(Date)

(Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 232:10 (42) Instrument time last 6 months 21:30  
(39) This model 163:15 (43) Instrument time last 30 days 01:30  
(40) Last 90 days 106:15 (44) Night time last 6 months 23:25  
(41) Total 232:10 (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Left outer wing panel.
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident Overcast, base four thousand (4,000), visibility five (5) miles.  
(Weather not a factor)

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

(52) Cleared from AAF Station 106 (53) To AAF Station 102 (54) Kind of clearance Contact

(55) Pilot's mission Training

(56) Nature of accident Fire on ground.

(57) Cause of accident Unknown, (fire broke out in outer panel of left wing after landing).

(58) Has form 54 been submitted? Form 54 will be submitted to 1st Bomb Division by

AAF Station 547.

# 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 one hundred (100) percent mechanical failure.

After landing, Pilot (Lieutenant Levine) turned off runway onto the perimeter track. At this point he noticed a fire had developed in the outer wing panel of the left wing. Lieutenant Levine stopped aircraft, ordered the crew to get out, and called Sailfirst Control as to the fire in the left wing of his aircraft.

When fire tenders arrived at the aircraft, it was necessary for the men to demolish the left outer wing panel in order to distinguish the fire.

The destruction of the left outer wing panel made it impossible for inspectors to determine the direct cause of the fire.

Signature

*George H. Koehne, Jr.*  
(Investigating Officer)

GEORGE H. KOEHNE, JR., Major, AC.

*Thomas D. Hutchison*  
THOMAS D. HUTCHISON, Major, AC.

*Charles W. Bishop*  
CHARLES W. BISHOP, Captain, AC.

Date 23 October, 1944

**RESTRICTED**

FLYING CONTROL  
AAF STA. 102  
APO 639

10 OCTOBER 1944

STATEMENT

I, 2ND LT. MAX LEVINE, O-556091, PILOT OF B-17 AIRCRAFT  
NO. 257788 HOME STATION GRAFTON UNDERWOOD, MAKE THE FOLLOWING  
STATEMENT:

AFTER TURNING OFF THE RUNWAY ONTO THE PERIMETER TRACK, I  
NOTICED SMOKE COMING OUT OF THE PORT WING. I TOLD THE CREW TO GET  
OUT, CALLED BAILFIRST CONTROL AND TOLD THEM ABOUT THE FIRE. WITHOUT  
WAITING FOR AN ANSWER I KILLED THE ENGINES AND GOT OUT MYSELF. FIRE  
TENDERS ARRIVED AT THE SCENE WITHIN FIVE MINUTES AND PUT OUT THE  
FIRE. DAMAGE TO THE PLANE WAS TO THE EXTENT OF ONE PORT WING.

(SIGNED)

MAX LEVINE,  
2ND LT., AC.

THIS IS A CERTIFIED TRUE COPY:

*Arnold P. Wollman*  
ARNOLD P. WOLLMAN,  
1ST LT., AC

**RESTRICTED**  
FLYING CONTROL  
AAF STA. 102  
APO 639  
U. S. ARMY.

10 OCTOBER 1944

STATEMENT

AT 1400 HRS 20 OCTOBER 1944, B-17 AIRCRAFT #237788 HOME STATION GRAFTON UNDERWOOD, PILOTED BY 2ND LT. MAX LEVINE, DEVELOPED AN ELECTRICAL FIRE INSIDE ITS PORT WING BETWEEN NUMBER ONE AND TWO ENGINES. BOTH FIRE TENDERS WERE DISPATCHED AT ONCE WITH STANDBY AMBULANCE, ARRIVING AT THE SCENE WITHIN A FEW MINUTES TIME.

FIRE WAS PUT OUT, BUT IN SO DOING IT WAS NECESSARY TO DEMOLISH THE PORT WING. DAMAGE TO AIRCRAFT MOTORS, IF ANY, IS UNKNOWN. CREW SUSTAINED NO INJURIES. HOME STATION AND ALL NECESSARY LOCAL PARTIES NOTIFIED.

(SIGNED) JOSEPH A. MISSENE,  
1ST LT., AC  
DUTY FLYING CONTROL OFFICER.

THIS IS A CERTIFIED TRUE COPY:

*Arnold P. Wollman*  
ARNOLD P. WOLLMAN,  
1ST LT., AC

*Post*  
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HEADQUARTERS  
2ND STRATEGIC AIR DEPT  
APO 636

B-B-4.

AAF-547.

10 NOV 1944

Subject: Transmittal of Aircraft Report.

To: Commanding General, VIII Air Force Service Command, AAF-506 APO-636 US A  
Army.

1. Aircraft B-17-G 42-37788 arrived at AAF 102 in the afternoon of 10 October 1944. While making the landing a fire started in the left wing between Stations 14 and 23. This fire continued to burn until extinguished at the end of runway by the crash crew. The aircraft was moved to 2nd SAD, AAF 547 for inspection and repairs. An aircraft accident AAF Form 14 was submitted by AAF Station 102.

2. Upon inspection no definite cause could be determined due to the extent of the fire. The tubing in the leading edge had melted and the leading edge or front end of Tokio Tanks numbers 4, 5, 6, 7, 8 and 9 were damaged. Number 1 main tank was also damaged beyond repair due to fire.

3. The left inner wing, outer wing and #1 engine was changed due to excessive heat.

4. The possible cause was that a gasoline hose clamp or vent plug was loose allowing gasoline to escape into the wing. The fire could have been started by a short in the left landing light wiring.

5. Attached is the Aircraft Work Slip, showing the extent of damage. This report is submitted as per the request of the A-3 Section, 1st Bombardment Division.

42540

For the Commanding Officer:

1 Incl:

Incl 1 - Aircraft Work Slip -  
42-37788.



*Paul C. Cramer*  
PAUL C. CRAMER  
CAPT. A. C.  
ADJUTANT

21688

RESTRICTED

452.1

1st Ind.  
HQ VIII AFSC AAF STATION 506, APO 636, U.S. ARMY.

R-G-01b

11 NOV 1944

TO: Commanding General, 1st Bombardment Division, AAF Station 103,  
APO 557, U.S. Army.  
ATTN: A-3 Section.

For your information.

For the Commanding General:

1 Incl: n/c



*Albert G. Buelow*  
ALBERT G. BUELOW,  
Major, AGD,  
Adjutant General.









CAC 92482

A/C42-37788 REST.  
10-10-44 FIRE DAMAGE