

RESTRICTED

WAR DEPARTMENT

ACCIDENT NO.

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Ringway, six miles SSW of Manchester (2) Date 16 March, 1945 (3) Time 1515
AIRCRAFT: (4) Type and model B-17-G (5) A. F. No. 42-378221 (6) Station 106
Organization: (7) 8th Air Force (8) 384 Bomb (H) (9) 546 Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RAYON (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Cook, Raymond D.	P	O-812034	1st Lt.	18	AC	8th AF	None	None
VP	Thomas, Daniel G.	CP	T-4963	F/O	17	AC	8th AF	None	None
N	Shattuck, Jack D.	N	O-2000331	1st Lt.	18	AC	8th AF	None	None
B	Smith, George K.	B	O-771987	Capt.	18	AC	8th AF	None	None
R	Carthon, William H.		34768144	S/Sgt.	38	AC	8th AF	None	None
E	Dossett, Huston R.		14032677	S/Sgt.	20	AC	8th AF	None	None
X	Brenner, John	B	O-754998	1st Lt.	18	AC	8th AF	None	None
X	Hartness, Joseph H.	P	O-685154	Capt.	18	AC	8th AF	None	None
X	Barrow, Carlton P.		33409322	Sgt.	38	AC	8th AF	None	None

NOTES ON AIRCRAFT DAMAGE

(20) Cook, Raymond D. (21) O-812034 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th Air Force (26) 384 Bomb (H) (27) 546 Bomb (H) (28) 106 Z 354
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th Air Force (30) 384 Bomb (H) (31) 546 Bomb (H) (32) 106
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 2-11-43 Present rating (35) Pilot (36) 2-11-43 Instrument rating (37) 9-12-43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 574:20 (42) Instrument time last 6 months 46:00
(39) This model 457:05 (43) Instrument time last 30 days 5:55
(40) Last 90 days 200:10 (44) Night time last 6 months 24:50
(41) Total 578:50 (45) Night time last 30 days 1:10

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>3 2</u>	Right landing gear, Right wing tip, outer and inner
(47) Engine(s) <u>3 3</u>	wing panel, right aileron, flap assembly, #3 and 4
(48) Propeller(s) <u>3 3</u>	props and engines damaged. Salvaged.

(50) Weather at the time of accident Clouds 7910ths, base 2,000 feet, visibility seven miles, wind 23-24 miles per hour, 280-290 degrees.

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

(55) Pilot's mission Training.

(56) Nature of accident Landing accident.

(57) Cause of accident Pilot error.

(58) Has form 54 been submitted? No.

CLASSIFICATION CANCELLED OR CHANGED

RESTRICTED

SECRET

DESCRIPTION OF ACCIDENT

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

During a practice flight from this station the aircraft was landed upon a hard surfaced runway at Ringway, and the shock of the landing sheared two landing gear supporting bolts causing the right gear to collapse. The aircraft ground looped to the right resulting in damage to the right wing, engines, props, etc.

Investigation disclosed that a normal approach had been made but that the pilot levelled off too high above the runway and stalled in from ten (10) to fifteen (15) feet altitude. The aircraft was loaded with twenty seven hundred (2,700) gallons of gasoline prior to take-off and had not been in the air long enough to reduce the gross weight substantially.

There was no evidence of mechanical or materiel failure involved.

The pilot was given one hundred (100) percent responsibility for error in judgement and technique on landing flare-out.



Signature Philip Y. Williams
PHILIP Y. WILLIAMS, Maj., AC.
(Investigating Officer)

T. D. Hutchinson
T. D. HUTCHINSON, Maj., AC.

N. Hansen
N. HANSEN, Maj., AC.

SECRET

STATEMENT: By 1st Lt. Raymond D. Cook, concerning Landing Accident of B-17G 42-27822, on 16 March 1945.

On 16 March 1945, on a flight from Station 106 to Ringway (six miles South Southwest of Manchester), I was pilot of aircraft 42-37822 a B-17G. Everything was normal until landing when the right gear collapsed causing the aircraft to ground loop. The approach to the field was normal in all ways, but the landing was hard and the right drag link gave way. The wheel came up into the nacelle, the wing tip hit the ground. I immediately cut the switches and fuel shut off. I used the left brake to keep the aircraft from ground looping too fast. The aircraft left the right side of the runway and turned 180° heading the opposite direction of landing.

All personnel aboard the aircraft immediately got out. No one was injured. I went to flying control and notified my home station (GW 106).

Burtonwood was contacted to come after the aircraft.

Another aircraft came after us and returned us to our own base.

Raymond D. Cook
RAYMOND D. COOK,
1st Lt., Air Corps,
Pilot.

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FROM: F/Lt. S. B. Atkinson, R.A.F.
Senior Flying Control Officer
Ringway, Manchester
17/3/45

Statement of Fortress crash 16/3/45


At 1515 on 16/3/45 Fortress Luggage C was given landing instructions. He made a rather high approach as though doing a precautionary landing dropped heavily from about 12 feet ran about 200 yds. when the starboard wheel gave way. The aircraft swung off the runway, stopping about 100 yds. off the runway facing the opposite direction. No one was hurt.

/s/ S. B. Atkinson, F/Lt.

We the undersigned witnessed the landing accident of Luggage C-Charlie and agree with the above statement of F/Lt. S. B. Atkinson.

/s/ E. W. Clapp, Cpl.
/s/ S. Trainor, L.A.C.

CERTIFIED TRUE COPY


HARRY W. FIRSTBROOK,
Capt., Air Corps,

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RY.S/14/45/27a.

Meteorological Office,
No. 1 P.T.S., R.A.F.,
Ringway,
MANCHESTER.

17th March, 1945.

Actual weather conditions at the above Airport at 15.13 B.S.T. on 16th March,
1945.

Surface wind - 280 to 290 degrees 23 to 24 m.p.h. with gusts to 38 m.p.h.
(corrected to 30 feet average value 20 to 21 m.p.h. with
gusts to 33 m.p.h.)

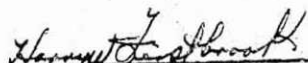
Weather - Cloudy.

VISIBILITY - 7 miles.

Clouds - 7/10 at 2000 feet.

Signed, /s/ E.S. Tunstall, F/Lt.
Meteorological
Officer.

CERTIFIED TRUE COPY


HARRY W. FIRSTBROOK,
Capt., Air Corps,

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STATEMENT: By F/O Daniel G. Thomas, concerning Landing Accident
of B-17G 42-37822, on 16 March 1945.

1. On the 16th March 1945, on a practise flight from Station 106 to Ringway, I was the Co-Pilot of aircraft 42-37822. We had a normal flight to Ringway up until we landed. The landing though hard, was normal in every respect. Upon making contact with the runway the drag link bolt sheared off and the aircraft careened off to the right of the strip. A ground loop resulted but because of the fact that we applied all the left brake we could, a relatively slow 180° was made.
2. Lt. Cook had cut the switches and fuel shut off valves immediately after landing so that a fire or explosion was averted.
3. Lt. Cook contacted flying control as quickly as possible and a call was placed to Station 106 to report the accident.
4. No personnel was injured in the crash.

Daniel G. Thomas
DANIEL G. THOMAS,
F/O, Air Corps,
Co-Pilot.

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STATEMENT: By T/Sgt. Huston R. Dossett, concerning Landing Accident of B-17G 42-27822, on 16 March 1945.

1. On the 16th of March 1945, I was Lt. Cook's engineer on aircraft 42-27822 from Grafton to Ringway. On the landing our right landing gear collapsed and we did a ground loop before the aircraft stopped. There seemed to be an up draft, just as we hit the runway, which caused a slightly rough landing.

2. When the gear collapsed, the pilot immediately cut off the fuel and power and gave the order to get out of the aircraft as soon as it stopped.

3. No one was injured and we returned to Grafton in aircraft 8994.

Huston R. Dossett

HUSTON R. DOSSETT,
T/Sgt., Air Corps,
Engineer.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Intelligence Officer

D-J-6

APO 557,
23 March 1945.

SUBJECT: Aircraft Accident Report of B-17G 42-37822, 546th Bombardment Squadron,
384th Bombardment Group (H), AAF Station No. 106, APO 557, 16 March 1945.

TO : Commanding General, Headquarters, First Air Division, APO 557, U. S.
Army.

1. The following report on the above subject is hereby submitted:

FACTS: Aircraft Number 42-37822, 546th Bombardment Squadron, 384th Bombardment Group (H), AAF Station 106, APO 557, piloted by 1st Lt. Raymond D. Cook, O-812034, 546th Bombardment Squadron, 384th Bombardment Group (H), AAF Station 106, APO 557, was landed upon a hard surfaced runway at Ringway at which time the landing gear supporting bolts were sheared causing the right gear of the aircraft to collapse and the aircraft to ground loop to the right resulting in damage to the right wing, engines, propellers, etc. of the aircraft. At the time of take-off from his home station 1st Lt. Raymond D. Cook was aware that the aircraft had been fueled with 2700 gallons of gasoline and that it had not been in the air a sufficient number of hours at the time of his landing to greatly reduce the gross weight of the aircraft.

FINDINGS: From an investigation of all the evidence it is the opinion of this officer that there was no mechanical or material failure and that there is no evidence of sabotage to be pursued in this case. It is further the opinion of this officer that the error in judgment and technique on landing of Aircraft Number 42-37822 by 1st Lt. Raymond D. Cook, O-812034, was the sole cause of the accident to this aircraft.

Alexander L. Janes
ALEXANDER L. JAMES,
1st Lt., Air Corps,
Intelligence Officer Member.

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Auth. C. G. 8th A.F.
Init. <i>gln</i>
Date. 12 APR 1945

360.33 1st Wrapper Ind. B-V-4
Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

TO: Chief, Flying Safety, AAF, Winston-Salem 1, N.C. 12 APR 1945 AFS

1. Transmitted herewith WDAAF Form No. 14 and allied papers on the following aircraft accident:-

a. 1st Lt. Raymond D. Cook, B-17G number 42-37822.

2. Concur.

FOR THE COMMANDING GENERAL:

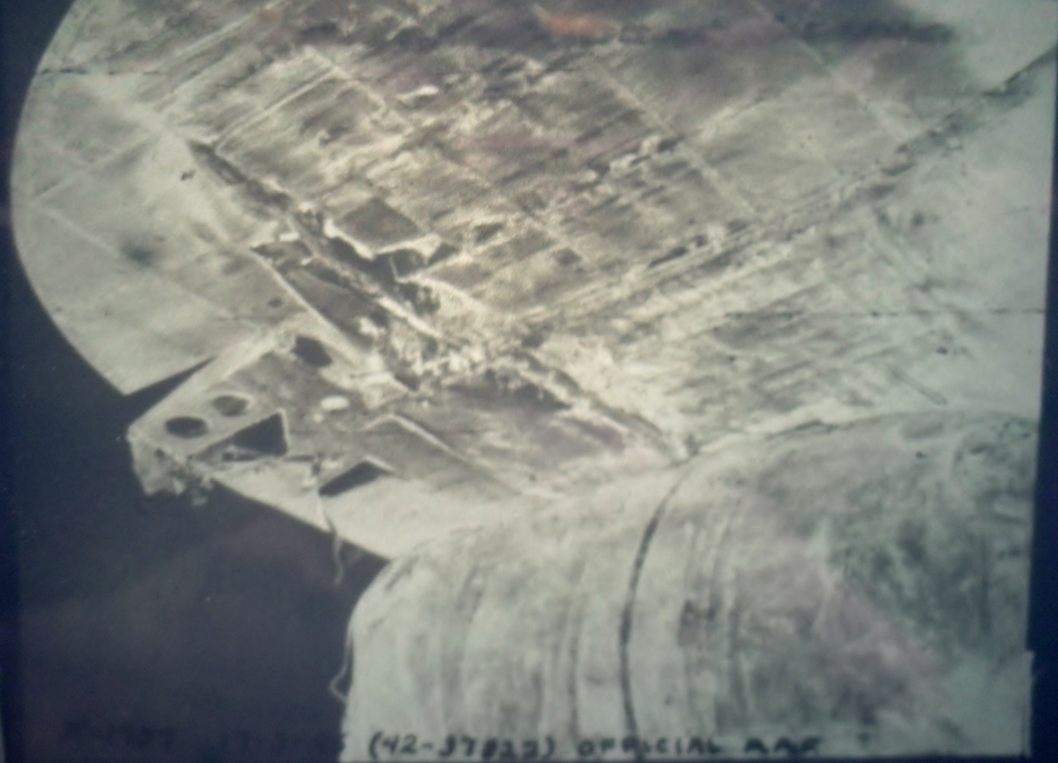
Burnis Archer
BURNIS ARCHER
Maj, A.G.D.
Asst. Adl. Gen.

1 Incl:

As above.

- 1 -
SECRET

L O - 70931



(42-37833) OFFICIAL AAF

