

WAR DEPARTMENT  
 A. A. F. FORM 127  
 (Revised May 14, 1942)  
 CANCELLED OR CHANGED  
 RESTRICTED

ACCIDENT No. 44-2-5-506

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

DATE 180 June 1944  
 (1) Place AAF 127 (2) Date 8 February 1944 (3) Time 15:52  
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-31045 (6) Station  
 Organization: (7) VIII (8) 38th (9) 56th Bomb (10) Z 354  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BH BH

DUTY	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)
01 P	MARKOW, HENRY V.	P	0-799421	2nd Lt.	01	AC	VIII	None	None
04 CP	LUNDGREN, EDWARD W.	P	0-745132	2nd Lt.	01	AC	VIII	None	None
65 M	SCHWIKART, JOHN W.	M	0-683870	2nd Lt.	01	AC	VIII	None	None
68 X	POLKY, ARTHUR L.		0-187082	Capt.	01	MC	VIII	None	None
68 X	HACKETT, GEORGE J.		0-1642143	2nd Lt.	01	AC	VIII	None	None
71 B	POODER, ELMER H.	R	37385342	S/Sgt.	20	AC	VIII	None	None
62 E	ATKINSON, OWEN G.	E	39685131	S/Sgt.	20	AC	VIII	None	None

MARKOW HENRY V 0-799421 2nd Lt. 01 AC  
 Assigned VIII 38th BH 56th BH 106 Z 354  
 Attached for flying VIII 38th BH 56th BH 106 Z 354  
 Original rating Pilot 3/16/43 Present rating Pilot 3/16/43 Instrument rating July 7, 1943

FIRST PILOT HOURS:  
 (38) This type 221:27 (42) Instrument time last 6 months  
 (39) This model 130:40 (43) Instrument time last 30 days  
 (40) Last 90 days 125:15 (44) Night time last 6 months  
 (41) Total 371:45 (45) Night time last 30 days

AIRCRAFT DAMAGE NF 3-11-44

DAMAGE	W	4	4	4	4
(46) Aircraft	W	4	4	4	4
(47) Engine(s)	0	4	4	4	4
(48) Propeller(s)	W	4	4	4	4

(49) Weather at the time of accident 5/10 cloud 2,000 feet, visibility 5 miles with haze, wind 20 MPH with light gusts.  
 (51) Was the pilot flying on instruments at the time of accident no  
 (52) Cleared from AAF 106 (53) To AAF 127 (54) Kind of clearance contact  
 (55) Pilot's mission Ferry

(56) Nature of accident Left landing gear could not be extended. Crash landing was accomplished successfully with no injury to personnel, after all attempts to lower gear had failed.  
 (57) Cause of accident Failure of left main landing gear lowering mechanism. (Shaft Landing Gear Motor Drive, Part No. 49103, sheared with landing gear in up position).

CLASSIFICATION CANCELLED OR CHANGED  
 RESTRICTED  
 TO 60 RTH 391

DESCRIPTION OF ACCIDENT

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

(58) Form 54 has been submitted (True Copies Attached).

On February 1944, B-17G # 42-31045, was instructed to make a crash landing at AAF Station 127, because the landing gear could not be lowered. After every effort to lower left landing gear had failed the pilot crash landed successfully with no injury to personnel.

For Recommendations refer to attached teletype.

Signature *Cecil E. West*

*Cecil E. West*  
CECIL E. WEST, Major, Air Corps.

*Adolph Kurek*  
ADOLPH KUREK, Captain, Air Corps.

*Joseph A. Viger*  
JOSEPH A. VIGER, Captain, Air Corps.

391

Date 17 February 1944.

FIVE HUNDRED FORTY SIXTH BOMBARDMENT SQUADRON (H) (E-S-2)  
AAF STATION NO. 106

8 February 1944.

360:33

SUBJECT: Report on Crash Landing of Ship #31045.

TO : Group Operations, 384th Bomb Group (H), APO 634.

1. The Ship was being taken to Little Staughton for Gee installation. Defects were noted on Form 1 and I proceeded to destination.
2. The left landing gear would not extend electrically, Aerial Engineer tried to bring it down manually, with no success. Proceeded back to home base and told Tower of difficulty. Instructed to return to Little Staughton and crash land there. Circled there and was informed to go to Alconbury, where in turn was instructed to return to Little Staughton.
3. Arriving back we received instructions to open hatches, swing nose turret to right angle, remove gun sight from ball.
4. I asked them for advice on whether tail wheel should be up or down, and if full flaps were best to use. Told to use own judgement and did.
5. Came in normal manner, wheels up though, landed on turf. No injuries to personnel, usual damage as in such case to aircraft.

*H. V. Markov*

H. V. MARKOV,  
2nd Lt., AC,  
Pilot.

OFFICE OF THE FLYING CONTROL OFFICER  
AAF STATION NO 127  
APO 635, U.S. Army

8 February, 1944.

SUBJECT: Crash Landing of B-17G #231045.

TO : Aircraft Accident Committee, AAF 127, APO 635, U.S. Army.  
ATTENTION: Aircraft Classification Committee.

1. At 15:52 hours on 8 February, 1944, B-17G #231045 crash landed. Only one (1) wheel would extend, therefore the pilot retracted the wheel and landed on his belly.
2. The pilot was 2nd Lt. Markow of the 384th Bombardment Group, 546th Squadron, based at AAF Station 106.
3. The pilot made a good landing and followed all instructions given to him by the Control Tower.

*Arnold M. Gotthilf*  
ARNOLD M. GOTTHILF,  
1st Lt., Air Corps,  
Senior Flying Control Officer.

391

3

OUTGOING MESSAGE  
(via Special Courier or Teletype)

TO BE SUBMITTED IN QUINTPLICATE

PRECEDENCE (Check One)	
VIA SPECIAL COURIER	
ROUTINE (Teletype)	
PRIORITY (Teletype)	X

HEADQUARTERS, 2ND STRATEGIC AIR DEPOT

SECTION:

DATE: 1 Dec. 1943 TIME: 0940

Signature of Division or Sect. Chief

SECURITY

Signature of Adjutant, 2nd S.A.D.

TO: COMMANDING OFFICER, AAF 506

FROM: GO-2 SAD STATION 127

2SAD D-91-U December 1943

B-17F AIRCRAFT NO. 42-31022 CRASH LANDED THIS  
STATION 11-30-43, 15-10 HRS DUE TO FAILURE OF LANDING GEAR MOTOR DRIVE  
SHAFT, PART NO 40103, RECOMMEND ALL CLUTCHES BE CHECKED FOR PROPER  
SETTING, AND ALL LANDING GEAR LIMIT SWITCHES BE CHECKED AS PER T.O.  
01-20~~EF~~-2.

FAILURE - RETRACTING MECHANISM LEFT LANDING GEAR - ECLIPSE - TYPE 1073  
SERIAL NO. BG 854.

DETAILED REPORT WILL FOLLOW

FULWIDER

PETE B. DEFURIA,  
Captain, Air Corps,  
Chief of Engineering Inspection.

A TRUE COPY

RICHARD H. WATTS, JR.,  
1st Lt., Air Corps,  
Operations Officer.

TRUE COPY

WAR DEPARTMENT  
AIR CORPS

Mat'l Div.

Serial No.

**UNSATISFACTORY REPORT**

(See A. C. Cir. 11-54)

Station Serial No. 44-18

Date 12 February, 1944

Station AAF Station 127, APO 635

Organization Second Strategic Air Depot

Name, type and ser. no. of equipment Class 030, Eclipse Aviation, Part No. 4213-F-112621-1073-3  
A.C. Serial No. BG-912.

Name and part no. of defective part Shaft, Landing Gear Motor Drive, Part No. 49103.

DESCRIPTION OF TROUBLE:

SUPPLEMENTARY DATA:

1. Model - Part No. 49103, Shaft, Landing Gear Motor Drive.
2. Aircraft in which installed - B-17G, A.C. Serial No. 42-31045.
3. Total flying time of aircraft - 200:05 hours.

DESCRIPTION OF DIFFICULTIES:

Shaft, Landing Gear Motor Drive (left Hand Main Landing Gear) was sheared with landing gear in up position thereby causing crash landing.

DISCUSSION OF INVESTIGATION:

Main Landing Gear Retracting Motor, Part No. 4213-F-112621-1073-3 was checked by prony brake and it was found that the clutch setting was approximately 170 foot pounds on initial test, on subsequent tests the torque required to produce clutch slippage decreased to approximately 120 foot pounds. This motor assembly was disassembled after test and revealed evidence of clutch setting having been adjusted since factory assembly of unit. Clutch plates were inspected and no mechanical defects were apparent.

RECOMMENDATIONS:

All Landing Gear Motors, Part No. 4213-F-112621-1073-2 and -3 now in service be checked for proper clutch setting as soon as possible and at each subsequent 50 hour inspection until such time as modification may be introduced providing a separate hand retracting drive shaft or other means of overcoming failures.

It is also recommended that all personnel performing clutch settings adjustments on Eclipse retracting units be carefully selected as correct setting is vitally important.

DISPOSITION OF DEFECTIVE PARTS:

Motor assembly and shaft being held at this station pending disposition.

391

WAR DEPARTMENT  
Air Corps  
Form No. 84  
(Revised September 11, 1940)

WAR DEPARTMENT  
AIR CORPS

Mat'l Div.

Serial No.

**UNSATISFACTORY REPORT**  
(See A. C. Cr. 15-44)

Station Serial No. 44-18

Date 12 February 1944

Station AAF Station 127, APO 635 Organisation Second Strategic Air Depot

Name, type and ser. no. of equipment Class C3C, Eclipse Aviation, Part No. 4213-F-112621-1073-3  
A.C. Serial No. BG-912.

Name and part no. of defective part Shaft, Landing Gear Motor Drive, Part No. 43163

DESCRIPTION OF TROUBLE:

EXHIBITS:

Photographs.

C. E. WEST,  
Major, Air Corps,  
Chief, Maintenance Division.

39

Accident No.

Pilot's Name

16 Nature Group Landing  
34 Specific Nature Wheel up  
2 Underlying Nature Main Landing  
100% 23 Cause Group Aircraft  
67 Specific Cause Main Landing  
84 Underlying Cause gear undetermined

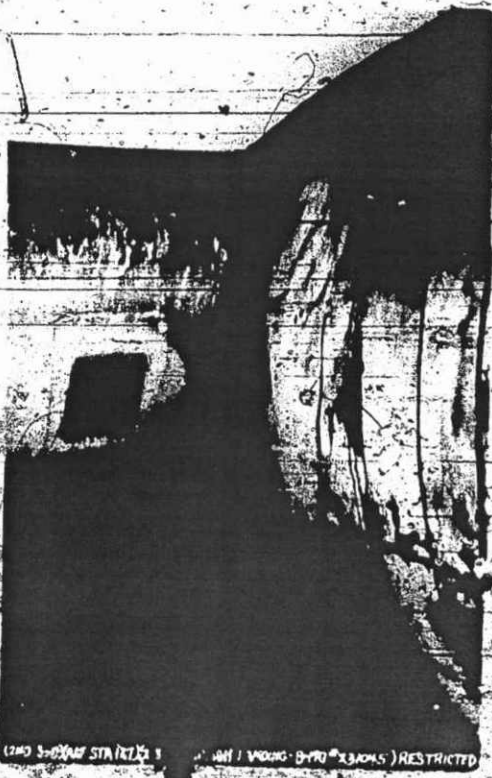
Cause Group

Specific Cause

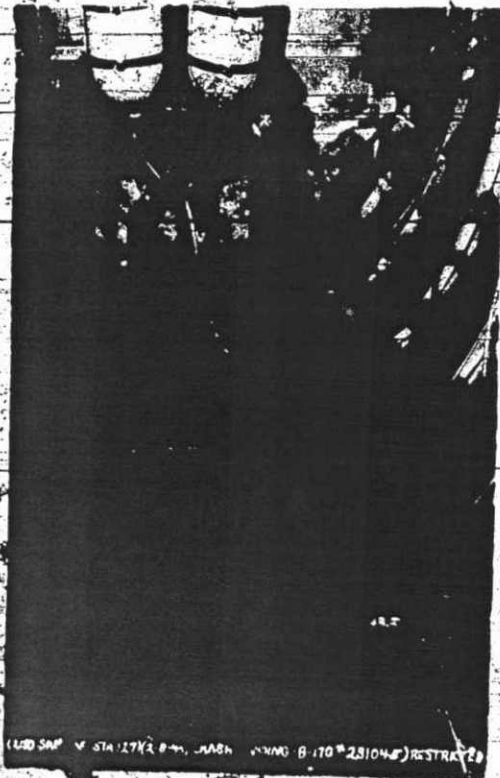
Underlying Cause

391





(LMD 3-10-64 STA 17K2) (LMD 3-10-64 STA 17K2) RESTRICTED



(LMD 3-10-64 STA 17K2) (LMD 3-10-64 STA 17K2) RESTRICTED

