

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 457.28-518

REPORT OF AIRCRAFT ACCIDENT

129

Place AAF Station 106 (2) Date 28 July, 1944 (3) Time 0754

CRAFT: (4) Type and model B-17G 042 (5) A. P. No. 42-107148 (6) Station AAF Station 106

Organization: (7) 8th Air Force (8) 38th Bomb (H) (9) 545th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL BH

Z 354

NAME (Last name first)	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)
Liebert, Jack L.	P	0-549338	1st Lt	101	AC	8thAF	None	None
Curran, Kenneth J.	P	0-761896	1st Lt	101	AC	8thAF	None	None
Sandrow, Harry J.	M	0-694729	1st Lt	01	AC	8thAF	None	None
Kell, Howard W.	B	0-684635	1st Lt	01	AC	8thAF	None	None
Gray, James R.		14091909	T/Sgt.	30 W	AC	8thAF	None	None
Fishbein, Albert (NMI)		12189913	T/Sgt.	11	AC	8thAF	None	None
Brooker, Kenneth S.		15130131	S/Sgt.	11	AC	8thAF	None	None
Drysdale, Douglas D.		17106357	S/Sgt.	11	AC	8thAF	None	None
Goresh, Andrew (NMI)		35333815	S/Sgt.	11	AC	8thAF	None	None



1) Liebert, Jack L. (Last name) (First name) (Middle initial) (21) 0-549338 (22) 1st Lt. (23) 10 (24) AC

assigned (25) 8th Air Force (26) 38th Bomb (H) (27) 545th Bomb (H) (28) AAF Station 106
(Command and Air Force) (Group) (Squadron) (Station)

attached for flying (29) 8th Air Force (30) 38th Bomb (H) (31) 545th Bomb (H) (32) AAF Station 106
(Command and Air Force) (Group) (Squadron) (Station)

original rating (33) Pilot (34) 10/26/43 Present rating (35) Pilot (36) 10/26/43 Instrument rating (37) 5/2/44
(Rating) (Date) (Rating) (Date) (Date)

PILOT HOURS:
at the time of this accident)

(38) This type	<u>697.435</u>	(42) Instrument time last 6 months	<u>24.25</u>
(39) This model	<u>249.50</u>	(43) Instrument time last 30 days	<u>00.00</u>
(40) Last 90 days	<u>246.20</u>	(44) Night time last 6 months	<u>37.25</u>
(41) Total	<u>910.140</u>	(45) Night time last 30 days	<u>00.00</u>

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>Right wing tip-outer wing panel-right aileron-right flap, both landing struts, No. 4 nacell and super-charger.</u>
(47) Engine(s)	<u>04 04</u>
(48) Propeller(s)	<u>04 04</u>

(49) Weather at the time of accident 6/10th Strata Cumulus, at 4,000 feet, visibility four miles
Wind West North West at eleven miles per hour.

(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

(55) Pilot's mission Operational

(56) Nature of accident Landing Accident

(57) Cause of accident Pilot came in for landing, leveled off twenty (20) feet above runway, Aircraft's dropped in on right wheel causing failure of right tire and breaking right drag link.

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02

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 the accident is due to one hundred (100) percent Pilot error.

Pilot came in for landing, leveled off approximately twenty (20) feet above runway. Aircraft stalled out, "Dropped in" on right wheel, causing failure of right tire and breaking drag link on right gear.

Other than giving Pilot a thorough indoctrination on landing this type of aircraft no other recommendations are made to prevent repetition in the future.

Signature

George H. Koebne, Jr.
(Investigating Officer)

George H. Koebne, Jr., Major, AC.

Edward W. Lane
Edward W. Lane, Captain, AC.

Charles W. Bishop
Charles W. Bishop, 1st Lt., AC.

Date 4 August, 1944

RESTRICTED

FIVE HUNDRED FORTY FIFTH BOMBARDMENT SQUADRON (H) AAF
Office of the Operations Officer

28 July 1944

SUBJECT: Accident Report.

TO : Group Operations Officer, 384th Bomb Gp (H), AAF Sta 106, APO 557.

We returned to base after aborting from mission due to supercharger failure. We called for landing instructions and entered traffic pattern. After being given permission to land we made a normal entry and approach with air speed indicating approximately 120 to 125 M.P.H. We made what appeared to be a normal landing when suddenly the right landing gear gave way. Using full opposite controls held right wing up as long as possible until speed was dissipated. The co-pilot cut switches immediately upon recognizing trouble. The right wing dragged on the ground and finally went off the runway about ninety degrees to the right.

Jack L. Liebert
JACK L. LIEBERT,
1st Lt., Air Corps,
Pilot.

HEADQUARTERS
AAF STATION NO 106
Office of the Flying Control Officer

R-D-2

28 July, 1944.

Jul 29 1944
SUBJECT: Aircraft Accident Involving B-17, No 7148.

TO : COMMANDING OFFICER, 384th Bombardment Group (H), AAF Sta. 106,
APO 557, U. S. Army.

1. At 0750 hours operational aircraft No. 7148, Pilot Liebert called in for landing instructions, which were given to him.

2. The aircraft made a normal approach for landing on runway "30". The wind was westerly about eleven M.P.H. The pilot leveled off about twenty feet above the runway, aircraft dropped suddenly, landed heavily, and bounced. The right landing gear began to vibrate immediately and soon collapsed. The plane skidded on down the runway and came to rest on the grass at the right of the runway.

3. Ambulance and crash truck were dispatched immediately from the Control Tower.

Charles W. Overton
CHARLES W. OVERTON,
2nd Lt., A.C.
Duty F. C. O.

RESTRICTED



(64D-68-2-384)(28-7-44)(210748-LANDING GEAR FAILURE)



(64D-68-1-384)(28-7-44)(210748-LANDING GEAR FAILURE)