

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 45-10-19-526

REPORT OF AIRCRAFT ACCIDENT

(1) Place: AAF Station 106 (2) Date: 19 October 1944 (3) Time: 01:00
 AIRCRAFT: (4) Type and model: B-17-G-44 (5) A. S. No.: 44-8047 (6) Station: AAF Station 106
 Organisation: (7) 8th (8) 38th Bomb Grp (9) 547th Bomb Squadron
 (Command and Air Force) (Group) (Squadron) 2354
 PERSONNEL: BH

DUITY (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)
	P. Hicks, Ralph B.	P	0-761941	1st Lt	18	AC	8th	None	None
	CP. McNamara, John G.	CP	0-822758	2nd Lt	18	"	"	"	"
	N. Miller, Dan O.	N	0-717681	2nd Lt	18	"	"	"	"
	B. Scheanwald, Richard J.	B	0-886716	2nd Lt	18	"	"	"	"
	R. Townsend, Perry H. Jr.		19189950	T/Sgt	38	"	"	"	"
	R. Frerichs, Earl E.		36449756	T/Sgt	38	"	"	"	"
	EG. Weeks, Melvin F.		36833872	S/Sgt	38	"	"	"	"

PILOT INVOLVED WITH ACCIDENT

(20) Hicks, Ralph B. (21) 0-761941 (22) 1st Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th (26) 38th (27) 547th (28) AAF 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th (30) 38th (31) 547th (32) AAF 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) Dec. 5-43 Present rating (35) Pilot (36) 12-5-43 Instrument rating (37) 25 July 44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
 (38) This type 328:15 (42) Instrument time last 6 months 05:20
 (39) This model 280:05 (43) Instrument time last 30 days 01:00
 (40) Last 90 days 214:20 (44) Night time last 6 months 19:10
 (41) Total 400:00 (45) Night time last 30 days 02:00

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS			
	1	2	3	4
(46) Aircraft	3			
(47) Engine(s)	0	4	0	4
(48) Propeller(s)	1	5	1	5

Left inner wing panel. Left outer wing panel.
Left landing gear.

(50) Weather at the time of accident: Cir. 4/10 cu., base 2500, wind S W. 20 MPH. Visibility 3 miles.

(51) Was the pilot flying on instruments at the time of accident No.
 (52) Cleared from AAF Station 106 (53) To Cross Country (54) Kind of clearance Contact
 (55) Pilot's mission Training (night cross country)

(56) Nature of accident: Landing Accident.

(57) Cause of accident: Drag link broke during landing. Inboard drag strut support bolt broke and stresses caused by its breaking caused drag link and support bolt on outboard drag strut to break.

(58) Has form 54 been submitted? Yes.

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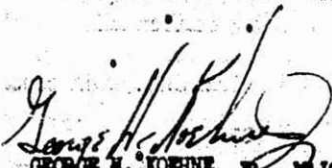
DESCRIPTION OF ACCIDENT

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

It is the opinion of this board that this accident is 100% material failure.

Pilot (Lt Hicks) came in for landing. The approach was normal, but Lt. Hicks was a little late in breaking the glide. Realizing this he overcontrolled; the aircraft settled in and started to roll straight with the runway. At this time the drag link failed causing the aircraft to swerve off the runway.

All statements indicate that although the landing was a little hard it was normal in all other respects.



Signature GEORGE W. KOSHINE, JR., MAJOR, AC
(Investigating Officer)

THOMAS D. HUTCHINSON, Major, AC

Henry W. Minor, 1st Lt., AC

Date 31 October 1944

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20 October, 1944.

Statement by Lt. RALPH B. HICKS, A.S.N. C-761941, Pilot of aircraft, B-17G No. 44-8047, which had a landing accident on 19 October, 1944.

"We came back from a cross country flight and were at about 1500 feet when we approached the field, and asked for landing instructions. Tower told me to land on 24, and I called when on the down-wind leg, and Tower said to call in on the final. A little later we put the wheels down and the engineer checked the tail wheel and pilot side, and the co-pilot checked on his side. We turned on the final approach and put half flaps down as we headed into the wind. We were doing about 140 miles per hour and were making a nice approach. As soon as we got lined up with the runway I called for full flaps. We slowed down to about 120 miles per hour. Just previous to this we turned on the lights and the engineer was calling off airspeed, which was about 120 miles per hour. As the ship began to settle I noticed that I was going to round it out a little fast so pulled it back fairly fast at about landing altitude. The airspeed was about 90 at this time. It settled in faster than I expected, as apparently the wind had died down a little. It dropped in a little harder than normal. It didn't bounce--- it just took the weight and came up a little. I think the wheels stayed on the runway. Then it seemed to settle down, and I began to hear the first propeller hit. I couldn't tell for a moment what it was as I couldn't see that the wing was down. I didn't know whether it was the wheel or what, but as it dropped on down I knew what it was so there was nothing to do but try the right brake. Both the co-pilot and I were fighting with it. The aircraft finally came to a halt and I cut the switch."

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Statement by Lt. DAN O. MILLER, A.S.N. 0-717681, Navigator on Aircraft B-17G No. 44-8047 which was involved in a landing accident on 19 October, 1944.

"We turned on the final and had a fairly long approach. We had about half flaps. When we hit the end of the runway I think we hit a little bit first on the right wheel and it seemed like we had already stalled out. It seemed we had a normal roll on the runway when the wheel gave way. The first time I noticed it was when I looked out and noticed the one prop hitting the runway. The airspeed was about 110 just before we leveled off.

QUESTIONS & ANSWERS

- Maj. Koehne - Were you swerving back and forth while on the approach?
- Lt. Miller - Not that I noticed.
- Maj. Koehne - Did you seem to level off high?
- Lt. Miller - No, I wouldn't say we did, sir. The first contact was a little on the right wheel --- not excessive --- did not hit hard on the right wheel.
-
- Maj. Koehne - Would you say that the airplane dropped at all or did it just settle?
- Lt. Miller - It seemed as if it settled down nicely. I didn't notice any drop.
- Maj. Koehne - Did you notice any movement to one side or the other just as you landed or just after you landed --- as though the airplane was skidding sideways?
- Lt. Miller - No, sir. The only motion I noticed was after the landing gear went down and contact of prop blades on the runway began.
- Maj. Hutchinson - Was it, in your opinion, a normal landing?
- Lt. Miller - I would say a normal landing, sir.

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20 October, 1944.

Statement by Lt. JAMES W. LOTER, A.S.N. O-2044789, Flying Control Officer, regarding the accident which occurred on 19 October, 1944, involving aircraft B-17G No. 44-8047.

"At about 0035 hours B-17G aircraft No. 44-8047 called in for landing instructions, which we passed on and he acknowledged. He appeared to be lined up on a normal approach. Immediately upon contacting the ground the under-carriage collapsed and the aircraft skidded to the left. After the aircraft came to a halt I went down on the runway and picked up the drag-link at the position where the aircraft first touched down. The angle of approach installation was badly smashed up. This installation is situated on the left hand side of the runway. The aircraft skidded to the left and came to rest by one of the Squadron Operations buildings."

QUESTIONS & ANSWERS

- Maj. Koehne - Did he make a normal approach?
- Lt. Loter - Yes, he did. He came in, leveled off, and appeared to be lined up with the runway.
- Maj. Koehne - Could you see any sparks fly or anything unusual when he hit the runway?
- Lt. Loter - No, sir.
- Maj. Hutchinson - Did it look like the ship swerved or anything when it hit the marker?
- Lt. Loter - Yes, it did.
- Maj. Koehne - Where, on the runway, would you say he first touched?
- Lt. Loter - I would say he touched down at the very end on the left hand side of the runway.
- Maj. Koehne - Did it look like he landed very hard?
- Lt. Loter - No, sir. It did make one small bounce.
- Maj. Koehne - Was the landing, in your opinion, a good one?
- Lt. Loter - The landing appeared to be a normal one.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Station Commander

E-K-1

APO 557,
18 November, 1944.

SUBJECT: Aircraft Accident, B-17G 44-8047, 19 October 1944.

TO : Commanding General, 1st Bombardment Division, APO 557.

1. Further investigation of this accident has been made, and although no facts or evidence was found that would change the original findings of the investigation committee, the following information may be of interest:

a. The subject aircraft had approximately one hundred (100) flying hours when assigned to this station. The number of landings accumulated at that time is unknown. It was flown one hundred and eleven (111) hours while assigned to this station and was accredited with twenty five (25) landings.

b. The aircraft received three complete landing gear retraction tests while at this station. It was first checked on the acceptance check, again on the one hundred and fifty (150) hour inspection, and again on the two hundred (200) hour inspection. The feeler gauge check as prescribed in Boeing Field Service News dated 22 May 1944, was employed as a part of these landing gear retraction tests. The gear was satisfactory on all tests.

c. The wheel marks on the landing runway were checked on 20 October 1944, and it is an established fact that the aircraft was properly aligned with the runway upon contact. There was no indication of any sideward movement. Wheel marks did indicate, however, that the landing was slightly harder than normal. The right wheel touched about two (2) feet before the left wheel touched. The left tire mark was wider than the right mark which would indicate that it hit harder. There were traces of tire tread marks from the point of landing for approximately thirty (30) feet down the runway, whence they faded. The landing tread marks were of the type that would be expected had the pilot made a blind landing.

For the Station Commander:



Harold Nelson, Jr.
HAROLD NELSON, JR.,
Major, Air Corps,
Adjutant.

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WAR DEPARTMENT
AAF Form No. 54
(Revised 2-15-47)

sq. sec. 1. 1-4-44/1000/1170(448 08171)

WAR DEPARTMENT
ARMY AIR FORCES

* TO BE FILLED IN BY STATION		* LEAVE BLANK *	
STATION SERIAL No. 44-746	DATE SUBMITTED 8-11-44	A. S. C. SERIAL No.	REFER TO CLASS

UNSATISFACTORY REPORT

(See AAF Reg. 18-54 for information on Proper Use of this Form)

STATION A.A.F. STATION 106, APO 557.		ORGANIZATION Hq, 384TH BOMBARDMENT GROUPE (H)	
SUBJECT OF REPORT 01-F LANDING GEAR ASSY, L.H.	Property Class-Name	Manufacturer VEGA	AAF Order or Shipping No.
AIRCRAFT-Model & AAF Serial No. B-17G #44-8047	ENGINE-Model & AAF Serial No.	PART OR ACCESSORY-Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST B. I. R.-Dept	Date	Flying Time Since	Total Flying Time
ENGINE REPORTS ONLY LAST OVERTHAUL-Serial	Hours Since	Depots and Hours At Each Previous Overhaul	
Name BOYD CLEVIS 3/4"	Part Drawing, Serial and Specification etc. AN 32-54		
Time in Use 21:00	Quantity on Hand 300	Quantity Known Defective NONE	Inspector's No. or Identification
Indicate by "X" Disposition of Exhibit	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover
	<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service	<input type="checkbox"/> Disposed of (Explain Below)
			<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above-Avoid Unnecessary Description)

EXPEDITE

1. Recently on this Station, we had three landing gear failures on Aircraft #42-102518, 43-37717 and 44-8047.
2. It has been definitely established that Aircraft #43-37717 and 42-102518 made hard, one wheel landings when the crash occurred. Due to the fact that Aircraft #44-8047 landed during the hours of darkness, no one can definitely state what type of landing was made.
3. On all three above mentioned Aircraft, the inboard drag strut support bolts had sheared first and the stresses thus created caused the failure of the drag links and outboard drag strut support bolts.
4. Aircraft 42-102518 and 44-8047 had 3/4" drag strut support bolts installed and Aircraft #43-37717 had 1" bolts.
5. Checking of drag strut support bolts as prescribed in Boeing Field Service News dated 22 May, 1944, has been made part of the daily inspection for all B-17 Aircraft on this Station

A TRUE COPY:

Thomas P. Davis
THOMAS P. DAVIS,
Captain, Air Corps.

/s/ Nicolai Hansen
/t/ NICOLAI HANSEN,
Captain, Air Corps,
Sta. Eng'r and Material
Officer.

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ROUTING SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.



(GAD-85-1-384) (19 Oct 44) (147 + 8047. Landing Gear Failure)