

RESTRICTED

ACCIDENT NO. _____

12-9-44

WAR DEPARTMENT
U. S. ARMY AIR FORCES

45-10-23-527

REPORT OF AIRCRAFT ACCIDENT

113

(1) Place AAF Station 106 (2) Date 23 October, 1944 (3) Time 1514

AIRCRAFT: (4) Type and model B-24D-10 (5) A. F. No. 42-102518 (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

DOY	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. Johnstone, William A.	P	0-755355	1st Lt.	38	AC	8th	W11	W11
57	CP Weaver, Paul H.	P	0-886582	2nd Lt.	38	AC	8th	1	
59	N Daley, Patrick F.	N	0-722126	2nd Lt.	38	AC	8th		
	B DeColles, Charles B.	B	0-765575	2nd Lt.	18	AC	8th		
	R Cassidy, Joseph J.		35604307	T/Sgt.	38	AC	8th		
	TT Williams, J.G. (1st)		34724073	T/Sgt.	38	AC	8th		
	BT Curtin, John (WGT)		32619137	S/Sgt.	38	AC	8th		
	FG Trimble, Frederick C.		32911673	S/Sgt.	38	AC	8th		
	X Holmes, George W.	P	0-768102	2nd Lt.	18	AC	8th		
	X Mohr, James H.	P	0-775967	2nd Lt.	18	AC	8th		
	X Macklay, Harland D.		35627091	T/Sgt.	38	AC	8th		

(20) Weaver, Paul H. (21) 0-886582 (22) 2nd Lt. (23) 38 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

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

Attached for flying (29) _____ (30) _____ (31) _____ (32) Z 357
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 7-1-44 Present rating (35) Pilot (36) 7-1-44 Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HISTORY

(at the time of accident)

(38) This type 0520 (42) Instrument time last 6 months 0520
(39) This model 0150 (43) Instrument time last 30 days None
(40) Last 90 days 0150 (44) Night time last 6 months None
(41) Total 1105 (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	<u>Left wing tip-outer panel-flap assembly-aileron-landing gear-No. 1 and No. 2 superchargers</u>
(47) Engine(s) <u>04 04</u>	
(48) Propeller(s) <u>W5 W5</u>	

(50) Weather at the time of accident Cloud base 3,500 feet, visibility 4 miles, wind NW 10 m.p.h.

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

(52) Cleared from Woodrals (53) To AAF Station No. 106 (54) Kind of clearance Contact

(55) Pilot's mission Training, Navigation

(56) Nature of accident Landing accident - left landing gear collapsed during landing.

(57) Cause of accident Left in-board drag support bolt sheared and caused drag link to break after landing.

(58) Has form 51 been submitted? Yes

DESCRIPTION OF ACCIDENT

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

The aircraft was being flown by Lieutenant Weaver, the co-pilot, under the supervision of Lieutenant Johnston, the first pilot. Lieutenant Weaver made a normal approach but leveled off high and settled in. The tail-wheel hit first, then the main wheels touched down almost simultaneously, with the left wheel hitting slightly before the right wheel.

It is the opinion of this board that a hard landing was made, but that it was not executed with sufficient force to have caused a landing gear failure within itself.

Responsibility is allocated 50% to pilot error and 50% to material failure.

To prevent repetition the following action is taken:

Pilots have been requested to write up in AAF Form 1A when a hard landing has been made. Engineering Officer then checks drag link bolt with feeler gauge to determine if drag link bolts have stressed. If bolt clearance is over three thousandths of an inch the necessary parts are replaced.

Signature Robert E. Thacker
(Investigating Officer)

ROBERT E. THACKER, Lt. Col., A.C.

GEORGE H. TORRINE, Major, A.C.

THOMAS D. HUTCHINSON, Major, A.C.

Date 25 November, 1944

RESTRICTED

23 October 1944

SUBJECT: Report of Aircraft Accident on 23 October 1944, in A/C 42-102518

TO : Group Operations Officer, 384th Bomb Group, Sta 106, APO 557, England

1. The "Before Landing-Check", was completed before entering the traffic pattern. The Pilot and Co-Pilot had visually checked the main landing gear for full extension and noted the green "Landing Gear Down", light on and had put the landing gear switch in the neutral position. The Flight Engineer checked the main landing gear and tail wheel with the hand crank.

2. A normal peel-off and approach was made with the Co-Pilot flying from the right seat. The approach was made at 120 miles per hour, which required approximately twenty (20) inches of manifold pressure.

3. The throttles were "Bassed Off", during a normal "Round Out", which was accomplished with a normal decrease in airspeed. The aircraft was leveled off in a three point attitude at an altitude which the pilot judged to be approximately eight (8) feet. According to the Flight Engineer's indicated air speed readings the aircraft landed at an indicated airspeed of ninety-five (95) miles per hour.

4. When the runway was contacted the aircraft was still in a three point attitude. After what seemed to the Pilot like a short landing roll, the left wing dropped. Right brake was applied to keep the aircraft straight down the runway. After approximately one hundred fifty (150) yards, the aircraft veered off the runway to the left and came to a stop approximately fifty (50) yards from the runway. The master switch had been, "Cut", by the pilot at about the time the aircraft left the runway.

5. During the landing operation, the Pilot and Co-Pilot were in their respective seats, the Flight Engineer, was standing between the seats in the cockpit, two men were in the nose compartment, and six men were in the radio compartment. The fuel load was approximately eighteen hundred (1800) gallons. There was no bomb load.

William A. Johnstone
WILLIAM A. JOHNSTONE,
1st Lt., Air Corps
Pilot.

Incl #4

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2 November 1944
Station 106
APO 557

SUBJECT: Accident Report, 23 October 1944, A/C 42-102518

TO : Group Operations Officer, AAF Sta 106, APO 557

1. Upon entering the traffic pattern, the pilot and myself went through the "Before Landing Check". Noting the green landing gear light on, we checked the landing gear visually and had the flight engineer check both the tail wheel and landing gear manually. We then proceeded to fly a normal traffic pattern.

2. I was flying from the right seat; on the down wind leg I called for one third flaps at an indicated air speed on 140 M.P.H. . As I turned on to the final approach, I called for two thirds flaps and established a normal glide at an indicated air speed of 125 M. P. H. I started a normal, "Round Out", and leveled off and what the pilot and myself judged to be approximately eight feet above the runway. We both realized the airplane was a little high, so I eased the plane down onto the runway with a few added inches of mercury. The airplane was in, what we judged to be a three point attitude with wings level. Upon contact with the runway, the airplane seemed to roll a few feet and then the left wing dropped. With the help of the Pilot, I held the plane on the runway for approximately 100 yards, after which it veered to the left off the runway coming to a stop approximately 50 yards from the landing runway. As soon as the plane had cleared the runway, the pilot turned off the master switch.

3. The approach and landing was considered by the pilot to be within the limits of safety and at no time did he deem it necessary to take over control of the aircraft.

Paul H. Weaver
PAUL H. WEAVER,
2nd Lt., Air Corps
Co-Pilot O-880582.

~~John~~
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STATEMENT BY LT. LOTER (FLYING-CONTROL OFFICER); CONCERNING LANDING GEAR,
FAILURE ACCIDENT OF B-17 G, # 42-102518, 23 OCTOBER, 1944.

About 1540 hours, the pilot called for landing instructions. We passed the landing runway "QFE" which the pilot acknowledge. He made a normal approach but was a little high. He landed off the first-third of the runway. When approximately 10 feet off the runway, he broke his glide. The tail wheel was first to hit, then both undercarriages touched the runway at the same time. The aircraft continued down the runway for about 35/40 yards whereupon the left undercarriage collapsed and the aircraft skidded.

J. W. Loter
J.W. LOTER,
1st Lt., Air Corps,
Flying Control Officer.

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STATEMENT BY LT. HOLMES (PILOT RIDING NAVIGATOR'S POSITION); CONCERNING
LANDING GEAR FAILURE ACCIDENT OF B-17 G, # 42-102518, 23 OCTOBER, 1944.

The pilot seemed to level off a little high and the aircraft settled down on the runway with a slight jar, tail wheel first. The aircraft rolled level for a few seconds, then the left wing dropped and an excessive vibration occurred. The aircraft swung off the runway to the left. In my estimation, it was not an excessively hard landing.

George W Holmes
GEORGE W. HOLMES,
Capt Lt., Air Corps,

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STATEMENT BY 2ND LT. DE CELLES (BOMBARDIER); CONCERNING LANDING GEAR FAILURE
ACCIDENT OF B-17 G, # 42-102518, 23 OCTOBER, 1944.

I was in the radio room at the time of the incident, I did not know there was an accident until after we had landed. The radio operator jumped out as soon as the aircraft stopped. It appeared to be a very easy landing. The aircraft seemed to bounce only slightly.

Charles B. De Celles

CHARLES B. DE CELLES,
2nd Lt., Air Corps,
Bombardier.

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STATEMENT BY CAPTAIN MALONEY (ENGINEERING OFFICER); CONCERNING LANDING
GEAR FAILURE ACCIDENT OF B-17 G, 42-162518, 23 OCTOBER, 1944.

The aircraft approached directly in front of me. I was in front of the 54th Squadron Engineering Office. The aircraft on approaching the runway seemed to lose speed from a height of approximately 25 feet and dropped on to the runway, landing on the left wheel. The aircraft settled down and the left main landing gear collapsed. The aircraft did not roll very far on the runway before coming to a stop.

Jack C. Maloney
JACK C. MALONEY,
Captain, Air Corps,
54th Sqdn Eng Officer.

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STATEMENT BY W/SGT. R.V. GIBBONS (LINE CHIEF); CONCERNING LANDING GEAR
FAILURE ACCIDENT OF B-17 # 42-102518, 23 OCTOBER, 1944.

I saw aircraft # 42-102518 on the final approach on runway #30. The aircraft seemed to stall in from over thirty (30) feet. It seemed as though the tail wheel hit first then the main landing wheels. The aircraft bounced slightly touched the ground left wheel first. The left gear gave way and the aircraft fell off on it's left wing. It went off the runway to the left and into the field.

R.V. Gibbons
R.V. GIBBONS,
W/Sgt., Air Corps,
Line Chief.

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U S ARMY DEPARTMENT
AAF Form No. 84
(Revised 2-15-43)

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DA FORM 15-6-44 (100) (2170) (4/7) (2171)

TO BE FILLED IN BY STATION		LEAVE BLANK	
STATION SERIAL No. 44-770	DATE SUBMITTED 20-11-44	A. S. C. SERIAL No.	REFER TO CLASS

UNSATISFACTORY REPORT

(See AAF Reg. 15-64 for information on Proper Use of this Form)

STATION A.A.F. Station 106, APO 557		ORGANIZATION Hq. 384th Bomb. Group (H)	
SUBJECT OF REPORT 01-F Landing Gear Assy, L.H.	Property Class-Name	Manufacturer Boeing	AAF Order or Shipping No.
AIRCRAFT-Model & AAF Serial No. B-17G # 42-102518		UNIT OR ACCESSORY-Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST O. L. R.-Dept	Hours Since	Deposits and Hours At Each Previous Overhaul	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL-Dept	Hours Since	Part Drawing, Serial and Specification No. AM 32-54	
NAME Bolt Clevis 3/4"	Quantity on Hand 300	Quantity Known Defective None	Inspector's No. or Identification
Time in Use 728:00	Photographed and Prints Enclosed	Filed for Instructions	Sent Under Original Cover
Indicate by "X" Disposition of Exhibit	Sent in Attached Package	Repaired and Returned to Service	Disposed of (Explain Below)
			To Overhaul Facility (INITIALS)

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

EXPEDITE

On Aircraft B-17G 42-102518 the left landing gear failed while making an extremely hard landing. The aircraft landed tail wheel first and then the left landing gear striking the ground which caused the inboard drag strut support bolt to shear and the drag link to break. The drag strut support bolt was a 3/4" bolt. Checking of drag strut support bolts as prescribed in Boeing Field Service News #33, dated 22 May, 1944, has been made part of the daily inspection for all B-17 Aircraft on this Station.

N. Hansen
N. HANSEN,
Captain, Air Corps,
S-4 Officer.

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

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HEADQUARTERS
AAF STATION NO. 106
Office of the Operations Officer

E-K-4

APO 557,
3 November 1944.

SUBJECT: Letter of Transmittal.

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

1. Transmitted herewith is AAF Form 14 and allied papers on aircraft accident, B-17G 42-102518, which occurred at this station on 23 October 1944.

For the Station Commander:



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

- Incls:
- Incl 1 - Pilot's Statement (in quad)
 - Incl 2 - Co-Pilot's Statement (in quad)
 - Incl 3 - FCO's Statement (in quad)
 - Incl 4 - 2 sets of Photographs (4 prints ea)
 - Incl 5 - AAF Form 14 (in quad)

sent to

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