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DESCRIPTION OF ACCIDENT

(Brief narrative of ac lient. Inc. > Latement 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 Johnstone, the first pilot. Lieutenant Weaver under a normal approach but leveled off high and settled in. The tail-sheel 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 faitures track

To prevent repetition the following action is taken;

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No Station II.

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enot. onot. Pilots have been requested to write up in AAF Form lA when schinds.

landing has been made. Engineering Officer then checks drag link belt with feeler gauge to determine if drag link belts have stressed.

If belt clearance is over three, thousandthy of an inch the necessary parts are replaced.

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THOMAS D. HUTCHTHEOR .. A.C.

Date 25 November, 1914

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RESTRICTED WAR DEPARTMENT

ACCIDENT No. ..

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

	Organization: (7) 8t	h Air Fo	Force)		mb. (H).				
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23 October 1944

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

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

- 1. The "Before Landing Check", was completed before entering the traffic pattern. The Filet 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 year 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 "Mased Off", during a normal "Round Out", which was accompolished 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.
- Who When the runway was contacted the aircraft was still in a three point attivide. After what seemed to the Pilot like a short landing roll, the left w' dropped, Right brake was aplied to keep the aircraft straight down the ranway, After approximately one hundred fifty (150) yards, the aircraft veered off the runway to the left and camento 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-Filot 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, 1st Lt., Air Corps Pilot.

Incl.#4

RESIMU. ED

2 Nevember 19#4 Station 106 APO 557

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

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

- l. 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 whee and landing gear manually. We then proceeded to fly a hormal traffic pattern.
- 2. I was flying from the right seat; en 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 ente 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 contawith 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 voored to the left off the runway coming to a stop approximately 50 yr is from the landing minway. As seen 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 ever control of the aircraft.

PAUL H. WEAVER, 2nd Lt., Air Corps Co-Pilot 0-880582.

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RESIRICIED

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STATEMENT BY LT. LOTER (FLYING*CONTROL OFFICER); CONCERNING LANDING GEAR.

FAILURE ACCIDENT OF B-17 G, # 42-102518, 23 OUTOER 1944.

About 1540 hours, the pilot called for landing instructions. The 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, lst Lt., Air Corps, Flying Control Officer.

STATEMENT BY LF. HOLMES (PILOT RIDING MAVIGATOR'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, at was not an excessively hard landing.

GEORGE W. HOLLES,

STATEMENT BY 2ND IT. DE CHILES (BONDARDIER); CONCERNING LANDING GRAE FAILURE
ACCIDENT OF B-17 0, # 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 sircraft seemed to bounce only slightly.

CHARLES B. DE CELLES, 2nd It., Air Corps, Boshardien.

RESIDE ED

STATEMENT BY CAPTAIN MALONEY (ENGINEERING OFFICER); CONCERNING LANDING CHAR 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 Shith 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. MAIONEY; Captain, Air Corps, Suith Sodn Eng Officer.

STATEMENT BY W/SOT. R.V. CIBBONS (LINE CHIEF); CONCERNING LANDING GEAR FAILURE ACCIDENT OF B-17 & # 1/2-102518, 23 OCTOBER, 1914.

I saw aircraft # 12-102518 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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HEADQUARTERS & AAF STATION NO. 106
Office of the Operations Officer

E-K-L

APO 557, 3 November 1944.

SUBJ**EAN** Letter of Transmittal.

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

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

For the Station Commander

RECEIVED 4 #97 1944

HO 1st BOMB

HAROLD NELSON, JR Major, Air Corps, Adjutant.

. Incls:

Incl 1 - Pilct's Statement (in quad)

Incl 2 - Co-Pilot's Statement (in quaddois

Incl 3 - FCO's Statement (in quad)

Incl 4 - 2 sets of Photographs (4 prints ea)

Incl 5 - AAF Form 14 (in quad)

The state of the