

**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT

U. S. ARMY AIR FORCES

12-292357 **REPORT OF AIRCRAFT ACCIDENT**

(1) Place AAF Station 106 (2) Date 5 December 1944 (3) Time 1125  
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-107121 (6) Station AAF 106  
 Organization: (7) 8th (8) 38th Bomb (H) (9) 516th Bomb (H)  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL B7H

| DUTY | NAME<br>(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)             |
|      | S. Myrick, Kenneth, D.    | P      | 0-759281   | Captain | 18              | AC     | 8th                  | Nil                 | Nil              |
|      | CD Daniel, Thomas, C.     | P      | 0-761218   | 1st Lt  | 18              | AC     | 8th                  | "                   | "                |
|      | Y Johnson, Donald, E.     | P      | 0-768569   | 2nd Lt  | 18              | AC     | 8th                  | "                   | "                |
|      | E Walcott, Lester, A.     |        | 36118511   | T/Sgt   | 38              | AC     | 8th                  | "                   | "                |

(20) Daniel, Thomas, C. (21) 0-761218 (22) 1st Lt (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)  
 Assigned (25) 8th (26) 38th Bomb (27) 516th Bomb (H) (28) AAF 106  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) Z357  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 7 Jan 44 Present rating (35) Pilot (36) 7 Jan 44 Instrument rating (37) 25 Oct 44  
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)

|  |  |
|--|--|
| (38) This type <u>B-17</u> <u>5:15</u>   | (42) Instrument time last 6 months <u>0:00</u> |
| (39) This model <u>B-17G</u> <u>5:15</u> | (43) Instrument time last 30 days <u>0:00</u>  |
| (40) Last 90 days <u>5:15</u>            | (44) Night time last 6 months <u>0:00</u>      |
| (41) Total <u>225:15</u>                 | (45) Night time last 30 days <u>0:00</u>       |

AIRCRAFT DAMAGE DF 1 out 11/4/45

| DAMAGE                               | (46) LIST OF DAMAGED PARTS                   |
|--------------------------------------|--|
| (46) Aircraft <u>M 3</u>             | Right outer wing panel and flaps demolished. |
| (47) Engine(s) <u>1 1 03 03</u>      | Fuselage buckled at Station 6                |
| (48) Propeller(s) <u>1 1 N 4 N 4</u> |  |

(50) Weather at the time of accident Sparse low cloud 2,000 feet; visibility 5 miles; wind WSW 18 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from AAF Station 106 (53) To AAF Station 106 (54) Kind of clearance Contact

(55) Pilot's mission Training

(56) Nature of accident Landing accident  
HN

(57) Cause of accident Landing gear collapsed on a normal landing when the 3/4" drag strut support clevis bolts broke on right landing gear.

(58) Has Form 54 been submitted? Yes.

DESCRIPTION OF ACCIDENT

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

Captain Myrick, while flying as Instructor Pilot, took off to shoot transitional landings with Lt. Daniel and Lt. Johnson. They left the landing gear down, stayed in the traffic pattern, and entered the final approach for a landing. The airplane had a normal gas load of 2400 gallons and was fully equipped for combat operation. It did not, however, have any bomb load or a full crew complement. The engineer checked the gear with the hand crank while on the base leg. Although Captain Myrick wanted Lt. Daniels to bring the airplane in at a slightly higher rate of speed, the caravan operator and Major Bean, who was preparing his aircraft for take-off, witnessed the approach and landing of Captain Myrick's aircraft and their statements concur in that the approach was normal and the landing was a good one. The airplane did not appear to hit hard, nor did it bounce or give any indication of being landed hard. The airplane proceeded down the runway for a short distance, swerved into the grass, and ground looped back on the runway as the right gear collapsed and the right wing dragged the ground.

Responsibility for this accident is attributed to 100% material failure.

There have been several cases on this base alone in the past few months where similar accidents have occurred when the 3/4" drag strut support clevice bolt failed. It is the opinion of this board that these bolts are not strong enough to support a B-17G aircraft under loaded conditions, as they have to be flown in a combat zone.

This landing gear had been checked on the daily inspection the afternoon of December 4th in accordance with provisions of inspection as prescribed in the Boeing Field Service News Number 33, dated 22 May 1944, and was found satisfactory.

Recommendation for preventive action: It is recommended that, to prevent accidents of this nature in the future, all B-17G aircraft be modified to employ the one inch drag strut support clevice bolt.

clac  
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Signature

*George H. Koehne, Jr.*  
GEORGE H. KOEHNE, JR., Lieut. Col., AC.

*Alexander C. Strickland*  
ALEXANDER C. STRICKLAND, Major, AC.

*Arthur E. Bean, Jr.*  
ARTHUR E. BEAN, JR., Major, AC.

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

(1) Place AAF Station 106 (2) Date 5 December, 1944 (3) Time 1125  
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-107121 (6) Station AAF 106  
Organization: (7) 8th (8) 384th Bomb(H) (9) 546th Bomb (H)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

| DUTY | NAME<br>(Last name first) | RATING | SERIAL No. | RANK | PERSONNEL<br>CLASS | BRANCH | AIR FORCE OR<br>COMMAND | RESULT TO<br>PERSONNEL | USE OF<br>PARACHUTE |
|------|---------------------------|--------|------------|------|--------------------|--------|-------------------------|------------------------|---------------------|
| (10) | (11)                      | (12)   | (13)       | (14) | (15)               | (16)   | (17)                    | (18)                   | (19)                |
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~~XXXXXXXXXXXXXXXXXXXX~~  
(20) Myrick, Kenneth D. (21) O-759281 (22) Captain (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th (26) 384th Bomb (27) 546th Bomb (H) (28) AAF 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) \_\_\_\_\_  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 3 Nov 43 Present rating (35) Pilot (36) 3 Nov 43 Instrument rating (37) 7 May 1944  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
(at the time of this accident)

|                   |              |               |                                    |              |
|-------------------|--------------|---------------|------------------------------------|--------------|
| (38) This type    | <u>B-17</u>  | <u>446:05</u> | (42) Instrument time last 6 months | <u>10:40</u> |
| (39) This model   | <u>B-17G</u> | <u>316:35</u> | (43) Instrument time last 30 days  | <u>2:20</u>  |
| (40) Last 90 days |              | <u>87:10</u>  | (44) Night time last 6 months      | <u>18:05</u> |
| (41) Total        |              | <u>671:05</u> | (45) Night time last 30 days       | <u>3:00</u>  |

AIRCRAFT DAMAGE

| DAMAGE            | (49) LIST OF DAMAGED PARTS |
|-------------------|----------------------------|
| (46) Aircraft     |                            |
| (47) Engine(s)    |                            |
| (48) Propeller(s) |                            |

(50) Weather at the time of accident \_\_\_\_\_  
 (51) Was the pilot flying on instruments at the time of accident \_\_\_\_\_  
 (52) Cleared from \_\_\_\_\_ (53) To \_\_\_\_\_ (54) Kind of clearance \_\_\_\_\_  
 (55) Pilot's mission \_\_\_\_\_  
 (56) Nature of accident \_\_\_\_\_  
 (57) Cause of accident \_\_\_\_\_

HEADQUARTERS  
AAF STATION NO. 106  
Office of the Flying Control Officer

R-B-1

7 December, 1944

SUBJECT: Aircraft Accident.

TO : COMMANDING OFFICER, AAF Station No. 106, APO 557, U.S. Army.

1. At approximately 1100 hrs aircraft #7121 pilot Lt. Johnson called for landing instructions. Landing instructions and QFE was passed him by R/T.

2. The Pilot made a normal approach on runway 24, the aircraft touching down in a three point manner. The aircraft continued down the runway approximately 40 yards when the right undercarriage collapsed.

3. The aircraft skidded down the runway to the inter-section of the north-south runway where it did a 180° turn coming to rest facing the landing runway.

4. Ambulance and crash tender were dispatched.

*J. W. Loter*  
J. W. LOTER,  
1st Lt., A. C.,  
F. O. O.

~~SECRET~~  
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STATEMENT: BY CAPT. KENNETH D. MYRICK, O-75281, CONCERNING LANDING  
ACCIDENT OF B-17 42-107121 on 5 DECEMBER 1944.

1. We had clearance to make follow through landings. Control instructed us to call in on down-wind leg and approach, which we did. On down-wind leg, I had the Engineer to check landing gear. I gave the Pilot one third flaps and set turbos. Lt. Daniel was making good approach and Engineer was calling off the air speed. When the speed dropped to 115, I told Lt. Daniel to add a little power. Speed dropped to 118 and I told him to add more power. Not noticing any change in power, I looked at the throttles to be sure he was adding power and they were 3/4 open. When we hit the runway, I did not notice any particularly hard jolt at all. I, therefore, am sure it was a material failure. Lt. Daniel didn't know that the right landing gear buckled and I could hardly detect it myself. With only left gear operating, we started going off to left side of runway. Lt. Daniel, not knowing about the buckled gear, started giving it power to get back on the runway. I immediately grabbed the throttles and gave more power to #3 & #4 engines and took it off of #1 & #2 engines in order to get off the runway and into the grass, because we had a 2400 gallon gas load. We had barely gotten off the edge of runway when we hit the north-south runway. Then we jerked the throttles off and started cutting the switches off. Everyone got out of the ship uninjured.

*Kenneth D. Myrick*  
KENNETH D. MYRICK,  
Capt., Air Corps,  
Ass't Opns. Officer,  
546th Bomb Sq.

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STATEMENT: BY 1st LT. THOMAS C. DANIEL, O-764248, CONCERNING LANDING  
ACCIDENT OF B-1F 42-107121 ON 5 DECEMBER 1944.

1. I was making transitional landings. Capt. Myrick was flying as instructor pilot. Take off and approach to landing runway were normal. The engineer was calling off air speed. I was only using 2/3 flaps due to a slight cross wind from the right. The airspeed was between 120-115 till nearing the end of runway when it read 110. I started easing throttles forward but couldn't feel any increase in power. Capt. Myrick told me to increase air speed so I kept putting throttles forward but could tell no difference in power. After hitting runway I didn't know landing gear had buckled and Lt. Johnson who was standing behind me didn't either. I started to give power to 1 & 2 engines because we were pretty close to left side of runway when Capt. Myrick took control of throttles because he knew landing gear had buckled and was wanting to get on to the grass. We rolled some distance before right wing fell and props hit the runways causing us to ground loop. We had a 2400 gallon gas load and had made no previous landings. The wheels had not been up at any time. Capt. Myrick had the Engineer check the wheels with the hand crank on the base leg.

2. We were approximately 100 ft. from landing runway when airspeed read 100 m.p.h. and the throttles were over half way open. I could feel no bad jar when hitting runway and we landed three points.

*Thomas C. Daniel*

THOMAS C. DANIEL,  
1st Lt., Air Corps

~~SECRET~~  
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STATEMENT: BY T/SGT. LESTER A. WALCOTT, 36418541, CONCERNING LANDING  
ACCIDENT OF B-17 42-107121 ON 5 DECEMBER 1944.

1. I was Engineer on A/C 107121 Piloted by Lt. Daniel with Capt. Myrick riding as instructor pilot. We were going to shoot landings. We came in on final approach which was all right. I checked the landing gear a little before the final approach. The landing gear was down and locked. I was standing in between the pilot and Co-pilot seat calling off air speed. The air speed was 115 when Capt. Myrick call for more power. Lt. Daniel pushed the throttles ahead slowly, but it did not have any effect on the engines. By that time the air speed had dropped to 105 and Lt. Daniel applied more throttle but it also had no effect on the aircraft. The I.A.S. then dropped to a 100 when we hit the runway. The landing was a good landing. We did not hit hard or bounce, but after we hit the right landing gear gave way, which caused us to run off the runway. After which we ground looped.

X  
*Lester A. Walcott*  
LESTER A. WALCOTT,  
T/Sgt., 36418541.

*Sub*  
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STATEMENT: BY 2nd LT. DONALD E. JOHNSON, O-768569, CONCERNING LANDING  
ACCIDENT OF B-17 42-107121 ON 5 DECEMBER 1944.

1. I was flying as fourth man in cockpit behind Pilot. The approach was flown at a normal airspeed as far as I noticed. About 200 or 300 feet, approximately, from end of runway, Pilot was adding a little power to bring it into the field. The way it looked to me the engines weren't delivering any power. The Pilot had full throttle but with no apparent response from the engines. We hit the runway and the right gear washed out, unknown to myself at the time. The landing in my estimation wasn't hard enough to wash out a gear. The result was a ground loop.

*Donald E. Johnson*  
DONALD E. JOHNSON,  
2nd Lt., Air Corps

~~SECRET~~  
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STATEMENT BY MAJOR ARTHUR E. BEAN, JR., CONCERNING ACCIDENT OF  
5 DECEMBER, 1944, INVOLVING AIRCRAFT B-17G 42-107121.

I was sitting on the east-west runway facing the landing end of #24 so I saw the aircraft on the approach. I watched this aircraft come in and make a normal landing, a good landing. It started rolling down the runway alright but after twenty or thirty feet down the runway the right side seemed a little low. I thought it was a collapsed shock strut but it kept getting lower and then I saw him apply the left brake. It continued to go down and the wheel went up and under. It looked to me like he was trying to get it off the runway. He practically got it off when it came around and right back on again. The landing itself was a very smooth landing.

*Arthur E. Bean Jr.*  
ARTHUR E. BEAN, JR.  
Major, Air Corps.

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WAR DEPARTMENT  
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 18-64 for information on Proper Use of this Form)

| TO BE FILLED IN BY STATION   |                           |
|------------------------------|---------------------------|
| STATION SERIAL No.<br>44-811 | DATE SUBMITTED<br>6-12-44 |

| LEAVE BLANK         |           |       |
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| A. S. C. SERIAL No. | REPORT TO | CLASS |

|  |   |   |  |
|--|---|---|--|
| STATION<br>AAF Station 106, APO 557                |   | ORGANIZATION<br>Hq. 384th Bombardment Group (H)           |  |
| SUBJECT OF REPORT<br>01-F Landing Gear Assy, R.H.  | Property Class-Name                                       | Manufacturer<br>Boeing                                    | AAF Order or Shipment No.                                |
| AIRCRAFT-Model & AAF Serial No.<br>B-17G 42-107121 | GROUP-Model & AAF Serial No.                              | UNIT OR ACCESSORY-Type, Model and Serial No.              |  |
| AIRCRAFT REPORTS ONLY<br>LAST D. I. R.-Report      | Date  | Flying Time Class   | Total Flying Time  |
| ENGINE REPORTS ONLY<br>LAST OVERHAUL-Report        | Hours Since   | Reports and Hours At Each Previous Overhaul               |  |
| Part Name<br>Bolt Clevis 3/4"                      | Part Drawing, Serial and Specification No.<br>AN 32-54    |   |  |
| Time in Use<br>732:00                              | Quantity on Hand<br>284                                   | Quantity Known Defective<br>None                          | No. Previous Failures                                    |
| Inspector's No. or Identification                  | Manufacturer  |   |  |
| 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 Repetition)

**EXPEDITE**

On 5th December, 1944, B-17G Aircraft No. 42-107121 landed making a normal landing. The right hand inboard drag strut support bolt sheared causing the drag link to fail damaging the aircraft badly.

Checking of drag strut bolts as prescribed in Boeing Field Service News #33 dated 22 May, 1944, was included in the daily inspection on all aircraft at this Station some time ago. In the last two months about 8 to 10 defective bolts were discovered by the above mentioned check and replaced.

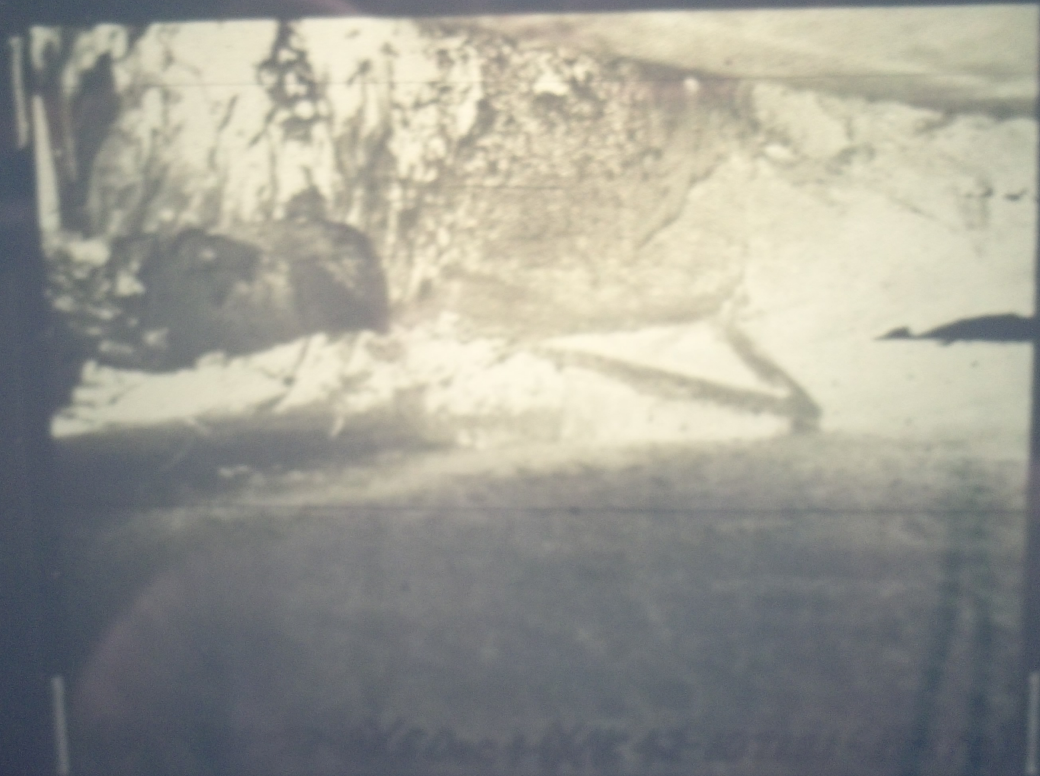
Recommend a 1" bolt steel X4130 heat treated to 155 MPSI be installed on all aircraft.

*N. Hansen*  
N. HANSEN,  
Major, Air Corps,  
Station S-4 Officer.

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





1950 Dec 4 - 42-40711