

RESTRICTED
WAR DEPARTMENT

Accident No. _____

2-10-45

U. S. ARMY AIR FORCES

45-12-31-516

REPORT OF AIRCRAFT ACCIDENT

98 4

(1) Place AAF Station 106 (2) Date 31 December, 1944 (3) Time 1732
 AIRCRAFT: (4) Type and model B-17-G (5) A. F. No. 43-38262V (6) Station 106
 Organization: (7) 8th Air Force (8) 398th Bomb (H) (9) 547th Bomb (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DOVT	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	Andrews, Ernest O.	P	0-766983	1st Lt	18	AC	8th AF	Nil	Nil
WP	Buffalaw, Billie W.	GP	0-833700	2nd Lt	18	AC	8th AF	Nil	Nil
R	Capral, George, Jr.		3348053	S/Sgt.	38	AC	8th AF	Nil	Nil
N	Haightshoe, Clarence C.	N	0-719946	1st Lt	18	AC	8th AF	Nil	Nil
X	Pulse, John, (NMI)		37410556	Cpl	38	AC	8th AF	Nil	Nil
X	Gindra, Albert.		35313639	Sgt.	38	AC	8th AF	Nil	Nil

(20) Andrews, Ernest O.
 (Last name) (First name) (Middle initial) (21) 0-766983 (22) 1st Lt. (23) 18 (24) AC
 (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th Air Force (26) 398th Bomb (H) (27) 547th Bomb (H) (28) 131
 (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) 2/8/44 Present rating (35) Pilot (36) 11/26/44 Instrument rating (37) 11/26/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident) O.R. - TO. - 1

(38) This type	<u>123:30</u>	(42) Instrument time last 6 months	<u>19:35</u>
(39) This model	<u>123:30</u>	(43) Instrument time last 30 days	<u>8:00</u>
(40) Last 90 days	<u>123:30</u>	(44) Night time last 6 months	<u>6:15</u>
(41) Total	<u>350:30</u>	(45) Night time last 30 days	<u>None</u>

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Fuel tanks, electrical wiring, control cables, fuel lines
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident No low clouds, visibility three (3) miles, wind North North West, at twelve (12) miles per hour.

(51) Was the pilot flying on instruments at the time of accident No.
 (52) Cleared from AAF Station 131 (53) To AAF Station 106 (54) Kind of clearance Contact

(55) Pilot's mission Ferrying

(56) Nature of accident Fire, wing. The left wing caught on fire at the end of the landing roll.

(57) Cause of accident Vent plug on number five (5) turbo tank not installed. Leaking gas ignited by turbo flare back.

(58) Has form 51 been submitted? No.

DESCRIPTION OF ACCIDENT

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

Immediately after landing and as the aircraft was being taxied off the runway to the dispersal, the left wing caught fire. The aircraft had been flown only a short distance and because it had been serviced with twenty seven (2700) gallons the tokie tanks overflowed into the wings. Gasoline ran thru the wing and when the number two (2) engine belched fire thru the turbe and exhaust after the aircraft landed, it set fire to the free gasoline.

When the wing was examined it was noted that the fire ran back to the vant on number five (5) tokie tank. (See Station S-4's statement)

The subject vant on number five (5) tokie tank is supposed to be plugged. This should have been checked by the inspector, Sergeant Verrill, at Second Sub Air Depot, on or before 21 November, 1944 when the wing pannel was removed and a new number five (5) tokie tank was installed. (Inspection for this plug is not a part of routine periodic inspections and was, therefore, not made on this station).

It is the opinion of this board that Sergeant Verrill was one hundred (100) percent responsible for this accident because of his failure to have the subject plug installed.

No recommendations.

N. HANSEN, I Major, AC, Group S-4.	J. K. HALEY, C Major, AC, Flying Control D.	H. G. HORAK, Capt, AC, Weather Officer.	H. H. STROUD, Major, AC, Flight Surgeon.
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The above listed ex-officio attended the board meeting.

Signature *Robert E. Thacker*
(Investigating Officer)
 ROBERT H. THACKER, Lieut Col. AC.
George H. Koehn
 GEORGE H. KOEHN, Lt Col. AC.
Arthur E. Bean
 ARTHUR E. BEAN, Major

Date 19 January, 1945.

U. S. ARMY AIR FORCES
 REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 106 (2) Date 31 December, 1944 (3) Time 1732
 AIRCRAFT: (4) Type and model B-17-G (5) A. F. No. 43-38262 (6) Station 106
 Organization: (7) 8th Air Force (8) 384th Bomb (H) (9) 547th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	NAME <small>(Last name first)</small>	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)

PERSONNEL CONTINUED ON OTHER PAGE

(20) Verrill, Stanley Le (21) 32036278 (22) M/Sgt (23) 38 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 8th Service Command (26) 5th Air Depot (27) Hqds Sqdn (28) 547
(Command and Air Force) (Group) (Squadron) (Station)

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

Original rating (33) _____ (34) _____ Present rating (35) _____ (36) _____ Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:
 (at the time of this accident)

(38) This type _____	(42) Instrument time last 6 months _____
(39) This model _____	(43) Instrument time last 30 days _____
(40) Last 90 days _____	(44) Night time last 6 months _____
(41) Total _____	(45) Night time last 30 days _____

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 _____

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S-T-A-T-E-M-E-N-T

31 December, 1944.

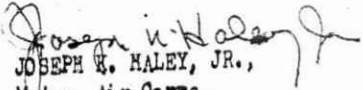
SUBJECT: Aircraft Accident.

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

1. Gasoline was streaming out of overflow parts immediately after take-off. It soon stopped and everything seemed alright. When we turned on final approach gas again started to leak out and caught fire from turbos.

ERNEST O. ANDREWS,
1st Lt., A. C.,
Pilot.

THIS IS A CERTIFIED TRUE COPY:


JOSEPH E. MALEY, JR.,
Major, Air Corps,
S. F. C. O.

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

R-A-1

2 January, 1945.

SUBJECT: Aircraft Accident. (A/C # 262)

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

1. At 1732 hours, 31 December, 1944, aircraft 262 landed on runway 30. Just as the aircraft was about to turn off the runway Flying Control noticed that fire had apparently broken out around #1 engine. Immediately dispatched crash tender and ambulance.

2. Damage to aircraft unknown.

Joseph K. Haley Jr.
JOSEPH K. HALLEY, JR.,
Major, Air Corps,
S. F. C. O.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Weather Officer

(T-8-2)

AFPO 557
13 Jan. 45

SUBJECT: Weather at 1730 hrs 31 December 1944.

TO : Commanding Officer, 384th Bomb Group, AFPO 557, U.S.A.
ATTENTION: Operations Officer.

1. The weather report for 1730 hrs 31 December 1944 is as follows:

No low clouds.
Visibility 3 miles.
Surface wind ~~SW~~ 12 mph.
QFE: 30.13⁰.
Runway: 30.

Henry G. Hrak
HENRY G. HRAK,
Capt., A.C.
Group Weather
Officer.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Station Materiel Officer F-P-3

APO 557,
19 January, 1945.

SUBJECT: Statement of Aircraft Accident on B-17G 43-38262.

TO : Group Operations Officer, 384th Bombardment Group (H),
AAF Station 106, APO 557.

1. On date of accident, aircraft 43-38262 flew a mission as lead aircraft with 398th Bombardment Group (H). Upon return to Station 131 from the mission, aircraft was serviced with 2700 gallons of gasoline. On the short return flight to this Station, gasoline leaked throughout the wing, due to the fact that number five (5) tokyo tank vent plug was not installed. When throttles were cut for landing the gasoline was ignited by the flare-back from the number two (2) turbo, burning inside entire wing, which caused severe damage. (Aircraft has since been declared Category E-1 by 2nd Strategic Air Depot.)

2. Aircraft 43-38262 was abandoned on the Continent on 18 October, 1944, and returned to this Station on 24 November, 1944. For work accomplished while at 2nd SAD see attached photostatic copy. NOTE: While at 2nd SAD the left outer wing panel was removed and number 5 left hand tokyo tank removed and replaced.

3. The vent plug to number 5 left hand tokyo was never installed at 2nd SAD. Since 24 November, 1944, no repair work has been done on left hand outer wing panel and no vent plug was found in wing when leading edge was removed for inspection after accident.

4. The reason that the fire didn't occur on flights previous to the accident was that the aircraft had always landed with empty tokyo tanks.

John M. Palmer

JOHN M. PALMER,
Captain, Air Corps,
Station Materiel Officer.

1 Inc: Photostatic copy of
2nd SAD Insp of A/C
43-38262 (6 cys)

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MAINTENANCE DIVISION
INSPECTOR GENERAL
APO 636

AIRCRAFT MODEL B-17-G AMP SERIAL NO: 43-38262 TYP: _____

ENGINE NOS: (1) _____ (2) _____ (3) _____ (4) _____

ENGINE TYP: (1) _____ (2) _____ (3) _____ (4) _____

<u>ITEMS</u>	<u>ACCOMPLISHED BY</u>	<u>INSPECTOR</u>
<u>SUPERCHARGER SHOP:</u>		
1. Accomplished 100 Hr. inspection.	FARRAHAR	MILNER
<u>OXYGEN DEPT:</u>		
1. Accomplished 100 Hr. Inspec.	PITTMAN	VERRILL
2. Checked & filled entire system.	PITTMAN	VERRILL
<u>PLEXIGLASS:</u>		
1. Patched Nose.	SHOP	VERRILL
2. Replaced bombardiers sighting Panel.	SHOP	VERRILL
1. Replaced right tire.	BENEDICT	VERRILL
2. Removed & replaced left outer wing panel.	BENEDICT	VERRILL
3. Replaced #5L tokio.	VARIKUS	VERRILL
4. Removed left & right wing tips for sheet metal repairs.	BENEDICT	VERRILL
5. Reamed & replaced taper pins for left outer wing panel.	Schenkl	ZBIKOWSKI
<u>SIGNAL MAINTENANCE:</u>		
1. Repaired and replaced necessary Signal Equipment	Whitaker	Verrill
<u>WORK COMPLETED AFTER TEST FLIGHT:</u>		
1. Adjusted No. 3 oil pressure to 75 lbs. at 2000 RPM's	Pruitt	Verrill
2. Sliding windows locks replaced	Pruitt	Verrill
3. No. 3 engine cuno and sump checked O.K.	Pruitt	Verrill

INSPECTOR

Ray D. Milner Sgtr

DATE

21 November 1944

RESTRICTED

July 6