- ' /	WAR DEPARTMENT A. A. F. FORM NO. 14 (Revised May 15, 1942)			FIZOTED WAR DEPARTMENT				ACCIDENT No.		
7-10-45	U. S. AR	S. ARMY AIR FORCES 45				C12-31-516				
REPORT			OF AIRCRAFT ACCIDENT				a8 .			
01-021	Q # '					- 1	DO	-		
1) Place AAF Station 106	44	Torres .	. (2) Date	31 Decs	mber, 1	9111 (3)	Time	1732		
IRCRAFT: (4) Type and model	7-G.C	(5) 4/1		8262V. (Station	106				
Organization: (7) oth.	and and a	(Toros)	Glith Bem (Group)	BH	Li7th Bo	mb (H)	(00) 7 /	354		
	T			7//	-	1				
NAME (Lest name first)	RATING	SERIAL NO.	RANK	PERSONNAL CLAME	BALNOS	AIR FORCE OF	RESULT TO	Use or PARACHUTE		
(10)	(19)_	(13)	(14)	(M)	(16)	(17)	(18)	(19)		
P Andrews, Ernest O.	P	0-766983	lat It	187	AC	8th AF	Nil	Nil		
P Buffalew, Billie W.	OP	0-833700	2nd Lt	18 V	A C	8th AF	NAI L	Nil		
R Capral, George, Jr.,		3346053	S/Sgt.	38	AC	8th AF	Nil	Nil		
N Heightshoe, Clarence C.	N	0-719946	lat Lt.	- 18	"AC	Sth AF.	N11	Nil		
I Pulse, John, (NVI)		37410556	Cpl	38	AC.	8th AF	Nil	Nil		
I Gindra, Albert.		35313639	Sgt.	38	AC	8th AF	Hil	Nil		
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(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 zircraft was being taxied aff the runway to the dispersal, the left wing caught fire. The zircraft had been flown only a short distance and because it had been serviced with twenty seven (2700) gallons the tekic tanks everflowed into the wings. Gaseline 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 gaseline.

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

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

It is the epinion 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.

Ne recommendations.

N. HANSEN, I J. K. HALEY, E - H. G. HORAK, H. H. STROUD,
Majer, AC, Majer, AC, Majer, AC,
Group S-4. Flying Centrel D. Weather Officer. Flight Surgeon.

The above listed ex-efficies attended the board meeting.

ROBERT H. THACKEY, Lieut Col. AC.

OECREE H. ROEHNE, M., LE Col. AC.

ARTHUR E. HEAD.

Date 19 January, 1945.

M4 305 USAPP/6-43/154/1040

WAR DEPARTMENT A. A. F. Form No. 14 (Revised Maj 15, 1942)

PWAR DEPARTMENT TED

ACCIDENT No.

OU. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

	(Con			PERSONNEL	-		,		
UTT	NAME (Last name first)	RATING	BERIAL No.	RANK	PERSONNEL CLASS •	BRANCE	AIR FORCE OR COMMAND	RESULT TO PRESONNEL	USE OF PARACHUS
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RESTRITED

*** S-T-A-T-E-1/-E-N-***

31 December, 1944.

SUBJECT: Aircraft Accident.

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

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

ERNEST O. ANDREWS, lst Lt., A. C., Pilot.

THIS IS A CERTIFIED TRUE COPY:

JOSEPH R. HALEY, JR., Major, Air Copps, S. F. C. O. REG. TED

HEADQUARTERS

AAF STATION NO. 106
Office of the Flying Control Officer

R-A-1

2 January, 1945.

SUBJECT: Aircraft Accident. (NC # 262)

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

1. At 1752 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 X. Holey Jr. 10 SEPH K. HALEY, DR., Major, Air Corps, S. F. C. C.

REG. TID

HEADQUARTERS AND STATION NO. 106 Office of the Weather Officer

(T-B-2

APO 557 13 Jan. 45

SUBJECT: De time et 1790 krs 31 Becember 1944.

TO : Someaning Officer, 384th Bomb Group, ABO 557, U.S.A.

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

No lew clodis. Visibility 3 miles. Surface wind med 12 mph. QFE: 30.13th. Rimmey: 30.

> HENRY G. BORAL Capt., A.C. Group Weather Officer.

'RLO' ID

HEADQUARTERS

AAF SATION NO. 106

Office of the Station Material 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 gasolins. 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. FALMER,

Captain, Air Corps,

Station Materiel Officer.

1 Incl: Inclostatic capy of 2nd SAD Insp of A/C 4338262 (6 cys)

RESTRICTED

1

INSPICATION ON APO 636

A IRCRAFT HODEL. B	17-0	F SERIL NO: 4	3-38262 TIF:	
ENGINE MOS: (1)	(2)	(3)•	(4)	
ENGINE TIE:(1)	(2)	(3.)	• (Ł)	
EERG			ACCOMPLISHED BY	IT SPECTOR
SUPERCHARGER SHUP: 1. Accomplished 100 Hr.	inspection.		PARRAHAR	MILNER
OXIGEN DEPT: 1. Accomplished 100 Hr. 2. Checked & filled enti	Inspec. re system.		PITTHAT	VERRILL VERRILL
PLEXIGLASS: 1. Patched Mose. 2. Replaced ombardiers	sighting Panel.		SHOP	VERRILL VERRILL
1. Replaced right tire.			BENEDICT	VERILL
2. Removed & replaced les 3. Replaced #5L tokio. 4. Removed left & right v 5. Reamed & replaced tape	ing tips for sheet	metal remairs	BENEDICT VATIKUS BENEDICT	VERRILL -
SIGHAL MAINTENANDE:				ZBIKOWSKI
1. Repaired and replaced		quipment	Whiteker .	Verrill
WORK COMPLETED AFTER TEST 1. Adjusted No. 3 oil pres 2. Sliding windows locks r	sure to 75 lbs. at	2000 MM.	Pruitt	Yerrill
3. No. 3 engine cumo and s	ump checked O.K.	***	Pruitt ·	Verrill Verrill

DATE 21 Hovember 1944

RES.L. TED

grat 6