

RESTRICTED 90

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

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

45-1-22-526

(1) Place AAF Station 106 (2) Date 22 January 1945 (3) Time 1557  
AIRCRAFT: (4) Type and model B-17 (5) Serial No. 43-38721 (6) Station AAF 106  
Organization: (7) 8th (8) 38th Bomb (H) (9) 545th Bomb (H) (10) 2357  
(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)
1P	Burroughs, John R.	P	0-663127	2nd Lt	01	AC	8th	None	None
2P	Saxon, John C.	P	0-828785	2nd Lt	18	AC	8th	None	None
3P	Exner, Gene W.	N	T-133017	F/O	17	AC	8th	None	None
Top	Vienna, Howard B., Jr.		32938806	Sgt	38	AC	8th	None	None
R	Misch, Harry C.		35755826	Sgt	38	AC	8th	None	None
TT	Bittke, Carl F.		19003677	Sgt	38	AC	8th	None	None
BT	Sandbak, Phillip E.		36721837	Sgt	38	AC	8th	None	None
TO	Greer, Clarence E.		31932149	Sgt	38	AC	8th	None	None
FO	Newberry, Donald E.		31028800	Sgt	38	AC	8th	None	None

(20) Burroughs, John R. (21) 0-663127 (22) 2nd Lt (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th (26) 38th Bomb (H) (27) 545th Bomb (H) (28) AAF 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 8th (30) 38th Bomb (H) (31) 545th Bomb (H) (32) AAF 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 5 Aug 42 Present rating (35) Pilot (36) 5 Aug 42 Instrument rating (37) 23 Nov 43  
(Rating) (Date) (Rating) (Date)

First-Pilot Hours: (at the time of this accident) (38) This type B-17 26:05 (39) Instrument time last 6 months 10:50  
(39) This model B-17 26:05 (40) Instrument time last 30 days 2:50  
(40) Last 90 days 26:05 (41) Night time last 6 months 23:40  
(41) Total 758:35 (42) Night time last 30 days 0:00

PREPS - AIRCRAFT DAMAGE

DAMAGE	(43) LIST OF DAMAGED PARTS
(44) Aircraft <u>4</u>	Complete destruction.
(45) Engine(s) <u>3</u> <u>3</u> <u>3</u> <u>3</u>	
(46) Propeller(s) <u>3</u> <u>3</u> <u>3</u> <u>3</u>	

(47) Weather at the time of accident No low clouds; visibility 2,000 yards; wind WNW 4 mph. EH

(48) Was the pilot flying on instruments at the time of accident No  
(49) Cleared from AAF Station 106 (50) To Combat (51) Kind of clearance Operational 0  
(52) Pilot's mission Operational

(53) Nature of accident Landing accident - pilot came in too fast and landed long, crashing into ship on runway.

IV B 01-02-14-21-453-72

(54) Cause of accident Pilot used poor judgment landing too fast and long. A/C 42-102620 was stuck on runway with flat tire. Excessive speed and poor procedure made it impossible to stop or go around the other aircraft.

(55) Has Form 54 been submitted? No.

# DESCRIPTION OF ACCIDENT

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

On returning from an operational mission, the crew had determined that the flaps would not operate electrically and, when over the home base, the pilot directed the engineer to go back to the radio room and crank flaps down for the final approach. One attempt was made to land, but, because another aircraft cut this aircraft out of the traffic pattern, it was necessary to go around. At this time they had 1/3 flaps down. On the second approach, the pilot called for flaps, but the radio operator, who was standing by on interphone, misinterpreted the message and did not tell the engineer the pilot's instructions. Lt. Burroughs started his final approach at 140 MPH from about 800 feet altitude, thinking that flaps would be cranked down before he got to the runway. However, he came across the end of the runway at 120 MPH indicated and, consequently, he did not land until he was 1/2 way down the runway. The aircraft that had just landed ahead of him (flown by Lt. George R. Milligan, B-17G 42-102620) had blown a tire and was moving very slowly down the runway. Lt. Burroughs' aircraft rapidly overtook Lt. Milligan's. The right wing struck Lt. Milligan's tail and the No. 4 engine chewed the right wing of Lt. Milligan's aircraft off from the No. 1 engine to the tip.

The caravan officer noticed that Lt. Burroughs was coming in a little too fast and told him to slow down his final approach. However, it was too late to give him a red flare or to tell him to go around by the time the caravan officer realized that Lt. Burroughs had not heeded his advice to slow his final approach. Lt. Burroughs should have made this decision himself. After landing long, it would have still been possible to avoid the accident had Lt. Burroughs called for his tail wheel unlocked so that he could have passed to the left of Lt. Milligan's aircraft, which was on the right side of the runway. The only steps taken by Lt. Burroughs to avoid the accident were that he applied left brakes and ran his right engines wide open in an attempt to pass Lt. Milligan's aircraft. This effort would have been very successful had Lt. Burroughs thought to have his tail wheel unlocked.

Lt. Burroughs' poor judgment and poor technique is 100% responsible for the accident involving these two aircraft.

It is recommended that Lt. Burroughs fly 50 hours as co-pilot before being permitted to continue his first pilot duties in a B-17 aircraft.

The following ex-officio attended the board meeting:

J. M. PALMER,  
Capt., A C,  
Station S-4.


H. H. STROUD,  
Maj., M C,  
Flight Surgeon.

H. G. HORAK,  
Capt., A C,  
Weather O.

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

Signature   
(Investigating Officer)  
ROBERT F. THACKER, Lt. Col., Air Corps.

Signature   
GEORGE H. BROWN, Jr., Lt. Col., Air Corps.

Signature   
ARTHUR E. BEAN, Major, Air Corps.

Date 28 January 1945.

RESTRICTED

STATEMENT BY 2ND LT EDWIN C. BURROUGHS, O-663127, CONCERNING AIRCRAFT  
ACCIDENT OF B-17# 43-38721, ON 22 JANUARY, 1945.

Right after leaving target the pilot discovered the flaps were not working electrically. Before arriving at the field as "Hot Camera A/C" and as quick as we were off oxygen, the pilot had engineer check to fuse to flap system. Next pilot had engineer check flaps for operation by crank. They seemed to work quite normally by crank method. Engineer was told by pilot that he would go and crank down one half flaps and would receive his instructions from radio operator. Due to one go-around pilot had engineer stop cranking flaps down at the one third position. Engineer came up to the cockpit and pilot sent him back again telling him to have radio operator stand by on interphone for further instructions.

On the last approach with air speed about 135, pilot asked radio operator for full flaps then the pilot started guarding "A" Channel of VHF while co-pilot was guarding command position. The red light was not seen by either pilot or co-pilot. Pilot expecting the rest of flaps proceeded to land. Aircraft touched the ground three point position at about 100 miles an hour but further down the runway than it should. The engineer had never received the instructions to put the rest of the flaps down. The right tire of aircraft #2620 ahead of us went flat slowing him up faster than usual. Co-pilot of aircraft #8721 locked left wheel and gave full power to #3 and #4 engines. It seemed too late to ground loop as tail wheel was still locked and engines did not take hold immediately. Power was left on #3 and #4 engines in an attempt to keep A/C # 8721 going to the left away from A/C # 2620. Aircraft #8721 had about 400 gallons of gasoline. Only pilot and co-pilot were in the forward part of the aircraft.

*Edwin C. Burroughs*  
EDWIN C. BURROUGHS,  
2nd Lt., Air Corps,  
Pilot.

RESTRICTED

RESTRICTED

STATEMENT BY 2ND LT JOHN C. SAITON, O-828785, CONCERNING AIRCRAFT ACCIDENT  
OF B-17G 43-38721, ON 22 JANUARY, 1945.

We followed the last aircraft of the Low Squadron in the traffic pattern. Pilot had the engineer crank down one third flaps. We missed the runway and proceeded to do a 360 for another approach. Pilot called for full flap on the approach. Radio Operator failed to understand the order and told the engineer to stop cranking down flaps. We came in on approach at 135, one third flaps and settled half way down the runway. Our aircraft overtook an aircraft on the runway. When I saw a crash was inevitable, I applied full left brake and the pilot gave full throttle on # three (3) and four (4) engines. The aircraft veered to the left avoiding a head-on collision.

*John C. Saiton*  
JOHN C. SAITON,  
2nd Lt., Air Corps,  
Co-Pilot.

RESTRICTED

2-1-45

RESTRICTED

STATEMENT BY SGT. CARL F. BITTKE, 19003677, CONCERNING AIRCRAFT ACCIDENT  
OF B-17G 43-38721, ON 22 JANUARY, 1945.

The pilot after checking flap by electrical switch had me check the fuses in the aircraft to see if they were blown. I checked the fuse at the fuse box by the upper turret and also checked the flap motor fuse at the left waist of the aircraft. I found neither one to be blown and reported to the pilot that they were visibly O.K. The pilot had me then go back to the radio room and stand by to crank the flaps down. I was getting my orders through the radio operator when to crank and when to stop. I received the order from the radio operator to start cranking. I kept cranking as fast as possible until he told me to stop. I waited further orders from the radio operator to start cranking again but I received no further O.K. to go ahead from him.

*Carl F. Bittke*

CARL F. BITTKE,  
Sgt., Air Corps,  
Engineer.

RESTRICTED

*Sub 42*



RESTRICTED

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

R-3-1

23 January, 1945.

SUBJECT: Aircraft Accident.

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

1. At approximately 1557 hours A/O #620 pilot Lt. Milligan flew over the field and fired a red flare. Landing instructions and QFE was passed to him by R/T for which he acknowledged.

The pilot made a normal approach and was proceeding down the runway. The second aircraft on the approach A/O #721 pilot Lt. Burroughs was given permission to land by the caravan. Major Boonka C.O. of the 544th Sqdn. was in the caravan.

2. The first aircraft to land was proceeding down the runway when one of the tires blew out, thus causing the A/O to slow down. The aircraft behind him collided with him and came to rest by the west end of the east west runway.

3. Ambulance and crash tender were dispatched.

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

RESTRICTED

*0-10-2*

RESTRICTED

RESTRICTED

HEADQUARTERS  
AAF STATION NO. 106  
Office of the Weather Officer

(T-R-2)

APC 557  
30 Jan. 45

SUBJECT: Weather at 1600 hrs. 22 January 1945.

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

1. The following weather report is taken from the weather station records at AAF 106:

1600 (GMT plus 1) 22 January 45.

No low clouds. 2/10 altostratus and 6/10 cirrostratus.  
Visibility 2000 yds. Surface wind WNW 4 mph. QFE 29.62".

*Henry G. Morak*  
HENRY G. MORAK,  
Capt., A.C.  
Group Weather Officer.

RESTRICTED

RESTRICTED

WAR DEPARTMENT  
A. A. F. FORM No. 14  
(Revised May 18, 1942)

RESTRICTED

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

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

2354-0 REPORT OF AIRCRAFT ACCIDENT

21-1-22-526

(1) Place AAF Station 106 (2) Date 22 January, 1945 (3) Time 1557  
AIRCRAFT: (4) Type and model B-17-D (5) 2-102620 (6) Station 106  
Organization: (7) 8th Air Force (8) 15th Bomb (H) (9) 54th Bomb (H)  
(Command and Air Force) (Group) (Squadron)

DUTY	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	Milligan, George R.	P	0-228186	2nd Lt	18	AC	8th AF	None	Nil
CP	Dabney, William L.	P	0-817822	2nd Lt	18	AC	8th AF	None	Nil
N	Britt, Leo T.	N	0-2057705	2nd Lt	18	AC	8th AF	None	Nil
B	Miller, Ieland E.	B	0-2068214	2nd Lt	18	AC	8th AF	None	Nil
R	Brooks, William R.		19106319	Sgt	38	AC	8th AF	None	Nil
E	Ray, Virgie M.		34337102	Sgt	38	AC	8th AF	None	Nil
G	Horvath, Emil (NMI)		35242483	Sgt	38	AC	8th AF	None	Nil
G	Cline, Ellis W.		19145669	Sgt	38	AC	8th AF	None	Nil
G	Finstead, Barton R.		16153098	Sgt	38	AC	8th AF	None	Nil

(20) Milligan, George R. (21) 0-228186 (22) 2nd Lt (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 8th Air Force (26) 15th Bomb (H) (27) 54th Bomb (H) (28) 106  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) \_\_\_\_\_ (33) \_\_\_\_\_  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (34) Pilot (35) 1/15/44 Present rating (36) Pilot (37) 1/15/44 Instrument rating (38) 8/31/44  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(39) This type 513:30 (40) Instrument time last 6 months 41:20  
(41) This model 287:05 (42) Instrument time last 30 days 1:30  
(43) Last 90 days 128:25 (44) Night time last 6 months 45:55  
(45) Total 663:45 (46) Night time last 30 days 8:00

AIRCRAFT DAMAGE

NE

DAMAGE	(49) LIST OF DAMAGED PARTS
(48) Aircraft <u>W A W A</u>	Tail assembly, fuselage, left wing.
(47) Engine(s) <u>W A W A</u>	
(46) Propeller(s) <u>W A W A</u>	

(50) Weather at the time of accident Nil low cloud - visibility 2,000 yards, Wind WNW 4 Miles per hour.

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

(52) Cleared from AAF Station 106 (53) To Operational

(54) Kind of clearance Operational

(55) Pilot's mission Operational

(56) Nature of accident Landing Accident, Aircraft was struck by a second B-17 that landed long and fast.



AAF Station 106 Date 22 January, 1945 (3) Time 1557  
 AIRCRAFT: (4) Type and model B-17-G (5) A.F. No. 2-102620 (6) Station 106  
 Organisation: (7) 8th Air Force (8) 38th Bomb (H) (9) 54th Bomb (H)  
 (Command and Air Force) (Group) (Squadron)

DUTY	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	Willigan, George R.	P	0-228486	2nd Lt	18	AC	8th AF	None	Nil
CP	Dabney, William L.	P	0-817822	2nd Lt	18	AC	8th AF	None	Nil
N	Britt, Leo T.	N	0-2057785	2nd Lt	18	AC	8th AF	None	Nil
B	Miller, Leland E.	B	0-2068211	2nd Lt	18	AC	8th AF	None	Nil
R	Brooks, William R.		19106319	S/Sgt	38	AC	8th AF	None	Nil
E	Ray, Virgie M.		34337102	S/Sgt	38	AC	8th AF	None	Nil
G	Horvath, Emil (NMI)		35242483	Sgt	38	AC	8th AF	None	Nil
G	Cline, Ellis W.		39145669	Sgt	38	AC	8th AF	None	Nil
G	Finstead, Barton R.		16159098	Sgt	38	AC	8th AF	None	Nil

Assigned (25) 8th Air Force (26) 38th Bomb (H) (27) 54th Bomb (H) (28) 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) 1/15/44 (35) Present rating (36) Pilot (37) 1/15/44 (38) 8/31/44  
 (Rating) (Date) (Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (39) This type 513.30 (40) Instrument time last 6 months 41.20  
 (41) This model 287.05 (42) Instrument time last 30 days 1.30  
 (43) Last 90 days 128.25 (44) Night time last 6 months 45.55  
 (45) Total 669.65 (46) Night time last 30 days 8.00

DAMAGE		(49) LIST OF DAMAGED PARTS
(48) Aircraft	W A W A	Tail assembly, fuselage, left wing.
(47) Engine(s)	W A W A	
(46) Propeller(s)	W A W A	

(50) Weather at the time of accident Nil low cloud - visibility 2,000 yards, Wind W N W 4 Miles per hour.

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

(55) Pilot's mission Operational

(56) Nature of accident Landing Accident, Aircraft was struck by a second B-17 that landed long and fast.

(57) Cause of accident Right tire blow out on aircraft 2-102620 upon landing caused aircraft to slow down and be overtaken by following aircraft to land (B-17-G 43-38721 piloted by Lieutenant Burroughs). Lieutenant Burroughs landed long and fast. He displayed very poor judgement in landing his aircraft when the aircraft ahead was moving so slowly. He displayed poor technique by not being able to avoid such an accident when it would have been entirely possible to do so had he unlocked the tail wheel.

Incl #4

RESTRICTED

# DESCRIPTION OF ACCIDENT

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

Lieutenant Milligan landed after an operational mission and the right tire blew shortly after landing. When fifty (50) yards from the perimeter track and while still taxiing, his aircraft was overtaken by B-17-G 43-38721 flown by Lieutenant Burroughs, resulting in major damage to Lieutenant Milligan's aircraft. Although this aircraft offered obstruction to the runway, it was sufficiently far down the runway to enable normal landings to be made. Had Lieutenant Burroughs made a normal landing the accident would have been avoided.

Lieutenant Burroughs was one hundred (100) percent responsible for this accident.

It is recommended that Lieutenant Burroughs be compelled to fly fifty (50) hours as a co-pilot before resuming his duties as first pilot.

The following ex-officio attended the board meeting.

N. HANSEN,  
Major, AC.  
Group S-4.

J. W. LOTER,  
1st Lt, AC.  
Plt Cent O.

G. W. HORAK,  
Capt, AC.  
Wing Officer.

H. H. STROUD,  
Major, AC.  
Flight Surgeon.

Signature

*Robert E. Thacker*  
(Investigating Officer)

ROBERT E. THACKER, Lt Col., AC.

*James H. Aumeyer*  
JAMES H. AUMEYER, Jr., Lt Col., AC.

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

Date 27 January, 1945.

RECEIVED

SUBJECT: STATEMENT OF ACCIDENT OF AIRCRAFT # 42-102620 BY 2ND LT GEORGE R. MILLIGAN, 22 JANUARY 1945.

TO : OPERATIONS OFFICER, 384TH BOMBARDMENT GROUP (H), AAF, AAF STATION 106, APO 557.

" Landed on runway 30 with no contact with tower on command or VHF. Fired red flares over field on downwind and final. Bombardier had flesh wound of right arm. Right wheel was locked and blew tire. Couldn't hold plane straight, so I started to turn off on to grass when we were hit from behind by a plane just landing. Men were injured in crash. Plane badly damaged left wing and rudder."

*George R. Milligan*  
GEORGE R. MILLIGAN,  
2nd Lt, Air Corps,  
Pilot.

*5092*  
RECEIVED

RESTRICTED

360.33 1st Wrapper Ind. H-V-4  
Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y. 9 FEB 1945

TO: Chief, Flying Safety, AAF, Winston-Salem 1, N.C.

1. Transmitted herewith WDAAF Forms No. 14 and allied papers on the following aircraft accidents:-

- a. 1st Lt. James W. Coe, B-17G number 44-6160.
- b. 2nd Lt. Robert K. Wiebe, P-51D-10 number 44-14808.
- c. 2nd Lt. John R. Burroughs, B-17G number 43-38721.
- d. 2nd Lt. George R. Milligan, B-17G number 42-106880.
- e. 2nd Lt. Harry G. Jennings, Jr., B-17G number 42-107023.
- f. 1st Lt. Edwin A. Post, P-51D-24A number 44-13611.
- g. 1st Lt. William E. Schofield, P-51D-13A number 44-15593.

2. Censor.

For the Commanding General:

BURNIS ARCHER,  
Maj. A.G.D.  
Asst. Ad. Gen.

7 Incls:  
As above.

- 1 -

RESTRICTED

[illegible]





W.D-384-105-1X(22J3n45)(VC42-102620 E17G)



**384 (22 JAN 45) (A/C 42-102620)**



GAD-384-105-2)(22 Jpn 45)(AK 42-102620 U-116)