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WAR DEPARTMENT

ACCIDENT No. 2387

U.S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

5-2-45

45-3.26-525

93 4

Cranbrook, Kent

(1) Place 500 yards North of Hargridge House, (2) Date 26 March, 1945 (3) Time 1815

AIRCRAFT: (4) Type and model B-17-G-10 (5) A. No. 44-6109 (6) Station 106
 Organisation: (7) 8th Air Force (8) 384 Bomb (H) (9) 545 Bomb (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Jordan, Theodore G.	P	0-783778	2nd Lt	18	AC	8th AF	Fatal	None
CP	Schwacher, Elmer R.	CP	7-6309A	F/O	17	AC	8th AF	Minor	None
N	Kyllo, Orville E.	N	0-2974466	2nd Lt	18	AC	8th AF	None	None
T	O'Bryan, William H. Jr.		38566244	Sgt	38	AC	8th AF	None	None
R	Thompson, James R.		35658697	Sgt	38	AC	8th AF	None	None
TT	Rieder, John G.		36289602	Sgt	38	AC	8th AF	Minor	None
BT	Calburn, Cecil H		12004484	Sgt	20	AC	8th AF	None	None
TG	Schwartzfeger, Norman H.		37740273	Sgt	38	AC	8th AF	None	None
FB	Risconi, Natalie P.		31462978	Sgt	38	AC	8th AF	None	None

CLASSIFICATION CANCELLED BY **RESTRICTED**

BY AUTHORITY OF CEC

DATE 1-14-46

DETAILS OF PILOT'S ACCIDENT

(20) Jordan Theodore G. (21) 0-783778 (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) 384 Bomb (H) (27) 545 Bomb (H) (28) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th Air Force (30) 384 Bomb (H) (31) 545 Bomb (H) (32) AAF Station 106
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 8/4/44 Present rating (35) Pilot (36) 8/4/44 Instrument rating (37) 3/1/45
 (Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours: (at the time of this accident) OR - T.O. - 1

(38) This type	<u>199:50</u>	(42) Instrument time last 6 months	<u>4:45</u>
(39) This model	<u>167:10</u>	(43) Instrument time last 30 days	<u>1:30</u>
(40) Last 90 days	<u>72:50</u>	(44) Night time last 6 months	<u>62:00</u>
(41) Total	<u>213:00</u>	(45) Night time last 30 days	<u>1:55</u>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>4</u>	<u>Complete Wreck</u>
(47) Engine(s) <u>1 1 1 1 1 1</u>	
(48) Propeller(s) <u>1 1 1 1 1 1</u>	

(50) Weather at the time of accident 300 foot ceiling, one to two miles visibility, 7-9/10ths low clouds.

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

(55) Pilot's mission Operational

(56) Nature of accident Emergency forced landing following exhaustion of fuel in two (2) engines.

(57) Cause of accident Pilot error

III D A-17-81-10

DESCRIPTION OF ACCIDENT

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

Crew was returning from an operational mission. Gas supply was running low after crossing the southern coast of England, the number one (1) engine quit because of lack of fuel. Three (3) emergency fields were passed as the number three (3) engine quit. The Pilot chose the nearest field for an emergency landing but on the approach the left flap struck the top of a telegraph pole. The aircraft crashed immediately in a small spinney.

Prevailing weather conditions were visibility one (1) to two (2) miles, height of cloud base three hundred (300) feet, amount of clouds seven to nine tenths (7-9/10ths).

Immediate Cause: Right flap struck top of telegraph pole.

Underlying Cause: Pilot was trying to operate his aircraft on too small a safety margin.

Responsibility: Pilot error, one hundred (100) percent.

Recommendations: None

Aircraft Accident Committee:

T. D. Hutchinson
T. D. HUTCHINSON,
Major, Air Corps,
Operations Officer.

Alex C. Strickland
ALEX C. STRICKLAND,
Major, Air Corps,
Squadron Commander.

Nicolai Hansen
Nicolai (NMI) Hansen,
Major, Air Corps,
S-4 Officer.



Signature _____
(Investigating Officer)

Date 16 April, 1945.

26 March 1945

DATE

106, England

STATION

384 Bomb (H)

GROUP NO. AND TYPE

B-17G

AIRCRAFT MODEL

S/Bgt Edward C Jacobs

CREW CHIEF OR AERIAL ENGINEER

545 Bomb (H)

SQUADRON NO. AND TYPE

44-6109

AIRCRAFT SERIAL NO.

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
			DUTY		DUTY		DUTY		DUTY		TERMINALS AND MISSION	
1	2	3	4	N OR I	5	N OR I	6	N OR I	7	N OR I	8	9
18	Jordan, Theodore, 2nd Lt, O-783778	545th	P	:	:	:	:	:	:	:	FROM:	08:20
17	Schumacher, Ray E., F/O, T-62094	545th	CP	:	:	:	:	:	:	:	TO:	:
18	Kyllo, Orville E., 2nd Lt, O-2074466	545th	N	:	:	:	:	:	:	:	MISSION: Combat	NO. OF LANDINGS
38	O'Bryan, William H., Sgt, 38566244	545th	TOG	:	:	:	:	:	:	:	FROM:	:
38	Rieder, John C., Sgt, 36289602	545th	TTG	:	:	:	:	:	:	:	TO:	:
38	Thompson, James R., Sgt, 36758697	545th	ROG	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS
38	Colburn, Cecil R., Sgt, 12004844	545th	BTG	:	:	:	:	:	:	:	FROM:	:
38	Schwartzfeger, Norman H., Sgt, 37740273	545th	TG	:	:	:	:	:	:	:	TO:	:
38	Bianconi, Natale P., Sgt, 31462978	545th	FG	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS
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			:	:	:	:	:	:	:	:	MISSION:	NO. OF LANDINGS

A TRUE COPY:

Joseph S Laboda
JOSEPH S LABODA
Capt, Air Corps
Operations Officer
545 Bomb Sq, 384 Bomb Gp (H)

WAR DEPARTMENT
A. A. F.
FORM NO. 1
3-2-42

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND CORRECT

OPER. CLERK:

TRANSCRIBED:
TOTAL FLIGHT TIME ENTERED ON FORM 1A

CREW CHIEF:

TOTAL FLIGHT TIME

REGIFORM-PATD.-AMERICAN SALES BOOK CO., INC., NIAGARA FALLS, N. Y.

SECRET

The following is the statement of E. R. Schumacker, Flight Officer.

I first noticed that we were short on gas over the target and figured at the time that we wouldn't get back to England.

When I finally called the Engineer, Sgt. Reider from his turret to transfer fuel the gages read as follows No. 1 fifty (50) gallons, No. 2 one hundred and sixty (160) gallons, No. 3 one hundred and sixty (160) gallons, No. 4 one hundred and twenty (120) gallons. I told him to transfer from No. four (4) to No. one (1) until No. four (4) went down to fifty (50) gallons and then from No. 2 two to No. four (4) until No. two (2) went down to one hundred (100) gallons, and then repeat again from No. four (4) to No. one (1). No. three (3) was then the fullest engine with about one hundred and fifty (150) gallons including the feeder tanks so we transferred a little from No. three (3) until we had to stop because No. one (1) and No. four (4) were too low. By this time we arrived in England and had passed over two small fields and at this same time No. one (1) engine quit. We started it again from No. three (3) engine but gave it up because No. four (4) was almost empty and transferred from No. two (2) to No. four (4). Then No. three (3) engine quit, we tried to start it again from No. two (2) engine but we were getting too low so I instructed the Engineer to transfer from No. two (2) to No. four (4) and prepare for crash landing. I also notified the Navigator and Togglier. No. three (3) engine read over one hundred (100) gallons at this time but it had quit, No. two (2) engine read about the same but we couldn't trust it so we had to try for a field. No. two (2) and No. four (4) were still running when we hit the trees.

E. R. Schumacker
E. R. SCHUMACKER,
F/O, Air Corps,
Co-Pilot

SECRET

SECRET

SECRET

The following is a statement by Sgt. JOHN C. RIEDER, ENGINEER, on aircraft accident.

We started transferring fuel just before we reached the Channel. #1 guage showed forty (40) gallons, #2 - 160, #3 - 160, and #4 showed 120, according to the guages. We transferred first from #4 into #1 for at least five minutes. #4 read about eighty (80) gallons. I then started transferring from #2 into #4 for at least five minutes. #2 read about 120 after transferring. I then immediately transferred #4 back to #1 and continued this procedure until I left for the radio room. Indicator on #3 read over 100.

Sgt. John C. Rieder
JOHN C. RIEDER, 36289602,
Sgt., Engineer.

~~SECRET~~
SECRET

SECRET

HEADQUARTERS

D-3

AAF STATION NO. 106

Office of the Intelligence Officer

APO 557,
16 April, 1945.

SUBJECT: Aircraft Accident Report of B-17-G #44-6109, 545th Bombardment Squadron, 384th Bombardment Group (H), AAF Station No. 106, APO 557, 26 March, 1945.

TO : Commanding General, Headquarters, First Air Division, APO 557, U. S. Army.

1. The following report on the above subject is hereby submitted:

FACTS: Aircraft Number 44-6109 of the 545th Bombardment Squadron, 384th Bombardment Group (H), AAF Station No. 106, APO 557, piloted by 2nd Lt. Theodore C. Jordan, O-783778 of the 545th Bombardment Squadron, 384th Bombardment Group (H), AAF Station No. 106, APO 557, was returning from an operational mission and his gas supply was running low. After crossing the southern coast of England, the number one (1) engine quit because of lack of fuel. Three (3) emergency fields were passed up and then number three (3) engine quit. The pilot then made a landing on the nearest field, it being an emergency landing, but on the approach the left flap of his plane struck the top of telegraph poles. The aircraft immediately crashed into a small spinney, causing fatal injuries to the pilot and minor injuries to the co-pilot and engineer of the aircraft. The prevailing weather conditions were visibility of one (1) to two (2) miles, height of cloud base three hundred (300) feet, amount of clouds were seven to nine tenths (7-9/10ths).

FINDINGS: It is the opinion of this office, from evidence obtained by the investigating officer, Major Alex C. Strickland, that the immediate cause of the accident was the striking of the telegraph poles by the right flap of the plane, and that the pilot was trying to operate his aircraft on too small a safety margin, thus the accident was due solely to the error of the pilot, 2nd Lt. Theodore C. Jordan, O-783778, and that there was no evidence of sabotage to be pursued in this case.

Alexander L. Janes
ALEXANDER L. JANES,
1st Lt., Air Corps,
Intelligence Officer Member.

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Auth. C. G. 8th AF
Init. *J. M.*
Date **24 APR 1945**

360.33 1st Wrapper Ind. **24 APR 1945** E-U-4
Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

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AFS

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

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



- a. 2nd Lt. Theodore G. Jordan, B-17G number 44-6109.
- b. 1st Lt. Donald A. MacKeller, B-17G number 44-6923.

2. Concur.

FOR THE COMMANDING GENERAL:

BURNIS ARCHER
Major, A. G. D.
Asst. Adjutant General.

2 Incls:
As above.

SECRET

20-74506



(GAD-384/112-3)(28 Mar 45)NAC 44-6109 BT



(GAD-384112-6) (28 Mar 45) (AIC 44-6109 B176)

