

RESTRICTED
WAR DEPARTMENT

ACCIDENT No. _____

5-21

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Two planes
45-4-25-702

(1) Place **AAF STATION 106** (2) Date **25 April, 1945** (3) Time **1515**
AIRCRAFT: (4) Type and model **B-17G** (5) A. F. No. **43-39138** (6) Station **106**
Organisation: (7) **Eighth Air Force** (8) **38th Bomb (H)** (9) **51st Bomb (H)**
(Command and Air Force) (Group) (Squadron)

PERSONNEL*

DOVT (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	GROVE, Alfred W.	P	0-780580	1st Lt	18	AC	8th AF	N11	N11
CP	Hoban, Merrill D.	P	0-832104	2nd Lt	18	AC	8th AF	N11	N11
N	Hamilton, Frederick K.	N	0-2074606	2nd Lt	18	AC	8th AF	N11	N11
T	Brubaker, James M.		18226876	S/Sgt	38	AC	8th AF	N11	N11
R	Wininger, Dexter D.		15361135	T/Sgt	38	AC	8th AF	N11	N11
TT	Fulmer, LeRoy E.		15076562	T/Sgt	38	AC	8th AF	N11	N11
BT	Marritz, Raymond A.		38535947	S/Sgt	38	AC	8th AF	N11	N11
TG	Clements, William H.		38510297	S/Sgt	38	AC	8th AF	N11	N11
P	Plant, George J.		36802883	Sgt	38	AC	8th AF	N11	N11

PERSONNEL INFORMATION

(20) **Grove** **Alfred** **W.** (21) **0-780580** (22) **1st Lt** (23) **18** (24) **AC**
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) **Eighth Air Force** (26) **38th Bomb (H)** (27) **51st 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) **27/6/44** Present rating (35) **Pilot** (36) **27/6/44** Instrument rating (37) **27/6/44**
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	319.05	(42) Instrument time last 6 months	13.05
(39) This model	287.45	(43) Instrument time last 30 days	12.45
(40) Last 90 days	251.25	(44) Night time last 6 months	8.05
(41) Total	319.05	(45) Night time last 30 days	0.00

Enemy action

AIRCRAFT DAMAGE

DAMAGE					(46) LIST OF DAMAGED PARTS
(46) Aircraft	W				Entire forward part of fuselage damaged beyond repair.
(47) Engine(s)	N11	N11	N11	N11	
(48) Propeller(s)	N11	N11	N11	N11	

(49) Weather at the time of accident **8/10ths clouds, base three thousand (3,000) feet, visibility seven (7) miles, wind Southwest eight (8) miles per hour.**

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

(55) Pilot's mission **Operational**

(56) Nature of accident **landing accident, pilot lost control after landing and ground looped into another aircraft parked on field.**

(57) Cause of accident **Right brake failed due to flak damage to hydraulic lines.**

(58) Has form 54 been submitted? **No.**

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Incl #7

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Two planes
45-4-25-702

(1) Place PAAF STATION 106 (2) Date 25 April, 1945 (3) Time 1515
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-39138 (6) Station 106
 Organization: (7) Eighth Air Force (8) 38th Bomb (H) (9) 5th Bomb (H)
 (Command and Air Force) (Group) (Squadron)

PERSONNEL*

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	Grove, Alfred W.	P	0-780580	1st Lt	18	AC	8th AF	Nil	Nil
CP	Hoban, Merrill D.	P	0-8321404	2nd Lt	18	AC	8th AF	Nil	Nil
N	Hamilton, Frederick K.	N	0-2074406	2nd Lt	18	AC	8th AF	Nil	Nil
T	Brubaker, James M.		18226876	S/Sgt	38	AC	8th AF	Nil	Nil
R	Winger, Dexter D.		15364135	T/Sgt	38	AC	8th AF	Nil	Nil
TT	Fulmer, LeRoy E.		15076562	T/Sgt	38	AC	8th AF	Nil	Nil
BT	Marwitz, Raymond A.		38535947	S/Sgt	38	AC	8th AF	Nil	Nil
TG	Clements, William H.		38510297	S/Sgt	38	AC	8th AF	Nil	Nil
F	Plont, George J.		36802883	Sgt	38	AC	8th AF	Nil	Nil

PERSONNEL CHECKED WITH ACCIDENT

(20) Grove Alfred W. (21) 0-780580 (22) 1st Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) Eighth Air Force (26) 38th Bomb (H) (27) 5th 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) 27/6/44 Present rating (35) Pilot (36) 27/6/44 Instrument rating (37) 27/6/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	<u>349:05</u>	(42) Instrument time last 6 months	<u>13:05</u>
(39) This model	<u>287:45</u>	(43) Instrument time last 30 days	<u>12:45</u>
(40) Last 90 days	<u>251:25</u>	(44) Night time last 6 months	<u>8:05</u>
(41) Total	<u>349:05</u>	(45) Night time last 30 days	<u>0:00</u>

AIRCRAFT DAMAGE

DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	<u>W</u>			<u>Entire forward part of fuselage damaged beyond repair.</u>
(47) Engine(s)	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>	
(48) Propeller(s)	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>	

(50) Weather at the time of accident 8/10ths clouds, base three thousand (3,000) feet, visibility seven (7) miles, wind Southwest eight (8) miles per hour.
 (51) Was the pilot flying on instruments at the time of accident No.
 (52) Cleared from Station 106 (53) To Operational (54) Kind of clearance Operational
 (55) Pilot's mission Operational
 (56) Nature of accident Landing accident, pilot lost control after landing and ground looped into another aircraft parked on field.
 (57) Cause of accident Right brake failed due to flak damage to hydraulic lines.
 (58) Has form 54 been submitted? No.

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DESCRIPTION OF ACCIDENT

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

The aircraft had sustained considerable flak damage over the target, and was returning alone on three (3) engines. The damage included a broken hydraulic line between the right brake pedal and the brake itself. This line is not under pressure until the brake pedal is depressed. Upon reaching the English Coast, the pilot made a routine check of the hydraulic system by noting the pressure gauge and by operating the cowl flaps (also hydraulically operated). Everything seemed normal to him but he had failed to check the broken line, which could have been done by depressing the brake pedals. Upon landing and applying brakes, the left brake held but the right brake was ineffective. Furthermore the accumulated pressure, being only then exposed to the severed line immediately collapsed. Of course, the left brake swerved the plane to the left, off the runway, starting a ground loop. The left engines were used a little too late in trying to straighten out, and were relatively ineffective. The ground loop was almost complete when Lieutenant Grove's aircraft struck another aircraft parked about four hundred (400) feet from the landing runway.

The accident could have been avoided if the pilot had known that the right brake was out. And he would have known that if he had made the proper check in the air. However, this pilot states that, in training, he was told not to check the brakes in that manner and since then it had not been his policy to do so. Two (2) members of this board know of the existence of such instructions in some training stations in the United States. Heretofore it has not been this station's policy to warn pilots about the above mentioned check.

Immediate Cause: Uncontrolled ground loop after landing.

Underlying Cause: Right brake out, (unknown to pilot) due to enemy action.

Responsibility: Fifty (50) percent pilot error
Fifty (50) percent supervisory personnel

Recommendations: That all pilots flying B-17 type aircraft on operational missions be instructed to always check brakes, by depressing brake pedal prior to landing.

Aircraft Accident Committee:

Philip Y. Williams
PHILIP Y. WILLIAMS,
Major, Air Corps,
Pilot - President

William R. Crosby
WILLIAM R. CROSBY,
Capt, Air Corps,
Flight Surgeon (ex-officio)

Clarence L. Thacker
CLARENCE L. THACKER,
Major, Air Corps,
Pilot - Member

Alexander L. Janes
ALEXANDER L. JANES,
1st Lt, Air Corps,
Intelligence Officer (ex-officio)

Nicolai (NMI) Hansen
NICOLAI (NMI) HANSEN,
Major, Air Corps,
Engineering Officer - Member.

Signature _____
(Investigating Officer)

Date 1 May, 1945

DATE		STATION		GROUP No. & TYPE			AIRCRAFT MODEL					
April 25, 1945		106		384th			B-17G					
CREW CHIEF OR AERIAL ENGINEER				SQUADRON No. & TYPE			AIRCRAFT SERIAL No.					
S/Sgt ChristyMante				544th			43-39138					
PERS. CLASS	-PRINT PLAINLY- NAME - ASN. - GRADE - ORGANIZATION			USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS, WHEN APPLICABLE. ENTER N-NIGHT OR I-INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA			
	1	2	3		DUTY N OR I	DUTY N OR I	DUTY N OR I	DUTY N OR I	TERMINALS AND MISSION	9		
18	Grove, Alfred W.	1st Lt	0-780580	544	P					FROM:		
18	Hoban, Merrill D.	2nd Lt	0-832404	"	9 : 05	:	:	:		TO: COMBAT		05 : 40
18	Hamilton, Fredrick R.	2nd Lt	0-2074406	"	CP					MISSION:	NO. OF LANDINGS	14 : 45
18				"	9 : 05	:	:	:			1	09 : 05
38	Fulmer, LeRoy E.	T/Sgt	15076562	"	N					FROM:		
38	Wininger, Dexter G.	T/Sgt	15364135	"	E					TO:		
38	Brubaker, James M.	S/Sgt	18226876	"	RO					MISSION:	NO. OF LANDINGS	
38				"	9 : 05	:	:	:				
38	Clements, William H.	S/Sgt	38570297	"	TOG					FROM:		
38	Marwitz, Raymond A.	S/Sgt	38535947	"	G					TO:		
38				"	9 : 05	:	:	:				
38	Plent, George J.	Sgt	36802883	546	F					MISSION:	NO. OF LANDINGS	
					9 : 05	:	:	:		FROM:		
						:	:	:		TO:		
						:	:	:		MISSION:	NO. OF LANDINGS	
						:	:	:		FROM:		
						:	:	:		TO:		
						:	:	:		MISSION:	NO. OF LANDINGS	
						:	:	:		FROM:		
						:	:	:		TO:		
						:	:	:		MISSION:	NO. OF LANDINGS	
						:	:	:		FROM:		
						:	:	:		TO:		
						:	:	:		MISSION:	NO. OF LANDINGS	

A TRUE EXTRACT COPY:

William T. Johnson
 WILLIAM T. JOHNSON,
 Major, Air Corps,
 Operations Officer.

WAR DEPARTMENT
 A. A. F. FORM No. 1
 REV. (1 JAN. 44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED:
 LEGIBLE AND
 CORRECT

OFFER
 CLERK

TRANSCRIBED:
 TOTAL FLIGHT
 TIME ENTERED
 ON FORM 1A

CREW
 CHIEF

TOTAL
 FLIGHT
 TIME

09 05

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AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)										
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)				RADIATOR CHECKED			
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2			NO. 3		NO. 4
PREFLIGHT	25-4-45	M												
DAILY	25-4-45	M												
25 HOURS	458:20			1ST		2700	11.0		11.0		11.0		11.0	
50 HOURS	483:20		106	2ND										
100 HOURS	533:20			3RD										
S.P.	458:20			4TH										
Batt	M			5TH										

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	J.	Cohen	106
GUNNERY Radar	P	Parry	106
COMMUNICATIONS	W	Wilmes	106
PHOTOGRAPHIC Gee	H	Hugorien	

STATUS TODAY	EXPLANATION
1. <input checked="" type="checkbox"/> 2. <input checked="" type="checkbox"/>	
3. <input checked="" type="checkbox"/> 4. <input checked="" type="checkbox"/>	

EXCEPTIONAL RELEASE
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT { 1 _____ 3 _____
2 _____ 4 _____

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

O₂ OK-Aptil lt
Flight #1 Upper Turret Operates only part of the time,
Right. Nose section & fuselage damaged due to
crash on landing.
Oxy. system hit by flak, hyd system hit by flak. #2
Supercharger hit by flak # 3 prop dome hit by flak

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	442:20	442:20	442:20	442:20
HOURS TODAY	9:05	9:05	9:05	9:05
TOTAL	451:25	451:25	451:25	451:25
OIL CHANGE DUE	E.C.			
CUNO-CLEANING DUE	482:20			
AIRCRAFT	HOURS TO DATE		442:20	
	HOURS TODAY		9:05	
	TOTAL		451:25	

A TRUE COPY

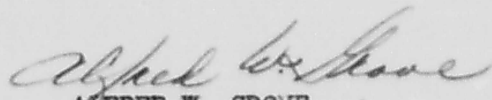
JOHN N. PALMER,
Capt., Air Corps.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
Apr. 25 45	AIR FORCE 8th	COMPONENT	ENGINE MODEL R-1820-97	
STATION 106	COMD., SERV. COMD. OR DEP'T 1st	A.A.F.	SERIAL NO. SW-030188	SERIAL NO. SW-030167
CREW CHIEF OR ENGINEER S/Sgt. Mento	GROUP NO. & TYPE 384	AIRCRAFT MODEL B-17G	SERIAL NO. SW-030165	SERIAL NO. SW-030520
	SQUADRON NO. & TYPE 544	AIRCRAFT SERIAL NO. 43-39138	TOTAL FLIGHT TIME → 9 : 05	

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The following is the aircraft accident statement by 1st Lt. Alfred W. Grove, O-780580, who was Pilot of aircraft #43-39138 on 25 April 1945:

" I was pilot on a/c 43-39138 on today's mission. I was assigned to fly #2 element lead in the Low Squadron. We made a second run on the target and just as we entered the target area the flak became intense and tracking and very accurate. Just after bombs away #3 engine started smoking badly and the oil was pouring out all over the cowling. There was nothing to do but shut off the fuel and feather the engine while it was possible. The #1 turbo was also shot out and the Radio Operator changed the amplifier but the turbo was still inoperative. We could not keep up with the formation and were forced to come home alone. No one on the crew was injured but we had many holes in the plane. After letting down we had three engines because we no longer needed the turbos. Upon reaching 18,000 feet I had the Engineer close the star valve and turned on the hydraulic pump so we could close the cowl flaps. We were still pretty close to enemy soil and I had to use some extra power and so I opened the cowl flaps again to keep the engines from overheating. The hydraulic pressure built up fast and remained normal the entire trip. I let the wheels down over the channel to check them for any damage. Both main and tail gear checked OK visually so I came back to the field for a landing. The hydraulic pressure was OK on the final approach and the engineer called out airspeed and hydraulic pressure upon and after landing. I made a normal landing and when I applied the brakes the left brake held but the right brake had no effect. The fluid leaked out of the right brake line and caused the pressure to drop off completely when brakes were applied. The Co-pilot jumped the hand pump but nothing happened. I advanced the throttles of #1 & #2 but the engines did not take hold quickly enough to avoid hitting another plane which was parked on the left side of the runway.


ALFRED W. GROVE,
1st Lt., Air Corps,
Pilot.

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Following is a aircraft accident statement by 2nd Lt. Merrill D. Hoban, O-832404, Co-pilot on Aircraft 43-39138 on 25 April 1945.

"On the second run over the target #3 engine was knocked out by flak and we feathered it immediately. The turbo on #1 was knocked out also and couldn't keep with the formation.

Over the channel we let down the wheels and checked the tires and hydraulic pressure. Everything was OK.

"When we got to the field we called for landing information and told the tower we had one engine out. Everything seemed alright, the hydraulic pressure was OK, reading normal. After we landed I called out that hydraulic pressure was OK and the engineer was watching the pressure. When the Pilot started to use brakes, the pressure needle started to flicker and he could not keep the ship straight. The left brake seemed to be holding alright but there was no brake on the right wheel. When the Pilot saw that the brakes were not good, tried to straighten it out with #1 & #2 throttles. They would not take hold and the left tire was in the grass by this time, so nothing to do but try to ground loop. I was trying to get some pressure from the hand pump but it didn't do any good. The ship was in a turn but going so fast that we could not turn fast enough to avoid hitting the other ship.

Merrill D. Hoban
MERRILL D. HOBAN,
2nd Lt., Air Corps,
Co-Pilot.

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Following is a statement by T/Sgt LeRoy E. Fulmer, ASN 15076562, aerial-engineer, concerning a/c 43-39138 -- accident on 25 April 1945:

" We were hit over the target by quite a few bursts of flak one of which severed the hydraulic line to the right brake. Somewhere off Belgium the pilot told me to close the star-valve, and he operated the cow flaps; in that way we knew that we had pressure.

On landing I called the airspeed, and as the wheels hit the runway, I checked and told the pilot that the hydraulic pressure was okay. Then the pilot applied the brakes. As he did, the pressure started to drop off, and the plane pulled to the left and off the runway. He tried to gain control by advancing the throttles on #1 & 2, but this had no effect. And we crashed into the tail of the plane that was parked on the hardstand. "

LeRoy E. Fulmer

LEROY E. FULMER,
T/Sgt., Air Corps,
Aerial-Engineer.

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

R-C-1

26 April, 1945.

SUBJECT: Aircraft Accident Report on B-17 No. 9138.

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

1. At 1445 hrs on 25 April 1945, B-17 aircraft No. 9138, pilot Grove, returned from operations and was given landing instructions and QFE for runway 24. The aircraft made a normal landing and when approximately two thirds of the way down the runway suddenly ground looped to the left. The aircraft skidded across the grass and collided with another aircraft No. 8013 parked on the inner perimeter near disp. 41. Both aircraft sustained considerable damage.

2. Inspection of the runway revealed a heavy skid mark made by the left wheel of the aircraft. This mark continued for quite a distance across the grass.

3. Crash Truck and Ambulance were dispatched. There was no fire damage and no injury to the members of the crew.

Charles W. Overton
CHARLES W. OVERTON,
1st Lt., A. C.
Duty F. C. O.

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HEADQUARTERS
AAF STATION NO. 100
Office of the Intelligence Officer

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B-J-9

APO 557.

1 May, 1945.

SUBJECT: Aircraft Accident Report of B-17G, #45-39158, 544th Bombardment Squadron, 984th Bombardment Group (H), AAF Station No. 100, APO 557, 25 April, 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 45-39158, 544th Bombardment Squadron, 984th Bombardment Group (H), AAF Station No. 100, APO 557, piloted by 1st Lt. Alfred W. Grove, O-780580, 544th Bombardment Squadron, 984th Bombardment Group (H), AAF Station No. 100, APO 557 was returning from operational mission having sustained considerable battle damage, and in particular to the hydraulic braking system of his aircraft. Upon landing his aircraft, it being unknown to Lt. Grove that his braking system had been damaged, he applied his brakes, and immediately discovered that he had only momentary braking in his left brake, and his right brake was ineffective. The aircraft was swerved to the left, off the runway, starting a ground loop. The left engine was used a little too late in trying to straighten out, and were thus relatively ineffective. The ground loop was almost complete when Lt. Grove's aircraft struck another aircraft parked about four hundred (400) feet from the landing runway.

FINDINGS: It is the opinion of this officer from the evidence and testimony taken at the meeting of the Accident Board that the underlying cause of this accident was unknown battle damage due to enemy action, and that there is no evidence of sabotage to be pursued in this case.

Alexander L. James
ALEXANDER L. JAMES
1st. Lt., Air Corps
Intelligence Officer Member

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(GAD-384/116 5) X 25 APR 46 X AC 43-39138 X TAXI
X VC+2-38013 X ACCIDENT }



(GAD-384/116 3) X 25 APR 46 X AC 43-39138 X TAXI
X VC+2-38013 X ACCIDENT)

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(GAD-384/116 5) X 25 APR 46 X AC 43-39138 X TAXI
VC+2-38013 X ACCIDENT }



(GAD-384/116 3) X 25 APR 46 X AC 43-39138 X TAXI
VC+2-38013 X ACCIDENT)

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