WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Aircraft: B-17 G

Personnel:

<table>
<thead>
<tr>
<th>DUTY</th>
<th>NAME</th>
<th>RATING</th>
<th>SERIAL No.</th>
<th>RANK</th>
<th>PERSONNEL CLASS</th>
<th>BRANCH</th>
<th>AIR FORCE OR COMMAND</th>
<th>RESULT TO PERSONNEL</th>
<th>USE OF PARACHUTE</th>
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<tbody>
<tr>
<td></td>
<td>P. BURGESS, OLIVER G. Jr.</td>
<td>F</td>
<td>0-764870</td>
<td>1st Lt.</td>
<td>AC</td>
<td>8th</td>
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<td>C. P. TEUTSCHEL, ALBERT V.</td>
<td>G</td>
<td>0-767886</td>
<td>2nd Lt.</td>
<td>AC</td>
<td>8th</td>
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<td>R. E. ELMWOOD, JOHN E.</td>
<td>B</td>
<td>0-769202</td>
<td>2nd Lt.</td>
<td>AC</td>
<td>8th</td>
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<td>R. H. MOLESTATURE, ALDO</td>
<td>Sgta.</td>
<td>35102686</td>
<td>T/Sgt.</td>
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<td>R. G. PARSONS, GEORGE A.</td>
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<td>3116197</td>
<td>T/Sgt.</td>
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<td>R. M. BURKE, ROBERT J.</td>
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<td>32461099</td>
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<td>K. W. DOLLAR, HERBERT E.</td>
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<td>3650807</td>
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<td>R. T. VEYER, ROLAND</td>
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<td>11000710</td>
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<td>R. B. BYERS, ROBERT C.</td>
<td>Sgta.</td>
<td>35607172</td>
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<td>R. W. FRANKMAN, RALPH (MIL)</td>
<td>Sgta.</td>
<td>31612565</td>
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<td>35</td>
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(AAF Station 130) 8th AF 467th Group 749th Squadron

Personnel assigned:

Name: P. BURGESS, OLIVER G. Jr.
Rank: 1st Lt.
Team: 8th AF 467th Group 749th Squadron

Aircraft type: B-17 G

First Pilot Hours (at the time of this accident):
- Total: 565.110 hours
  - Instrument time last 6 months: 210.850 hours
  - Night time last 6 months: 111.100 hours

Aircraft Damage:
- Fuselage wrinkled beyond repair
- 4 engines damaged beyond repair
- 4 propellers damaged beyond repair

Weather at the time of accident:
- Visibility 4 miles, 2/10 low clouds at 3500 feet, wind west at 18 MPH

Field of operation:
- Visibility 4 miles, 2/10 low clouds at 3500 feet, wind west at 18 MPH

Nature of accident:
- Immediately after take-off, #6 engine caught fire. In making emergency landing, the pilot landed hard and the gear collapsed.

Cause of accident:
- Starter solenoid wire shorted out causing the wire to fall across the generator.

Form 54 not submitted.
DESCRIPTION OF ACCIDENT

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

NARRATIVE

Immediately after take-off on a combat mission, the # engine caught fire. After climbing to a safe altitude, the pilot was cleared to land. The fire was out, but sparks were still coming from the engine. His approach was normal, but he failed to level the ship off in time and proceeded to fly the aircraft into the ground. The landing gear collapsed and the ship skidded off the runway.

RESPONSIBILITY

It is felt that the engine fire was not an important factor and that Lt. Burgess was guilty of 100% pilot error in this accident. The cause of the accident can be attributed to the pilots admitted excitement and his failure to realize the different flying characteristics of a heavily loaded aircraft.

RECOMMENDATION

It is recommended that Lt. Burgess receive additional instruction in night transition flying and that all pilots and co-pilots be made familiar with the proper method of landing a heavily loaded aircraft.

ROD L. FRANCIS
Lt. Col., Air Corps,
Accident Committee

WILBUR D. SHOW
Major, Air Corps,
Accident Committee

Date 16 NOVEMBER 1944

Signature
JAMES A. MAGUIRE
Major, Air Corps,
Accident Officer
Just after take-off, I noticed red flames in the #2 engine nacelle. I was less than 500 feet and I called Watertown Control Tower telling them of the fire and requested clearance to try to land the plane. I climbed the plane to a safe altitude in case it became necessary to abandon the plane. Just after I called the control tower, the red flames went out and blue sparks were noticed in large amounts. I received clearance to land and made a normal approach. The landing was a little hard and the right wing went down immediately as though the tire had blown out. The landing gear immediately collapsed and the plane skidded to a halt with switches turned off.

OLIVER G. BURGESS, JR.,
1st Lt., Air Corps,
Pilot
I was calling off the airspeed readings to my pilot, I said, "Hydraulic O.K." and continued with the readings. Gliding speed at this point was 115 MPH. Everything seemed to be O.K. Then we hit rather hard and the next thing I knew we were skidding across the runway. Our landing gear had folded up. I had checked landing gear and the Engineer had checked the tail wheel.

Albert V. Teutschel, Jr.
2nd Lt., Air Corps
Co-Pilot
RESTRICTED
HEADQUARTERS
ARMY AIR FORCCE STATION 130
Office of the Flying Control Officer
APO 557, U.S. Army

10 November 1944

SUBJECT: Crash Landing of B-17 Aircraft No. 42-107034.

TO: Commanding Officer, AAF Station 130, APO 557, U.S. Army.

1. At 0643, 9 November 1944, Lt. C. G. Burgess pilot of B-17 aircraft No. 42-107034, called tower on R/T that the A/C had an engine on fire and requested permission to land.

2. On authority of the duty S-3, Lt. Col. Watson, the A/C was given permission to land as soon as the runway was cleared. Crash crew and ambulances were dispatched to the upwind end of the runway.

3. At 0651 the runway was cleared and 034 was given landing instructions.

4. At 0654 the A/C came in for a landing, made a hard landing, and the landing gear gave way. Flames shot from under the aircraft as it skidded down the runway, but went out almost immediately. The aircraft skidded to a stop approximately 400 yards from the downwind end of runway 28 and approximately 30 feet to the right of the runway. The duty Ordnance Officer, crash crew, ambulances, and duty S-3 proceeded to scene of crash.

None of the crew members were injured in this accident.

[Signature]

Edgar C. Hallinan,
Capt, AC,
Duty Flying Control Officer.
SUBJECT: History of Aircraft 42-107034.

TO: Commanding Officer, 457th Bombardment Group (H), AAF Station 130, APO 557.

15 November 1944.

1. Following is a brief summary of history for aircraft No. 42-107034:

   a. No. of hours, 636.45.
   b. Landing Gear malfunctions and dates of:
      (1) 8 March 1944 - Left landing gear wouldn't fully extend. 16 March, checked O.K.
      (2) 22 March - Landing gear fuses removed, pending T.O. compliance. Complied with 31 March.
      (3) 29 May - Landing gear checked and limit switch adjusted. Complied with 10 June.
      (4) 13 June - Landing gear retraction test accomplished.
   c. Inspection History:
      (1) 25 Hour:
      
      | Date       | 7 March | 15 March | 3 April | 15 April | 18 April acc. check | 19 May |
      |------------|---------|----------|---------|----------|---------------------|--------|
      | 25 May     | 24 July | 29 Sept  |         |          |                     |        |
      | 15 June    | 1 Aug   | 7 Oct    | 19 June | 6 Aug    | 16 Oct              |        |
      | 23 June    | 26 Aug  | 22 Oct   | 6 July  | 13 Sept  | 3 Nov               |        |
      | 14 July    | 22 Sept | 7 Nov Started |       |          |                     |        |

      (2) 50 Hour:
      
      | Date       | 16 March | 15 March | 18 April acc. check | 19 May |
      |------------|----------|----------|---------------------|--------|
      | 25 May     | 24 July | 16 Oct   | 19 June 6 Aug 27 Oct |       |
      | 19 June    | 6 Aug   | 27 Oct   | 37 June 13 Sept 7 Nov Started |       |
      | 14 July    | 29 Sept |         |                     |        |
(Continued: History of A/C 42-107034.)

(3) 100 Hours:

15 April 27 June 16 Oct
18 April acc. check 24 July 7 Nov Started
25 May 13 Sept

Harry E. Lawrence,
Major, Air Corps,
Station Engineering Officer.