

522

Accident No. 45-11-9-522

Date 12-13-45

Checked by [Signature]

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Field by [Signature]

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RESTRICTED

ACCIDENT No. 40-11-9-522

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 130 (2) Date 9 November 1944 (3) Time 0658
 AIRCRAFT: (4) Type and model B 17 G (5) A. F. No. 42-107084 (6) Station AAF 130
 Organization: (7) 8th AF (8) 457th (9) 749th
(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	BURGESS, OLIVER G. JR.	P	0-764870	1st Lt.	18	AC	8th	None	None
CP	TEUSCHEL, ALBERT V.	CP	0-767686	2nd Lt.	18	AC	8th	None	None
N-B	ELWOOD, JOHN E.	B	0-769021	2nd Lt.	18	AC	8th	None	None
ENG	MOLESTATORE, ALDO		33102264	T/Sgt.	38	AC	8th	None	None
RO	PARSONS, GEORGE A.		31316197	T/Sgt.	38	AC	8th	None	None
BT	BURKE, ROBERT J.		32401099	S/Sgt.	38	AC	8th	None	None
WG	DOLLAR, HERBERT E.		38509207	S/Sgt.	38	AC	8th	None	None
TG	VEVIER, ROLAND		11008710	S/Sgt.	38	AC	8th	None	None
CT	BYERS, ROBERT C.		35607172	Sgt.	38	AC	8th	None	None
ACM	FRACKMAN, RALPH (NMI)		31612585	Sgt.	38	AC	8th	None	None

(20) BURGESS, OLIVER G. JR. (21) 0-764870 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th AF (26) 457th (27) 749th (28) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th AF (30) 457th (31) 749th (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 7-1-44 Present rating (35) Pilot (36) 7-1-44 Instrument rating (37) 9-6-44
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B 17 G 365:10 (42) Instrument time last 6 months 33:00
 (39) This model B 17 375:20 (43) Instrument time last 30 days 12:00
 (40) Last 90 days 210:50 (44) Night time last 6 months 11:10
 (41) Total 375:20 (45) Night time last 30 days 7:30

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W 4</u>	Fuselage wrinkled beyond repair
(47) Engine(s) <u>W 4</u>	4 engines damaged beyond repair
(48) Propeller(s) <u>W 4</u>	4 propellers damaged beyond repair

(50) Weather at the time of accident Visibility 4 miles, 2/10 low clouds at 3500 feet. Wind West at 18 MPH.

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

(52) Cleared from AAF Station 130 (53) To AAF Station 130 (54) Kind of clearance Operational

(55) Pilot's mission Combat Mission.

(56) Nature of accident Immediately after take-off, #2 engine caught fire. In Making emergency landing the pilot landed hard and the gear collapsed.

(57) Cause of accident Starter solenoid wire shorted out causing the wire to fall across the generator.

(58) Form 54 not submitted.

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Incl #3-

DESCRIPTION OF ACCIDENT

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

NARRATIVE

Immediately after take-off on a combat mission, the #2 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 intime 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
ROD L. FRANCIS
Lt. Col., Air Corps,
Accident Committee

Wilbur D. Snow
WILBUR D. SNOW
Major, Air Corps,
Accident Committee

Signature

James A. Maguire
(Investigating Officer)

JAMES A. MAGUIRE
Major, Air Corps,
Accident Officer

Date 16 NOVEMBER 1944

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STATEMENT

Just after take-off, I noticed red flames in the #2 engine nacelle. I was less than 500 feet and I called Nuttree 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.

OLIVER G. BURGESS, JR.,
1st Lt., Air Corps,
Pilot

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STATEMENT

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. One land gear had folded up. I had checked landing gear and the Engineer had checked the tail wheel.

Albert V. Teutschel, Jr.

ALBERT V. TEUSCHEL, JR.,
2nd Lt., Air Corps,
Co-Pilot

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(E-P-13)

HEADQUARTERS
ARMY AIR FORCE 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 0648, 9 November 1944, Lt. C. G. Burgess pilot of B-17 aircraft No. 42-107034, called tower on P/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. Flame 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.



Edgar S. Hallman
EDGAR S. HALLMAN,
Capt, AC,
Duty Flying Control Officer.

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HEADQUARTERS
AAF STATION 130
APO 557

F-C-3

15 November 1944.

SUBJECT: History of Aircraft 42-107034.

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

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

a. No. of hours, 638.45.

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:

7 March	25 May	24 July	29 Sept
16 March	15 June	1 Aug	7 Oct
3 April	19 June	6 Aug	16 Oct
15 April	23 June	26 Aug	22 Oct
18 April acc. check	27 June	9 Sept	27 Oct
19 May	6 July	13 Sept	3 Nov
	14 July	22 Sept	7 Nov Started

(2) 50 Hour:

16 March	25 May	24 July	16 Oct
15 April	19 June	6 Aug	27 Oct
18 April acc. check	37 June	13 Sept	7 Nov Started
19 May	14 July	29 Sept	

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(Continued: History of A/C 42-107034.

F-C-3

(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
HARRY E. LAWRENCE,
Major, Air Corps,
Station Engineering Officer.

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(GAD-46-2-457)(9/11/44)(CRASH LANDING A/C 034)



(GAD-46-5-457)(9/11/44)(CRASH LANDING A/C 034)



(GAD-46-3-457)(9/11/44)(CRASH LANDING A/C 034)

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(6AD-46-1-457) (2/11/44) (CRASH LANDING AF 034)



(6AD-46-4-457) (9/11/44) (CRASH LANDING AF 034)