**REPORT OF AIRCRAFT ACCIDENT**

<table>
<thead>
<tr>
<th>Duty No.</th>
<th>Date</th>
<th>Time</th>
<th>Accident No.</th>
<th>Aircraft</th>
<th>Aircraft Type</th>
<th>Aircraft No.</th>
<th>Pilot</th>
<th>Rank</th>
<th>Branch</th>
<th>Classification</th>
<th>Result to Personnel</th>
<th>Cause of Loss</th>
<th>Use of Parachute</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-001</td>
<td>07-19-43</td>
<td>2201</td>
<td>53-10-507</td>
<td>B-25</td>
<td>40-29654</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Personnel**

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Branch</th>
<th>Classification</th>
<th>Result to Personnel</th>
<th>Use of Parachute</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morrow, Earl</td>
<td>2nd Lt.</td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
<td>None</td>
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<tr>
<td>Stomach, William</td>
<td>2nd Lt.</td>
<td>8th AF</td>
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<td>O'Reilly, George</td>
<td>2nd Lt.</td>
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<td>Liotta, Samuel</td>
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<td>Upson, Clifford</td>
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<td>8th AF</td>
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<td>None</td>
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<tr>
<td>Lindquist, Charles</td>
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<td>Knauss, Robert</td>
<td>2nd Lt.</td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
<td>None</td>
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</tbody>
</table>

**Aircraft Damage**

<table>
<thead>
<tr>
<th>Damage</th>
<th>List of Damaged Parts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left wing panel</td>
<td>Rudder assembly</td>
</tr>
</tbody>
</table>

**Notes**

- Was the pilot flying on instruments at the time of accident: No
- Cleared from AAF Station 130: To AAF Station 130
- Date of clearance: 07/28/43
- Nature of accident: Left landing gear collapsed on landing roll
- The left landing gear drag link broke.
- AAF Form 50 not submitted.
DESCRIPTION OF ACCIDENT

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

The Pilot of aircraft H-12-67451 made a hard landing on the left wheel, causing the left drag link to break and collapsing the left wheel. The accident committee contributed the accident to 100% structural failure. There is no indication of a hard landing which the drag link should or could not have withstood. The drag link bolt was found to be very loose causing an extra strain on the drag link itself.

Recommend that a closer check be made on the drag link bolt as to its tightness at periodic inspections.

Theodore C. Hoffman
Lieutenant Colonel, Air Corps,
Accident Committee Officer.

George L. Beene
Major, Air Corps,
Accident Committee Officer.

WILBUR D. SHOW
Major, Air Corps,
Aircraft Accident Officer.
Aircraft number h2-97h51 was flown by me on a practice formation mission 7 August 1944. I returned to the field at approximately 2200 hours and made the usual "before landing check". The engineer checked the gear down with the crank. I made approach on Runway 10 and landed. There was a slight bounce, but no exceptionally hard landing and no crab. A few seconds after roll began, the left side of the aircraft sagged and I looked out to see the "drag link" broken and left gear partially collapsed. The brakes went out as hydraulic line was cut. I kept the aircraft on the runway by kicking the rudder until the aircraft slowed down to approximately 40 MPH when we started off the right side of the runway. The left gear then collapsed completely and a ground loop was started to the left. I throttled the right engines to increase ground and throttled the right engine to avoid the aircraft taxiing on perimeter track. The aircraft came to rest after 180° ground loop. The switches were cut and personnel evacuated. The landing flaps were put in the "up" position by the co-pilot during roll. No personnel were injured.

EARL M. MORROW,
2nd Lt., Air Corps,
Pilot.
HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Flying Control Officer
AAF Station 130
U. S. Army

9 August 1944

SUBJECT: Aircraft Accident.

TO: Aircraft Accident Officer, 457th Bombardment Group, APO 557, U. S. Army.

1. At 2204 hours 7 August 1944 B-17 #42-97451 made a crash landing at this station.

2. The duty airfield controller reported the pilot made a hard landing on the left wheel and there was a loud noise when the aircraft touched down. As the aircraft passed the tower I noticed the left landing gear was low. Half way up the runway the landing gear collapsed and the aircraft ground looped to the left leaving the runways and then came to a stop.

GEORGE P. OVERBEY,
Capt., AC,
Senior Flying Control Officer.