

517

Accident No. 45-9-3-517

Date

Checked by [Signature]

9-30-47

Analyzed by _____

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Field by [Signature]

Notes _____

1225:9-43

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

ACCIDENT No. *2 planes*
056
45-9-3-517

(1) Place *AAF Station 130, APO 557* (2) Date *3 September 1944* (3) Time *1300*
AIRCRAFT: (4) Type and model *B-17G 240* (5) A. F. No. *42-97470* (6) Station *AAF 130*
Organization: (7) *8th AF* (8) *457th* (9) *748th* (Squadron) *Y337*
(Command and Air Force) (Group)

PERSONNEL

DUITY (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)
<i>01 P</i>	SCHULTZ, CHARLES J.	P	0-817542	2nd Lt.	18	AC	8th AF	None	None
<i>04 CP</i>	WILSON, ALFRED P. JR.	CP	T-62378	F/O	17	AC	8th AF	None	None
<i>05 N</i>	HOUGHTEN, RICHARD A.	N	0-718186	2nd Lt.	18	AC	8th AF	None	None
<i>06 B</i>	MALDERMOTT, GEORGE E.	B	0-765702	2nd Lt.	18	AC	8th AF	None	None
<i>07 E</i>	DICKINSON, RICHARD L.		36460395	Sgt.	38	AC	8th AF	None	None
<i>08 RO</i>	PALLADING, JOHN R.		32385105	Sgt.	38	AC	8th AF	None	None
<i>09 WC</i>	HERFMANN, AUGUSTUS W.		32729865	Sgt.	38	AC	8th AF	None	None
<i>10 BTJ</i>	ENGLB, ROBERT J.		35722360	S/Sgt.	34	AC	8th AF	None	None
<i>11 CP</i>	CARTER, CALVIN M.		37533892	Sgt.	38	AC	8th AF	None	None

acc #1
PILOT CHARGED WITH ACCIDENT
(20) SCHULTZ CHARLES J. (21) 0-817542 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF (26) 457th (27) 748th (28) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 457th (31) 748th (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5 Dec 43 Present rating (35) Pilot (36) 5 Dec 43 Instrument rating (37) 10 Feb 1944
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)
(38) This type B-17 220:50 (42) Instrument time last 6 months 62:15
(39) This model B-17G 220:50 167:50 (43) Instrument time last 30 days 38:40
(40) Last 90 days 79:10 (44) Night time last 6 months 58:40
(41) Total 220:50 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <i>Y</i>	Left outer wing panel repairable damage, left aileron and left wing tip damaged beyond repair.
(47) Engine(s) <i>Y</i>	
(48) Propeller(s) <i>Y</i>	

(50) Weather at the time of accident *Visibility 15 - 20 miles. 8/10 - 10/10 cloud at 13000 ft. wind 280 degrees at 65 knots.*
(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 *Aerial collision. Aircraft was leading the low squadron, high group of a combat wing formation.*
(57) Cause of accident *Poor technique on pilot's part. Pilot failed to maintain briefed position in formation.*
(58) AAF Form 51, not submitted.

RESTRICTED
CLASSIFICATION CANCELLED OR CHANGED,
BY AUTHORITY OF *CG, AAF*
FEA DATE *2-13-46*

Incl. #7-

RESTRICTED

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DESCRIPTION OF ACCIDENT

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

DESCRIPTION OF ACCIDENT:

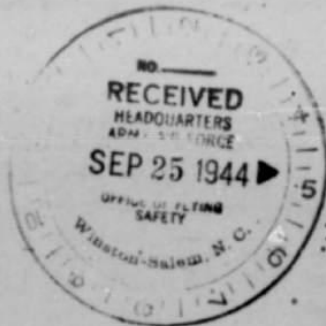
Aircraft #42-97470 was flying in the low squadron lead position in the high group and aircraft #43-37574 was leading the second flight of the low squadron, returning from a combat mission. After receiving permission from the group leader the pilot of aircraft #43-37574 moved his flight into the "Diamond" position (below and in trail of the group lead flight) and flew in that position a few minutes before the accident occurred. The low squadron leader in aircraft #42-97470 failed to maintain his briefed position in the formation, allowing his aircraft to slide to the right and directly above aircraft #43-37574. In attempting to move back to the left the low squadron leader collided with aircraft #43-37574, his left wing tip striking the dorsal fin and rudder of aircraft #43-37574.

CONCLUSION:

Responsibility for this accident is attributed 100% to personnel error. The pilot of the low squadron lead aircraft #42-97470, due to poor formation-flying technique, failed to maintain his briefed position in the formation and collided with aircraft #43-37574.

RECOMMENDATION:

That pilots be indoctrinated with the extreme importance of holding a steady position while flying in close formation.



Rod L. Francis
ROD L. FRANCIS,
Major, Air Corps,
Aircraft Accident Committee.

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

Signature *Eugene A. Pemesich, Jr.*
EUGENE A. PEMESICH, JR.,
Major, Air Corps,
Aircraft Accident Committee.

Date 11 September 1944

NA 505-51477-43/25M/13350

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ACCIDENT No. *4589. 8-517*

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

01-001
(1) Place AAF Station 130, A P O 557 (2) Date 3 September 1944 (3) Time 1300
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 43-37574 (6) Station AAF 130
Organization: (7) 8th AF (8) 457th (9) 749th
(Command and Air Force) (Group) (Squadron) *Y337*

PERSONNEL *BH*

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)
<i>01P</i>	WHITMAN, HARRY J.	P	0-761230	2nd Lt.	<i>18 01</i>	AC	8th AF	None	None
<i>04CP</i>	GILBERTSON, ALBERT O.	CP	T-62919	P/O	<i>17 94</i>	AC	8th AF	None	None
<i>05W</i>	PATRICK, HAROLD W.	W	0-718409	2nd Lt.	<i>18 01</i>	AC	8th AF	None	None
<i>06B</i>	STONER, LEONARD G.	B	0-772767	2nd Lt.	<i>18 01</i>	AC	8th AF	None	None
<i>07ENG</i>	MELLY, JOSEPH P.		11119434	T/Sgt	<i>33 20</i>	AC	8th AF	None	None
<i>08RO</i>	MUNGER, HOWARD B.		17150363	T/Sgt	<i>33</i>	AC	8th AF	None	None
<i>09BTE</i>	DAHLE, LOUIS R.		16034867	Sgt	<i>33</i>	AC	8th AF	None	None
<i>10W</i>	SCHARNHORST, WILLIAM A.		37671842	S/Sgt	<i>33</i>	AC	8th AF	None	None
<i>11T</i>	MC GRIFF, KENNETH F.		39704936	Sgt	<i>33</i>	AC	8th AF	None	None

PILOT CHANGED WITH ACCIDENT

(20) WHITMAN, HARRY J. (21) 0-761230 (22) 2nd 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) *Y337*
Original rating (33) Pilot (34) 5-12-43 Present rating (35) Pilot (36) 5-12-43 Instrument rating (37) 20-5-44
(Rating) (Date) (Rating) (Date) (Date) *K*

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 282:55 (42) Instrument time last 6 months 37:00
(39) This model B-17G 224:05 (43) Instrument time last 30 days 7:00
(40) Last 90 days 206:15 (44) Night time last 6 months 27:00
(41) Total 424:15 (45) Night time last 30 days 3:00

AIRCRAFT DAMAGE *NF*

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M</u>	Dorsal fin and rudder damaged beyond repair.
(47) Engine(s) <u>1 1 1 1 1</u>	
(48) Propeller(s) <u>1 1 1 1 1</u>	

(50) Weather at the time of accident Visibility 15 - 20 miles, 8/10 - 10/10 cloud at 13000 ft.
Wind 280 degrees at 65 knots.

(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. *Y337*

(56) Nature of accident Aerial collision. Aircraft was leading the second flight, low squadron,
high group of a combat wing formation.

(57) Cause of accident Pilot leading low squadron failed to maintain briefed position in formation,
sliding over and into the second flight leader of the low squadron.

(58) AAF Form 54 not submitted.

Incl. #8-

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DESCRIPTION OF ACCIDENT

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

DESCRIPTION OF ACCIDENT:

Aircraft No. 43-37574 was flying in the No. 4 position of the low squadron, high group, returning from a combat mission. The pilot received permission from the group leader to move his flight from its normal position into the "Diamond" (below and in trail of group lead flight) and flew in that position a few minutes before the accident occurred. The low squadron leader in A/C 42-97470 failed to maintain his briefed position in the formation, allowing his aircraft to slide to the right and directly above aircraft #43-37574. In attempting to move back to the left the low squadron leader collided with aircraft #43-37574, his left wing tip striking the dorsal fin and rudder of aircraft #43-37574.

CONCLUSION:

Responsibility for this accident is attributed 100% to personnel error. The pilot of the low squadron lead aircraft #42-97470, due to poor formation-flying technique, failed to maintain his briefed position in the formation and collided with aircraft #43-37574.

RECOMMENDATION:

That pilots be indoctrinated with the extreme importance of holding a steady position while flying in close formation.



Rod L. Francis
ROD L. FRANCIS,
Major, Air Corps,
Aircraft Accident Committee.

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

Signature

Eugene A. Peresich, Jr.
(Investigating Officer)
EUGENE A. PERESICH, JR.,
Major, Air Corps,
Aircraft Accident Committee.

Date 11 September 1944

No 505 USAPP/R-43/25M/13350

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S T A T E M E N T

I was flying as low squadron leader on the return from an operational mission. I was forced out of my position by the second element low squadron lead. Assuming he had simply over run his position, I waited until he had moved back slightly and then moved back to my former position. He then dropped down out of sight and slightly after came up suddenly under my left wing. I immediately tried to pull up and over to the right. My left wing was held down, probably by his wash, consequently his vertical stabilizer caught my wing tip as he went by.

Charles J. Schultz
CHARLES J. SCHULTZ,
2nd Lt., Air Corps.

CONFIDENTIAL

S T A T E M E N T

CONFIDENTIAL

After coming off the bomb run, I pulled back down out of the diamond and flew behind aircraft no. 42-97470, the low squadron leader for some time. As the low squadron lead seemed to be having trouble staying in formation, it was quite difficult for me to fly proper formation on him and make it at all easy for my wing men, so I called the box leader and requested permission to pull up into the diamond again and fly my element there.

He gave me permission and I pulled up in behind and below the lead. After flying there for about twenty minutes, I saw aircraft no. 42-97470 pull up off to my left and he started to skid in towards me. I violently dived the ship and he slid over the top of me, then my co-pilot again pushed the wheel forward as he saw him skidding back in again from the right. I caught another glimpse of his ship on the left and above me again, and then I pushed the wheel forward again to be sure I avoided him. He disappeared from my sight and a few seconds later I felt a jar on the rear of the ship and I dropped down still further to try and maintain control without hitting the lead ship. I flew below and to the right of the box lead until I had checked my damage, then pulled back into the diamond and continued on, after calling the box leader and telling him of my trouble, and asking him to advise aircraft no. 42-97470 to stay out away from me.

Harry J. Whitman

HARRY J. WHITMAN,
2nd Lt., Air Corps.

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S-T-A-T-E-M-E-N-T

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I was flying in the number 6 position of the high box, low squadron. Coming away from the target R for Roger or ship No. 42-97470 which had been flying No. 1 in low squadron, was flying just low enough and out of formation enough to put me in the lead box's, high squadron's prop wash. My element leader No. 43-37574 called the high box leader for permission to fly his element in the diamond. Permission was granted.

When we pulled up in position No. 42-97470 pulled out and to the left of me, No. 42-107164. We flew that position for a few moments and then he started sliding toward me. I pulled back to keep from getting hit. He continued sliding and slid over my element leader. No. 43-37574 must have caught a glimpse of him as he pushed his nose violently down. At that moment No. 42-97470 left wing drooped and hit No. 43-37574 vertical stabilizer.

Arnet L. Furr
ARNET L. FURR,
2nd Lt., Air Corps,

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HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Flying Control Officer
AAF Station 130
U. S. Army

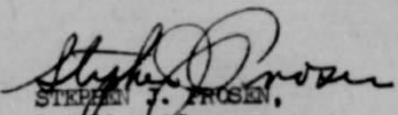
(E-O-13)

4 September 1944

SUBJECT: Aircraft Accident Report on B-17's No. 43-37574 and 42-97470.

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

This accident occurred while the aircraft were flying on an operational mission 3 September 1944. This accident was not observed by any Flying Control personnel.


STEPHEN J. PROSEN,
1st Lt., AC,
Duty Flying Control Officer.

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(GAD-33-1-457)(3-9-44)(A/C 470 - AIR ACCIDENT)



(GAD-33-2-457)(3/9/44)(A/C 470 - AIR ACCIDENT)

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