U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(Place) AAF Station 130, A. P. O. 557.
(Date) 26 August 1944
(Time) 16:00

AIRCRAFT:

Type and Model B-17G
A. F. No. 44-22153
Station AAF 130, A. P. O. 557

Organization:
Command and Air Force:
AAF 130

Personnel:

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Serial No.</th>
<th>Branch</th>
<th>Grade</th>
<th>Class</th>
<th>Air Force Command</th>
<th>Result to Personnel</th>
<th>Use of Plane</th>
</tr>
</thead>
<tbody>
<tr>
<td>P. Moland, Vernon M.</td>
<td>2nd Lt.</td>
<td>476-072</td>
<td>AC</td>
<td>1601</td>
<td></td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
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<tr>
<td>Cpl. Williams, Scott S. Jr.</td>
<td>2nd Lt.</td>
<td>471-026</td>
<td>AC</td>
<td>1601</td>
<td></td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
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<tr>
<td>Em. Evans, Robert O.</td>
<td>Sgt.</td>
<td>1641-2566</td>
<td>AC</td>
<td>184</td>
<td></td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
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<tr>
<td>M. Woodruff, Cecil D.</td>
<td>2nd Lt.</td>
<td>17151-63</td>
<td>AC</td>
<td>184</td>
<td></td>
<td>8th AF</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Pilot-Charged With Accident:

P. Moland, Vernon M.
2nd Lt.
Branch: AC

Assignments:

9th AAF
57th Bombardment Group
7th AF

Original Rating:
Pilot
7 Jan 1944

Present Rating:
Pilot
7 Jan

Instrument Rating:
28 June 1944

First Pilot Hours:

This Type: B-17
Total: 108.310 hours

Damage:

List of Damaged Parts:
Nose Section, Landing Gear, Inner Wing Panels, Flaps, Section Stoppages, No Visible Damage, Flaps, Fuselage, All Blades on all Propellers bent.

Weather at the time of accident:
Visibility 10-15 miles, Ceiling 2000 ft. 6/10 to 8/10 cloud.

Was the pilot flying on instruments at the time of accident?
No.

Was the aircraft cleared for flight?
Yes.

Kind of clearance:
Non-operational.

Nature of accident:
Landing accident. Airplane ran off end of runway, hit a large ditch.

Cause of accident:
Pilot overshot on landing approach, attempted to land on last half of pavement.
DESCRIPTION OF ACCIDENT

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

DESCRIPTION OF ACCIDENT:

1. Pilot overshot the runway on his landing approach, contacting the ground in approximately half the length of the runway. The airplane ran off the end of the runway and came to rest just after passing over a deep ditch. Brakes were used, but were not effective due to the excess speed of the airplane. Damage to the airplane occurred when it hit the ditch; the nose section, engines, landing gear and ball turret striking the opposite side of the ditch as the airplane's momentum carried it over.

CONCLUSIONS:

1. Responsibility for the accident is attributed 100% to personnel error. The Pilot exhibited poor air judgment in that he attempted to land the airplane after having overshot the runway on his landing approach. The weather was good, and there being no malfunctions of the airplane or engines he could have gone around the traffic pattern for another landing.

RECOMMENDATIONS:

1. This Pilot should be given additional instructions and practice in landing technique.

[Signatures]

Robert L. Francis
Major, Air Corps
Aircraft Accident Committee

Walter O. Smith
Major, Air Corps
Aircraft Accident Committee

[Signature]

George A. Fruehauf, Jr.
Major, Air Corps
Aircraft Accident Officer

Date: 27 August 1940
RESTRICTED STATEMENT

I was coming in for a landing at about 1620 hours on 28 August 1944. We had quite a strong cross wind from the left, so we were using about half flaps and were crabbing into the wind to keep lined up with the runway. We were making a normal approach at 120 miles per hour and leveled off when at the beginning of the runway. I kicked the crab out and lowered my left wing to keep straight. It seemed that we skipped on the runway and about a third of the way down and then floated until about half way down the runway. At that time it seemed we had plenty of runway in which to stop. All of a sudden the end of the runway came up and we realised we didn't have enough speed to take off again. We began applying brakes as soon as the wheels were on the ground but they didn't seem to do much good. The brakes however were operating all right. We ran off the end of the runway and skipped over a ditch, and came to a stop.

ENRON M. MOLAND

VERNON M. MOLAND,
2nd Lt., Air Corps,
Pilot.
SUBLJCET: Aircraft Accident Report On B-17 No. 44-6118.

TO: Operations Officer, 457th Bombardment Group (H), APO 557, U. S. Army.

1. Aircraft 118 single ship in the pattern prepared to land after being given landing Runway 34 and strong cross wind from the left.

2. The approach was normal and aircraft 118 appeared to be setting down about 300 yards from the beginning of Runway 34. The aircraft continued in this effort for several hundred yards and then prepared to go around. However, a touch down was made half way down the runway. The brakes burned to the end of the runway and the speed carried aircraft 118 over a 25 foot drainage ditch 100 yards from the end of Runway 34.

[Signature]

Seymour J. Eisenberg, 1st Lt., AC.
Duty Flying Control Officer.