

509

Accident No. 45-228-509

Date

Checked by W.M.

9-20-49

Analysed by _____

Copied for Wright
Field by _____

Notes _____

12519-43

RESTRICTED

Accident No. 44-8-28-509

**U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT**

(1) Place AAF Station 130, A P O 557. (2) Date 28 August 1944 (3) Time 1621H
 AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 44-3118 (6) Station AAF 130, A P O 557
 Organization: (7) 8th AAF (8) 457th (9) 748th
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DEPT (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)
P	NOLAND, VERNON E.	P	0-761072	2nd Lt.	18 01	AC	8th AF	None	None
CP	MILLIS, SCOTT S. JR.	P	0-771098	2nd Lt.	18 01	AC	8th AF	None	None
ENG	EVANS, Robert G.		36642866	Sgt.	BB 10	AC	8th AF	None	None
BO	Woodruff, Cecil D.		37151643	S/Sgt.	BB 10	AC	8th AF	None	None

RECORDED - WORK LOGS

(20) NOLAND VERNON E. (21) 0-761072 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th AAF (26) 457th (27) 748th (28) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th AAF (30) 457th (31) 748th (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 7 Jan 44 (35) Pilot (36) 7 Jan 44 (37) 18 June 1944
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type B-17 108:30 (42) Instrument time last 6 months 23:45
 (39) This model B-17G 60:15 (43) Instrument time last 30 days 0:00
 (40) Last 90 days 95:35 (44) Night time last 6 months 43:55
 (41) Total 108:30 (45) Night time last 30 days 5:45

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>H</u>	<u>Nose Section, Landing Gear, Inner Wing Panels, Ball</u>
(47) Engine(s) <u>0 4 4 4 4</u>	<u>Sudden Stoppage, No Visible Damage. Turret, Fuselage</u>
(48) Propeller(s) <u>0 4 4 4 4</u>	<u>All blades on all Propellers bent.</u>

(49) Weather at the time of accident Visibility 10 - 15 miles. Ceiling 2000 ft. 6/10 to 8/10 cloud.
Wind West at 26 m.p.h.

(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 Non-operational

(55) Pilot's mission Practice
 (56) Nature of accident Landing accident. Airplane ran off end of runway, hit a large ditch.

(57) Cause of accident Pilot overbent on landing approach, attempted to land on last half of runway.

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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:

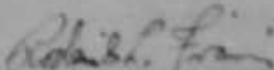
1. Pilot overshot the runway on his landing approach, contacting the ground in approximately half the length of the runway. The airplane ran off the end of the runway and came to rest just after passing over a deep ditch. Brakes were used, but were not effective due to the excess speed of the airplane. 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.

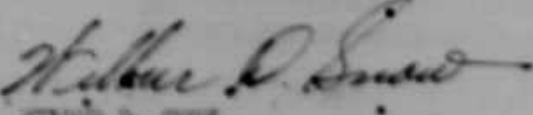
CONCLUSIONS:


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.


RODRICK L. FRANCIS,
Major, Air Corps,
Aircraft Accident Committee.


HUBERT D. SNOW,
Major, Air Corps,
Aircraft Accident Committee.


EUGENE A. FOSSICK, JR.,
Major, Air Corps,
Aircraft Accident Officer.

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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 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 realized 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.

Vernon M. Moland

VERNON M. MOLAND,
2nd Lt., Air Corps,
Pilot.

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

(E-P-13)


29 August 1944

SUBJECT: 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.


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

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(C-40-31-3-457K.28-8-44XAK.118-ACC.MONT)



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