

Accident No. 44-12-4-514

Date

Checked by

Analyzed by

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Field by

Notes

122519-43

Accident No.

Pilot's Name

Fletcher, William H.

06 Nature Group Landing

38 Specific Nature Fall

82 Underlying Nature Careless operation

70 % 09 Cause Group aircraft

Supervisory

37 Specific Cause Instructor  
check pilot

39 Underlying Cause Carelessness

30% 02 Cause Group Technique

18 Specific Cause Lack of experience  
due to recent inactivity

06 Underlying Cause no experience in this phase

Overcontrolling

**PILOT CHARGED WITH ACCIDENT**

(20) Fletcher, William H. (21) 278998 (22) 1st Lt (23) O-1 (24) AAF  
 (last Name) (First name) (Mid. Init.) (Ser. No.) (Rank) (Per. Class) (Branch)

ASS. (25) 871 F (26) 100 BH (27) 351 BH (28) Sta. 139 2904  
 (Com. & Air Force) (Group) (Squadron) (Station)

ATT. For Flying (29) S (30) air (31) air (32) 2904  
 (Com. & Air Force) (Group) (Squadron) (station)

Orig. rating (33) Pilot (34)  Present rating (35) Pilot (36)  Instr. rating (37)   
 (Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS: (At the time of this accident)**

(38) This type	<u>                    </u>	(42) Instr. time last 6 months	<u>                    </u>
(39) This model	<u>                    </u>	(43) Instr. time last 30 days	<u>                    </u>
(40) Last 90 days	<u>                    </u>	(44) Night time last 6 months	<u>                    </u>
(41) Total	<u>076.20</u>	(45) Night time last 30 days	<u>                    </u>

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

(1) Place: Station # 139 (2) Date: 4 December, 1943 (3) Time: 1455  
 AIRCRAFT: (4) Type and model: B-170 (5) A. F. No.: 781 (6) Station: # 139  
 Organization: (7) 8th AF (8) 100th (9) 350th  
(Command and Air Force) (Group) (Squadron)  
84F PERSONNEL 25 BT

(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)
09	TABEJIAN, MARTIN (NMI)	P	0-748783	2nd Lt.	0-1	AUS	8 A.F.	Seriously	No
50	FLETCHER, WILLIAM H.	P	0-788998	1st Lt.	0-1	AUS	8 A.F.	Minor	No
51	EPSTEIN, BENNIE	B	0-782465	2nd Lt.	0-1	AUS	8 A.F.	Minor	No
65	HARTMAN, FLOYD P.	B	0-808050	2nd Lt.	25 G	AUS	8 A.F.	Moderately Serious	No
68	DUTKA, JOHN (NMI)	P	0-761580	2nd Lt.	25-01	AUS	8 A.F.	Minor	No
69	WHITTON, JAMES H.	A	34121804	T/Sgt.	20		8 A.F.	Minor	No
70	REID, GEORGE A.	B	13104047	T/Sgt.	20		8 A.F.	Minor	No
71	DOUGLAS, FLOYD O.	B	32383808	T/Sgt.	20		8 A.F.	Minor	No
72	LONGWORTH, ROBERT D.	B	19176975	T/Sgt.	20		8 A.F.	Minor	No

**PILOT CHARGED WITH ACCIDENT**

(20) TABEJIAN, MARTIN (NMI) (21) 0-748783 (22) 2nd Lt. (23) 0-1 (24) AUS  
(Last name) (First name) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 8th AF (26) 100th (27) 350th (28) Station # 139  
(Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 84F (30) 100th (31) 350th (32) 2904  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 5-30-43 Present rating (35) P (36) 5-30-43 Instrument rating (37) 5-30-43  
(Rating) (Date) (Rating) (Date) (Date)

**First Pilot Hours:**

(at the time of this accident)  
 (38) This type: 300 hrs. (42) Instrument time last 6 months: \_\_\_\_\_  
 (39) This model: \_\_\_\_\_ (43) Instrument time last 30 days: \_\_\_\_\_  
 (40) Last 90 days: 138.10 (44) Night time last 6 months: \_\_\_\_\_  
 (41) Total: 438.10 (45) Night time last 30 days: \_\_\_\_\_

**AIRCRAFT DAMAGE**

(46) Aircraft: 5  
 (47) Engine(s): 5  
 (48) Propeller(s): 5  
 (49) Weather at the time of accident: CAVU  
 (51) Was the pilot flying on instruments at the time of accident: No.  
 (52) Cleared from: Station # 139 (53) To: Local (54) Kind of clearance: Contact  
 (55) Pilot's mission: Local Navigation and Procedure Check.  
 (56) Nature of accident: Crash on landing.  
 (57) Cause of incident: Pilot error.

DESCRIPTION OF ACCIDENT

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

The plane approached for landing on runway one zero to the east. At time of crash the wind was from the east at a velocity of five to ten miles per hour. The approach was made a slow power off glide. In the process of leveling off, the right wing stalled, hitting the ground at the same time the right wheel and tail wheel hit. The instructor pilot immediately advanced the throttles and pulled plane off the ground. When the plane reached about fifty feet altitude, it stalled to the left and crashed in on the left wing. The crash resulted in the complete destruction of the plane.

The crash was caused by error in technique of the pilot in gliding in too slow and error in technique of the instructor pilot in taking off again after plane had been damaged.

This was the pilot's initial flight in the U. K. and his first in two months. Also, the check pilot, an experienced combat pilot, was acting as check pilot for the first time.

John B. Kidd

JOHN B. KIDD,  
Lt. Col., Air Corps.

John M. Bennett

JOHN M. BENNETT,  
Major, Air Corps.

Ollen Turner

OLLEN TURNER,  
Major, Air Corps.

Signature \_\_\_\_\_

Date \_\_\_\_\_

SUBJECT: Aircraft accident of 6 December, 1945 involving one B-17 of Station 139.

TO: 1. Chairman Aircraft Accident Committee, Station 139, APO 834  
1. Synopsis of Accident

At 1456 hours B-17 number 839791 B crashed on landing. The aircraft approached the runway in use number 10, at a very high altitude. It suddenly started to lose altitude very rapidly and seemed to stall just before the wheels touched down. The right wing dipped and struck the runway, bending the right wing very pronouncedly upwards. The aircraft then settled on its wheels and pilot seemed to have controlled. The pilot apparently opened throttles and attempted to take off again. Aircraft left the ground again and flew straight ahead to an altitude of approximately 100 feet, when suddenly it swerved sharply to the left. The right wing began to drop causing the plane to turn to the right sharply where it crashed just after runway 10 again.

Aircraft was properly cleared for the take off and do a local check flight and also had proper A/T permission for take off and landing.

Respectfully Submitted

*James R. Fourn*  
JAMES R. FOURN  
Sgt Lt., A.C., A.U.S.  
Duty Control Officer

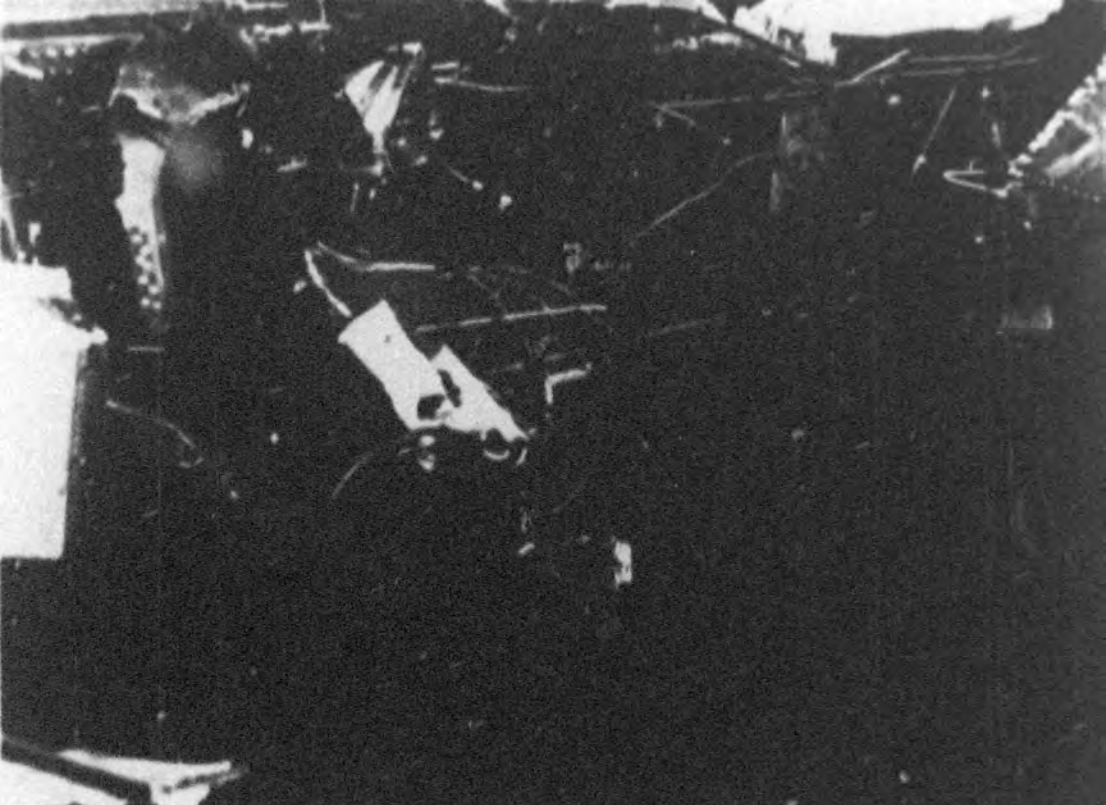


(6AD-197100)(4-12-43)(AK 239791-350-8176)(CRASH)

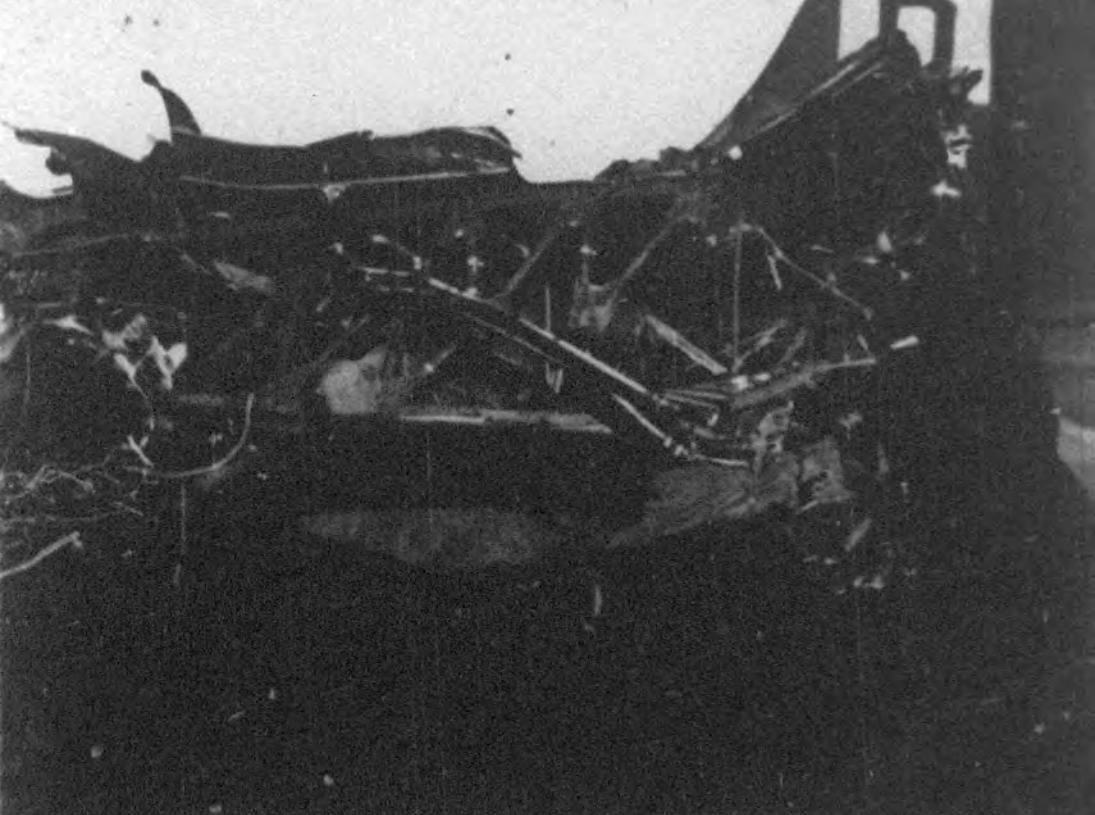


(GAD-10-4-100)(4-12-43)(A/C 239791-350-B176)(CRASH)

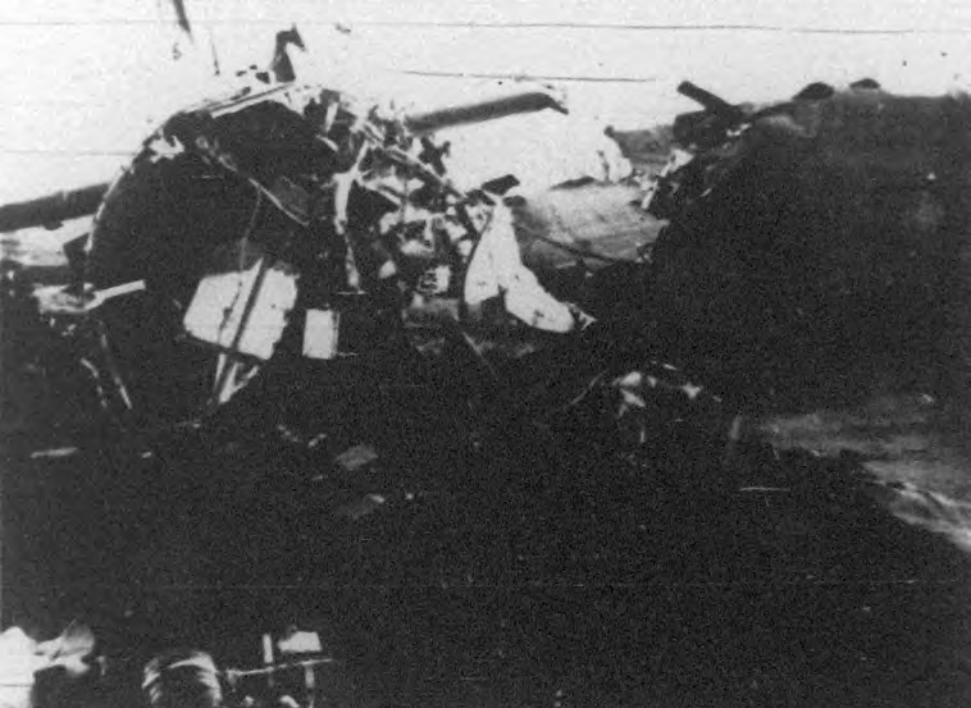




(6AD-10-3-100)(4-12-43)(AJC 239791-350-8176)(CRASH)



(6AD-10-7-100)(4-12-43)(A/C 23979/350-B176)(CRASH)



(6AD.10.8.100)(4.12.43)XAJC 239791.350.8176)(CRASH)