

Accident No. 44-1-26-508

Date

Checked by [Signature] 2-28-44

Analysed by [Signature] 2-29-44

Copied for Wright
Field by [Signature]

Notes

~~[Redacted Notes]~~

122519-10

Accident No.

Pilot's Name

Massol

- 06 Nature Group Landing
- 38 Specific Nature Stall
- 86 Underlying Nature Release of throttle
- 70 % 02 Cause Group 4 elevators
- 27 Specific Cause Technique
- 06 Underlying Cause Momentary loss of proficiency
- 30% 23 Cause Group Aircraft
- 67 Specific Cause Main landing-gear
- 32 Underlying Cause Materic failure due to overstressing at time of accident

BY AUTHORITY OF Le Sueur
BY Le Sueur DATE 13 June 47
U.S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Station 139 (2) Date 26 January 1944 (3) Time 1009
AIRCRAFT: (4) Type and model B 17-F (5) A. F. No. 42-3271 (6) Station 139
Organization: (7) Eighth (8) 100th (9) BH (10) 351st (11) BH

PERSONNEL

TYPE	NAME (Last name first)	RATING	SERIAL NO.	TYPE	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	EXPOSED TO PERSONNEL	DEGREE OF INJURY
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01 P	Massol, John F.	P	0-745842	2nd Lt.	01	AC	8th	No Injury	No
04 CP	Granger, Harold D.	P	0-687584	2nd Lt.	01	AC	8th	No Injury	No
65 N	King, Edward C. Jr.	N	0-685641	2nd Lt.	01	AC	8th	No Injury	No
61 E	Stern, Edwin A. Jr.	E	0-673830	2nd Lt.	01	AC	8th	No Injury	No
62 E	Westley, William T.	E	32107949	T/Sgt.	20	AC	8th	No Injury	No
63 BT	Williams, Winfred C.	T	11101301	S/Sgt.	20	AC	8th	No Injury	No
64 BO	Spangler, ASA J.	BO	15354232	T/Sgt.	20	AC	8th	No Injury	No
65 LWJ	McCartney, Oliver E.	G	35347202	S/Sgt.	20	AC	8th	No Injury	No
64 TG	GARNON, Newman E.	G	34703173	S/Sgt.	20	AC	8th	No Injury	No
64 BTG	Renouau, William L.	G	34036293	Sgt.	20	AC	8th	No Injury	No

PILOT CHARGED WITH ACCIDENT

(20) Massol, John F. (21) 0-745842 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) Eighth (26) 100th BH (27) 351st BH (28) 139
(Command and Air Force) (Group) (Station) (Station)
Attached for flying (29) Eighth (30) 100 BH (31) 351 BH (32) 139
(Command and Air Force) (Group) (Station) (Station)
Original rating (33) Pilot (34) 5/20/43 Present rating (35) Pilot (36) 5-26-43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	<u>500</u>	(42) Instrument time last 6 months	<u>20</u>
(39) This model	<u>50</u>	(43) Instrument time last 30 days	<u>0</u>
(40) Last 90 days	<u>50</u>	(44) Night time last 6 months	<u>20</u>
(41) Total	<u>500</u>	(45) Night time last 30 days	<u>0</u>

AIRCRAFT DAMAGE NF

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	<u>Left Landing Gear, Left Wing Panel, Ball Turret, #1 and #2 Sudden stoppage, #1 and #2 Propellers Damaged.</u>
(47) Engine(s) <u>2 1/4</u>	
(48) Propeller(s) <u>2 1/4</u>	

(49) Weather at the time of accident Ceiling and Visibility unlimited.
(50) Was the pilot flying on instruments at the time of accident No.
(51) Cleared from Station 139 (52) To Station 139 (53) Kind of clearance Contact.
(54) Pilot's mission To salvo delayed action bombs.

(55) Cause of accident
1. Pilot underestimated stalling speed of heavy ship.
2. Left main retracting screw failed.
(56) Nature of accident Aircraft stalled on final approach.

CLASSIFICATION CANCELLED OR CHANGED
"RESTRICTED"
BY AUTHORITY OF Le Sueur
DATE 13 June 47

(57) Para 5f, not submitted.

~~CONFIDENTIAL~~

DESCRIPTION OF ACCIDENT

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

Ship No. 42-3271 made a normal approach for landing on runway 28. The pilot leveled out too high and the plane lost flying speed before it could settle in to landing position. As a result it mushed in striking the runway left wheel first. Upon contact with the ground the left retracting screw broke causing left gear to collapse. The pilot applied #1 and #2 throttles in an effort to keep plane straight, but in spite of this action the plane swerved off runway coming to rest on the dirt.

This accident resulted in damage to #1 and #2 propellers, left outer wing panel, ball turret and sudden stoppage to #1 and #2 engines.

It is impossible to determine whether the prime cause of this accident was because of the landing or mechanical failure, or a combination of the two.

John B. Kidd
JOHN B. KIDD,
Lt. Col., Air Corps,
Operations Officer.

Oliver Turner
OLIVER TURNER,
Major, Air Corps,

John M. Bennett
JOHN M. BENNETT,
Major, Air Corps.

Signature _____
(Investigating Officer)

~~CONFIDENTIAL~~

Date _____

~~CONFIDENTIAL~~

FLYING CONTROL: STATION 139
APO 634

27 January 1944

SUBJECT: AIRCRAFT ACCIDENT OF JANUARY 26, 1944 INVOLVING ONE B-17 OF STATION 139.

TO : Chairman Accident Report Committee of Station 139 APO 634

Synopsis of Accident

1. On Wednesday morning, 26 January 1944 at 0839 hours 2nd Lt. JOHN F. MASSOL in B-17 #42-3271L took off after being properly cleared by Operations and Flying Control. This flight was out over the Wash to drop delayed action fused bombs. A/C belonged to the 350th Bomb Sq.

2. At 1003 hours 26 January 1944 Lt. MASSOL called in for landing instructions. He was given permission to land on runway #28 immediately.

3. At 1009 hours 42-3271L touched down on runway #28. The left landing gear seemed to fold under the moment it touched the runway. The ship slid off the runway and came to rest at about 100 yds of the left and about 500 yds down from the beginning of runway #28. The crash tenders, fire tenders, and ambulance were immediately dispatched.

4. None of the crew were injured. Aircraft did not catch on fire. All four propellers and the landing gear were ruined. Other damaged to the aircraft were very slight.

Respectfully Submitted:

George A. Johnson
GEORGE A. JOHNSON, *by James J. Brown*
Captain, Air Corps, *and Sr. Flying Control Officer*
Sr. Flying Control Officer.

RECEIVED
FLYING CONTROL
668

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

456TH SUB-DEPOT
OFFICE OF THE ENGINEERING OFFICER
STATION 139

27 January, 1944.

SUBJECT : Inspection of Landing Gear on B17F - 42-3271.
TO : Station Operations Officer, AAF Station 139.

1. Inspection of the left hand main landing gear on the above number ship discloses that the retracting screw, part No. 3-15118, broke at the lower limit switch upon landing, resulting in the collapsing of the left hand main landing gear.

Raymond J. Mead
RAYMOND J. MEAD
Captain, Air Corps
Engineering Officer.

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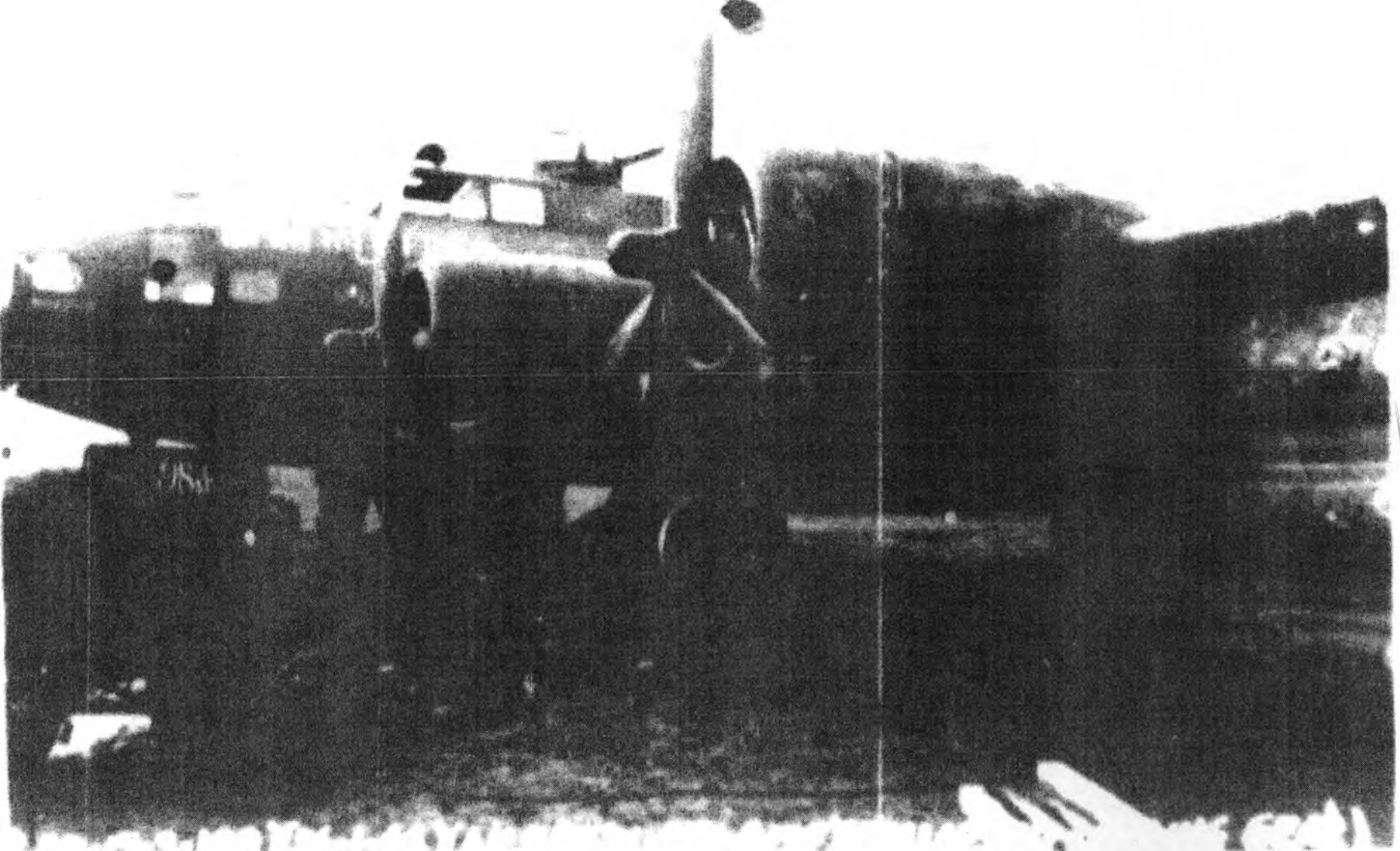
23271

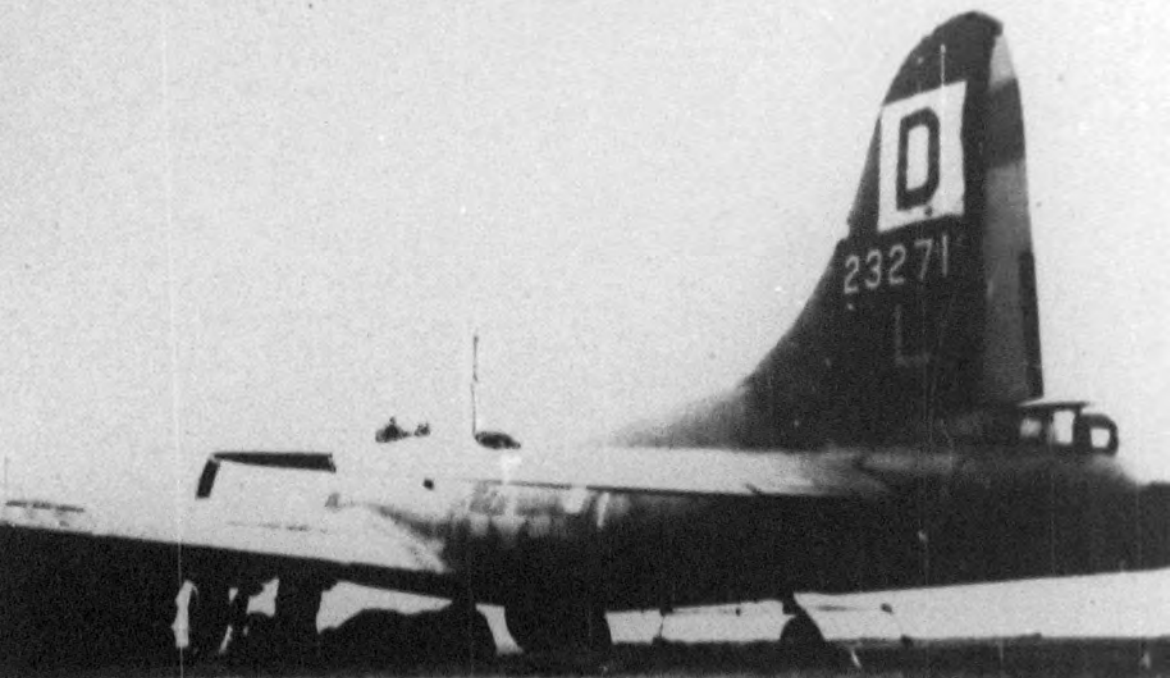
(GAD) - 17 - 1 - 100 X 25 - 100 YAC 23271 - 357 - 8 mm Monopod
LANOIT 1971



CAB-17-2-100

GEAR

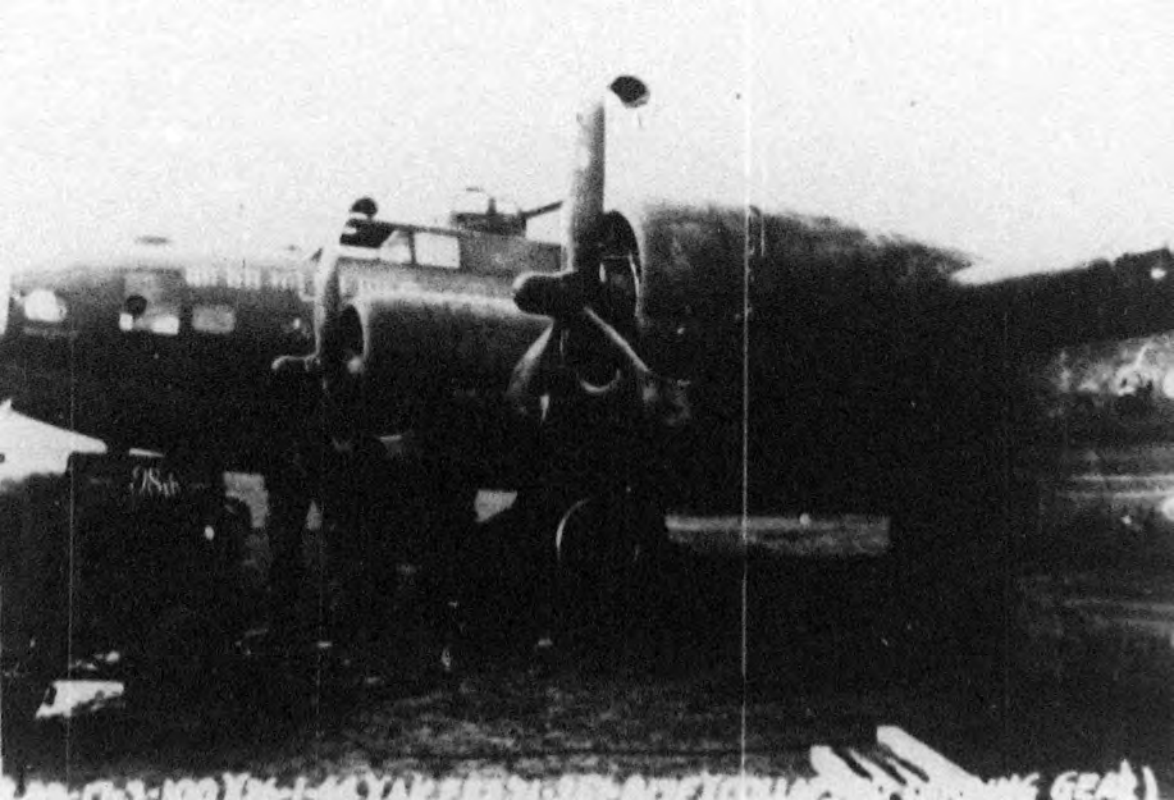




(GAD) · 17 · 1 · 100X20 · 1 · 16 · YAK 23271 · 351 · 877 · Kconesed



6AD-17-2-100K26-1-40KAC-23271-561-817P



AP-31-100 (1-1-46) (AIRCRAFT WITH NEW (OR OLD) GEAR)