

Accident No. 44-9-6-503

Date

Checked by: Ket 10-5-43

Analyzed by: MMK 10-6-42

Copied for Wright
Field by _____

Notes _____

125:203

Accident No. 44-1-6-3

Pilot's Name ELTON A.M.

1 Nature Group Landing

34 Specific Nature Wheels

23 Underlying Nature Faulty switch

100 % 23 Cause Group Aircraft

67 Specific Cause Main landing gear

74 Underlying Cause undetermined

Cause Group

Specific Cause

Underlying Cause

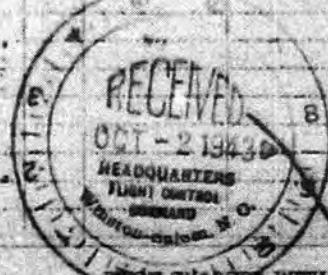
Pilot → A.M. ELTON

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

44-96-303
162

(1) Place Thorpe Abbots (2) Date September 8, 1943 (3) Time 1235
AIRCRAFT (4) Type and model C-117 (5) S/N 42-5233 (6) Station 139
Organization: (7) Eighth-Eighth (8) 100th (9) 418th
(Command and Air Force) (Group) (Squadron)

DEPT	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	TYPE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	Elton, A.M.	P	0-393635	Capt.	01	A.C.	8th	None	None
04	Flannigan, J.J.	SP	0-797503	2nd Lt.	01	A.C.	8th	None	None
62	Van Gemert, J.A.	S	7081353	W/Sgt	20	A.C.	5th	None	None
62	Dunsdon, B.E.	PE	0-801841	2nd Lt.	21	A.C.	8th	None	None



PERSONNEL CHARGED WITH ACCIDENT

(20) Elton Albert (21) 0-393635 (22) Capt. (23) 20-1 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) Eighth Eighth (26) 100th (27) 418th (28) 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) Eighth Eighth (30) 100th (31) 418th (32) 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) Oct 4 40 Present rating (35) P (36) 10-4-40 Instrument rating (37) April 43
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)
(38) This type 500hrs (42) Instrument time last 6 months 30
(39) This model 425 (43) Instrument time last 30 days 3
(40) Last 90 days 130 (44) Night time last 6 months 50
(41) Total 1850 (45) Night time last 30 days 2

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	Usual - Belly Landing
(48) Propeller(s)	(aircraft reclaimed by 98th Service Squadron)

(49) Weather at the time of accident Overcast 2000 ft., intermittent light rain
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station 139 (53) To Station 139 (54) Kind of clearance Local C
(55) Pilot's mission Slow Time (engineering test flight)
(56) Nature of accident Belly Landing
(57) Cause of accident A new retracting motor had been installed.
The right wheel was inoperative by motor when tried.
The hand crank would not move.

DESCRIPTION OF ACCIDENT

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

I took off at 1833, September 6, 1943 to slow time a new engine (No.3). The others aboard were (1) Pilot and Co-Pilot of a replacement crew. (2) Our squadron line chief (engineering).

At 1925 I attempted to contact the tower for landing instructions and found my radio out. I then attempted to get visual (green light) by flying over the field gear down. The right gear would not extend either electrically or manually. As darkness was approaching I knew that I had to set it down shortly, regardless of the full gas load (approximately 1800 Gls.) I fired a red-red flare on those dry run approaches and dropped a note to the man on the tower. When I was sure that all on the ground was ready, ambulances, fire-truck, and men in asbestos suits, I landed the ship on the grass paralleling our E-W runway. Nothing unusual happened.

ALBERT W. ELTON,
Capt., Air Corps,
Sqdn. Operations Officer.

A report from the Squadron engineering officer stated that the upper limit switch failed to operate causing the motor to burn out, and the clutch to freeze. This prevented the gear from being lowered by the hand crank. No responsibility can be placed upon the crew due to the mechanical nature of the failure. I witnessed the landing which was excellent.

John E. Kidd
JOHN E. KIDD,
Major, Air Corps,
Operations Officer,
Investigating Officer

SIGNATURE _____
(Investigating Officer)

REPORT OF ACCIDENT

(1) Place **Thorp, Abbots** (2) Date **September 8, 1942** (3) Time **1055**
 AIRCRAFT: (4) Type and model **B-17** **42-5263** (5) Station **159**
 Organization: (7) **Eighth Eighth** **100th** (8) **418th**
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DATE	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	TYPE OF PERMIT
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	Elton, A.M.	P	0-388885	Capt.	2C-1	A.C.	8th	None	None
	Flammigan, J.J.	CP	0-797208	End Lt.	2C-1	A.C.	8th	None	None
	Van Gonsert, G.A.	E	708188	2/Lt.	2C-1	A.C.	8th	None	None
	Dumodon, B.E.	CP	0-801841	End Lt.	2C-1Lt.	A.C.	8th	None	None



(20) **Elton Albert** (21) **0-388885** (22) **Capt.** (23) **2C-1** (24) **A.C.**
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) **Eighth Eighth** (26) **100th** (27) **418th** (28) **159**
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) **Eighth Eighth** (30) **100th** (31) **418th** (32) **159**
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) **P** (34) **Oct 6, 40** Present rating (35) **P** (36) **10-4-40** Instrument rating (37) **April 43**
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
 (38) This type **800hrs** (42) Instrument time last 6 months **30**
 (39) This model **488** (43) Instrument time last 30 days **8**
 (40) Last 90 days **150** (44) Night time last 6 months **30**
 (41) Total **1650** (45) Night time last 30 days **1**

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	Usual - Belly Landing (Aircraft reclaimed by 88th Service Squadron.)
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident **Overcast 2000 ft., intermittent light rain**
 (51) Was the pilot flying on instruments at the time of accident **No**
 (52) Cleared from **station 159** (53) To **station 159** (54) Kind of clearance **Local**
 (55) Pilot's mission **Slow Time (engineering test flight.)**
 (56) Nature of accident **Belly Landing**
 (57) Cause of accident **A new retracting motor had been installed.
 The flight wheel was inoperative by motor when tried.
 The main crank would not move.**

DESCRIPTION OF ACCIDENT

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

I took off at 1855, September 8, 1943 to slow time a new engine (No. 3). The others aboard were (1) Pilot and Co-Pilot of a replacement crew. (2) Our squadron line chief (engineering).

At 1925 I attempted to contact the tower for landing instructions and found my radio out. I then attempted to get visual (green light) by flying over the field gear down. The right gear would not extend either electrically or manually. As darkness was approaching I knew that I had to get it down shortly, regardless of the full gas load (approximately 1800 lbs.) I fired a red-red flare on three dry run approaches and dropped a note to the man on the tower. When I was sure that all on the ground was ready, ambulances, fire-truck, and men in asbestos suits, I landed the ship on the grass paralleling our E-W runway. Nothing unusual happened.

ALBERT M. ELTON,
Capt., Air Corps,
Squad. Operations Officer.

A report from the Squadron engineering officer stated that the upper limit switch failed to operate causing the motor to burn out, and the clutch to freeze. This prevented the gear from being lowered by the hand crank. No responsibility can be placed upon the crew due to the mechanical nature of the failure. I witnessed the landing which was excellent.

John B. Kidd
JOHN B. KIDD,
Major, Air Corps,
Operations Officer.
Investigating Officer

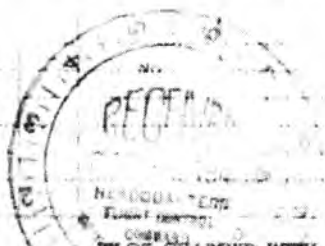
Investigating Officer

REPORT OF ACCIDENT

1. Place: **Thorpe Abbots** 2. Date: **September 8, 1945** (3) Time: **1226**
 3. Type and model: **B-17** 4. Serial: **42-5865** (5) Station: **139**
 6. Organization: (7) **Eighth-Eighth** 8. Group: **100th** (9) **418th**
 (Command and Air Force) (Squadron)

PERSONNEL

(10)	(11) NAME (Last name first)	(12) RATING	(13) SERIAL NO.	(14) RANK	(15) PERSONNEL CLASS	(16) BRANCH	(17) AIR FORCE OR COMMAND	(18) RESULT TO PERSONNEL	(19) THE PARACHUTE
	Elton, A.M.	P	O-388685	Capt.	2C-1	A.C.	8th	None	None
	Flannigan, J.J.	CP	O-797808	2nd Lt.	2C-1	A.C.	8th	None	None
	Van Gemert, G.A.	E	7081585	M/Sgt	2E-1	A.C.	8th	None	None
	Dunadon, B.E.	CP	O-801841	2nd Lt.	2C-3Lt.	A.C.	8th	None	None



PILOT CHANGED WITH ACCIDENT

20. **Elton Albert** (Last name) (First name) (Middle Initial) (21) **O-388685** (Serial number) (22) **Capt.** (Rank) (23) **2C-1** (Personnel class) (24) **A.C.** (Branch)
 Assigned (25) **Eighth Eighth** (Command and Air Force) (26) **100th** (Group) (27) **418th** (Squadron) (28) **139** (Station)
 Attached for flying (29) **Eighth Eighth** (Command and Air Force) (30) **100th** (Group) (31) **418th** (Squadron) (32) **139** (Station)
 Original rating (33) **P** (Rating) (34) **Oct 4, 40** (Date) Present rating (35) **P** (Rating) (36) **10-4-40** (Date) Instrument rating (37) **April 45** (Date)

Pilot's Flight Hours:

(at the time of this accident)

(38) This type: **500hrs** (39) This model: **425** (40) Last 90 days: **150** (41) Total: **1650**
 (42) Instrument time last 6 months: **30**
 (43) Instrument time last 30 days: **5**
 (44) Night time last 6 months: **00**
 (45) Night time last 30 days: **2**

AIRCRAFT DAMAGE

(46) DAMAGE	(48) LIST OF DAMAGED PARTS
(46) Aircraft	Usual - Belly Landing (Aircraft reclaimed by 98th Service Squadron.)
(47) Engine(s)	
(48) Propeller(s)	

50. Weather at the time of accident: **Overcast 2000 ft., intermittent light rain**

51. Was the pilot flying on instruments at the time of accident: **No**
 52. Cleared from: **Station 139** (53) To: **Station 139** (54) Kind of clearance: **Local**

55. Pilot's mission: **Slow Time (engineering test flight.)**56. Nature of accident: **Belly Landing**57. Cause of accident: **A new retracting motor had been installed.****The right wheel was inoperative by motor when tried.****The hand crank would not move.**

I took off at 1833, September 6, 1943 to slow time a new engine (No.5). The others aboard were (1) Pilot and Co-Pilot of a replacement crew. (2) Our squadron line chief (engineering).

At 1925 I attempted to contact the tower for landing instructions and found my radio out. I then attempted to get visual (green light) by flying over the field gear down. The right gear would not extend either electrically or manually. As darkness was approaching I knew that I had to get it down shortly, regardless of the full gas load (approximately 1600 Gls.) I fired a red-red flare on these dry run approaches and dropped a note to the man on the tower. When I was sure that all on the ground was ready, ambulances, fire-truck, and men in asbestos suits, I landed the ship on the grass paralleling our E-W runway. Nothing unusual happened.

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Capt., Air Corps,
Squad. Operations Officer.

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John B. Kidd
JOHN B. KIDD,
Major, Air Corps,
Operations Officer,
Investigating Officer

HEADQUARTERS
STATION #139
APO #634

E - A - 9

September 11, 1943

SUBJECT: Aircraft Accident.

TO: Commanding General, United States Army Air Forces,
Washington, D.C.

1. Enclosed is a report of aircraft accident, involving a P-17F
42-5923, at this station September 8, 1943.

J. S. RICE

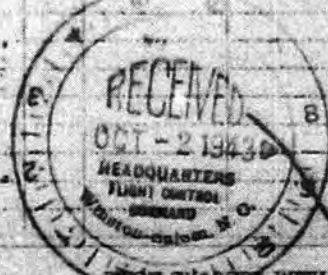
JOHN S. RICE,
Major, Air Corps,
Operations Officer.

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

44-9-6-303
162

(1) Place Thorpe Abbots (2) Date September 8, 1943 (3) Time 1235
AIRCRAFT (4) Type and model C-117 (5) S/N 42-5233 (6) Station 139
Organization: (7) Eighth-Eighth (8) 100th (9) 418th
(Command and Air Force) (Group) (Squadron)

DEPT	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	TYPE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	Elton, A.M.	P	0-393635	Capt.	01	A.C.	8th	None	None
04	Flannigan, J.J.	SP	0-797503	2nd Lt.	01	A.C.	8th	None	None
62	Van Gemert, J.A.	S	7081353	W/Sgt	20	A.C.	5th	None	None
62	Dunsdon, B.E.	PE	0-801841	2nd Lt.	21	A.C.	8th	None	None



PERSONNEL CHANGED WITH ACCIDENT
(20) Elton Albert (21) 0-393635 (22) Capt. (23) 20-1 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) Eighth Eighth (26) 100th (27) 418th (28) 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) Eighth Eighth (30) 100th (31) 418th (32) 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) Oct 4 40 Present rating (35) P (36) 10-4-40 Instrument rating (37) April 43
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)
(38) This type 500hrs (42) Instrument time last 6 months 30
(39) This model 425 (43) Instrument time last 30 days 3
(40) Last 90 days 130 (44) Night time last 6 months 50
(41) Total 1850 (45) Night time last 30 days 2

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	Usual - Belly Landing
(48) Propeller(s)	(aircraft reclaimed by 98th Service Squadron)

(49) Weather at the time of accident Overcast 2000 ft., intermittent light rain
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station 139 (53) To Station 139 (54) Kind of clearance Local C
(55) Pilot's mission Slow Time (engineering test flight)
(56) Nature of accident Belly Landing
(57) Cause of accident A new retracting motor had been installed.
The right wheel was inoperative by motor when tried.
The hand crank would not move.