

Accident No. 44-11-26-509

D.t.

Checked by Net 1-7-44

Analyzed by [Signature] 1-7-44

Copied for Wright
Filed by _____

Notes _____

122519-43

Accident No.

44-11-26-509

Pilot's Name

Valesh Frank E

Nature Group

Take off

Specific Nature

Ground looped

Underlying Nature

Excess of rudder
and brake

Cause Group

Technical

Specific Cause

Momentary lack

Underlying Cause

Proficiency
Pilot controlled

Cause Group

Specific Cause

Underlying Cause

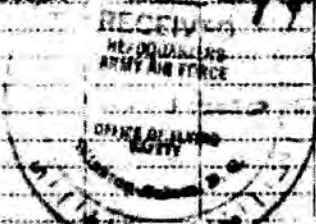
WAR DEPARTMENT
U. S. ARMY **RESTRICTED**
REPORT OF AIRCRAFT ACCIDENT

178
4

(1) Place Station #139 (2) Date November 26, 1943 (3) Time 1633
 AIRCRAFT: (4) Type and model E-17G (5) A. F. No. 42-80351 (6) Station #139
 Organization: (7) Eighth Air Force (8) 100th (9) 351st
 (Command and Air Force) (Group) (Squadron)

- PERSONNEL 1158-351st AF

IDENT	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	EMPLY TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
001	Valesh, Frank E.	Pilot	0-742914	2nd Lt.	ORC	Air Corps	8th AF	None	No
001	Plack, Russell J.	AF	0-798996	2nd Lt.	ORC	Air Corps	8th AF	None	No
001	Campbell, Andrew T.	P	0-673771	2nd Lt.	ORC	Air Corps	8th AF	None	No
	Cooke, Mary J.	-	Civilian	-	-	Red Cross	-	Minor	No
	Yeager, June	-	Civilian	-	-	Red Cross	-	Minor	No



PILOT CHARGED WITH ACCIDENT
 (20) Valesh Frank E. (21) 0-742914 (22) 2nd Lt. (23) ORC (24) A. C.
 (Last name) (First name) (Middle initial) (Personnel class) (Branch)
 Assigned (25) Eighth Air Force (26) 100th (27) 351st (28) #139 (29) Z 904
 (Command and Air Force) (Group) (Squadron) (Station) (Location)
 Attached for flying (30) Eighth Bomb, Eighth (31) 100th (32) 351st (33) #139 (34) Z 904
 (Command and Air Force) (Group) (Squadron) (Station) (Location)
 Original rating (35) Pilot (36) 4-12-43 Present rating (37) Pilot (38) 4-12-43 Instrument rating (39) Supt. 2, 1943
 (Rank) (Date) (Rank) (Date) (Date)

PILOT'S PILOT HOURS:
 (at the time of this accident)
 (40) This type 347 (41) Instrument time last 6 months _____
 (42) This model _____ (42) Instrument time last 30 days _____
 (43) Last 90 days 108 (43) Night time last 6 months _____
 (44) Total 802 (44) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(45) LIST OF DAMAGED PARTS
(46) Aircraft <u>S</u>	Salvage of entire airplane
(47) Engine(s) <u>S S S S S</u>	
(48) Propeller(s) <u>S S S S S</u>	

(50) Weather at the time of accident IRRESISTANT
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Local (53) To 21-29 (54) Kind of clearance Local
 (55) Pilot's mission Slow Time
 (56) Nature of accident AIRCRAFT SWERVED TO RIGHT DURING TAKE-OFF, CRASHING THROUGH TREES AND FARM BUILDINGS
 (57) Cause of accident The tail wheel shear pin sheared on take-off due to unknown cause, causing the tail to vibrate badly, and aircraft to swerve to the right crashing into trees and farm buildings.

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DESCRIPTION OF ACCIDENT

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

At 1833 on 28 November 1943 at Station #139, ETC, B-17C 42-51036 crashed on take-off. Pilot, Second Lieutenant Frank E. Valosh was at the controls, and was taking off on runway 28, into a light westerly wind.

In the first 300 yards of his run the tail wheel shear pin sheared due to unknown causes, causing the entire airplane to vibrate badly. The investigating committee feels that the pilot then erred in technique, and by improper use of rudder and throttle allowed the aircraft to turn to the right, and crash. The pilot had decided to fly the aircraft into the air, to clear trees in his path, but his technique was such that the aircraft continued to swerve and did not leave the ground.

It is believed that there were no engine failures on take-off, although inspection of the engines is impossible because of their complete destruction, and that the vibration was caused entirely by the tail wheel.

Signature

*John B. Kidd*JOHN B. KIDD (Investigating Officer)
Lt. Col., Air Corps*John M. Bennett, Jr.*JOHN M. BENNETT, JR.
Major, Air Corps*Allen (NUT) Turner*
ALLEN (NUT) TURNER,
Major, Air Corps

Date

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351st Bomb Sqdn. (H) AAF
100th Bomb Gp. (H) AAF
APO # 634

Station 139
November 27, 1943

SUBJECT: Accident Report

TO : Commanding Officer, 100th Bombardment Group (H) AAF, APO 634,
Station 139.

1. On November 26, at 1615 I taxied to the end of runway 28 in preparation for takeoff. I had run my engines at 1200 R.F.M. for about ten or fifteen minutes previous to this, in the dispersal area. After arriving at the takeoff runway I parked and checked the magnetos at 1600 R.P.M. All checked O.K. I ran the props thru twice, checked the the generators, and then ran the engines up. All four engines read between 42 & 46 inches. We then swung onto the runway and began a normal take-off. After rolling a couple of hundred yards down the runway the ship slowly swung to the left. I used right rudder but got no reaction. I then eased off No. 4 throttle and still maintained the right rudder pressure. The ship began to straighten out so I eased off on the rudder and put No. 4 throttle on again. I believe the ship left the ground at this time, apparently crabbed to the right. I knew the airspeed must have been low so I held the plane close to the ground. It was obvious by then that we were headed towards a clump of trees. As we left the runway a violent shaking set in, which I at first thought was a wing tip stall, but after holding the throttle full on and the ship level close to the ground, I knew I had no power in No. 3 engine and perhaps another. We were so close to the trees that I knew we would never make it, by then, so I dumped the nose and cut the throttle.

2. I believe the accident was caused by a loss of power in one or more engines. The co-pilot said, after the accident, that the gauges all read normal for take-off conditions just before we left the runway.

2nd Lt. FRANK E. VALISH

2nd Lt. Frank E. Valish

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