

No. 44-12-20-509

Date

Checked by

Net

1-28-44

Analyzed by

R. J.

1-29-44

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Notes

~~Material is in the~~  
Material is in the  
122519-43

473

Accident No.

44-12-20-509

Pilot's Name

Brooks, C. A.

06 Nature Group

Landing

34 Specific Nature

Wheel up

27 Underlying Nature

Main landing gear

100 % 23 Cause Group

Aircraft

67 Specific Cause

Main landing gear

84 Underlying Cause

Undetermined

Cause Group

Specific Cause

Underlying Cause

WAR DEPARTMENT  
AAF Station 595  
U. S. ARMY AIR FORCES

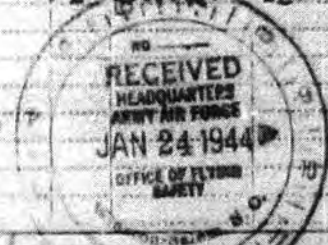
REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

162  
41

(1) Place AAF Station 595 (2) Date 20 December 1943 (3) Time 1541 hrs  
 AIRCRAFT: (4) Type and model B-17 G (5) A. F. No. 42-37913 (6) Station AAF Sta 139  
 Organization: (7) Eighth AF (8) 100th Gp (9) 349th Sq  
(Command and Air Force) (Group) (Squadron)  
 PERSONNEL 100th Gp 349th Sq

DATE	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	STATUS OF PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	P Brooks, C. A.	P	0-2044840	1st Lt	01	AC	Eighth	None	No
	CP Murray, W. B.	CP	0-7464905	2nd Lt	01	"	"	"	"
	N Craft, F. W.	N	0-751990	2nd Lt	01	"	"	"	"
	X Heindrich, O. H.	OB	0-686937	2nd Lt	01	"	"	"	"
	E Tanowigh, M. J.	E	1508800	Sgt	02	"	"	"	"



PILOT CHANGED WITH ACCIDENT

(20) Brooks Charles A. (21) 0-2044840 (22) 1st Lt (23) 02 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) Eighth AF (26) 100th Gp (27) 349th Sq (28) AAF Sta 139  
(Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) Eighth AF (30) 100th (31) 349th Sq (32) AAF Sta 139  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 1942 Present rating (35) P (36) 1942 Instrument rating (37) \_\_\_\_\_  
(Rating) (Date) (Rating) (Date) (Date)

Finer Pilot Hours:  
 (at the time of this accident)  
 (38) This type 400.00 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 200.00 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 100.00 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 400.00 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

	DAMAGE				(46) LIST OF DAMAGED PARTS			
(46) Aircraft	0	✓						
(47) Engine(s)	M	✓	M	✓	M	✓	M	✓
(48) Propeller(s)	M	✓	M	✓	M	✓	M	✓

(50) Weather at the time of accident CAVU  
 (51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from AAF Sta 139 (53) To AAF Sta 595 (54) Kind of clearance X.C.  
 (55) Pilot's mission Ferry  
 (56) Nature of accident Emergency Forced Landing  
 (57) Cause of accident Aircraft Failure: Landing gear mechanism failure

RESTRICTED 473

DESCRIPTION OF ACCIDENT

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

Aircraft B-17 G, 42-37913, piloted by 1st Lt. Charles A. Brooks, made an emergency forced landing at AAF Station 595 on the 20th of December 1943 at 1541 hours. The aircraft was being ferried from AAF Station 159 to AAF Station 595 and was unable to lower the main landing gear, either by electrical or manual means. The ship jettisoned its ball-turret over the Rushford Bombing Range. This greatly decreased the usual fuselage skin damage, and a highly successful "belly landing" was made. The ship "belly landed" on the grass causing major damage to the propellers and engines and minor damage to the under-ride of the fuselage. The ship is repairable. There was no injury to personnel aboard.

Signature

*Jon D. Coenen*

(Investigating Officer)

JON D. COENEN, Capt., AC.,

1st Strategic Air Depot,

AAF Station 595.

473

Date 20 December 1943

OFFICE OF THE FLYING CONTROL OFFICER  
AAF STATION 595, APO 635  
U.S.ARMY A.F.

Z-B-"2

21 December 1943.

TO WHOM IT MAY CONCERN:

At 1310 hours on 20 December 1943 Thorpe-Abbotts called requesting that we crash land a B-17 number 4237913. The aircraft arrived overhead and instructions were passed him on dropping his ball turret. He successfully dropped his turret over the Rushford Bombing range, returned to Honington, burned up his extra fuel and made a normal belly landing at 1541. There was no injury to personnel. The ship was piloted by 1st Lt C.A. Brooks.

*B. F. Wilcox*  
B. F. WILCOX  
1st Lt., A.C.  
Flying Control Officer.