

Accident No. 44-7-24-510

Date

Checked by

Analyzed by

Copied for Wright

Field by

Notes

07 Take-off.

(Nature Group)

(Specific Nature)

47 Groundloop.

29 (Underlying Nature) Misuse of controls.

01 (Cause Group) Pilot Error - Judgment.

(Specific Cause)

13 Momentary lapse of

(Underlying Cause)

mental efficiency.

17 Carelessness

{ Stabilizer too far forward, flaps 1/2 down, throttle too open & locked.

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

Accident No. 128

(1) Place: Burtonwood Station 590 (2) Date: 24th July, 1943 (3) Time: 1840
(4) Type and model: B-17E (5) Station: Thorpe-Abbots
(6) Organization: 8th Bomb. Comm. (7) 100th (8) 418th
(9) 418th (Squadron)

DATE	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMPANY	RESULTS TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	P	Knox, R. H. M.	P	0438010	Capt.	AC	1		
04	CP	Dungan, H. E.	SP	0162441	Lt. Col.	AC	1	Right leg abrasion	
65	N	Warshaw, E. E.	N	0667461	2nd Lt.	AC	1		
65	N	McDonnell, L. Y.	N	0674226	2nd Lt.	AC	1		
61	E	Tabin, E. F.	E	0732685	2nd Lt.	AC	1		
71	E	Sardman, I. F.	E	3332637	T/Sgt.	AC	1		
68	X	Brady, J. D.	E	3240078	T/Sgt.	AC	1		
68	X	Wolff, R. H.	P	0725483	2nd Lt.	AC	1		
68	X	Stuart, C. H.	CP	0675882	2nd Lt.	AC	1		

PILOT CHARGED WITH ACCIDENT

(20) Knox, Robert M. (21) 0438010 (22) Captain (23) 01 (24) AC-AUS
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class)
Assigned (25) 8th Bomb. Comm. (26) 100th (27) 418th (28) 139 2904
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th Bomb. Comm. (30) 100th (31) 418th (32) 139 2904
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 2/20/42 Present rating (35) Pilot (36) 2/20/42 Instrument rating (37) 4/22/42
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(15) This type: 700 (B-17) (43) Instrument time last 6 months
(16) This model: 350 (B-17E) (43) Instrument time last 30 days
(40) Last 90 days: 150 (44) Night time last 6 months
(41) Total: 900 (45) Night time last 30 days

AIRCRAFT DAMAGE

(46) Aircraft: 4 DAMAGE (47) Engine(s): 4 (48) Propeller(s): 4
(49) Landing gear and left wing: REPLACE
(50) Engines: SUDDEN STOPPAGE
(51) Propeller blades: ELEVEN BLADES
(52) Weather at the time of accident: CAVU 38 9-10 12 m.p.h. wind

(53) Was the pilot flying on instruments at the time of accident: NO
(54) Cleared from: AAF 590 (55) To: AAF 139 2904 (56) Kind of clearance: None Operational
(57) Pilot's mission: Transit 62

(58) Nature of accident: Take-off CG 50 UC
(59) Cause of accident: Swerving off runway 07-47-29 100% Pilot Error 07-13-17
(60) (Judgment)

RESTRICTED

DESCRIPTION OF ACCIDENT

(Brief narrative of accident, including pertinent facts, and recommendations for action to prevent repetition)

RESTRICTEDSTATEMENT OF PILOT

Taxied to take-off position - checked flight controls - props - generators - AFCE off - Superchargers set 41 "hg. - flaps, Booster pumps on. Received green light O.K. for take-off proceeded down runway - slight gust caused plane to swerve to right - left rudder and throttle straightened plane on runway but immediately plane swerved back to right, going off right side and not answering to elevator control which was back in lap. Nose stayed down. Proper runway was used - max. speed approx 80 m.p.h. #33 runway was dry - wind direction 320-325° at 12 m.p.h. Plane was not airborne.

(s) ROBERT M. KNOX
Capt., A.C.

Certified a True Copy.

WILLIAM C. BUELL,
Major., A.C.
Operations Officer.

I investigated this accident approximately 10 minutes after it occurred and checking in the cockpit found stabilizer moved too far forward for normal take-off; flaps down which is not required for this length of runway; throttles wide open and locked; locks should not have been on throttles to accomplish directional correction; and would attribute accident directly to pilots error.

Charles H. Clark
Charles H. Clark, 1st Lt A.C.

RECEIVED

1963 AUG 13 PM 1:11

signature

Charles H. Clark
(Investigating Officer)

William C. Buell, Major, A.C.

RESTRICTED

Leland E. Schaff, 1st Lt A.C.

28 July 1963

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STATEMENT OF WITNESS TO A/C
ACCIDENT

24th July, 1943.

B-17 aircraft No. 19132 called in for take off on SE-NW runway - given permission to take off by the radio operator. He started to take off and hit the intersection when the radio operator looked up and saw him go off on to the grass with his nose nearly touching the ground, he went about $\frac{1}{2}$ way down off runway into the grass and pilot apparently cut engines and plane turned about $\frac{3}{4}$ of way around and left landing wheel twisted off falling onto the left wing. Time of accident 1837.

Sgt. Howard E. Fitch

HOWARD E. FITCH,
ASN 12055698, S/Sgt.,
RADIO OPERATOR.

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STATION WEATHER OFFICE
AAF STATION 890
APO 635

34 July, 1943.

452.10

SUBJECT: Report of Weather.

TO : Flying Control Officer, AAF 890, APO 635.

1. At 1840 hrs., a wind check taken within a minute of the accident showed the wind to be between 320 degrees and 335 degrees with a speed of 12 m.p.h.

2. The wind at 1800 hrs. was 315 degrees and 9 m.p.h.

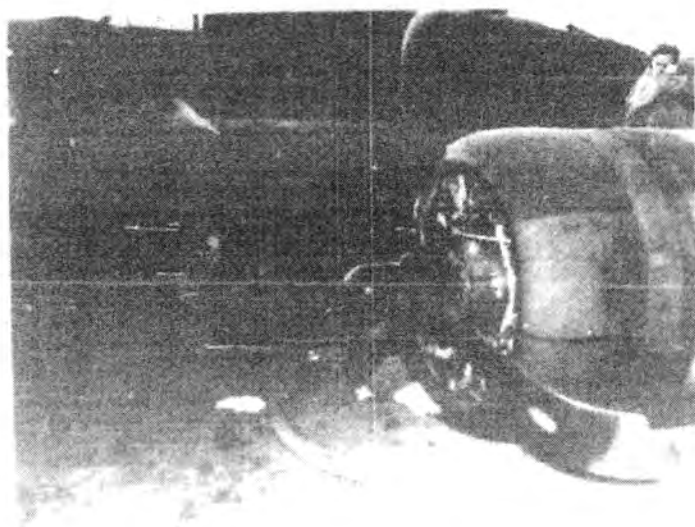
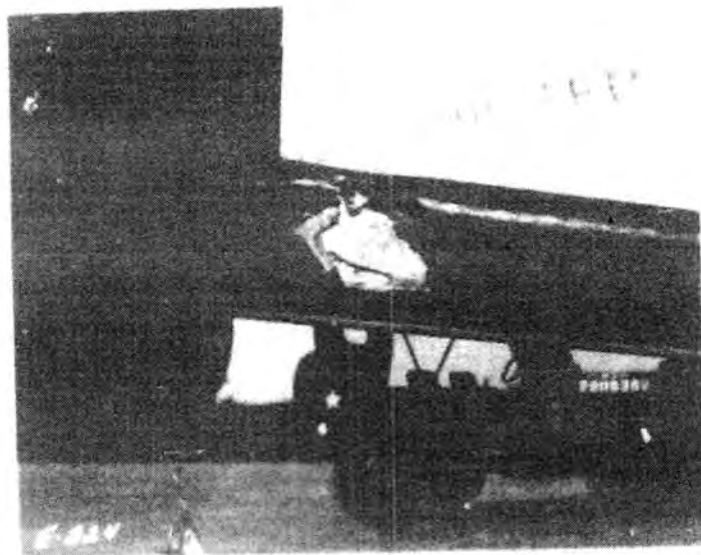
3. The wind from 1800 hrs. to 1840 hrs was steady, from 3-12 m.p.h., and within 10 degrees of 320 degrees during that period.

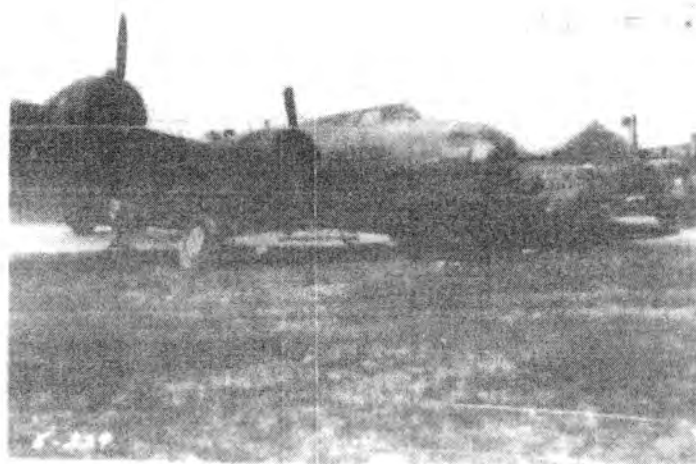
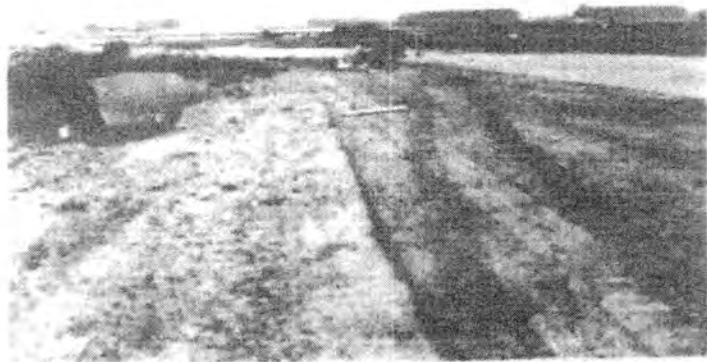
4. Visibility from 1800 hrs. to 1840 hrs. was between 3 and 4 miles. There was no hindrance to visibility except from the haze which reduced visibility to the above mentioned 3-4 miles.

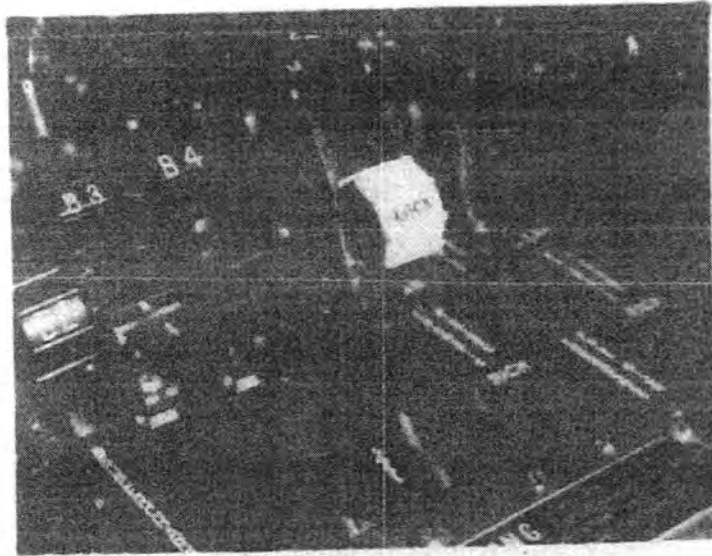
Martin Gordon

(s) MARTIN GORDON
2nd Lt., A.C.
Station Weather Officer.

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RFL
25

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1st Ind.

E-Q-11

HEADQUARTERS EIGHTH AIR FORCE, APO 633, 3 Postmaster, New York, N. Y.

AUG 6 1943

To: Commanding General, Army Air Forces, Washington, D. C.

CF 1. Transmitted herewith are Army Air Force Forms 14 on the following accidents:

- a. Captain Robert M. Knox in a B-17E aircraft, number 19132.
- b. Captain Benjamin R. Ostlind in a B-26C aircraft, number 41-34961.
- c. 1st Lt. Woodrow B. Barnhill in a B-17F aircraft, number 42-30305.
- d. 1st Lt. Emmett E. Curran in a B-26C aircraft, number 41-34947.
- e. 2nd Lt. Herbert K. Field in a P-47C aircraft, number 41-6528.
- f. 2nd Lt. Clifford B. Hahn in a P-47D aircraft, number 42-7973.
- g. 2nd Lt. Arvil B. Mullen in an L-4B, number 43622.
- h. 2nd Lt. Raymond A. Sprague in a P-47D aircraft, number 42-7897.
- i. 1st Lt. William B. Gabrilson in a P-47D aircraft, number 42-7981.
- j. S/Sgt. Thomas C. Kaleel in an L-4B, number 43-614.

2. Concur.

FOR THE COMMANDING GENERAL

E. A. Mobley
E. A. MOBLEY
Major, A.G.D.
Asst. Adj. Gen.

10 Incls:

- Incl # 1 - Form 14 and allied papers (Knox).
- Incl # 2 - Form 14 and allied papers (Ostlind).
- Incl # 3 - Form 14 and allied papers (Barnhill).
- Incl # 4 - Form 14 and allied papers (Curran).
- Incl # 5 - Form 14 and allied papers (Field).
- Incl # 6 - Form 14 and allied papers (Hahn).
- Incl # 7 - Form 14 and allied papers (Mullen).
- Incl # 8 - Form 14 and allied papers (Sprague).
- Incl # 9 - Form 14 and allied papers (Gabrilson).
- Incl # 10 - Form 14 and allied papers (Kaleel).

- 1 -

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1849

FROM: SAC, New York
AIR OFFICE, Postmaster, N.Y.

SUBJ.
NAME

DATE:

NO:

TYPE:

FILE DESIGNATION:

SUBJECT:

Report of Aircraft Accident

TO:	WJ	TO:	ULB	TO:		TO:	
DATE:	13 Aug 43	DATE:	8-16-43	DATE:		DATE:	

ACTION:

DIVISIONAL FILE COPY