

Accident No. 44-12-27-508

Date

Checked by

Net

2-4-44

Analyzed by

[Signature]

2-5-44

Copied for Wright

Field by

Notes

122519-43

Accident No.

Pilot's Name

Monrad

06 Nature Group

Landing

32 Specific Nature

Collision

63 Underlying Nature

Overshot field

100 % 05 Cause Group

Carelessness

34 Specific Cause

17 Underlying Cause

Cause Group

Specific Cause

Underlying Cause

Zero cause to
second & third
plane

RESTRICTED

Account No.

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

44-112-27-50

(1) Place Station # 139 (2) Date 27 December 1943 (3) Time 1450
AIRCRAFT: (4) Type and model B-17E (5) A. F. No. 42-3471 (6) Station # 139 Z 904
Organization: (7) Eighth Air Force (8) 100th Bomb (9) 351st Bomb
(Command and Air Force) (Group) (Squadron)

8 AF PERSONNEL 100 BH 4 351 BH 4

NO.	NAME (Last name first)	RANK	Serial No.	Grade	Position	Branch	Air Force or Command	Service No. Personnel	Use of Personnel
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	MORRAD, RAYMOND V. E.	P	0-746397	2nd Lt.	AUS	Air C.	8th AF	None	No
04	SCHLIEDER, CLAUDE E.	CP	0-750860	2nd Lt.	A-1	Air C.	8th AF	None	No
05	DEHL, ARTHUR E.	N	0-685780	2nd Lt.	A-1	Air C.	8th AF	None	No
05	MCWIRE, FRANK J.	N	0-808104	2nd Lt.	A-1	Air C.	8th AF	None	No
07	CARY, SIDNEY A.	E	19176161	Sgt.	20	Air C.	8th AF	None	No
07	SPENKOFF, TALBERT A.	R	19064780	Sgt.	20	Air C.	8th AF	None	No
07	HEAD, EUGENE W.	AF	11085367	Sgt.	20	Air C.	8th AF	None	No
07	LEWIS, ARTHUR E.	AF	11116553	Sgt.	20	Air C.	8th AF	None	No
07	PEROVICH, NICHOLAS	AF	13170855	Sgt.	20	Air C.	8th AF	None	No
07	WELLS, WILLIAM E.	AF	39-31812	Sgt.	20	Air C.	8th AF	None	No

PILOT CHARGED WITH ACCIDENT
(20) Morrad, Raymond V. E. (21) 0-746397 (22) 2nd Lt. (23) AUS (24) A-1
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Branch) (Personnel code) (Branch)
Assigned (25) Eighth A.F. (26) 100th (27) 351st (28) 139 (29) Z 904
(Command and Air Force) (Group) (Squadron) (Station) (Station)
Attached for flying (30) Eighth Bomb, Eighth (31) 100th (32) 351st (33) 139 (34) Z 904
(Command and Air Force) (Group) (Squadron) (Station) (Station)
Original rating (35) Pilot (36) 5/20/43 (37) Present rating (38) Pilot (39) 5/20/43 (40) Instrument rating (41) Jul 20, 1943
(Rating) (Date) (Rating) (Date) (Rating) (Date)

First Pilot Hours:
(at the time of this accident)
(42) This type 109:15 (43) Instrument time last 6 months 51:05
(44) This model 169:15 (45) Instrument time last 30 days None
(46) Last 90 days 102:20 (47) Night time last 6 months 19:45
(48) Total 382:50 (49) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(50) LIST OF DAMAGED PARTS
(51) Aircraft	5 5 5 5
(52) Engine(s)	5 5 5 5
(53) Propeller(s)	5 5 5 5

(54) Weather at the time of accident Light haze, 3 miles visibility, ceiling unlimited.

(55) Was the pilot flying on instruments at the time of accident No
(56) Cleared from Station # 139 (57) To Local (58) Kind of clearance Local

(59) Pilot's mission Formation Practice Mission

(60) Nature of accident Aircraft ran into other aircraft at end of runway completely demolishing all three airplanes.

(61) Cause of accident Pilot error of judgment. Pilot was over-reheating and should have gone around again.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

On Dec. 27, 1943 at approximately 1450 o'clock 2nd Lt. Raymond V. E. Monrad landed airplane N. 42-3474 on runway 22 at this station. Lt. Monrad overshot and crashed into airplane Nos. 42-6094 and 42-37772. The last two named airplanes had been involved in another accident which is reported separately.

Although visibility was poor due to haze and the position of the sun, the primary cause of the accident was the poor judgement on the part of the pilot. He landed his ship too far down the runway disregarding danger signals given by flying control. Even had there been no previous accident, Lt. Monrad would have run off the end of the runway. (Two members of this Accident Investigation Committee witnessed this accident.)

It is recommended that a thorough study be made of the various types of signals and warnings given landing aircraft by flying control at this field. It is believed that every assistance be given the new pilots of limited experience.

John B. Kidd

JOHN B. KIDD,
Lt. Col., Air Corps.

Allen Turner

OLLEN TURNER,
Major, Air Corps.

John M. Bennett

JOHN M. BENNETT,
Major, Air Corps.

Signature _____
(Investigating Officer)

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

(1) Place Station # 139 (2) Date December 27, 1943 (3) Time 1143
AIRCRAFT: (4) Type and model B-17 (5) A. F. No. 42-37772 (6) Station 139
Organization: (7) 100th (8) 100th (9) 350th
(Command and Air Force) (Group) (Squadron)

duty	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	TASHJIAN, (MIL) MARTIN	P	0-745763	2nd Lt.	20-101	AUS	8th	None /	No
CP	UTKA, (NMI) JOHN	CP	0-751580	2nd Lt.	20-01	AUS	8th	None /	No
N	GORSKI, STANLEY P.	N	0-808036	2nd Lt.	20-01	AUS	8th	None /	No
E	DOUGLAS, FLOYD O.	E	32383566	T/Sgt.	20-20	AAF	8th	None /	No
E	WHITE, JOHN H.	E	13113025	S/Sgt.	20-20	AAF	8th	None /	No
E	LONGWORTH, ROBERT D.	R	19176995	T/Sgt.	20-20	AAF	8th	None /	No
R	PALMER, WILDER W.	R	32152726	S/Sgt.	20-20	AAF	8th	None /	No
AG	NEVEU, LUCIEN E.	AG	11110847	S/Sgt.	20-20	AAF	8th	None /	No
AG	MORROW, JAMES J.	AG	36520195	S/Sgt.	20-20	AAF	8th	None /	No

PILOT CHARGED WITH ACCIDENT

(20) TASHJIAN, MARTIN (MIL) (21) 0-745763 (22) 2nd Lt. (23) 20-1 (24) AUS
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 100th (26) 100th (27) 350th (28) 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 100th (30) 100th (31) 350th (32) 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) Pilot Present rating (35) Pilot (36) Pilot Instrument rating (37) Pilot
(Rating) (Date) (Rating) (Date) (Rating) (Date)

First-Pilot Hours:

(at the time of this accident)

(38) This type 320 hours (39) This model 154:10 (40) Last 90 days 158:10
(41) Total 158:10 (42) Instrument time last 6 months —
(43) Instrument time last 30 days —
(44) Night time last 6 months —
(45) Night time last 30 days —

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>5 5 5 5</u>	Salvage
(47) Engine(s) <u>5 5 5 5</u>	
(48) Propeller(s) <u>5 5 5 5</u>	

(50) Weather at the time of accident Light haze, visibility 3 miles, ceiling unlimited.
(51) Was the pilot flying on instruments at the time of accident no
(52) Cleared from Station 139 (53) To local (54) Kind of clearance contact
(55) Pilot's mission Practice formation.
(56) Nature of accident Aircraft collided with another aircraft at end of landing runway on landing roll.
(57) Cause of accident Bad judgment on the part of the pilot in not landing in first part of the

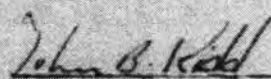
"RESTRICTED"

DESCRIPTION OF ACCIDENT

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

At 1102 hours on 27 December 1943, 2d Lt. Martin Tashjian landed on runway 22 at this station after peeling off from a group formation over the field. His landing was made in the last 2/3s of the runway, and his speed was such that he ran off the end of a 4200 foot runway. Another aircraft, 42-6094, had landed just prior and was pulling off the runway to the right onto the perimeter, when the co-pilot saw the next airplane and advised the pilot to stop. This was done when twenty degrees of turn had been completed. The second aircraft, 42-37772, saw he was overshooting and saw the aircraft ahead and succeeded in turning off the runway, at the end to the right. However, his left wing caught the right wing of 42-6094 just outside of the outboard engine, spinning the latter around. The pilot admitted his error in judgment in overshooting, but said he could do nothing about it.

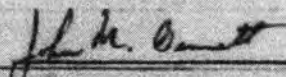
Lt. Tashjian is guilty of a serious error in judgment and should have determined to go around when he saw he was landing long. The control tower had advised 42-6094 that an aircraft was landing close behind, and to clear the runway. This call was received, but it was too late to do anything about it.



JOHN B. KIDD
Lt. Col., Air Corps.



ELLEN TURNER
Major, Air Corps.



JOHN M. BENNETT
Major, Air Corps.

Signature _____

(Investigating Officer)

Date _____

HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Flying Control Officer
APO # 634

29 December 1943

SUBJECT: Aircraft Accident of 27 December 1943, Involving Three B-17's of Station #139.

TO : Chairman Accident Investigating Committee, Station #139.

1. Synopsis Of Accident -

At 1440 hours Lt. Lauro, airborne in plane 094 - Q, called the control tower on TR-9 (6440 kilocycles) for landing instructions. He was given: "You are clear to land on runway 22" by the R/T operator and acknowledged transmission.

At 1442 hours Lt. Mitchell, in plane 807 - O lead-ship of the incoming practice formation, called in for landing instructions and was given: "You are cleared to land on R/W 22, number two to land". Acknowledged.

At 1443 hours Lt. Tashjian, in ship 772 - S after quickly peeling out of formation, landed directly behind 094-Q. He landed "long" and touched down far beyond middle of the runway. He bounced quite badly and eventually hit wing to wing with 094 - Q, who was just turning off the runway.

At 1444 hours 807 - O, Lt. Mitchell, landed, against instructions from the Caravan and control tower, and somehow evaded the wreckage at the end of the runway.

After 807 - O landed, two planes "picked up" and went around, and at 1451 hours 474 - B, with Lt. Monrad as pilot, landed "long" in spite of more warnings from the Caravan and control tower, and crashed directly into 094-Q and 772-S, completely wrecking all three aircraft.

At 1452 hours, 062-D, Lt. Massol, landed against TR-9, VHF, and visual signals and came to a halt before hitting the wreckage.

By this time all other aircraft were changing their traffic-pattern on to R/W 28 as directed from the tower, and no more aircraft attempted to land on R/W 22.

2. Action Taken By Flying Control Section To Prevent Accident.

Lt. Lauro, in 094-Q, was instructed over TR-9 to "taxi fast, plane directly behind you".

When the control tower saw that the two planes had crashed at the end of the runway, directions were immediately put out over TR-9 and VHF that all aircraft landing on R/W 22 were not to land. This message was continually repeated on both R/T sets; never acknowledged.

Immediately after the crash, the control tower notified the Caravan and the crew shot RED flares across the path of the incoming planes and also directed a Red Aldis beam at each incoming aircraft.


In spite of radio and visual signals, three aircraft landed on R/W
22 after the crashing of planes 094-Q and 772-S.

Donald F. Thurlow

DONALD F. THURLOW
2nd Lt., A.U.S.
Duty Flying Control Officer.

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

(1) Place Sta. 139 (2) Date 12-29-43 (3) Time 14:43
AIRCRAFT: (4) Type and model B-17F (5) A. F. No. 42-6094 (6) Station AAF 139 Z
Organization: (7) B. A. F. (8) No 100 BH (9) No
(Command and Air Force) (Group)

PERSONNEL

DETY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	P. LAURO, Francis G.	P	0-389239	Lt.	01	AC	B. A. F.	None	No
01	Name Unknown	P			01	"	"	"	"
65	N	"			01	"	"	"	"
62	E	"			20	"	"	"	"
7	RO	"			20	"	"	"	"
7	RO	"			20	"	"	"	"
7	E	"			20	"	"	"	"
64	G	"			20	"	"	"	"
64	G	"			20	"	"	"	"
64	G	"			20	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) LAURO, Francis G. (21) 0-389239 (22) 1st Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) B. A. F. (26) 100 BH (27) 418 BH Sq. (28) AAF 139 Z
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) B. A. F. (30) 100 BH (31) 418 BH Sq. (32) AAF 139 Z
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1-14-43 Present rating (35) Pilot (36) 1-14-43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 439:40 (39) Instrument time last 6 months _____
(40) This model 438:40 (41) Instrument time last 30 days _____
(42) Last 90 days _____ (43) Night time last 6 months _____
(44) Total (As of 11-30-43) 659:50 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>5</u>	Plane #3474 (a B-17F) crashed into this
(47) Engine(s) <u>5</u>	B-17 which was resting on the runway
(48) Propeller(s) <u>5</u>	completely wrecking #6094.

(49) Weather at the time of accident Light haze, 3 miles vis., ceiling unlimited

(51) Was the pilot flying on instruments at the time of accident _____

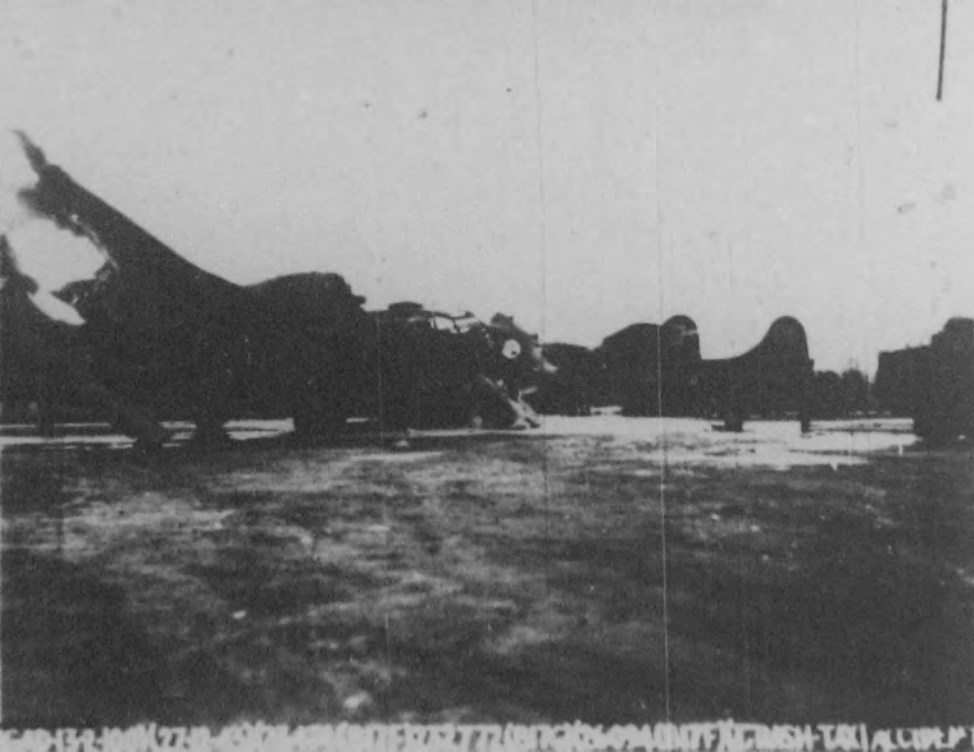
(52) Cleared from Sta. 139 (53) To Sta. 139 (54) Kind of clearance _____

(55) Pilot's mission _____

(56) Nature of accident Collision on ground

(57) Cause of accident Hit by another plane while on runway.





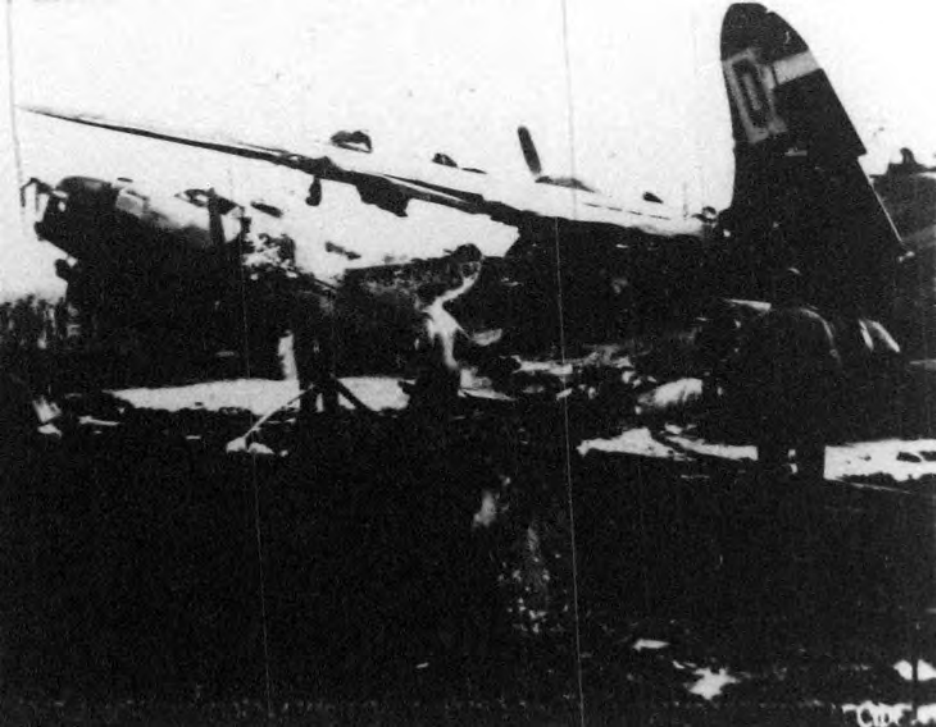
AD 131100K2712 43)(23474(B17F)232772(B17G)26094(B17F)GRASH-TAXI ACC

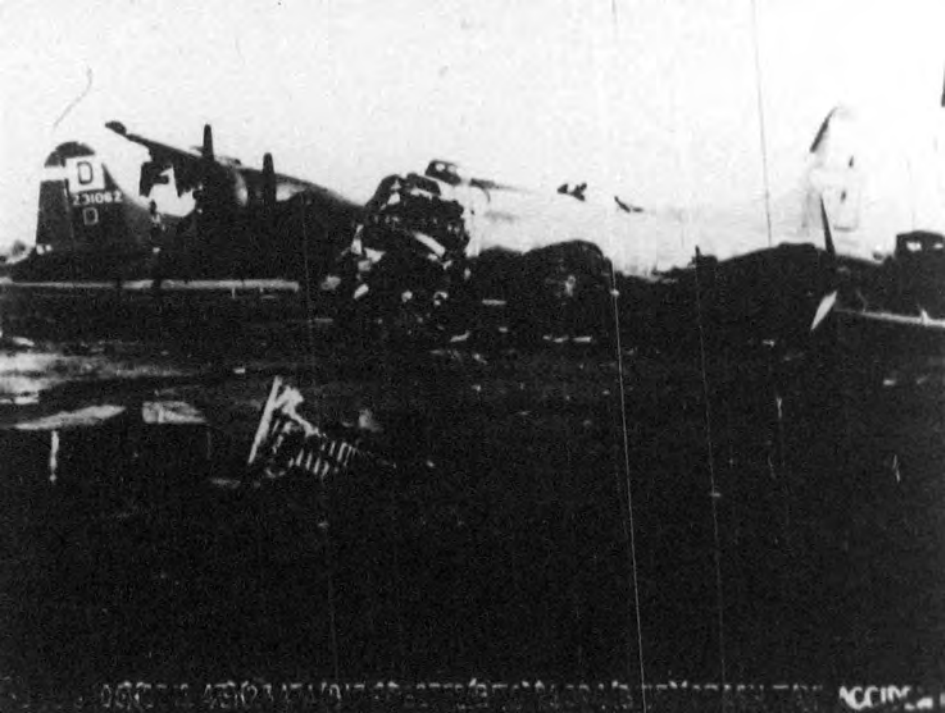


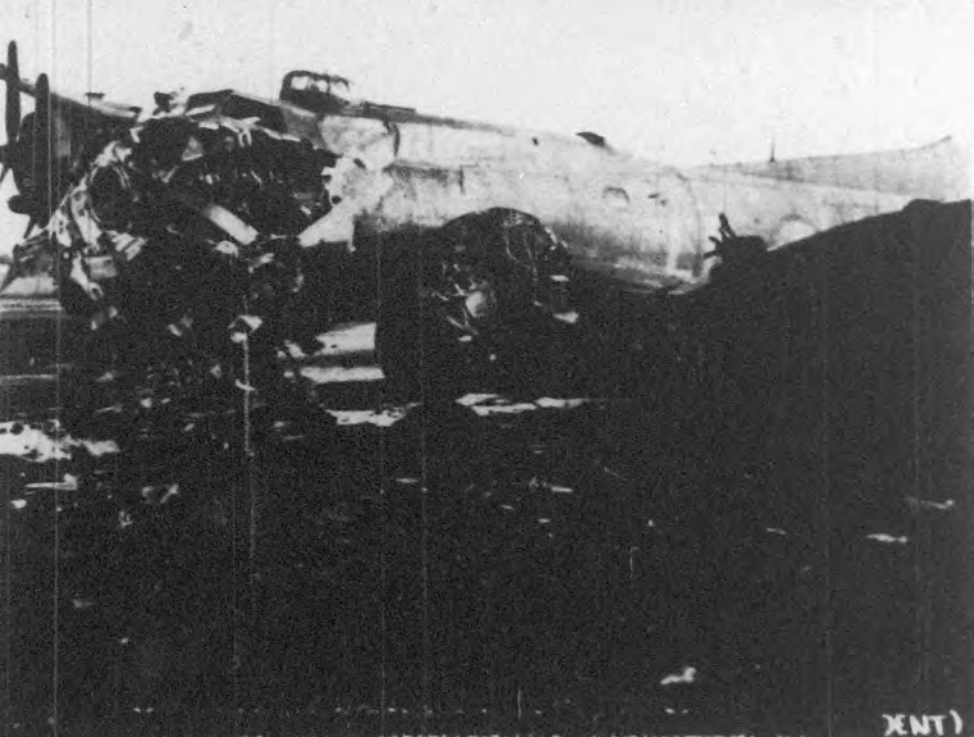




IDENTI







XNT)



CID-NT



AD 157100(271245)(23474)(871)2327721870026094187FKCRASH TAXI ACCID