

Accident No. 44-6-29-501

Date

Checked by J. H. [unclear] 7-29-44

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

1225:9-43

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

Accident No. 133

(1) Place AAF # 139 (2) Date 21 June 1944 (3) Time 0435
Aircraft: (4) Type and model B17G (5) A. P. No. 42-37686 (6) Station AAF # 139
Organization: (7) 8TH AF (8) 100 Bomb Gp (9) 350 Bomb Squadron
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Rosine, Henry (NMI)	P	0-813781	1st. Lt	1821	AC	8TH AF	None	No
CP	Leaman, Richard P.	CP	T-61702	P/O	1872	AC	8TH AF	None	No
N	Shearer, Alfred M.	N	0-733477	2nd. Lt	1801	AC	8TH AF	None	No
B	Kenna, Edward F.	B	0-701457	2nd. Lt	1801	AC	8TH AF	None	No
R	Cawley, James F.	R	32317214	S/Sgt.	1821	AC	8TH AF	None	No
E	Dear, William F.	E	14070429	T/Sgt.	1822	AC	8TH AF	None	No
BT	Rodrigues, Ramon C.	BT	39849047	S/Sgt.	1825	AC	8TH AF	None	No
RW	Mailloux Benoit G.	RW	11037708	S/Sgt.	1828	AC	8TH AF	None	No
LW	Pate, Charles P.	LW	34764465	S/Sgt.	1828	AC	8TH AF	None	No
TG	Caleman, Carl N.	TG	30089911	S/Sgt.	1828	AC	8TH AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Rosine (Last name) (21) Henry (First name) (22) (NMI) (Middle initial) (23) 0-813781 (Serial number) (24) 1st. Lt. (Rank) (25) 18 (Personnel class) (26) AC (Branch)
Assigned (27) 8TH AF (Command and Air Force) (28) 100TH (Group) (29) 350TH (Squadron) (30) AAF # 139 (Station)
Attached for flying (31) 8TH AF (Command and Air Force) (32) 100TH (Group) (33) 350TH (Squadron) (34) AAF # 139 (Station)
Original rating (35) P (Rating) (36) 1-10-43 (Date) Present rating (37) P (Rating) (38) 1-10-43 (Date) Instrument rating (39) — (Date)

First Pilot Hours:

(at the time of this accident)

(40) This type B17 446:25 (41) Instrument time last 6 months Not Applicable
(42) This model B17G 238:45 (43) Instrument time last 30 days —
(44) Last 90 days B17 245:00 (45) Night time last 6 months —
(46) Total All Types 690:10 (47) Night time last 30 days —

AIRCRAFT DAMAGE

DAMAGE	(48) LIST OF DAMAGED PARTS
(48) Aircraft <u>W</u> <u>I</u> <u>N</u> <u>W</u>	Salvage
(49) Engine(s) <u>W</u> <u>I</u> <u>N</u> <u>W</u>	
(50) Propeller(s) <u>W</u> <u>I</u> <u>N</u> <u>W</u>	

(51) Weather at the time of accident Overcast at 800 feet, visibility 3,000 yards, continuous moderate drizzle.

(52) Was the pilot flying on instruments at the time of accident No
(53) Cleared from 139 (54) To 139

(55) Pilot's mission Combat

(56) Nature of accident Taxiing accident

(57) Cause of accident Lack of hydraulic pressure caused this aircraft to run into aircraft 42-8010 while taxiing.

(58) AAF Form # 54 will be submitted.

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DESCRIPTION OF ACCIDENT

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

At 0435 on 21 June 1944 when aircraft of this station were taxiing into position for take-off on an operational mission, this aircraft lost its hydraulic pressure and collided with another aircraft waiting in its baristana to taxi. This board feels that the pilot was partly responsible for the accident, and also the poorly designed hydraulic system control switch was to blame. This new switch is installed on very few aircraft of this station, the bad feature about it being the third or "off" position. In this position the hydraulic pump is inoperative and the red pressure warning light does not operate.

It is recommended that all such switches be safetied to the "auto" position, since the off position is only to be used in case of battle damage in the air.

The pilot was at fault because he was unaware of this new switch, although he was not assigned to his usual aircraft and possibly the accident could have been avoided by leaving the engines running and guiding the aircraft with throttle until it stopped. Along with this it should be remembered that it was almost dark at the time of the accident and a grizzle was falling.

J. B. K. S.

JOHN B. KID
Lt. Col., Air Corps,
President.

Sumner H. Reader

SUMNER H. READER
Major, Air Corps,
Member.

Lance F. Tolson

LANCE F. TOLSON
Captain, Air Corps,
Member.

1. Enclosures:

- Exhibit "A" - Pilot's Statement.
- Exhibit "B" - Flying Control Officer's Statement.
- Exhibit "C" - Convening Authority.
- Exhibit "D" - Photographs.
- Exhibit "E" - AAF Form #64

Signature _____ (Investigating Officer)

Date _____

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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Operations Officer
APO #559

22 June 1944

SUBJECT: Pilot's Statement of Aircraft Accident of 21 June 1944.

TO : President, Aircraft Accident Board, Station 139.

1. I was taxiing aircraft #42-37686 down the perimeter on the south side of the field. I applied the brakes to slow down because of the down grade and found that they did not hold. I then told the copilot to cut the engines, which he did. The aircraft started turning off the perimeter and ran into aircraft #42-6010, which was parked on a hardstanding just off the perimeter to the right.

Henry Rosine
HENRY (HET) ROSINE
1st Lt., Air Corps,
Pilot.

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FLYING CONTROL SECTION: STATION 139
APO #559

22 June 1944

SUBJECT: Taxi Accident Involving B-17 #43-37686 G of the 350th Heavy Bombardment Squadron and B-17 #44-6010 W of the 418th Heavy Bombardment Squadron.

TO : President, Aircraft Accident Committee, AAF Station 139, APO #559.

1. Time of Accident: 0440 hours 21 June 1944.
2. Pilot's Involved: In 686 G, 1st Lt. Henry (NMI) Rosine O-813781 of the 350th Heavy Bombardment Squadron.
In 010 W, 2nd Lt. Dale R. McEwen O-816690 of the 418th Heavy Bombardment Squadron.
3. Synopsis of Accident: While taxiing around to take-off position for an operational mission, the brakes of 686 G gave way causing aircraft to run off Southwest perimeter track into hardstand #48 where aircraft 010 W was just starting engines. Right wing and #4 engine of 686 G struck the nose section and right wing of 010 W. One engine of 010 W caught fire but crew extinguished it before crash crew arrived.
4. Damage: 010 W - Whole nose section back to wing completely demolished. All of right wing and #3 and 4 engines crumpled. Right landing gear gave away.
686 G - Right wing torn off down to #4 engine and prop ruined. Left wing tip slightly damaged.
5. Injuries: Pilot 2nd Lt. Dale R. McEwen; Bombardier 2nd Lt. Derry D. Irons and Navigator F/O Alexander (NMI) Maruchess; all in aircraft 010 W were taken to Station Sick Quarters with minor injuries - slight bruises and lacerations.

James E. Pound
JAMES E. POUND,
1st Lt., Air Corps
Duty Flying Control
Officer

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G-A-2

HEADQUARTERS ARMY AIR FORCE STATION NO. 139
MO 659

Special Orders)
Number.....114)

28 April 1944

1. Extracted. (EM 28th Comp Sq DE Sheffield.)
2. Col John F Callahan, 11994317, 456th Sub-Depot (C1 1), is rel'd fr Sp Dy with Sta Armament & reass'd Sp Dy with Sta S-3.
3. S Sgt Jack E Marshall, 14162077, 350th Bomb Sq, is rel'd to the gr of Private, for cause, off this date. (Auth: AR 615-E.)
4. Pvt John C Riffle, 15070053, 350th Bomb Sq, is promoted to the gr of Staff Sergeant (Temp), off this date. (Auth: AR 615-5.)
5. CAPT GEORGE D ALLEN, 0394310, 38th Sta Compl Sq, is ap'd Ground Officers' Mess Officer, in addition to his other duties, vice 1ST LT LOUIS (M1) MOCHER, 0572741, rel'd.
6. 1ST LT JOHN R OLSON, 0561793, 418th Bomb Sq, is ap'd Consolidated Mess Officer, in addition to his other duties, vice 1ST LT FRANKLIN S SEIBERT, 0532013, rel'd.
7. 1ST LT FRANKLIN S SEIBERT, 0532013, 350th Bomb Sq, is ap'd Station Mess Officer.
8. Par 2, SO 72, this Hq es, Airtg Aircraft Accident Committee, is rescinded.
9. In accordance with Par 1, Part 6, AAF Regulation No. 62-14, as modified by Section 3, VIII AF Memo-60-2, the following named officers are appointed a permanent Aircraft Accident Committee for this station. The first-named officer is designated as Aircraft Accident Officer:

LT COL JOHN B KIDD	0398625	Hq Det 100th Gp
CAPT SUMNER H REMDER	0729903	348th Bomb Sq
CAPT MAURICE F YOUNG	0412321	Hq Det 100th Gp
CAPT ALBERT H MIKKELSEN	0799430	348th Bomb Sq

10. T Sgt Paul A Vrasco, Jr., 15019354, 350th Bomb Sq, WP on TD o/a 1 May 44, for app seven (7) days, exclusive of travel, fr AAF Sta 139 to Bournemouth for the purpose of COCG. OTHS.

While at TD Sta EM will be furn an alws not to exceed \$2.00 per day or subs, as outlined in Cir 65 ETOUSA 43.

TONT TDN PD 91-5 P 422-02 & 0425-24. (Auth: Ltr Hq 8th AF, Subj: For Non Alws at Rest Nov 4, 43 22 Nov 43 and Ltr Hq ETOUSA 3 Nov 43.)

By order of Lt Col [Signature]

WIC:LL

Horace L. Varian
HORACE L. VARIAN, Jr.,
Captain, Air Corps,
Station Adjutant.

HORACE L. VARIAN, Jr.,
Captain, Air Corps,
Adjutant.

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WAR DEPARTMENT
AIR CORPS

Mat'l Div.

Serial No. _____

UNSATISFACTORY REPORT

(See A. C. Cr. 15-54)

C O P Y

Station Serial No. 44-188

Date 6-29-44

Station 139, APO 559

Organization 350th Bomb Sqdn. (H)

TMI 01-20EF-36, 16 May 1944 - Installation of B-7A

Name, type and ser. no. of equipment switch for electric motor driven hydraulic pump -

B-17-F & G Series Aircraft

Name and part no. of defective part Paragraph #1 & 2

DESCRIPTION OF TROUBLE: In accordance with AAF Re. 15-54 dated 18 May 1944 this report is submitted:

1. **PARAGRAPHS AFFECTED:**
 1. "The purpose of this modification is to provide the pilot control of the auxiliary hydraulic pump in the "Manual", and "Automatic" and "Off" positions. This allows switching off of both the manual and the automatic circuits so that the hydraulic pump remains inoperative at the pilots selection."
 2. "Provision for an "Off" position is required to eliminate a fire hazard, in case of battle damage due to the automatic system continually pumping oil, and to conserve hydraulic oil from landing operation at the completion of a flight in which damage has occurred to the hydraulic system".
2. **COMPLETE DETAILS:** In a recent accident which occurred on this base two aircraft were damaged to such an extent as to be classed as salvage and several crew members were injured. This occurred in the early morning prior to take-off for a combat mission therefore, it also eliminated two planes which were scheduled for the mission. Investigation showed that this accident was caused by lack of hydraulic pressure due to the B-7A switch being in the "OFF" position. The pilot lost control of the airplane and coasted into a parked aircraft. There has also been several instances of near accidents which were due to the B-7A switches being in the "OFF" position.
3. **RECOMMENDATIONS:** Since the hydraulic system is now equipped with an automatic cutout switch which cuts out at pressure above 880 P.S.I. and below 200 P.S.I. there seems to be little necessity for installing the B-7A switch. Therefore, it is recommended that TMI 01-20EF-36 dated 16 May 1944 be rescinded and that the type B-6A switch be reinstalled in the hydraulic system.

/s/ D.J. BLAZER
D.J. BLAZER
Capt., A.C.
Engineering Officer.



