

Accident No.

44-6-29-534

Date

Checked by

L.M. 8 1 11

Analyzed by

✓ Copied for Wright

Field by

Status

1225:9-43

RESTRICTED

WAR DEPARTMENT
A. R. P. FORM NO. 14
(Revised May 14, 1942)

Accident No.

138

WAR DEPARTMENT

U. S. ARMY AIR FORCES

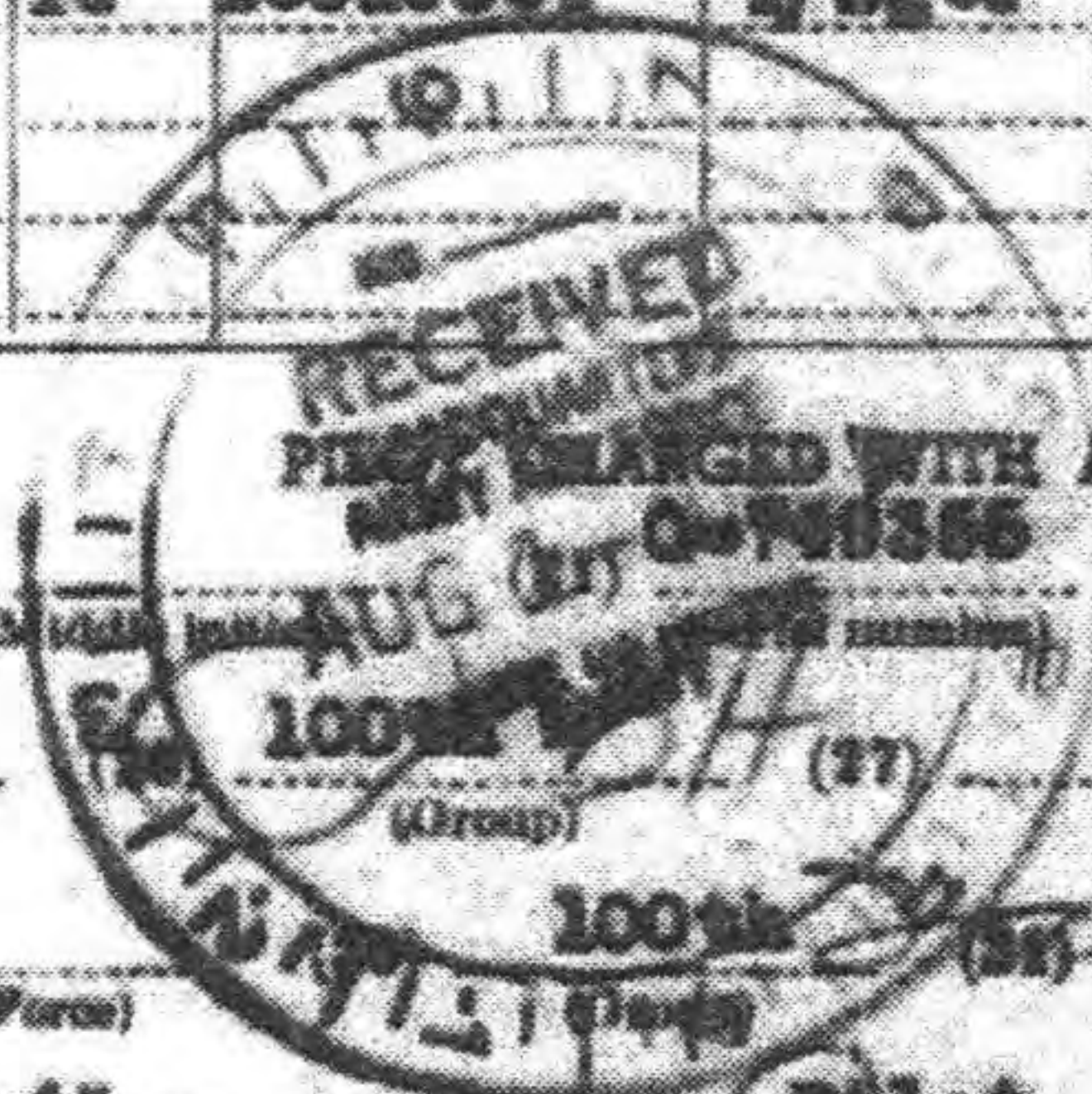
REPORT OF AIRCRAFT ACCIDENT

44-6-27-332

(1) Place **AAF # 163** (2) Date **29 June 1944** (3) Time **1302 4**
 Aircraft: (4) Type and model **B17** (5) A. F. No. **42-97090** (6) Station **AAF # 163**
 Organisation: (7) **8TH AF** (8) **100TH** (9) **418TH**
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
01 P	Tishrt, Harold (MMI)	P	0-749355	1st Lt.	18 01	AC	8th AF	None	No
04 CP	Clark, George W.	CP	0-687089	1st Lt.	18 01	AC	8th AF	None	No
65 N	Barasch, Maxim (MMI)	N	0-711313	2nd Lt.	18 01	AC	8th AF	Cuts	No
61 B	Braithwhite, Robert E.	B	0-755127	2nd Lt.	18 01	AC	8th AF	None	No
62 E	Hardy, Orville V.	E	13136245	E/Sgt.	34 20	AC	8th AF	None	No
71 R	Weweler, Wilbert R.	R	35577823	E/Sgt.	34 20	AC	8th AF	None	No
64 BT	Miller, Robert G.	BT	35407385	E/Sgt.	34 20	AC	8th AF	None	No
66 HW	Borchardt, Earl L.	HW	17070495	E/Sgt.	34 20	AC	8th AF	None	No
67 LW	Ingleston, Earl L.	LW	12174214	E/Sgt.	34 20	AC	8th AF	None	No
68 TG	Vrabec, Paul A. J.	TG	15019354	E/Sgt.	34 20	AC	8th AF	Cuts	No



(20) **Tishrt, Harold (MMI)** (21) **1st Lt.** (22) **18** (23) **AC**
 (Last name) (First name) (Rank) (Personnel class) (Branch)
 Assigned (25) **8th AF** (26) **350th** (27) **AAF # 163**
 (Command and Air Force) (Squadron) (Station)
 Attached for flying (28) **8th AF** (29) **350th** (30) **AAF # 163**
 (Command and Air Force) (Squadron) (Station)
 Original rating (31) **Pilot** (32) **6-22-43** Present rating (33) **Pilot** (34) **6-22-43** Instrument rating (35) **—**
 (Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(36) This type **B17** **416:15** (37) Instrument time last 6 months **Not Applicable**
 (38) This model **B17** **103:30** (38) Instrument time last 30 days **Not Applicable**
 (39) Last 90 days **B17** **147:30** (39) Night time last 6 months **Not Applicable**
 (40) Total **All Types** **416:15** (40) Night time last 30 days **Not Applicable**

AIRCRAFT DAMAGE

NF

DAMAGE	(41) LEFT OF DAMAGED PARTS
(41) Aircraft 5	Salvage
(42) Engine(s) 1	Salvage
(43) Propeller(s) 1	Salvage

(44) Weather at the time of accident **Visibility unlimited; four (4) mile surface wind.**

(45) Was the pilot flying on instruments at the time of accident **No**

(46) Cleared from **AAF # 163** (47) To **AAF # 163** (48) Kind of clearance **Operational**

(49) Pilot's mission **Combat** **2301** **2307**

(50) Nature of accident **Taxi accident.**

(51) Cause of accident **Failure of hydraulic system; failure of brake system.**

(52) AAF Form # 54 will not be submitted.

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P.1

DESCRIPTION OF ACCIDENT

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

At 1302 on 29 June 1944, while taxiing to his dispersal after an operational mission A/C 42-97090 lost its hydraulic pressure and collided with a shack just off the perimeter on the airdrome at station 153.

The fault lies with the command pilot, Lt. Tishrt, in that he did not stop the A/C when the pressure lowered, or have his co-pilot use the hand hydraulic pump which would have maintained the hydraulic pressure. The electrical system was at fault also in as much as the batteries were low and would not build up sufficient hydraulic pressure. This was probably caused by the batteries being low at take-off, their changing too fast in the air, boiling out the electrolyte. The generators were on in the air, and a C-1 generator was used for starting.

John B. Kidd
JOHN B. KIDD,
Lt. Col., Air Corps,
President.

Samuel L. Baker
SAMUEL L. BAKER,
Major, Air Corps,
Member.

Maurice F. Young
MAURICE F. YOUNG,
Captain, Air Corps,
Member.

Exhibits:

- "A" - Photographs
- "B" - Pilot's Statement
- "C" - Flying Control Officer's Statement
- "D" - Engineering Officer's Statement
- "E" - Convening Authority.

Signature _____

(Investigating Officer)

Date _____

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

1 July 1944

SUBJECT: Pilot's Statement of Aircraft Accident of 29 July 1944.

TO : President, Aircraft Accident Board.

1. I had just landed after an operational mission, and had taxied about five hundred yards on the perimeter when the hydraulic system failed. The tail wheel at the time was unlocked because we had just made a turn on the taxi strip. It was then that I noted that the brake system had failed. Prior to this time, the brakes had operated satisfactorily. To avoid gaining too much speed by keeping the aircraft straight with the throttles, I tried to ground loop the aircraft; in so doing the aircraft struck a brick shack near the control tower.

Harold Tiahrt

HAROLD (NMI) TIAHRT,
1st Lt., Air Corps,
Pilot.

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FLYING CONTROL
AAF STATION 153
APO 559

29 JUNE, 1944

SUBJECT: AIRCRAFT ACCIDENT REPORT

TO : PRESIDENT AIRCRAFT ACCIDENT BOARD

1. ACCIDENT LOCATION WAS ON TAXI TRACK DIRECTLY
BEHIND CONTROL TOWER.

2. AIRCRAFT INVOLVED.

A. B-17 297090-D 100TH BOMBARDMENT GROUP (HY)

3. CONDITION OF CREW.

A. NONE OF THE CREW WERE INJURED.

4. CONDITION OF AIRCRAFT.

A. AIRCRAFT DAMAGED TO EXTENT OF SALVAGE.

5. NO DAMAGE TO CIVILIAN PROPERTY OR CIVILIAN
CASUALTIES ARE INVOLVED.

6. THE AIRCRAFT HAD JUST LANDED FROM AN OPERATIONAL
MISSION AND WAS TAXING TO DISPERAL. PILOT LT. TBAHRT HAD
JUST COMPLETED A TURN ON THE TAXI TRACK WHEN HIS BRAKES
FAILED AND THE AIRCRAFT SWERVED OFF THE TAXI TRACK AND HIT
RADIO SHACK IN BACK OF CONTROL TOWER. RADIO SHACK WAS DE-
MOLISED.

Ruben Goldstein
RUBEN GOLDSTEIN
2ND LT. SIG CORPS
FLYING CONTROL O.

RESTRICTED

FOUR HUNDRED AND EIGHTEENTH BOMBARDMENT SQUADRON (H) AAF
Office of the Engineering Office

station 139
3 July, 1944

SUBJECT: Inspection of B-17G, A/C serial No. 42-97090 following taxi accident.

TO : Commanding Officer, AAF. station 139.

1. results of an inspection of the hydraulic and electrical system of B-17G a/c serial no. 42-97090 after taxi accident following the operational mission 29 June, 1944 are as follows:

- a. Hydraulic pressure - 300 lbs./sq.in.
- b. B-7A hydraulic switch safetied in automatic position.
- c. All a/c batteries state of charge low. (electrolyte too low to check gravity.)
- d. All battery drain sumps (jars) partially filled with electrolyte.
- e. Hydraulic system checked and found satisfactory by building up hydraulic pressure with emergency hand pump and applying brakes.

2. Hydraulic and electrical system functioned satisfactorily on taxiing out and preflight before take-off.

3. With the state of charge low, batteries will charge at a rate high enough to cause the electrolyte to boil resulting in batteries not being charged. With batteries low, the electric hydraulic pump did not build up pressure fast enough to keep adequate pressure for brakes.

For the Squadron Commander:


WILLIAM D. CLIFT,
Capt., Air Corps,
Engineering Officer.

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HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 559

26 April 194

Special Orders)
Number.....114)

1. Extracted. (EM 28th Comp Sq DS Sheffield.)
2. Cpl John F Callahan, 11598317, 456th Sub-Depot (C1 1), is reld fr Sp Dy with Sta Armament & reassgd Sp Dy with Sta S-3.
3. S Sgt Jack E Marshall, 14162077, 350th Bomb Sq, is red to the gr of Private, for cause, eff this date. (Auth: AR 615-6.)
4. Pvt John C Riffle, 15070053, 350th Bomb Sq, is promoted to the of Staff Sergeant (Temp), eff this date. (Auth: AR 615-5.)
5. CAPT GEORGE D ALLEN, 0394310, 28th Sta Compl Sq, is aptd Ground Officers' Mess Officer, in addition to his other duties, vice 1ST LT LOUIS (SI) MOSHER, 0572741, reld.
6. 1ST LT JOHN R OLSON, 0561793, 418th Bomb Sq, is aptd Consolidated E Mess Officer, in addition to his other duties, vice 1ST LT FRANKLIN S SEIBERT, 0512013, reld.
7. 1ST LT FRANKLIN S SEIBERT, 0532613, 350th Bomb Sq, is aptd Station Mess Officer.
8. Par 2, SO 72, this Hq es, aptg 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	0398626	Hq Det 100th Gp
CAPT SUMNER H REENDER	0729903	349th Bomb Sq
CAPT MAURICE F YOUNG	0412321	Hq Det 100th Gp
CAPT ALBERT H MIKELSEN	0799430	349th Bomb Sq

10. T Sgt Paul A Erabac, Jr., 15813351, 350th Bomb Sq, WP on TD c/a 1 May 44, for app seven (7) days, exclusive of travel, fr AAF Sta 139 to Bournemouth for the purpose of COCG, CTRG.

While at TD Sta EM will be turn on alws. not to exceed \$2.00 per day for subs, as outlined in Cir 85 ETOUSA 13.

TONT TDM PD 91-5 P 482-02 A 0425-24. (Auth: Ltr Hq 8th AF, Subj: Auth for Men Alws at Rest Homes, 4d 22 Nov 43 and Ltr Hq ETOUSA 3 Nov 43.)

By order of Lt Col BEWITT:

-157AL:

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

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

