

Accident No. 45-8-29-514

Date

Checked by SPN 9-25-14

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

1225:9-43

RESTRICTED

ACCIDENT NO. 122

WAR DEPARTMENT

U. S. ARMY AIR FORCES
AAF STATION 139

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF STATION 139 (2) Date 29 August 1944 (3) Time 1415
 Aircraft: (4) Type and model B-17G (5) A. F. No. 43-38043 (6) Station AAF 139
 Organization: (7) 8th AF (8) 100th (9) 350th (Squadron) Z904
 (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)	RELATE TO PERSONNEL (18)	USE OF PARACHUTE (19)
IP	Carlton, Wesley R.	P	0-481962	1st Lt.	01	A.C.	8th AF	None	No
P	Dyatt, John T.	P	0-763874	2nd Lt.	14 01	A.C.	8th AF	None	No
CP	Edmunds, John G.	P	0-822595	2nd Lt.	14	A.C.	8th AF	None	No
N	Bohlsson, Ralph C.	N	0-718484	2nd Lt.	14	A.C.	8th AF	None	No
B	Wallace, Preston J.	B	0-769323	2nd Lt.	14	A.C.	8th AF	None	No
E	Romano, Cornelius T.	AG	32926306	S/Sgt.	24	A.C.	8th AF	None	No
RO	McLain, Nelson B. Jr.	RO	16057877	T/Sgt.	32	A.C.	8th AF	None	No
WG	Kienitz, August F.	G	36879950	S/Sgt.	32	A.C.	8th AF	None	No

(20) Carlton, Wesley (21) 0-481962 (22) 1st Lt. (23) 01 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th A.F. (26) 100th (27) 350th (28) AAF 139
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th (30) 100th (31) 350th (32) AAF 139
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 5/12/43 Present rating (35) P (36) 5/12/43 Instrument rating (37) 28/2/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 109:25 (39) Instrument time last 6 months Not Applicable
 (39) This model B-17G 107:55 (40) Instrument time last 30 days Not Applicable
 (40) Last 90 days B-17 109:25 (41) Night time last 6 months Not Applicable
 (41) Total B-17 412:35 (42) Night time last 30 days Not Applicable

AIRCRAFT DAMAGE

DAMAGE	(43) LIST OF DAMAGED PARTS
(46) Aircraft <u>N</u> <u>N</u> <u>N</u> <u>N</u>	Right wing tip torn off
(47) Engine(s) <u>1</u> <u>1</u> <u>1</u> <u>1</u>	
(48) Propeller(s) <u>1</u> <u>1</u> <u>1</u> <u>1</u>	

(50) Weather at the time of accident 4/10 6/10 clouds at 3,000'; 3/10 clouds estimate above 10,000'
Visibility 8 miles; Wind NW 5 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from 139 Z904 (53) To 139 Z904 (54) Kind of clearance Contact
 (55) Pilot's mission Local practice mission - Aircraft accident occurred prior to take off.

(56) Nature of accident Taxiing accident. Aircraft taxied into obstruction on perimeter strip

(57) Cause of accident Negligence of Pilot, Copilot and operator of civilian power shovel.

(58) A.A.F. form #54 will not be submitted.

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DESCRIPTION OF ACCIDENT

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

1. On 29 August 1944 at approximately 1415 hours, aircraft #43-38043 was being taxied by 1st Lt. WESLEY R. CARLTON (Instructor Pilot) preparatory to taking off on a local practice mission. 2nd Lt. JOHN T. DYATT was seated in the copilot's seat. The aircraft was taxiing in an easterly direction on the left side of the perimeter strip at a speed of five to ten miles per hour. At this time a British power shovel (crane type) was digging a ditch approximately 26 feet from the S/E end of runway 35. At the time that 2nd Lt. JOHN T. DYATT first observed the power shovel, the crane was parallel to the perimeter track and there was ample room for the aircraft to pass in safety. The aircraft continued to taxi; the copilot reached down and released the tail wheel in order to make the turn on the perimeter at a point where the same curved from east to northeast. When the aircraft was approximately 50 feet from a point opposite the power shovel, the crane of the latter swung out toward the perimeter and the operator backed up the power shovel in a S/W direction. Lt. DYATT observed this changed situation too late to warn the pilot of the danger. The right wing tip of the aircraft collided with the crane of the power shovel. Other aircraft had used this portion of the perimeter strip earlier in the day. The operators of the power shovel had also been alerted to keep their equipment clear of aircraft taxiing on the perimeter. The operator of the power shovel chose an inopportune moment to swing his crane toward the perimeter.

2. An excuse for relieving the pilot and copilot of responsibility for a taxiing accident can seldom be found. However, it is felt by this Board that the extenuating circumstances in this instance are such as to place the responsibility 25 per cent with the pilot and copilot and 75 per cent with the operator of the power shovel.

3. Action to prevent recurrence: (a) Repeated instructions to all pilots and copilots to taxi slowly and carefully; (b) Additional inspections by Flying Control personnel of the perimeter and runways as per the attached letter marked Exhibit "A".



William R. Thompson
WILLIAM R. THOMPSON,
Major, Air Corps,
President.

Everett E. Blakely
EVERETT E. BLAKELY,
Major, Air Corps,
Member.

Maurice P. Young
MAURICE P. YOUNG,
Major, Air Corps,
Member.

1. Enclosures:

- Exhibit "A" - Inspection of Perimeter & Runways.
- Exhibit "B" - Convening Authority
- Exhibit "C" - Pilot's Statement of Accident
- Exhibit "D" - Flying Control Officer's Statement
- Exhibit "E" - Photographs.

Signature _____
(Investigating Officer)

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

30 August 1944

SUBJECT: Inspection of Runways and Perimeter Strip.

TO : Flying Control Officer.

1. In addition to Third Bomb Division Instructions number 63-2, dated 8 May 1943, the Flying Control Officer will insure that the runways and perimeter strip are inspected for obstructions before all practice and combat missions take off and land.

2. All mechanized equipment near the perimeter strip such as to constitute a danger to taxiing aircraft will be instructed to cease operating and/or move to a safe distance.

3. It is requested that the Flying Control Officer reply by indorsement hereon as having read and understood the above instructions.

WILLIAM H. THOMPSON,
Major, Air Corps,
Operations Officer

"EXHIBIT A"

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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
APO/559

29 August 1944

SUBJECT: Pilots' Statement of Aircraft Accident of 29 August 1944.

TO : President, Aircraft Accident Board, AAF Station 139.

1. At 1415 hours, 29 August 1944, aircraft number 43-38043, piloted by 2nd Lt. JOHN T. DYATT, Instructor Pilot, 1st Lt. W.R. CARLTON, was taxiing to the East on the perimeter track at the intersection of runway "04". A steam shovel, parked close to the perimeter track, was observed by both pilots who judged it clear of the aircraft. The aircraft continued to taxi. At the next observation of the shovel by Lt. DYATT, who was in the copilot's seat, the boom of the shovel had moved to a position directly in line of the wing's path. However, it was too late to warn Lt. CARLTON, who was taxiing. Brakes were applied immediately upon noise of contact and the engines were cut.

2. At the time of the contact, the airplane was taxiing on the extreme left hand side of the perimeter track. (The shovel was on the right hand side of the perimeter track and clear when the boom was parallel to the perimeter, but the boom was perpendicular to the track at the time of contact. The boom was swung into the aircraft. Taxi speed was in accordance with current instructions (1,000 R.P.M.s with brakes). The speed was approximately 5 - 10 miles per hour.

John T. Dyatt
JOHN T. DYATT,
2nd Lt., Air Corps,
Pilot.

W.R. Carlton
W.R. CARLTON,
1st Lt., Air Corps,
Instructor Pilot.

EXHIBIT "C"

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FLYING CONTROL SECTION: STATION 139
APO #559

30 August 1944

SUBJECT: Aircraft Accident Concerning B-17 #42-38043 T of
the 350th Bombardment Sqdn.

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

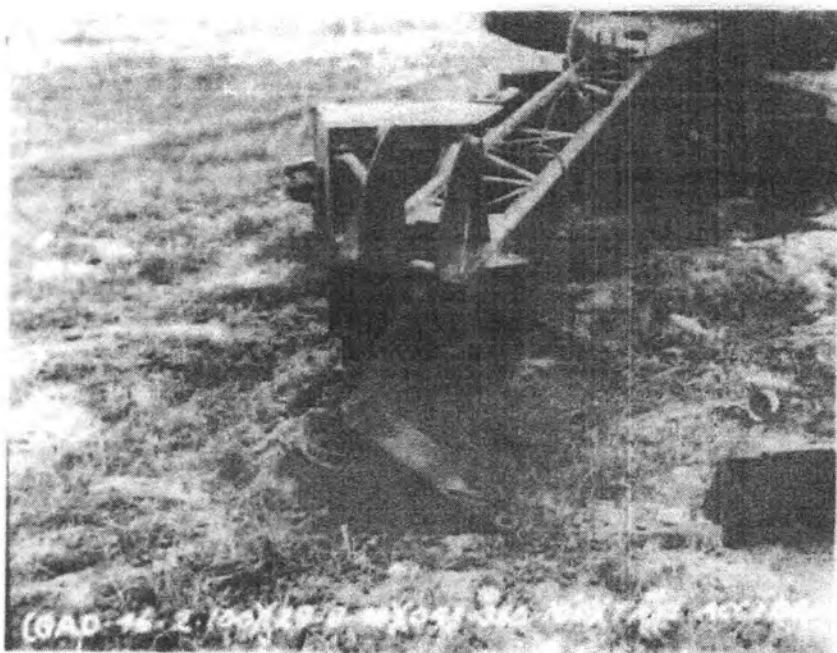
1. Concerning aircraft accident of 29 August 1944, in which, at 1355 hours, aircraft #42-38043 T piloted by 2nd Lt J.T. DYATT O-763674 of the 350th Bombardment Squadron, 100th Bombardment Group, taxied into an English contractor's steam-shovel. The shovel was digging a conduit about 25 feet off the taxi-track near 04 runway. The steam-shovel itself was clear of taxiing aircraft but before 043 T got to it, the operator swung the boom to the left towards the taxi-track and the plane taxied into this boom, sheering about three (3) feet from the right wing-tip. At 1245 hours Flying Control checked the position of the steam-shovel and it was far enough from the taxi-track to insure safe taxiing.

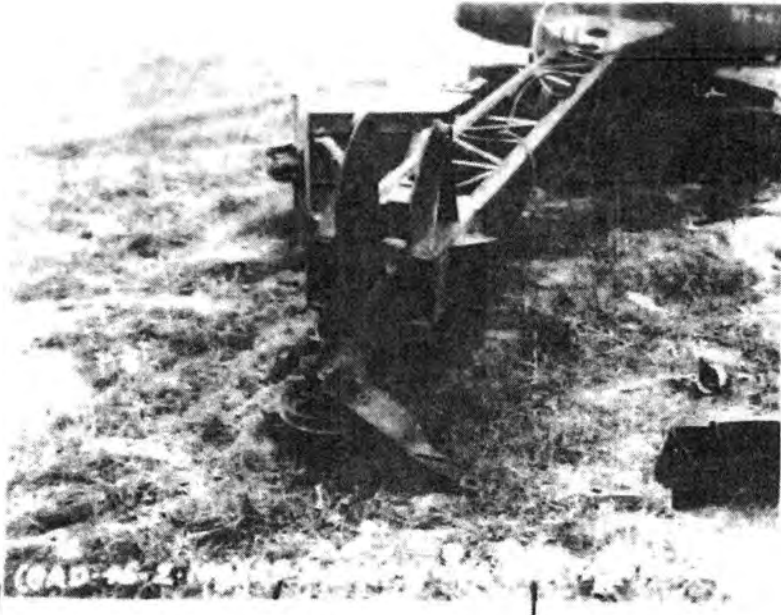
2. No personnel were injured.

Donald F. Thurlow
DONALD F. THURLOW,
1st Lt., Air Corps
Duty Flying Control
Officer

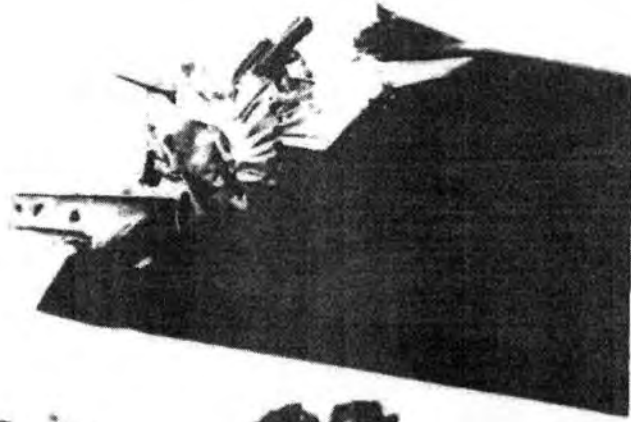
EXHIBIT "D"

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(GAD-46-2)



(GAD-46-2) (GAD-46-2) (GAD-46-2) (GAD-46-2) (GAD-46-2)

EXHIBIT 7E