

Accident No. <u>4-71083</u>	
Date <u>12-5-44</u>	
Checked by <u>[Signature]</u>	
Analysed by <u>[Signature]</u>	
Copied for Wright Field by <u>[Signature]</u>	
Notes _____	

5-2110-11075	

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

Accident No. _____

(1) Place AAF Station #139 (2) Date 1 September 1944 (3) Time 0635
Aircraft: (4) Type and model B-17G (5) A. F. No. 33-37835 (6) Station AAF #139
Organization: (7) 8th AF (8) 100th (9) 418th

PERSONNEL

POST	NAME (Last name first)	RATING	SERIAL NO.	GRADE	PERSONNEL CLASS	RELATIVE	AIR FORCE OR COMMAND	STATUS OF PERSONNEL	STATUS OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	ARMSTRONG, DAVID A.	P	O-764583	2nd Lt.	01	AC	8th	None	NO
CP	ANDREWS, ALLEN	P	O-768402	2nd Lt.	01	AC	8th	None	NO
H	BRASCH, MAXIM (550th sq)	H	O-711313	2nd Lt.	18	AC	8th	None	NO
B	COLEMAN, LAWRENCE V.	B	O-762649	2nd Lt.	18	AC	8th	None	NO
E	WEST, WARREN R.	E	37544021	Sgt.	38	AC	8th	None	NO
R	MURPHY, GERALD C.	RO	17114727	Sgt.	38	AC	8th	None	NO
ETG	ENLHFWLT, DALE R.	AG	37558528	Sgt.	38	AC	8th	None	NO
RWG	VOGLE, CHARLES J.	AG	37548205	Sgt.	38	AC	8th	None	NO
TG	OLIVER, LOUIS C.	AG	37554342	Sgt.	38	AC	8th	None	NO

(20) ARMSTRONG, DAVID (21) O-764583 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Grade)
Assigned (25) 8th AF (26) 100th (27) 418th Bomb. (28) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 100th (31) 418th Bomb. (32) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1/7/44 Present rating (35) Pilot (36) 1/7/44 Instrument rating (37) 5/17/44
(Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:

(at the time of this accident)

(38) This type B-17 341.15 (39) Instrument time last 6 months not applicable
(39) This model B-17G 188.85 (40) Instrument time last 30 days not applicable
(40) Last 90 days B-17 148.85 (41) Night time last 6 months not applicable
(41) Total All types A/C 613.40 (42) Night time last 30 days not applicable

AIRCRAFT DAMAGE

DAMAGE	YES	NO	LIST OF DAMAGED PARTS
(43) Aircraft	<u>3</u>		<u>Left wing, tail wheel, left flap & aileron</u>
(44) Engine(s)	<u>M</u>	<u>M</u>	<u>#1 & #2 engines, #1 supercharger</u>
(45) Propeller(s)	<u>M</u>	<u>M</u>	<u>#1 & #2 props.</u>

(46) Weather at the time of accident A trace of cloud at 12,000'; visibility five (5) miles; winds W/S/W 15 miles per hour.

(47) Was the pilot flying on instruments at the time of accident No
(48) Cleared from 139 (49) To 139 (50) Kind of clearance Operational

(51) Pilot's mission Combat

(52) Nature of accident Taxi accident

(53) Cause of accident Lack of hydraulic pressure rendering brakes useless.

(54) AAF Form #84 will not be submitted.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

1. At 0635 hours on 1 September 1944 when aircraft of this station were taxiing for take off on an operational mission, this aircraft lost its hydraulic pressure and, out of control, ran into an abandoned aircraft that is used for demonstrating "ditching" procedure.

2. Responsibility: It is the opinion of this Board that the responsibility rests entirely with the pilot and co-pilot; that through carelessness the accident occurred.

3. Disciplinary action will be taken.

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

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

Maurice P. Youngs
MAURICE P. YOUNGS,
Major, Air Corps,
Member.

EXHIBITS ENCLOSED:

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

Signature _____
(Investigating Officer)

Date _____

HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
APO #569

1 September 1944

SUBJECT: Pilot's Statement of Aircraft Accident of 1 September 1944.

TO : President of the Aircraft Accident Board, AAF Station #139.

1. At 0835 hours on 1 September 1944, as I was taxiing down the perimeter strip at station 139 preparatory to take off on an operational mission, I asked for the tail wheel to be unlocked. At the time I was riding in the right hand seat. After turning the corner, the tail wheel was again locked and I applied the right throttle (#4 engine), but it did not move the aircraft fast enough to prevent its running into the drain on the edge of the perimeter. I unlocked the tail wheel and applied left brake before the wheel was in the drain. There was no hydraulic pressure. The aircraft (#43-38735) continued to turn to the right with one wheel (right) on the other side of the drain. The aircraft started for a building (gunner's briefing room) so I pushed both #3 and #4 throttles and the aircraft swung back on the perimeter track.

2. I was going to line the aircraft up on the track but there was another airplane in front of me slowing down for the corner just ahead. This aircraft was too close in front of me so I let the aircraft go on across the perimeter track, all the time holding my brake peddles down and pumping on the hand pump. This slowed the airplane up considerably after I had cut the throttles. The left wing and #1 prop collided with an aircraft that had been set aside for the purpose of demonstrating "Ditching". My aircraft stopped almost immediately and the switches were shut off by that time.

3. The bombardier and navigator came back into the cat-walk and no one was injured in the airplane. The approximate speed while taxiing the aircraft was five to ten miles per hour.

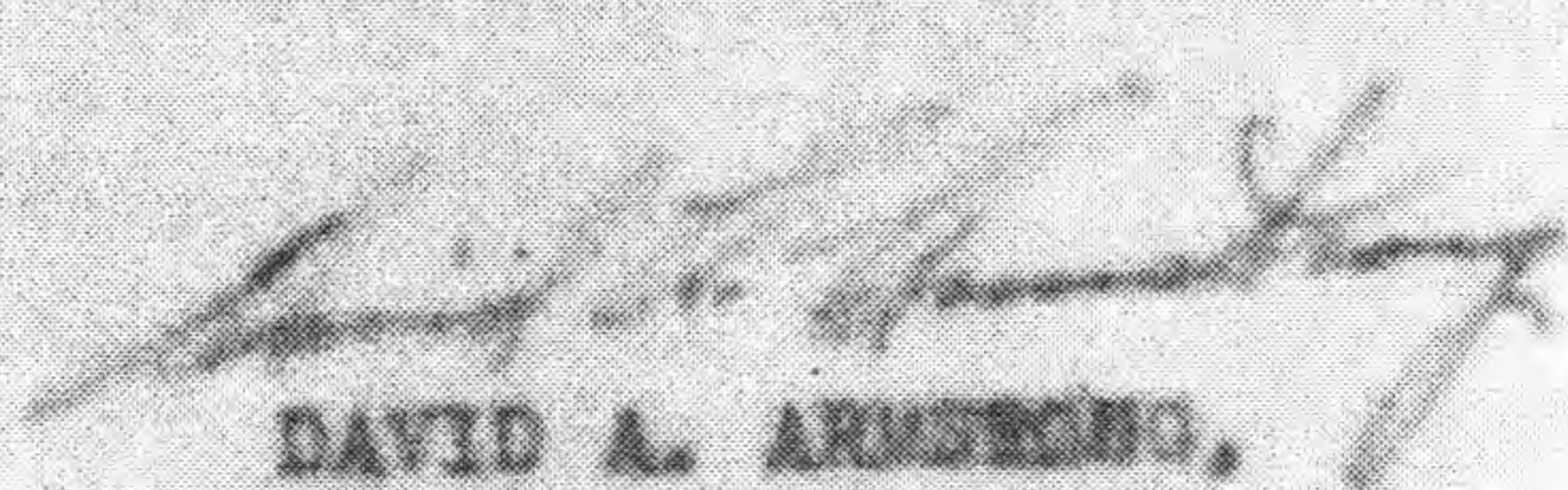

DAVID A. ARMSTRONG,
2nd Lt., Air Corps,
Pilot.

EXHIBIT "C"

FOUR HUNDRED AND EIGHTEENTH BOMBARDMENT SQUADRON (H) AAF
office of the Engineering officer.

4 September 1944.

SUBJECT: Taxi Accident Inspection -- B-17G; 43-57935.

TO : commanding officer, One Hundredth Bombardment Group (H) AAF.
Station 138.

1. Inspection of the hydraulic system of Aircraft type B-17G, Serial No. 43-57935 immediately following taxi accident on the morning of 1 September, 1944 showed the following:

- (a) Hydraulic pressure approximately 350 P.S.I.**
- (b) B-7A hydraulic switch in "off" position with safety wire stretched allowing switch to be out of "automatic" position.**
- (c) Hydraulic pressure was built up to 300 P.S.I. when B-7A switch was placed in "automatic" position with master switch and battery switches "on"**

2. With the B-7A switch in "off" position, the pressure is not built up and with several applications of the brakes, the system pressure was depleted. The distance from the "automatic" to the "off" position (middle position) is small; in some manner, the switch was forced against the safety wire from the "automatic" to the "off" position resulting in insufficient hydraulic pressure after several applications of the brakes.

For the Squadron Commander,


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

EXHIBIT "D"

FLYING CONTROL SECTION: STATION 139
APO #559

2 September 1944

SUBJECT: Taxi accident involving B-17 # 43-37935-V of
the 418th Heavy Bombardment Squadron.

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

1. Pilot Involved: 2nd Lt. David A. Armstrong,
O-764583 of the 418th Heavy Bombardment Squad-
ron.
2. Time of Accident: Approximately 0630 hours 1,
September 1944.
3. Synopsis of accident: Lt. Armstrong was taxiing
around south perimeter for an operational take
off, when his hydraulic pressure dropped to zero
causing the aircraft to be completely without
brakes. The A/C ran off the right side of the
perimeter track and headed towards the gunners'
briefing room. To avoid hitting the building,
Lt. Armstrong stated he opened the #4 engine to
turn the aircraft back on the perimeter track.
The A/C then swung back to the left and crossed
the perimeter track finally coming to rest after
hitting the fuselage of an old B-17, used for a
ditching drilled A/C.
4. Damage: Right wing damaged; # 3 and 4 props
slightly damaged; tail wheel sheared.
5. Injuries: None.

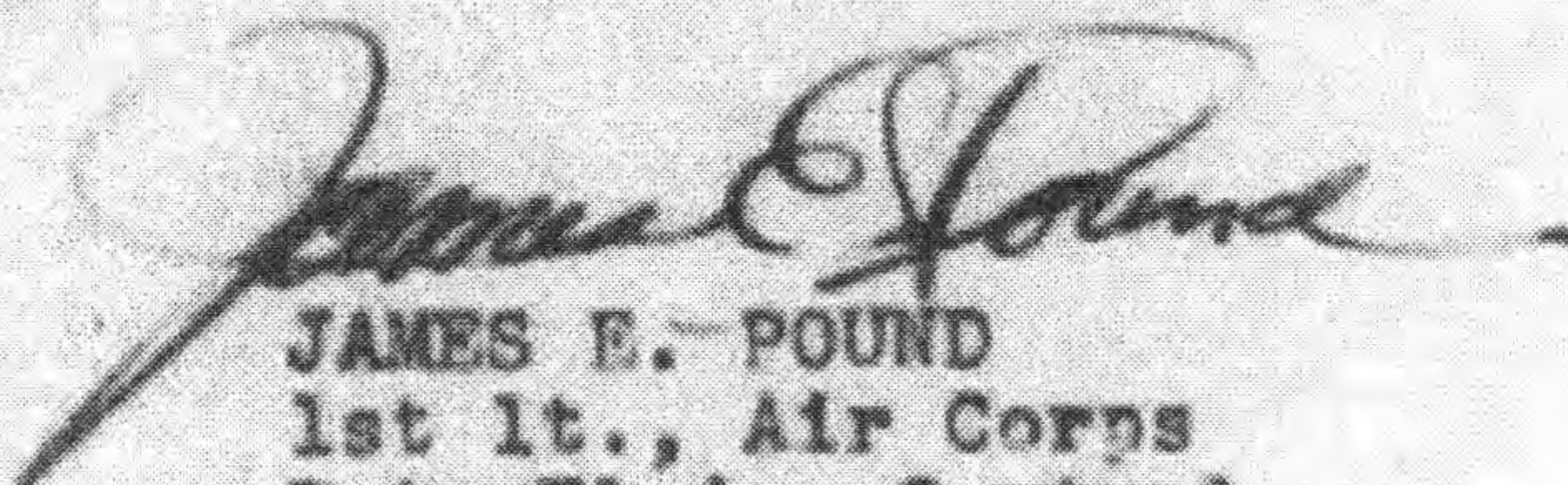

JAMES E. POUND
1st Lt., Air Corps
Duty Flying Control
Officer

EXHIBIT "E"

RESTRICTED

C-A-2

HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 559

Special Orders)
Number.....221)

16 Aug 44

EXTRACT

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:

MAJ WILLIAM R THOMPSON, 0398616	AC Hq 100th Bomb Gp
MAJ EVERETT E BLAKELY, 0442339	AC Hq 100th Bomb Gp
MAJ SAM L BARR, 0791276	AC 349th Bomb Sq
CAPT MAURICE F YOUNGS, 0442321	AC Hq 100th Bomb Gp
MAJ GEORGE O EMERSON, 0382947	MC Hq 100th Bomb Gp
CAPT MARVIN S BOWMAN, 0474852	AC Hq 100th Bomb Gp

By order of Lt Col JEFFREY:

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

OFFICIAL:


DALE Z. JONES,
Captain, Air Corps,
Ass't Adjutant.

EXHIBIT "B"

RESTRICTED

EXHIBIT "A"



AD-47-100X1-9-44X7938-8178YTAXI-ACCIDENT



AD-47-100X1-9-44X7938-8178YTAXI-ACCIDENT

WAR DEPARTMENT
U. S. ARMY AIR FORCES
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Aircraft: (4) Type and model B-17G (5) A. F. No. 33-37835 (6) Station AAF #139
Organization: (7) 8th AF (8) 100th (9) 418th

PERSONNEL

POST	NAME (Last name first)	RATING	SERIAL NO.	GRADE	BRANCH	ASSIGNED TO	STATUS	REMARKS
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
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CP	ANDREWS, ALLEN	P	G-768402	2nd Lt.	01	AC	8th	None
H	BRASCH, MAXIM (550th sq)	H	G-711313	2nd Lt.	18	AC	8th	None
B	OGLETREE, LAWRENCE V.	B	G-762649	2nd Lt.	18	AC	8th	None
E	WEST, WARREN R.	B	37544021	Sgt.	38	AC	8th	None
R	MURPHY, GERALD C.	RO	17114727	Sgt.	38	AC	8th	None
HTG	ENLSENFELT, DALE R.	AG	37558528	Sgt.	38	AC	8th	None
RWO	VOGLE, CHARLES J.	AG	37548205	Sgt.	38	AC	8th	None
TG	OLIVER, LOUIS C.	AG	37554342	Sgt.	38	AC	8th	None

(19) ARMSTRONG, DAVID (20) A. (21) G-764583 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
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(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 100th (31) 418th Bomb. (32) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1/7/44 Present rating (35) Pilot (36) 1/7/44 Instrument rating (37) 5/17/44
(Rating) (Date) (Rating) (Date) (Date)

Flight Pilot Hours:

(at the time of this accident)

(38) This type B-17 241.15 (39) Instrument time last 5 months not applicable
(40) This model B-17G 188.55 (41) Instrument time last 30 days not applicable
(42) Last 90 days B-17 146.55 (43) Night time last 5 months not applicable
(44) Total All types A/C 613.40 (45) Night time last 30 days not applicable

AIRCRAFT DAMAGE

DAMAGE	YES	NO	REMARKS
(46) Aircraft	<u>3</u>		Left wing, tail wheel, left flap & aileron
(47) Engine(s)	<u>M</u>	<u>M</u>	#1 & #2 engines, #1 supercharger
(48) Propeller(s)	<u>M</u>	<u>M</u>	#1 & #2 props.

(49) Weather at the time of accident A trace of cloud at 12,000'; visibility five (5) miles; winds W/S/W 15 miles per hour.

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

(55) Pilot's mission Combat

(56) Nature of accident Taxi accident

(57) Cause of accident Lack of hydraulic pressure rendering brakes useless.

(58) AAF Form #84 will not be submitted.

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