

Accident No. 15-11-38

Date

Checked by

Analysed by

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Field by

Notes

10-11-38

Accident No. _____

45-11-21-526

A2

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station #13 (2) Date 21 November 1944 (3) Time 1730
 AIRCRAFT: (4) Type and model B17G DO (5) A. E. No. 42-38047 (6) Station #139
 Organisation: (7) 8th (8) 100th (9) 351st
 (Command and Air Force) (Group) (Squadron) 2904

PERSONNEL

[illegible]

(10) Dovel, Ronald L.	(11) -0-771871	(12) 2nd Lt	(13) 18	(14) AC
(Last name)	(First name)	(Middle initial)	(Social number)	(Rank)
Assigned (15) 8th	(16) 100th	(17) 351st	(18) #139	(19) 2704
(Command and Air Force)	(Group)	(Department)	(Station)	(Date)
Attached for flying (20) 8th	(21) 100th	(22) 351st	(23) #139	(24) 4-4-44
(Command and Air Force)	(Group)	(Department)	(Station)	(Date)
Original rating (25) Pilot	(26) 12-3-45	Present rating (27) Pilot	(28) 12-3-45	Instrument rating (29) 4-4-44
(Rating)	(Date)	(Rating)	(Date)	(Date)

First Pilot Hours:

(at the time of this accident)

(38) This type	B17	217.85	(42) Instrument time last 6 months	17.32
(39) This model	B17G	178.05	(43) Instrument time last 30 days	23.55
(40) Last 90 days		111.50	(44) Night time last 6 months	1.00
(41) Total		302.50	(45) Night time last 30 days	0.00
(41A) Total Pilots Hours:		637.05	(42A) Link Trainer Time Last 90 Days	0.00

(41A) Total Pilots Hours:

LIBRARY

T.O. - 1

DAMAGE					ONE LIST OF DAMAGED PARTS
(46) Aircraft		0	0	0	LEADING EDGE, RIGHT OUTER WING PANEL, RIGHT FLAP.
(47) Engine(s)					
(48) Propeller(s)					

(50) Weather at the time of accident - Visibility 3 miles, clouds 25000 feet, 4-6 surface winds W-SW 5 miles per hour. 11

(81) Was the pilot flying on instruments at the time of accident Yes
(82) Cleared from 139 (83) To Local (84) Kind of clearance Local

(55) Pilot's mission **Engineering check**

(56) Nature of accident **Landing accident**

(57) Cause of accident Structural failure of belt joining drag strut to drag support and/or structural failure of drag link.

(30) AAF Form #34 will be submitted.

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Incl #5

DESCRIPTION OF ACCIDENT

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

Lt. Ronald L. Dovel pilot of B17G 42-38047 on a routine engineering slow-time flight on 21 November 1944, was cleared by the tower to land on runway #28. He completed a normal landing and was rolling down the runway when the right landing gear collapsed. It is believed structural failure of the bolt joining drag strut to drag support allowing severe vibration which finally caused breaking of drag link.

This forced the wheel into its nacelle housing allowing right wing to drag and cause a ground loop to the right.

The following damage resulted:

- (a). Loss of right outboard wing panel and wing tip.
- (b). Loss of number 2, 3, and 4 engines and propellers.
- (c). Replacement of the inboard longeron on number 3 nacelle.
- (d). Loss of number 4 supercharger.
- (e). Replacement of both strut assemblies, complete.

It was the opinion of pilots who witnessed the accident that Lt. Dovel had executed a "normal" and satisfactory approach and landing.

The cause of this accident is believed by the board to be due to 100% structural failure.

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

Charles E. Kelly
Charles E. Kelly,
Major, Air Corps,
Member.

Samuel H. [unclear]
Samuel H. [unclear],
Major, Air Corps,
Member.

EXHIBITS:

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

Signature _____
(Investigating Officer)

Date _____

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351ST BOMBARDMENT SQUADRON (H), ARMY AIR FORCES
APO 559.

21 November 1944

SUBJECT: Accident Report.

TO : Operations Officer, 100th Bombardment Group (H), AAF.

1. I was returning after slow timing Aircraft No. 42-38047. I called the Tower and was cleared to come in and land. I and the co-pilot went through the check list for "before landing" and had the engineer check the landing gear, including the tail wheel. The gear was checked visually by the co-pilot, engineer, bombardier, navigator and myself. I turned on the final approach - airspeed at 120 mph., high rpm. and half flaps for approach to runway. I made a normal level out and landed. A few seconds after the wheels touched the runway, a loud noise was heard and the right wing dropped. The conditions showed all symptoms of a tire blown so I gave numbers 3 & 4 engines power to lift the right wing and hold the plane straight on the runway. I applied as much brake as possible to the left wheel. The ship slowed down and when lift was destroyed on our right wing, that wing started to settle. When the wing touched the runway, the plane swerved off the runway. I cut the throttles and the co-pilot and myself cut the main and all other power switches before we stopped.

2. Personnel in aircraft at time of accident:

Ronald L. Dovel	2nd Lt	0-771671	Pilot
Van A. Haire, Jr	2nd Lt	0-556049	Co-Pilot
Joseph Kresnar	2nd Lt	0-2064493	Navigator
Benjamin J. Immerman	2nd Lt	0-777332	Bombardier
Wilber H. Cooper	Sgt.	16133612	Engineer
Joseph G. Brennan	Sgt.	31310813	Radio Operator

3. Time of Accident - 1730 hours

November 21, 1944.

4. Runway Used - 28

Ronald L. Dovel

RONALD L. DOVEL,
2nd Lt., Air Corps,
Pilot of Aircraft 42-38047.

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FLYING CONTROL SECTION

Station 139

APO #559

22 November 1944

SUBJECT: Aircraft Accident Involving B-17G #42-38047 - O of the 351st Bomb Squadron (H).

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

1. Concerning aircraft accident of 1730 hours, November 21, 1944, in which aircraft #42-38047-O crashed while landing. The aircraft made a normal approach to runway #28. The right wheel of the plane touched the runway first causing the aircraft to bounce slightly before it settled back into a normal three-point landing. The aircraft rolled for another 300 yards when the right landing gear buckled and let the right wing down onto the runway. This caused the plane to ground-loop and come to a stop 30 yards to the right of the runway. The right wing, #3 and #4 engines, and the right landing gear were damaged.

2. Weather conditions at time of accident: visibility - three miles; no low clouds; wind - WSW, 5 miles per hour.

3. No personnel were injured.

4. Damage to airfield -- three of our Bartow, low visibility runway lights completely demolished.

5. Action taken by Flying Control: crash crew and ambulance dispatched. Doctors and ambulances requested from sick quarters. Station fire fighting platoon called. Engineering, Flying Control 3rd Bomb Division, and other departments concerned notified.



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

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351st BOMBARDMENT SQUADRON (H) AAF
Office of the Engineering Officer

WAC/w1

AAF 139
27 November 1944

SUBJECT: Inspection of Airplane, B-17G, Serial No. 42-58047.

TO : Commanding Officer, 100th Bombardment Group (H) AAF,
Station 139.

1. The inspection of B-17G, serial no. 42-58047 following the landing gear failure of 21 November 1944 revealed the following:

a. Failure of the right hand landing gear during the roll, allowing the right wing to strike the ground and ground looping the plane.

2. The following damage was determined:

- a. Loss of right outboard wing panel and wing tip.
- b. Loss of number 2, 3, and 4 engines and propellers.
- c. Replacement of the inboard longeron of number 3 nacelle.
- d. Loss of number 4 supercharger.
- e. Replacement of both strut assemblies, complete.
- f. Replacement of both wheels and brakes.

3. It is believed that the material failure occurred in the following sequence. The inboard bolt (drag strut to drag support) failed in shear, allowing severe vibration of drag strut assembly which in turn caused the failure of the drag link. This allowed the collapse of the gear and subsequent ground looping the plane.

For the Squadron Commander:


WILLIAM A. CARLETON
Capt., Air Corps
Engineering Officer

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R E S T R I C T E D

HEADQUARTERS 3D BOMBARDMENT DIVISION
APO 559

E-E-1

360.33

SUBJECT: A.A.F. Form 54, Unsatisfactory Report.

TO : Commanding General, Eighth Air Force, APO 634.

Forwarded herewith are three (3) copies of A.A.F. form 54, Unsatisfactory Report, to support the A.A.F. forms 14, Aircraft Accident Report, on aircraft No 42-38047 which were forwarded by this headquarters 12 December 1944.

For the Commanding General:

DEC 24 1944

William D. Brown
WILLIAM D. BROWN
1st Lt., Air Corps
Actg Asst Adj Gen

1 Incl:

Incl 1 - A.A.F. Form 54 (in trip)



RECEIVED
HQ. 8th AIR FORCE

R E S T R I C T E D

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
44-460.	15 Dec. '44

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for information on Proper Use of this Form)

LEAVE BLANK		
A. E. S. SERIAL No.	REFER TO	CLASS

STATION AAF 139, APO 669		ORGANIZATION 351st Bomb Squadron (H).	
SUBJECT OF REPORT Property Class—Name 01F Airplane B-17G	Manufacturer Douglas Aircraft	AAF Order or Shipping No. Unknown.	
AIRCRAFT—Model & AAF Serial No. B-17G 42-38047	ENGINE—Model & AAF Serial No.	GRT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST R. I. E.—Report None.	Rate —	Flying Time Since —	Total Flying Time 077:25
ENGINE REPORTS ONLY LAST OVERHAUL—Report	Hours Since —	Repairs and Hours At Each Previous Overhaul	
PART Name Link Assy., Drag Strut		Part Drawing, Serial and Specification No. ALJ 100006-10.	
Time in Use 877:25	Quantity on Hand —	Quantity Known Defective —	No. Previous Failures None
Indicate by "X" in box Disposition of Exhibit	Photographed and Prints Enclosed	Test for Instructions	Test Under Separate Order
	Test in Attached Package	Repaired and Returned to Service	Disposed of (Explain Below)
			To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Space Above—Do Not Overcrowd)

EXPEDITE

In accordance with AAF Reg. 15-54, dated 18 May 1943, the following report is submitted:

Para. 3a (1) Failure of government equipment is the reason for this report.

1. COMPLETE DETAILS:

a. On the evening of 21 November 1944, the right landing gear of B-17G airplane # 42-38047 collapsed as the plane was completing its roll. Investigation revealed that the drag strut to drag strut support, inboard upper attaching bolt, failed in shear. This allowed severe vibration of the drag strut assembly causing the subsequent failure of the drag link. Enclosed photograph shows failure of both parts. It is believed the failure was sudden and due to the hard landing rather than a gradual failure such as metallic fatigue.

2. RECOMMENDATIONS:

a. It is difficult to state any further recommendations than those already accomplished in T.O. 01-20E-111 which recommends the replacement of the drag link with one of stronger design and T.O. 01-20E-118 which replaces the upper inboard 3/4" bolt (AN-32-54) with an AN 34 bolt which is 7/8" in diameter.

For the Squadron Commander:

William E. Oakleton
WILLIAM E. OAKLETON,
Capt., Air Corps,
Squadron Officer.

ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL,
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, CALIF.



AD-55100124-142047-8177(TAXI-ACCIDENT)



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