

Accident No. 13-11-24-1

Date

Checked by [Signature] 12-28-24

Analyzed by APB

Copied for Wright
Field by PC

Notes _____

3989110-84676

RESTRICTED

Account No.

WAR DEPARTMENT
AAF STA 139
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

26 Nov. 1944

1400

(1) Place Woodbridge (2) Date 26 Nov. 1944 (3) Time 1400
Aircraft: (4) Type and model B-17D (5) A. F. No. 43-358011 (6) Station AAF 139
Organization: (7) 8th AF (8) 100th (9) 349th 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 UNIT (17)	REPORT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	JENSEN, EUGENE T.	P	0-523870	1st Lt.	16	AC	8th AF	None	No
CP	MILLETT, JAMES J. JR.	CP	0-771099	2nd Lt.	16	AC	8th AF	None	No
N	CONDY, JOHN C. JR.	N	T-127585	P/O	18	AC	8th AF	None	No
B	AYERS, RICHARD R.	B	0-777417	2nd Lt.	18	AC	8th AF	None	No
IB	DAVIS, EVERETT E.	B	0-984643	1st Lt.	18	AC	8th AF	None	No
E	Thomasson, Floyd E.	E	38280018	T/Sgt.	38	AC	8th AF	None	No
R	Roberts, James L.	R	37565912	T/Sgt.	38	AC	8th AF	None	No
BT	Bird, Robert L.	BT	15163954	S/Sgt.	38	AC	8th AF	None	No
WG	Latiolait, Joseph W.	WG	39704803	S/Sgt.	38	AC	8th AF	None	No
TG	Sublett, Henry R.	TG	38347198	S/Sgt.	38	AC	8th AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) MILLETT, JAMES J. JR. (21) 0-771099 (22) 2nd Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF (26) 100th (27) 349th (28) #139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF (30) 100th (31) 349th (32) #139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 12-3-44 Present rating (35) Pilot (36) 12-3-44 Instrument rating (37) 12-3-44
(Rating) (Date) (Rating) (Date) (Date)

Co-Pilot
Pilot Hours:

(at the time of this accident)
(38) This type B-17 (E-F-0) 229:25 (42A) Link Trainer Time last 90 days 3:00
(39) This model B-17G (E-F) 289:15 (43) Instrument time last 6 months 29:40
(40) Last 90 days 139:25 (44) Instrument time last 30 days 24:00
(41) Total 313:40 (45) Night time last 6 months 17:40
(41A) Total Pilot Hours 554:55 (46B) Link Trainer time last 30 days 1:00

AIRCRAFT DAMAGE

DAMAGE	(48) LIST OF DAMAGED PARTS
(45) Aircraft <u>W</u>	Air Service Command Classified Ship
(47) Engine(s) <u>W</u>	As "Salvage".
(48) Propeller(s) <u>W</u>	

(50) Weather at the time of accident 7-8/10 at 28,000 feet, visibility 5 miles. Wind SW 7 to 12 miles per hour.

(51) Was the pilot flying on instruments at the time of accident No (Bombing)
(52) Cleared from Sta. #139 (53) To 139 (54) Kind of clearance Practice flight
(55) Pilot's mission Practice bombing.

(56) Nature of accident Landing accident - Drag-link failed shortly after ships initial contact with ground. Pilot applied throttle making ship airborne again. Pilot was directed to crash land at emergency field.

(57) Cause of accident Weak drag-link failure, right landing gear- due 100% to pilot error
(58) AAF form #54 will not be submitted.

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WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

Woodbridge

26 Nov. 1944

100

11. **Answer: B**

② Date:

21

Abstract (b) Type and model

B-170

(6) A. F. No.

4-88012

© Station

111

Organization: 7

85b 17

100th

349th Squadron

Chengdu and Air Force

[illegible]

PERSONE

[illegible]

PILOT CHARGED WITH ACCIDENT

(20) JENSHIN, EUGENE T. (Last name) (First name) (Middle initial)	(21) O-923570 (Serial number)	(22) 1st Lt. (Rank)	(23) 15 (Personal class)	(24) AC (Branch)
Assigned (25) 8th AF (Command and Air Force)	(26) 100th (Group)	(27) 349th (Squadron)	(28) #139 (Station)	
Attached for flying (29) 8th AF (Command and Air Force)	(30) 100th (Group)	(31) 349th (Squadron)	(32) #139 (Station)	
Original rating (33) Pilot (Rating)	(34) 8-2-44 (Date)	Present rating (35) Pilot (Rating)	(36) 8-2-44 (Date)	Instrument rating (37) 3-4-44 (Date)

First Pilot House:

(at the time of this accident)

(38) This type	B-17	234:15	(42) Instrument time last 6 months	34:00
(39) This model	B-17C	206:10	(43) Instrument time last 30 days	3:00
(40) Last 90 days		130:40	(44) Night time last 6 months	17:40
(41) Total		241:55	(45) Night time last 30 days	2:15
41A Total Pilot Hours		621:15	42A Ask Tr time last 90 days:	6:00

AIRCRAFT DAMAGE " " " 30 " 1:00

DAMAGE					(68) LIST OF DAMAGED PARTS
(46) Aircraft	1				Air Service Command Classified Ship As "Salvage".
(47) Engine(s)	1	1	1	1	
(48) Propeller(s)	1	1	1	1	

(50) Weather at the time of accident 7-8/10 at 25,000 feet, visibility 5 miles. Wind SW 7 to 12 miles per hour.

(51) Was the pilot flying on instruments at the time of accident No (Bombing)
(52) Cleared from Sta. #139 (53) To 139 (54) Kind of clearance Practice flight
(55) Pilot's mission Practice bombing 0

(58) Nature of accident: Landing accident - Drag-link failed shortly after ships initial contact with ground. Pilot applied throttle making ship airborne again. Pilot was directed to crash land at emergency field.

(b) Cause of accident: Weak drag-link failure, right landing gear- due 100% to pilot error
(58) AAF Form 884 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)

B-17G Aircraft #43-338011 had been on a practice bombing mission. Pilot was 1st Lt. Eugene Jensen; Co-pilot was 2nd Lt. James J. Millett. The pilot decided to shoot a few practice landings before returning to the line. He had completed one normal landing and turned control of the airplane over to the co-pilot, who was going to make the next landing from the right seat.

It is the opinion of the board that the airplane made contact with the ground before it had completely lost flying speed. Undue strain was exerted on the landing gear assembly, which failed at what is recognized as its weakest point - the drag link. Realizing that a structural failure had taken place, or something was wrong, the co-pilot applied throttle and became airborne again.

The broken drag-link which allowed the right gear to hang loosely was immediately discernable in the air.

Since an operational mission was due to return very soon, the tower directed the ship to execute a standard crash-landing at the Woodbridge emergency strip, which was immediately notified of the situation.

This landing was executed in a satisfactory manner by Lt Jensen. No crew injury. Air Service Command however was forced to classify the ship as "Salvage".

It is the opinion of the board that the initial drag link failure was caused by a hard landing when the co-pilot evidently allowed the ship to make contact with the ground before it had lost flying speed. The airspeed was 100 mph when the wheels hit the ground, which is 10 to 15 mph above usual stalling airspeed. The fact that co-pilot was able to get himself airborne again also suggests that the ship was not ready to land.

It is the belief of this board that the major cause of the accident was pilot error. The aircraft commander did not use good judgement in allowing the co-pilot to continue with the landing when it was apparent it would not be within safe limits. The co-pilot exercised poor technique in breaking the glide and completing the landing. The cause of the accident is due 100% to pilot error.

Exhibits:

- "A" Convening Authority
- "B" Flying Control Officer's Report
- "C" First Pilot's Letter
- "D" Co-pilot's Letter

John B. Wallace
JOHN B. WALLACE
Major, Air Corps
President

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

Sam L. Barr
SAM L. BARR
Major, Air Corps
Member

Signature
(Investigating Officer)

Date

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"C"

849TH BOMBARDMENT SQUADRON (H), ARMY AIR FORCE
Office of the Operations Officer
APO 889

28 November 1944

SUBJECT: Report of Aircraft Accident.

TO : Aircraft Accidents Committee.

1. Had returned from a practice bombing mission of 28 November, 1944, flying Aircraft #45-338011, and had obtained permission from the tower to shoot a few landings. First landing was normal in all respects.

2. Co-Pilot was making the second landing and had made a normal approach (120 MPH, full flap and approximately 18" to 20" hg.). Landing was not abnormally hard and there was no drift. Airspeed was about 100 MPH when we hit. The right side of the ship was felt to drop just as we hit, full power was applied and we climbed to about 1,000 feet.

3. The broken drag link (right, could be seen from the cockpit and wheel and strut were swinging free). Tower was contacted and we were instructed to land at Woodbridge. Flare out to the channel and dropped our remaining practice bombs and then went back to Woodbridge.

4. Landed on runway 27 at Woodbridge, no drift. Made a normal wheels down approach. Landed tail low and right wing high. Full flaps and cowl flaps open. Ship landed on left wheel. Slowed down and settled down on to the right wheel which retracted back into the wing. Right wheel and strut held until about the last 100 feet of the landing run at which time right wheel and strut were loose allowing the right wing to drop to the runway. Switches were cut at landing, and props had stopped turning. Crew was all in the radio room.

Regina T. Jensen
WILLIAM T. JENSEN,
2nd Lt., Air Corps,
First Pilot.

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349TH BOMBARDMENT SQUADRON (H), ARMY AIR FORCES
Office of the Operations Officer
APO 559

3 December 1944

SUBJECT: Reprt of Aircraft Accident.

TO : Aircraft Accidents Committee.

1. Returning from a practice mission, 26 November 1944, in which we dropped practice bombs, the pilot asked the Tower permission to shoot a few landings. The first landing made by the pilot was normal. Aircraft was #43-338011.

2. I (Co-Pilot) was making the second landing from right seat. The approach was normal, full flaps and 120 mph. I leveled out and we hit the ground at about 100 mph, there was no drift. The plane sagged to the right and I applied full power and we went back up to about 1000 feet.

3. The right drag link was seen to be broken and the right wheel and strut hung free. The tower told us to land at Woodbridge. We dropped our remaining practice bombs in channel and went to Woodbridge.

4. We made a normal, wheels down and full flap approach on runway 27 at Woodbridge. Ship landed first on left wheel then settled to right wheel which folded back into wing and held until about last 100 feet of run. It then tore loose and right wing hit runway. Switches were out on landing and mixture controls put in idle out off. Crew was in radio room and uninjured.

JAMES J. MILLETT JR.
2nd Lt., Air Corps.

James J. Millett Jr.

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349TH BOMBARDMENT SQUADRON (H), ARMY AIR FORCES
Office of the Operations Officer
APO 559

3 December 1944

SUBJECT: Reprt of Aircraft Accident.

TO : Aircraft Accidents Committee.

1. Returning from a practice mission, 26 November 1944, in which we dropped practice bombs, the pilot asked the Tower permission to shoot a few landings. The first landing made by the pilot was normal. Aircraft was #43-338011.

2. I (Co-Pilot) was making the second landing from right seat. The approach was normal, full flaps and 120 mph. I leveled out and we hit the ground at about 100 mph, there was no drift. The plane sagged to the right and I applied full power and we went back up to about 1000 feet.

3. The right drag link was seen to be broken and the right wheel and strut hung free. The tower told us to land at Woodbridge. We dropped our remaining practice bombs in channel and went to Woodbridge.

4. We made a normal, wheels down and full flap approach on runway 27 at Woodbridge. Ship landed first on left wheel then settled to right wheel which folded back into wing and held until about last 100 feet of run. It then tore loose and right wing hit runway. Switches were out on landing and mixture controls put in idle cut off. Crew was in radio room and uninjured.

JAMES J. MILLETT JR.
2nd Lt., Air Corps.

James J. Millett Jr.

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HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 559Special Orders)
Number.....325)

3 December 1944

1. The foll names O's & EM, having been asgd this Sta per par 30, SO 335, Sec I, Hq 70th Repl Depot (AAF) dd 30 Nov 44, are further asgd to 349th Bomb Sq. The EM are required to participate in regular and frequent aerial flights until rel'd by competent authority. (AR 35-1480, AAF Reg 35-29). FP 555 CE.

Cr 9 (APO 16745 CE 9)

2D LT ROBERT W WILKES 0825042
2D LT GEORGE W BAUGHIER 02061864
2D LT JAMES R RASMUSSEN 02068745
Pvt Bernard M Adams 35654010 (612)
Cpl Pleasant H Aulda 38519279 (612)
Cpl James R Cashion 35227775 (612)
Cpl Andrew J Cline 15119349 (748)
Cpl Roy J Duthu 38497139 (757)
Cpl Raymond Hyvenen 37523231 (612)

Cr 10 (APO 16745 CE 10)

2D LT RAYMOND W WIELAND 0825040
2D LT PAUL L VALENTINE 0777873
2D LT ANTHONY J PRANGER 02066038
Cpl Fred E Appleby Jr 38441868 (612)
Cpl Marvin F Barnor 37490494 (612)
Cpl John C Ciaccia 36901969 (612)
Cpl David E Clowe 18121314 (748)
Cpl Arthur A Edmonston 15125646 (757)
Cpl Robert F Joyce 36911326 (612)

Cr 11 (APO 16745 CE 11)

2D LT JACK W THRASHER 0825005
2D LT GERALD A RUMEL 02068753
Cpl Thomas C Browning 13098920 (748)
Cpl Albert L Egsteker 13068544 (757)
Cpl Ernest F Coble Jr 0834388
Cpl Cecil A Baker 18198488 (612)
Cpl Alfred S Collins 19173803 (612)
Cpl George E Monsler 32046788 (612)
Cpl Joseph E Turonne 38440759 (612)

2. Sgt Joseph P Crookshank, 33401995, 28th Sta Compl Sq, is promoted to the gr of Staff Sergeant (Temp), eff this date. (Auth: AR 615-5).

3. 1ST LT PHILLIP W LANEY, 0913208, Hq 100th Bomb Gp, WF fr AAF Sta 139 o/a 4 Dec 44 to London, on TD for a period not to exceed three (3) days, to carry out the instructions of the CO. CTRS.

While in the London Area O will contact Billeting O, CMS, 5 North Audley St who will provide govt billets. Messing facilities are available at Grosvenor House and at 44 Grosvenor Sq. TOUT, TDM, PD 60-136 P 432-02 A 2E/60426. Rail or GW. (PAC Ltr Hq ETOUSA 24 May 44).

4. Par 12, SO 300, this Hq en, as amended, is revoked.

5. In accordance with Par 1, Part 6, AAF Regulation No. 62-14A, as modified by Section 3, 8th AF Memo 60-2 and USSTAF Reg No. 62-1, 4 Nov 44, 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 JOHN B WALLACE, 0388897, AC
MAJ EVERETT E BLAKELY, 0442339, AC
MAJ SAM L BARR, 0791275, AC
CAPT HEAL P SCOTT, 0813859, AC
MAJ GEORGE O EMERSON, 0382947, AC
MAJ MARVIN S BOWMAN, 0474852, AC
1ST LT ELLIS D PIKE, 0873991, AC

Hq 100th Bomb Gp
Hq 100th Bomb Gp
349th Bomb Sq
351st Bomb Sq
Hq 100th Bomb Gp
Hq 100th Bomb Gp
Det 139, 16th Reg Sq

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PHOTOGRAPHS COULD NOT BE OBTAINED, RAF STATION.

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"B"

FLYING CONTROL SECTION
Station #139
APO #559

28 November 1944

SUBJECT: Aircraft Accident Concerning B-17-G #011-H of
the 349th Bombardment Squadron (H).

TO : Chairman, Aircraft Accident Committee, AAF Sta-
tion #139, APO #559.

1. At 1240 hours, 26 November 1944, aircraft B-17-G #011-H piloted by Lt. JENSEN and on an authorized local flight from this station damaged the drag-link of right wheel while attempting a landing on runway #28.

2. The aircraft made a normal approach but was seen to land heavily on right wheel approximately 200-300 yards from upwind end of runway. Pilot evidently felt the impact and breaking of the drag-link and so made a running take-off. Once in the air it was ascertained that the wheel could not be retracted.

3. It was decided to divert the aircraft to emergency landing ground at Woodbridge, rather than run the risk of having a crashed aircraft block main runway. ETA of operational mission of the day was 1400 hours. Course and distance to fly to reach Woodbridge was passed to pilot and 3rd Bombardment Division Flying Control notified to alert Woodbridge for the emergency landing.

4. At approximately 1425 hours 26 Nov. 1944 Flying Control this station was notified that aircraft #011-H landed successfully at Woodbridge. Right wheel collapsed on touchdown; no. 4 propeller and starboard wing tip damaged. All personnel were reported safe.

Pilot was cleared to land on R/W #28 by Control Tower and advised of the cross wind on landing.


J. E. MICELI
2nd Lt., Air Corps
Duty Flying Control
Officer

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