

Accident No.

45-1237518

Date

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3-7-45

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Notes

3589:10-40-45

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W. A. DEPARTMENT
AAF STATION 139
U. S. ARMY AIR FORCES

ACCIDENT NO.

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station #124 (2) Date 31 December 1944 (3) Time 0741
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 44-48284 (6) Station AAF #139
Organization: (7) 8th AF, 3rd AD (8) 100th (9) 350th Bombardment
(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)
P	BAKER, CARL K.	P	0-780784	1st. Lt.	18	AC	8th AF	None	None
CP	EDMONDSON, CHARLES L.	CP	0-819070	2nd. Lt.	18	AC	8th AF	None	None
N	PINSON, WILLIAM W.	N	0-750214	1st. Lt.	18	AC	8th AF	None	None
B	HARD, HARLAND D.	B	87726549	Sgt.	38	AC	8th AF	None	None
E	KESEL, EARL H.	E	15198729	T/Sgt.	38	AC	8th AF	None	None
R	HEWITT, DENNY J.	R	15132177	T/Sgt.	38	AC	8th AF	None	None
BT	PAULO, ANDREW C.	BTG	32971218	S/Sgt.	38	AC	8th AF	None	None
WG	WARD, JOY G.	WG	88346295	S/Sgt.	38	AC	8th AF	None	None
TG	WASTART, JOSEPH (NMI)	TG	36686455	S/Sgt.	38	AC	8th AF	None	None

(20) BAKER CARL K. (21) 0-780784 (22) 1st. Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AF, 3rd AD (26) 100th (27) 350th Bombardment (28) AAF Sta. #139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AF, 3rd AD (30) 100th (31) 350th Bombardment (32) AAF Sta. #139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5-12-43 Present rating (35) Pilot (36) 5-12-43 Instrument rating (37) 1-5-44
(Rating) (Date) (Rating) (Date) (Date)

First Pilot Hours:
(at the time of this accident)
(38) This type B17 514:05 (39) Link Trainer last 90 days 6:00
(39) This model B17G 404:45 (40) Link Trainer last 30 days 1:00
(40) Last 90 days All Types 189:36 (41) Instrument time last 6 months 33:00
(41) Total All Types 610:40 (42) Instrument time last 30 days 24:45
(42) Total Pilot Hours 900:40 (43) Night time last 6 months 35:00
(44) Night time last 30 days 1:30

AIRCRAFT DAMAGE

DAMAGE	(45) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u> <u>W</u> <u>W</u> <u>W</u> <u>W</u>	Fuselage and wing panel torn and wrinkled.
(47) Engine(s) <u>W</u> <u>W</u> <u>W</u> <u>W</u> <u>W</u>	Damaged
(48) Propeller(s) <u>W</u> <u>W</u> <u>W</u> <u>W</u> <u>W</u>	Damaged

(50) Weather at the time of accident Visibility 3000 yards, cloud base 1200 feet, wind NWL 14 MPH
light snow, 9/10 plus cloud cover.

(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 Operational (Combat)

(56) Nature of accident Forced landing.

(57) Cause of accident Fire in number one engine.

(58) AAF Form #64 139 submitted 01-07-34-80-87

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Incl #12-

DESCRIPTION OF ACCIDENT

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

It is the opinion of this board that the major cause of the accident was failure of number one engine, and the resultant fire.

This loss of power at a crucial time is directly responsible for the emergency landing and the material damage which followed shortly afterwards.

Investigation has revealed that internal failure of the engine had resulted in the number eight cylinder being blown completely clear. The reported fire is believed to be a result of the gas and oil from this source coming in contact with hot exhaust manifolds. Engine time was 349 hours and 15 minutes.

The pilots decision to feather the engine is not questioned.

The board, after considering circumstances which then confronted Lt. Baker, cannot criticize his landing downwind at a strange field.

Evidence suggests that the ship was brought in at an air speed in excess of 150 M.P.H. which caused wing flaps to collapse. This excessive speed plus the fact that the approach was made downwind are believed responsible for the "long" landing and resulting damage when the aircraft could not be stopped at the end of the runway. These mistakes are considered pilot error.

There were however mitigating circumstances which convince the board that Lt. Baker was not guilty of any gross errors.

Snow showers, poor visibility, strange field, wet runway, number 1 feathered engine and a maximum loaded aircraft combined to make his emergency landing hazardous and probably caused him to allow his airspeed to build up while concentrating on the other factors involved. Statement of responsibility: 50% to pilot error; 50% to material failure.


JOHN R. WALLACE,
Major, Air Corps,
President.


DAVID E. LYMAN, JR.
Major, Air Corps,
Member.


JOHN S. ROBINSON,
Captain, Air Corps,
Member.

Exhibits Included: Four (4)

- "A"- Flying Control Officer's Statement (in quint.)
- "B"- Pilot's Statement (in quint.)
- "C"- Photographs (in quint.)
- "D"- Convening Authority (in quint.)

Signature
(Investigating Officer)

Date

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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
APC#559

31 December 1944

SUBJECT: Pilot's Statement Of Aircraft Accident of 31 December 1944.

TO : President, Aircraft Accident Committee, AAF Station #139.

1. At 0734 hours on 31 December 1944, I took off on an operational mission in B-17G aircraft #44-48284. I departed my home base at AAF Station #139, using runway #28, as did the rest of our formation. Very soon after take-off, a major fire started in number one engine. At this time the plane's altitude was but 300'. The fire appeared to me to be of both gas and oil origin.

2. I immediately feathered number one propeller and called for a fire extinguisher, but this aircraft was not equipped with an engine extinguisher system. The fire continued after the feathering of the propeller, but burned down somewhat and appeared to be solely an oil fire. I wanted to return to our home base, if possible. I made a right turn, which took us near AAF Station #124, where I observed the perimeter lights on. The interphone system was out at this time. My copilot blinked the aircraft's landing lights all during our approach to runway #21 of station #124 to warn the Flying Control personnel of our approach. The runway was clear at this time.

3. I made a normal approach with the wheels down. My copilot put down full flaps. Approximately half way down the approach, both flaps buckled. Consequently, I "came in hot" and very far down-field. I made a good three-point landing and believe that I would have stopped my plane on the runway had it not been for the buckling of the flaps. My aircraft continued straight ahead on directional control. I had full brakes on, making a "short field landing". The tires skidded all the way down, but could not bite into the ice. The aircraft rolled on beyond the end of the runway 150-200 yards and came to a sudden stop when the aircraft struck a ditch. The landing gear was sheared off, four propellers damaged, as well as the under part of the fuselage. I do not believe that the tires blew out, even after we hit the ditch. The copilot cut the main line switch and all personnel safely left the aircraft at once. No one was injured. The bombs did not move or shift in the bomb-bay.

Carl K. Baker
CARL K. BAKER,
1st Lt., Air Corps,
Pilot.

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HEADQUARTERS
AAF STATION 124, APO 558
Office of Flying Control

31 December 1944

SUBJECT: Statement of Aircraft Accident.

TO : Commanding Officer, 445th Bomb Gp., AAF Station 124, APO 558.

1. In accordance with memorandum 60-1, Hq. Eighth Air Force, dated 27 March 1944, the following aircraft accident statement is submitted.

"At 0740 hours on the 31st of December 1944, fortress 48284-H from Therpe Abbots made emergency landing downwind on runway 21 when runway 03 was in use. Aircraft was first observed on approach (runway 21) with landing lights on. Runway was clear so no effort was made to stop aircraft which was apparently in emergency with no radio contact with the field. Aircraft touched down halfway down the runway and continued off the end of the runway 600 feet. The landing gear was torn off in a ditch and aircraft is definitely salvage. Crew were apparently unhurt. Aircraft had bombs aboard.

Pilot claims he had engine on fire and had to make an emergency landing. He saw landing-out lights (sodium) which were to be used for our mission take-off schedule for 5 minutes later. He thought they were landing-in funnels. Aircraft was noted to have feathered engine on left side by duty flying control officer, no fire was seen. Landing aircraft of 445th bomb group were lined up for take off on perimeter track at time of accident. High intensity lighting were on stand number 1 on runway only (no approaches).

2. Weather conditions existing at the time of landing were; Visibility 3000 yards, ceiling 1200 feet with 9/10 coverage and wind north north west 11 miles per hour.

John H. Dickinson
John H. Dickinson
1st Lt., Air Corps,
Army P.O.O.

EXHIBIT "A"

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WAR DEPARTMENT
ARMY AIR FORCES

DD FORM 15-6-44/100m/21784(44/2 62171)

UNSATISFACTORY REPORT

(See AAF Reg. 15-64 for information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No. 45-101	DATE SUBMITTED 30 Jan 45

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

STATION AAF Station 124, APO 558, c/o PW, NY.		ORGANIZATION 46th Sub-Depot.	
SUBJECT OF REPORT Property Class—Engine Class C2-D Engine	Manufacturer Studebaker	AAF Order or Shipping No.	
AIRCRAFT—Model & AAF Serial No. B-17G-55VE 44-8284	ENGINE—Model & AAF Serial No. R-1820-97 SN-023763	UNIT OR ACCESSORY—Type, Model and Serial No. V-535AG17399 666CVAR.A	
AIRCRAFT REPORTS ONLY LAST D. I. R.—Depot	Date	Flying Time Class	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL—Depot New	Hours Since 341:45	Depots and Hours At Each Previous Overhaul	
PART Name		Part Drawing, Serial and Specification No.	
Time in Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures
Disposition by "X" →		Quantity Known Defective	No. Previous Failures
Photographed and Prints Enclosed	Weld for Instructions	Test Under Separate Cover	Test in Attached Package
Repaired and Returned to Service	Discarded of (Explain Below)	Yc Overhaul Facility (INITIALS)	

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

1. B-17G Aircraft, Serial Number 44-8284, of the 100th Bombardment Group (H), made an emergency landing at this Station 31 December 1944, shortly after an operational take-off. The left outboard propeller was feathered. Upon visual inspection, No. 8 cylinder was found broken off two (2) inches above mounting flange.
2. Type of Super-Charger Control: Minneapolis-Honeywell Type B Electronic.
3. Probable Cause: Unknown.
4. Total Combat Hours: Unknown.
5. Recommendations: None.
6. Disposition: Awaiting action of AAF Station 375, APO 637.

For the Commanding Officer:

Richard C. Harding
RICHARD C. HARDING,
Major, Air Corps,
Engineering Officer:

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ROUTING

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

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SO#3, Hq AAF Sta 139, APO 559, U.S. Army, 3 January '45, Cont'd.

9. A sk lv of absence for a period of five (5) days is granted the foll-named Officers, 349th Bomb Sq, eff o/a 4 Jan '45; (AR 605-115).

1ST LT RAYMOND L HEIRONIMUS, JR., 0817437, AC 2D LT GEORGE H. GELSE, 0723054, AC
1ST LT GLEN H PEAVY, 0822794, AC F/O RAYMOND A DECKER, T-125711, AC

10. The foll named EM, 456th Sub-Depot, WP GMV fr AAF Sta 139 o/a 4 Jan '45 to Blythe Bridge, on TD for a period not to exceed three (3) days, for purpose of COCO. CTRS.

Sgt Raymond H Wilson, 17089096

Sgt James L Bolen, 32455620

FD will pay EM for subs & qrs while traveling on dy & while at TD Sta in accordance with Cir 63 ETOUSA 44, as amended. TONT. TDN. 60-136 P 432-02 A 212/50425. (Auth: Ltr Hq ETOUSA 24 May 44).

By order of Colonel JEFFREY:

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

OFFICIAL:

Dale Z. Hobbs
DALE Z. HOBBS,
Captain, Air Corps,
Ass't Adjutant.

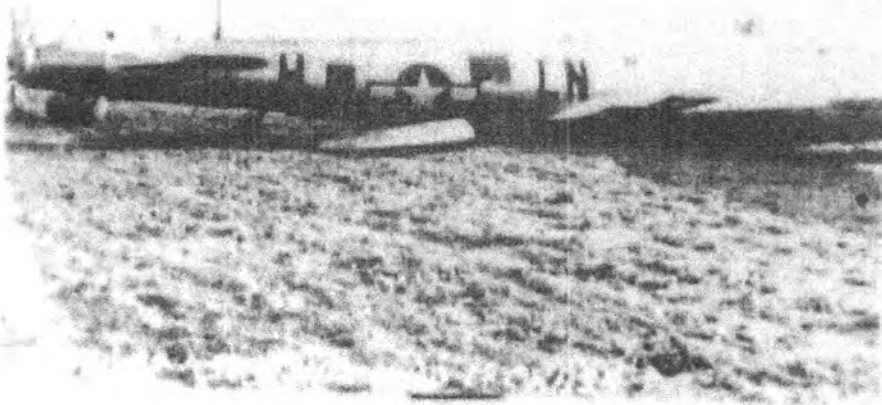
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