

[illegible]

Accident No. 75-17528

Date 6-1

Checked by DM

Analysed by _____

Copied for Wright
Field by _____

Notes _____

52228-45078

5-28

WARRANTY

U. S. ARMY AIR FORCES
AAF Station 139 AF 139

REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

(1) Place AAF Station 139 (2) Date 19 April 1945 (3) Time 1232
AIRCRAFT: (4) Type and model B-17G (5) A. E. No. 44-514 (6) Station AAF Station 139
Organization: (7) 8th AF; 3rd A.D. (8) 100th (9) 349th Bombardment
(Continued 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	Lebo, Ronald N.	P	0-827691	1st Lt.	18	A.C.	8th AF	None	No
CP	Sleeper, John F. Jr.	P	T-6334	F/O	18	A.C.	8th AF	None	No
N	Bonin, Bernard O.	N	T-129925	F/O	17	A.C.	8th AF	None	No
RO	Harned, Thaddus, C.	RO	36069738	T/Sgt.	38	A.C.	8th AF	None	No
E	Larson, Herman G.	E	6548851	T/Sgt.	38	A.C.	8th AF	None	No
G	Bretz, Benjamin T.	G	20323683	S/Sgt.	21	A.C.	8th AF	None	No

(20) Lebo, Ronald N. (21) 0-827691 (22) 1st Lt. (23) 18 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 8th AF; 3rd A.D. (26) 100th (27) 349th (28) AAF 139
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 8th AF; 3rd A.D. (30) 100th (31) 349th (32) AAF 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) 29-1-44
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 408:30 (42A) Link Trainer time last 90 days 7:00
(39) This model B-17G 325:30 (42B) " " " " 30 " 3:00
(40) Last 90 days All Types 130:05 (43) Instrument time last 6 months 17:40
(41) Total All Types 374:15 (44) Instrument time last 30 days 2:40
(41A) Total Pilot Hours... 420:00 (45) Night time last 6 months 10:50
(45) Night time last 30 days 1:35

AIRCRAFT DAMAGE

DAMAGE	(46)	(47)	(48)	(49)	(50)
(46) Aircraft	0	0	0	0	Tailcone replaced, Bulkhead #7 repair.
(47) Engine(s)	-	-	-	-	
(48) Propeller(s)	-	-	-	-	

(50) Weather at the time of accident Ceiling unlimited; visibility 10 miles; wind NNE. 2 MPH Temperature 64°

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from 139 (53) To 139

(54) Kind of clearance Contact

(55) Pilot's mission Local slow time.

(56) Nature of accident Landing accident

(57) Cause of accident 100 % Pilot Error

(58) No AAF form #54 will be submitted. ☒

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DESCRIPTION OF ACCIDENT

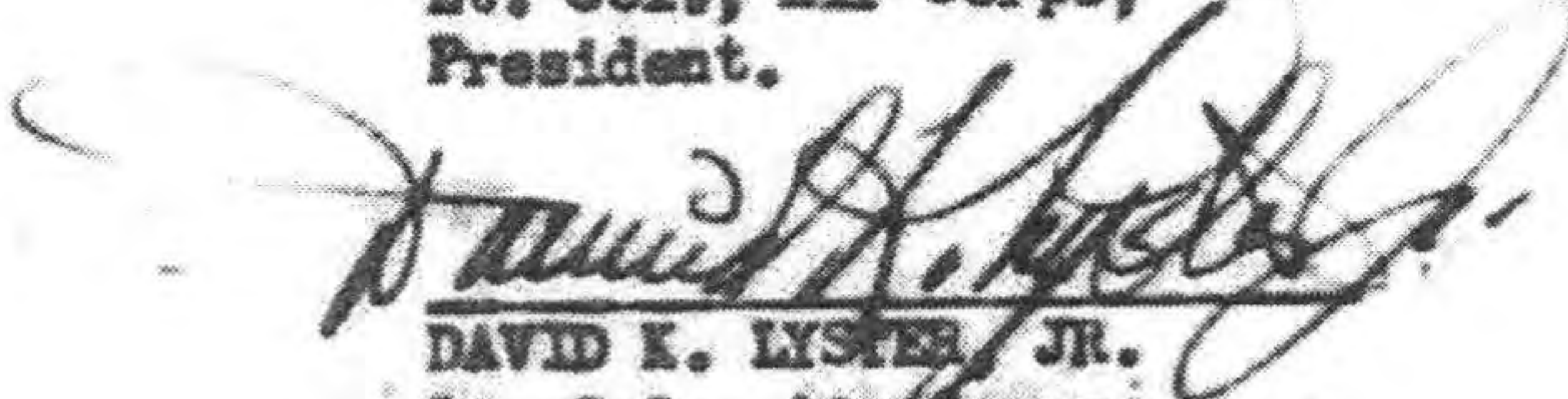
(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

On 19 April 1945, 1st Lt. Ronald N. Lebo was assigned as pilot on B-17-G aircraft #44-48514 for a local slow-time flight. At approximately 1232 hours subject aircraft landed with the tail-wheel partially retracted causing considerable damage in the vicinity of bulkhead #7 and to the tail cone.

Investigation has disclosed that the pilot took-off in subject aircraft knowing that the electrical system was defective. While in flight the electrical system failed thereby causing the landing gear to partially extend necessitating cranking down. The engineer was in the process of cranking the tail wheel down when the pilot landed. While electrical failure was a contributing factor, the accident could have been avoided had the pilot used proper precautions in using his check list and verbally checking with the engineer to insure that the tailwheel was extended.

The board is of the opinion that the accident is attributable to 100% Pilot Error due to carelessness and poor judgement.


JOHN B. WALLACE,
Lt. Col., Air Corps,
President.


DAVID K. LYSER, JR.,
Lt. Col., Air Corps,
Member.


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

INCLOSURES:

- Exhibit "A" - Pilot's Statement.
- Exhibit "B" - Photos.
- Exhibit "C" - Flying Control Officer's Statement.
- Exhibit "D" - Convening Authority.

Signature
(Investigating Officer)

Date

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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
APO #659

19 April 1945

SUBJECT: Pilot's Statement of Aircraft Accident Of 19 April 1945.

TO : President Aircraft Accident Board, AAF Station 139.

1. On 19 April 1945, at approximately 1232 hours, my aircraft #44-19814 was involved in a landing accident at this station. I had been slow-timing this aircraft for approximately one hour and one half.

2. Before take-off, I had found that only one generator was putting out current; number 3 was dead, and number one and two were not paralleled. While in flight number 2 generator burned out completely. The other generators failed to put out any or sufficient current. Consequently, the communications system of the aircraft was out, both with the Tower and interphone. It was necessary for the engineer to crank the landing gear down. Before this was done, however, he had unsuccessfully attempted to parallel the number #1 and #2 generators.

3. Before landing my aircraft, I saw that the main landing gear was down properly, but the engineer had not told me that the tail wheel was not down. He had left the pilot's compartment, and I had no way of communicating with him. After the aircraft had landed, I found out that he had gone to the tail of the aircraft in order to crank down the tail wheel at the time I was making my approach for a landing.

4. The aircraft landed satisfactorily. It was not until the aircraft had reached the end of the runway that I discovered that the tail-wheel was not all the way down, because at that time (at the end of the runway) I found that I could not turn the aircraft off the runway on to the perimeter strip (the tail cone was dragging on the runway). I do not believe that the tail cone touched down until we had reached the end of the runway. Had the communications system not failed, I would have known that the engineer was in the tail of the aircraft cranking down the tail wheel at the time we landed. I left the aircraft on the end of the runway to be moved by the engineering department in order not to further damage the aircraft.

RONALD N. LERO,
1st Lt., Air Corps,
Pilot.

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Ronald N. Lero
1st Lt AC

EXHIBIT #1

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FLYING CONTROL SECTION: STATION #139
APO #559

26 April 1945

SUBJECT: Accident involving tail wheel collapsing on B-17-G
#4413514-J of the 349th Bombardment Squadron (H),
100th Bombardment Group (H) while landing from a lo-
cal slow time flight.

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

1. Time of Accident: 1232 hours, 19 April 1945.
2. Pilot Involved: 1st Lt. RONALD N. LEBOW 0-827691 of
the 349th Bombardment Squadron (H).
3. Weather Conditions:
 - a. Ceiling unlimited.
 - b. Visibility - 8 miles
 - c. Wind - ENE 2 mph. Using runway #35
4. Airfield was last inspected at 0830 hours, 19 April
1945 for obstructions, debris, etc.
5. Synopsis of Accident:

At 1200 hours Lt. LEBOW was given landing instructions from the tower. At 1205 hours, I noticed the A/C in our traffic pattern with only one wheel down; so I called Lt. LEBOW over R/T and asked him if he knew it. He answered, "Roger", the Engineer is cranking it down." The aircraft then approached R/W 35 with all of his landing gear appearing to be fully down; however, the aircraft was about three or four hundred feet high when he crossed the landing end of the short runway 35. The caraven gave him a red flare and I instructed him by R/T, "Do not land-go around again". Lt. LEBOW never getting below 200' pulled up and also retracted his landing gear again. He then asked over R/T why we had made him go around. I told him he was too high to land on the short runway on that approach. I also reminded him his wheels were up again. The next approach was normal and the plane landed with all of it's landing gear apparently all right. When the aircraft was about sixty yards from the upwind end of the R/W, the tail wheel collapsed. The pilot stated that when he landed, he did not know the Engineer was still in the process of cranking the tail wheel down, and the tail wheel was only about two thirds of the way down at the time.
6. Damage to Aircraft:

Tail wheel assembly inside aircraft buckled and torn from it's fastenings. Small section of aircraft under surface on tail tip smashed in a little.

EXHIBIT "C"

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7. Injuries: No personnel injured.

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

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HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 559

Special Orders }
Number.....3 }

3 January 1945

EXTRACT COPY

4. In accordance with Par 1, Part 6, AAF Regulation No. 62-14A, as modified by Section 3, 4th 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, 0388997, AC	Hq 100th Bomb Gp
MAJ MARVIN S BOWMAN, 0474852, AC	Hq 100th Bomb Gp
MAJ DAVID K LYSTER, JR., 0393149, AC	350th Bomb Sq
MAJ GEORGE O EMERSON, 0382947, MG	Hq 100th Bomb Gp
CAPT EDWARD D WOOTEN, 0792087, AC	418th Bomb Sq
CAPT JOHN S ROBINSON, 0426428, AC	Hq 100th Bomb Gp
1ST LT ELLIS D PIKE, 0873991, AC	18th Wes Det 139

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.

THIS IS A TRUE EXTRACT COPY.

Stanley P. Gorski
STANLEY P. GORSKI,
1st Lt., Air Corps,
Group S-3 Duty Officer

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Exhibit "D"

