

Accident No. 75-5-14-526

Date 7-21

Checked by [Signature]

Analyzed by _____

Copied for Wright
Field by _____

Notes _____

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522214-45073

Accident No. 75-5-14-526

Date _____

Checked by [Signature]

Analyzed by [Signature]

Copied for Wright
Field by _____

Notes Wright Field 9-1-53

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WAR DEPARTMENT
AAF Sta. #139, APO 4650
U. S. ARMY AIR FORCES

ACCIDENT NO. 40

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Sta. #139 (2) Date 14 May 1945 (3) Time 1330
AIRCRAFT: (4) Type and model B17G D (5) A. F. No. 42-31991 (6) Station AAF Sta. #139
Organization: (7) 8th AF 3rd AD (8) 100TH (9) 350th
(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 COMMAND (17)	REPLY TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Fellows, Tom T.	P	O-813356	1st. Lt.	18	AAF	8 AF	None	No
CP	Green, Harold C.	CP	O-777652	1st. Lt.	18	AAF	8 AF	None	No
N	Usosif, Albert N.	N	T-133893	P/O	17	AAF	8 AF	None	No
BO	Ligbman, Richard H.	BO	32033519	T/Sgt.	38	AAF	8 AF	None	No
E	Miles, Vernal (NMI)	E	37721171	S/Sgt.	38	AAF	8 AF	None	No
TS	Church, James W.	TS	15378929	S/Sgt.	38	AAF	8 AF	None	No

RECEIVED

HEADQUARTERS

ARMY AIR FORCE

JUL 12 1945

OFFICE OF THE

PROSECUTOR

WASHINGTON

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(20) Fellows Tom T 0-813356 (21) 1st. Lt. (22) 18 (23) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
Assigned (24) 8 AF 3 AD (25) 100th (26) 350th (27) 4139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (28) 8 AF 3 AD (29) 100th (30) 350th (31) 4139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (32) Pilot (33) 9-25-43 Present rating (34) Pilot (35) 9-25-43 Instrument rating (36) 1 October '43
(Rating) (Date) (Rating) (Date) (Date)
First Pilot Hours: (37) 0
(at the time of this accident)
(38) This type B17 598:55 (42a) Link Trainer Time last 90 days 1:00
(39) This model B17G 513:30 (42b) Link Trainer Time last 30 days 0:00
(40) Last 90 days All Types 271:10 (43) Instrument time last 6 months 41:45
(41) Total All Types 628:26 (44) Instrument time last 30 days 4:45
(41a) Total Pilot Time 1628:25 (45) Night time last 6 months 10:00
(45) Night time last 30 days 2:00

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Salvage
(47) Engine(s)	Salvage
(48) Propeller(s)	Salvage

(49) Weather at the time of accident Clearing 7-8/10ths 3000 feet. Vis - 13 miles
WSW wind - 30 MPH
(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from #139 (53) To #139 (54) Kind of clearance Local
(55) Pilot's mission Non-Operational

(56) Nature of accident Taxing accident
(57) Cause of accident 75% pilot error, and 25% material failure. (25% pilot error, 50% co-pilot error)
(58) AAF Form #64 was not submitted.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

On 14 May 1946, 1st. Lt. Tom T Fellows was assigned as pilot of B17G aircraft 42-31991 for a local non-operational flight. While taxiing out the hydraulic system failed and the tail-wheel locking pin sheared resulting in loss of control while taxiing and collision with a parked aircraft.

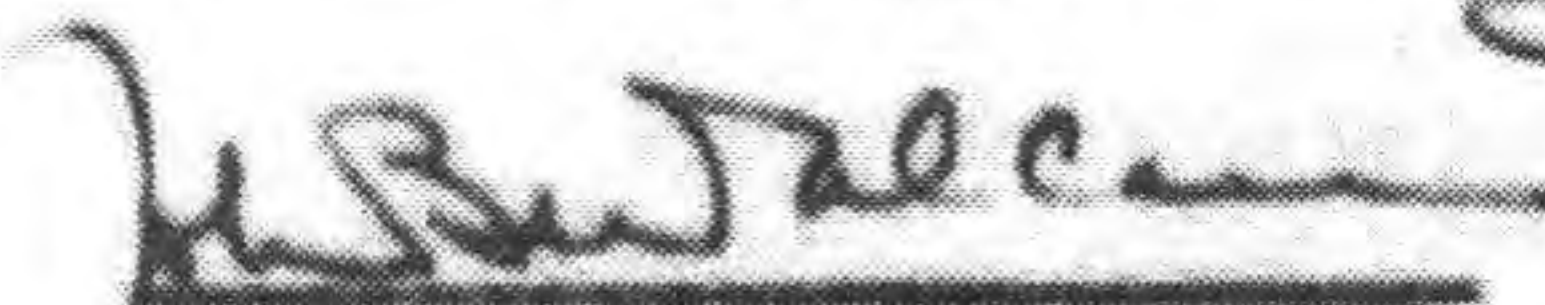
Investigation has disclosed that the hydraulic system was functioning properly and that the pressure was up when the pilot started to taxi. Shortly after beginning to taxi, the hydraulic system failed. At the time of this failure, aircraft was being taxied at a reasonable rate of speed with a direct cross wind of 25 mph.

Upon finding that he had no brakes, the pilot called out "I have no brakes" and the engineer called out "Hydraulic pressure down". Neither of these remarks were heard by the co-pilot. During this time, the aircraft had a strong tendency to turn left into the wind and the pilot was attempting to keep it straight with the use of #1 and #2 engines. Pilot states that he did not cut his engines at this time due to the danger of colliding with parked gasoline trucks. During this operation, the tail-wheel locking pin sheared. After the pin sheared and during the time that power was being used to keep the aircraft straight, excess speed was attained. Shortly thereafter, the aircraft veered to the left off the perimeter strip and the left wing tip struck the right wing tip of a parked aircraft causing the aircraft being taxied to turn into the parked aircraft and strike it head on.

Throughout the period of emergency, the co-pilot did not attempt to use the emergency hand pump. The fact that the pilot and the engineer called out warning, which were not heard by the co-pilot does not relieve the co-pilot of his responsibility to constantly keep track of the hydraulic pressure and take emergency action when necessary. The accident would not have happened had the co-pilot carried out his duties as taught, written and dictated by good judgement.

The board is of the opinion that the accident is attributable to 25% material failure due to failure of hydraulic system and tail-wheel locking pin, 75% personnel error to carelessness. Of the 75% attributable to carelessness, 25% is charged against the pilot for not calling out in a clear concise sentence that he needed emergency hydraulic pressure and 50% is charged against the co-pilot for not being attentive and mentally alert to cope with the emergency when it arose.

It is recommended that constant emphasis be placed upon the importance of knowing at all times that hydraulic pressure is sufficient and that pilots and co-pilots be constantly reminded of their responsibilities during taxi operation and that proper emergency action must be taken immediately when the need arises.


JOHN E. WALLACE,
Lt. Colonel, Air Corps,
President.


DAVID K. LYSTER, JR.
Lt. Colonel, Air Corps,
Member.


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

ENCLOSURES:

- Exhibit "A" Pilot's Statement.
- Exhibit "B" Photos.
- Exhibit "C" Duty Flying Control Officer's Statement.
- Exhibit "D" Convening Authority.
- Exhibit "E" Co-Pilot's Statement.
- Exhibit "F" Engineer's Statement.

Signature _____
(Investigating Officer)

RESTRICTED
WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

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

LEAVE BLANK

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

TO BE FILLED IN BY STATION

STATION SERIAL No. DATE SUBMITTED
45-328 14 June 45

STATION 139		ORGANIZATION 350th Bombardment Sqdn. (H)	
SUBJECT OF REPORT Property Class—Name 01-F Airplane	Manufacturer Boeing	AAF Order or Shipping No.	
AIRCRAFT—Model & AAF Serial No.	ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST D. L. R.—Depot New	Date	Flying Time Since	Total Flying Time 851:05
ENGINE REPORTS ONLY LAST OVERHAUL—Depot	Hours Since	Depots and Hours At Each Previous Overhaul	
PART Name Hydraulic System B-17G		Part Drawing, Serial and Specification No.	
Time in Use 851:05	Quantity on Hand	Quantity Known Defective	No. Previous Failures
Indicate by "X" Disposition of Exhibit		Photographed and Prints Enclosed	Kept Under Separate Cover
		Kept in Attached Package	Kept and Returned to Service
		Shipped of (English Below)	To Overhaul Facility (ENTAILS)

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

EXPEDITE

In accordance with AAF Reg 15-54, dd 18 May 43, the following report is submitted.

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

1. Subject Airplane Salvaged.

4 b(12) Complete Details:

a. Aircraft #43-31991 on 14 May 1945 was involved in an accident with aircraft #43-38861 caused by inoperative brakes, due to loss of hydraulic pressure while taxiing. This resulted in the eventual salvage of both ships.

b. Due to a short developing between the source of electrical power and the Hydraulic Pump Switch the systems' fuse was blown and the pump motor stopped. Subsequent operation of the brakes used all the remaining hydraulic pressure resulting in loss of brake operation. In an attempt, on the pilot's part to control the ship the tail wheel shear pin sheared. The pilot then lost control of the ship and its' wing tip struck the wing of aircraft #43-38861 and caused aircraft #43-31991 to swing around into this ship.

Richard C. Nordrum
RICHARD C. NORDRUM
1st. Lt. A. C.
Asst. Engineering Officer

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ROUTING

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

RESTRICTED

350TH BOMBARDMENT SQUADRON (H),
100TH BOMBARDMENT GROUP (H)
APO # 559

RESTRICTED

14 May 1945.

SUBJECT: Taxi Accident.

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

1. While taxiing out for take-off, accident was caused due to hydraulic failure. Fifteen Amp. Fuse on hydraulic pump failed, causing pump to be inoperative.

2. Routine check of all instruments was made before taxiing and hydraulic pressure was normal. Hydraulic switch was safetied in automatic position.

3. Direct cross wind was blowing from left at 20 to 25 miles per hour. After pressure failure, increased power had to be applied on left engines to keep plane rolling straight causing excessive speed and shear pin failure in tail wheel.

4. After shear pin failure, pilot was unable to keep plane rolling in a straight path. Plane left taxi strip about 75 yards from parked plane and was unable to avoid collision. Left wing of Aircraft #31991 hit right wing of parked plane causing aircraft #31991 to swerve sharply to the left, thereby causing head on impact.

5. Lack of time between pressure failure and collision prevented co-pilot from applying pressure to system with hand pump.

6. No injuries were incurred.

John T. Fellows
JOHN T. FELLOWS, JR.
1st Lt., Air Corps,
Pilot.

Exhibit "A"

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FLYING CONTROL SECTION: STATION #139
APO #559

14 May 1945

SUBJECT: Aircraft taxiing accident involving B-17-G #231991-T of the 350th Bombardment Squadron (H), 100th Bombardment Group (H), and B-17-G #338681-V of the 349th Bombardment Squadron (H), 100th Bombardment Group (H).

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

1. Duty Flying Control Officer's statement re: taxiing accident of 14 May 1945 involving subject aircraft is submitted:

a. Pilot Involved: T.T. FELLOWS, 1st Lt., A.C. O-813356 of the 350th Bombardment Squadron (H) in aircraft B-17-G #231991-T and aircraft B-17-G #338681-V parked in Hardstand #24 unoccupied.

b. Accident occurred on 14 May 1945 at 1315 hours.

c. Wind direction: WSW 25 mph. Runway in use QDM 279.

d. Airfield last inspected by Duty Flying Control Officer at 1000 hours, 14 May 1945.

e. Synopsis of Accident:

Aircraft #231991-T cleared to taxi by Control Tower from Hardstand 31 to R/W 28 for take off on an authorized flight developed brake trouble on East perimeter track in the vicinity of Hardstand 24. Pilot stated that hydraulic brake pressure gave away, tail wheel pin sheared and that the strong crosswind swerved his aircraft into Hardstand 24, thus colliding with aircraft #338681-V parked there unoccupied.

f. Damages:

#231991-T: Port wing-major damage; starboard wing tip-minor damage; nose section-shattered and severely damaged; #1-2 & 3 engine and propeller-damaged; and #4 engine and propeller-no visible damage.

#338681-V: Starboard wing-major damage; nose section-shattered & severely damaged; #1 & 2 engines and propellers-major damages.

g. No personnel injuries suffered.

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[Signature]
J.R. NICOLI,
1st Lt., Air Corps,
Duty Flying Control Officer.

RESTRICTED

HEADQUARTERS
350TH BOMBARDMENT SQUADRON (H), AAF
100TH BOMBARDMENT GROUP (H)
APO #559

14 May 1945.

SUBJECT: Taxi Accident.

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

1. While taxiing out for take-off, hydraulic pressure failed due to 15 Amp. fuse failure in hydraulic pump.
2. Routine check of all instruments was made prior to leaving hardstand and pressure was normal. Pressure was observed as being normal several times while taxiing.
3. Lack of time between pressure failure and collision prevented me from applying pressure with hand pump effectively.

Harold C. Green
HAROLD C. GREEN, *jet*
1st. Lt., Air Corps,
Co-Pilot.

Exhibit "E"

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350TH BOMBARDMENT SQUADRON (H), AAF
100TH BOMBARDMENT GROUP (H)
APO #559

14 May 1945.

SUBJECT: Taxi Accident.

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

1. While taxiing out for take-off, hydraulic pressure failed due to failure of 15 Amp. fuse in hydraulic pump.

2. Engineer called out pressure failure but due to lack of time between failure and collision, co-pilot was unable to build up pressure with hand pump.

Vern L. Miles
VERN L. MILES, *jr*
S/Sgt., AAF,
Engineer.

Exhibit "A"

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HEADQUARTERS ARMY AIR FORCE STATION NO. 139
APO 139

Special Orders }
Number.....3 }

3 January 1945

EXTRACT

4. 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	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, MC	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 Wea Det 139

By order of Colonel JEFFREY:

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

OFFICIAL:

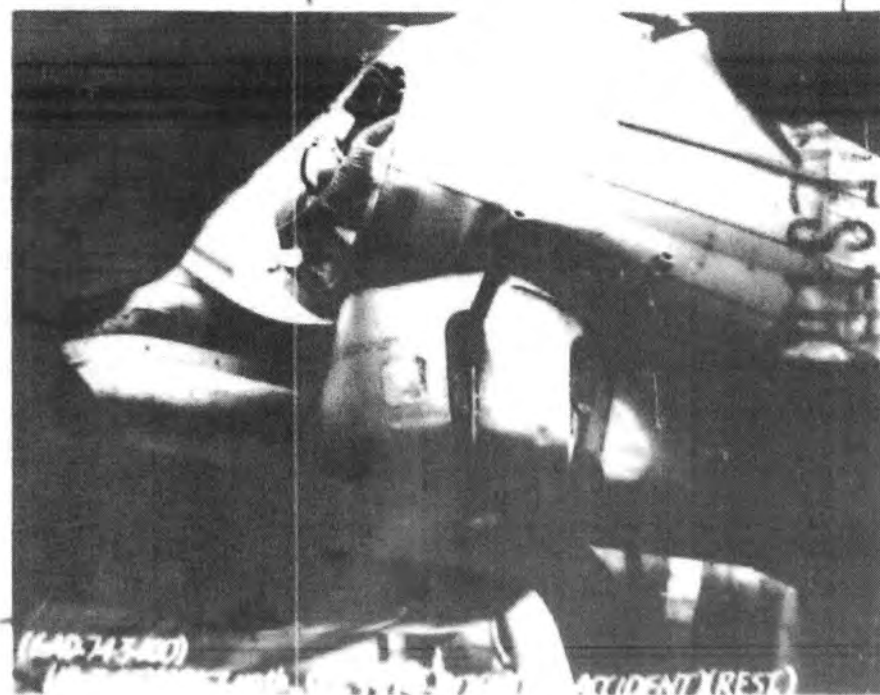
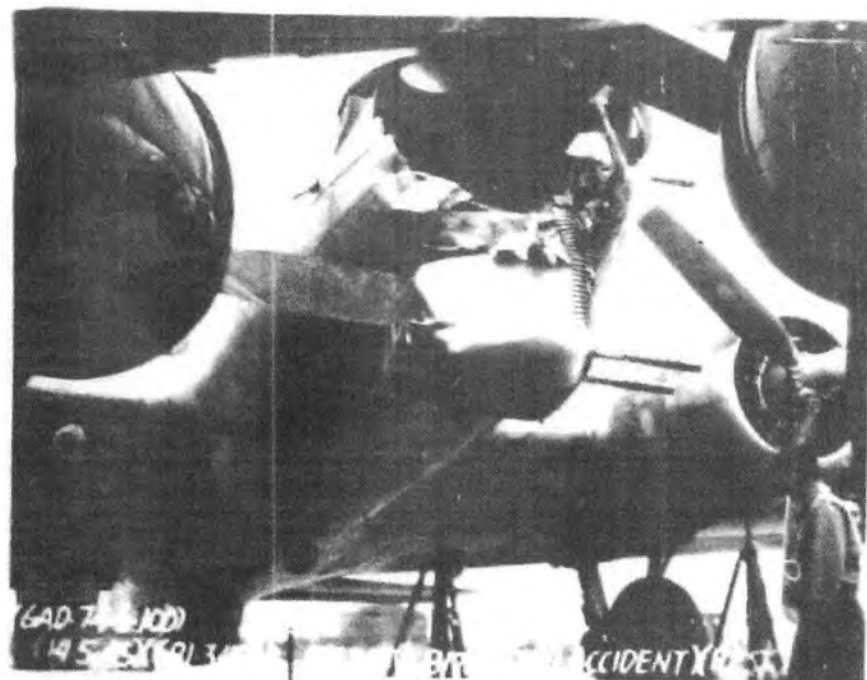
s/DALE Z. HOBBS,
t/DALE Z. HOBBS,
Captain, Air Corps,
Ass't Adjutant

THIS IS A TRUE EXTRACT COPY

Stanley P. Gorski
STANLEY P. GORSKI
1st Lt., Air Corps

Exhibit "D"

RESTRICTED



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HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Commanding Officer
APO #559

E-A-8

28 May 1945

SUBJECT: Letter of Transmittal.

TO : Commanding General, 13th Combat Wing, APO #559.

1. Attached hereto are the original and four (4) copies of AAF Form #14, with supporting exhibits, in connection with the aircraft accident of 14 May 1945, (Pilot, 1st Lt., TOM T. FELLOWS).
2. No disciplinary action will be taken.
3. The findings of the Aircraft Accident Board are concurred in.

Frederick J. Sutterlin
FREDERICK J. SUTTERLIN,
Colonel, Air Corps,
Commanding.

Inclosures:

- 1 - AAF Form #14 (in quint.)

360.33 1st Ind. E-M-5 3 JUN 1945
HEADQUARTERS, 13TH COMBAT BOMBARDMENT WING (H), APO 559, U.S. Army

TO: Commanding General, 3d Air Division, APO 559, U. S. Army.

1. This headquarters concurs in the findings of the Aircraft Accident Board.

For the Commanding Officer:

Bart McKee
BART MCKEE,
Captain, Air Corps,
Adjutant.

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Incls:

- 1 - AAF Form #14 (in quad)

RESTRICTED

360.33

2nd Ind.

E-D-8

HEADQUARTERS 3D AIR DIVISION, APO 559,

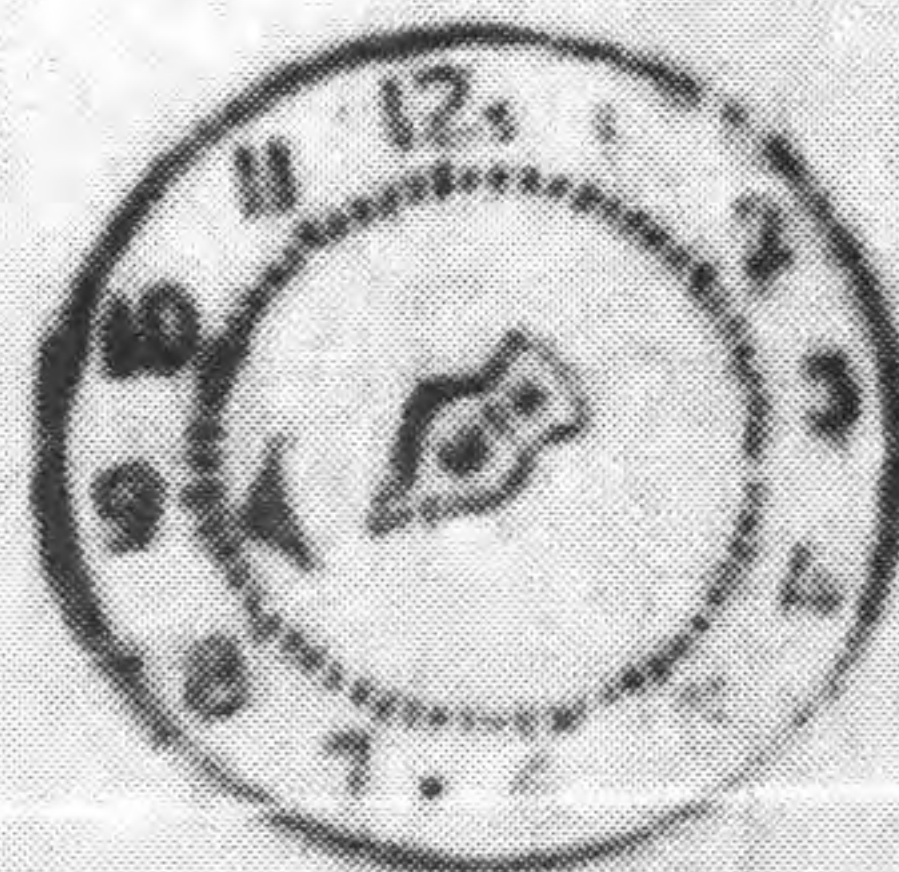
30 JUN 1945

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

Forwarded herewith in compliance with USSTAF Regulation 62-1 is an aircraft accident report covering the accident involving B-17G aircraft #42-31991 which occurred 14 May 1945.

JUL 2-1945

FOR THE COMMANDING GENERAL:



F. E. Fitzpatrick
F. E. FITZPATRICK
Captain, Air Corps
Actg Asst Adj Gen

1 Incls:

Incl 1 - Aircraft Accident Report

Air Force Form #14 (in triplicate) each AIR FORCE
copy each w/d.

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RESTRICTED

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

FIELD OFFICE--DO NOT USE THIS SPACE	ACTION	DATE	ACCOMPLISH NO. TYPE, MODEL AND SERIAL R 176 R 176
	PRELIMINARY REPORT RECEIVED		
	FORM 14 RECEIVED		
	EVACUATED BY		
	VERIFIED BY		
	CHECKED BY		
	CODED BY	NO. AIRCRAFT INVOLVED	2

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. RAF Station 139 0100		Nearest Army Airfield, Distance and Direction from Same. RAF Station 139 2904	
2. WAS COLLISION WITH OTHER AIRCRAFT ☐ YES ☐ NO		AF NOS. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 2-31991, 43-38861	DATE 14/5/45
		HOURS AND TIME ZONE 13:30	☐ DAY ☐ NIGHT

Section J—AIRCRAFT

1. AIRCRAFT NO. 43-3861 ✓		2. TYPE MODEL B- 17		3. HOME STATION AAF Station 139 2904	
4. AIR FORCE OR COMMAND 8th AF		5. SQUADRON —		6. ORIGIN No. AND TYPE 100th BH	
7. DATE OF MANUFACTURE		8. TOTAL HOURS		9. DATE LAST OVERHAUL	
				OVERHAULING DEPOT OR SUB	
				HOURS SINCE OVERHAUL	

5. Attach detailed statement of each order having direct bearing on title condition which here and there complied with. Summarize orders and give reasons for non-compliance.

Section C—OPERATOR (Person at controls at time of accident)

SECTION 1 - OPERATION OF PERSON IN COURSE OF WORK OF COMPANY							
1. LAST NAME	FIRST NAME	MIDDLE INITIAL	GRADE	BRANCH	ASN	SEX	AGE
2. ATTACHED STATION	AF OR COMMAND		SUBCOMMAND		WING	GROUP NO. AND TYPE	
3. ASSIGNED STATION	AF OR COMMAND		SUBCOMMAND		WING	GROUP NO. AND TYPE	
4. AERONAUTICAL RATING? ☐ YES ☐ NO	PRESENT RATING		DAYS RESERVED		5. NORMAL DUTY STATUS		

Section D—OPERATOR'S FLYING EXPERIENCE (including civilian)

FLYING TIME	IN PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	1. In Items 1 and 2 only if operator was student in training or rated pilot in CTR, OTU, etc. 2. TRAINING CLASS NO. AND NUMBER, OTU, COTS, ETC. 3. PHASE AND HOURS IN THIS PHASE PHASE <u>9</u> DUAL OR COMBLOT SOLO OR IN PILOT	16. AAF RECORDS PREVIOUSLY ATTENDED AND DATES 17. AAF RECORDS PREVIOUSLY ATTENDED AND DATES
1. TOTAL HOURS				
2. HOURS THIS TYPE				
3. HOURS THIS MODEL				
4. HOURS LAST 30 DAYS			11. INSTRUMENT RATING TYPE DATE LAST COURSE DATE 12. Was operator on instruments at time of accident or immediately before? ☐ Yes ☐ No	If answer to number 10 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in Items 13 through 17. HOURS IN PILOT OTHER 13. TOTAL INSTRUMENT 14. INSTRUMENT 15. INSTRUMENT 16. HOURS LAST 30 DAYS 17. HOURS LAST 30 DAYS
5. HOURS LAST 30 DAYS				
6. HOURS LAST 24 HOURS				
7. ACTUAL COMBAT HOURS				

Section I—PERSONNEL INVOLVED (including names and all other persons, whether in plain or not)

Duty at Time of Accident	NAME (Last Name First)	Type of Aircraft (Numb- ber)	Serial No.	Grade and Branch of Service	Para. Class. Symbol (A-F etc.)	Org. Assignment— Air Force or Command Group Number and Type Station	Parachute Status (Yes or No)	Parachute			
								Used	Stored	Yes	No
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Parked plane					273 - 12 -					

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, write "Wrecked.")

1. TO AIRCRAFT: Starboard wing major damage, starboard wing tip, nose section shattered and severely damaged; #1 and #2 engines and propellers damaged.

2. TO ENGINE: 1 1 1 3 3
3. TO PROPELLER: 1 1 1 3 3

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS):

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

1. DURATION OF FAILURE SINCE LAST TAKE-OFF

Hours

Minutes

	(1)	(2)	(3)	(4)
1. ENGINE MODEL				
2. ENGINE No.				
3. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
4. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
5. TOTAL ENGINE-HOURS				
6. PROPELLER MODEL				
7. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

8. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

9. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASON WHY

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASON WHY

11. CAPTAIN HAVING OF FUEL: ENGINEERING OFFICER (Name, Grade, and Station) is competent to sign this statement.

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

1. DESCRIBE THE MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FAILURE AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

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- B -

ENGINEERING OFFICER
(Name, Grade, and Station)



Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, flashlight, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane.)

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

REPORT OF PILOT'S ACCIDENT

NO. 1000

Section J-AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or the facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

Section K-WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

WEATHER OFFICER
(Name, Grade, and Station)

Section L-GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

2. WHAT WAS THE REASON?

H

3. Did Pilot Commit Error
(Check one)

☐ Yes ☐ No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Specify)

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

6. KIND OF CLEARANCE (Attach Form 12) FROM TO ON LEGAL BASIS OF LAST DISCREPANCY

3

7. IS VA FORM 10 HAS BEEN SUBMITTED ON ANY FACTOR INVOLVED IN THE ACCIDENT, GIVE VA No. AND DATE

EXPLAIN FULLY AND ATTACH COPY

14-

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8. ARE COPIES OF AAF FORM 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 92-14?

☐ Yes ☐ No

9. ARE FORMS ATTACHED?

☐ Yes ☐ No

Section M-DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

A. RECOMMENDATIONS

A. ACTION TAKEN

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ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION, EACH MEMBER MUST SIGN.

STATION:

NAME-PRESIDENT		NAME-MEMBER		NAME-INTERVIEWER OFFICER	
GRADE	ORGANIZATION	GRADE	ORGANIZATION	GRADE	ORGANIZATION
NAME-MEMBER		NAME-MEDICAL OFFICER		NAME-RECORDER	
GRADE	ORGANIZATION	GRADE	ORGANIZATION	GRADE	ORGANIZATION