

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

LARSEN, MERLIN N.

B-17 G

45-6-29-507

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Capt. Anfield

4/17

8/21

3549110-48075

✓
Accident No.

75-6-29-87

Date

Checked by

DM

87

Analyzed by

Copied for Wilson

Yield by

Notes

3549110-48075

WAR DEPARTMENT
U. S. ARMY AIR FORCES

Accident No. 80

REPORT OF AIRCRAFT ACCIDENT

(1) Place Thorpe Abotts (2) Date 29 June 1945 (3) Time 1845
Aircraft: (4) Type and model B-17 (5) A. F. No. 4484527 (6) Station A.A.F. Station 139
Organizations: (7) 8th A.F. 3rd A.D. (8) 100th (9) 350th
(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	LARSEN, MERLIN N.	P	0-784189	1st Lt.	18	A.A.F.	8th A.F.	None	No
CP	WILLIAMS, ARTHUR V.	CP	0-782434	2nd Lt.	18	A.A.F.	8th A.F.	None	No
N	BROCK, ARCHIE A.	N	0-2071935	2nd Lt.	18	A.A.F.	8th A.F.	None	No
B	SETTLE, EDMUND C.	B	0-2085433	2nd Lt.	18	A.A.F.	8th A.F.	None	No
E	O'CONNOR, JOHN P.	E	12100093	T/Sgt.	38	A.A.F.	8th A.F.	None	No
R	TOROGIAN, JACK	R	36787313	T/Sgt.	38	A.A.F.	8th A.F.	None	No
G	TYER, ROBERT L.	G	39720275	S/Sgt.	38	A.A.F.	8th A.F.	None	No
G	BALFOUR, ALLISON M.	G	37486886	S/Sgt.	38	A.A.F.	8th A.F.	None	No
G	PARKER, TRENT J.	G	19172950	S/Sgt.	38	A.A.F.	8th A.F.	None	No
G	GREENE, CLINTON E.	G	12239983	Sgt.	38	A.A.F.	8th A.F.	None	No

PILOT CHARGED WITH ACCIDENT

(20) Larsen, Merlin (21) 0-784189 (22) 1st Lt. (23) 18 (24) A.A.F.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 8th AF 3rd AD (26) 100th (27) 350th (28) A.A.F. STA. 139
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) 8th AF 3rd AD (30) 100th (31) 350th (32) A.A.F. STA. 139
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 4 AUG 44 Present rating (35) P (36) 4 AUG 44 Instrument rating (37) 17 May 45
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 437.55 (42A) Link Trainer Last 90 Days 3.00
(39) This model B-17G 208.40 (42B) Link Trainer Last 30 Days 0.00
(40) Last 90 days All Types 185.55 (43) Instrument time last 6 months 46.30
(41) Total All Types 437.55 (43) Instrument time last 30 days 13.45
(41B) Total Pilot Time 838.35 (44) Night time last 6 months 8.05
(45) Night time last 30 days 6.05

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	# 2 & # 3 Engines Repairable
(48) Propeller(s)	# 2 & # 3 Props Salvaged

(49) Weather at the time of accident Vis - 8 Miles Wind - W - 9 MPH 2 - 3/10 Cum - 3000
2 - 3/10 Alto - Cum - 6500 Feet

(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 Transitions

(56) Nature of accident Taxi

(57) Cause of accident 100% Pilot Error

(58) No Form 54 Submitted

RESTRICTED

DESCRIPTION OF ACCIDENT

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

At or about 1830, 29 June 1945, 1st Lt. Merlin H. Larsen was involved in a taxi accident in aircraft 48452.

The aircraft taxiing in front of Lt. Larsen turned off the perimeter. In stopping Lt. Larsen nosed up his aircraft, resulting in damage to the propeller blades of nos. 2 and 3 engines and necessitating change of these engines due to sudden stoppage.

Investigation discloses that brakes operate normally and that the balance of the aircraft is well within allowable limits. Moreover, Lt. Larsen had been flying aircraft similarly stripped for more than a month.

It is the opinion of this board that the accident is attributable to 100 % Pilot Error in that Lt. Larsen used poor technique in bringing his aircraft to a halt, was not alert and hence reacted without using good judgment, and was taxiing at a rate that was beyond his ability to control, or a combination of two or more of the above factors.

It is recommended that the briefing of all pilots in regards to the dangers and results of fast taxiing be reemphasized.

EXHIBITS INCLUDED:

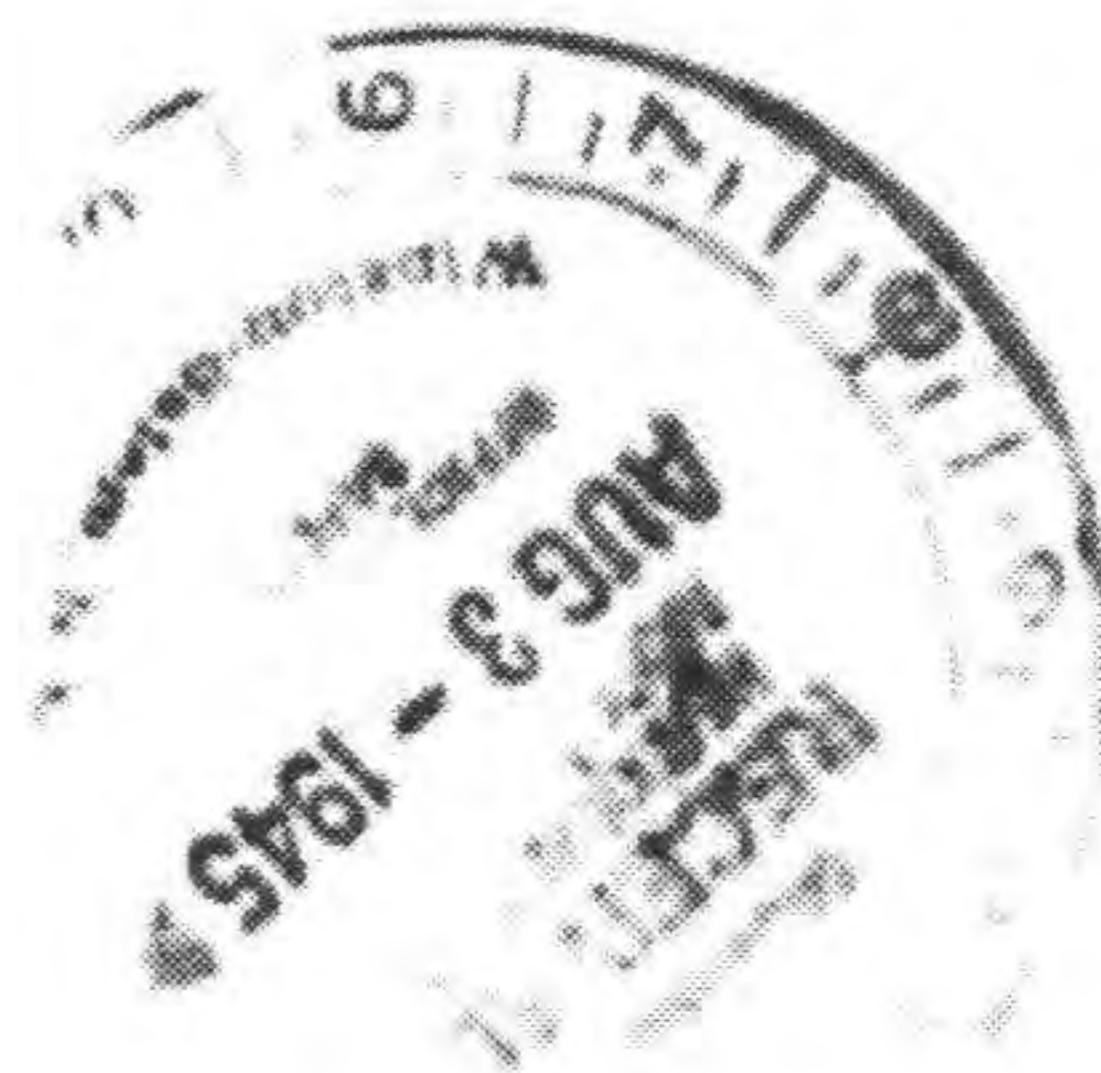
- "A" - Pilot's statement
- "B" - Flying Control Officer's Statement
- "C" - Convening Authority

Robert W. Stivers

ROBERT W. STIVERS,
Lt. Col., Air Corps,
President.

Charles E. Robbs
CHARLES E. ROBBS,
Major, Air Corps,
Member.

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



Signature _____
(Investigating Officer)

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

3 July 1945.

SUBJECT: Pilot's Statement of aircraft accident of 29 June 1945.

TO : President of Aircraft Accident Board, AAF Station 139.

1. The taxi accident involving B-17 aircraft 452 occurred following the practice mission of 29 June 1945 near hardstand 42. We had just completed 3 full stop landings; the last two of which were in a moderate rain. Taxiing back behind ship 916R, we applied brakes lightly about 100 yards back to allow him to turn off the perimeter track. For about 30 yards brake response was normal, although they squealed badly. All four engines were running at 900 or 1000 RPM. Without warning the ship nosed up, digging 2 & 3 props into the ground. I immediately cut the master and mag switches as the co-pilot cut the mixtures. The ship settled back almost immediately and we re-started 1 & 4 engines and taxied to hardstand 29.

2. I believe the factors contributing to the accident were a combination of brakes, wet by the rain, a decidedly nose-heavy airplane due to removal of the ball turret and rearward weight. } ✓

Merlin N. Larsen
MERLIN N. LARSEN,
1st Lt., Air Corps
Pilot

EXHIBIT "A"

FLYING CONTROL SECTION: STATION 139
APO #559

29 June 1945

SUBJECT: Taxi Accident Involving B-17G #48452-V of the 350th Bombardment Squadron; 100th Bombardment Group (H).

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

1. Report is submitted regarding taxiing accident of 29 June 1945. Details and Duty Flying Control Officer's statement follows:

- a. Pilot's Name and Aircraft Involved:
1st Lt. M.N. LARSON O-784189 of the 350th Bombardment Squadron; 100th Bombardment Group (H).
Aircraft: #48452-V B-17G
- b. Time of Accident: 1835 hours 29 June 1945
- c. Runway in Use and Wind Direction:
Runway #28 with a Southerly wind at 12 mph.
- d. Airfield last inspected by Flying Control at 1740 hours 29 June 1945.
- e. Synopsis of Accident:
Aircraft 48452-V made a normal landing upon returning from practice formation flight and turned left at the end of runway 28 to taxi to hardstanding 29. The aircraft was taxiing behind aircraft 916-R in the vicinity of hardstanding 42 when it nosed over on the perimeter track evidently due to a sudden application of the brakes. The aircraft righted itself and was able to continue taxiing to its hardstanding.
- f. Damages:
Both inboard engines and propellers damaged. Chin turret slightly damaged. No personnel injuries.

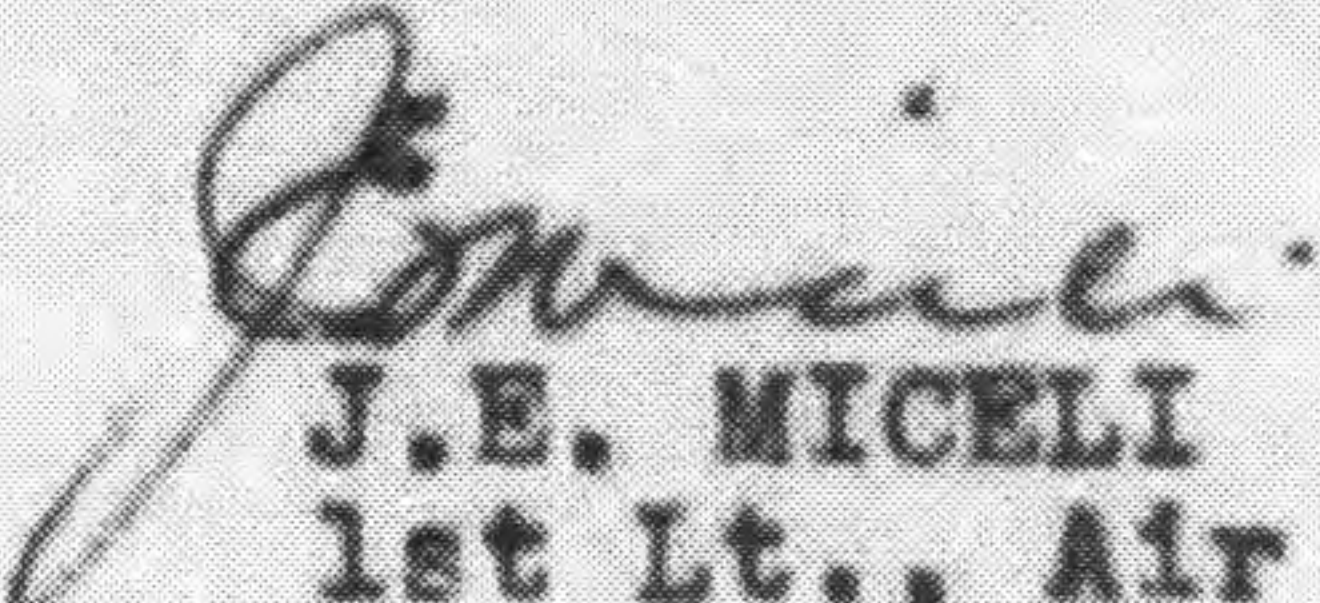

J.E. MICELI
1st Lt., Air Corps
Duty F.C.O.

EXHIBIT "B"

RESTRICTED

HEADQUARTERS ARMY AIR FORCE STATION NO. 139

Special Orders
Number 142

29 May 1946

E X T R A C T

2. 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. This board will go into effect on 1 June '45, at which time the board aptd by par 4, SO 3, this Hq, cs, will be terminated.

MAJOR ROBERT W STIVERS, 0420660, AC, Hq Det, 100th Bomb Gp
MAJOR GEORGE O EMERSON, 0382947, MC, Hq Det, 100th Bomb Gp
MAJOR JOHNSTON R STAPLES, 0430629, AC, 418th Bomb Sq
MAJOR MARVIN S BOWMAN, 0474852, AC, Hq Det, 100th Bomb Gp
MAJOR JOHN S ROBINSON, 0426428, AC, 349th Bomb Sq
CAPT CHARLES E ROBBS, 024877, AC, 360th Bomb Sq
1ST LT ELLIS D PIKE, 0873991, AC, Det 139, 18th Wea Sq

BY ORDER OF COLONEL SUTTERLIN:

CLAUDE L. HOSFORD, JR.,
Major, Air Corps,
Adjutant.

OFFICIAL:

C. L. Hosford, Jr.
CLAUDE L. HOSFORD, JR.,
Major, Air Corps,
Adjutant.

EXHIBIT "C"

RESTRICTED

R E S T R I C T E D

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

360.33

18 July 1945

SUBJECT: Transmittal of AAF Form #14, Aircraft Accident of 29 June 1945
TO : Commanding General, Headquarters 3rd Air Division, APO 559

1. Inclosed are the original and three (3) copies of AAF Form #14, with supporting exhibits, in connection with the aircraft accident of 29 June 1945.

2. Disciplinary action under AR/104 has been initiated, requesting that the pilot, Lt Larsen, be fined. ✓

3. The findings of the Aircraft Accident Board are concurred in.

John B. Wallace
JOHN B. WALLACE
Lt. Col., Air Corps
Commanding

Incl: AAF Form #14 (4)

360.33

1st Ind.

DCSO-D-9

HEADQUARTERS 3D AIR DIVISION, APO 559,

TO: Commanding General, Eighth Fighter Command, APO 634.

24 JUL 1945

Forwarded in compliance with USSTAF Regulation 62-1 is a report covering an accident involving B-17G aircraft number 48452V which occurred 29 June 1945.

FOR THE COMMANDING GENERAL:

1 Incl:
Incl 1 - AAF Form #14 and
allied papers (in trip)
1 cy ea w/d.

JUL 23 1945

William M. Wilson
WILLIAM M. WILSON
1st Lt, Air Corps
Asst. Adj. Gen.

-1-

R E S T R I C T E D