

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Mack, James F.

B-17G

46-9-7-506

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 44-1-1-24.6

Date. 12-7

Checked by RB

Analyzed by RB

Copied for Wright
Field by _____

Notes _____

591114-450FS

FOR FILES
O. K. 1946
2946

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO.

46-9-7-506

26 Plane

(1) Place Stettisham, England (2) Date 7 September 1945 (3) Time 1445
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 44-48230 (6) Station F-377
Organization: (7) 8th Ftr Comd (8) 100th Bomb (H) (9) 349th Bomb (H)
(Command and Air Force) (Group) (Squadron)

A F

PERSONNEL B H

2946

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	Maok, James F.	P	O-786777	2nd Lt	18	AC	Eighth	None	No
P	Chell, Roger S.	P	T-7570	Flt O	17	AC	Eighth	None	No
N	Twomey, John A.	N	T-137820	Flt O	17	AC	Eighth	None	No
E	Peffer, Bernard N.	E	37557696	Sgt	38	AC	Eighth	None	No
RO	Sauer, Carl L., Jr.	RO	15342624	Sgt	38	AC	Eighth	None	No

PILOT-CHARGED WITH ACCIDENT

(20) Maok, James F. (21) O-786777 (22) 2nd Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th Ftr Comd (26) 100th (27) 349th (28) Sta 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th Ftr Comd (30) 100th (31) 349th (32) Sta 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) Sep 8, 44 Present rating (35) Pilot (36) Sep 8, 44 Instrument rating (37) June 22, 45
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 All Types 289:15 (42) Instrument time last 6 months 34:25
(39) This model B-17G 238:10 (43) Instrument time last 30 days 7:00
(40) Last 90 days All Types 104:20 (44) Night time last 6 months 17:10
(41) Total First Pilot Time 289:15 (45) Night time last 30 days 5:30

To-1 OR-PROP

AIRCRAFT DAMAGE

NIF

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Left wing panel and left aileron. Left outer panel
(47) Engine(s)	front wing spa was cut through streamers and ribs to
(48) Propeller(s)	leading edge. Left aileron to be replaced.

(50) Weather at the time of accident 4-6/10 at 2500 feet. 6 miles Visibility.
Wind direction - NE at 14-17 Mph.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Sta 139 (53) To Sta F-377 (54) Kind of clearance Green

(55) Pilot's mission Ferry Mission.

(56) Nature of accident Taxi Accident.

(57) Cause of accident Pilot was careless in his taxiing.

(58) Was Form 54 submitted? No.

RESTRICTED

incl

DESCRIPTION OF ACCIDENT

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

2nd Lt. James F. Mack of the 349th Bombardment Squadron landed at Wattisham 7 Sept 1946 on a scheduled flight. While taxiing on the perimeter track, the Pilot struck a P-51 with his left wing.

Immediate Cause:

Pilot was careless in his taxiing.

Responsibility:

Pilot error 100%

Recommendation:

It is recommended that the chief flying control Officer of each field be responsible that there is sufficient clearance on the perimeter track for any type aircraft.

Aircraft Accident Committee:

Johnston R. Staples
JOHNSTON R. STAPLES,
Major, Air Corps,
President.

Emory C. Kinder
EMORY C. KINDER,
Captain, Medical Corps,
Flight Surgeon.

John S. Robinson
JOHN S. ROBINSON,
Major, Air Corps,
Acting Engineering Officer.

Charles W. Terry (A.L.S.)
CHARLES W. TERRY,
Captain, Air Corps,
Intelligence Officer.

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

Robert C. Becker
ROBERT C. BECKER,
Captain, Air Corps,
Weather Officer.

Signature _____
(Investigating Officer)

Date _____

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 FILL THIS SPACE	ACTION	DATE	46-9-7-506 TYPE, MODEL AND SERIES B-17G, P-51	ACCIDENT NO.
	PRELIMINARY REPORT RECEIVED			
	FORM 14 RECEIVED	12-5		
	EVALUATED BY			
	VERIFIED BY			
	CHECKED BY			
CODED BY			No. AIRCRAFT INVOLVED	2

Section A—GENERAL INFORMATION		Z 946-0	
1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. Wettisham, England		Nearest Army Airfield, Distance and Direction from Same. Wettisham, England	
2. WAS COLLISION WITH OTHER AIRCRAFT? ☒ YES ☐ NO	AF NO. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 44-18230	DATE 9 Sept 46	HOUR AND TIME ZONE 1445
DAY ☒ NIGHT ☐			

Section B—AIRCRAFT					
1. AIRCRAFT NO. -----	2. TYPE P	MODEL 51	3. HOME STATION Wettisham	Z 946	
4. AIR FORCE OR COMMAND 3th AF	SUBCOMMAND	WING	GROUP NO. AND TYPE --	SQUADRON ---	
5. DATE OF MANUFACTURE	TOTAL HOURS	DATE LAST OVERHAUL	OVERHAULING DEPOT OR SUB-DEPOT	HOURS SINCE OVERHAUL	
6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance.					

Section C—OPERATOR (Person at controls at time of accident)								
1. LAST NAME	FIRST NAME	MIDDLE INITIAL	GRADE	BRANCH	ASN	SEX	AGE	
2. ATTACHED STATION	AF OR COMMAND	SUBCOMMAND	WING	GROUP NO. AND TYPE	SQUADRON			
3. ASSIGNED STATION	AF OR COMMAND	SUBCOMMAND	WING	GROUP NO. AND TYPE	SQUADRON			
4. AERONAUTICAL RATING? ☐ YES ☒ NO	PRESENT RATING		DATE RECEIVED	5. NORMAL DUTY STATUS				

Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)									
FLYING TIME	1ST PILOT OR SOLO STUDENT	OTHER PILOT OR OTHER STUDENT	FILL IN Items 8 and 9 only if operator was student in training or rated pilot in CIB, OTU, etc.				10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES		
1. TOTAL HOURS			8. TRAINEE CLASS NO. AND SCHOOL, OTU, COTS, ETC.						
2. HOURS THIS TYPE			9. PHASE AND HOURS IN THIS PHASE						
3. HOURS THIS MODEL			PHASE 9	DUAL OR COPILOT	SOLO OR 1ST PILOT				
4. HOURS LAST 90 DAYS			11. INSTRUMENT RATING		If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in Items 13 through 17.				
5. HOURS LAST 30 DAYS			TYPE	DATE	HOURS	1ST PILOT	OTHER		
6. HOURS LAST 24 HOURS			LAST CHECK STATION	DATE	13. TOTAL—INSTRUMENT				
7. ACTUAL COMBAT HOURS			12. Was operator on instruments at time of accident or immediately before? ☐ YES ☐ NO		14. INSTRUMENT LAST 6 MOS.				
					15. INSTRUMENT LAST 30 DAYS				
					16. NIGHT, LAST 6 MOS.				
					17. NIGHT, LAST 30 DAYS				

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)											
DUTY AT TIME OF ACCIDENT (1)	NAME (Last Name First) (2)	TYPE OF AERO. RATING (Symbol) (3)	SERIAL NO. (4)	GRADE AND BRANCH OF SERVICE (5)	PERA. CLASS. SYMBOL (AAF Reg. 15-1) (6)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION (7)	FATAL MAJOR MINOR NONE MISSING UNKNOWN (8)	PARACHUTES			
								USED (9)	SUCCESSFUL (10)	YES (11)	NO (12)
	Parked Aircraft										

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, so state)				
1. TO AIRCRAFT				
3				
2. TO ENGINE	1	2	3	4
3				
3. TO PROPELLER	1	2	3	4
3				
4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)				

Section G—POWER PLANT FAILURE				1. DURATION OF FLIGHT SINCE LAST TAKE-OFF	
(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)				HOURS	MINUTES
	(1)	(2)	(3)	(4)	
2. ENGINE MODEL					
3. ENGINE NO.					
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL					
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL					
6. TOTAL ENGINE-HOURS					
7. PROPELLER MODEL					
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL					

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE			
NAME OF OPERATOR	POSITION	DATE OF FAILURE	TIME OF FAILURE
STATEMENT OF OPERATOR: (If available, provide a brief statement of the operator's actions and observations immediately before the failure.)			

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY							
1. ENGINEER'S ACTION	2. VESSEL'S CONDITION	3. ENGINEER'S ACTION	4. REASON	5. ENGINEER'S ACTION	6. REASON	7. ENGINEER'S ACTION	8. REASON
1. ENGINEER'S ACTION	2. VESSEL'S CONDITION	3. ENGINEER'S ACTION	4. REASON	5. ENGINEER'S ACTION	6. REASON	7. ENGINEER'S ACTION	8. REASON
1. ENGINEER'S ACTION	2. VESSEL'S CONDITION	3. ENGINEER'S ACTION	4. REASON	5. ENGINEER'S ACTION	6. REASON	7. ENGINEER'S ACTION	8. REASON

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL	
(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)	
1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE	
ENGINEERING OFFICER (Name, Grade, and Station) ➔	

Section I—SPECIAL EQUIPMENT	
(Use this section if special equipment—parachutes, radio, dinghies, 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 MAJOR ACCIDENT ARMY AIR FORCES	

Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its 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 Mission?

H

3. Did Fire Occur Upon
Crashing?

☐ Yes ☒ No

4. Were There Any Violations of Orders or Regulations? (Explain)

5. Disciplinary Action Taken or Contemplated

6. Kind of Clearance (Attach Form 23)

FROM

TO

OR LOCAL

STATION OF LAST DEPARTURE

7. If UR Form 54 Has Been Submitted on Any Feature Involved in the Accident, Give UR No. and Date

No.

DATE

Explain Fully and Attach Copy

Are Copies of AAF Forms 1, 1A, Attached Hereto
as Required by AAF Regulation 62-14?

☐ Yes ☐ No

9. Are Photos Attached?

☐ Yes ☐ No

7/9/45

DATE

139

STATION

100th Bomb Group (H)

GROUP NO. AND TYPE

B-17G

AIRCRAFT MODEL

Goatz

CREW CHIEF OR AERIAL ENGINEER

349th Bomb Squadron (H)

SQUADRON NO. AND TYPE

44-8230

AIRCRAFT SERIAL NO.

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION			USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLI- CABLE ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
					DUTY	NOR	DUTY	NOR	DUTY	NOR	DUTY	NOR	TERMINALS AND MISSION	
1	2			3	4	5	6	7	8	9	10	11	12	
18	Maack, James F.	O-786777	2nd Lt	Crew 11	P							FROM:		
												139	14:25	
17	Chell, Roger S.	T-7570	F/O	11	CP							TO:		
												Wattisham	14:45	
17	Twomey, John A.	T-137820	F/O	11	N							MISSION	NO OF LANDINGS	
												F	1 00:20	
38	Peffer, Bernard N.	37557696	Sgt	11	E							FROM:		
												TO:		
21	Sauer, Carl L. Jr.	15342624	Sgt	11	RO							MISSION	NO OF LANDINGS	
												FROM:		
												TO:		
												MISSION	NO OF LANDINGS	
												FROM:		
												TO:		
												MISSION	NO OF LANDINGS	
												FROM:		
												TO:		
												MISSION	NO OF LANDINGS	
												FROM:		
												TO:		
												MISSION	NO OF LANDINGS	

CERTIFIED A TRUE COPY:

Joseph W. King
 JOSEPH W. KING,
 Capt., A. C.,
 Asst. Operations Off.

FLIGHT REPORT - ENGINEERING

4

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	7-9-45	G	
DAILY	6-9-45	G	#139
25 HOURS	817:50		
50 HOURS	817:50		APC 557
100 HOURS	817:50		

SERVICING AT STATION OF TAKE OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE:	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
	SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
			SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	
1ST		1700		148		148		148		148	
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	H	Harvey	#139
GUNNERY	Red Diagonal		
CHEMICAL	G	Gets	APC 557
COMMUNICATIONS	L	Levesque	
PERIODIC	D	Duffy	
PERIODIC	T	Tidwell	
Mickey	Red Diagonal		

STATUS TODAY

1. Red	EXPLANATION: Left Wing Outer Panel damaged-- To be changed. #1, #3, #4 Batteries removed.	
2. X		
3. 4.		

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT

1	3
2	4

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Check list used.- See ret and confidential equipment instl

#1. Left Wing damaged in taxi accident.

(signed) J.F. Mack, 2nd Lt.

Ship not serviced.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	266:20	266:20	266:20	266:20
HOURS TODAY	:20	:20	:20	:20
TOTAL	266:40	266:40	266:40	266:40
OIL CHANGE DUE	E.C.	E.C.	E.C.	E.C.
AND CLEAN-INS DUE	50 hr. insp.			
AIRCRAFT	HOURS TO DATE	799:20		
	HOURS TODAY	:20		
	TOTAL	799:40		

CERTIFIED TRUE COPY

Elmer B. Goodwin

ELMER B. GOODWIN

Captain, Air Corps.

Engineering Officer.

Radio equipment preflighted OK 7-9-45 Sgt LeVasseur

Guns and Mickey removed.

ENGINE DATA

(1) 040811	ENGINE SERIAL NO.
(2) 04444	ENGINE SERIAL NO.
(3) 058884	ENGINE SERIAL NO.
(4) 057532	ENGINE SERIAL NO.
TOTAL	: 20

AIRCRAFT DATA

A.A.F.	COMPONENT
P-17	AIRCRAFT MODEL
44-8250	AIRCRAFT SERIAL NO.

AIRCRAFT ORG. DATA

8th	AIR FORCE
1st	COMMAND, CORPS AREA OR DIST.
100th (H)	GROUP NO. AND TYPE
549th (H)	SQUADRON NO. AND TYPE
139	STATION
COMZ	CREW CHIEF OR AERIAL ENGINEER
7-9-45	DATE

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

10 September 1945

SUBJECT: Accident Report.

TO : Accident Board.

The following report of the accident at Wattisham on 7 September 1945 is submitted for your information:

We landed at Wattisham on runway 06 and the tower instructed us to turn right at the end of the runway. We taxied up the perimeter track following a jeep and the tower instructed us to park behind the tower to pick up our passengers.

There were two rows of P-51s parked on our left and a few scattered in hardstands on our right. There was clearance on the left but I noticed we were coming closer to them. I taxied the ship to the right and asked the co-pilot for our clearance. He informed me that we were on the right-hand edge of the perimeter track.

I slowed the ship down and called the tower to ask if I was to stop where I was. I looked out the right side and just then the engineer and co-pilot shouted. I looked out the left side and hit the brakes. Just then the left wing hit the prop of the last P-51 parked on our left.

I had already hit the brakes so we came to a stop right after hitting the P-51's prop.

We then pulled off the perimeter track and stopped in front of the hangar.

There was no one directing us and we received no instructions from the tower to stop.

James F. Mack
JAMES F. MACK,
2nd Lt., A. C.,
Pilot, 349th Bomb Sq.

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

10 September 1945

SUBJECT: Accident Report.

TO : Accident Board.

The following report was obtained at Wattisham on 10 September 1945 and is submitted for your information:

1. Taken from Flying Control log at Wattisham for 7 September 1945. Time - 1445.

A B-17, No. 48230, in taxiing, hit a P-51 parked in back of tower. Extent of damage unknown. Wing on B-17 badly damaged. The pilot of the B-17 was Lt. Mack of the 349th Bomb Squadron, 100th Bomb Group. The P-51 was PI--H, just delivered to Hitcham from Martlesham Heath. No injury involved.

Capt. Wilcox, Flying Control Officer.

P-51 was parked about 6 to 8 feet from taxi strip. Traffic jeep motioned for B-17 to stop because of doubtful clearance. B-17 pilot attempted to hit right brake and swing the ship, however, the brake temporarily failed and he hit the P-51.

Cpl. James Deneff, Traffic Guide.

2. Extent of damage to B-17: One left outboard wing panel and left aileron.

3. Extent of damage to P-51: Prop change and possible engine change.

Joseph W. King
JOSEPH W. KING,
Capt., A. C.,
Asst. Operations Off.

360.33

1st W/Ind.

E-14-3

HEADQUARTERS VIII FIGHTER COMMAND, APO 634 6 Postmaster, New York.

SEP 29 1953

TO: Chief, Flying Safety, AAF, Winston-Salem 1, N.C.

1. Transmitted herewith WD AAF Forms No. 14 and allied papers on the following aircraft accidents:

- a. 2nd Lt. James F. Mack, B-17G number 44-48230.
- b. 2nd Lt. Edward V. Hendryk, P-51B (WW) number 43-12322.
- c. 2nd Lt. Xenophon E. Eugenides, F-5E-1-LO number 44-24229.
- d. Capt. Ira F. Wilson, B-17G number 48713.

2. Concur.

FOR THE COMMANDING GENERAL:

4 Incls:

As above.

James O. Speer, Capt. AC
F. E. LANKSTON,
Major, AGO,
Asst. Adj. Gen.