

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Staples, Johnston R.

B-17G

46-9-19-506

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Photo -
Wright Fld.
818
115

Accident No. 46-919-500

Date

Checked by

Analyzed by

Copied for Wright

Field by

Notes

11-26-45 From
Copy for Wright Field

763

122519-43

Accident No. 46-9-19-506

Date 11-21

Checked by 5206

Analyzed by QBS

Copied for Wright
Field by _____

Notes _____

1225:9-43

WAR DEPARTMENT
U. S. ARMY AIR FORCES

Accident No.

46-1-19-520

10-29
2024-0

REPORT OF AIRCRAFT ACCIDENT

CV

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(1) Place Alconbury, England (2) Date 15 September 1945 (3) Time 1327
Aircraft: (4) Type and model B-17D (5) A. F. No. 44-8719 (6) Station AAP Sta 139
Organization: (7) 8th Air Command (8) 100th Bomb (9) 350th Bomb (10)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DEPT	NAME (Last name first)	RANK	SERIAL NO.	RATE	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	REPORT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	Staples, Johnston	P	0-430629	Major	92	AC	8th	None	No
CP	Whitney, Edward	P	0-929499	1st Lt.	18	AC	8th	None	No
N	Cheney, Ross (NMI)	N	0-721580	1st Lt.	18	AC	8th	None	No
RO	Matthews, David M	RO	14148088	Sgt.	38	AC	8th	None	No
E	Blder, Curtis	E	34726241	Sgt.	38	AC	8th	None	No
X	Bailey, Raymond	X	11115533	Sgt.	38	AC	8th	None	No
X	Singleton, Charles	X	12187935	Sgt.	38	AC	8th	None	No
X	Mitchell Russell A.	X	0-854122	Capt.	18	AC	8th	None	No
X	Varian, Horace L.	X	0-562248	Major	18	AC	8th	None	No
X	Shirley, James D.	X	0-87525	1st Lt.	18	AC	8th	None	No

(20) Staples, Johnston R (21) 0-430629 (22) Major (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th (26) 100th Bomb (27) Hq. Det (28) AAP Sta 139
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th (30) 100th Bomb (31) Hq. Det (32) AAP Sta 139
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 12/12/41 Present rating (35) Same (36) Same Instrument rating (37) 4/29/44
(Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 1098.20 (42) Instrument time last 6 months 28.10
(39) This model B-17D 184.50 (43) Instrument time last 30 days 23.10
(40) Last 90 days B-17 All types 58.10 (44) Night time last 6 months 5.15
(41) Total First Pilot Time 1483.45 (45) Night time last 30 days 5.15

TO-1 Prop. OK AIRCRAFT DAMAGE N.F.

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	Butter wing panel damaged beyond repair.
(47) Engine(s) <u>1</u> <u>1</u> <u>3</u> <u>3</u>	No 3 and 4 Engines and Props to be replaced.
(48) Propeller(s) <u>1</u> <u>1</u> <u>4</u> <u>4</u>	

(50) Weather at the time of accident Vis. 5 Miles, Clouds 4 to 5 tenths at 2000 Ft. Winds 5MPH

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from 139 (53) To Alconbury (54) Kind of clearance Contact

(55) Pilot's mission Administrative

(56) Nature of accident Taxi accident

(57) Cause of accident Landing gear Collapsed due to material failure.

(58) Was AAF Form 54 submitted? Yes

DESCRIPTION OF ACCIDENT

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

Narrative: Major Staples made a normal landing on runway 24. He proceeded to taxi towards the tower when the right landing gear collapsed. The engines were immediately cut and the aircraft came to rest on the right wing.

Immediate cause: Breaking of retracting actuating screw caused right landing gear to collapse.

Responsibility: 100% Material failure.

Recommendation: None

John S. Robinson
JOHN S. ROBINSON,
Major, Air Corps,
Acting President.

Robert A. Bruce
ROBERT A. BRUCE,
Captain, Med Corps,
Medical Officer.

John B. Milling
JOHN B. MILLING,
Major, Air Corps,
Member

Robert C. Becker
ROBERT C. BECKER,
CAPTAIN, AIR CORPS,
WEATHER OFFICER.

George E. Mayberry
GEORGE E. MAYBERRY,
1st Lt., Air Corps,
Engineering Officer.

Charles W. Terry
CHARLES W. TERRY,
Captain, Air Corps
Intelligence Officer.

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Signature _____
(Investigating Officer)

[illegible]

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		BY	STATION		SERV- ICED	IN TANKS	No. 1		No. 2		No. 3		No. 4				
PREFLIGHT	9-19-45	Elder															
DAILY	9-19-45	Elder	AAF														
25 HOURS	466:00		Sta. # 139	1ST	1700		148		148		148		148		148		
50 HOURS	466:15			2D													
100 HOURS	515:15			3D													
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION:
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
COMBARDMENT	W	Whitman		E.	X	
GUNNERY		Whitman				
CHARTER						
COMMUNICATIONS	P	Pickles				
PHOTOGRAPHIC						
NAVIGATION	E	Elder				
Oxygen	E	Elder				

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

RELEASED FOR FLIGHT { 1 _____ 2 _____
3 _____ 4 _____

REMARKS: PILOTS AND MECHANICS—SEE INSTRUCTIONS INSIDE FRONT COVER		AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
All 4 voltage regulators replaced, #2 gen relay replaced and all generators paralleled (Sgt Laper)		ENGINE	No. 1	No. 2	No. 3	No. 4
		HOURS TO DATE	19:15	19:15	19:15	19:15
Right gear collapsed due to broken retracting screw		HOURS TODAY				
		TOTAL				
J. Staples		OIL CHANGE DUE				
		CUMUL. CLEAN- ING DUE				
"A TRUE COPY"		HOURS TO DATE		441:00		
		HOURS TODAY				
George E. Mayberry		AIRCRAFT		719		
		TOTAL				

"A TRUE COPY"

George E. Mayberry
GEORGE E. MAYBERRY
1st Lt., Air Corps,
Engineering Officer.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
9-19-45	AIR FORCE 8th	COMPONENT Bombardment	ENGINE MODEL R-1820-97	
STATION 139	COMD., SERV. COMD. OR DEPT 1st Air Div.	AIRCRAFT MODEL B-17G	SERIAL NO. 1. SW-040805	SERIAL NO. 3. SW-039764
	GROUP NO. AND TYPE 100 Bomb (H)		SERIAL NO. 2. SW-034750	SERIAL NO. 4. SW-038512
CREW CHIEF OR ENGINEER Sgt Elder	SQUADRON NO. AND TYPE 350th Bomb (H)	AIRCRAFT SERIAL NO. 44-8719	TOTAL FLIGHT TIME →	

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HEADQUARTERS
ONE HUNDREETH BOMBARDMENT GROUP (H) AAF
APO 557

20 September 1945

SUBJECT: Aircraft Accident

TO : Whom it may concern

1. I was the pilot of B-17G A/C # 448719, when it was involved in a accident at Alconbury 19 September 1945.

2. I contacted the tower at Alconbury for landing information about three (3) miles from the field, at which time I put the landing gear down and instructed the engineer to check the gear down. I had to make a very large pattern while he checked it with the hand crank. He completed his check while I was on the base leg and the green light was on. I made a normal landing close to the end of the runway, and had slowed up sufficiently to raise the flaps and complete the after-landing check list by the time we were 3/4 the way up the runway. I had been moving along at about 5 mph, for 200 or 300 yards while talking to the tower and suddenly the right landing gear collapsed. I immediately cut the engines and the A/C came to rest on the right wing.


JOHNSTON R. STAPLES,
Major, Air Corps,
Operations Officer.

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HEADQUARTERS
AAF STATION NO. 139
APO 559

20 September 1945.

SUBJECT: Aircraft Accident.

TO : Whom It May Concern.

1. I was a passenger on B-17-G Aircraft No. 448719 when it was involved in an accident at the Army Air Field, Alconbury, England, 19 September 1945. The pilot was Major Johnston R. Staples.

2. Major Staples made a remarkably smooth landing,--so much so that everyone aboard commented upon it. I was standing at the left waist window, and approximately twenty seconds before the accident occurred, observed that the flaps were completely up.

3. Upon approaching the intersection of the runways, the pilot brought the aircraft to almost a full stop, at which moment the right landing gear collapsed. The engines were out immediately.

4. No one in the aircraft was injured in any way.


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

I WAS ON DUTY IN THE TOWER AS AIRMAN OF WATCH WHEN B-17 # 448719 MADE A NORMAL LANDING ON RUNWAY 24 AT 1327 HOURS ON THE 19 OF SEPTEMBER, 1945. HE PROCEEDED TO TAXI TO THE INTERSECTION OF RUNWAYS 36 AND 24 TO RETURN TO THE TOWER AND PARK. HE HAD JUST ABOUT COME TO A FULL STOP AS HE BEGAN HIS TURN ON TO RUNWAY 36, AND HIS RIGHT LANDING GEAR RETRACTED. THE PILOT CUT HIS ENGINES IMMEDIATELY AS HIS RIGHT WING CAME TO REST ON THE RUNWAYS.

Thomas J. O'Donoghue

THOMAS J. O'DONOGHUE
S/SGT 32285452
CONTROL CLERK

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I WAS APPROACHING HARDSTAND 31 ON THE PRIMETER TRACT WHEN I SAW B-17 448719 TAXING ALMOST TO A STOP AT THE INTERSECTION OF RUNWAYS 36 AND 06 AT THE TIME THE RIGHT LANDING GEAR COLLAPSED.

Robert J. Pierson

ROBERT J. PIERSON
SGT. 15196518
ALERT CREW

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360TH BOMBARDMENT SQUADRON (H) AAF
100TH BOMBARDMENT GROUP (H)
APO 557

19 September 1945

SUBJECT: Accident Report, B-17G, 44-8719.

TO : Group Operations Officer, AAF 139, APO 557.

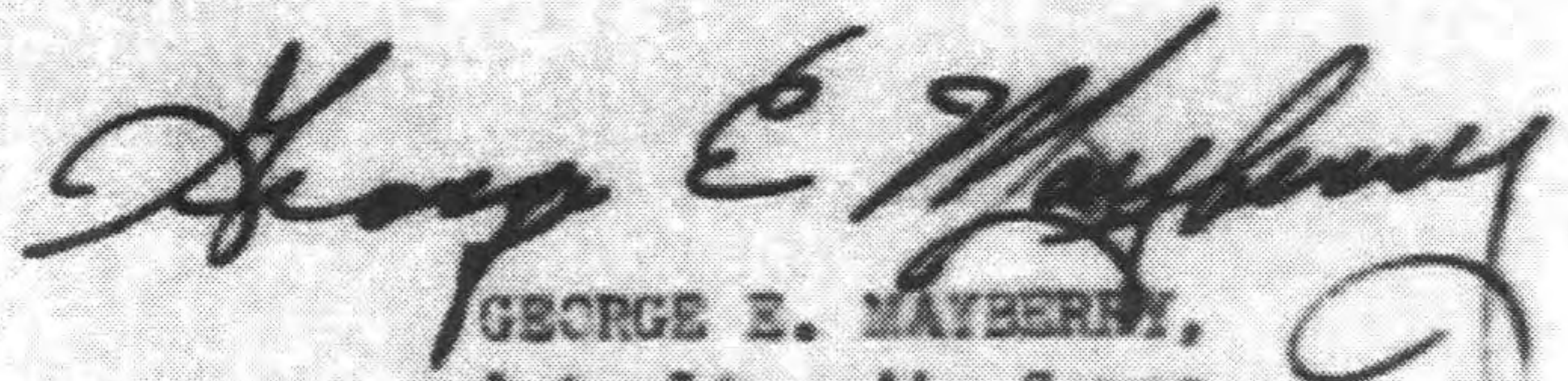
1. Subject Aircraft made a normal landing at AAF Station 102, APO 557, when right landing gear collapsed causing the following damage:

- a. Number 3 and 4 Props Damaged.
- b. Cowling on number 3 and 4 engines damaged.
- c. Outer and Inner wing panels damaged.

2. Upon inspection, it was found that the actuating screw of right landing gear retracting mechanism was broken, due to material failure.

3. It was noted that the aircraft traveled approximately fifteen (15) feet after collapse of Landing Gear.

4. Left landing gear appears to be sprung.


GEORGE E. MAYBERRY,
1st. Lt., Air Corps,
Engineering Officer.

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HEADQUARTERS
OFFICE OF THE FLYING CONTROL OFFICER
AAF STA 102 APO 557

19 SEPTEMBER 1945

SUBJECT: ACCIDENT REPORT OF DUTY FLYING CONTROL OFFICER.

TO : COMMANDING OFFICER, AAF STA 102, APO 557.

1. HERewith SUBMITTED REPORT IN ACCORDANCE WITH 1ST.
A. D. INST. #57-3, DATED 16 OCTOBER 1944, ON LANDING ACCIDENT
TO B-17 #44-8719.

- A) A/C B17 448719. MAJ. JOHNSTON R. STAPLES, PILOT.
- B) DATE: 19 SEPT. 1945. TIME: 1327 HRS. BST.
- C) QBA: 5 MILES. QBB: 4 TO 6 TENTHS @ 2000 FT.
QAN: WEST @ 15 MPH.
- D) AIRFIELD LAST INSPECTED AT 0930 HRS. ABOVE DATE
BY THE UNDERSIGNED.
- E) ACCIDENT WAS UNOBSERVED BY THE DUTY FLYING CONTROL
OFFICER. (ATTACHED ARE COPIES OF STATEMENTS BY
DUTY FLYING CONTROL PERSONNEL.) IMMEDIATE INSPECTION
REVEALED MAJOR DAMAGE OF RIGHT LANDING GEAR, RIGHT
WING, MICKEY DOME, #3 AND 4 ENGINES AND PROPS.
CREW WAS UNINJURED.


FLAVIUS L. HADSOCK,
1ST. LT., AIR CORPS,
DUTY FLYING CONTROL
OFFICER.

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WAR DEPARTMENT
ARMY AIR FORCES

UNSATISFACTORY REPORT

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

TO BE FILLED IN BY STATION	
STATION SERIAL No. 45-456	DATE SUBMITTED 20-9-45

LEAVE BLANK		
U. S. SERIAL No.	REFER TO	CLASS

STATION AAF 139, APO 557		ORGANIZATION 350th Bomb Squadron (H)	
SUBJECT OF REPORT Property Class—Name 01-F Screw Landing Gear Retracting	Manufacturer Lockheed Vega	AAF Order or Shipping No. Unknown	
AIRCRAFT—Model & AAF Serial No. B-17C, 44-8719	ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST D. I. R.—Report None	Hours	Flying Time Class	Total Flying Time 441:00
ENGINE REPORTS ONLY LAST OVERHAUL—Report	Hours Since	Reports and Hours At Each Previous Overhaul	
PART Name Screw Landing Gear Retracting		Part Drawing, Serial and Specification No. 0108-3-15118	
Time in Use 441:00	Quantity on Hand None	Quantity Known Defective None	No. Previous Failures Unknown
Manufacturer Lockheed		Inspector's No. or Identification Unknown	
Indicate by "X" Disposition of Exhibit	☒ Photographed and Prints Enclosed	☐ Held for Instructions	☐ Sent Under Separate Cover
☐ Sent to Attached Package	☐ Repaired and Returned to Service	☒ Stamped as (Explain Below)	☐ To Overhaul Facility (INITIALS)

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

EXPEDITE

In accordance with AAF Reg. 15-54, dated 18 May 1944, the following report is submitted:

Par. 3a. Failure of Government Equipment.

COMPLETE DETAILS:

Subject aircraft made a normal landing at AAF Station 102, APO 557, on 13 September 1945. When it was nearly at the end of its roll, the right landing gear collapsed. Upon inspection it was found that the actuating screw (Part No. 0108-3-15118), of right landing gear retracting mechanism failed. Cause of this failure is believed to have been previous abnormal landings, or a metallic failure.

DISPOSITION:

Turned in to Air Corps Supply.

RECOMMENDATIONS:

That a more thorough check be made at the factory.

George E. Mayberry

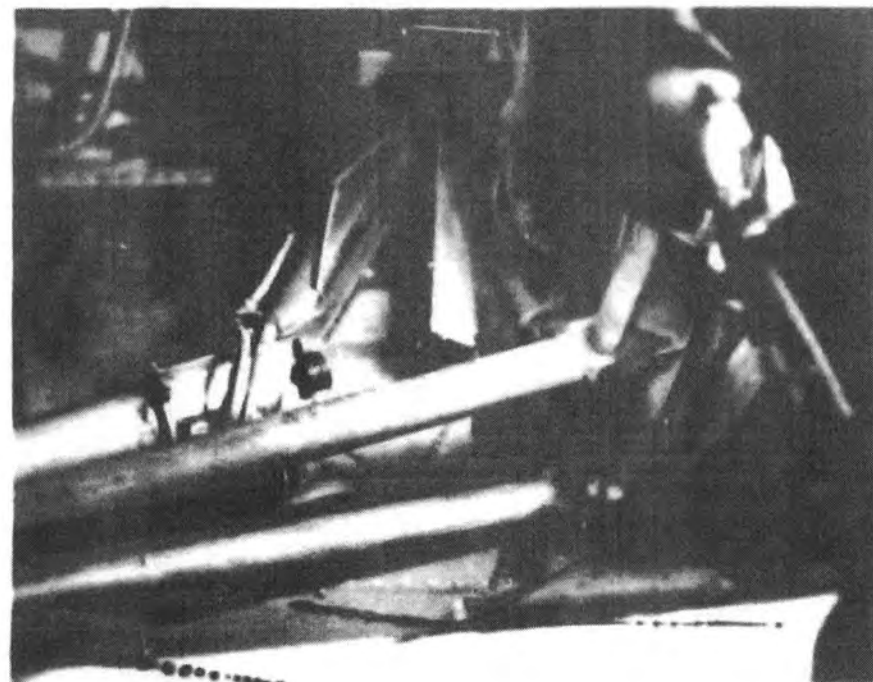
GEORGE E. MAYBERRY,
1st Lt., Air Corps,
Engineering Officer.

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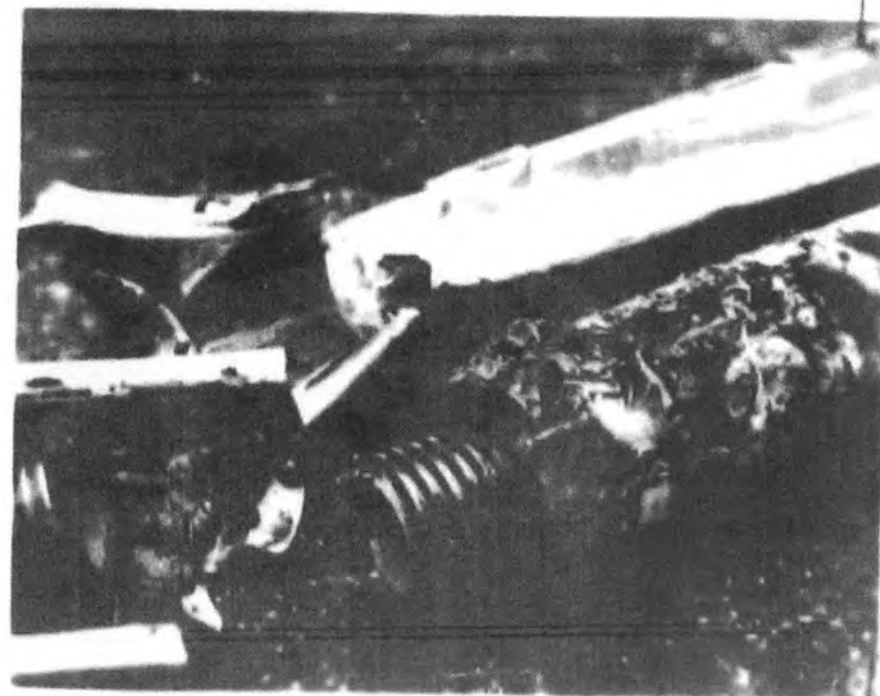
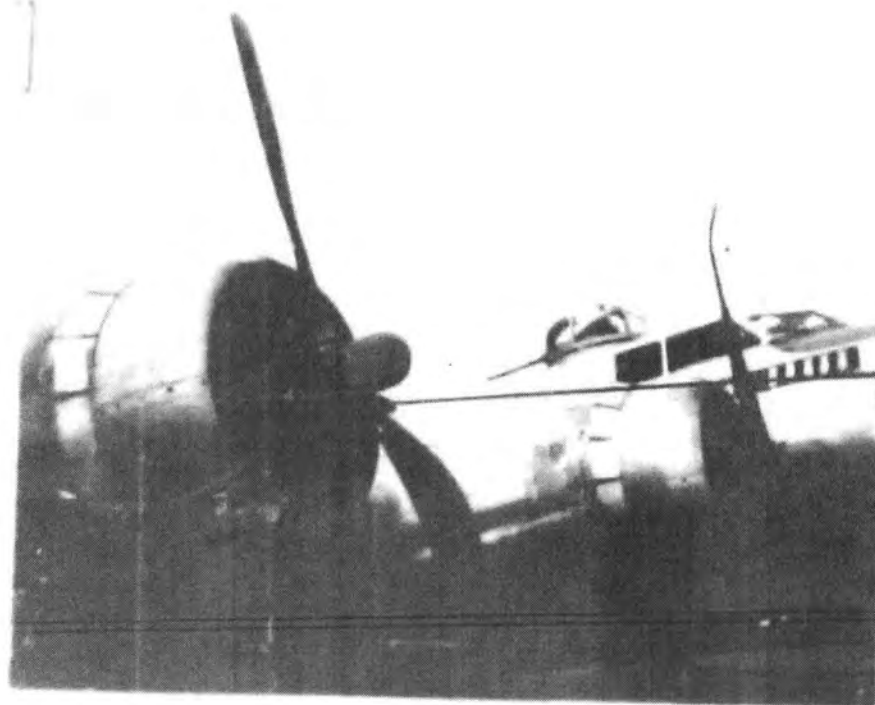
ROUTING

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

U. S. GOVERNMENT PRINTING OFFICE: 1945 16-38512-1



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360.33

1st W/Lnd.
HEADQUARTERS VIII FIGHTER COMMAND, APO 634 c/o Postmaster, New York.

B-4-3

OCT 18 1945

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

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

a. Major Johnston R. Staples, B-17G number 44-5719.

2. Concur.

FOR THE COMMANDING GENERAL:

1 Incl:

As above.

James O. Speer
JAMES O. SPEER,
Captain, A.C.,
Actg. Asst. Adj. Gen.

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