WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

~~CONFIDENTIAL~~
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ACCIDENT No. 173

44-3-31-516

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station 106 (2) Date 31 March, 1944 (3) Time 1530

AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-38013 (6) Station 106

Organization: (7) VIII (Command and Air Force) (8) 384th Bomb (H) (Group) (9) 547th Bomb (H) (Squadron) Z354

PERSONNEL

(10) DUTY	(11) NAME (Last name first)	(12) RATING	(13) SERIAL NO.	(14) RANK	(15) PERSONNEL CLASS	(16) BRANCH	(17) AIR FORCE OR COMMAND	(18) RESULT TO PERSONNEL	(19) USE OF PARACHUTE
P	DASKEY, KENDALL (NMI)	P	O-804622	1st Lt.	18	AC	VIII	None	None
CP	HUBER, ELDRIDGE H.	P	O-755565	2nd Lt.	18	AC	VIII	None	None
N	MITTENDORF, EBRHARD (NMI)	N	T-61184	F/O	01	AC	VIII	None	None
TOG	SWIFT, KENNETH G.		31143869	T/Sgt.	30	AC	VIII	None	None
RO	ADAIR, NORMAN R.		6592708	T/Sgt.	20	AC	VIII	None	None
E	LENICH, FRANCIS A.		13028145	T/Sgt.	20	AC	VIII	None	None
AG	TEETMAN, LEO F.		12146789	S/Sgt.	30	AC	VIII	None	None
AG	SCHLEUSE, ROBERT E.		18213921	S/Sgt.	30	AC	VIII	None	None
AR	FISK, LLOYD C.		36222561	S/Sgt.	30	AC	VIII	None	None
AE	MARKIEWICZ, JOHN H.		10600982	S/Sgt.	20	AC	VIII	None	None

PILOT CHARGED WITH ACCIDENT

(20) DASKEY (Last name) KENDALL (First name) (NMI) (Middle initial) (21) O-804622 (Serial number) (22) 1st Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) VIII (Command and Air Force) (26) 384th Bomb (Group) (27) 547th Bomb (H) (Squadron) (28) 106 (Station)

Attached for flying (29) (Command and Air Force) (30) (Group) (31) (Squadron) (32) Z354 (Station)

Original rating (33) Pilot (Rating) (34) 18 May '43 (Date) Present rating (35) Pilot (Rating) (36) 18 May '43 (Date) Instrument rating (37) 10 Sept. '43 (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	308:20	(42) Instrument time last 6 months	7:15
(39) This model	83:15	(43) Instrument time last 30 days	0:00
(40) Last 90 days	200:30	(44) Night time last 6 months	10:35
(41) Total	421:10	(45) Night time last 30 days	0:00

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft		S			2 engines, 2 propellers, 2 superchargers, 2 flaps damaged, left outer wing damaged, 2 nacelles slightly damaged, ball turret jetisoned.
(47) Engine(s)	NONE	NONE	1	1	
(48) Propeller(s)	NONE	NONE			

(50) Weather at the time of accident 7/10 cloud, base 2,500 feet, visibility 4 miles.

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

(52) Cleared from Station 106 Z354 (53) To Combat Z354 (54) Kind of clearance Operational

(55) Pilot's mission Operational 05

(56) Nature of accident Left landing gear would not extend. Landed on one wheel.

(57) Cause of accident Clutch to left landing gear motor had too high a torque, shearing landing gear drive shaft.

(58) Has Form 54 been submitted?

RECEIVED HEADQUARTERS ARMY AIR FORCES MAY 1 1944 OFFICE OF THE CHIEF OF STAFF

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DESCRIPTION OF ACCIDENT

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

Lt. Kendall Daskey, O-804622, piloting A/C 42-38013, while returning from a recalled operational mission on 31 March, 1944, discovered that the left landing wheel would not extend either manually or electrically. Lt. Daskey contacted his home base by radio and received instructions to jettison the bomb load and ball turret in the Channel and return to base and cruise locally until the gasoline supply was reduced to approximately 500 gallons. Lt. Daskey complied with the above instructions and again contacted the base by radio for landing instructions. He was instructed to extend both the tail wheel and the right main landing wheel and make a normal landing on the left side of the runway in order that the left wing would extend beyond the edge of the hard surface. Lt. Daskey followed these instructions and after touching down succeeded in holding the left wing up until speed had been appreciably reduced. The left wing tip finally dragged the ground which caused the A/C to slowly ground loop. The outer panel of the left wing as well as the propellers of #1 and #2 engines were damaged.

The accident was due to a mechanical failure. In view of the frequency of landing gear motor failures it is recommended that an investigation of this item be made by the Materiel Section.

Signature Thomas P. Beckett
THOMAS P. BECKETT,
Lt. Col., AIR CORPS,
(Investigating Officer)

Arthur W. Stone Jr.
ARTHUR W. STONE, JR.,
Captain, Air Corps.

Date 5 April, 1944.

Charles W. Bishop
CHARLES W. BISHOP,
1st Lt., Air Corps.

Hq SOS USAFP/6-43/15M/10404

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HEADQUARTERS
AAF STATION NO. 106
Office of the Flying Control Officer

April 4, 1944.

SUBJECT: Crash Landing of B-17, #8013.

TO : Commanding Officer, AAF Station No. 106.

1. On or about 0845, 31 March, 1944, the operational aircraft were recalled. 8013 was unable to lower his left wheel. He was advised to proceed to the Wash and jettison his bombs and ball turret.

2. Having jettisoned his bombs and ball turret, and still unable to lower his left wheel, he made a successful crash landing on runway 30, about 1530 hours, 31 March, 1944.

Joseph K. Haley Jr

JOSEPH K. HALEY, JR.,
Captain, Air Corps,
S. F. C. O.

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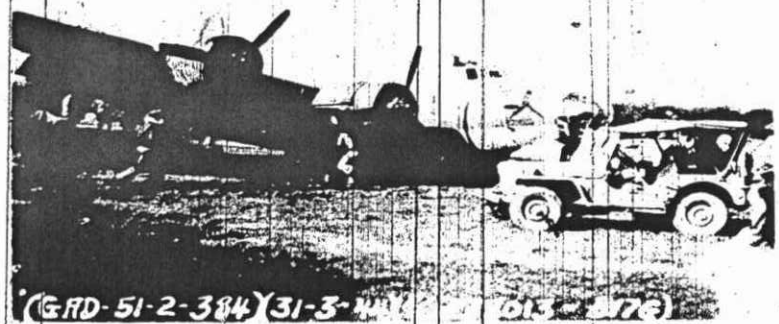

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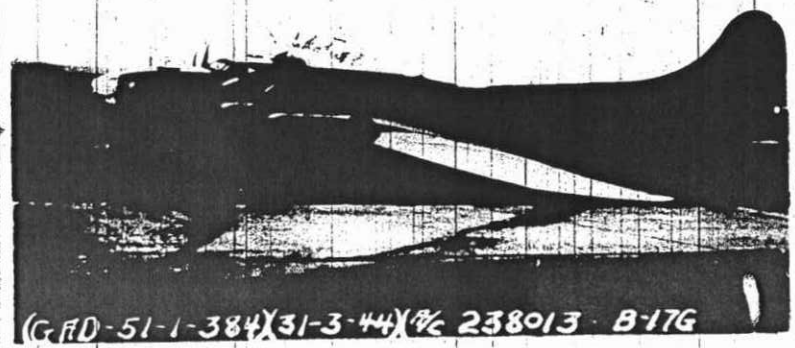

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(GAD-51-3-384)(31-3-44)(B-17G 238013)

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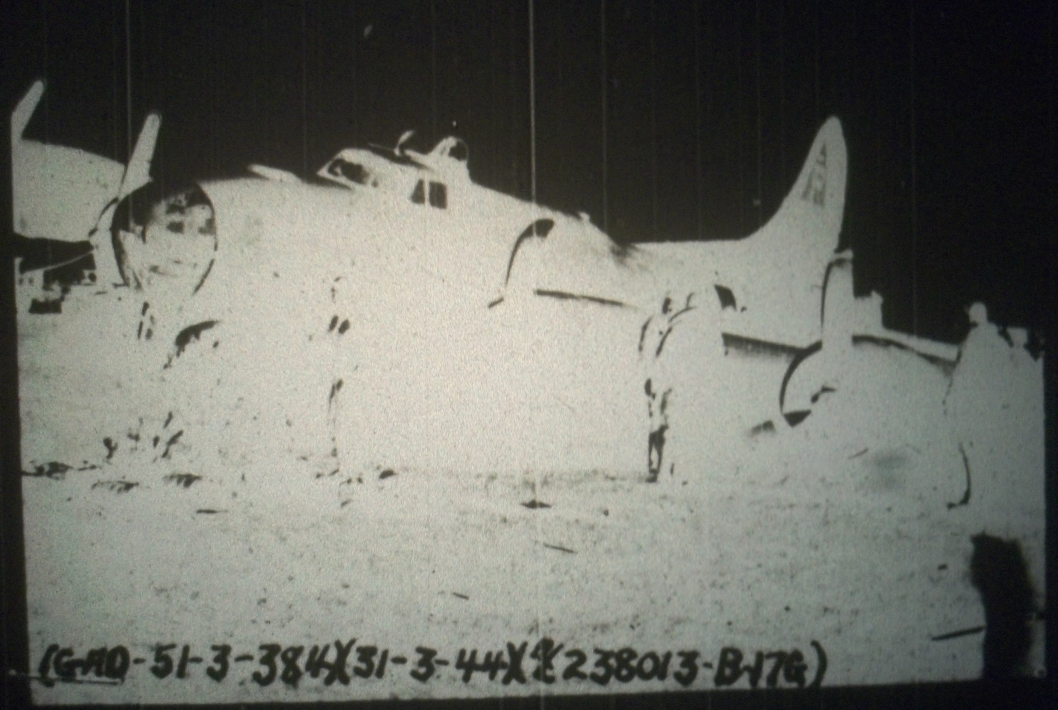
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