

RESTRICTED

WAR DEPARTMENT
U. S. ARMY AIR FORCES

ACCIDENT No. 23

45-7-22-524

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 106 (2) Date 22 July, 1944 (3) Time 2059
AIRCRAFT: (4) Type and model B-17G 040 (5) A. F. No. 42-97201 (6) Station AAF Station 106
Organisation: (7) 8th Air Force (8) 38th Bomb (H) 547 Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Hale, Charles E.	P	0-792587	1st Lt.	18	AC	8thAF	None	None
Griggs, Fredrick M.	P	0-818857	2nd Lt.	18	AC	8thAF	None	None
Quay, Frank I.	P	0-818861	2nd Lt.	18	AC	8thAF	None	None
Hennaford, Gordon C.	M	0-719912	2nd Lt.	18	AC	8thAF	None	None
Burlingame, James W.		35722298	Sgt.	30	AC	8thAF	None	None
Lee, Chert M.		36729892	Sgt.	30	AC	8thAF	None	None
Greenburg, Marvin (NMI)	M	0-747007	2nd Lt.	18	AC	8thAF	None	None
Kiegler, Pete F.	B	0-757763	2nd Lt.	18	AC	8thAF	None	None
Brown, Billie B.	P	0-812936	1st Lt.	18	AC	8thAF	None	None
Fernquist, Kenneth L.		6879324	Sgt.	30	AC	8thAF	None	None

(20) Hale, Charles E. (21) 0-792587 (22) 1st Lt. (23) 18 (24) AC
(Last name first) (First name) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th Air Force (26) 38th Bomb (H) 547th Bomb (H) (27) AAF 106
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (28) (29) (30) (31) (32) (33)

Original rating (34) 9-10-4234 Pilot Present rating (35) Pilot (36) 9-10-42 Instrument rating (37) 10-10-42
(Rating) (Date) (Rating) (Date) (Rating) (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type 597:40 (39) Instrument time last 6 months 18:10
(40) This model 453:55 (41) Instrument time last 30 days 3:00
(42) Last 90 days 256:15 (43) Night time last 6 months 37:10
(44) Total 1,086:15 (45) Night time last 30 days 00:00

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Chin turret, ball turret, fuselage, inner wing pannel.
(47) Engine(s)	
(48) Propeller(s)	

(49) Weather at the time of accident Overcast base two thousand (2,000) feet, Wind Northwest at six (6) miles per hour, Visibility seven (7) miles.

(50) Was the pilot flying on instruments at the time of accident No.
(51) Cleared from AAF Station 106 (52) To AAF Station 106 (53) Kind of clearance Contact

(54) Pilot's mission Training

(55) Nature of accident Landing accident

DESCRIPTION OF ACCIDENT

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

It is the opinion of this board the accident is one hundred (100) percent pilot error. Fifty (50) percent fault of Instructor Pilot (Lieutenant Hale) and fifty (50) percent fault of Co-Pilot (Lieutenant Gory).

From all indications the Co-Pilot operated the landing gear toggle switch thinking he was retracting the flaps.

Both landing gear collapsed, the left gear first, followed immediately by the right gear. Upon investigation of the accident it was found, the tail wheel had retracted forty three (43) turns in the upward position.

Aircraft did not have landing gear safety micro switches.

The Instructor Pilot (Lieutenant Hale) should have watched the Co-Pilot perform his "After Landing Check List", catching this mistake the moment the Co-Pilot touched landing gear retracting switch.

In this particular accident the Instructor Pilot and Co-Pilot are charged with the accident. Instructor Pilots time given in items 38 through 45. Co-Pilot's times are listed below.

	(33A) Pilot	(34A) 5 Dec '43	(35A) Pilot	(36A) 5 Dec '43	(37A) None
(38A) This Type	..436	435...			
(39A) This Model	..215	425...			
(40A) Last 90 days.....	..158	425...			
(41A) Total	..666	425...			
(42A) Instrument time last 6 months....	5	130...			
(43A) Instrument time last 30 days.....	00	00...			
(44A) Night time last 6 months	17	15...			
(45A) Night time last 30 days.....	00	00...			

Signature

GEORGE H. KOENIG, JR., Major, AC.

PILOT CHARGED WITH ACCIDENT

20) Gyarky Frank K (21) 80861 (22) 21A (23) 01 (24) AC
 (last Name) (First Name) (Mid. Init.) (Ser. No.) (Rank) (Per. Class) (Branch)

SS. (25) _____ (26) _____ (27) _____ (28) _____
 (Com. & Air Force) (Group) (Squadron) (Station)

TT. For Flying (29) _____ (30) _____ (31) _____ (32) _____
 (Com. & Air Force) (Group) (Squadron) (Station)

Wing rating (33) _____ (34) _____ Present rating (35) _____ (36) _____ Instr. rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

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

(38) This type _____	(42) Instr. time last 6 months _____
(39) This model _____	(43) Instr. time last 30 days _____
(40) Last 90 days _____	(44) Night time last 6 months _____
(41) Total _____	(45) Night time last 30 days _____

1041:8-43

Accident No. 45-722504

Date _____

Checked by 11-11-43

Analyzed by _____

Copied for Wright
 Field by _____

Notes _____

1225:9-43

FIVE HUNDRED FORTY & FIFTH BOMBARDMENT SQUADRON (H)
ARMY AIR FORCES
Office of the Operations Officer

23 July 1944

SUBJECT: Statement of Accident on Ship No. 297201

TO : Group Operations

1. After circling field and completing check we made final approach at 120 M.P.H. I.A.S. After normal landing Co-Pilot started after landing check, cowl flaps open, turbos off, booster pumps off. At the time we had reached a speed of 60 M.P.H. on runway 060. The left landing gear collapsed, followed by the right. We cut all switches and left ship. The weather conditions were as follows - ceiling 2500, visibility 6 to 8 miles; wind was light.

Frederick M. Griggs
FREDERICK M. GRIGGS
2nd Lt., Air Corps,
Pilot

Frank K. Gory
FRANK K. GORY
2nd Lt., Air Corps
Co-Pilot

Charles E. Hale
CHARLES E. HALE
1st Lt., Air Corps,
I. P.

RESTRICTED

HEADQUARTERS
AAF STATION NO. 106
Office of the Group Engineering Office

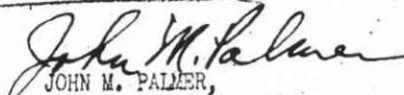
F-P-7

APC 557,
23 July, 1944.

SUBJECT: Crash Landing of Aircraft 42-97201.

TO : Group Operations Officer, AAF Station No. 106, APC 557.

1. Aircraft 42-97201 crash landed due to Landing gear switch being energized in the "UP" position after the aircraft was on the ground.
2. Both main landing gear collapsed simultaneously and the tail wheel was partially retracted (1/3 turns).
3. The distance from tail of aircraft to point where the propellers first hit the runway was approximately fifty yards.
4. Aircraft did not have landing gear safety micro switches.


JOHN M. PALMER,
Captain, Air Corps,
Group Engr. Officer.

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

R-B-1

24 July, 1944.

SUBJECT: Accident Report.

TO : COMMANDING OFFICER, 384th Bombardment Group (H), AAF Station
106, APO # 557.

1. At 2000 hrs on the evening of 22 July, 1944 aircraft 201
called for landing instructions. He was not receiving us and was given
permission to land by visual signal.

2. After making a successful landing while taxiing up the runway
the undercarriage collapsed.

3. Dispatched ambulance and crash-tender to the aircraft.

J. W. Loter
J. W. LOTER,
1st Lt., A. C.,
F. O. O.

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