

RESTRICTED

WAR DEPARTMENT

U. S. ARMY AIR FORCES

ACCIDENT No.

62

45-5-14-597

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 106 (2) Date 24 May, 1945 (3) Time 1315
AIRCRAFT: (4) Type and model B-24D (5) A. E. No. 42-102636 (6) Station 106
Organisation: (7) 5th Air Force (8) 38th Bomb (H) (9) 5th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

13H

2357

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	Schub, Arthur L.	P	0-802636	1st Lt.	18	AC	5th AF	None	None
GP	Hobbs, Merrill D.	P	0-832104	2nd Lt.	18	AC	5th AF	None	None
H	Rick, Frederick, WGT	H	0-8075789	2nd Lt.	18	AC	5th AF	None	None
E	Fee, Harry F.		3458664	Sgt.	38	AC	5th AF	None	None
E	Walker, John C. Jr.		14056959	S/Sgt.	38	AC	5th AF	None	None

PERSONNEL DATA SUMMARY

(20) Schub Arthur L. (21) 0-802636 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 5th Air Force (26) 38th Bomb (H) (27) 5th Bomb (H) (28) 106
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) same (30) same (31) same (32) same
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1/29/43 Present rating (35) Pilot (36) 1/29/43 Instrument rating (37) 2/16/45
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 127:30 (39) Instrument time last 6 months 23:00
(40) This model 83:25 (41) Instrument time last 30 days 1:00
(42) Last 90 days 45:30 (43) Night time last 6 months 26:55
(44) Total 256:25 (45) Night time last 30 days 2:30

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3 M 3 M 3</u>	Stations 1, 2, 3, 5, and 7 damaged.
(47) Engine(s) <u>M 3 M 3 M 3</u>	Salvaged by 2nd SAD.
(48) Propeller(s) <u>M 3 M 3 M 3</u>	

(49) Weather at the time of accident 1/10 Cumulus, base 2,500 feet, visibility 7 miles, wind South
Southeast 20 miles per hour.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station 106 (53) To Station 106 (54) Kind of clearance Contact

(55) Pilot's mission Training

(56) Nature of accident Aircraft nosed over while running up engines.

(57) Cause of accident Pilot failed to hold stick back while running up engines.

(58) Has form 51 been submitted? No.

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DESCRIPTION OF ACCIDENT

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

The aircraft in question had, only recently just prior to the accident, had the armrest and armrest plate removed, making the tail lighter than the pilot had been accustomed to, however the center of gravity was well within the limits prescribed for B-47G aircraft. The aircraft was parked on the perimeter track just short of the take off runway. There was a strong gusty wind of approximately thirty (30) to thirty two (32) miles per hour from the right beam, coming slightly from the tail. Pilot was running up the engines with the stick either in the neutral or slightly forward position. With fifteen hundred (1,500) rpm on all four engines, pilot was running up engines individually. Number one (1) and two (2) engines had been run up under the above conditions. According to pilot, co-pilot, and engineer, when number three (3) engine had approximately thirty five (35) inches the tail raised off the ground. Pilot's immediate reaction was to pull the stick back, but not in time to prevent the nose of the aircraft from hitting the ground.

The accident could have been avoided if pilot had used less power on all engines during the run up procedure, if he had turned aircraft into the wind for run up, and particularly if he had held the stick back during the engine run up.

IMMEDIATE CAUSE: Pilot failed to hold stick back while running up the engines.

UNDERLYING CAUSE: Armrest and armrest plate removed from aircraft moving the center of gravity forward. Pilot not accustomed to new center of gravity although it was within the limits specified for B-47G aircraft.

RESPONSIBILITY: One hundred (100) percent pilot error.

RECOMMENDATIONS: That all pilots be cautioned on runups and taxiing problems with light aircraft, and especially instructed to keep the control column in the back position during engine run up.

Aircraft Accident Committee:

Clarence L. Thacker
CLARENCE L. THACKER,
Major, Air Corps,
Pilot - President.

Joseph K. Haley
JACOB K. HALEY,
Major, Air Corps,
Flying Control Officer (ex-officio).

Philip Y. Williams
PHILIP Y. WILLIAMS,
Major, Air Corps,
Pilot - Member.

Arthur L. Foley
ARTHUR L. FOLEY,
Captain, MC,
Flight Surgeon (ex-officio).

John M. Palmer
JOHN M. PALMER,
Captain, Air Corps,
Engineering Officer - Member.

Alexander L. Jones
ALEXANDER L. JONES,
1st Lt., Air Corps,
Intelligence Officer (ex-officio).

Signature _____
(Investigating Officer)

Date 22 May, 1945.

DATE 14 May 1945		STATION 106		GROUP NO. & TYPE 384th Bomb Gr (H)		AIRCRAFT MODEL B-17G					
CREW CHIEF OR AERIAL ENGINEER				SQUADRON NO. & TYPE 544th Bomb Sq (H)		AIRCRAFT SERIAL NO. 42-102620					
PERS. CLASS	-PRINT PLAINLY- NAME-ASN.-GRADE-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 1	DUTY 2	DUTY 3	DUTY 4	TERMINALS AND MISSION		
18	Schwab, Arthur L. #0-802616			544th	:	:	:	:	FROM:	106	:
18	Hoban, Merrill D. #0-832404			544th	:	:	:	:	TO:		:
18	Bick, Frederick (NMI) #2-2075789			544th	:	:	:	:	MISSION:	NO. OF LANDINGS	:
38	Pee, Henry F. #34540624			544th	:	:	:	:	FROM:		:
20	Walker, John C. Jr. #14056959			544th	:	:	:	:	TO:		:
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AIRPLANE FLIGHT REPORT--ENGINEERING

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INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
DATE OF OR HOURS DUE	BY	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		STATION			SERV-ICED	IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS		SERV-ICED	IN TANKS
May PREFLIGHT	13.05	C	106														
DAILY May	13.45	C	106														
25 HOURS	1125.10		106	1ST	X	1700	148	148	X	148	X	148	X	148	X	148	
50 HOURS	1150.10		106	2ND													
100 HOURS	1200.10		106	3RD													
Plugs	1125.10		106	4TH													
Batt	C		106	5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT			106			COMPASS SWING DUE, 25 Hr Insp. Past Due, 100 Hr Insp. Due. #1 Engine Change Due.
GUNNERY			106			
CHEMICAL			106			
COMMUNICATIONS	H	Humerich	106			
PHOTOGRAPHIC			106			
NAVIGATION	C	Cortis	106			
03375 PSI	S/Sgt Campbell		106			

REMARKS: PILOTS AND MECHANICS		AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)	
SEE INSTRUCTIONS INSIDE FRONT COVER.		ENGINE	NO. 1 NO. 2 NO. 3 NO. 4
#1 Eng Changed, TO-02-1-22 C/W. Eng Pos #1, Eng # SW-02		HOURS TO DATE	00.00 51.50 893.15 80.15
7646 12/5/45 by #1 Eng by PFC Hubert A Hanes, Pfc C.H.		HOURS TODAY	
Doe, 25 Hr Insp Comp, 100Hr Insp Comp, Eng Ground timed and		OIL CHANGE DUE	EC EC EC EC
#1 drained and refilled, Plug changed #1 Eng installation		CURR CLEAN-ING DUE	1150.10 1150.10 1150.10 1150.10
checked and found satisfactory W/Sgt Harvey S. Miller,		HOURS TO DATE	1100.10
Insp. 2, 3, & 4 Engines inspected S/Sgt A. Mandler,		HOURS TODAY	
Inspector, T.O. 03-5AF-4, C/W #1 Generators, 1st, A.D.		AIRCRAFT	
Inst. 70-1 C/W Eng/ Primer insp T.O 01-20-19 C/W, insp		TOTAL	
of exhaust Manifold Clamps, TO 01-20E-116 C/W insp spring			
loaded ball & socket joints, T.O 01-20EE- 63 C/W, Insp			
Of wing stiffeners T.O 01-1-122 Insp of emergency exists 1st A.D. TWI O-580-F check sta 5			
& 6 bolts, Gp Eng ltr 80F C/W Draining of oil tank sumps & feathering system 1st A.D Inst,			
70-5 C/W Insp of landing gear drag strut bolts. TO-03-10D-6 C/W Insp & Lub. of Supercharger			
Gov. drive shafts 8th AF Letter 30 Dec 44 C/W Rem. volt reg for test by Sub Depot.			

A TRUE COPY: *Thomas P. Davis*
 THOMAS P. DAVIS
 Capt. Air Corps.
 Op. Engr. Off.

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA
May 13, 1945	AIR FORCE 8th AF	COMPONENT	ENGINE MODEL R-1820-97
STATION	COND., SERV. COND. OR DEPT		SERIAL NO.
106	1st Wing	Bombardment	SW-027946
	GROUP NO. & TYPE	AIRCRAFT MODEL	SW-019455
CREW CHIEF OR ENGINEER	384th Bomb (H)	42-102620	SW-009718
S/Sgt Campbell	54th Bomb (H)		TOTAL FLIGHT TIME →

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Following is an aircraft accident statement by 1st Lt. Arthur L. Schwab,
O-802616, Pilot on aircraft B-17G # 42-102620 on 14 May 1945.

"Ship was parked on perimeter track short of runway #24 at a 45° angle to track. Had checked mags and run up #1 and #2 and was running up #3. The engine had 35" of mercury when tail started to come up. Both Pilot and co-pilot pulled the controls all the way back, but ship kept coming over. #2 and 3 hit and bent the props, #1 touched with the prop tips, but continued to run. Co-pilot cut master switch and Pilot cut gas shut off valves. Ship rolled back to normal 3 point position of her own accord. Plexiglass in nose was torn off and Chin turret was slightly damaged. No personnel were injured.

Arthur L. Schwab
ARTHUR L. SCHWAB,
1st Lt., Air Corps,
Pilot, # 802616.

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Following is an aircraft accident statement by 2nd Lt. Merrill D. Hoban,
O-832404, Co-pilot on aircraft B-17G # 42-102620 on 14 May 1945.

"We were running up the engines before take-off and had #1, #2, and #4 at about 1500 RPM and #3 at approximately 35". The nose started to go down and the Pilot and I pulled the stick back as far as it would go. I thought at first that we were starting to roll and get on the brakes. The nose went on down and #2 and #3 props hit the pavement. We cut the switches and then after a few seconds the nose came back up. We cut all switches and turned off fuel shut off.

Merrill D. Hoban
MERRILL D. HOBAN,
2nd Lt., Air Corps,
Pilot, O-832404.

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Following is an aircraft accident statement by S/Sgt John C. Walker, Jr.
ASN-14056959, Engineer on aircraft B-17G #42-102620 on 14 May 1945.

I was engineer on Aircraft 620 when the ship nosed over on the perimeter. The Engines were running up and the pilot was setting turbo supercharger on #3 engine at time the tail came up. The wind was blowing toward tail of aircraft. The tail rose very slowly and nothing that the Pilot and co-pilot did would bring the tail down again. The aircraft hit its nose on the runway and settled back on the tail again. Damaged the nose and the engines.

John C. Walker, Jr.
JOHN C. WALKER, JR.,
S/Sgt., Air Corps,
Engineer, ASN-14056959.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Intelligence Officer

D-F-1

23 May, 1945,
APO 557.

SUBJECT: Intelligence Officers Report of Aircraft Accident, Involving Aircraft
B-17-8 Number 42-102620, 14 May 1945:

TO : Commanding General, Headquarters, 1st Air Division, APO 557, US Army.

1. The following report covering subject is hereby submitted.

FACTS: Aircraft number 42-102620 piloted by 1st Lt Arthur L. Schaub
O-802616, 544th Bomb Squadron, 384th Bomb Group, Station 106, APO 557, was parked
on the perimeter track just short of take off runway. Aircraft had all Armor
Plate removed and ship was considerably lighter but the center of gravity was well
within the limits prescribed. There was a strong gusty wind of between 32-35
miles per hour. The pilot was running up the engines with the stick either in the
neutral or slightly forward position. The Aircraft nosed over while engines were
running.

FINDINGS: From all the facts presented there is no evidence of sabotage
to be pursued in this Case.

Alexander L. Jones
ALEXANDER L. JONES,
1STLT., Air Corps,
Intell. Officer Number

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

R-D-1

18 May, 1945.

SUBJECT: Aircraft Accident.

TO : COMMANDING OFFICER, AAF Station No. 106, APO 557, U. S. Army.

1. At approximately 1310 hours 14 May, 1945 B-17 No. 2620, Lt. Schwab, pilot, was running up engines on perimeter track near dispersal 23 prior to intended take off on runway 24. The tower received a call from the caravan stating that A/O had nosed over.

2. Damage to A/O was No. 1, 2 and 3 props, plexiglass nose and tailwheel assembly. There was no damage to airfield property or personnel.

3. Crash action was taken and all concerned were notified.

James H. Bills

JAMES H. BILLS
1st Lt., A. O.
F. C. O.

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HEADQUARTERS
AAF STATION NO. 106
Office of the Station Commander

E-T-1

APC 557,
23 May, 1945.

SUBJECT: Letter of Transmittal.

TO : Commanding General, 1st Air Division, APC 557.

Transmitted herewith is AAF Form 14 and allied papers on aircraft B-17G 42-102620, which was involved in an accident on 14 May 1945.

For the Station Commander:



8 Incls:

- Incl 1 - AAF Form 14 (in quad)
- Incl 2 - Pilots' Statement (in quad)
- Incl 3 - Co-pilots Statement (in quad)
- Incl 4 - Engineers' Statement (in quad)
- Incl 5 - AAF Form 1 (in quad)
- Incl 6 - AAF Form 1A (in quad)
- Incl 7 - Intelligence Officer's Statement (in quad)
- Incl 8 - Flying Control Officer's Statement (in quad)
- Incl 9 - Photographs (4 prints).

Harold Nelson, Jr.
HAROLD NELSON, JR.,
Major, Air Corps,
Adjutant.

360.33 1st Ind.
HEADQUARTERS 1ST AIR DIVISION, APC 557, 26 May 1945.

(E/R/s)

TO: Commanding General, Eighth Air Force, AAF Station 101, APC 634.

Forwarded in compliance with Paragraph 1, Section V, Eighth Air Force Memorandum 60-1, dated 27 March 1944.

MAY 28 1945
FOR THE COMMANDING GENERAL:



John S. Griffey
JOHN S. GRIFFEY
Captain, A.C.D.,
Asst Adjutant General

9 Incls:
n/c (in trip)

RESTRICTED



(GAD-384/119-1X14-may-45X9/2102620-Accident)