

## REPORT OF AIRCRAFT ACCIDENT

(1) Place Guernsey Island Airfield (2) Date 13 June, 1945 (3) Time 0820  
 AIRCRAFT: (4) Type and model P-47 D 42 (5) A. F. No. 42-75614 (6) Station 106  
 Organisation: (7) 8th AF (8) 38th Bomb (H) (9) 54th Bomb (H)  
 (Green) (Romanion)

## PERSONNEL

[illegible]

(20) Williams (Last name) (21) Phillip (First name) (22) Y (Middle initial) (23) 0-117728 (Serial number) (24) Major (Rank) (25) 01 (Personal class) (26) MC (Branch)

Assigned (27) 8th AF (28) 38th Bomb (H) (29) 546th Bomb (H) (30) Y-17

(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (31) 41 (32) Save (33) 41 (34) Z 354

(Command and Air Force) (Group) (Squadron) (Station)

Original rating (35) Pilot (36) 22 May Present rating (37) Pilot (38) 29 May Instrument rating (39) 11 Mar. '44

(Rating) (Date) (Rating) (Date) (Date)

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

|                   |         |                                    |       |
|-------------------|---------|------------------------------------|-------|
| (38) This type    | 9:05    | (43) Instrument time last 6 months | 15:00 |
| (39) This model   | 9:05    | (43) Instrument time last 30 days  | 4:30  |
| (40) Last 90 days | 9:05    | (44) Night time last 6 months      | 2:20  |
| (41) Total        | 2963:55 | (45) Night time last 30 days       | 2:20  |

### AIRCRAFT DAMAGE

| DAMAGE            |   |   |  | (68) LIST OF DAMAGED PARTS                                    |
|-------------------|---|---|--|---------------------------------------------------------------|
| (46) Aircraft     | 3 |   |  | Le <sup>st</sup> wing, left flap assembly, left landing gear. |
| (47) Engine(s)    | 3 |   |  |                                                               |
| (48) Propeller(s) | 1 | 4 |  |                                                               |

(50) Weather at the time of accident CAVU - Wind North at eighteen (18) miles per hour. 12H

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

(85) Pilot's mission Investigate aircraft accident. 2

(50) Nature of accident Landing accident.

(57) Cause of accident: Short wet slippery sand runway and deliberate ground loop at end of roll to prevent hitting workers off end of runway. UE

(58) Has Form 51 been submitted? No.

# DESCRIPTION OF ACCIDENT

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

Pilot was proceeding to Guernsey Island to investigate a previous aircraft accident there.

About one (1) hour after take off from Station 106 the aircraft arrived at Guernsey Airdrome. After two (2) circles of the field the pilot received a green light and made a normal approach to the landing strip touching down in the first third (1/3) of the runway.

The grass field was still wet from morning dew. On touching down the pilot realized the sod was wet because with application of brakes the wheels skidded on the wet surface. Holding the tail up for more weight on the wheels the aircraft skidded straight. It was apparent that the aircraft wouldn't stop by the time it reached the end of the landing strip. Pilot guided the aircraft to an open spot to the left of the runway where two (2) workmen were standing. The pilot states that losing sight of these men he decided to ground loop rather than take the chance of hitting the workmen. On trying to ground loop the aircraft was thrown into a skid which buckled the landing gear.

**RECOMMENDATION:** That pilots of bombardment group be prohibited from landing P-47 type aircraft on any but hard service runway.

**IMMEDIATE CAUSE:** Landing on short slippery sod runway, brakes holding but wheels skidding due to wet surface.

**UNDERLYING CAUSE:** Workers standing off end of runway necessitating a ground loop after pilot lost sight of them when the nose blanked them out.

**RESPONSIBILITY:** Seventy-five (75) percent pilot error.  
Twenty-five (25) percent airdrome conditions.

## Aircraft Accident Committee:

*Alexander C. Strickland*  
ALEXANDER C. STRICKLAND,  
Lt. Col., Air Corps,  
Pilot - Resident.

*Edgar E. Utrey*  
EDGAR E. UTREY,  
Major, Air Corps,  
Pilot - Member.

*Thomas P. Davis*  
THOMAS P. DAVIS,  
Captain, Air Corps,  
Engineering Officer - Member.

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

*William E. Dolan*  
WILLIAM E. DOLAN,  
Major, Air Corps,  
Intelligence Officer (ex-officio).

Disciplinary Action Committee's Report: Due to the experience of the pilot no disciplinary action is recommended in this case.

*Maurice A. Booska*

M. A. BOOSKA,  
Major, Air Corps,  
Squadron Commander.

Signature

*Thomas D. Hutchinson*  
THOMAS D. HUTCHINSON,  
Lt. Col., Air Corps,  
Deputy Group Commander.

*C. L. Thacker*  
C. L. THACKER,  
Major, Air Corps,  
Operations Officer.

Date 28 June, 1945

|                                                            |  |                                                         |  |                                                 |  |                                                                                                            |  |                                         |  |                          |  |
|------------------------------------------------------------|--|---------------------------------------------------------|--|-------------------------------------------------|--|------------------------------------------------------------------------------------------------------------|--|-----------------------------------------|--|--------------------------|--|
| DATE<br><b>13 June, 1945</b>                               |  | STATION<br><b>AAF No. 106</b>                           |  | GROUP NO. & TYPE<br><b>384 Bomb Gp (H)</b>      |  |                                                                                                            |  | AIRCRAFT MODEL<br><b>P 47 D - 11 RE</b> |  |                          |  |
| CREW CHIEF OR AERIAL ENGINEER<br><b>S/Sgt. Christensen</b> |  |                                                         |  | SQUADRON NO. & TYPE<br><b>544 Bomb Sqdn (H)</b> |  |                                                                                                            |  | AIRCRAFT SERIAL NO.<br><b>42-75614</b>  |  |                          |  |
| PERS. CLASS                                                |  | - PRINT PLAINLY -<br>NAME - ASN. - GRADE - ORGANIZATION |  | USE AS DIRECTED LOCALLY                         |  | ALWAYS ENTER DUTY SYMBOLS, WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER |  |                                         |  | FLIGHT DATA              |  |
| 1                                                          |  | 2                                                       |  | 3                                               |  | DUTY 4                                                                                                     |  | DUTY 5                                  |  | DUTY 6                   |  |
| 01                                                         |  | Williams, Phillip Y. O-417728                           |  |                                                 |  | P<br>1:00                                                                                                  |  |                                         |  |                          |  |
|                                                            |  |                                                         |  |                                                 |  |                                                                                                            |  |                                         |  | FROM: G. U. 07:25        |  |
|                                                            |  |                                                         |  |                                                 |  |                                                                                                            |  |                                         |  | TO: Guernsey 08:25       |  |
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RESTRICTED

Following is statement of the aircraft accident by Major Phillip Y. Williams, ASN O-417728, on 13 June, 1945 in aircraft 42-75614, P-47D.

I was the pilot of P-47, 42-75614 on a flight from Station 106 to Guernsey Island for the purpose of investigation an accident which occurred at that air-drome involving one (1) of this station's aircraft.

Upon reaching the air-drome I circled twice at fifteen hundred (1500) feet altitude looking the field over and receiving a green light from the tower to land. The wind was from the North and the only available airstrip was on a heading of two hundred and ninety (290) degrees. The strip appeared to be firm dry sand and since the sun had been shining for about three (3) hours, I had no reason to believe the grass was wet. I made a normal approach and landing, touching down on the top of a slight hill in the first third (1/3) of the runway. I immediately applied the brakes elevating the tail at the same time to put more weight on the wheels. The brakes worked perfectly but had little effect towards slowing the ship down. I realized then that the sand was wet but it was too late to try to go around, so I kept on the brakes trying to slow down. It was quite obvious that I was going to run out of runway before stopping but there was an extension of level ground just a little to the left of the end of the runway. I was heading straight into this extension when I noticed a couple of men raking grass in this area. I thought that, when they saw me coming, they would move but before they had moved I lost sight of them since I could no longer keep the tail up. Still expecting them to run to one side or the other, I went straight ahead until the last few seconds of roll when I finally tried to ground loop. The ship didn't want to change course, but instead turned about ninety degrees and continued on the same course. This side load on the gear caused it to buckle upon reaching soft ground. The ship settled onto the left wing damaging the whole wing assembly and propeller.

I climbed out and questioned these men about standing there and they said that they knew I would stop before hitting them. It is obvious that they didn't realize I couldn't see them from the cockpit. I am very certain that I could have stopped had I gone straight into the area where they were working.

*Phillip Y. Williams*  
PHILLIP Y. WILLIAMS,  
Major, Air Corps,  
Pilot.

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FROM: Flying Control Officer,  
No. 160 S.P.

TO : O.C. No. 160 S.P. Guernsey.

Date: 13 June, 1945.  
Ref: 160SP/70271/Pl.

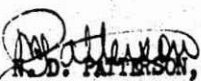
Thunderbolt 7614 U.S.A.A.F.

The above aircraft, Pilot Major P.Y. Williams crashed on landing on airfield. Strip surface was slippery owing to a heavy dew.

The aircraft touched down with approx. 750 yards run left. Due to slippery surface, aircraft slipped on into rough ground which buckled port undercarriage, thereby causing aircraft to tip over on port wing.

S. T. JANE, P/O  
Flying Control Officer,  
No. 160 S.P. Guernsey

I hereby certify the above to be a true and exact copy.

  
R.D. PATTERSON,  
Capt, Air Corps,  
Actg Operations Officer.

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HEADQUARTERS  
AAF STATION NO. 106  
Office of the Intelligence Officer

D-A-4

AFPO 557,  
30 June, 1945.

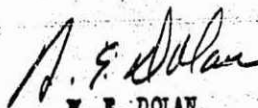
SUBJECT: Intelligence Officer's Report on Aircraft Accident Involving Aircraft P-47-D, Number 42-75614, 13 June, 1945.

TO: Commanding Officer, AAF Station No. 106, A. P. O. 557.

1. The following report covering subject is hereby submitted.

FACTS: Aircraft Number 42-75614, piloted by Major Phillip Y. Williams, O-417728, 546th Bombardment Squadron, 384th Bombardment Group, AAF Station No. 106, A. P. O. 557 was landing on airstrip at Guernsey Island airfield. Short, wet and slippery sod runway, and deliberate ground loop at end of roll to prevent hitting workers off end of runway.

FINDINGS: From all facts presented, there is no evidence of sabotage.



W. E. DOLAN,  
Major, Air Corps,  
Intell. Off. Member.

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(E/X/8)

360.33

2d Ind.

HEADQUARTERS 1ST AIR DIVISION, APO 557, 13 July 1945.

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

Forwarded in compliance with Paragraph 8, Section IV, Eighth Air Force Memorandum 60-1, dated 30 May 1945.

FOR THE COMMANDING GENERAL:



*Wilfred H. Johnson*  
WILFRED H. JOHNSON  
Major, Air Corps  
Actg. Asst. Adj. Gen.

5 Incls:

c n/c (in trip)

RECEIVED  
HQ. 8th AIR FORCE

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HEADQUARTERS  
ISTRES STATION NO. 2  
Office of the Station Commander

E-T-1

APC 557,  
3 July, 1945.

SUBJECT: Transmittal of AAF Form 14 and Allied Papers.

TO : Commanding Officer, 40th Combat Wing, APC 557.

1. Transmitted herewith is AAF Form 14 and allied papers on aircraft P-47D 42-75614, which was involved in an accident on 13 June 1945.

For the Station Commander:

5 Incls:

- Incl 1 - AAF Form 14 (in quad).
- Incl 2 - Pilots' statement (in quad).
- Incl 3 - Flying Control Officer's statement (in quad).
- Incl 4 - AAF Form 1 (in quad).
- Incl 5 - Intelligence Officer's statement (in quad).

*J. R. Wyatt*  
J. R. WYATT,  
Captain, Air Corps,  
Adjutant.



360.33 1st Ind.  
HEADQUARTERS 40TH BOMB WING (H), APC 557, 5 July 1945.

E-B-3.

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

Contents noted.

FOR THE COMMANDING OFFICER:

5 Incls: No change.



*Bernard B. Brodien*  
BERNARD B. BRODIEN,  
Captain, Air Corps,  
Adjutant.

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