

512

Accident No.

44-5-11-512

Date

6-27-47

Checked by

Mad

Analyzed by

gfb

Copied for Wright

Field by

Notes

1225:9-43

NAME Personnel
AIR FORCE & COM. 8
GROUP NO. 457
GROUP TYPE EH
AIRCRAFT CODE #1

(0206-3)

RESTRICTED
 WAR DEPARTMENT

ACCIDENT No. 2 plant 33

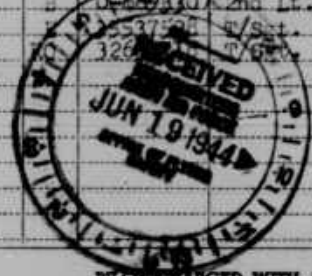
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

44-518-512

(1) Place AAF STATION 130 APO 557 (2) Date 18 May 1944 (3) Time 1120
 AIRCRAFT: (4) Type and model B17G 279 (5) A. F. No. 42-27131 (6) Station AAF STATION 130
 Organization: (7) 8th AF (8) 157th (9) 751st
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DEPT	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)
01P	ANDERSEN, KENNETH L.	P	0-748142	1st Lt.	11 01	AC	8th	None	None
04CP	GAUDINIER, JOHN E.	CP	0-755919	2nd Lt.	11 01	AC	8th	None	None
65W	MORAGHAN, THOMAS F.	W	0-691584	2nd Lt.	11 01	AC	8th	None	None
61B	LARSEN, ROBERT J.	B	0-693310	2nd Lt.	13 01	AC	8th	None	None
66E	Phillips, Laurel W.	E	1553752	4/Sgt.	3 20	AC	8th	None	None
70C	Daly, Raymond J.	C	328	T/Sgt.	3 20	AC	8th	None	None



acc # 1

PILOT CHARGED WITH ACCIDENT

(20) ANDERSEN KENNETH L. (21) 0-748142 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personal class) (Branch)
 Assigned (25) 8th AF 8th AC (26) 157th (27) 751st (28) AAF 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th AF 8th AC (30) 157th (31) 751st (32) AAF 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 6/22/43 Present rating (35) Pilot (36) 6/22/43 Instrument rating (37) 8/18/43
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type B-17 600:25 (42) Instrument time last 6 months 36:40
 (39) This model B-17 429:20 (43) Instrument time last 30 days None
 (40) Last 90 days 220:05 (44) Night time last 6 months 29:35
 (41) Total 860:40 (45) Night time last 30 days 3:30

AIRCRAFT DAMAGE

NF 826 1-4

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>4</u>	Left outer wing panel and tip, Glass in Ball Parrot
(47) Engine(s) <u>1</u> <u>1</u> <u>1</u> <u>4</u>	4 replaced in compliance T.O. 02-1-15
(48) Propeller(s) <u>1</u> <u>1</u> <u>1</u> <u>4</u>	4 replaced

(50) Weather at the time of accident 4/10 low cloud, base 2000ft, top estimated 8000ft.
4/10 middle cloud base 10,000 Visibility 8 miles wind north at 10 m.p.h.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from AAF STATION 130 (53) To AAF STATION 130 (54) Kind of clearance Non Operational

(55) Pilot's mission To join practise formation, fly practice formation and bombing mission.

(56) Nature of accident Taxi accident Aircraft 42-97131 taxied into parked aircraft 42-32079.

(57) Cause of accident While taxiing to take-off position the brakes failed to work on aircraft 42-97131. Pilot lost control of taxiing aircraft and allowed it to run into aircraft 42-32079 which was parked in an adjacent dispersal area.

(58) AAF Form 51 has not been submitted.

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DESCRIPTION OF ACCIDENT

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

Aircraft No 42-97131 was scheduled to take-off on a practice formation. The formation taxi plan called for aircraft 42-97131 to taxi through a dispersal area to take-off position. While taxiing through the dispersal area there was a hydraulic system failure on aircraft 42-97131 causing the brakes to become inoperative. With the brakes inoperative the pilot, 1st Lt. KENNETH L. ANDERSEN, lost control of the aircraft. The airplane ran off the left side of the taxi strip. After running off the taxi strip aircraft 42-97131 ran into parked aircraft no. 42-32079, the left wings of each aircraft hitting first. Plane 42-97131 then spun around to the left and came to a stop after the #1 propeller had run into the left elevator and stabilizer on ship 42-32079. The pilot attempted to maintain directional control by use of throttles, but was unsuccessful.

It is believed the accident was due 80% to pilot error, 20% to mechanical failure.

Investigation showed that possibly the cover on hydraulic pressure tube had been damaged preventing the hydraulic pressure switch unit from automatically kicking in when the hydraulic pressure dropped below 600 P.S.L.

It is believed that by more careful observation of the hydraulic pressure while taxiing accidents of the above nature could be avoided.

George A. Beers

GEORGE A. BEERS,
Major, Air Corps,
Accident Committee Officer

Theodore C. Hoffman
THEODORE C. HOFFMAN,
Major, Air Corps,
Accident Committee Officer.

Signature

Wilbur D. Snow
WILBUR D. SNOW,
(Investigating Officer)

Capt, Air Corps,

A/C Accident Officer.

Date 21 May 1944.

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STATEMENT

20 May 1944

The taxi accident which occurred on the 18 May 1944, was caused by brake failure. The right brake was applied with no result. I then advanced the throttles on No. 1 and No. 2 engines, turned on the generators and tried to swing the plane to the right.

The Co-Pilot endeavored to increase the hydraulic pressure with the hand pump. That was also unsuccessful with the result that I collided with a parked aircraft.

Kenneth L. Andersen
KENNETH L. ANDERSEN,
1st Lt., Air Corps.

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HEADQUARTERS 457TH BOMBARDMENT GROUP (H) (E-AF-1)
Office of the Flying Control Officer
AAF Station 130
U. S. Army

29 May 1944

SUBJECT: Taxi Accident To E-17 #42-97131, 18 May 1944.

TO : Group Operations Officer, 457th Bombardment Group (H), APO
557, U. S. Army.

This accident was not observed by any Flying Control personnel.

George P. Overbey

GEORGE P. OVERBEY,
Capt, AC,
Senior Flying Control Officer.

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(GM 71-2-45)(8-6-44)(TAXI ACCIDENT 7/13/1)

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WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Accident No. 44-5-18-512

(1) Place AAF STATION 130 APO 557 (2) Date 18 May 1944 (3) Time 1120
AIRCRAFT: (4) Type and model B-17G 040 (5) A. F. No. 42-32079 (6) Station AAF STATION 130
Organization: (7) EIGHTH AF (8) 457th (9) 749th
(Command and Air Force) (Group) (Squadron)

MC.#2

PERSONNEL BH

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)
	None								

PILOT CHARGED WITH ACCIDENT

(20) None (21) None (22) None (23) None (24) None
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) None (26) None (27) None (28) None
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) None (30) None (31) None (32) None
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) None (34) None Present rating (35) None (36) None Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Date)

First PILOT Hours:

(at the time of this accident)

(38) This type None (42) Instrument time last 6 months None
(39) This model None (43) Instrument time last 30 days None
(40) Last 90 days None (44) Night time last 6 months None
(41) Total None (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>N</u> <u>F</u>	Left outer wing panel and tip, left stabilizer and elevator, fuselage wrinkled between stations 4 and 6.
(47) Engine(s) <u>/</u> <u>/</u> <u>/</u> <u>/</u>	
(48) Propeller(s) <u>/</u> <u>/</u> <u>/</u> <u>/</u>	

(50) Weather at the time of accident 4/10 low cloud, base 2000 ft., top estimated 8000 ft.
4/10 middle cloud, base 10,000 visibility 8 miles, wind north at 10 M.P.H.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from None (53) To None (54) Kind of clearance None

(55) Pilot's mission None

(56) Nature of accident Hit by taxiing aircraft.

(57) Cause of accident Aircraft parked in dispersal area and was hit by taxiing A/C.

DESCRIPTION OF ACCIDENT

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

Aircraft No. 42-32079 was parked in dispersal area and was hit by taxiing A/C. The responsibility of the accident is placed upon 1st Lt. KENNETH L. ANDERSEN, who lost control of his taxiing A/C No. 42-97131 and ran off the taxi strip; hitting the parked A/C No. 42-32079.

Recommend that pilots be more careful in taxiing aircraft through congested areas.

George A. Beebe
GEORGE A. BEEBE,
Major, Air Corps,
Accident Committee Officer.

Theodore C. Hoffman
THEODORE C. HOFFMAN,
Major, Air Corps,
Accident Committee Officer.

Date

21 May 1944.

Signature

Wilbur D. Snow
WILBUR D. SNOW,
Investigating Officer

Capt, Air Corps,

Accident Officer.



CGM-67-3-457 MR-5-441 (Top - Accident A/C 42-32079)

A/C 42-32079



CGM-67-3-457 MR-5-441 (Top - Accident A/C 42-32079)

RESTRICTED A/C 42-32079