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Accident N. 44-5-10-212

Date 6-26-44

Checked by [Signature]

Analyzed by _____

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Notes _____

1225:9-43

RESTRICTED

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ACCIDENT No. _____

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

44-5-10-513

4

(1) Place R A F Station Oakley (2) Date 10 May 1944 (3) Time 1625
AIRCRAFT: (4) Type and model B17-G 40 (5) A. F. No. 42-97122 (6) Station A A F Station 130
Organization: (7) 8th A F (8) 457th (H) (9) 751st (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

Y 331

DOY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	ARMY FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	MAYS, VINTON H.	P	0-733933	Capt.	1801	A.C.	8th	None	None
CP	NORMAN, JOSEPH S.	CP	0-754025	2nd Lt.	1801	A.C.	8th	None	None
N	CUSSONS, LIONEL L.	N	0-692378	2nd Lt.	1801	A.C.	8th	None	None
B	MC LAUGHLIN, DANIEL S.	B	0-754972	2nd Lt.	1801	A.C.	8th	Minor	None
RO	Berry, Jack F.	RO	35460008	T/Sgt.	1801	A.C.	8th	None	None
ENG	Krohn, Stanley	ENG	32424553	T/Sgt.	1801	A.C.	8th	None	None
X	NELSON, CHARLES P.	INT	0-206808	Maj.	1801	A.C.	8th	None	None

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04
CP
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RO
ENG
X

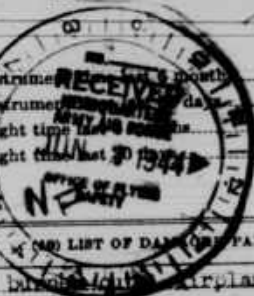
PILOT CHARGED WITH ACCIDENT

(20) MAYS VINTON H. (21) 0-733933 (22) Capt. (23) 18 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8th AAF, 8th BAC (26) 457th (H) (27) 751st (H) (28) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8th AAF, 8th BAC (30) 457th (H) (31) 751st (H) (32) AAF 130
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 25 Nov 42 Present rating (35) Pilot (36) 25 Nov 42 Instrument rating (37) 23 Oct 43
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type B17 416:25 (42) Instrument 9:40
(39) This model B17 230:25 (43) Instrument None
(40) Last 90 days 173:00 (44) Night time 4:50
(41) Total 526:45 (45) Night time None

AIRCRAFT DAMAGE



DAMAGE	(46)	(47)	(48)	(49) LIST OF DAMAGED PARTS
(46) Aircraft	5			Nose section broken. Airplane salvaged.
(47) Engine(s)	1			None
(48) Propeller(s)	1			None

(50) Weather at the time of accident CAVI

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 130 (53) To R A F Station Oakley (54) Kind of clearance Non-Operational

(55) Pilot's mission Training, Practices Bombing and Navigation.

(56) Nature of accident Electrical fire in Bombardiers compartment.

(57) Cause of accident Short in Electrical system causing fire in Bombardier's compartment. Burned oxygen lines fed the fire causing extreme heat.

(58) AAF Form #54 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 #42-97122 took off from AAF Station 130 at 13:23 on a routine practice bombing and navigation flight to RAF Station Oakley. Aircraft #97122 landed at RAF Station Oakley at 15:00. While taxiing back out for take-off from RAF Station Oakley a short in the electrical wiring near the drift meter in the bombardier's compartment caused a fire near the drift meter. As the Navigator reached for the fire extinguisher an Oxygen line burned and fed the flames, causing intense heat and flames, which rapidly spread throughout the entire nose section of the aircraft. The pilot stopped taxiing, cut the engines and ordered everyone out of the airplane. All members of the crew left the aircraft without injury except the bombardier who, after going out by way of the bombardiers escape hatch, stepped into the slowly revolving #2 propeller suffering minor bruises on the chest and back. The #2 engine was not running, but the propeller had not yet ceased to rotate. The station fire trucks were summoned and succeeded in extinguishing the flames only after the fire had caused extensive damage to the nose section of the aircraft. All the wiring to the instrument panel in the cockpit was destroyed, the interior of the bombardiers compartment burned out, and the skin wrinkled and burned through near the #2 station on the right side of the aircraft.

The accident was due entirely to mechanical failure and involved no pilot error.

Upon inspection of the aircraft no evidence of sabotage was present. The aircraft was turned over to 2nd S.A.D. Abbots Ripton for salvage.

Signature

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

Capt., Air Corps,

Asst. S-3.

Date 16 May 1944.

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STATEMENT

12 May 1944.

While on a training flight 10 May 1944, I landed at Oakley. While taxiing out for take-off at 1625 hours, smoke began to rise from base of drift meter. It smelt like insulation burning. I called the navigator to find out what it was, mean while I had stopped the plane on the taxi-strip. He saw the smoke and reached for the fire extinguisher. As he reached for the extinguisher, it burst into flame. Before he could get to the extinguisher, which was stationed behind the drift meter, the oxygen line melted. Approximately 250 pounds of oxygen fed the flame which filled the nose of the ship. The crew escaped with minor injuries. No exact statement can be made as to the cause of the accident.

Vinton H. Mays
VINTON H. MAYS,
Capt, Air Corps,
Pilot.

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STATEMENT

17 May 1944

No statement has been received from Flying Control
R. A. P. Oakley.

Wilbur D. Snow

WILBUR D. SNOW,
Capt, Air Corps,
Accident Officer.

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COM-59-4-457 (10/5/45) A-1185



COM-59-4-457 (10/5/45) A-1185



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