

513

Accident No. 44-3-16-573

Date

Checked by

JM

4-18-44

Analysed by _____

Copied for Wright

Field by _____

Notes _____

122519-10

Accident No.

Pilot's Name

Nature Group ⁰⁶ LANDING -

Specific Nature ⁴³ LANDING - GEAR FAILURE

Underlying Nature ⁷³ OVERSTRESSING - AT TIME OF ACCIDENT

70% Cause Group ⁰² TECHNIQUE

Specific Cause ²⁷ MOMENTARY -

Underlying Cause ¹⁶ UNDERCONTROLLING -

30% Cause Group ²³ AIRCRAFT

Specific Cause ⁶⁷ MAIN - LANDING - GEAR

Underlying Cause ¹² MISCELLANEOUS -

CONFIDENTIAL (Stamp)
WAR DEPARTMENT
U. S. ARMY AIR FORCE

REPORT OF AIRCRAFT ACCIDENT

RESTRICTED

44-3-16-513

(1) Place Glatton (2) Date 16 March 1944 (3) Time 1630
 AIRCRAFT: (4) Type and model R-17G (5) A. F. No. 42-38063 (6) Station 130
 Organisation: (7) 8th (8) 157th (9) 750 (10) Y337
 (Command and Air Force) (Group) (Squadron)

ICITY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RELATIVE POSITION	ISSUE OF LICENSE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
CP	SCHUCHMANN, CLARENCE E.	P	0-747333	2nd Lt.	01	A.C.	8th	None	None
CP	MARRA, E. J.	CP	0-751384	2nd Lt.	01	A.C.	8th	None	None
B	BLANCHLEY, J. B.	B	0-755070	2nd Lt.	01	A.C.	8th	None	None
N	GOFF, T. A.	N	0-692391	2nd Lt.	01	A.C.	8th	None	None
E	Hibbs, J. L.	E	32361655	Sgt.	38 20	A.C.	8th	None	None
RO	Dusseau, R. A.	RO	36567042	Sgt.	38 20	A.C.	8th	None	None
Y	Tasovac, S. S.	Y	16170432	Pvt.	366 24	A.C.	8th	None	None
W	Nicolalides, L. R.	W	36737800	Cpl.	378 24	A.C.	8th	None	None

RECEIVED
HEADQUARTERS
ARMY AIR FORCE
APR 15 1944
OFFICE OF FLYING
SAFETY
WHEELS-COLUMBIA, N. C.

PILOT CHARGED WITH ACCIDENT

(20) SCHUCHMANN, CLARENCE E. (21) 0-747333 (22) 2nd Lt. (23) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th A.F. (26) 157th (27) 750th (28) Station 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th A.F. (30) 157th (31) 750th (32) Station 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 5-20-43 Present rating (35) P (36) 5-20-43 Instrument rating (37) None
 (Rating) (Date) (Rating) (Date) (Date)

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

(38) This type 315.05 (42) Instrument time last 6 months None
 (39) This model 111.10 (43) Instrument time last 30 days None
 (40) Last 90 days 111.10 (44) Night time last 6 months None
 (41) Total 315.05 (45) Night time last 30 days None

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	snapped - wing tip
(47) Engine(s)	Drag Strut, Drag Strut Assembly, Lower Universal
(48) Propeller(s)	#3 & #4. Eng Change #3 & #4. Prop Change

(50) Weather at the time of accident Ceiling unlimited - visibility 2 1/2 miles.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Glatton (53) To Local (54) Kind of clearance Local
 (55) Pilot's mission Practice flying, checking AFCE

(56) Nature of accident Upon landing drag strut and assembly snapped. Expander tube broke therein causing loss of hydraulic pressure. Plane ran off end of runway and pilot ground-looped to avoid going through fence.

(57) Cause of accident No hydraulic pressure
Expander tube failed

(58) Has Form #4 been submitted: Yes Form #4 has been submitted.

RESTRICTED (Large Stamp)

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Lt. SCHUCHMANN made a normal approach but struck the runway hard on his landing. The support drag strut and drag strut assembly snapped as did the expander tube assembly. With the subsequent loss of hydraulic pressure the plane ran off the runway and ground-looped.

The accident was caused by material failure aggravated by poor flying on the part of the pilot.

Accident could perhaps have been and can be avoided by using power to settle on runway for a landing.

Accident involved 50 per cent Pilot error.

Signature

William F. Smith, Jr.

(Investigating Officer)

WILLIAM F. SMITH, JR.,

Capt, Air Corps,

Asst. Sp. S-3

Date

3/April/1944

CONFIDENTIAL (E-AP-1)

HEADQUARTERS
ARMY AIR FORCES STATION 130
APO 557, U. S. ARMY

4 April 1944

S T A T E M E N T

I was on duty on the afternoon of 16 March 1944 when B-17 #42-38063 ran off the end of the runway and ground looped.

The pilot made a normal approach and landed fairly well down the runway QDM 28, at 1625; as the aircraft passed by the control tower I noticed that the right side of the aircraft was lower than the left side. The aircraft continued to roll, rolling off the end of the runway and then ground looped to the left, the right landing gear collapsed throwing the ship over on the wing.

George P. Overbey
GEORGE P. OVERBEY,
Captain, Air Corps,
Senior Flying Control Officer.

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