

WAR DEPARTMENT
A. F. Form No. 14
(Revised May 15, 1942)

CONFIDENTIAL RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 130 APO 557 (2) Date 1-11-44 (3) Time 1350
 AIRCRAFT: (4) Type and model B-17 G (5) A. F. No. 42-32051 (6) Station AAF 130
 Organization: (7) 8th AF (8) 457th (9) 749th (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL No. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	FURR, ARNET L.	P	0-819789	1st Lt.	18	AC	8th	None	None
CP	BOOK, STERLING H. JR.	CP	0-711630	2nd Lt.	18	AC	8th	None	None
N	ANDREWS, JOSEPH W. JR.	N	0-723260	2nd Lt.	18	AC	8th	None	None
B	PLACIANOS, LEON M.	B	0-708040	2nd Lt.	18	AC	8th	None	None
RO	WEAVER, RICHARD C.		13109761	T/Sgt.	38	AC	8th	None	None
ENG	RANKIN, WARREN M.		33172779	S/Sgt.	38	AC	8th	None	None

(20) Furr, Arnet L. (21) 0-819789 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th AF (26) 457th (27) 749th (28) AAF 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th AF (30) 457th (31) 749th (32) AAF 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 7-1-44 Present rating (35) Pilot (36) 7-1-44 Instrument rating (37) 22-5-44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type <u>B-17</u>	359:25	(42) Instrument time last 6 months	31:00
(39) This model <u>B-17 G</u>	404:55	(43) Instrument time last 30 days	5:00
(40) Last 90 days	232:05	(44) Night time last 6 months	35:00
(41) Total	404:55	(45) Night time last 30 days	4:00

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft	Numbers 1,2,3,4, propellers; numbers 1,2,3,4 engines;
(47) Engine(s)	landing gear; ball turret; fuselage; chint turret;
(48) Propeller(s)	wing center section.

(50) Weather at the time of accident Visibility - 7 miles Wind - North, 14 MPH 8/10 Clouds 1800 Ft.

(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 Practice Bombing Flight

(56) Nature of accident Ground accident. Landing gear collapsed while engines were being warmed up prior to take-off.

(57) Cause of accident Landing gear accidentally retracted while of the ground.

(58) Form 54 not submitted

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DESCRIPTION OF ACCIDENT

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

DESCRIPTION

While engines were being warmed up prior to take-off on a practice mission, the landing gear and tail wheel partially retracted, then collapsed; causing the aircraft to come to rest on the ground in a wheels up position. Sufficient damage was inflicted on the propellers, engines, and fuselage to necessitate salvage of the aircraft concerned.

RESPONSIBILITY

It is believed that full responsibility for the above mishap rests squarely on the pilot. His statement to the contrary. No other explanation will suffice except that he accidentally moved the gear switch; **100% Pilot Error.**

RECOMMENDATIONS

A recent technical order changing the position of the gear switch from the main control panel to a place above the dash board, should prevent repetition of this type of accident. In the meantime, all Pilots have been cautioned to use extreme care so as not to mistake the gear switch for the flaps control.

Rod L. Francis

ROD L. FRANCIS
Lt. Col., Air Corps
Accident Committee

Wilbur D. Snow

WILBUR D. SNOW
Major, Air Corps
Accident Committee

Signature

James A. Maguire
(Investigating Officer)

JAMES A. MAGUIRE

Major, Air Corps,

Accident Officer

Date 9 November 1944

Eq 505 USAPP/8-43/25M/13350

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S T A T E M E N T

1 November 1944

I was Pilot of airplane 43-32051 at the time of the accident. The engines were idling at 1200 RPM. I had just finished checking the flaps and put the switch in locked position when the Co-Pilot yelled "cut the switches". At that time the ship fell. I cut the switches and left the airplane.

ARNET L. FURR
1st Lt., A.C.

arnet l. furr
1st LT AC

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S T A T E M E N T

1 November 1944

I was Co-Pilot on ship 43-32051. We were warming up the engines at 1200 RPM. The pilot had just checked flaps and I saw him place flap switch in neutral. I glanced out window at numbers 3 and 4 engines and felt the ship falling and yelled "Cut the switches". Gear switch was in neutral when I climbed out of the seat and left the plane.

Sterling H. Book, Jr.
STERLING H. BOOK, JR.,
2nd Lt., Air Corps.

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HEADQUARTERS
ARMY AIR FORCE STATION 130
Office of the Flying Control Officer
APO 557, U.S. Army

(E-C-13)

3 November 1944

SUBJECT: Aircraft Accident.

TO : Commanding Officer, AAF Station 130, APO 557, U.S. Army.

1. On 1 November 1944 at approximately 1405 hours the landing gear of B-17 aircraft No. 42-32051-W collapsed. The pilot Lt. A. L. Furr had filed a clearance but had not yet called for taxi instructions, the accident occurring in its dispersal, #5, in the 749th area.

2. This aircraft in its dispersal was obscured to view from the Control Tower by hangar #1, and the accident was unobserved by flying control personnel.

Edgar S. Hallman
EDGAR S. HALLMAN,
Capt, AC,
Duty Flying Control Officer.

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S T A T E M E N T

8 November 1944

A complete check of the electrical system of A/C 43-32051 revealed no defects whatsoever. Right and left landing gear screws and ~~two~~ tail wheel screw showed the gears were partially retracted.

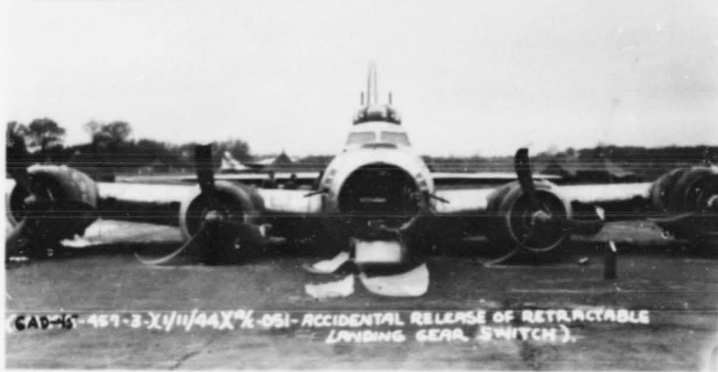
Harry E. Lawrence
HARRY E. LAWRENCE
Major, Air Corps,
Station Engineering Officer.

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(CAP-45-457-2-X/11/44X% -DSI- ACCIDENTAL RELEASE OF RETRACTABLE LANDING GEAR SWITCH)



(CAP-45-457-2-X/11/44X% -DSI- ACCIDENTAL RELEASE OF RETRACTABLE LANDING GEAR SWITCH)



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