

RESTRICTED  
2nd Ind.

360.33

DCSC-D-9

HEADQUARTERS 30 AIR DIVISION, APO 559,

3 - MAY 1945

TO: Commanding General, Eighth Air Force, APO 634.

Forwarded in compliance with USSTAF Regulation 62-1 is a report covering an accident involving B-17G aircraft number 43-38719 which occurred 19 May 1945.

MAY 4 - 1945

FOR THE COMMANDING GENERAL:

6 Incls: (in trip)  
1 cy ea w/d.



*William D. Brown*  
WILLIAM D. BROWN  
1st Lt., Air Corps  
Actg Asst Adj Gen

RESTRICTED

HEADQUARTERS  
447TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
APO 559

E-L-1

360.33

26 May 1945.

SUBJECT: Report of A/C Accident - A/C 43-38719.

TO: Commanding General, 4th Combat Bombardment Wing (H), APO 559,  
Attn: A-3.

1. In compliance with AAF Reg. 62-14 and Eighth Air Force Memorandum 60-1, there is transmitted herewith, Form 14 and associated papers on aircraft accident to B-17<sup>G</sup> A/C No. 43-38719 which occurred 19 May 1945.

2. Squadron Commander taking disciplinary action.

For the Group Commander:

6 Incls:

Incl 1 - P's Statement (quin)  
Incl 2 - CP's " (quin)  
Incl 3 - Weather O's " (quin)  
Incl 4 - P/C O's " (quin)  
Incl 5 - TTG's " (quin)  
Incl 6 - 4 sets Photos (quin)

*John B. Logan*  
JOHN B. LOGAN,  
Major, Air Corps,  
Group Operations Officer.

360.33

1st Ind.

E-B-2

HEADQUARTERS, 4TH COMBAT BOMB WING (H), APO 559, 28 MAY 1945.

TO: Commanding General, 3d Air Division, APO 559.

forwarded in compliance with 3d Air Division instructions  
No. 60-2, dated 24 November 1944.

For the Commanding Officer:

*Charles D. Biedsall*  
CHARLES D. BIEDSALL,  
Lt. Col., Air Corps,  
Operations Officer.

6 Incls: a/c (1 cy w/d)

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

6-15-44

(1) Place USAAF Station 1-6 (2) Date 19 Jun 1944 (3) Time 1713  
 Aircraft: (4) Type and model B-17G (5) A. F. No. 43-38719 (6) Station USAAF Station 1-6  
 Organization: (7) 8th Air Force (8) 447 Bomb (9) 709th Bomb  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

Dist	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	STATUS TO PERSONNEL	TYPE OF PARTICIPATION
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1	MILLER, PAUL	P	0-782325	and Lt	18	AC	8th AF	None	None
	W. D. ...	P	0-930688	and Lt	18	AC	8th AF	None	None
	Dahl, Joseph D.	AO	T-136733	F/O	17	AC	8th AF	None	None
	STOCKTON, WORTH H.		13085467	Sgt	20	AC	8th AF	None	None
	ROGERS, JOHN I.		37344744	Sgt	38	AC	8th AF	None	None
	W. ...		3351541	Sgt	38	AC	8th AF	None	None
	... ..		4-0930-7	Sgt	38	AC	8th AF	None	None
	... ..		16155969	Sgt	38	AC	8th AF	None	None
	... ..		3548936	Sgt	38	AC	8th AF	None	None

PILOT

(21) MILLER PAUL (22) 0-782325 (23) and Lt (24) 18 (25) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 (26) 8th Air Force (27) 447 Bomb (28) 709th Bomb (29) USAAF Station 1-6  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (30) 8th Air Force (31) 447 Bomb (32) 709th Bomb (33) USAAF Station 1-6  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (34) Pilot (35) 7 Jun 44 Present rating (36) Pilot (37) 7 Jun 44 Instrument rating (38) 6 Jan 45  
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

Final Pilot Hours:

(at the time of this accident) UK - T.O. - 1

(39) This type	<u>144:00</u>	(42) Instrument time last 6 months	<u>27:05</u>
(40) This model	<u>93:05</u>	(43) Instrument time last 30 days	<u>21:35</u>
(41) Last 90 days	<u>51:05</u>	(44) Night time last 6 months	<u>43:50</u>
(41) Total	<u>144:00</u>	(45) Night time last 30 days	<u>15:50</u>

41a 845:15 None  
 AIRCRAFT DAMAGE 4.3 None

DAMAGE

LIST OF DAMAGED PARTS

(46) Aircraft	(47) Engine(s)	(48) Propeller(s)	(49) Description of damage
<u>03 3</u>	<u>03 3</u>	<u>4 2</u>	Left outer wing panel change
			#1 & 2 changed, sudden stoppage
			Blades badly bent, salvaged

(50) Weather at the time of accident Visibility 10 miles - 10/10 cloud base 10000 feet - winds from ENE at 20 MPH

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from Sta. 126 (53) To 126 (54) Kind of clearance Local

(55) Pilot's mission Formation Practice

(56) Nature of accident Landing Accident

(57) Cause of accident Left wing not fully extended

(58) No 54 Form Submitted ✓

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2nd # 7

IV G. 11-21-4/67-72

DESCRIPTION OF ACCIDENT

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

2nd Lt Miller, Paul E was in the pilot seat and 2nd Lt Copenhaver, Elbert R was in the co-pilot seat. Lt Miller was at the controls of the A/C at the time of the accident. Lt Miller was coming in from a local formation flight and made a normal approach and a normal smooth landing as observed by the tower. The left landing gear collapsed and the plane swerved to the left and came to a stop 125 feet to the left of the runway. Upon inspection of the retracting screw for the left landing gear it was found that the screw lacked 31 turns of being fully extended. This is sufficient that it should be seen on a visual check. The pilot states that the green light was on. This is possible as there was a short found in this system which may or may not have resulted from the accident

It is the opinion of the investigating officers that the accident was 100% due to personnel error and since the pilot did have confirmation from the engineer that he had checked the wheels manually, the responsibility for the accident should be equally shared by Lt Miller the pilot and Sgt. Stockton, the engineer.

*Francis H. Bonham*  
FRANCIS H. BONHAM,  
Major, Air Corps,  
Investigating Officer

*Lawrence F. McGuire*  
LAWRENCE F. MCGUIRE,  
Captain, Air Corps,  
Investigating Officer

*John C. Brown*  
JOHN C. BROWN,  
Captain, Air Corps,  
Investigating Officer

Signature \_\_\_\_\_  
(Investigating Officer)

Date MAY 25 1945

HEADQUARTERS  
14TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
APO 559

19 May 1945

CERTIFICATE

We were flying a three ship formation and being on the left wing we were first to peel off. As we left the formation the co-pilot started the gear down. After the gear was down and checked visually, the switch was put in neutral and gear checked by the engineer. It was checked okay and the light was on. We made a 360° approach and made an easy landing. Hydraulic pressure was checked before landing. After making contact we rolled quite a way then it felt as if we had a flat left tire. As we began to gradually swerve off the landing strip, an attempt was made to get directional control by use of throttles and brakes. We landed at approximately 85 MPH so our speed was pretty well dissipated when we started to swing off. The gear on the left side eased up into the nacelle and we came to a smooth stop. Upon stopping I ordered the crew to get out fast and I cut all electrical and fuel switches. The main switch was cut as we swung off the pavement. I cut the battery switches, generators, fuel shut off, mixture control and mag switches. The check list was used prior to landing. It was quite smooth and damage was done only to #1 and #2 props, #1 nacelle and left wing tip. Also left retracting screw was sheared. No one was shaken up at all.

PAUL E. MILLER,  
2nd Lt., Air Corps,  
Pilot.

*Paul E. Miller*

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HEADQUARTERS  
447TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
APO 559

19 May 1945

CERTIFICATE

Number 3 ship of three ship formation. We came over field and was the first to peel off. Went through landing check list and checked wheels down by visually, light and gear switch neutral. Engineer checked gear by hand and reported full down and locked and hydraulic pressure up.

Made landing with 2/3 flaps and after a short normal roll it seemed as if we had a left flat tire. Suddenly plane swerved to the left and left wing began to drop. After leaving the runway, we made a gentle turn and came to a smooth stop. After we stopped Pilot and myself cut all electrical and fuel switches and first pilot ordered crew to abandon ship.

ELBERT R. COPENHAVER,  
2nd Lt., Air Corps,  
Co-Pilot.

*Elbert R. Copenhaver*  
2nd Lt. A.C.

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HEADQUARTERS  
447TH BOMBARDMENT GROUP (H)  
APO 559

5 May 1945

CERTIFICATE

The accident which occurred to ship '719 was due to the best of my knowledge to the front left landing gear crystallizing upon contact with the runway.

I checked the tail wheel and both main landing gear with hand crank and checked and found light on, on the instrument panel.

The landing made was very smooth and we rolled half way along runway upon which the left main landing gear began to retract. The pilot, Lt Miller thought that the left tire had blown. This caused him to pull back on throttles #3 and #4, however this move did not help in holding up the left wing. The ship began turning to the left rolling off the runway into the grass. The left front landing gear had retracted enough by this time to cause damage to the propellers of engines #1 and #2 and to the wing tip of the left wing. The ship came to a standstill and the pilot immediately cut all switches. Then the crew left the ship.

*Worth B. Stockton*

WORTH B. STOCKTON  
Sergeant, Air Corps,  
Engineer.

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STATION WEATHER OFFICE  
147th BOMB. GROUP (H)  
APO 559, U. S. ARMY

7-3-4

22 May, 1945

CERTIFICATE

Weather at the time of accident to aircraft B-17G A/C No. 43-38719,  
at 1714 hours, 19 May 1945, was: Visibility 10 miles, 10/10 middle cloud  
base 10000 feet, surface wind ENE at 20 miles per hour.

*Harry W. Everts*  
HARRY W. EVARTS,  
Capt., Air Corps,  
Station Weather Officer.

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447TH BOMB GROUP (H)  
OFFICE OF FLYING CONTROL  
Station 126 • APO 559

C-E-R-T-I-F-I-C-A-T-E

19 May, 1945

SUBJECT: Aircraft Accident

TO : Commanding Officer, AAF Station 126, APO 559 U.S. Army

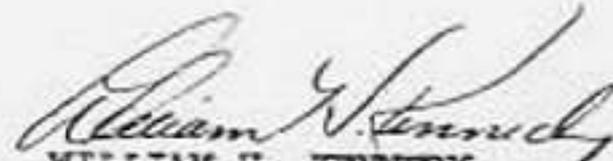
On 19, May 1945 aircraft #43-38719 of 709 Bomb Squadron was returning from a Navigational Flight, flying #2 position in a three aircraft element. At 1715 hours aircraft 719 "A" landed on runway 06 after acknowledging landing instructions from the element leader. On landing the left main landing gear collapsed causing the aircraft to swerve to the left, coming to a stop one hundred and twenty five feet (125)ft. from edge of runway 06.

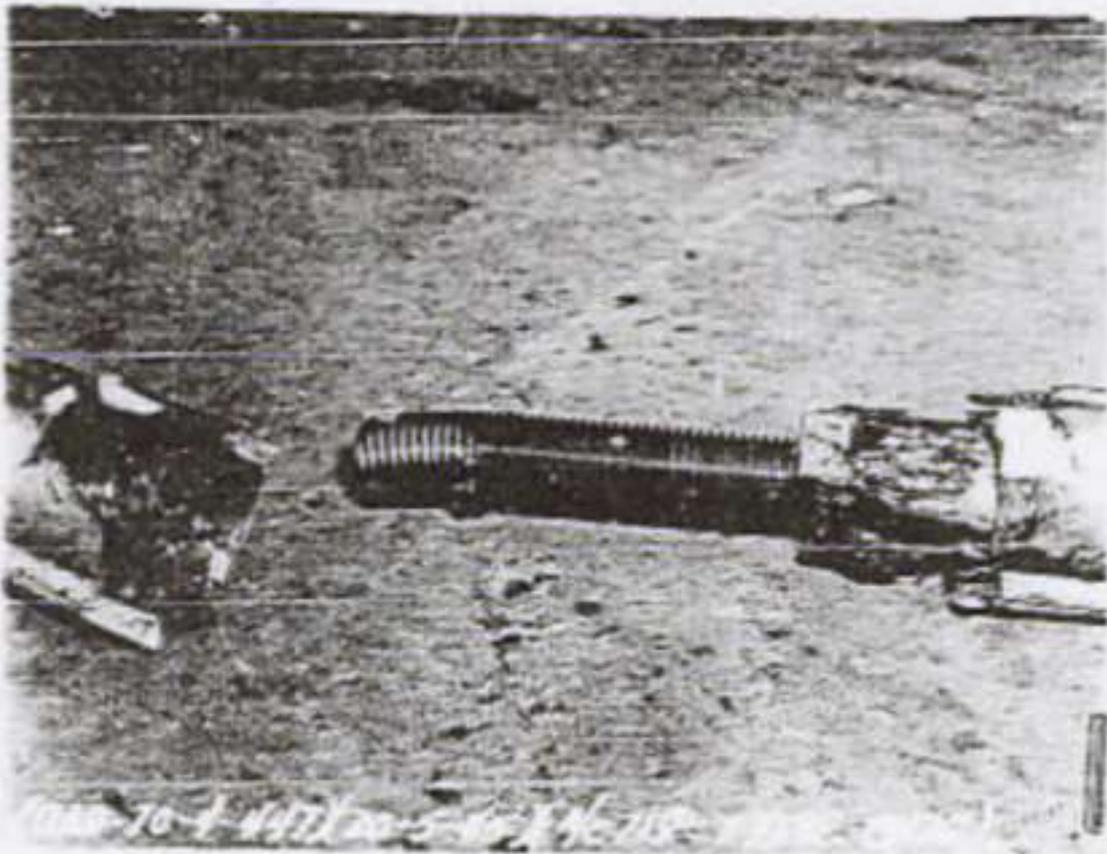
Sgt. E.G. Rabalias, Airfield controller on duty, stated, the landing gear was down as aircraft 719 "A" passed the caravan on the final approach.

Lt. Miller Pilot stated that the landing gear was down and checked before the landing.

Crew was uninjured, visible damage to aircraft was #1 and #2 engines and left outer wing panel.

1700 hour Meteorological observation, Visibility 10 miles, Cloud base 8,000ft, Wind velocity and direction 070 Deg at 24 MPH.

  
WILLIAM H. KENNEDY  
1st Lt., Air Corps  
Duty Flying Control Officer



(GAD-70-1-447) 20-5-45 X 1/4 719 - TYPE B17G



(GAD-70-1-447) 20-5-45 X 1/4 719 - TYPE B17G



(GAD-70-3-447X20-5-45X1/2 719-TYPE B17G)



(GAD-70-2-447X20-5-45X1/2 719-TYPE B17G)