

Accident No. 45-9-3-509

Date

Checked by JPM 9-22-99

Analyzed by _____

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Field by _____

Notes _____

1225:9-43

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

A. A. F. STATION 3/2
WAR DEPARTMENT

ACCIDENT No. 40-9-3-509

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place RAF Llanbedr, Wales (2) Date 3 September 1944 (3) Time 08:12
AIRCRAFT: (4) Type and model B-17F 290 (5) A. F. No. H-23105 (6) Station AAF Station 238
Organization: (7) 8 AFCC 8 AF (8) 2nd C. G. R. C. (9) Hq. & Hq. Sqdn.
(Command and Air Force) (Group) (Squadron)

PERSONNEL RPL

| DUITY (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) |
|---------------|-----------------------------------|----------------|--------------------|--------------|-------------------------|----------------|------------------------------|-----------------------------|--------------------------|
| | Thompson, R. H. | P | 0-74935A | 1st Lt. | 18 01 | A. C. | 8 AFCC | No Inj. | |
| | Tolley, A. P. | P | 0-675888 | Capt. | 18 01 | A. C. | 8 AFCC | No Inj. | |
| | Pearson, W. B. | E | 14134701 | T/Sgt. | 30 20 | A. C. | 8 AFCC | No Inj. | |
| | Uruburu, J. A. | R | 12018011 | Sgt. | 30 20 | A. C. | 8 AFCC | No Inj. | |



(20) Thompson, Robert H. (21) 0-74935A (22) 1st Lt. (23) 18 (24) A. C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8 AFCC 8 AF (26) 2nd C. G. R. C. (27) Hq. & Hq. Sqdn. (28) AAF Station 238
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8 AFCC 8 AF (30) 2nd C. G. R. C. (31) Hq. & Hq. Sqdn. (32) AAF Station 238
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) June 22, 44 Present rating (35) P (36) June 22, 44 Instrument rating (37) Dec. 23, 1943
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 491:45 (42) Instrument time last 6 months
(39) This model 287:05 (43) Instrument time last 30 days
(40) Last 90 days 159:00 (44) Night time last 6 months
(41) Total 996:50 (45) Night time last 30 days

AIRCRAFT DAMAGE

| DAMAGE | (40) LIST OF DAMAGED PARTS |
|----------------------------|---|
| (46) Aircraft <u>X</u> | <u>Major damage to plexiglass nose, three propellers, right flap, pitot tube, ball turret, undercarriage. No other damaged parts.</u> |
| (47) Engine(s) <u>4</u> | |
| (48) Propeller(s) <u>4</u> | |

(50) Weather at the time of accident 3/10 cloud at 2,000 ft. Visib. 20 miles Wind SSW 10 m.p.h.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from AAF Station 3/2 (53) To RAF Llanbedr (54) Kind of clearance Contact

(55) Pilot's mission Non-operational transportation of pilot to firing range

(56) Nature of accident Pilot landed long, brakes failed to function properly, aircraft ran off end of runway and wired down in soft ground.

(57) Cause of accident Long landing and faulty brakes.

(58) U/R not submitted.

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01
02
63
82

DESCRIPTION OF ACCIDENT

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

INVESTIGATING OFFICER'S STATEMENT

On 3 September 1944 at approximately 08:12 hours, Lt. Thompson, while landing at R.A.F. Llanbedr, overshot. The brakes failing to function properly caused the aircraft to run off the end of the runway and mire down in soft ground.

Capt. Tolley, who was co-pilot, made the initial approach and landing but Lt. Thompson took over the controls after touchdown.

From the two pilot's statements, it is brought out that everything was normal as far as touching down on the first third of the runway was concerned and that the failure of the brakes to hold was the direct cause of the aircraft running off the end of the runway. However, the Control Officer on duty states that the aircraft was observed to come in long and to touch down past the intersection of the runways. The length of the runway which was in use at the time is 1,540 yards long. The point of touchdown as stated would be about 700 yards from the end of the runway which would leave about 800 yards of runway to go --- which is slightly downhill.

The Fortress was heavily laden at the time and it is evident that setting down so late would require a good deal of brake to be used.

The position in which the aircraft stopped, both wheels mired down completely, made it impracticable to investigate the condition of the brakes.

In my opinion, had the aircraft touched down in the one third section of the runway, the remaining distance would have been ample to allow the aircraft to slow down enough to taxi with safety.

GROUP II ACCIDENT

| | |
|--------------------------|----------------|
| Pilot Error..... | 70% |
| Major Cause ----- | Poor Technique |
| Aircraft Structure | 30% |
| Minor Cause ----- | Faulty Brakes |

Signature: _____

Ervin L. Miller
(Investigating Officer)

ERVIN L. MILLER,
Major, Air Corps,
Investigating Officer.

Date 7 September 1944.

PASSENGER PERSONNEL

(All Rated Pilots)
RESTRICTED

NAME

| | | | | | | |
|------------------|----------|---------|-------|-------|--------|-----------|
| 68 Lyle, C.L. | 0-428512 | Capt. | 01 | A. C. | 8 AFCC | No Injury |
| Thomas, W.G. | 0-439742 | Capt. | 01 | A. C. | 8 AFCC | No Injury |
| Clarke, D.L. | 0-795911 | 1st Lt. | 01 | A. C. | 8 AFCC | No Injury |
| Brown, R.E. | 0-71004B | 2nd Lt. | 18 01 | A. C. | 8 AFCC | No Injury |
| Derby, W.A. | 0-766450 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Gabriel, J.B. | 0-766476 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Bresnan, L.R. | 0-766360 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Clark, G.G. | 0-766362 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Minott, R.A. | 0-766618 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Breckler, J.J. | 0-766409 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Minkler, W.F. | 0-766617 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Davidson, C.W. | 0-766447 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Coffin, T.G. | 0-766432 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Stinson, H.A. | 0-763392 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Schindling, R.T. | 0-766717 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Craddock, B.F. | 0-766439 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Miller, D.D. | 0-766615 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Georgen. L.R. | 0-766481 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Frank, H.A. | 0-766470 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Gildow, G.J. | 0-762996 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Greeley, D.N. | 0-766496 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Cooley, R.P. | 0-766436 | 2nd Lt. | 18 | A. C. | 8 AFCC | No Injury |
| Quinci, P. | T-2966 | F/O | 1792 | A. C. | 8 AFCC | No Injury |

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PILOT'S STATEMENT

Made normal traffic pattern and co-pilot made proper approach and landing. Airplane landed in first third of runway in use. Airplane slowed down on own accord and on the last quarter of runway brakes were applied but braking action was very weak. Hydraulic pressure was O.K. but a very soft brake. The engineer applied emergency hand brakes in a last effort but to no avail. I tried to swing plane about with one brake but would not even begin to turn ship. As a result, the ship ran off runway into soft earth and buried the right landing gear and number three and four props dug into earth. No one was injured aboard.

ROBERT H. THOMPSON,
1st Lt., Air Corps.

CERTIFIED TRUE COPY:

Ervin L. Miller
ERVIN L. MILLER,
Major, Air Corps,
Operations Officer.

~~Index~~
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CO-PILOT'S STATEMENT

While flying as co-pilot on a B-17-F from Atcham to Llanbedr, we were unable to stop plane at end of runway. I made the landing and had a normal approach and touched the ground at about 90 m.p.h. and in the first third of the runway. The pilot then took the controls and let the plane slow up. He applied brakes and they failed to slow the plane up enough. At the end of the runway he applied left brake and used outside throttle to enable plane to turn to left onto the perimeter strip and again the plane's brakes failed to respond so we could turn. We ran off the end into soft ground and plane stopped and sank into the soil quite a ways. The tail wheel was still on runway. We cut all switches and got out of the plane. There were no injuries.

CERTIFIED TRUE COPY:

Ervin Miller
ERVIN L. MILLER,
Major, Air Corps,
Operations Officer.

ALFRED P. TOLLEY,
Capt., Air Corps.

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STATEMENT OF DUTY FLYING CONTROL OFFICER

Report on Crash of B-17 (N23105) on Sunday, Sept. 3, 1944 at RAF Llanbedr, Merioneth

At 0800 hours, I took over watch as Duty Flying Control Officer, being informed that the above mentioned Fortress was due from [REDACTED] 342.

08:12 Fortress over aerodrome made circuit and came in to land on Runway 06.

Aircraft left "touch-down" extremely late and eventually did touch down after intersection of runways.

Speed appeared to be far too great to enable pilot to pull up by the end of the runway. Every effort was made but aircraft swung off perimeter into soft ground on far side of airfield.

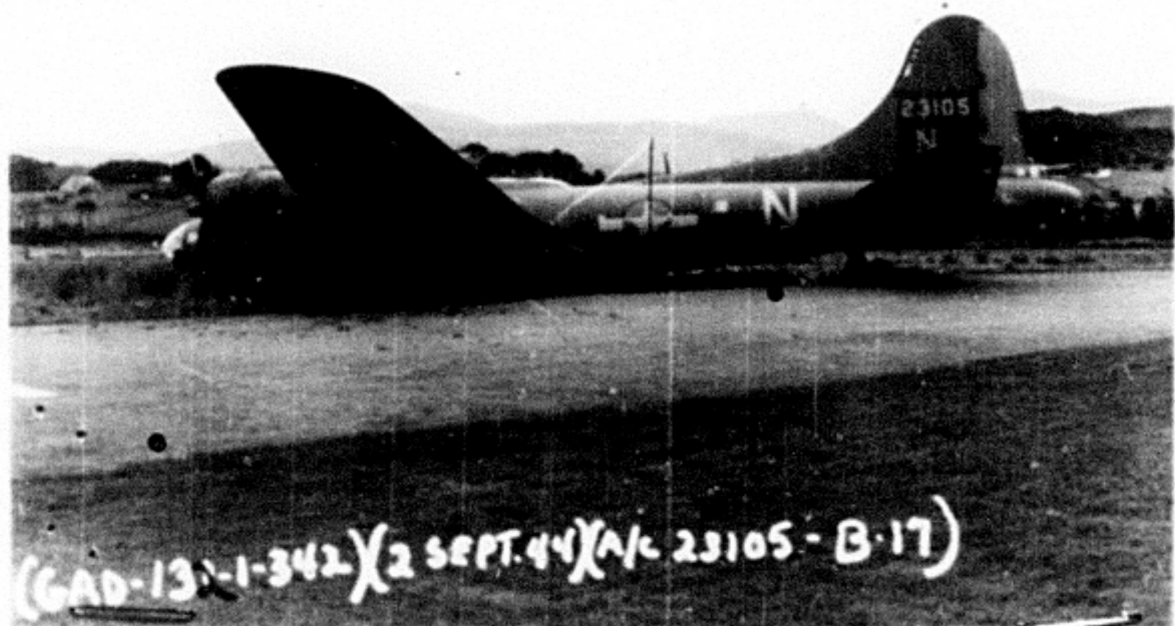
10:45 hours 3 Sept. 1944

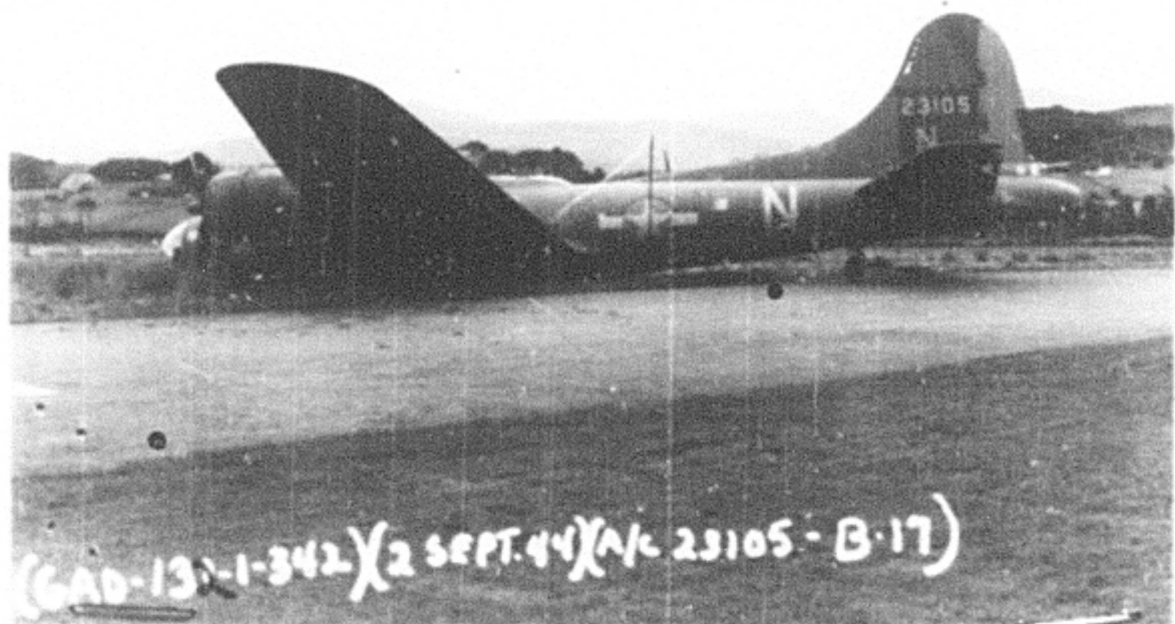
/s/ L. J. R. Payne, P/O
Duty Flying Control Officer.

CERTIFIED TRUE COPY:

Ervin L. Miller
ERVIN L. MILLER,
Major, A.C.
Operations Officer.

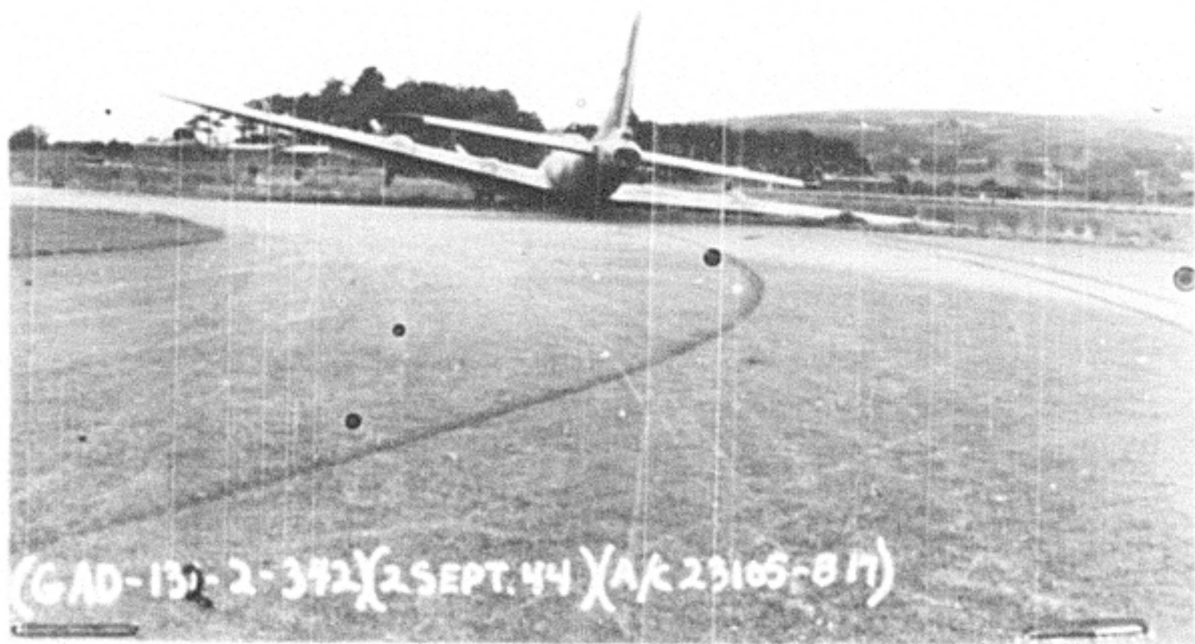
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(GAD-13-3-342) (2 SEPT. 44) (A/C 23105-B17)



(GAD-13-2-342) (2 SEPT. 44) (A/C 23105-B17)

