

Accident No.

44-9-8-59

Pilot's Name

Davis, F.A. 2nd Lt

08 Nature Group

Taxing

60 Specific Nature

Collision with barrier

39 Underlying Nature

Hydraulic system

100% 28 Cause Group

Aircraft

79 Specific Cause

Hydraulic system

77 Underlying Cause

Air lock in the

hydraulic system due  
to insufficient fluid

Cause Group

Specific Cause

Underlying Cause

Accident No.

44-9-8-59

Date

Checked by

Monty

9-27-43

Analyzed by

M.C.

Copied for Wright

Field by

Copy mailed Wright 24-10-43

"Patterson" 10-18-43

Notes

Attention: Capt McKnight

Hydraulic system -  
air lock due to insufficient  
fluid in system

1225-7-43

Photo

*aircraft code* PILOT CHARGED WITH ACCIDENT

(20) Davis, F. A. (21) 0-683416 (22) 2-21 (23) 01 (24) A.C.  
 (last Name) (First Name) (Mid. Init.) (Ser. No.) (Rank) (Per. Class) (Branch)

ASS. (25) 2 (AE) (26) 6 BHR (27) — (28) 7343  
 (Com. & Air Force) (Group) (Squadron) (Station)

ATT. For Flying (29) 2 (AE) (30) 6 BHR (31) — (32) 7343  
 (Com. & Air Force) (Group) (Squadron) (station)

Orig. rating (33) Pilot (34) — Present rating (35) Pilot (36) — Instr. rating (37) —  
 (Rating) (Date) (Rating) (Date) (Date)

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

(38) This type <u>—</u>	(42) Instr. time last 6 months <u>—</u>
(39) This model <u>—</u>	(43) Instr. time last 30 days <u>—</u>
(40) Last 90 days <u>—</u>	(44) Night time last 6 months <u>—</u>
(41) Total <u>—</u>	(45) Night time last 30 days <u>—</u>

WAR DEPARTMENT  
**Kellogg Field, Battle Creek, Michigan**  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place **Kellogg Field, Battle Creek, Mich.,** (2) Date **8 Sept. 1943** (3) Time **1515**  
 AIRCRAFT: (4) Type and model **B-24-D** (5) A. F. No. **42-72891** (6) Station **Herington, Kansas**  
 Organization: (7) **2nd A.F.** (8) **6th H.Proc.** (9) **7343**  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL **BHP**

DUTY	NAME (Last name first)	RATING	SERIAL No.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
45 P	JEFFRIES, F.S.	P	0-671943	2nd Lt.	18 01	AC	2nd AF	None	None
01 CP	DAVIS, F.A.	CP	0-683416	" "	01	"	"	"	"
65 N	EGAN, E.F.	N	0-673122	" "	01	"	"	"	"
61 B	MC ATEE, C.G.	B	0-667317	" "	18 01	"	"	"	"
62 E	FULWILER, H.D.	E	13065667	S/Sgt	18 20	"	"	"	"
71 R	KEON, L.F.	R	31081963	Pvt.	18 20	"	"	"	"
62 AE	BONNET, F.C.	AE	12080483	Sgt.	18 20	"	"	"	"
71 AR	RICKARD, C.J.	AR	32447608	Sgt.	18 20	"	"	"	"
64 AG	WOLFE, L.G.	AG	36531556	Sgt.	18 20	"	"	"	"
64 G	FLEISCHBEIN, F.A.	G	19088594	Pvt.	18 20	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) **JEFFRIES FRENCH** **S.** (21) **0-671943** (22) **2nd Lt.** (23) **A.C.** (24) **O-R**  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) **2nd A.F.** (26) **6th Heavy Processing** (27) **Herington, Kan.**  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) **2nd A.F.** (30) **6th H.Proc.** (31) **Herington, Kan.**  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) **Pilot** (34) **2/16/43** Present rating (35) **Pilot** (36) **3/16/43** Instrument rating (37) **8/3/43**  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type **A P P 211** (42) Instrument time last 6 months **50 hrs**  
 (39) This model **211** (43) Instrument time last 30 days **10 "**  
 (40) Last 90 days **100** (44) Night time last 6 months **100 "**  
 (41) Total **211** (45) Night time last 30 days **100 "**

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <b>3</b>	<b>Left wing tip "0"</b> <b>Slight damage to hangar door</b>
(47) Engine(s) <b>4</b>	<b>Possible damage to No. 1 engine</b>
(48) Propeller(s) <b>#1 "0"</b>	<b>Prop on No. 1 Engine</b>

(50) Weather at the time of accident **Clear**

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

(52) Cleared from **Herington, Kan.** (53) To **Kellogg** (54) Kind of clearance **Instrument**

(55) Pilot's mission **Flying to P.O.E., Bangor, Maine**

(56) Nature of accident **Taxi**

(57) Cause of accident **Left brake did not hold and plane swung to right hitting hangar wall prop on No. 1, hit hangar doors ruining prop.**



DESCRIPTION OF ACCIDENT

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

NARRATIVE

A B-24-D airplane A.F. No. 42-72891, pilot Jeffries, F.S., 2nd Lt., A.C., O-671943, arrived at Kellogg Field 8 September 1943 at 1300.

At about 1500 of same date, Co-Pilot Davis, F.A., 2nd Lt., A.C., O-683416, started to taxi the airplane to the transient hangar. As he came into parking position in front of the hangar and attempted the use of brakes, he was confronted by complete braking failure of the left brake. The airplane pivoted to the right, right wheel remaining almost stationary and the left wheel and wing pivoting slightly toward the hangar. The left wing passed through hangar door with the No. 1 outboard propeller striking the side of the hangar and hangar door. The left wing tip was damaged in the contact. No. 1 engine was cut off before hitting the door but was still turning over when it hit, damaging the prop and the door.

Sub-Depot and Base Engineering personnel were immediately called and the airplane removed to Sub-Depot for repairs.

RESPONSIBILITY

As a result of statements of witnesses, it is the Committee's opinion that the accident was a direct result of materiel failure. Experienced Sub-Depot personnel who investigated the hydraulic braking system found that it was completely inoperative.

RECOMMENDATIONS

1. Airplanes bound for overseas shipment should undergo rigorous and thorough inspections before being released to combat crews.
2. Personnel parking airplanes adjacent to buildings should attempt to come to a stop at sufficient distance from such buildings as to enable them, in case of complete braking failure, to turn the airplane by use of throttle and rudder so that it would clear all obstacles.
3. In view of the nature of the accident, no constructive recommendations can be made in regards to personnel.



Signature *G. M. Hendricks*  
 (Investigating Officer)  
 G.M.HENDRICKS, 1st Lt., AirCorps

Date 8 September 1943

65-8-b-177



HEADQUARTERS ARMY AIR BASE  
KELLOGG FIELD, BATTLE CREEK, MICHIGAN  
ACCIDENT INVESTIGATION COMMITTEE

8 September 1943

SUBJECT: Statement of Navigator  
EGAN, E.F. 2nd Lt., A.C., (AUS)  
A.S.N. O-673122  
Home Station - Herington, Kansas

TO ; Whom it may concern

1. Accident report to Airplane B-24-D Serial #42-72891 at Kellogg Field, Battle Creek, Michigan, 8 September 1943. I was riding in waist of airplane as it was being taxied over to hangar for repairs to No. 2 engine. I was changing from flying clothes to uniform and not observing what was occurring. Didn't realize anything was amiss until sound of plane's wing striking hangar - noticed glass flying and then found that our left wing tip had hit hangar wall and prop of No. 1 engine pushed through the glass in hangar doors. Only structural damage apparent was damaged propeller and slightly damaged wing tip. Faulty brake was answer to accident given by Co-Pilot and Assistant Engineer.

EDWARD F. EGAN  
2nd Lt., Air Corps

CERTIFIED CORRECT:

*G. M. Hendricks*  
G. M. HENDRICKS  
1st Lt., A.C.,

44-7-8-59

HEADQUARTERS ARMY AIR BASE  
KELLOGG FIELD, BATTLE CREEK, MICHIGAN  
ACCIDENT INVESTIGATION COMMITTEE

8 September 1943

SUBJECT: Statement of Co-Pilot  
Davis, F.A., 2nd Lt., A.C.,  
A.S.N. O-683416

TO : Whom it may concern

1. Accident to AF No. 42-72891 (B-24-D). This accident occurred while taxiing plane to hangar; brakes failed causing the plane to pivot slowly to the right, resulting in the left wing tip bumping against hangar wall. No. 1 engine was cut off before hitting the door, but was still turning over when it hit the door, damaging the prop.

F. A. DAVIS  
2nd Lt., A.C.,

CERTIFIED CORRECT:

*G. M. Hendricks*  
G. M. HENDRICKS  
1st Lt., Air Corps

44-9-8-59



HEADQUARTERS ARMY AIR BASE  
KELLOGG FIELD, BATTLE CREEK, MICHIGAN  
ACCIDENT INVESTIGATION COMMITTEE

20 September 1943

SUBJECT: Statement of 327th Sub-Depot Engineering Officer, Kellogg Field  
Kottsieper, Edward, 1st Lt., A.C.

TO : Whom it may concern.

1. Inspection made by 327th Sub-Depot, discloses that the failure of the brakes of the Airplane Type B-24D 41-72891, was due to Air Lock in the hydraulic system.

2. This Air Lock was caused by having insufficient hydraulic fluid in the tank. It was necessary to add three (3) gallons of hydraulic fluid to get the system to operate satisfactorily.

EDWARD KOTTSIEPER  
1st Lt., A. C.  
Engineering Officer

CERTIFIED CORRECT:

*G. M. Hendricks*  
G. M. HENDRICKS  
1st Lt., A.C.



HEADQUARTERS ARMY AIR BASE  
KELLOGG FIELD, BATTLE CREEK, MICHIGAN  
ACCIDENT INVESTIGATION COMMITTEE

8 September 1943

SUBJECT: Statement of Engineer  
Fulwiler, H.D., S/Sgt.,  
A.S.N. 13065667

TO : Whom it may concern

1. CePilot was taxiing plane to hangar when this accident happened. He was in about 25 to 30 ft. where he was to stop when the brakes failed. He cut the engines before it hit the wing tip hit first. Then before the engine stopped turning over, it caught the prop and damaged it. I was on the flight deck.

HAROLD D. FULWILER  
S/Sgt.

CERTIFIED CORRECT:

*G. M. Hendricks*  
G. M. HENDRICKS  
1st Lieut., Air Corps

HEADQUARTERS ARMY AIR BASE  
KELLOGG FIELD, BATTLE CREEK, MICHIGAN  
ACCIDENT INVESTIGATION COMMITTEE

10 September 1943

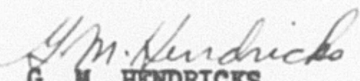
SUBJECT: Statement of Asst. Engr.,  
Bonnet, F.C., Sgt.,  
A.S.N. 12080483  
Home Station - Herington, Kansas

TO : Whom it may concern

1. Upon reaching the hangar, after taxiing to it to have an engine repaired, the brakes failed and the ship swung to the right. The left wing tip was damaged by hitting the hangar wall and the prop on No. 1 engine went into the doors damaging the doors and the prop.

FRED BONNET, Sgt.  
12080483

CERTIFIED CORRECT:

  
G. M. HENDRICKS  
1st Lt., A.C.

44-9-8-59

RFC  
2

HEADQUARTERS ARMY AIR BASE  
Office of the Commanding Officer  
Kellogg Field, Battle Creek, Michigan

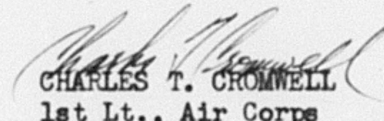
20 September 1943

SUBJECT: Form 14 Accident Report.

TO : Commanding General, Army Air Forces, Washington, D. C.

1. Inclosed is Form 14 Accident Report together with photographs and statements of witnesses on accident occurring at Kellogg Field, Battle Creek, Michigan, 8 September 1943.

For the Commanding Officer:

  
CHARLES T. CROMWELL  
1st Lt., Air Corps  
Adjutant

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HEADQUARTERS ARMY AIR BASE  
Office of the Commanding Officer  
Kellogg Field, Battle Creek, Michigan

20 September 1943

SUBJECT: Form 14 Accident Report.

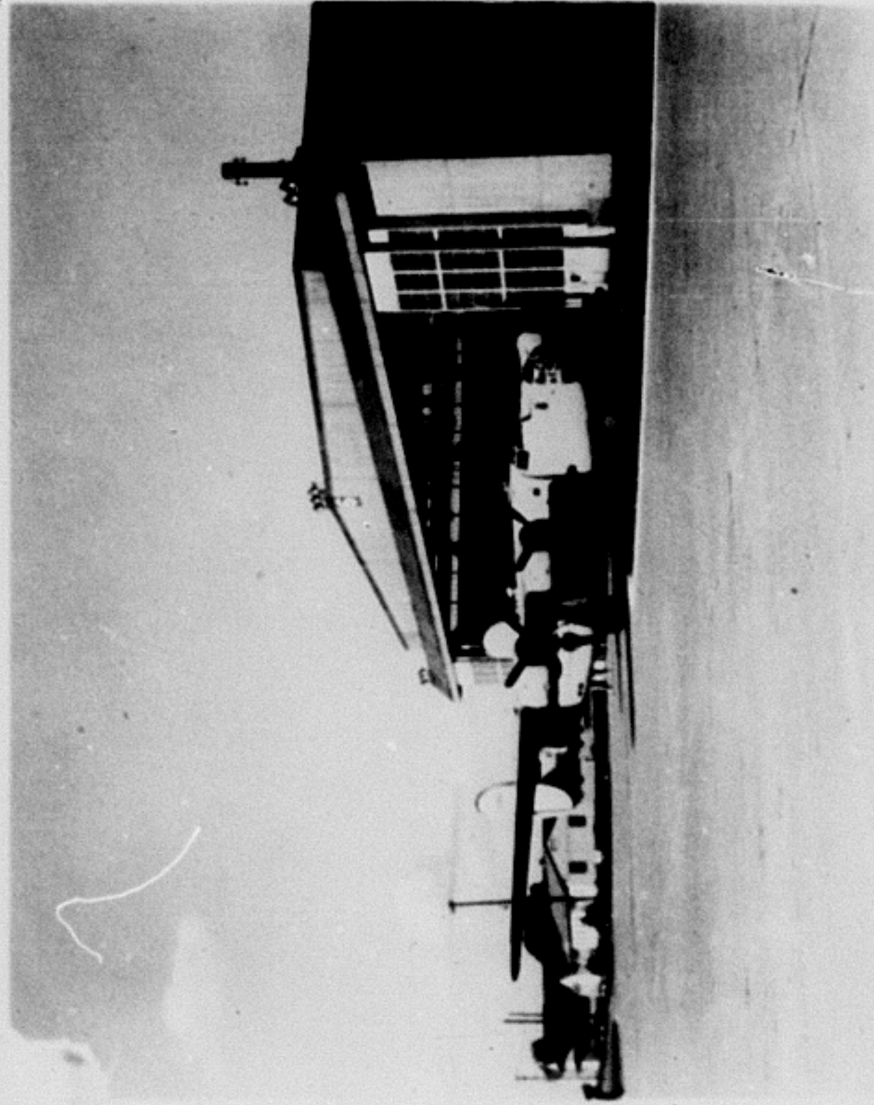
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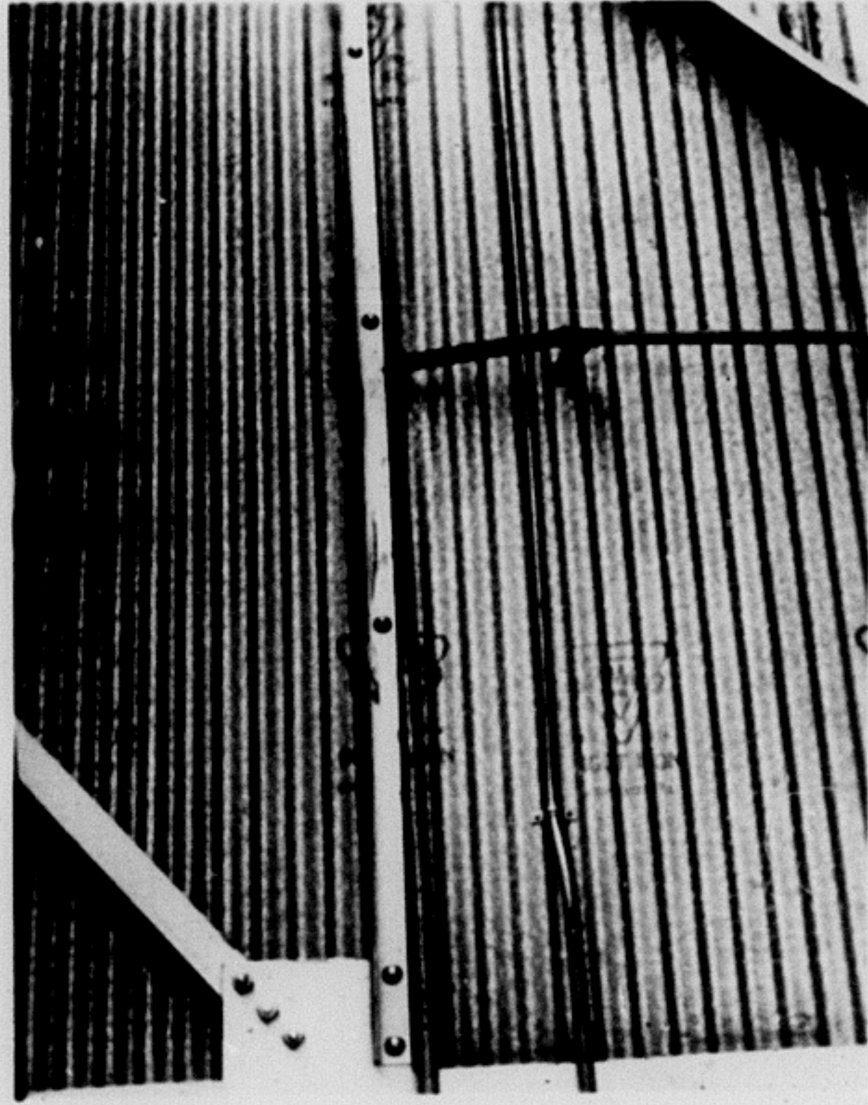
For the Commanding Officer:

CHARLES T. CROMWELL  
1st Lt., Air Corps  
Adjutant

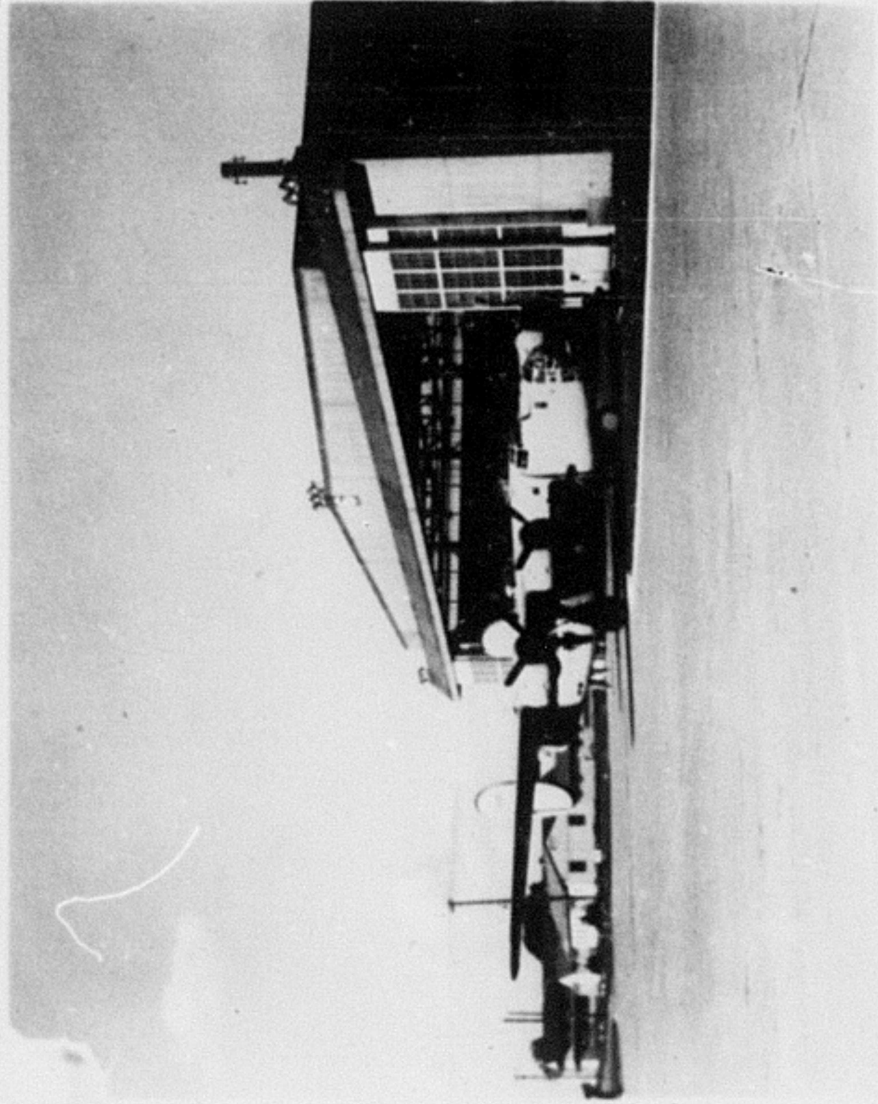
SEP 21 1943  
HQ AAF  
OFFICE AIR SECTION



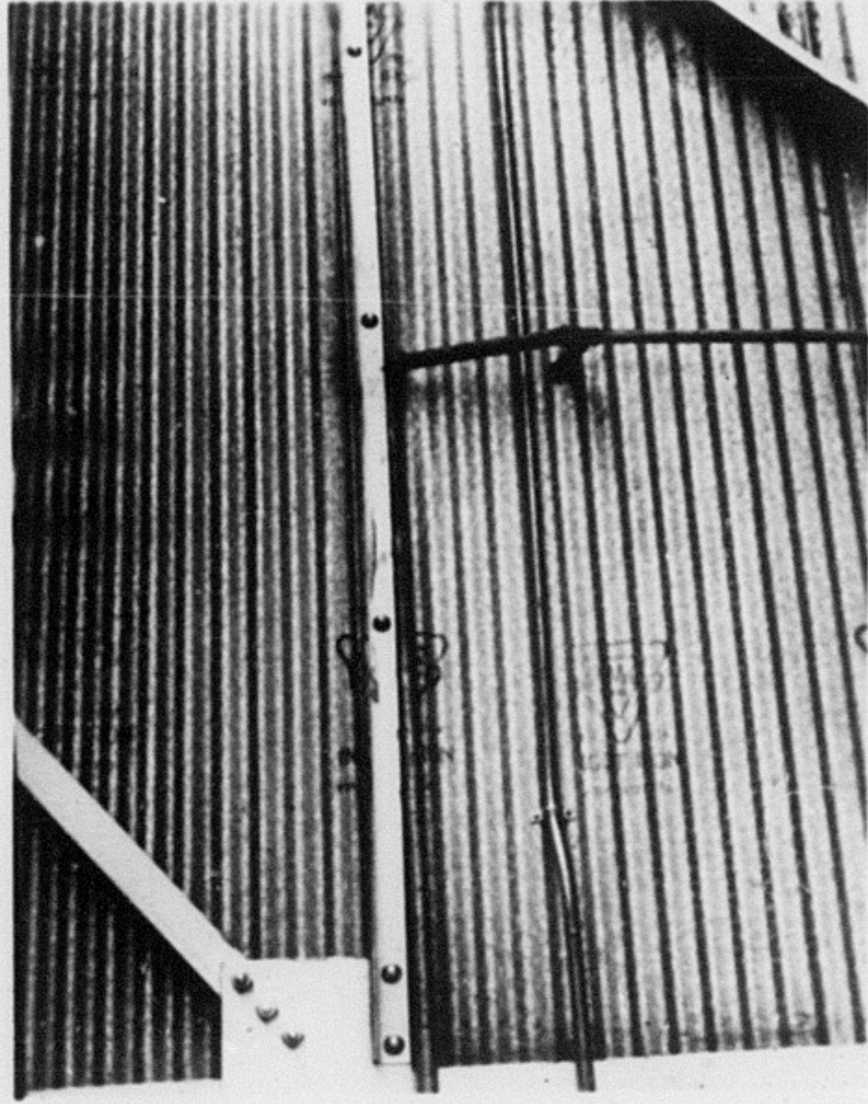
PRON & HANGAR DOOR DAMAGE



BROKEN WATER PIPE IN HANGAR

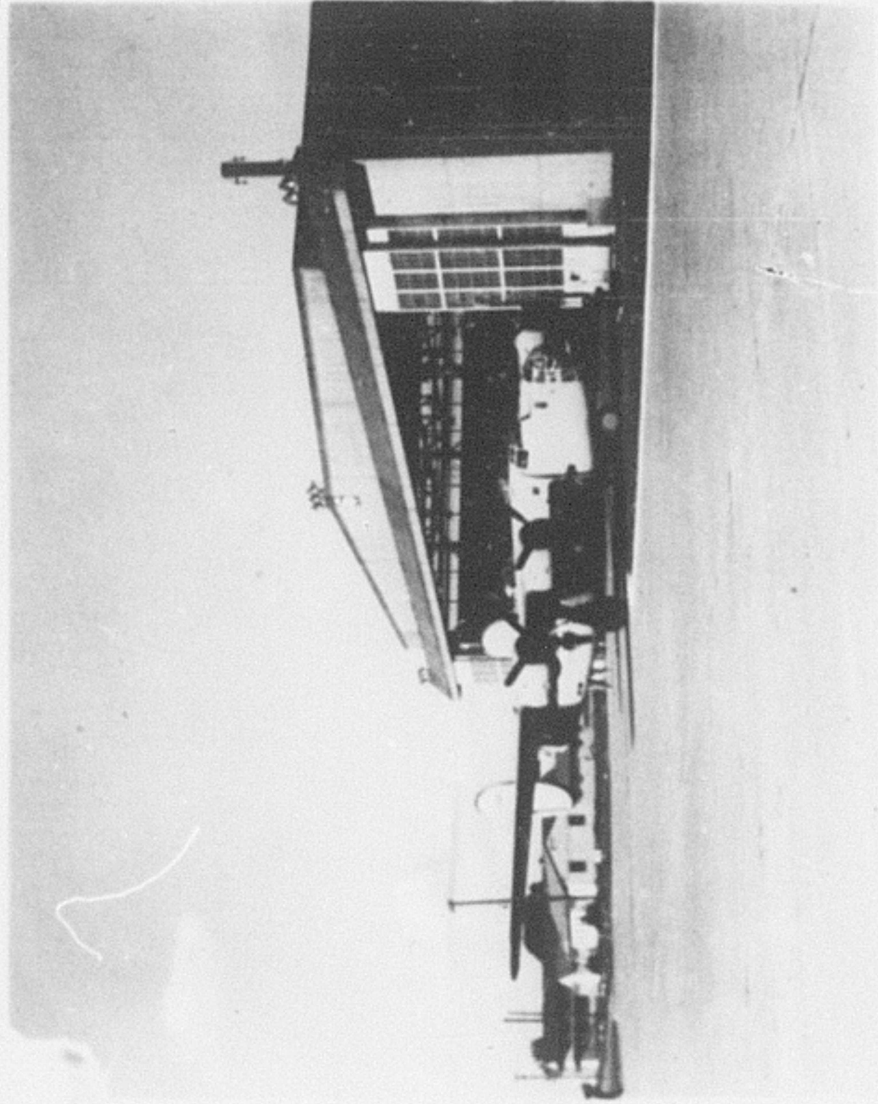


PIZZON & HANGAR DOOR DAMAGE

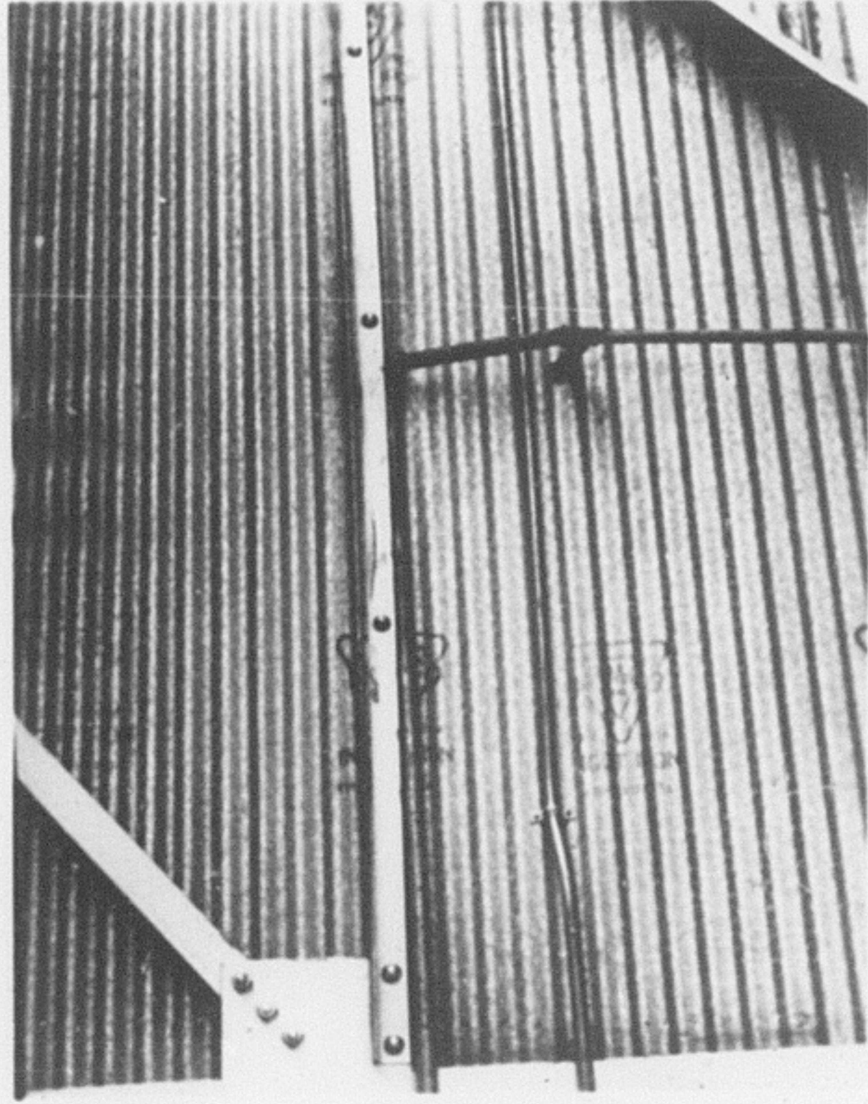


BROKEN WATER PIPE IN HANGAR

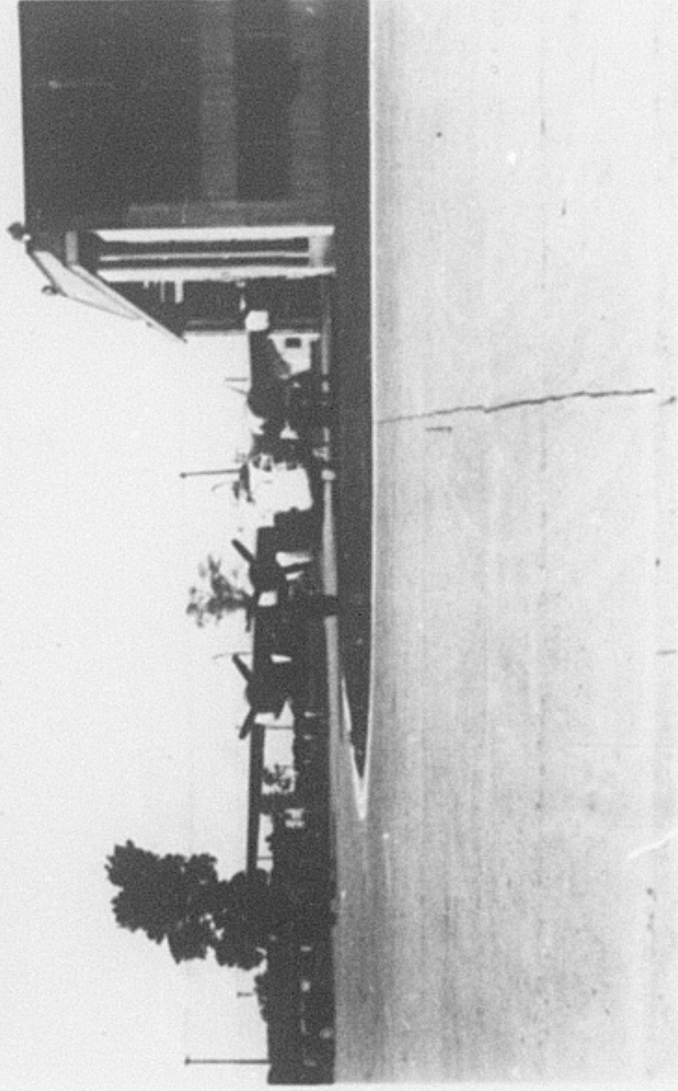




PIRON & HANGAR DOOR DAMAGE



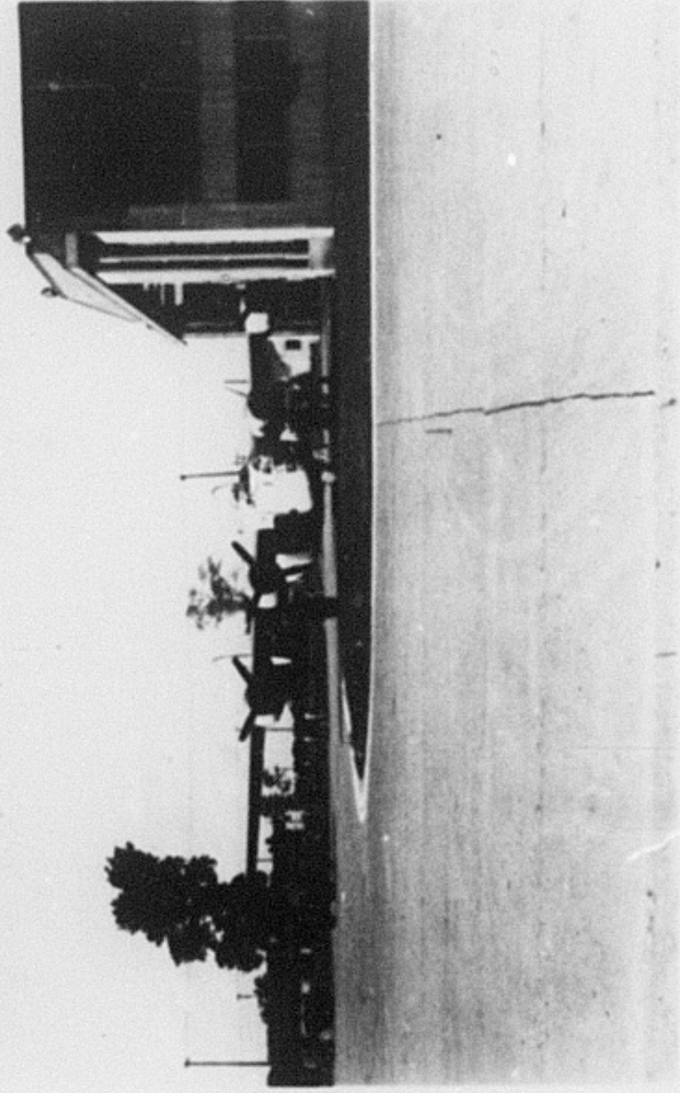
BROKEN WATER PIPE IN HANGAR



9-8-45



WING DAMAGE

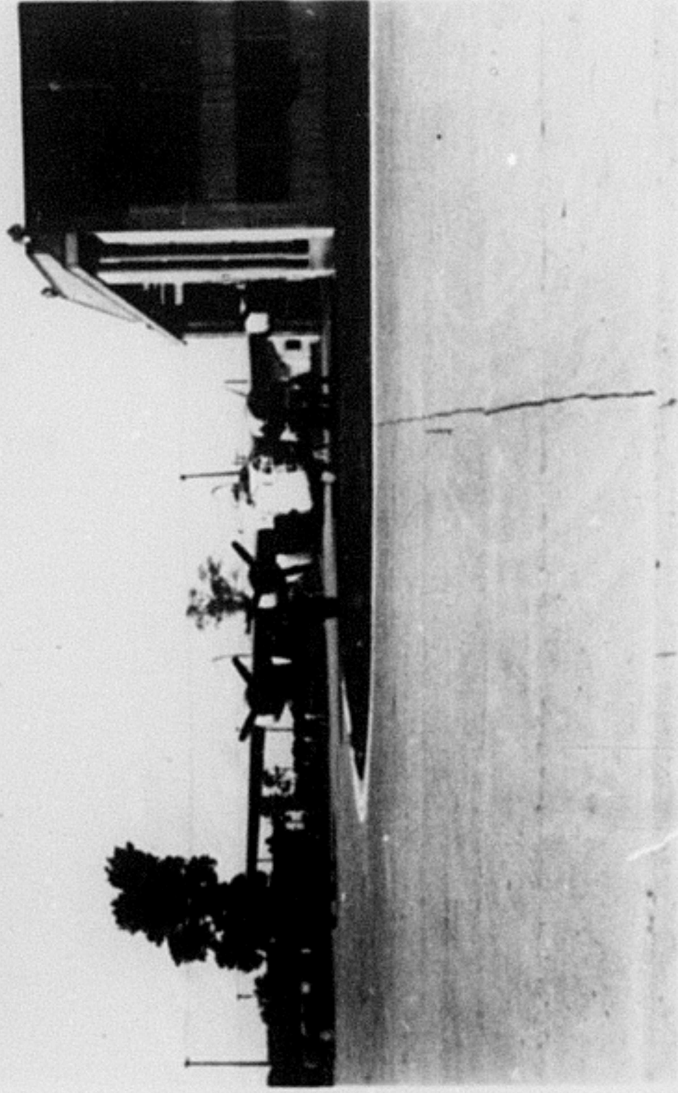


9-8-45



WING DAMAGE

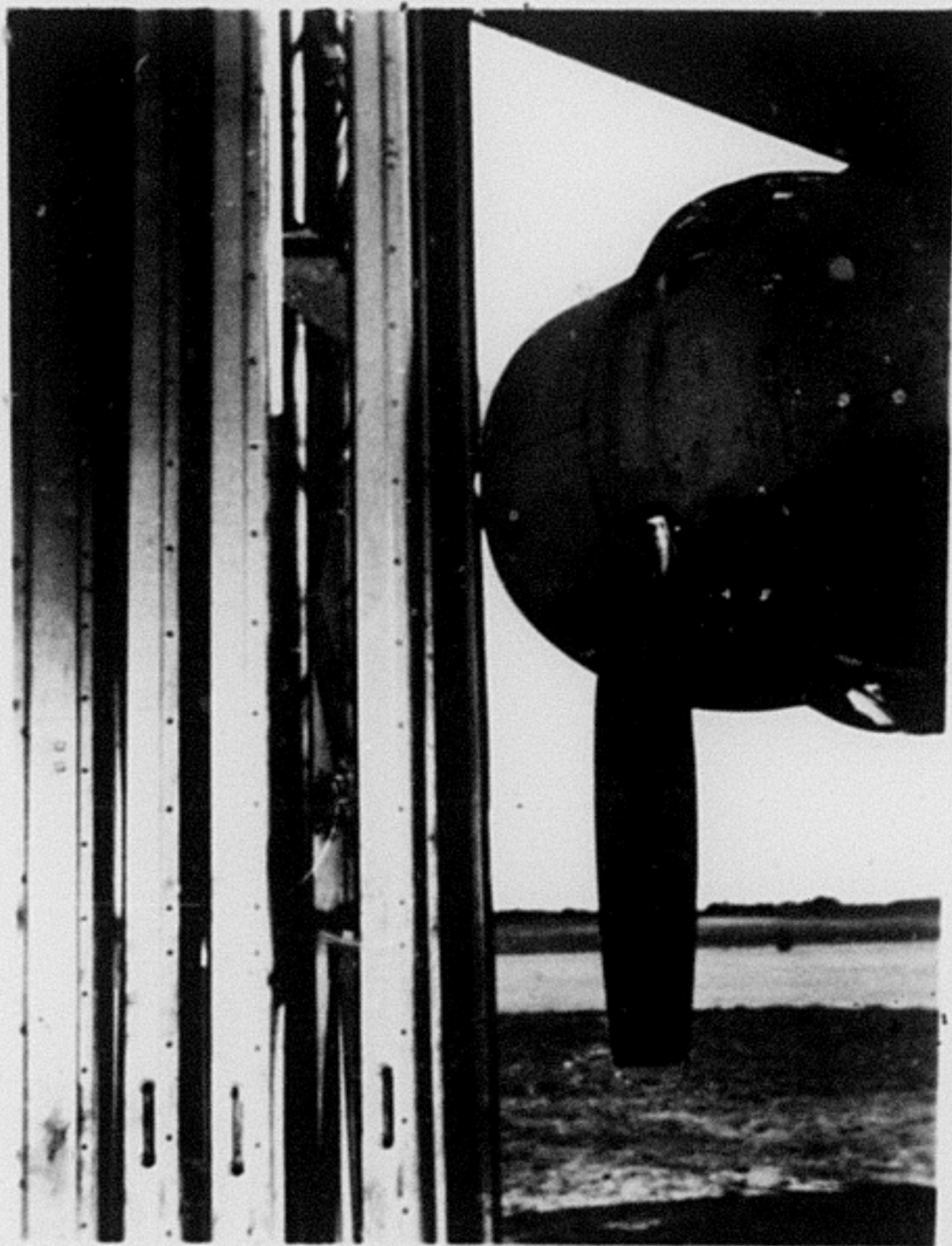




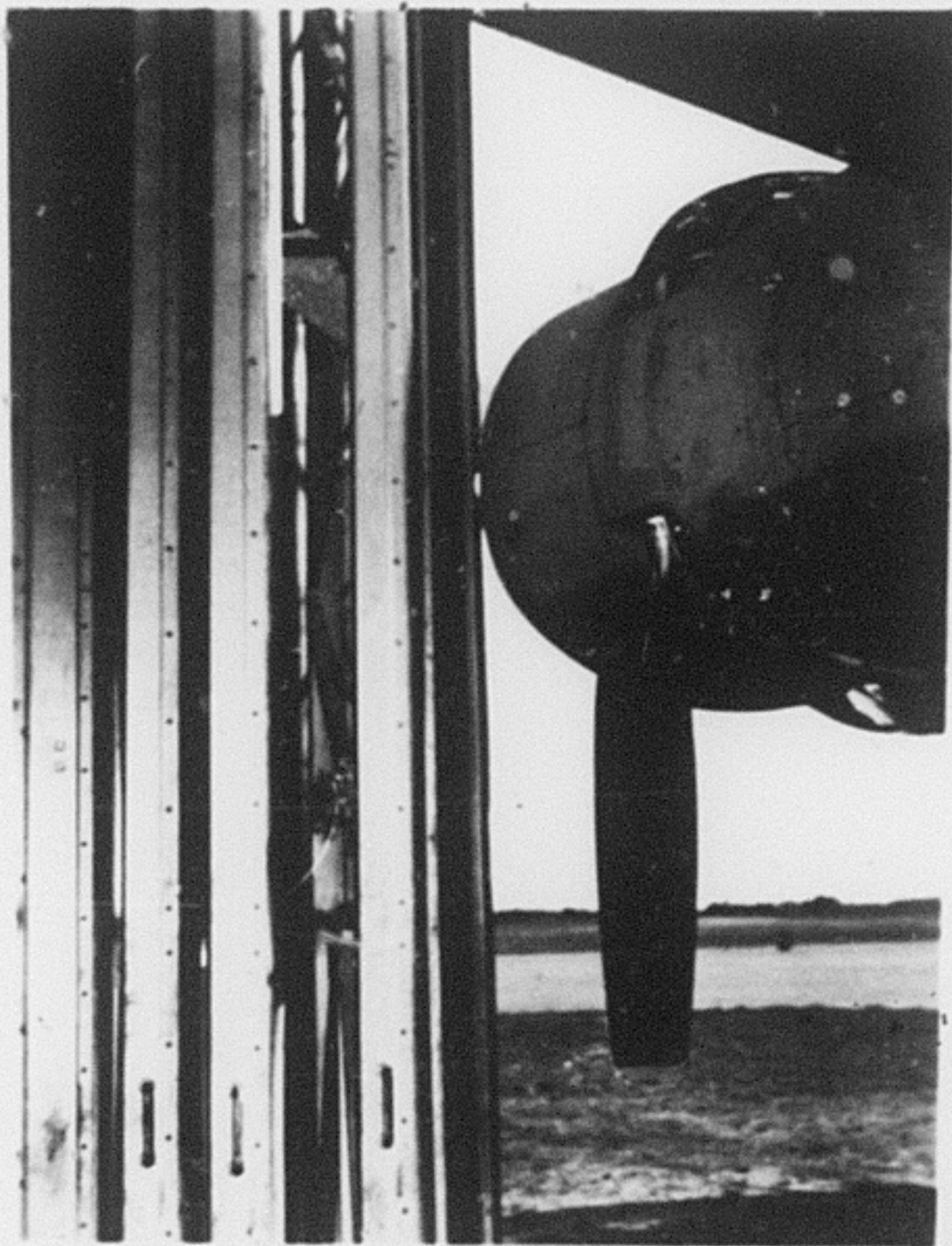
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WING DAMAGE

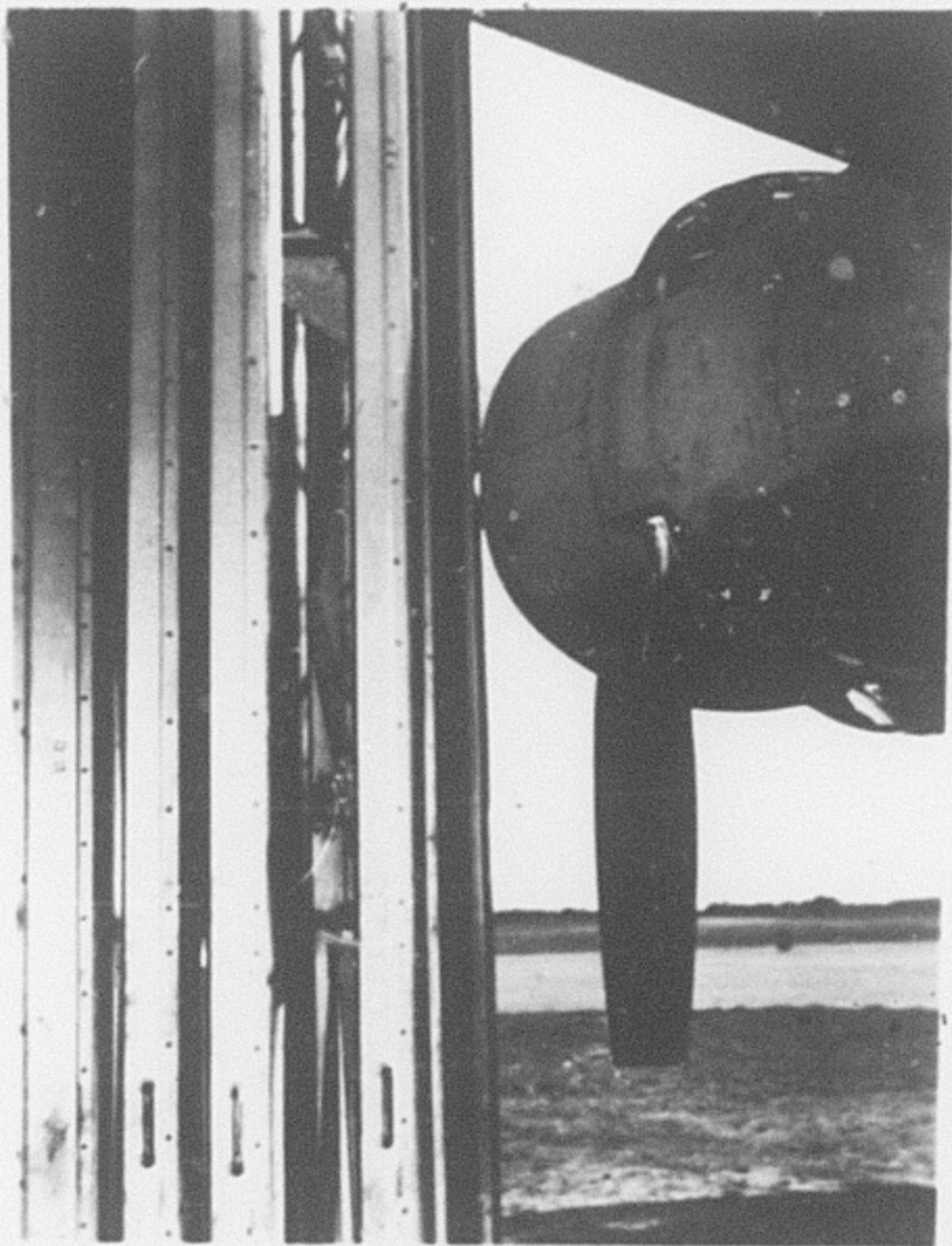


PROP & HANGAR DOOR DAMAGE 9-8-43



PROP & HANGAR DOOR DAMAGE 9-8-43





PROP & HANGAR DOOR DAMAGE 9-8-43

