

RESTRICTED
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. 44-324-554

(1) Place Two (2) miles west of Nyhamstead (2) Date 24 March 1944 (3) Time 0830
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 42-31166 (6) Station 106
Organization: (7) VIII (8) 38th Bomb (H) (9) 545th Bomb (H)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMBINED	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	BRILEY, SCOTT A.	P	0-751249	2nd Lt.	18 01	AC	VIII	Minor	None
CP	DENT, JAMES E. JR.	P	0-813868	2nd Lt.	18 01	AC	VIII	None	None
N	DURIN, LEONARD (NMT)	N	0-814269	2nd Lt.	18 01	AC	VIII	Major	None
B	PETRUSH, JOSEPH A.	B	0-754764	2nd Lt.	18 01	AC	VIII	Major	None
RO	WATSON, HENRY O.	L	13113474	T/Sgt.	20 20	AC	VIII	None	None
VE	RODDEN, ELVIE L.	VE	18160313	S/Sgt.	20 20	AC	VIII	None	None
WAR	SCHULBERG, SAUL J.	WAR	12087048	Sgt.	18 20	AC	VIII	Minor	None
AG	KRIZNER, ALBERT P.	AG	33429747	Sgt.	18 20	AC	VIII	None	None
AG	LE CONNY, HOWARD R.	AG	12132799	Sgt.	18 20	AC	VIII	None	None
WAR	FULKERSON, EDWIN P.	WAR	35697164	Sgt.	18 20	AC	VIII	None	None

PILOT CHARGED WITH ACCIDENT

(30) BRILEY SCOTT (31) 0-751249 (32) 2nd Lt. (33) 18 (34) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (35) VIII (36) 38th Bomb (37) 545th Bomb (H) (38) 106
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (39) VIII (40) 38th Bomb (41) 545th Bomb (H) (42) 106
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (43) Pilot (44) 20 July 1943 Present rating (45) Pilot (46) 28 July 1943 Instrument rating (47) 26 Oct. 1943
(Rating) (Date) (Rating) (Date) (Date) (Date)

CLASSIFICATION CANCELLED OR CHANGED:

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 392.150 (42) Instrument time last 6 months 4.00
(39) This model 80.110 (43) Instrument time last 30 days 4.00
(40) Last 90 days 153.120 (44) Night time last 6 months 7-21-43 25.50
(41) Total 552.110 (45) Night time last 30 days 0.00

AIRCRAFT DAMAGE

DAMAGE

(49) LIST OF DAMAGED PARTS

(46) Aircraft 5
(47) Engine(s) 5
(48) Propeller(s) 5

(50) Weather at the time of accident Visibility 1,500 yards; 10/10 overhead, base 500 feet.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Station 106 (53) To Combat
(54) Kind of mission Operational

(56) Nature of accident Two (2) engines were out and with bomb load and gas load was unable to maintain altitude while going around for another landing approach.

(57) Cause of accident The pilot called the tower for emergency landing instructions and was told to go around. As only two engines were operating at the time and the ship was loaded with bombs and gas, altitude was unable to be maintained and the pilot had to crash land in a field, with wheels up.

(58) Has Form 54 been submitted?

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DESCRIPTION OF ACCIDENT

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

Lt. Briley was flying as a spare on an operational mission and about three (3) minutes before reaching the turn back point, #2 engine started throwing oil, the oil pressure dropped immediately and after some difficulty the #2 propeller was feathered. He immediately turned back to England and as there were 10/10 clouds it was necessary to make a let down. After letting down about 6,000 feet the #3 engine began cutting out, finally stopping completely, causing him to lose altitude steadily. After breaking out of the overcast at 500 feet he sighted an A/D and made a 150° turn to the left which lined him up with a runway. Immediately Lt. Briley called the tower saying he was coming in for an emergency landing. No answer was received from the tower until he was approaching the runway when the tower called and told him to circle for approximately three (3) minutes as P-38's were taking off. At this time he was only thirty (30) feet above the ground, he started pulling up to go around but, with only two engines operating and a full load of bombs and fuel, was unable to gain more than approximately fifty (50) feet altitude. A clump of trees were directly in front of his path of flight and feeling certain that he would be unable to clear them he made a turn to the right, towards an open field. The ship continued to lose altitude so Lt. Briley retracted his gear and landed, wheels up, in the open field. Lt. Briley stated that he thought of unfeathering the #2 engine but since he had trouble feathering it, decided against it.

It is the opinion of the board that Lt. Briley made two errors, first - he should have at least attempted to unfeather the #2 engine since the only apparent thing wrong with it was an excessive oil leak; second - since it definitely was an emergency landing, and landing on the take-off runway of the P-38's was an impossibility, Lt. Briley should have attempted a landing on the grass just off the hard surface runway, wheels down.

Signature

THOMAS P. BECKETT,
Lt. Col., Air Corps.

RAYMOND P. KEITELSEN,
Major, Air Corps.

CHARLES W. BISHOP,
1st Lt., Air Corps.

4 Apr 1, 1944.

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FIVE HUNDRED FORTY FIFTH BOMBARDMENT SQUADRON (H)
Army Air Forces
Office of the Operations Officer

3 April, 1944.

SUBJECT: Report of Accident of Aircraft #1166 on 24 March, 1944.

TO : Commanding Officer, 384th Bombardment Group (H),
AAF Station 106, APO 557.

1. I was flying as briefed as number three spare to fill in. Two minutes before time to turn back an oil line in number two engine broke. The oil was spurting out the cowl flaps, and the oil pressure was dropping. The engine was feathered after three attempts, and the oil pressure had dropped to about 25 lbs. We turned around and started home with our full bomb load. We did not drop them in the channel as it was ten tenths overcast. After we were back over England number three engine began to cut out. It would run for a few seconds and then stop. It continued to do this and we were losing altitude from 100 to 200 feet per minute. We lost altitude down to the overcast and then down through it. As we broke through at about five hundred feet, we spotted a field and called for an emergency landing. We received no answer until right close to the runway, and then they told us to circle for three minutes and the field would be clear. We started our wheels down and were going to land anyway, but saw we couldn't land without crashing into P-38's that were taking off. We put the wheels up and tried to go around. We could not make it and landed wheels up in a plowed field.

Scott A. Briley
SCOTT A. BRILEY,
2nd Lt, Air Corps,
Plane Commander.

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CLASSIFICATION
CANCELLED
BY AUTHORITY OF
14 APR 1948
AAF, N.Y.
DATE: *11 Apr 48*

360.33. 1st Wrapper Ind. 14 APR 1948
Hq, Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

TO: Chief, Flying Safety, AAF, Winston Salem 1, N.C.

1. Transmitted herewith WDAAF Form No. 14 and allied papers on the following aircraft accident:

a. 2nd Lt. Scott A. Briley, B-17G number 42-31166.

2. Concur.

For the Commanding General:

Meedie W. Hobbs

MEEDIE W. HOBBS
Major, A.G.D.,
Ass't. Adjutant General.

1 Incl:

As above.

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SECRET



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