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DESCRIPTION OF ACCIDENT

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

1. On November 29, 1944, at 0630 hours, Sgt Robert W. Seck was pre-flightting a B-26G5 aircraft, A.F. No. 43-34319, previous to take-off on a combat mission. During this maintenance operation the aircraft moved forward and struck a weapons carrier parked approximately ten (10) feet in front of the aircraft. There was a chock in front of the right wheel and a chock in back of the left wheel.

After checking both engines at full power, Sgt Seck was in the process of shifting the blowers when he heard the loud noise from the left engine. The engine was still running, and Sgt Seck immediately shut down both engines.

After an investigation, it is apparent that in the process of shifting the blowers, Sgt Seck accidentally released pressure on the left brake, causing the aircraft to pivot on the right wheel, move forward, and strike the weapons carrier.

2. Cause: The accident was directly caused by the carelessness of the Assistant Crew Chief in releasing pressure on the left brake. However, there were several secondary causes contributing to the occurrence of the accident, i.e. improper parking of vehicle, no guard outside aircraft, and improper placing of wheel chocks.

The accident is 100% attributable to personnel error, the Assistant Crew Chief.

3. Recommendations: A review of the standard operating procedure for aircraft maintenance operations should be made, stressing normal and special precautions to be taken during maintenance operation of aircraft.

All personnel concerned should be re-indoctrinated in this procedure.

Signature

Donald K. Brandon per JAS
(Investigating Officer)

DONALD K. BRANDON, Lt Col, AC.

Ernest N. Ljunggren per JAS

ERNEST N. LJUNGREN, Lt Col, AC.

James A. Sullens

JAMES A. SULLENS, Lt Col, AC.

Date 5 December 1944

Hq SOS USAPP

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579RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station A-73

29 November 1944

SUBJECT: Aircraft Accident.

TO : Operations Officer, 391st Bombardment Group AAF.

I was preflighting Aircraft #43-34319 on the morning of November 29, 1944 at approximately 0630. Had finished running the engines up, had them turning over at 1500 R.P.M. and was reaching down to engage the high blowers to check them. The next thing I heard was a buzzing noise, I instantly cut the engines. During the whole operation I had my feet on the brakes and had no feeling of the plane moving. After cutting the engines I got out to investigate, being too dark to see from inside the airplane. I discovered that I had hit a weapons carrier with the left prop.

Sgt Robert W. Seck

ROBERT W. SECK,
Sgt, 18002000,
Asst Crew Chief.

Encl #3
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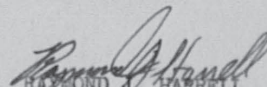
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573RD BOMBARDMENT SQUADRON (M) AAF
Office of the Engineering Officer.

29 November 1944

SUBJECT: Aircraft Accident.
TO : Whom it May Concern.

1. During the preflight of Airplane Serial #43-34319 by Sgt. Robert W. Seck, ASN 18002000, on the morning of 29 November 1944 at 0630: Sgt Seck had completed the preflight inspection with exception of checking the blowers. While in the process of shifting the blowers, Sgt Seck heard a loud report on the left engine. He immediately stopped both engines and got out of the airplane to investigate.
2. He then discovered that the airplane had moved forward during the preflight, and the left propeller had struck a Weapons Carrier "USA #2182513", that had been parked in front of the Airplane during the preflight. The Propeller tips were bent upward approximately 4", necessitating a Propeller change.
3. S/Sgt William M. Goodrich, ASN 32446868, and Cpl. William L. Moore, ASN 36539231, were in the airplane checking the radio equipment at this time, S/Sgt Goodrich being in the radio compartment and Cpl. Moore in the Co-pilot's seat. Due to darkness the men were unable to see outside of the airplane, and none of them realized that the airplane had moved until the accident occurred. It is believed that during the preflight the wheel chocks were blown from under the wheels and Sgt Seck accidentally released the left brake while in the process of changing blowers.


RAYMOND S. HARRELL,
Captain, Air Corps,
Engineering Officer.

Inc#4

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer
Station A-73

29 November 1944

SUBJECT: Aircraft Accident.

TO : Operations Officer, 391st Bombardment Group AAF.

I was preflighting the radio compass in Aircraft #45-34319 from the co-pilot position, at approximately 0630 on November 29, 1944. I was unable to tell just what the circumstances were at the time of the accident as my attention was directed to the checking of the radio compass. The first I knew an accident had occurred was from the loud report caused when the airplane and weapons carrier made contact. At the time of the said accident it was so dark out that from the co-pilot's position it was impossible to see what had happened.

William L. Moore
WILLIAM L. MOORE,
Cpl, 36539231,
Communications.

Inc # 2

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HEADQUARTERS
AAF STATION A-73

G-GB-3

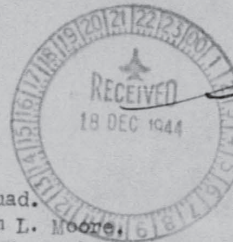
AFPO 140, U S Army
17 December 1944

SUBJECT: Report of Aircraft Accident, B-2605, AF No. 43-34319.

TO : Commanding General, 9th Bombardment Division, (M), AFPO 140, U S Army.

1. Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, Headquarters, IX Bomber Command, dated 18 April 1944.

For the Commanding Officer:



GLEN E. POWEN,
1st Lt, Air Corps,
Adjutant.

4 Incls:

- 1 - WD AAF Form No. 14 in quad.
- 2 - Statement of Cpl William L. Moore.
- 3 - Statement of Sgt Robert W. Seck.
- 4 - Statement of Capt Raymond J. Harrell.

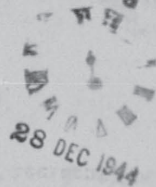
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HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), AFPO 140, U.S. ARMY, 21 December 1944. E-J-1

TO: Commanding General, Ninth Air Force, AFPO 696, U.S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force dated 27 November 1944.

For the Commanding General:



C. C. VEGA, Jr.,
LT. COLONEL, A.C.
ADJUTANT GENERAL.

5 Incls:

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- Incl 5 - Photographs (added)

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2nd Ind.

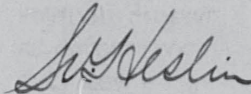
E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 16 January 1945.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:



S.V. HESLIN,
Major, A.G.D.,
Asst Adj. Gen.

1966

5 Incls: n/c

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