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

2-22-45

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WAR DEPARTMENT
AAF STATION A-73
U. S. ARMY AIR FORCES

ACCIDENT No. 45-1-14-702

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 14 January 1945 (3) Time 1525

AIRCRAFT: (4) Type and model B-26G10 (5) A. F. No. 43-34447 (6) Station A-73

Organization: (7) 9th B.D. NINTH AF (8) 391st Bomb (9) 573rd Bomb
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (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)
P	Baker, Kenneth L.	P	O-705098	1st Lt	18	AC	NINTH AF	None	No
CP	Edwards, George A. Jr.	P	O-689950	1st Lt	18	AC	NINTH AF	None	No
BN	Butler, Charles W.	B	O-722693	2nd Lt	18	AC	NINTH AF	None	No
EG	Wozniak, Richard J.	EG	13124684	S/Sgt	38	AC	NINTH AF	None	No

[redacted]

(20) Baker (Last name) Kenneth (First name) L. (Middle initial) (21) O-705098 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D., NINTH AF (Command and Air Force) (26) 391st Bomb (Group) (27) 573rd Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B. D., NINTH AF (Command and Air Force) (30) 391st Bomb (Group) (31) 573rd Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 7 Jan '44 (Date) Present rating (35) Pilot (Rating) (36) 7 Jan '44 (Date) Instrument rating (37) 6 May 1944 (Date)

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

(38) This type	289:30	(42) Instrument time last 6 months	2:15
(39) This model	54:10	(43) Instrument time last 30 days	1:00
(40) Last 90 days	66:50	(44) Night time last 6 months	2:30
(41) Total	554:35	(45) Night time last 30 days	:30

AIRCRAFT DAMAGE

	DAMAGE L	DAMAGE R	(49) LIST OF DAMAGED PARTS
(46) Aircraft			Three (3) blades of left propeller.
(47) Engine(s)			
(48) Propeller(s)	O		

(50) Weather at the time of accident Visibility of one and one-half (1½) miles; unlimited ceiling with haze to two thousand (2000) feet; surface wind 10° at ten (10) MPH.

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

(52) Cleared from A-73 (53) To A-73 (54) Kind of clearance Local

(55) Pilot's mission Instrument training.

(56) Nature of accident Taxiing accident. Left propeller struck mechanic's stand.

(57) Cause of accident Iced condition of hardstand caused plane to slide into stand.

(58) Has Form 54 been submitted; No.

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Incl #1

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16—28757-1

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DESCRIPTION OF ACCIDENT

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

1. On 14 January 1945, 1st Lt Kenneth L. Baker was taxiing a B-26G10 aircraft, A.F. #43-34447, into its hardstand after having returned from a local flight made for the purpose of instrument and P. D. I. training. After turning into the entrance to the hardstand, he was proceeding slowly and taxiing according to visual hand signals given to him from the ground by the plane's crew chief, T/Sgt Fred E. Kelley. When the crew chief signalled for a slight turn to the right, the pilot applied right brake and increased the power setting on the left engine. The right wheel skidded on a layer of snow and ice, thus reducing the effective rate of turn. The crew chief, seeing that the turn would not be sufficient to clear obstacles which lay ahead and to the left of the plane, signalled the pilot to stop. Upon application of left brake, the left wheel skidded also and the plane slid forward into a crew-chief stand which lay on its side at the inner end of the hardstand. The left engine propeller struck the stand, bending the tips of three blades and necessitating replacement of the propeller.

The hardstand, at the time the accident occurred, was covered with a thin, hard-packed layer of snow and ice which had frozen to the hardstand surface. During the time the plane was in flight, the crew chief and his assistants had removed from the hardstand all loose snow and as much of the hard-frozen lower layer as was possible.

2. Cause: The accident occurred as a direct result of the iced condition of the hardstand. An indirect and contributory cause was the presence of the crew-chief stand in such proximity to the plane's parking area that it could constitute, under any circumstances, a hazard to safe taxiing.

3. Responsibility:

50% pilot error. Pilot was at fault in nearing an obstruction while taxiing on a surface where skidding might be anticipated.

25% crew chief error. Crew chief was at fault for allowing crew-chief stand to be placed where it might be hit by plane under any circumstances.

25% airfield conditions. Snow and ice had so tightly frozen to the hardstand surface that the persistent efforts of the crew chief and his assistants to remove it completely were unsuccessful.

4. Recommendations: None.

Signature James A Sullens
Investigating Officer
JAMES A. SULLENS, Lt Col, AC.
Walter J. Ives
WALTER J. IVES, Maj, AC.
Carroll A. Santos Jr.
CARROLL A. SANTOS, JR., AC, Maj.

Date 19 January 1945.

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

January 18, 1945

PILOT'S STATEMENT OF AIRCRAFT ACCIDENT:

1. I was taxiing B-26G10 ap #43-34447 into the hards and following the crew chief's directions. I was taxiing slowly and upon the crew chief's signal to swing around to the right the plane had almost come to a stop. When he gave his signal to swing around I stepped on the right brake and added a little left throttle. When the right wheel slid on the snow and ice the plane did not swing around normally. The crew chief saw that the mechanic's stand would be in the way and signalled to stop. The mechanic's stand was lying about three fourths of the way from the taxi-strip to the old hangar. When I put on the left brake it also slid on the ice and the prop hit the mechanic's stand causing damage to the propeller. Power was reduced on the left engine. The hardstand had a layer of quite, well-packed, snow on it and where the wheels slid it was packed hard from the weight of the plane. This happened on Sunday, 14 January 1945.

Kenneth L. Baker
KENNETH L. BAKER
1st Lt, AC
Pilot

Incl #2

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

January 18, 1945

CREW CHIEF'S STATEMENT OF AIRCRAFT ACCIDENT:

1. On returning from a local mission on 14 January 1945, ap #43-34447 taxied slowly from the taxi-strip to the hardstand, which was covered with ice and snow, under my direction. I signalled for the pilot to stop after a slight right turn and there was no skidding until both brakes were applied. The airplane skidded on the ice and snow approximately twelve feet into a crew chief's stand, which was lying under the remaining roof of the hangar beside the extra bombs, resulting in damage to left prop necessitating replacement.

Fred E. Kelley
FRED E. KELLEY
T/Sgt, AAF
Crew Chief

Incl #3

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

20 JANUARY, 1945

SUBJECT: AIR FIELD CONDITION AS A FACTOR IN AIRCRAFT ACCIDENT.

TO : COMMANDING OFFICER, AAF STATION A-73, APO 140, U.S. ARMY.
ATTENTION: PRESIDENT AIRCRAFT ACCIDENT BOARD.

1. 447-X, PILOT LT. BAKER, HAD AN AIRCRAFT ACCIDENT IN HIS HARDSTANDING AT 1545 HOURS, 14 JANUARY, 1945.

2. THE AIRFIELD WAS COVERED WITH SNOW, THE TEMPERATURE WAS BELOW FREEZING POINT, THEREFORE THERE WAS A THIN LAYER OF ICE COVERING THE GROUND BELOW THE SNOW.

3. AIRFIELD CONDITION WAS AS FOLLOWS:

A. RUNWAY IN USE CLEARED AND CLEAN OF ICE AND SNOW.

B. PERIMETER TRACK CLEARED OF SNOW; SANDING AND SALTING IN PROGRESS.

C. HARDSTANDINGS, WHICH ARE THE RESPONSIBILITY OF THEIR RESPECTIVE SQUADRON ENGINEERINGS VARIED IN CONDITION, MOST OF THEM HAD BEEN SWEPT OR SCRAPED.

4. THE HARDSTANDING OF 447-X HAD BEEN SWEPT, BUT GROUND WAS STILL ICE-COVERED AND FROZEN.

Harvey W. Brandt

HARVEY W. BRANDT,
1ST LT., AIR CORPS,
FLYING CONTROL OFFICER

Incl #4

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HEADQUARTERS
AAF STATION A-73

G-CF-3

APO 140, U S Army
22 January 1945

360.33

SUBJECT: Report of Aircraft Accident, A.F. No. 43-34447.

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

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:

RECEIVED 22 JAN 1945

CYRIL S. FARFEL,
1st Lt, Air Corps,
Adjutant.

4 Inclosures:
Incl #1 - WD AAF Form No. 14 (in quad)
Incl #2 - Pilot's statement (in quad)
Incl #3 - Crew Chief's statement (in quad)
Incl #4 - Flying Control Officer's statement (in quad)

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 1 February 1945.

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

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

For the Commanding General:

RECEIVED

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

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2nd Ind. E-

360.33
HEADQUARTERS NINTH AIRFORCE, APO 696, US Army, 7 February 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

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

4 Incls; (2 cys w/d)

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