NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
CLARK NORMAN H	B-26G1	45-1-21-530

CHARGED TO:	OUT	IN

CHARGED TO:	OUT	IN

CHARGED TO:	OUT	IN

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

RESTRICTED

WAR DEPARTMENT
AAF Station A-61
U. S. ARMY AIR FORCES

ACCIDENT No. 99

45-1-21-530

3-6-45 02-001

Y300-0-

2 Planes 4

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-61 (2) Date 21 January 1945 (3) Time 1310 hours.

AIRCRAFT: (4) Type and model B26G1 (5) A. F. No. 43-34154 (6) Station A-61

Organization: (7) Ninth Air Force (Command and Air Force) (8) 322 (Group) (9) 450th Squadron (Squadron)
9th Bomb Div.

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	CLARK, NORMAN H.	P	0-684278	1st Lt	18	AC	Ninth AF	None	None
CP	MOSSMAN, JAMES B.	P	0-411064	1st Lt	01	AC	Ninth AF	None	None
EB	MOFFITT, JOHN W.	EB	14072321	S/Sgt	38	AC	Ninth AF	None	None
EG	KERR, BILLY J.	EG	18184074	S/Sgt	38	AC	Ninth AF	None	None
RG	FORD, FRANK G.	RG	12049338	S/Sgt	38	AC	Ninth AF	None	None
TG	ARNOLD, FRED J.	TG	37616481	Sgt	38	AC	Ninth AF	None	None

Acft 1

PILOT CHARGED WITH ACCIDENT

(20) CLARK (Last name) NORMAN (First name) H (Middle initial) (21) 0-684278 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) Ninth Air Force (Command and Air Force) (26) 322 (Group) (27) 450th Squadron (Squadron) (28) A-61 (Station)
9th Bomb Div.

Attached for flying (29) Ninth Air Force (Command and Air Force) (30) 322 (Group) (31) 450th Squadron (Squadron) (32) A-61 (Station)
9th Bomb Div.

Original rating (33) P (Rating) (34) 26-6-43 (Date) Present rating (35) P (Rating) (36) 26-6-43 (Date) Instrument rating (37) ------- (Date)

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

(38) This type	B26	357:50	(42) Instrument time last 6 months	-------
(39) This model	B26G1	50:20	(43) Instrument time last 30 days	-------
(40) Last 90 days		26:55	(44) Night time last 6 months	-------
(41) Total		878:05	(45) Night time last 30 days	-------

AIRCRAFT DAMAGE

NF-OR-1

	DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft			3	M	Left wing tip, left outboard spar, left aileron, left flap, and left propellor.
(47) Engine(s)			03	1	
(48) Propeller(s)			03	1	

(50) Weather at the time of accident Vis. 7 miles - 2/10 low clouds at 2000 feet, a quartering cross wind of 15 MPH with gusts up to 25 MPH.

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

(52) Cleared from A-61 (53) To A-61 (54) Kind of clearance Combat

(55) Pilot's mission Combat Bombing Mission.

(56) Nature of accident Take-off accident. 2-B

(57) Cause of accident 100% miscellaneous: The extremely slippery condition of the runway; the cross wind; and aircraft stuck on the right side of the runway; and the proximity of aircraft 43-34449 to left side of the runway.

(58) Form 54 not submitted.

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DESCRIPTION OF ACCIDENT

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

On 21 January 1945 B26 aircraft number 43-34154 piloted by Lt. NORMAN H. CLARK, crashed into B26 43-34449, while attempting take-off on a combat mission.

Aircraft 43-34449 had attempted take-off a few minutes prior to the accident and had skidded off the left side of the runway, stopping so that the tail section was approximately ten (10) feet and right wing tip approximately six (6) feet from edge of runway. Aircraft was approximately 600 feet from take-off end of runway.

The runway surface was coated with packed snow although bulk of snow had been cleared from runway. No salt or sand had been used following clearing of the runway. This resulted in a thin layer of hard packed snow covering the runway making the runway very slick.

Another B26 aircraft was stuck on the right side of the take-off end of runway, with its right wheel sunk in hole in the runway. This aircraft caused take-off to be made from left side of runway.

A quartering cross wind of 15 MPH with gusts up to 25 MPH was blowing from the right.

Lt Clark took off normally from the left side of runway. However, due to icy runway and cross wind he could not hold aircraft on the runway. His left main wheel slid into the two and half ($2\frac{1}{2}$) foot snow bank on left side of the runway, as he neared aircraft 43-34449. As he passed the parked aircraft at a speed of approximately 50 MPH his left main wheel was paralleling the snow bank on the side away from the runway. The left wing of Lt Clark's aircraft struck the rudder and vertical stabilizer of aircraft 43-34449 tearing it completely off. The left propellor of Lt Clark's aircraft took approximately one (1) foot off the right horizontal stabilizer and approximately six (6) feet off the right wing of the parked aircraft. The left wing of Lt Clark's aircraft passed over the right wing of aircraft 43-34449, the wing tip bending forward on e blade of the right propellor of the stationery aircraft. Lt Clark immediately cut his engines and switches and rolled across the field on left side of runway, stopping approximately 1500 feet from point of contact with other aircraft. During the last two or three feet of roll the left main wheel eased into the slope of a bomb crater.

The accident is charged 100% miscellaneous: The extremely slippery condition of the runway, the cross wind, the aircraft stuck on the right side of the runway, and the proximity of aircraft 43-34449 to left side of runway are considered to be the factors involved in cause of accident.

It is beleived that pilot error should not be involved, because of military necessity and hazardous operating conditions.

In order to prevent recurrence of this type accident, it is recommended that salt and sand be sprinkled on runway after each snowfall and prior to its use. It is further recommended that aircraft or other military obstructions be immedaitely removed to safe distance from the runway before further take-Off is attempted.

Signatures: Delwin D. Bentley
DELWIN D. BENTLEY, Lt Col., AC
Paul P. Taylor
PAUL P. TAYLOR, Lt Col., AC
John L. Egge
JOHN L. EGGE, Major, AC

Date 23 January 1945.

RESTRICTED

Hq SOS USAPP/8-43/25M/13350

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STATEMENT

On January 21, 1945 I had taxied out to the take-off end of the runway to make a take-off and formation join up.

When the aircraft ahead of me cleared the ground, I lined up with the icy runway and advanced the throttle. After gaining a speed of about 30 miles an hour the airplane began to turn to the left. I began to apply right rudder until I saw it was having very little affect, then I gave it full power on the left engine which brought it under control. I then put take-off power on both engines and continued my take-off. After another roll of between 50 and 75 yards the ship started to turn to the left again. This time I was unable to regain control. The ship ran off the runway and the left wing hit the tail of another ship beside the runway that had run off ahead of me. The The aircraft continued toward the weather station, and when it was doubtful that it would stop before striking it I ran into a small orchard. The left main gear dropped into a bomb XX crater, and the aircraft came to rest.

Norman H Clark

NORMAN H. CLARK,
1st Lt, Air Corps.

RESTRICTED

Incl #2

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STATEMENT

On 21 January 1945 at 1245 hours the first B26 aircraft of an operational mission took off. The second aircraft, 449 of the 1st Pathfinder Squadron (Prov), skidded off to the left of the runway and stopped approximately 400 yards from the take-off point and 75 to 100 feet clear of the runway. The right wheel of the third aircraft, 744 of the 449th Squadron, fell through a fresh concrete failure on the right lane at the start of the runway. The following aircraft tended toward using the center lanes only at the briefed thirty (30) second intervals. Twenty (20) aircraft were airborne at 1302 hours when 154 of the 450th Squadron, went into a skid identical to that of the Pathfinder aircraft, possibly aided by prop-wash, went off the runway and collided with the Pathfinder aircraft. The left wing of 154 smashed the tail plane and right wing of 449. On contact with the Pathfinder aircraft, 154 was deflected off at a fair speed and ended up with a damaged left wing, 175 yards clear of the runway. At this point, the Commanding Officer, Col. John S. Samuel, who was in the tower for the take-off scrubbed the mission.

The take-off was continued after the Pathfinder aircraft skidded off the runway in accord with the Commanding Officer's plan of getting all the aircraft off and then concentrating the standby equipment on the Pathfinder aircraft to tow him back on the runway and get him airborne.

The Commanding Officer, the Group Operations Officer, and the Snow Removal Officer all agreed or stated that the runway was satisfactory for takeoff. Incoming and outgoing B26 and C47 traffic up to twenty minutes of the operational take-off time all stated that they had no trouble taking off or landing.

The snow had been plowed clear of the runway, leaving about a two inch hard packed surface. Two hundred feet of the take-off end and approximately three hundred yards of the upwind end had been covered with a mixed spread of sand and salt. It was discovered, after the accident, that the salt had melted through the snow down to the concrete and then the resultant water covered the sand and froze. The Snow Removal Officer, Capt. Carroll Ellison, said the error in the use of the salt was due to the lack of experience in handling it.

John J. Nagle

JOHN J. NAGLE,
Captain, Air Corps,
Senior Flying Control Officer.

Incl #4

RESTRICTED

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STATEMENT

Take-off on an operational mission was started at 1245 hours on 21 January 1945. The runway was covered with packed snow about one (1) inch thick. The second aircraft of the formation B26 43-34449 chopped his throttles when he started skidding and went off the left side of the runway, stopping approximately 600 feet from take-off end of runway with tail section about ten (10) feet and wing tip six (6) feet from edge. The third aircraft of the formation became stuck in a hole on the right side of runway as he taxied into position for take-off, making it essential that all following aircraft take-off from the left hand side. The Group Commander decided to continue take-off because of military necessity, despite the hazardous conditions.

Lt. Clark in B26 43-34154 was the 25th aircraft of the formation. As he started his take-off run, his aircraft started skidding slightly to the left, he applied left throttle, straightened the aircraft out and continued take-off. About 500 feet from end of runway, his aircraft started skidding sharply to the left, and use of throttles proved ineffective. The wing and left prop of B26 43-34154 struck 43-34449, and shortly afterward left the runway, rolling approximately 1500 feet and coming to rest in a bomb crater.

Frank P. Taylor
FRANK P. TAYLOR,
Lt. Col., Air Corps,
Gp. Operations Officer.

RESTRICTED

Incl #5

RESTRICTED

DETACHMENT "BB"
21st WEATHER SQUADRON
APO 696 - U. S. ARMY

5 February 1945

STATEMENT OF WEATHER CONDITIONS AT AAF [illegible] STATION A-61 AT 1310 HOURS, 21 JANUARY 1945.

The records of this office show the following weather conditions at the above place and time: 2/10 stratocumulus and cumulus based at 2,000 ft.; scattered Altocumulus above 10,000 ft.; visibility - 7 miles; surface wind - 290 degrees at 11 MPH; 3 inches of snow on the ground.

Robert D. Griffith

ROBERT D. GRIFFITH
1st Lt. Air Corps
Commanding

RESTRICTED

Incl #6





Draft # 3

RESTRICTED

HEADQUARTERS
322 BOMB GROUP (M)

APO 140, U S Army.
25 January 1944.

F SUBJECT: AAF Form 14.

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

1. Transmitted herewith is AAF Form 14 and allied papers on aircraft B26G1 43-34154, which had a takeoff accident on 21 January 1945 at Station A-61.

For the Commanding Officer:

RECEIVED 28 JAN 1945

JOSEPH H. HAYES,
Major, Air Corps.
Adjutant,

3 INCLS:
Incl 1 - AAF Form 14 (in quad).
Incl 2 - Statement of Lt. Clark.
Incl 3 - Photographs.

F 360.33

1st Ind.

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 16 February 1945. E-Q-14

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:

C. VEGA
1st LT. COLONEL, A.G.D.
ADJUTANT GENERAL

6 Incls:
Incls 1, 2 & 3 - n/c (1 cy ea w/d)
Incl 4 - Statement Lt. Col. Taylor (trip)
Incl 5 - Statement Capt. Nagle (trip)
Incl 6 - Statement Lt. Griffith (trip)

RESTRICTED

360.33

2nd Ind.

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 26 February 1945. E-

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

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

Harold L. Carter

HAROLD L. CARTER,
Lt. Colonel, AGD,
Asst Adj General.

6 Incls: (2 cys w/d)

RESTRICTED

War Department
A.A.F. Form No. 14
(Revised Man 15, 1942)

Accident No.....

WAR DEPARTMENT
AAF Station A-72
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-61 (2) Date 21 January 1945 (3) Time 1250

Aircraft (4) Type & Model A-26B10 (5) A.F. No. 43-34449 (6) Station A-72

Organization (7) IX B.D. (Command & Air Force) Ninth AF (8) ..... (Group) (9) 1st. Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Per. Class (15)	Br. (16)	Air Force or Command (17)	Result to Per. (18)	Use of chute (19)
P	McAlpin, Joseph R	P	O-792287	1 Lt	01	AC	Ninth AF	None	No
CP	Zachary, Edwin J	P	O-816840	1 Lt	01	AC	Ninth AF	None	No
N	Meinke, Francis E	N	O-791840	Capt	01	AC	Ninth AF	None	No
B	Yokley, Thomas L	B	O-745609	1 Lt	01	AC	Ninth AF	None	No
RG	Arnote, George	RG	38069476	Sgt	21	AC	Ninth AF	None	No
RG	Boden, Dean M	RG	37558972	Sgt	21	AC	Ninth AF	None	No
G	Adkins, John O	G	35206030	S/Sgt	21	AC	Ninth AF	None	No

(20) McAlpin (Last) Joseph (First) R (Init) (21) O-792287 (Serial) (22) 1 Lt (Rank) (23) 01 (Per. Class) (24) AC (Branch)

Assigned (25) IX B.D. (Command & Air Force) Ninth A.F. (26) 386 (Group) (27) ..... (Squadron) (28) A-60 (Station)

Attchd for flying (29) IX B.D. (Command & A.F.) Ninth (30) ..... (Group) (31) Pathfinder (Sqdn) (32) A-72 (Station)

Org. Rat. (33) Pilot (Rating) (34) 9/5/42 (Date) Pres. rat. (35) Pilot (Rating) Inst. rat (37) ..... (Date)

First Pilot Hours (at time of accident) Pres. rat. date (36) 9/5/42

(38) This type	765:40	(42) Inst. time last 6 mos	23:20
(39) This model	89:00	(43) Inst. time last 30 days	03:00
(40) Last 90 days	105:10	(44) Night time last 6 mos	04:20
(41) Total	964:45	(45) Night time last 30 days	01:15

AIRCRAFT DAMAGE NF-OR-1

Damage				(49) List of damaged parts
(46) Aircraft			M	Rudder assembly. R. stabilizer. elevator.
(47) Engine(s)			M	R. wing tip. aileron
(48) Propeller(s)			M	right propeller.

(50) Weather at time of accident. Ceiling unlimited, visibility 8 miles. F.I

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

(52) Cleared from A-61 (53) To A-72 (54) Kind of clearance "A" Form

(55) Pilot's mission Combat

(56) Nature of accident. Group A/C slid into PFF A/C which had slid off to side of runway.

(57) Cause of accident. A/C slid on ice and snow on runway to side of runway and Group A/C slid into it.

(58) Has Form 54 been submitted? No.

RESTRICTED

(10-42) 16-23757-2

RESTRICTED

DESCRIPTION OF ACCIDENT

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

On 21 January 1945 Lt. McAlpin started to take-off in No. 2 position. As he started his roll the plane started sliding to the right. Being unable to keep the plane straight with throttle and brake the ship slid off the runway to the left. The wing tip was just clear of the runway. The crew got out of the ship and away from it. A ship taking off later on the left side of the runway hit the right elevator and stablizer. A few minutes later another plane seemed to have the same trouble as Lt. McAlpin. This ship slid into Lt. McAlpins ship and carried away the rudder and stabilizer and chewed up the right wing tip.

Icy runways were responsible for about 50% of the accident. The fact that the rest of the formation was allowed to take-off with the runways in such condition was 50% of the responsibility.

It is recommended that crews be warned of icy runways and reminded that caution must be taken on the take-off roll until an airspeed at which rudder control is obtained.

RESTRICTED

Signature (Investigating Officer)
PAUL H. JONES, Capt. CRC
HARRISON A. EPPERSON, Capt. CRC
JOSEPH M. DUBOIS, 1st. Lt. CRC

Date 26 January 1945

RESTRICTED

HEADQUARTERS
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

25 January 1945

C E R T I F I C A T E

I was taking in No. 2 position on a mission with the 322nd. Bomb. Group at A-61 at 1245 January 21, 1945. As I gave throttle on take-off the plane 43-34449, started sliding to the right. I attempted to straighten it out with right throttle and left brake. The plane then started diagonally to the left across the runway and skidded sideways on the ice off the runway. I killed the engines and made a quick visual examination of the ship. It was undamaged at that time. A few minutes later, a plane taking off on the left side of the runway in the same formation either misjudged his distance or couldn't see 449 because of snow in the prop wash of the preceding plane. His left wing tip hit the right elevator and stabilizer of 449 and tore off a large piece.

A few minutes later a plane started down the right side of the runway and slid to the left of the runway carrying away the rudder and vertical stabilizer and chewingup the right wing tip and aileron with his prop. One blade of the right prop was bent forward by this same ship. No personnel were injured. Damage to the plane 449 included entire rudder assembly, right stabilizer and elevator, right wing tip, aileron and right prop.

Joseph R. McAlpin

JOSEPH R. MC ALPIN,
1st. Lt., Air Corps,
Pilot.

Incl # 2

RESTRICTED

RESTRICTED

HEADQUARTERS
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

26 January 1945

C E R T I F I C A T E

We were in No. 2 postion prior to take-off on an operational mission on 21 January 1945 from A-61. We were on the left hand side of the runway 235.

As the pilot Lt. McAlpin applied the throttles, the plane veered to the right and as he corrected to the left the plane started skidding sideways to the left, and skidded off the runway.

The Group continued to take-off. One of the Groups planes hit the elevator with its wing. Another Group plane out of control skidded across the runway and knocked the vertical stabilizer off with its wing and chewed our planes wing with its propeller.

Edwin J. Zachary

EDWIN J. ZACHARY,
1st. Lt., Air Corps,
Co-Pilot.

RESTRICTED

Encl #3

S T A T E M E N T

The mission take-off on 21 January 1945 was supervised from the tower by Col. John S. Samuel, who took over all radio work after the Pathfinder aircraft, 449 V, skidded off the runway. The aircraft stopped approximately 400 yards down from the take-off point and 75 to 100 feet off the left side of the runway in sight of all the pilots.

Col. Samuel told the pilots to stretch their take-off intervals a little more. The pilots had been briefed to exercise extreme caution taxiing, taking off and landing due to the snow-packed surfaces.

John J. Nagle

JOHN J. NAGLE,
Captain, Air Corps,
Senior Flying Control Officer.

Incl # 4

RESTRICTED

OFFICE OF THE OPERATIONS OFFICER
1st. Pathfinder Squadron Prov.
APO 140, U.S. Army

26 January 1945

SUBJECT: Assessment of Damage to A/C 43-34449.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

1. Following is the damage incurred on A/C 43-34449 in the accident which occurred on 21 January 1945 at A-61:

a. Entire rudder assembly replacement.
b. Right stabilizer and elevator replacement.
c. Right wing tip replacement.
d. Right aileron replacement.
e. Right propeller replacement.

Vaner A Smith
VANER A. SMITH,
Major, Air Corps,
S-3 Officer.

RESTRICTED

Incl # 5

RESTRICTED

OFFICE OF THE OPERATIONS OFFICER
1st. PathfinderSquadron Prov.
APO 140, U.S. Army

26 January 1945

SUBJECT: Aircraft Accident Report.

TO : Commanding General, Ninth Air Force, APO 696, U.S. Army.
(Through Channels)

F

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of B-26G10 43-34449 which occurred on 21 January 1945 at A-61.

Vaner A Smith
VANER A. SMITH,
Major, Air Corps,
S-3 Officer.

Inclosures:

1. AAF Form 14.
2. Certificate of Joseph R. McAlpin, 1st. Lt. AC.
3. Certificate of Edwin J. Zachary, 1st. Lt., AC
4. Assessment of Damage to A/C 43-34449

360.33 1st Ind E-Q-2
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 2 February 1945.

F 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:

S. L. Parmenter
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

4 Incls: 1 cy. ea. w/d.

Incl #1

RESTRICTED

360.33 2nd Ind. E-
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 26 February 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:

Harold L. Carter

HAROLD L. CARTER,
Lt. Colonel, AGD,
Asst Adj General.

5 Incls: (1 Incl added)
Incls 1 thru 4- n/c (2 cys w/d)
Incl 5- Statement of Flying Control Officer