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

Accident No 75

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

4-20-45 45-3-3-5-26

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-72 (2) Date 3 March 1945 (3) Time 0640
Aircraft: (4) Type & Model B-26G1A (5) A.F. No. 44-67811 (6) Station A-72
Organization (7) 9th. B.D. Ninth AF (8) ? ? ? ? (9) 1st. Pathfinder Sq.

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rnk in (12)	Serial No. (13)	Rnk Per. Class (14)	Per. (15)	Br. (16)	Air Force or Command (17)	Result to Per. (18)	Use of chute (19)
P	Fitch, Edward B.	P	O-737393	1 Lt	01	AC	Ninth AF	None	No
CP	Ellis, Roy in C	P	O-1976054	2 Lt	17	AC	Ninth AF	None	No
N	Germain, Jos. K.	M	O-796519	1 Lt	01	AC	Ninth AF	None	No
B	Hetzel, Charles J	B	O-734457	1 Lt	01	AC	Ninth AF	None	No
RO	Garfinkel, Henry	RO	36559545	S/S	21	AC	Ninth AF	None	No
EO	O'Connor, Lloyd J	EO	32673265	Sgt	21	AC	Ninth AF	None	No
TG	Sanders, Thomas C	TG	19142554	Sgt	21	AC	Ninth AF	None	No

(20) Fitch (Last) Edward (First) B. (Init.) (21) O-737393 (Serial) (22) 1st. Lt. (Rank) (23) 01 (Per. Class) (24) AC (Branch)
Assigned (25) 9th. B.D. (Command & Air Force) Ninth AF (26) 322. (Group) (27) - - - - (Squadron) (28) A-61 (Station)
Attchd for flying (29) 9th B.D. Ninth AF (Command) - - - - (Group) 1 Pathfinder (Sqdn.) A-72 (Station)
Org. Rat. (33) Pilot (Rating) (34) 2/9/43 (Date) Rat. (35) Pilot (Rating) Ist. rat (36) - - - - (Date)
First Pilot Hours (at time of accident) First rat. date 2/9/43

(38) This type	559:00	(42) Inst. time last 6 mos	09:00
(39) This model	119:30	(43) Inst. time last 30 days	08:45
(40) Last 90 days	104:40	(44) Night time last 6 mos	01:00
(41) Total	1560:30	(45) Night time last 30 days	01:00

AIRCRAFT DAMAGE NE OR-1 FNMED

Damage	(47) Let of Damaged parts
(46) Aircraft Minor	Under skin surface of wing tip grooved and scratched. Small holes in aileron.
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at time of accident CAVU BUT VERY DARK DH
(51) Was pilot flying on Instrument at time of accident No
(52) Cleared from A-72 (53) A-70 (54) via 1
(55) Pilot's mission Ferry
(56) Nature of accident Taxiing accident. A/C taxied into A/C parked on side of him.
(57) Cause of accident Pilot failed to see other A/C which was parked next to him.
(58) Has Form 54 been submitted? No.

DESCRIPTION OF ACCIDENT

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

In the early morning of 3 March 1945, the aircraft piloted by Lt. Fitch was taxiied in such a way that its right wing tip made contact with the left wing tip of that piloted by Lt. R.G. Johnson. The latter aircraft was not moving. Lt. Fitch's co-pilot failed to properly clear his side of the aircraft and the pilot, believing he had done so, continued to taxi. Despite the fact that the ships were in a rather confined space, that it was extremely dark and that continual frosting of windshields presented a major problem, the responsibility for this type accident can be placed only with the pilot. The accident board finds the pilot 100% responsible.

To prevent repetition all pilots should insist upon, despite any need for haste in take-off, that their co-pilots properly clear the right side of the taxiing aircraft and should insist, whenever possible on line personnel directing all taxiing whenever planes are closely parked.

Signature

EARLIE A. ANDERSON, Capt. AC

GEORGE B. DAVIS, Jr., 1st Lt., AC.

WALTER A. SPENCER, 1st Lt., AC

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HEADQUARTERS
1st. Pathfinder Squadron Prov.
APO 140, US Army

9 March 1945

C E R T I F I C A T E

The accident involving aircraft 44-67811 and 43-34321 on themorning of 3 March 1945 was due to extreme carelessness on the part of Pilot and Co-Pilot, in preparation for taxiing and during taxi.

The weather conditions a t this time, which occurred in hours of darkness and with frosted windows, resulted in restriction of vision. Co-Pilot failed to clear right side of ship and Pilot believing there was adequate clearance, proceeded to taxi. Airplanes were parked very close together and the right wing of A/C 44-67811 overrode the left wing of A/C 43-34321 immediately upon taxiing.

The extent of damage to aircraft 44-67811 was torn fabric on aileron and right wing. The damage to aircraft consisted of a broken pitot tube and wrinkled top and leading edge of wing from tip to approximately ten feet of span.

To prevent re-occurrence of accidents of this kind, the Pilot should demand that Co-Pilot clear right side of windshield at all times. Keep windows and windshields clear of frost. Laxity of crew discipline caused this accident.

Edward B. Fitch

EDWARD B. FITCH,
1st. Lt., Air Corps,
Pilot.

Incl 2

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

9 March 1945

C E R T I F I C A T E

During the hours of darkness on the morning of 3 March 1945, aircraft 44-67811 and 43-34321 was involved in a taxi accident. The pilot and co-pilot of 44-67811 started taxiing without first having the crew chief sufficiently clean the windows of frost.

Dut to darkness and not making sure of position in relation to other aircraft, 43-34321, we taxied into it causing very slight damage to 44-67811 and scraping the wing of 43-34321. The damage to both planes was minor.

A good prevention for such accidents is to never taxi until position is known exactly.

Nevan C. Ellis

NEVAN C. ELLIS,
2nd. Lt., Air Corps,
Co-Pilot.

2nd 13

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2 plane

4-20-45

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

Accident No. 45-3.3-526

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

REPORT OF AIRCRAFT ACCIDENT

(1) Place A-72 (2) Date 8 March 1945 (3) Time 0640
Aircraft: (4) Type & Model B-26G (5) A.C. No. 43-34321 (6) Station A-72
Organization (7) 9th. B.D. (Command or Air Force) Ninth AF (8) (Group) (9) 1st. Pathfinder Sq. (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rel. (12)	Serial No. (13)	Rank (14)	Per. Class (15)	Dr. (16)	Air Force or Command (17)	Result to Per. (18)	Acc. Due to (19)
P	Johnson, Richard G	P	0-709481	1 Lt	01	AC	Ninth AF	None	No
CP	McCafferty, Francis C	P	0-822900	1 Lt	01	AC	Ninth AF	None	No
N	Loeffler, Irwin J	N	0-704304	1 Lt	01	AC	Ninth AF	None	No
B	Norris, Sidney J	B	0-765519	1 Lt	01	AC	Ninth AF	None	No
RO	Griffen, John R	RO	11120522	S/Sgt	20	AC	Ninth AF	None	No
RO	McDowell, Leo P	RO	6919518	T/Sgt	20	AC	Ninth AF	None	No
TG	Hagenbuch, Warren M	TG	16057656	S/Sgt	20	AC	Ninth AF	None	No

(20) Johnson, Richard G (21) 0-709481 (22) 1 Lt (23) 01 AC
(Last) (First) (Init.) (Serial) (Rank) (Per. Class)
Assigned (24) 9th B.D. Ninth AF. (25) 391 (27) (28) A-72
(Command Air Force) (Group) (Wing) (Station)
Attend for flying (29) 9 B.D. Ninth AF (30) (31) 1 Pathfinder (32) A-72
(Command) (Group) (Wing) (Squadron) (Station)
Org. at. (33) Pilot (34) 12/8/43 (35) Pilot (36) Instrct. (37)
(Rating) (Date) (Rating)
First Pilot Hours (at time of accident) Date rated 12/8/43

(38) This type	878:00	(42) Last time flown this type	18:45
(39) This model	96:00	(43) Last time flown last 90 days	01:50
(40) Last 90 days	100:00	(44) Night time last 6 mos.	06:00
(41) Total	800:00	(45) Night time last 90 days	00:00

AIRCRAFT DAMAGE MF-BB-1 Sec I

	Damage	(47) Set of damaged parts
(46) Aircraft	Minor	Pitot tube, Upper left wing grooved
(47) Engine(s)		
(48) Propeller(s)		

(50) Weather at time of accident: Cavu but very dark
(51) Had the pilot flown on instruments at time of accident? No
(52) Cleared from A-60 (53) A.A.F. Form 4 (54) A-72 (55) Was 1X
(56) Pilot's mission: Combat
(57) Cause of accident: Taxiing accident. A/C taxied into this A/C which was parked in hardstand.
(58) Nature of accident: Pilot failed to see [redacted] this A/C and taxied into him.
(59) Has Form 54 been submitted? No.

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DESCRIPTION OF ACCIDENT

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

In the early morning of 5 March 1945, the aircraft piloted by Lt. Fitch was taxiied in such a way that its right wing tip made contact with the left wing tip of that piloted by Lt. R.G. Johnson. The latter aircraft was not moving. Lt. Fitch's co-pilot failed to properly clear his die fo the aircraft and the pilot, believing he had done so, continued to taxi. Despite the fact that the ships were in a rather confinded space, that it was extremely dark and that continual fronting of windshields presented a major problem, the responsibility for this type accident can be placed only with the pilot. The accident board finds the pilot 100% responsible.

To prevent repetition all pilots should insist upon, despite any need for hasts in take-off, that their co-pilots properly clear the right side of the taxiing aircraft and should insist, whenever possible on line personnel directing all taxiing whenever planes are closely parked.

[redacted]

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

13 March 1945

C E R T I F I C A T E

On the morning of 3 March 1945 at approximately 0630, I had just started the right engine and energized the left engine on A/C 43-34321. Just as I engaged the left engine, the crew chief and my aerial engineer started shouting and waving their arms. Immediately I released the engaging switch after the propeller turned through a quarter turn. Just then I saw the right wing of aircraft 44-67811 slide over the top of my wing and the wing tip passed between the propeller blades. I cut the right engine and tried to stop the other airplane but he continued taxiing on down the perimeter track. I finally called the tower and they stopped him from taking off. On inspecting the left wing of 43-34321, I found where 44-67811 had overlapped my wing by approximately 11 feet, scratching and denting the top of the wing and breaking off the pitot tube.

Richard G. Johnson
1st Lt. Air C.

RICHARD G. JOHNSON,
1st. Lt., Air Corps
Pilot (321)

Incl #1

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

13 March 1945

C E R T I F I C A T E

On March 3, 1945 before daylight, we had just started the right engine on aircraft 43-34321 when I felt a bump and heard a scraping noise. The engine was cut and we looked out and saw that the pitot tube was torn off the left wing. Apparently the airplane next to us had taxied out without seeing 43-34321 and had overlapped our left wing with his right wing causing the skin on the top of the wing of 43-34321 to be damaged and the pitot tube torn off.

Francis G. McCafferty

FRANCIS G. MCCAFFERTY,
1st. Lt., Air Corps,
Co-Pilot.

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Item 15

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

13 March 1945

SUBJECT: Assessment of Damage to A/C 44-67811 and 43-34321.

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

1. Following is the damage incurred on A/C 44-67811:

a. Under skin surface of wing tip groved and scratched.
b. Small holes in fabric of aileron.

2. Following is the damage incurred on A/C 43-34321:

a. Pitot tube assembly broken.
b. Upper wing surface groved.

Gerald W Shirey
GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

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OFFICE OF THE ENGINEERING OFFICER
1ST PATHFINDER SQUADRON
APO 140, U.S. Army

8 March 1945

CERTIFICATE

The Engineering Officer made an inspection of Airplanes No. 44-67811 and No. 43-34321. In taxying Airplane No. 44-67811 the Pilot came tooclose to Airplane No. 43-34321 and it's right wing tip ran up over the left wing tip of Airplane No. 43-34321. Inspection of Airplane No. 43-34321 showed that the Pitot Tube Assembly was broken. The upper wing surface was groved but not deep enough to break the skin. The under skin surface of wing tip on Airplane No. 44-67811 was groved and scratched but skin was not broken. A few small holes in the fabric of aileron were made but were patched with new fabric patches. The Pitot Tube assembly, Part No. 0121-36045, was replaced with a new assembly.

Walter A. Siwencr

WALTER A. SIWENCR,
1st Lt., Air Corps,
Engineering Officer.

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ACCIDENT REPORT

On mornig of March 3, 1945, when it was still dark, 811 taxied too close to parked A/C 321. Right wing of 811 overode left wing of 321 getting his wing tip chewed up by left prop of 321 and causing minor damage to both A/C wings. Pilot of 811 was unaware of accident and proceeded taxying to T/O position. First we knew about accident was when pilot of 321 informed us of the occurence on R/T. We immediately cancelled 811's permission to T/O.

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2 - 3 at 3,000
10
Wind 340° -10 MPH

MARTIN FILLER,
1st Lt, AC,
Flying Control Officer.

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21ST WEATHER SQUADRON
DETACHMENT "ZD"

4 April 1945

SUBJECT: Aircraft Accident Report.

TO : Director of Weather Service, Ninth Air Force, APO #696, U. S. Army.

1. Accident occurred : at A-72
on : 3 March 1945
At : 0630A
Type Aircraft : B-26 G, #44-67811
Pilot : 1st Lt. EDWARD B. FITCH, 0737393
Co-Pilot : 2nd Lt. NEVIN C. ELLIS, 01976054
Circumstance : Aircraft scraped wings of a parked plane while taxiing.

2. The weather at the time was: 4/10 Strato-Cumulus cloud base 2500 ft. Visibility 3 miles in light haze. Surface wind was 290 degrees at 4 M.P.H.

3. Other factors which could have affected this accident are:

(a) Darkness: Sunrise was at 0729A. Morning civil twilight began 0655A.

4. Believe weather was not a factor to this accident.

R. O. WESTFALL,
1st Lt., Air Corps
Station Weather Officer

Encl 9

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~~RESTRICTED~~ Class'n changed to:
RESTRICTED
By auth. of: CG 1000 Comb Div.
Sig: E.J.2
Date: 27 March 1945

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

13 March 1945

SUBJECT: Airplane Accident Report.

TO : Commanding General, 9th. Air Force, APO 696, U.S. Army.
(Through Channels)

1. Transmitted herewith is AAF Form 14 and supporting papers concerning accident of B-26G15, 44-67811 and B-26G5, 43-34321 that occurred on 3 March 1945 at A-72.

Gerald W. Shirey
GERALD W. SHIREY,
Captain, Air Corps,
S-3 Officer.

Inclosures:

1. AAF Form 14.
2. Certificate of Edward B. Fitch, 1st. Lt., AC
3. Certificate of Nevin C. Ellis, 2nd. Lt., AC
4. Certificate of Richard G. Johnson, 1st. Lt. AC
5. Certificate of Francis G. McCafferty, 1st. Lt. AC
6. Assessment of Damage to A/C 44-67811 and 43-34321.
7. Statement of Engineering Officer.
8. Statement of Flying Control Officer.
9. Statement of Base Weather Officer.

AGO.33 1st Ind. S-3-3
HEADQUARTERS 9TH REINFORCEMENT DIVISION (M), APO 140, U. S. ARMY, 7 April 1945.

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

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to return to group for re-consideration.

For the Commanding General:

9 Incls: n/c (in trip)

S. L. PARMENTER,
CAPTAIN, A.G.
ASST ADJ. GEN.

9 APR 45
HEADQUARTERS
NINTH U.S.
AIR FORCE

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360.33 2nd Ind.
HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 11 April 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report of Aircraft Accident Committee approved.

For the Commanding General:

A2027

HAROLD L. CARTER,
Lt. Col., A.G.D.,
Asst Adj General.

9 Incls: n/c (2 cys ea w/d)

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