	F. Form No. 14 vised May 15, 1942)			A A 773 /7	DEPARTMI	00	4	ACCIDENT 1	9	
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B	Merse, Kei		B	0-712203	lst.Lt	18	AC	Ninth AF	None	No
A.G	Henley, Wi		AG	0-665918	Capt	18	AC.	Ninth AF	None	No
#M.	Maritak,	asmara g.	D.A.	13124689	S/Sgt	38	A.C	Ninth AF	None	No
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#### DESCRIPTION OF ACCIDENT

(Brief narrative of accidents: Include statement of responsibility and recommendations for action to prevent repetition)

On 21 April 1945, 1st Lt Kenneth L. Baker, was flying an A-26C25 aircraft, A.F. #43-22603 on an operational mission.

While returning from the mission, adverse weather conditions existed at the home base, Lt Baker lost the home field, because of low ceilings and very poor visibility. He located Y-44, and made a decision to land there. This field is under construction and has no flying control. After landing, Lt Baker had to turn around at end of runway, to proceed to taxi-strip, as there were no strips at end of runway, onto which he could turn. Another aircraft landing behind him, made him taxi directly off the runway, in order to-avoid a collision of two aircraft. In so doing, the right wheel dropped into a hole, causing right prop to dig into the ground.

All three blades of the right prop were bent. One of two bombs, which had hung up, because of faulty shackles, fell, and slightly damaged the bomb-bay doors.

Immediate cause: Taxied into hole with right wheel damaging right prop blades.

Underlying cause: Pilot had to get off runway to avoid landing aircraft colliding with his aircraft and no taxi strips were available

at end of runway.

Responsibility: Airport terrain, one-hundred percent (100%).

Recommendations: Hone.

Signature : Conest M. Myunggren

(Invinipating Office)

ERNEST N. LJUNGGREN, Lt Col, A.C.

CARROLL A. SANTOS, JR., MAJ, A.C.

MANIET 9. RICHMOND, Maj, A.C.

Date \_\_ 24 April 1945.

	21 April 1945	T-29 STATION		391st Bomb Gp	ab Gp		AIRCR	A-26C26 AIRCRAFT MODEL		,
	Sgt. C.P. Allison CREW CHIEF OR ARRIAL ENGINEER			573rd Bomb Sq.	ch Sq.		43-	43-22603 AIRCRAFT SERIAL NO.		
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573RD BOMBARDMENT SQUADRON AAF Office of the Operations Officer Station Y-29

22 April 1945

SUBJECT: Pilot's Statement of Aircraft Accident.

I was flying airplane #43-22603 on the mission of 21 April 1945. My position was lead ship of the second box. When I returned to the field there was about a four hundred foot ceiling and low visibility, after I saw the field the first time I did not see it again. I did come to Y-44 and when I asked Cupfinal for a heading home, they asked if I thought I could get in over there. I said that I thought I could so we proceeded to land. The steel mat was very slippery, but I managed to stop, and as soon as I did I turned around on the runway. The field was under construction and there were no taxi strips at the end of the extended portion of the runway where I stopped. Also there was no flying control at the field. Another plane had landed right behind me and was about to run into me so I taxied off the runway. When I did that I was unable to miss a hole that was just off the runway. The right wheel dropped into the hole and the prop hit the dirt. I could see itthrowing dirt so I cut the mixtures and the prop came to a normal stop. All three blades were bent and will have to be replaced.

Two bombs were hung up in the bomb bay. One of which dropped on the bomb bay door on landing, resulting in slight damage to bomb bay door.

Kenneth L. Baker 1st Lt, Air Corps Pilot

Incl 3

HEADQUARTERS 391ST BOMBARDMENT GROUP E-L-p

APO 140, U.S.Army 25 April 1945

SUBJECT: Aircraft Accident A-26025, A.F. No. 43-22603, 21 April 1945.

TO : Commanding Officer, 391st Bombardment Group, APO 140, U. S. Army.

1. Due to the absence of a Flying Control at the station on which subject accident occurred, no Flying Control Officer's Statement will be submitted.

For the Commanding Officer:

Ernest N. LJUNGGREN
Lt Col, Air Corps
Investigating Officer

And 2

#### 40th M R & R SQUADRON (H) ENGINEERING OFFICE

24 April 1945. APO 149, U.S.Army.

SUBJECT: Damage to Airplane A-26C, Serial No. 43-22603.

TO: Group Operations, 391st Bombardment Group, Station Y-29, APO 149, U.S. Army.

1. The damage to the subject Airplane was the right propeller tips slightly bent and the two main tires were badly cut.

2. This damage occurred when the Airplane made a landing at Station Y-44. The propeller tips were bent when the right wheel dropped into a slight chuck hole and the propeller tips hit a high spot. The tires were cut by the bad spots in the pierce planking runway.

Mathieu J. Bistagne, MATHIEU T. BISTAGNE, 1st Lt., Air Corps, Engineering Officer.

Inclis

# HEADQUARTERS 391st BOMBARDMENT GROUP (M)

APO # 140 23 April 1945

SUBJECT : Existing Weather for Accident Report.

TO : Commanding Officer, 391st Bombardment Group (M), APO 140. U.S. Army.

1. The following is a summary of the existing weather at Y-44 for 1330, 21 April 1945.

a. Cloud conditions - overcast at 600 feet with lower broken clouds at 300 feet.

b. Visibility - One mile

c. Weather - light continuous rain, and drizzle.

2. The above data was arrived at, by weather reports from weather stations near scene of accident, and taking into consideration the elevation of the airfield.

HAROLD L. HENRY

Capt Air Corps
Staff Weather Officer

July

RESTRICTED

HEADQUARTERS AAF STATION Y-29

G-F-2

APO 140, U. S. Army 26 April 1945 1945

360.33

SUBJECT: Report of Aircraft Accident, A.F. No. 43-22603.

: 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, 9th Bombardment Division (M), dated 12 March 1945.

RECEIVED

27 APR 1945

For the Commanding Officer:

CTRIL S. FARFEL, 1st Lt, Air Corps, Assistant Adjutant.

7 Inclosures:

1 - WD AAF Form No. 14. (Quad)

2 - Letter from President of Aircraft Investigation Board. (Quad)
3 - Pilot's Statement of Aircraft Accident. (Quad)

4 - Existing Weather for Accident Report. (Quad)

5 - Engineering Officer's Statement. (Quad)

6 - WD AAF Form No. 1. (Quad)

7 - WD AAF Form No. 1A. (Quad)

360.33 HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 5 May 1945.

TO: Commanding General, Minth 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 further investigation and coordination within this headquarters.

For the Commanding General:

7 Incls: 1 cy ea w/d

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

RESTRICTED 2nd Ind. 360.33 HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 12 May 1945. Te: Commanding Ceneral, AAF, Winsten-Salem 1, North Carelina. (Attn: Chief, Flying Safety.) Report of Aircraft Accident Committee approved. For the Commanding General: 2. Delay in abbalanton due mithin this headquarters. Asst Adj General. 7 Incls: n/c (2 cys ea w/d)

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