

RESTRICTED
WAR DEPARTMENT
AAF STATION Y-29
U. S. ARMY AIR FORCES

ACCIDENT No. _____

45-4-21-700

(1) Place AAF STRIP-Y-44 (2) Date 21 April 1945 (3) Time 1330
 AIRCRAFT: (4) Type and model A-26C25 (5) A. F. No. 43-22603 (6) Station Y-29
 Organization: (7) 9th B.D. Ninth AF (8) 391st Bomb (9) 573rd Bomb
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

[illegible]

PILOT CHARGED WITH ACCIDENT

(20) Baker Kenneth L. (21) 0-705095 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) 9th B.D. Ninth AF (26) 391st Bomb (27) 573rd Bomb (28) Y-29
(Command and Air Force) (Group) (Squadron) (Station)

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

Original rating (33) Pilot (34) 7 Jan 44 Present rating (35) P (36) 7 Jan 44 Instrument rating (37) 19 March 45
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	42:05	(42) Instrument time last 6 months.....	5:15
(39) This model.....	26:15	(43) Instrument time last 30 days.....	1:00
(40) Last 90 days.....	130:55	(44) Night time last 6 months.....	6:45
(41) Total.....	839:05	(45) Night time last 30 days.....	2:00

AIRCRAFT DAMAGE

L DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft.....				
(47) Engine(s).....				
(48) Propeller(s).....	1			All blades bent on right propellar.

(50) Weather at the time of accident Visibility one (1) to one and a quarter ($1\frac{1}{4}$) miles; ceiling two-hundred-fifty (250) feet with rain.

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Y-29 (53) To Y-29 (54) Kind of clearance Operational

(55) Pilot's mission Combat bombing.

(56) Nature of accident Taxiling accident. Taxied off runway into hole with right wheel.

(37) Cause of accident : Emergency exit from the runway to avoid being hit by another aircraft.

(58) 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)

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: None.

Signature: *Ernest N. Ljunggren*

(Investigating Officer)

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

Carroll A. Santos, Jr.
CARROLL A. SANTOS, JR., Maj, A.C.

Manley G. Richmond
MANLEY G. RICHMOND, Maj, A.C.

Date 24 April 1945.

U. S. GOVERNMENT PRINTING OFFICE 16-58727-1

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21 April 1945 DATE		Y-29 STATION		391st Bomb Gp GROUP NO. AND TYPE		A-26C25 AIRCRAFT MODEL			
Sgt. C.P. Allison CREW CHIEF OR AERIAL ENGINEER		573rd Bomb Sq. SQUADRON NO. AND TYPE		43-22603 AIRCRAFT SERIAL NO.					
PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLIED TO THIS REPORT CENTER TIME FLOWN THEREUNDER				TERMINALS AND MISSION	FLIGHT DATA	
			DUTY	N OR I	DUTY	N OR I			DUTY
1		3	P	AI	4:10	30		FROM: Y-29	08:50
18	Baker, K. L. 1st Lt. 573rd		B	AI	4:10	30		TO: Y-44	13:30
01	Morse, K. A. 1st Lt. 573rd		N	N	4:10	30		MISSION: C	4:40
38	Henley, W. C. Capt. 573rd		G	G	4:10	30		FROM: :	:
	Woniak, P. J. S/Sgt 573rd							MISSION: :	:
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WAR DEPARTMENT
A. A. F.
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
		BY	STATION		SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		
PREFLIGHT	21 APR 45	ALLISON													
DAILY	2 APR 45														
25 HOURS	181:50														
50 HOURS	99:50														
100 HOURS	149:50														
PLUGS	23:50	20:00													
BATTS.	12:50	ALLISON													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: <i>clock missing</i>
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	R	RYAN				
GUNNERY	R	RYAN				
CHEMICAL						
COMMUNICATIONS	C	CORRICK				
PHOTOGRAPHIC						
NAVIGATION	A	ALLISON				
Aux P.P.	A	ALLISON				
Pyro	R	RYAN				

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

Class Group RELEASED FOR FLIGHT { 1. *Xt. Baker* 2. _____

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

secret + Conf. Equip Inst

#1 RIGHT Prop Bent - Both MAIN
TIRES Cut. Bomb DROPPED ON
LEFT BOMBAY DOOR AND WARPED
DOOR. RACK MALFUNCTION. SALVO
FAILED TO WORK.

*Kenneth L. Baker 1st Lt.
A.G.*

Preflight By CPL Allison

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	23:40	24:30		
HOURS TODAY	4:40	4:40		
TOTAL	88:20	29:10		
OIL CHANGE DUE				
CUPING CLEAN- ING DUE				
AIRCRAFT	HOURS TO DATE		83:40	
	HOURS TODAY		4:40	
	TOTAL		88:20	

"THIS IS A CERTIFIED TRUE COPY".

Raymond J. Harrell
RAYMOND J. HARRELL,
Capt., Air Corps,
Engineering Officer.

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1) ENGINE SERIAL NO.	R-2800-7112	(1) AIRCRAFT SERIAL NO.	43-22603	(1) AIRCRAFT ORG. DATA	IX <i>Baker</i>
(2) ENGINE SERIAL NO.	FP-021518	(2) AIRCRAFT SERIAL NO.	A26 C25	(2) AIRCRAFT ORG. DATA	391st Bomb (M)
(3) ENGINE SERIAL NO.	42-2077	(3) AIRCRAFT SERIAL NO.	43-22603	(3) AIRCRAFT ORG. DATA	573rd Bomb (M)
(4) ENGINE SERIAL NO.		(4) AIRCRAFT SERIAL NO.		(4) AIRCRAFT ORG. DATA	9th
TOTAL FLIGHT TIME	4:40				

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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 it throwing 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
KENNETH L. BAKER
1st Lt, Air Corps
Pilot

Incl 3

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HEADQUARTERS
391ST BOMBARDMENT GROUP

E-L-p

APC 140, U.S. Army
25 April 1945

SUBJECT: Aircraft Accident A-26C25, A.F. No. 43-22603, 21 April 1945.

TO : Commanding Officer, 391st Bombardment Group, APC 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
ERNEST N. LJUNGGREN
Lt Col, Air Corps
Investigating Officer

Incl 2

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

Incl 5

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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
HAROLD L. HENRY
Capt Air Corps
Staff Weather Officer

Smith

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HEADQUARTERS
AAF STATION Y-29

G-F-2

APO 140, U. S. Army
26 April 1945

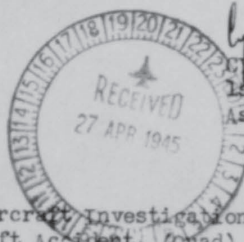
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SUBJECT: Report of Aircraft Accident, A.F. No. 43-22603.

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

For the Commanding officer:

CIRIL 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

1st Ind.

E-Q-14

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 5 May 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 further investigation and coordination within this headquarters.

For the Commanding General:

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

7 Incls: 1 cc ea w/d

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360.33

2nd Ind.

E

HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 12 May 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

1. For the Commanding General:

2. For the Commanding General:

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

HERBERT E. LEE,
Captain, A.G.D.,
Asst Adj General.

- 2 -

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