

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

ACCIDENT NO. 2 1

45-5-4-70 =

(1) Place AAF Station Y-44 (2) Date 4 May 1945 (3) Time 1715  
AIRCRAFT: (4) Type and model A-26C25 (5) A. F. No. 42-22645 (6) Station Y-29  
Organization: (7) 9th ASC, Ninth AF (8) 53rd Service (9) 87th Service  
(Command and Air Force) (Group) (Squadron)

## PERSONNEL

[illegible]**PILOT CHARGED IN THE CONDO**

(20) Walter Philip S. (21) 0-7904994 (22) Captain (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) Pilot (36) 7 Jan 44 Instrument rating (37) 19 March 1945  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	41:45	(42) Instrument time last 6 months.....	13:20
(39) This model.....	30:35	(43) Instrument time last 30 days.....	2:00
(40) Last 90 days.....	127:05	(44) Night time last 6 months.....	7:15
(41) Total.....	802:55	(45) Night time last 30 days.....	0:00

## AIRCRAFT DAMAGE

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

(50) Weather at the time of accident. Seven-eight tenths (.7-.8) clouds with bases at 2500'; seven (7) to eight (8) miles visibility; surface wind 270° at fifteen (15) miles per hour.

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

(52) Cleared from Y-44 (53) To Y-29 (54) Kind of clearance Contact flight.

(55) Pilot's mission Administrative.

(56) Nature of accident Revised up propeller of stationary aircraft struck steel matting of hard-stand.

(57) Cause of accident: Loose Hessian matting was pulled up by vacuum created by propeller.

(54) 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 May 4 1945, Capt Philip S. Walter, flying A-26C25 type aircraft A.F. #43-22645, landed away from base at Station Y-44.

After taking off from Y-44 and returning to base, Capt Walter found that the tips of his ship's left propeller blades had been damaged. Flight characteristics had been normal on return trip and Capt Walter had been unaware of his propeller striking any obstruction.

Upon return to Y-44 to ascertain the cause of damage, Capt Walter found a loose section of Hessian matting in the hardstand in which he had been parked. The matting showed a two-foot cut which was evidently caused by a turning propeller. The ground beneath the matting was soft enough to allow the plane's weight to depress the center of the section, thereby elevating its edge to a height which would allow it to be sucked into a rapidly revolving propeller.

Immediate Cause: Left propeller struck Hessian Matting.

Underlying Cause: Loose section of Hessian Matting was drawn into path of revolving propeller by propeller suction when engines were run up.

Responsibility: 100% Airport Terrain.

Recommendations: None.

Signature

*Flood B. Miller*  
(Investigating Officer)  
FLOOD B. MILLER, Lt Col, A.C.

*Robert K. Lakin*  
ROBERT K. LAKIN, Capt, A.C.

*William C. Correll*  
WILLIAM C. CORRELL, Capt, A.C.

Date 8 May 1945.

U. S. GOVERNMENT PRINTING OFFICE 16-50727-1

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Capl  
SECTION STATE

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO.
HOURS TO DATE	76:35	76:35	X	
HOURS TODAY	0:50	0:50		
TOTAL	77:25	77:25		
OIL CHANGE DUE	163:35	163:35		
CUMULATIVE CLEANING DUE				
AIRCRAFT	HOURS TO DATE		76:35	
	HOURS TODAY		0:50	
	TOTAL		77:25	

SECRET OR CONFIDENTIAL EQUIPMENT INSTALLED  
#1. R+ Fuel Pressure Line has Air in it  
Fuel Pressure 23". L+ Prop Blades Buried  
at Tips. Philip S. Walter Capt A.C.

Daily by McVey Skp.  
Preflight by Galbraith O.K. 5-4-45

54-45	DATE	Y 29	STATION	Calicut 7/5/57	CREW CHIEF OR AERIAL ENGINEER
AIRCRAFT ORG. DATA	AIR FORCE	94	ENGINE DATA	ENGINE MODEL	R 280A-71
COMMAND, COMP AREA OR DEPT.	GROUP NO. AND TYPE	94 ASE	(1)	ENGINE SERIAL NO.	FP 022281
SQUADRON NO. AND TYPE	GROUP NO. AND TYPE	53d ASG	(2)	ENGINE SERIAL NO.	FP 022817
COMPONENT	COMPONENT	AAF	(3)	ENGINE SERIAL NO.	—
AIRCRAFT MODEL	AIRCRAFT MODEL	A 26C	(4)	ENGINE SERIAL NO.	—
AIRCRAFT SERIAL NO.	AIRCRAFT SERIAL NO.	43-22645	TOTAL FLIGHT TIME	ENGINE SERIAL NO.	0:50



573RD BOMBARDMENT SQUADRON AAF  
Office of the Operations Officer  
Station Y-29

5 May 1945

SUBJECT: Pilot's Statement of Aircraft Accident.

TO : Operations Officer, 391st Bombardment Group AAF, U. S. Army.

After returning from a cross country from Y-44 in Aircraft #43-22645, A-26, and cutting engines in my hardstand area, I noticed the propeller tips of the left propeller were damaged. Because the flight was normal and there was no vibration I was unable to determine the cause of the damage. I returned to Y-44 May 5, 1945, and upon observing the hardstand in which I had parked, found, that the wire mesh had been cut. Damage was probably caused by wire mesh matting being sucked into the prop as I added excessive power to pull out of my parked position.

*Philip S. Walter*

PHILIP S. WALTER,  
Captain, Air Corps,  
Pilot.

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87TH AIR SERVICE SQUADRON  
Office of the Engineering Officer

APO 149, U.S. Army.  
5 May 1945.

SUBJECT: Statement of Aircraft Damage.

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

1. Aircraft, A-26C #43-22645 suffered damage to propeller blades on propeller of left engine when propeller tips hit matting on hardstand as Aircraft was being parked on hardstand. This hardstand had apparently been used by heavier aircraft which had sunk matting into the ground far enough to allow blades on this type aircraft to come into contact with matting. The propeller blades were only slightly burred on the tips but propeller was removed and replaced. The propeller is repairable and has been broken down and shipped to Depot for repair.

For the Commanding Officer:

*Walter B. Northrup*  
WALTER B. NORTHRUP, *comd*  
1st Lt, Air Corps,  
Engineering Officer.

*Final 4*

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OFFICE OF FLYING CONTROL  
AAF Station Y-29

APO #140, US Army  
5 May 1945

SUBJECT: Aircraft Accident.

TO : Whom it may concern.

1. Having been notified by Group Operations of damages done to propeller of A-26C25 A.F. #43-22645, pilot Capt Philip S. Walter, at nearby airdrome AAF Station Y-44 on 4 May 1945 and being requested to investigate cause, the undersigned submits the following:

a. Pilot, Capt Walter, accompanied me to Y-44 and directed me to hardstand aircraft had parked in.

b. Hardstand was constructed of very loose square mesh track, with a foundation of spongy straw covered with hessian matting.

c. There was a freshly made single slice about two feet long in the square mesh track where Pilot, Capt Walter, said he had runned up his engines. Tracks made in hardstand indicated his left propeller was directly over slice while aircraft was parked. Square mesh track had an unusually high hump at place of slice.

2. It seemed very apparent that the vacuum caused by running up engine had lifted the hessian matting with the square mesh track until it struck the propeller.

*Marion R Mayse*  
MARION R. MAYSE  
2nd Lt., Air Corps  
Duty F.C.O.

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FLYING CONTROL  
387TH BOMBARDMENT GROUP  
A.P.O. 140, U.S. ARMY

5 May 1945

SUBJECT: Aircraft Accident.

TO : Whom It May Concern.

1. A-26, #43-22645, Pilot Captain Philip S. Walter, landed at this airfield at 1630 hours, 4 May 1945, and was directed to a parking area in the 558th Bomb Sq. The hardstands are of wire-mesh and there was excessive straw under wire without proper fasteners on the matting. As the aircraft taxied out of the hardstand, the left propeller tips cut through the wire-mesh.

*Charles E. Schneider*  
CHARLES E. SCHNEIDER,  
1st Lt., Air Corps,  
Flying Control Officer.

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HEADQUARTERS  
AAF STATION Y-29APO 140, U. S. Army.  
10 May 1945

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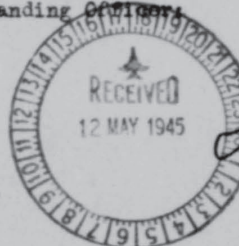
SUBJECT: Report of Aircraft Accident, A-26C25, A. F. No. 43-22645.

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

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1. 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:



*Wesley Hobson Jr.*  
WESLEY HOBSON JR.,  
Captain, Air Corps,  
Adjutant.

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7-Incls;

- 1 - WD AAF Form No. 14.
- 2 - WD AAF Form No. 1
- 3 - WD AAF Form No. 1A
- 4 - Statement of Engineering Officer
- 5 - Statement of Duty Flying Control Officer
- 6 - Statement of Pilot
- 7 - Statement of Flying Control Officer,  
387th Bombardment Group

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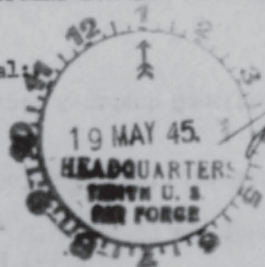
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 17 May 1945.

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 coordination and further investigation within this headquarters.

For the Commanding General:



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

7 Incls: n/c (in trip)

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HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 27 May 1945.

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

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

*F.H. Monahan*  
F.H. MONAHAN,  
Lt. Col., AGO  
Asst Adj Gen.

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

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