

7-14

RESTRICTED

WAR DEPARTMENT
AAF STATION B-50
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. _____

45-6-9-701

(1) Place AAF Station B-50

(2) Date 9 June 1945

(3) Time 1105

AIRCRAFT: (4) Type and model A-26C25

(5) A. F. No. 43-22598

(6) Station B-50

Organization: (7) 9th A.D. Ninth AF (8) 391st Bomb
(Command and Air Force) (Group)

(9) 574th Bomb
(Squadron)

PERSONNEL

[illegible]

PILOT CHARGED IN MIDEAST ACCIDENT

(20) Murphy Edward F. (21) 0-760655 (22) 1st Lt (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th A.D. Ninth AF (26) 391st Bomb (27) 574th Bomb (28) B-50
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 9th A.D. Ninth AF (30) 391st Bomb (31) 574th Bomb (32) B-50
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 12 May 43 Present rating (35) Pilot (36) 12 May 43 Instrument rating (37) 14 May 1945
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	230.40	(42) Instrument time last 6 months.....	46.30
(39) This model.....	117.05	(43) Instrument time last 30 days.....	11.20
(40) Last 90 days.....	150.35	(44) Night time last 6 months.....	8.40
(41) Total.....	779.30	(45) Night time last 30 days.....	2.10

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident: Visibility of seven (7) miles; ceiling twenty-five hundred (2500) feet (.7) to (.8) broken; surface wind eight (8) MPH at two-hundred forty (240) degrees.

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

(52) Cleared from B-50

(53) To B-50

(54) Kind of clearance Local.

(55) Pilot's mission Local training flight.

(56) Nature of accident Taxiling accident. Right prop came in contact with crew chiefs tool box.

(57) Cause of accident. Pilot misjudged distance between propeller and tool box.

(58) Has Form 54 been submitted? No.

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16—26787-1

DESCRIPTION OF ACCIDENT

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

On 9 June 1945, 1st Lt Edward F. Murphy was taxiing an A-26C25 AAF #43-22598 aircraft back to its hardstand after a routine training flight.

After entering the parking area Lt Murphy attempted to turn the aircraft around. While so doing, his right propeller came close enough to a canvas cover at the edge of the parking area to blow it back and consequently drag a tool box into the path of the propeller. The tips of the three blades were bent slightly necessitating replacement of the propeller.

Immediate Cause : Right propeller struck crew chief's tool box.

Underlying Cause: Poor judgement on the part of the pilot, first, in not allowing sufficient clearance to turn his plane around in, and secondly, in not waiting until a ground crew member arrived to direct his taxiing.

Responsibility : 100% Pilot error.

Recommendations : None.

Signature: *Floyd B. Miller*

FLOYD B. MILLER, Lt Col, AC.

Robert K. Lakin
ROBERT K. LAKIN, Capt, AC.

William C. Correll
WILLIAM C. CORRELL, Capt, AC.

Date 13 June 1945

U. S. GOVERNMENT PRINTING OFFICE 16-50757-1

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WAR DEPARTMENT
A. A. F. FORM NO. 1 A
REV. (1 JAN 44)

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
	DATE OF OR HOUR 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	9-6-45	Schaub	B-50												
DAILY	8-6-45	Roberts	B-50												
25 HOURS	236:50			1ST	-	925	-	120	-	120					
50 HOURS	261:50			2ND	825	925	-	120	-	120					
100 HOURS	254:15			3RD	350	925	-	120	-	120					
Plug Ch	254:15			4TH											
Batteries	132:05	Satterfield	B-50	5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: 948D Memo 65-91 F-500-F To: 01-40AT-30 01-40AT-61 01-40AT-45 04-1-17 Tm 101-40AT-24 01-40AT-64 13-5-11 No. 1W
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	F F	Furst	B-50			
GUNNERY	F F	Furst	B-50			
WFO	S S	Schaub	B-50			
CHEMICAL	S S	Schaub	B-50			
COMMUNICATIONS	M M	Mitchell	B-50			
See Equip PHOTOGRAPHIC	F F	Falerg	B-50			
IFF	M M	Mitchell	B-50			
NAVIGATION	M M	Mitchell	B-50			
RADAR	F F	Falerg	B-50			

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

Classified
RELEASED FOR FLIGHT
1. E. Murphy
2. E. Murphy

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. 4
Secret & Confidential Equip. Installed		HOURS TO DATE	219:05	219:05		
#1 E. Murphy 1st Lt. Co. Fit probes on right engine in parking		HOURS TODAY	5:25	5:25		
#2 O. E. Murphy 1st Lt. Co.		TOTAL	224:30	224:30		
New Prop. installed on Rt. Engine (Type) Prop inspected & A.C. for flight By Tech. L.O. Smith		OIL CHANGE DUE	254:15	254:15		
		CURS. CLEANING DUE	236:50	236:50		
		AIRCRAFT	HOURS TO DATE	219:05		
			HOURS TODAY	5:25		
			TOTAL	224:30		
Certified true Copy:		Aux Power Plant				
Dean W. Thompson		Total Time		17:30		
DEAN W. THOMPSON,		Comm				
Captain, Air Corps,		Arm.				
Sqn. Engineering Off'r		RADAR		:30		
		Eng				
		TOTAL		18:00		
Service checked by Schaub						
Service #2 By Schaub						
Service #3 By Satterfield						

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
9 June 1945	AIR FORCE 9th Air Force	COMPONENT	ENGINE MODEL R 2800-11	
STATION B-50	COND., SERV. COND. OR DEPT 9th Air Division		SERIAL NO. FP021978	SERIAL NO.
	GROUP NO. & TYPE 391 Bomb (M)	AIRCRAFT MODEL A-26 C-25DT	SERIAL NO. FP021508	SERIAL NO.
CREW CHIEF OR ENGINEER Sgt J. Schaub	SQUADRON NO. & TYPE 574 Bomb	AIRCRAFT SERIAL NO. 43-5546	TOTAL FLIGHT TIME → 5:25	

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574TH BOMBARDMENT SQUADRON (M)
391ST BOMBARDMENT GROUP (M)

APO 140 U. S. Army,
12 June 1945

SUBJECT: Pilots' Statement of Aircraft Accident.

TO : All Concerned.

1. Upon returning from a scheduled training mission on 9 June 1945 I taxied to the parking area. While turning the aircraft into the parking position I misjudged the distance between the propeller and a crew chiefs' tool kit lying beside the parking area thereby hitting the tool kit with the tips of the right propeller.
2. Damage to the aircraft necessitated a propeller change on the right engine.

Edward J. Murphy
EDWARD J. MURPHY
1st Lt., Air Corps
Pilot.

Inc 2
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R E S T R I C T E D

OFFICE OF FLYING CONTROL
AAF STATION B-50

12 June 1945

SUBJECT: Aircraft Accident Report.

TO : Whom it may concern.

1. At about 1109 hours, 9 June 1945, aircraft A-26 #43-22598, Pilot Lt Murphy landed after a local training flight.
2. While parking his aircraft, the pilot misjudged the distance between the right propeller and the crew chief's tool kit. The propeller blades of the right engine were bent at the tips.
3. The Duty Flying Control Officer was not notified of the accident, therefor, an inspection was not made by the undersigned who was on duty at the time of the accident.

Donald E. Murren
DONALD E. MURREN
Captain, Air Corps
D.F.C.O.

Encl 4
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574th BOMBARDMENT SQUADRON (M)
391st BOMBARDMENT GROUP (M)

APO 140, US Army,
12 June 1945.

SUBJECT: Aircraft Damage Report, A-26C-25DT,
A.C. No. 43-22598.

TO : Whom It May Concern.

1. At the completion of a routine training flight 9 June 1945, subject aircraft attempted to turn around on the hardstand. In the turning process, suction from the right propeller drew an engine cover from the back of the hardstand into the slipstream; the cover in turn dragged a tool box into contact with the propeller.

2. Damage to the tips of the propeller blades necessitated a propeller change prior to the next flight. No other damage resulted to the aircraft or engine.

For the Squadron Commander:

Dean W. Thompson
DEAN W. THOMPSON,
Captain, Air Corps,
Engineering Officer.

Incl 3

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R E S T R I C T E DHEADQUARTERS
AAF STATION B-50

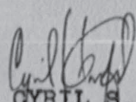
G-F-rf

APO 140, U S Army
13 June 1945

F SUBJECT: Report of Aircraft Accident, A.F. No. 43-22598.
TO : Commanding General, 9th Air Division, APO 140, U S Army.

Transmitted herewith in compliance with 9th Air Division Memorandum No. 62-2, dated 12 March 1945, is A.A.F. Form No. 14, Report of Aircraft Accident on Aircraft A-26C25 A.F. No. 43-22598, dated 9 June 1945.

FOR THE COMMANDING OFFICER:


CYRIL S. FARFEL,
1st Lt, Air Corps,
Asst Adjutant.

6 Incls:

- Incl 1- A.A.F. Form No. 14 (Quad)
- Incl 2- Pilot's Statement (Quad)
- Incl 3- Engineering Officer's Statement (Quad)
- Incl 4- Statement of Flying Control Officer (Quad)
- Incl 5- A.A.F. Form No 1 (Quad)
- Incl 6- A.A.F. Form No 1A (Quad)

R E S T R I C T E D

360.33

HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 27 June 1945.

1st Ind.

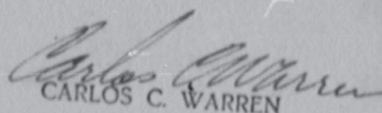
E-RW-14

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 report being returned to group for correction.

For the Commanding General:

6 Incls: 1 cy ea w/d


CARLOS C. WARREN
1ST LT A. C.
ASS'T ADJ. GENERAL

23529

RESTRICTED

360.33 2nd Ind.
HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 7 July 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

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

Harry E. Koch
HARRY E. KOCH
Major, A.G.D.,
Asst Adj Gen.

A17531

INCL 1 - 1st Lt. J. W. IV (CHRG)
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