

527

Accident No. 44-1-12-524

Date 7-3-46

Checked by [Signature]

Analyzed by [Signature] 7-4-46

Copied for Wright
Field by _____

Notes _____

1225:9-13



NAME F. ...
AIR FORCE & COM. 8
GROUP NO. 157
GROUP TYPE BH
AIRCRAFT CODE # 1

1020:8-63

PILOT CHARGED WITH ACCIDENT

(20) James Howard E (21) 07543 (22) _____ (23) 700 Lt (24) _____
 (Last Name) (First name) (Mid. Init.) (Ser. No.) (Rank) (Per. Class) (Branch)

ASS. (25) 811 Pe 3411 (26) 457 (27) 750 (28) 120
 (Com. & Air Force) (Group) (Squadron) (Station)

ATT. For Flying (29) _____ (30) _____ (31) _____ (32) _____
 (Com. & Air Force) (Group) (Squadron) (Station)

Orig. rating (33) _____ (34) _____ Present rating (35) _____ (36) _____ Instr. rating (37) _____
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS: (At the time of this accident)

(38) This type _____	(42) Instr. time last 6 months _____
(39) This model _____	(43) Instr. time last 30 days _____
(40) Last 90 days _____	(44) Night time last 6 months _____
(41) Total _____	(45) Night time last 30 days _____

RESTRICTED
 WAR DEPARTMENT

ACCIDENT No. 771

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

DAMAGE

(1) Place Station 130, A. F. O. 557 (2) Date 12 April 1944 (3) Time 1800
 AIRCRAFT: (4) Type and model Y-112 (5) A. F. No. 42-27212 (6) Station 130, A. F. O. 557
 Organization: (7) 8th B.C. 8th A.F. (8) 457th (9) 750th Bombardment Squadron
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
P	WANE, ROBERT D	1024	O-803227	2nd Lt.	201	AC	8th AF	None	No
CP	WANE, ROBERT D	1024	O-754350	2nd Lt.	201	AC	8th AF	None	No
N	DIVAN, ROBERT J	1027	O-670632	2nd Lt.	201	AC	8th AF	None	No
BO	McBRIDE, Gervin B	740	18123008	S/Sgt.	20	AC	8th AF	None	No
BO	Wisener, John E	757	32679248	S/Sgt.	20	AC	8th AF	None	No



PILOT CHARGED WITH ACCIDENT

(21) WANE, ROBERT D (22) 2nd Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 8th B.C. 8th A.F. (26) 457th (27) 750th (28) Station 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 8th B.C. 8th A.F. (30) 457th (31) 750th (32) Station 130
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 5-28-43 Present rating (35) P (36) 5-28-43 Instrument rating (37) 12-13-44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 409:35 (42) Instrument time last 6 months 12:10
 (39) This model 405:35 (43) Instrument time last 30 days 0:00
 (40) Last 90 days 190:25 (44) Night time last 6 months 29:20
 (41) Total 409:35 (45) Night time last 30 days 0:00

AIRCRAFT DAMAGE NF

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	7 rivets, dented nacelle.
(47) Engine(s) <u>1</u>	no damage
(48) Propeller(s) <u>4</u>	nick in No. 1 propeller.

(50) Weather at the time of accident (1) (2) (3) (4) EH
 (51) Was the pilot flying on instruments at the time of accident No (Taxing)
 (52) Cleared from AAF 130 (53) To AAF 130 (54) Kind of clearance Non-Operational
 (55) Pilot's mission Practice & Navigation, 62
 (56) Nature of accident Taxi accident, aircraft taxied into parked truck.
 (57) Cause of accident pilot failed to see parked truck in time and taxied into it.
 (58) AAF Form No. 58 not submitted.

DESCRIPTION OF ACCIDENT

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

Investigating officer finds accident due to carelessness on part of pilot. Base regulations on prohibiting of motor vehicles on the perimeter track were in force at the time. The accident was due 100% to pilot error, however, for not observing the truck in time to stop.

Signature

Wilson D. Snow

WILSON D. SNOW, (Investigating Officer)

Capt., Air Corps,

Aircraft Accident Officer.

Date 1 June 1944

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STATEMENT

There was a truck parked on the taxi strip. My co-pilot was taxiing and couldn't see the vehicle. I was trying to tune in No. 2 Receiver and failed to see the truck.

/s/ ROBERT D. LANE,
2nd Lt., AC.

CERTIFIED A TRUE COPY:

Wilbur D. Snow

WILBUR D. SNOW,
Capt., AC,
Aircraft Accident Officer.

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OFFICE OF THE PROVOST MARSHAL
AAF STATION 130
U.S. ARMY

12 April 1944.

SUBJECT: Report of Accident.

TO : Commanding Officer, AAF Station 130, A P O 557, U.S. ARMY.

1. At approximately 1615 hours, this date, an accident involving a taxiing aircraft of this station and a parked truck, property of the British Insulated Cable Ltd., occurred on the taxiway adjacent to the large hangar in Tech Site. It was not a serious accident.

2. The driver of the truck was Herbert E. Price, C/O BIC Ltd. St. Neots (Tel St. Neots 113). The truck was a two and one-quarter Morris Commercial. The plane was a fortress (No. 297579) and was being taxied by Co-Pilot Howard E. James, 2nd Lt., O-754350, 750th Bomb Squadron at the time of the accident. Price had parked the truck on the south side of the perimeter facing east and had gone over to inspect a spool of wire near the hangar. He stated that the truck had been parked there less than two minutes. The plane was taxiing west on its way to the dispersal area. Lt. James stated that he was on the far side of the cockpit and was unable to see the truck. The inside left propeller and the left wing struck the cab, super-structure and left side of the truck. Robert D. Lane, 2nd Lt., O-803227, 750th Bomb Squadron was the Pilot of the plane. At the time of the accident, he was communicating with the control tower.

3. Damage to the plane was slight. M/Sgt. T.M. King, crew chief for the plane, stated that eight rivets were sheared off the left wing and the propeller of the left inside engine had been nicked. He further stated that the damage could be repaired within a couple of hours. The windshield, top of cab, left door and window, the left side board and super structure of the truck were completely damaged. Photographs of the truck were taken immediately after the accident, which all show more accurately the extent of damage.

/s/ JOHN J. KELLIHER,
1st Lt., CMP,
Investigating Officer.

CERTIFIED TRUE COPY:

Wilbur D. Snow
WILBUR D. SNOW,
Capt., AC,
Aircraft Accident Officer.

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FLYING CONTROL OFFICE
AAF STA 130
APO 557, U. S. Army

29 April 1944

SUBJECT: Taxi Accident To E-17 #42-97579.

TO : Group Operations Officer, 457th Bombardment Group (H), APO 557,
U. S. Army.

1. There was in force at the time of this taxi accident, 12 April 1944, an Operations Memorandum which states that no vehicles will be parked on perimeter tracks or dispersal areas without prior permission of the Duty Flying Control Officer.

2. The driver of the vehicle concerned was negligent by parking his vehicle on the perimeter track and by failing to inform the Duty Flying Control Officer that he desired to do so.

GEORGE P. OVERBEY,
Capt, AC,
Senior Flying Control Officer.

CERTIFIED A TRUE COPY:

Stephen I. Prosen

STEPHEN I. PROSEN,
1st Lt., AC,
Flying Control Officer

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HEADQUARTERS
ARMY AIR FORCE STATION 130
APO 557, U. S. ARMY

20 April 1944.

STATION MEMORANDUM)
NUMBER.....57-1)

FLYING CONTROL

Airdrome Ground Traffic Control

E X T R A C T

* * * * *
3. Vehicles will not be parked on perimeters, taxiways or hardstands,
except by prior arrangement with Duty Flying Control Officer.
* * * * *

By order of Lt. Col. LUPER:

/s/ JOSEPH T. STEHLE, JR.,
Captain, Air Corps,
Adjutant.

CERTIFIED A TRUE COPY:

Wilbur D. Snow
WILBUR D. SNOW,
Capt., AC,
Aircraft Accident Officer.

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