

Accident No.

75-125-501

Date

Checked by

W. M. 12-30-49

Analyzed by

W. M.

Copied for Wright

Field by

PL

Notes

RESTRICTED
WAR DEPARTMENT

ACCIDENT No. 4

17-28-44

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Two planes
45-125-501

(1) Place 1407th AAF Base Unit, BURDATC (2) Date 12/5/44 (3) Time 11:40 GMT
 AIRCRAFT: (4) Type and model C-109 F4 (5) A. F. No. 44-49280 (6) Station Intransit
 Organization: (7) 8th (8) Unassigned (9) Unassigned
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Kelly, Paul (NMI)	P	0483536	Captain	18	AC	6th FG	None	None
CP	Vel, Cesare	CP	T-183861	P/O	17	AC	"	"	"
N	Haggerty, Gerard A.	N	0-662046	1st Lt.	01	AC	"	"	"
E	Huth, Henry A.	E	15099725	Pfc	20	AC	"	"	"
RO	Robbins, Harold V.	RO	37112757	Pfc	38	AC	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) Kelly Paul (NMI) (21) 0483536 (22) Captain (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) ATC (26) 6th FG (27) B (28) Long Beach, Cal.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) ATC (30) 6th FG (31) B (32) Long Beach, Cal.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 5/20/42 Present rating (35) Pilot (36) Same Instrument rating (37) 10/20/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 500 (42) Instrument time last 6 months
 (39) This model 20 (43) Instrument time last 30 days
 (40) Last 90 days 200 (44) Night time last 6 months
 (41) Total 720 (45) Night time last 30 days

AIRCRAFT DAMAGE

DAMAGE		CLASSIFICATION OF DAMAGE	
(46) Aircraft	<u>2</u> None	(49) LIST	RESTRICTED
(47) Engine(s)	<u>1</u> None	BY AUTHORITY OF <u>C. E. 007</u>	
(48) Propeller(s)	<u>1</u> None	BY <u>J. E. C.</u> DATE <u>1-22-46</u>	

(50) Weather at the time of accident Visibility 15 miles, ceiling 2500 ft.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Goose (53) To Valley (54) Kind of clearance Instrument

(55) Pilot's mission Ferry

(56) Nature of accident Pilot Kelly taxiing C-109 44-49280 hit nose section of parked B-17G 44-6766 with right wing tip while taxiing.

(57) Cause of accident Pilot taxiing too fast through narrow lane, aircraft were parked on both sides of lane.

(58) Is Form 54 attached? No.

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DESCRIPTION OF ACCIDENT

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

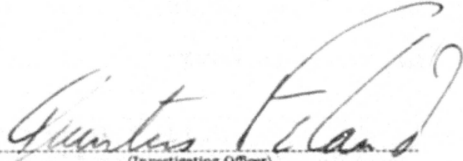
C-109 Serial No. 44-19280 had just landed upon completion of an extended over water flight. The aircraft was met at the end of the runway by a lead jeep. B-17G Serial No. 44-6766 was parked in a row with other aircraft with its nose extended several feet beyond the line. As the C-109 approached the parked B-17G, the Co-Pilot called for the Pilot to turn left; at this point, the right wing tip of the C-109 came in contact with nose of the B-17G. The plexiglass nose of the B-17G was knocked off and part of the skin around the astro dome was torn. The C-109 received damage to the right wing tip.

Considering the close proximity with which the C-109 was being taxied, in relation to other aircraft; it is obvious that the pilot was taxiing too fast as he did not have immediate control over his aircraft. As other aircraft had been taxied through this same lane prior to this, it is evident that the Pilot is responsible for the accident.

Recommendations- None.

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Signature



(Investigating Officer)

QUINTUS (NMI) FELAND

Captain, Air Corps.

Date

RESTRICTED

NA 505 5-43/10M/9093

CONFIDENTIAL

CONFIDENTIAL

ACCIDENT No. _____

WAR DEPARTMENT
U. S. ARMY AIR FORCES

RESTRICTED

12-28-44

REPORT OF AIRCRAFT ACCIDENT

Plane
43520

(1) Place 1407th AAF Base Unit, EURDATC (2) Date 12/5/44 (3) Time 11:40 GMT
AIRCRAFT: (4) Type and model B-17G (5) A. F. No. 44-6766 (6) Station Intransit
Organization: (7) 15th (8) Unassigned (9) Unassigned
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUITY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)

*** PILOT CHARGED WITH ACCIDENT**

(20) Kelly Paul (NMI) (21) 0-483536 (22) Captain (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) ATC (26) 6th FG (27) B (28) Long Beach, Cal.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) ATC (30) 6th FG (31) B (32) Long Beach, Cal.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 5/20/42 Present rating (35) Pilot (36) Same Instrument rating (37) 10/20/44
(Rating) (Date) (Rating) (Date) (Date) (Date)

* Pilot of C-109 which taxied into B-17G 44-6766

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 500 (42) Instrument time last 6 months _____
(39) This model 20 (43) Instrument time last 30 days _____
(40) Last 90 days 200 (44) Night time last 6 months _____
(41) Total 720 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u> <u>0</u>	<u>Nose Section M</u>
(47) Engine(s) <u>NONE</u>	
(48) Propeller(s) <u>NONE</u>	

(50) Weather at the time of accident Visibility 15 miles, ceiling 2500 ft.

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

(52) Cleared from _____ (53) To _____ (54) Kind of clearance 5

(55) Pilot's mission Parked aircraft

(56) Nature of accident Pilot Kelly taxiing C-109 44-49280 hit nose section of parked B-17G 44-6766 with right wing tip while taxiing.

(57) Cause of accident Pilot taxiing too fast through narrow lane, aircraft were parked on both sides of lane.

(58) Is Form 54 attached? No.

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DESCRIPTION OF ACCIDENT

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

C-109 Serial No. 44-49280 had just landed upon completion of an extended over water flight. The aircraft was met at the end of the runway by a lead jeep. B-17G Serial No. 44-6766 was parked in a row with other aircraft with its nose extended several feet beyond the line. As the C-109 approached the parked B-17G, the Co-Pilot called for the Pilot to turn left; at this point, the right wing tip of the C-109 came in contact with nose of the B-17G. The plexiglass nose of the B-17G was knocked off and part of the skin around the astro dome was **torn**. The C-109 received damage to the right wing tip.

Considering the close proximity with which the C-109 was being taxied, in relation to other aircraft; it is obvious that the pilot was taxiing too fast as he did not have immediate control over his aircraft. As other aircraft had been taxied through this same lane prior to this, it is evident that the Pilot is responsible for the accident.

Recommendations- None.



Signature

Quintus Feland

QUINTUS (NMI) FELAND
Captain, Air Corps.

Date _____

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Hq SOS 5-43/10M/9093
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STATEMENT ~~RESTRICTED~~

Dec. 5, 1944.

I was the Pilot of C-109 #9280 at about 11:40 G.M.T., while taxiing up the ramp between two rows of parked aircraft ran in to the nose of a B-17 with the right wing tip of my aircraft. A jeep was leading me in and he looked to be in the center of the two rows of ships, I was directly behind him and assumed all was clear until my co-pilot called to me to turn to the left, I immediately applied brakes, making a turn to the left, but was too late as my wing tip had made contact with the nose of the B-17 which was sticking out about 6 feet ahead of the line of ships.

I had just arrived from Goose Bay after being up all day yesterday, and hand flying the 109 all the way over with only needle and ball so was extremely tired, which is a contributing factor in the accident.

Paul Kelly
PAUL KELLY,
Capt. AC.

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HEADQUARTERS
1407TH AAF BASE UNIT
EUROPEAN DIVISION AIR TRANSPORT COMMAND
APO 741
U.S. ARMY

OPS/JDR/gw

~~RESTRICTED~~

360.33

12 December 1944

SUBJECT: Transmittal of Report of Aircraft Accidents, AAF Forms No. 14.

TO : Chief, Flying Safety, AAF, Winston-Salem 1, North Carolina.

1. Transmitted herewith Report of Aircraft Accidents, AAF Forms No. 14 for C-109 44-49280 and B-17G 44-6766.

James Cochran
JAMES C. COCHRAN,
Colonel, Air Corps,
Commanding.

✓ 2 Incls: AAF Forms No. 14.

DISTRIBUTION:

Chief, Flying Safety, AAF, Winston-Salem 1, N.C.
Commanding General, Air Transport Command, Washington, D.C.
Commanding General, Hq. EURDATC.
Commanding General, 8th. Air Force. (C-109 44-49280)
Commanding General, 15th. Air Force. (B-17G 44-6766)
Commanding General, Hq. North Atlantic Division, 497 Silver St. Manchester, N.H.
Commanding Officer, 1383 AAF Base Unit, North Atlantic Division, ATC, APO 677,
U.S. Army.

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