

Accident No. 44-4-13-522

Date

Checked by JM

5-12-44

Analyzed by _____

Copied for Wright
- Field by _____

Notes _____

1225:9-43

RESTRICTED

WAR DEPARTMENT
AF Form No. 14
(Revised July 15, 1942)

AAF STATION 342
WAR DEPARTMENT

ACCOUNT No. 103

U. S. ARMY AIR FORCES

44-4-13-522

REPORT OF AIRCRAFT ACCIDENT

(1) Place RAF Airdrome, Wrexham (2) Date 13 April 1944 (3) Time 14:45 hours
AIRCRAFT: (4) Type and model P-47C Old (5) A. F. No. 41-6538 (6) Station AAF Station 342
Organization: (7) 8 AFCC 8 AF (8) 495 Ftr. Tr. (9) 552nd S.E. Ftr. Trng.
(Command and Air Force) (Group) (Squadron)

PERSONNEL FTS

2402

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	Saferite, Robert L.	P	0-815786	2nd Lt.	ND 01	A.C.	8 AFCC	No Inj.	



PILOT CHARGED WITH ACCIDENT

(20) Saferite, Robert L. (21) 0-815786 (22) 2nd Lt. (23) 18 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 8 AFCC 8 AF (26) 495 Ftr. Tr. (27) Hq. & Hq. Sqdn. (28) AAF Station 342
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 8 AFCC 8 AF (30) 495 Ftr. Tr. (31) Hq. & Hq. Sqdn. (32) AAF Station 342
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 3 Nov 43 Present rating (35) P (36) 3 Nov 43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(38) This type 123.5 (42) Instrument time last 6 months _____
(39) This model 31.1 (43) Instrument time last 30 days _____
(40) Last 90 days 90.0 (44) Night time last 6 months _____
(41) Total 349.3 (45) Night time last 30 days _____

AIRCRAFT DAMAGE N F

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	Propeller damaged requiring change. No other damaged parts.
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>M 4</u>	

(50) Weather at the time of accident 10/10 cloud at 2,000 feet Visibility 2 miles in base

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from 5000 ft (53) To Local (54) Kind of clearance Local

(55) Pilot's mission Non-operational formation

(56) Nature of accident Taxing accident. Propeller struck parked tea wagon on perimeter track.

(57) Cause of accident Pilot failed to take proper precaution.

(58) U/R not submitted.

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DESCRIPTION OF ACCIDENT

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

STATEMENT OF INVESTIGATING OFFICER

At approximately 1445 hours, 13 April 1944, 2nd Lt. Robert L. Saferite, while taxiing on perimeter at Wrexham airdrome preparatory to taking off for home base, taxied into a vehicle parked on the perimeter behind the lead ship.

The accident caused damage to the propeller necessitating it's being changed and also to the vehicle and personal effects inside the vehicle. Lt. Saferite admitted he saw the vehicle while he was taxiing, however, when it was in a position not visible to him, he carelessly continued to taxi, finally striking the parked vehicle.

GROUP II ACCIDENT

Pilot Error.....100%

Major Cause ---- Carelessness

Minor Cause ---- Poor Judgement

Recommend that this pilot be reprimanded under the 104th Article of War.

Signature

Frank E. McCauley
(Investigating Officer)

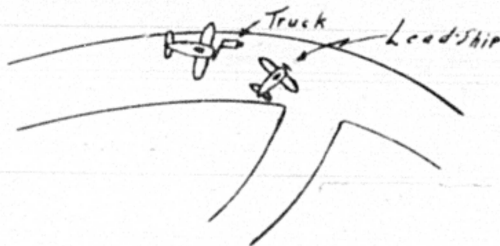
FRANK E. McCAULEY,
Captain, Air Corps,
Investigating Officer.

Date 20 April 1944

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PILOT'S STATEMENT

A four ship formation, of which I was flying number two position, landed at Wrexham Base due to lack of fuel. We had the planes serviced and then waited to get clearance to return to the home base. We recieved the clearance at approximately 1430. At 1445 we started engines and proceeded to take off. While taxiing from the dispersal point to the runway, a YMCA truck got between the leadship and me. The leadship stopped at the runway to check the mags and the truck stopped also behind and to the left but still on the perimeter. I had been clearing myself by turning the ship in the prescribed manner and at a slow speed. As I made the last turn to get into position to check my mags, my prop collided with the rear right hand corner of the truck. After the collision, I shut off the engine and went by the truck but seeing no one inside at that moment, I went on over to the leadship. I made arrangements to have the ship towed back to the dispersal point and called Operations office at the home base.



Robert L. Saferite
ROBERT L. SAFERITE,
2nd Lieut., A.C.

Incl. 2

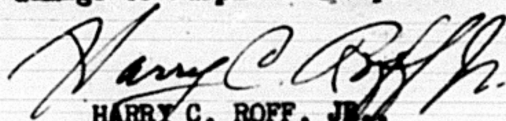
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WITNESS'S STATEMENT

At approximately 14:45 at R.A.F. Station, Wrexham, P-47 aircraft DQ-K was involved in a taxiing accident.

A Y.M.C.A. refreshment vehicle stopped on the taxi-strip directly astern of Purple leader's ship as he stopped at end of runway. Purple two was following and just coming to a stop, when his prop hit the right rear uppermost corner of the vehicle. From my plane I could see no damage to Purple two's plane.



HARRY C. ROFF, JR.,
1st Lieut., A.C.

Incl. 3

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TO : Flying Control Officer, Wrexham

FROM: P/O Shrivell

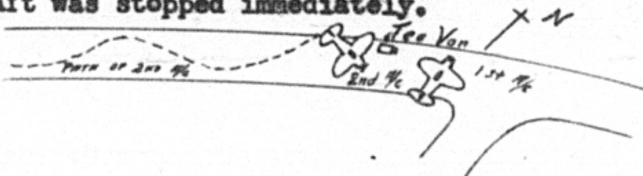
DATE: 13th April 1944.

Re: Taxying accident between Thunderbolt "K" and Y.M.C.A. Tea Van.

Sir:

I have the honour to report on above accident which occurred approximately at 14:35 hours this afternoon.

I was standing outside Navigation Lecture room, watching the Thunderbolts taxying out for take off, and noticed the Y.M.C.A. van in between the 1st and 2nd aircraft. No. 1 a/c taxied to end of runway for take off with the van following. The latter stopped about 10 yards from No. 1 a/c. No. 2 a/c was meanwhile turning along perimeter track. The van was parked on the boundary side of perimeter track and the Thunderbolt in question was completing a turn preparing to turn again to the aerodrome side of the perimeter track. By this time the nose of the a/c was very close to the rear of the van, within 2 yds. approximately, and continued on for the remaining distance, thus striking the van with the propeller. Apparently the tea van was still unsighted to the pilot of the machine. Upon contact, the aircraft was stopped immediately.



Certified as a true copy:

I remain, Sir,
Your obedient Servant,
R.D. Shrivell P/O
161080

/s/W.F. Chapman P/O
F.C.O., Wrexham

CERTIFIED CORRECT:

Frank E. McCauley
FRANK E. McCAULEY,
Captain, Air Corps.

Incl. 4

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TAXYING ACCIDENT ON 13.4.44

This is to certify that whilst driving the Y.M.C.A. Van round the Perimeter track at Wrexham Airdrome on APRIL 13th 1944. having stopped on the left hand side behind a Thunderbolt a/c, another Thunderbolt a/c taxied into the back of the van.

The propeller of the a/c hit the van whilst it was rotating. I had no idea any a/c was behind me.

M.G. Jones

Certified as a true copy of statement made by Y.M.C.A. driver.

/s/ W.F. Chapman, P/O, F.C.O.

CERTIFIED CORRECT:


FRANK E. McCAULEY,
Captain, Air Corps.

Incl. 5

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TO : O.C. Daily Servicing Squadron, Wrexham
FROM : 528605 Sgt. Peck N.C.O. i/c Workshops, Wrexham
DATE : 13/4/44

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Accident between Thunderbolt a/c No. 16538 and Y.M.C.A. van No. DW 9860

Sir,

I beg to submit the following report:

At approximately 14.45 hours 13/4/44 I saw four Thunderbolt a/c taxiing from the East side of the Watch Office on to the perimeter track. The Y.M.C.A. van No. DW 9860 drove in between the first and second a/c. Distance between the first and second a/c at the time was approximately 30 yards.

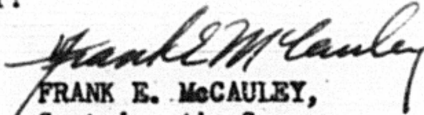
The aircraft with the Y.M.C.A. van in between taxied to No. 1 runway, and I saw that the airscrew of the second had stopped. On arriving at No. 1 runway, I found that the airscrew of the second a/c had cut into the rear off side top panel of the Y.M.C.A. van and that one blade of the airscrew was bent.

I am, Sir,
Your obedient servant,
C.H. Peck. Sgt.

Certified as a true copy:

/s/ W.F. Chapman P/O
F.C.O., Wrexham

CERTIFIED CORRECT:


FRANK E. McCAULEY,
Captain, Air Corps.

Incl. 6

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29 APR 1944

360.33

1st Wrapper Ind.

E-N-12

Hq. Eighth Air Force, APO 634, c/o Postmaster, New York, N.Y.

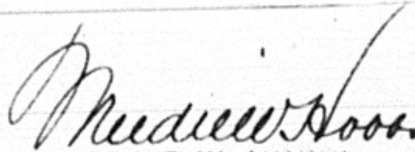
TO: Chief, Flying Safety, AAF, Winston Salem 1, N.C.

1. Transmitted herewith WDAAF Forms No. 14 and allied papers on the following aircraft accidents:

- a. 1st Lt. Jack P. Thames, B-24J number 42-99986.
- b. 1st Lt. Ernest B. McMahan, P-51B number 43-6503.
- c. 1st Lt. Sidney H. Hewett, P-47D number 42-76422.
- d. 2nd Lt. Robert L. Saferite, P-47C number 41-6538.

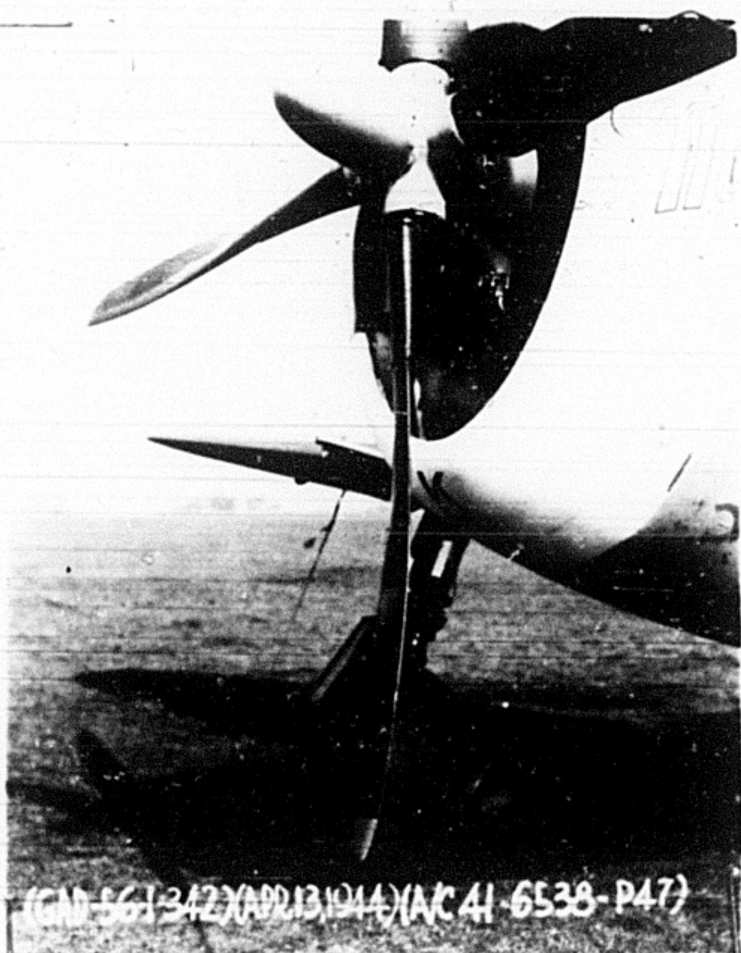
2. Concur.

For the Commanding General:


MEEDIE W. HOBBS
Major, A.G.D.
Ass't. Adjutant General

4 Incls:
As above.

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(GAD-56-1-342)(APR 13, 1944)(AC 41-6538-P47)



(GAD-56-1-342)(APR 13, 1944)(AC 41-6538-P47)

