

**RESTRICTED**

WAR DEPARTMENT  
AAF Sta 164  
U. S. ARMY AIR FORCES

ACCIDENT No. 123

**REPORT OF AIRCRAFT ACCIDENT**

*2 planes*  
*43-9-12-529*

(1) Place AAF Sta 164 (2) Date 12 September 1944 (3) Time 08:10 *4*

AIRCRAFT: (4) Type and model A-26B (5) A. F. No. 432185 (6) Station AAF Sta 164  
Organization: (7) IX BC, Ninth AF (8) 386th Bomb Gp (9) 553rd Bomb 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	TURNER, DAN O. Jr.	P	0-677330	2nd Lt	1801	AC	Ninth AF	None	None
G	REYES, MANUEL R.	G	18058457	S/Sgt	3620	AC	Ninth AF	None	None



(20) TURNER DAN O. Jr. (21) 0-677330 (22) 2nd Lt (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) IX BC, Ninth AF (26) 386th Bomb (27) 553rd Bomb Squadron (28) AAF Sta 164  
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) IX BC, Ninth AF (30) 386th Bomb (31) 553rd Bomb Squadron (32) AAF Sta 164  
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 22-4-43 Present rating (35) P (36) 22-4-43 Instrument rating (37) -  
(Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type 125:00 (42) Instrument time last 6 months -  
(39) This model 125:00 (43) Instrument time last 30 days -  
(40) Last 90 days 100:00 (44) Night time last 6 months -  
(41) Total 1337:30 (45) Night time last 30 days -

**AIRCRAFT DAMAGE**

(49) LIST OF DAMAGED PARTS

(46) Aircraft	<u>0.3</u>	(47) Engine(s)	<u>1</u>	(48) Propeller(s)	<u>1</u>	(49) LIST OF DAMAGED PARTS
						Right wing.

(50) Weather at the time of accident 2/10 clouds base 2500', visibility 3500 yards, wind 60° 4:7 MPH

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

(52) Cleared from AAF Sta 164 (53) To AAF Sta 164 (54) Kind of clearance Operational

(55) Pilot's mission Operational

(56) Nature of accident Taxi accident.

(57) Cause of accident Collided with another aircraft while taxiing around perimeter track.

HAD FORM 54 BEEN SUBMITTED: No.

**RESTRICTED**

**RESTRICTED**

DESCRIPTION OF ACCIDENT

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

The pilot of this aircraft, Lt Turner, taxied out of his hardstand behind the lead aircraft of his element, intending to take his place behind the number two aircraft. He failed to see the number two aircraft as it started to pull on to the perimeter track and collided with it.

Lt Turner had been unable to dry his windshield off completely before starting to taxi. This and the fact that he was taxiing towards the sun made his visibility poor. He failed to check the position of the aircraft he was to follow out and was looking for it farther around the perimeter track. Under these conditions Lt Turner failed to see the other aircraft.

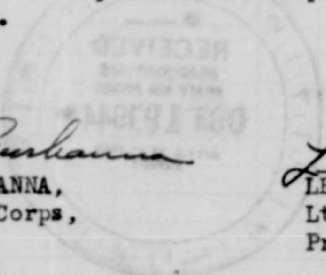
All pilots have been throughly briefed on correct taxi procedures and instructed to use extreme caution when it is impossible to keep the windshields completely free of moisture and condensation.

*Howard Burhanna*

HOWARD BURHANNA,  
Major, Air Corps,  
Member.

*Leland D. Perry*

LELAND D. PERRY,  
Lt. Col., Air Corps,  
President.



209

- 1 -

Signature

*John E. Miller*  
JOHN E. MILLER,  
Captain, Air Corps,  
Investigating Officer.

Date 19 September 1944.

Hq 505 5-43/10M/9093

**RESTRICTED**



**RESTRICTED**

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
AAF STA 164  
U. S. ARMY AIR FORCES  
**REPORT OF AIRCRAFT ACCIDENT**

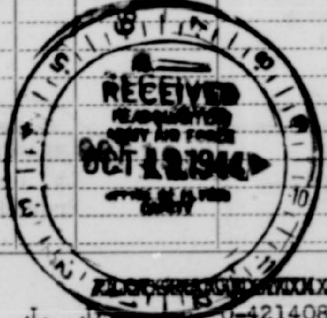
2 planes  
40-9-12-529

01-060

(1) Place AAF Sta 164 (2) Date 12 September 1944 (3) Time 08:10  
AIRCRAFT: (4) Type and model A-26B 020 (5) A. F. No. 4139190 (6) Station AAF Sta 164  
Organization: (7) IX BC, Ninth AF (8) 386th Bomb Gp (9) 553rd Bomb Squadron  
(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	SUTTON, LEE J. Jr.	P	0-421408	1st Lt.	01	AC	Ninth AF	None	None
B	CALLAWAY, ADOLPHUS S.	B	0-445717	1st Lt.	01	AC	Ninth AF	None	None
G	GILLIAM, DELBERT C.	G	17009926	S/Sgt.	38 20	AC	Ninth AF	None	None



(20) SUTTON LEE J. Jr. 0-421408 (22) 1st Lt. (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) IX BC, Ninth AF (26) 386th Bomb (27) 553rd Bomb Squadron (28) AAF Sta 164  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) IX BC, Ninth AF (30) 386th Bomb (31) 553rd Bomb Squadron AAF Sta 164  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (32) P (34) 20-5-43 Present rating (35) P (36) 20-5-43 Instrument rating (37) \_\_\_\_\_  
(Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type 100:35 (42) Instrument time last 6 months \_\_\_\_\_  
(39) This model 100:35 (43) Instrument time last 30 days \_\_\_\_\_  
(40) Last 90 days 86:20 (44) Night time last 6 months \_\_\_\_\_  
(41) Total 814:40 (45) Night time last 30 days \_\_\_\_\_

**AIRCRAFT DAMAGE**

(49) LIST OF DAMAGED PARTS

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 2</u>	<u>Left wing tip</u>
(47) Engine(s) <u>1 1</u>	
(48) Propeller(s) <u>1 1</u>	

(50) Weather at the time of accident 2/10 clouds base 2500', visibility 3500 yards, wind 60° 4:7 MPH.

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

(52) Cleared from AAF Sta 164 (53) To AAF Sta 164 (54) Kind of clearance Operational

(55) Pilot's mission Operational

(56) Nature of accident Taxi accident.

(57) Cause of accident Collided with another aircraft while taxiing out of hardstand.

HAD FORM 54 BEEN SUBMITTED: No

**RESTRICTED**

Incb: 3

2-12

209

DESCRIPTION OF ACCIDENT

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

The pilot of this aircraft, Lt Sutton, started to taxi from the hardstand to take his correct position in the formation. The formation was taxiing from left to right past this hardstand and as Lt Sutton started moving he noticed that aircraft number 139185 in the hardstand to his left was also taxiing out. When he approached the perimeter track Lt Sutton saw that number 139185 was not going to stop and he immediately brought his aircraft to a stop. The pilot of aircraft number 139185 never saw Lt Suttons aircraft until after the collision.

The responsibility of the accident does not rest with Lt Sutton as he was taxiing out to the perimeter track into his proper position, thinking that aircraft number 139185 would take its proper position behind him.

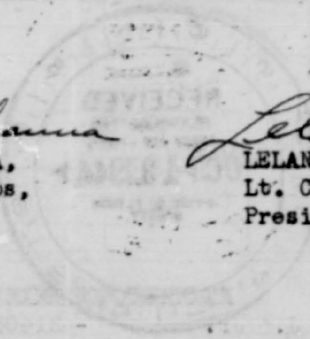
All pilots have been indoctrinated with the necessity for using extreme caution while taxiing.

*Howard Burhanna*

HOWARD BURHANNA,  
Major, Air Corps,  
Member.

*Leland D. Perry*

LELAND D. PERRY,  
Lt. Col., Air Corps,  
President.



2

209

Signature

*John E. Miller*

JOHN E. MILLER,  
Captain, Air Corps,  
Investigating Officer.

Date 19 September 1944.

RESTRICTED

HEADQUARTERS  
386TH BOMBARDMENT GROUP (M) AAF  
APO #140, U. S. ARMY

12 September 1944.

SUBJECT: Report on the Taxi Accident of the A-26s

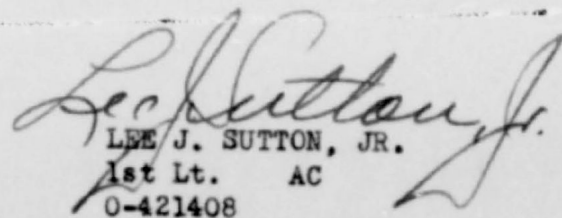
TO : Commanding Officer, 386th Bombardment Group (M) AAF  
APO #140, U. S. ARMY

1. I was in ship number 190. As the lead ship of the element in which I was to fly the two position taxied by, I looked to my left to see if I were clear. At the time I was, although, there was another ship starting out of the hardstand to my left. The ground crew cleared me to start out; as I came to the edge of the perimeter track, I looked to my left again and saw this other ship coming down the track quite rapidly. I stopped immediately.

2. The pilot of the other ship apparently did not see my ship, as he continued on the track at which time the accident occurred.

3. My ship was pulled approximately one or two yards out on to the track as a result of the accident and the other pilot managed to stop his ship in the entrance of the next hardstand to my right.

4. Those are the details of the accident as I saw them.

  
LEE J. SUTTON, JR.  
1st Lt. AC  
O-421408

209

- 3 -

*Encl: 7*

RESTRICTED



RESTRICTED

HEADQUARTERS  
386TH BOMBARDMENT GROUP (M) AAF  
APO #140, U. S. ARMY

12 September 1944

SUBJECT: Report on the taxi Accident of the A-26s

TO : Commanding Officer, 386th Bombardment Group (M) AAF  
APO #140 U. S. ARMY

1. After leaving my parking area in ship # 9185 and being out on the taxi strip I made contact with ship # 9190 as he was coming out of his area. Having cleaned my wind shield twice, I was still unable to see out of it when looking into the sun. The other ship being between me and the sun I was unable to see him until after contact was made.

2. Ship # 9190 had come to a standstill when we hit. At this time I cleared the track as soon as possible and cut engines.

3. Above is the accident as I saw it.

*Dan O. Turner, Jr.*  
DAN O. TURNER, JR.  
2nd. Lt. A.C.  
0-677330

- 4 -

209

RESTRICTED

Incl: 8

Accident No. 45-9-12529

Date

Checked by

SPM

10-21-74

Analyzed by

AMW

Copied for Wright

Field by \_\_\_\_\_

Notes

AH. Capt. Beebe

Photo sent " " 18 Nov

3909:10-440FS

