

Accident No. 45-28530

Date

Checked by RM 1-20-45

Analysed by GM

Copied for Wright

Field by NO COPY

Notes Att Capt Pacific

27 May 45

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3989810-8075

**RESTRICTED**

ACCIDENT NO. \_\_\_\_\_

WAR DEPARTMENT  
U. S. ARMY AIR FORCES  
REPORT OF AIRCRAFT ACCIDENT

40-10-28-530  
121

1-17-45

(1) Place AAF Station A-55 (2) Date 18 October 1944 (3) Time 0815 H  
 AIRCRAFT: (4) Type and model A-26B-20 (5) A. F. No. 41-39207 (6) Station AAF Station A-55  
 Organization: (7) 9th B.D. Ninth (8) 416th Bomb (L) 669th Bomb (L)  
 (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         | Stebbins, Barton D.         | Pilot       | 0-730986        | 1st Lt.   | 01 01                | AC          | Ninth AF                  | None                     | None                  |
| 3P        | Winn, Alonso J.F.           | Pilot       | 0-737920        | 1st Lt.   | 01 01                | AC          | Ninth AF                  | None                     | None                  |
| G         | Davis, Warren G.            | Gunner      | 14202544        | Cpl.      | 38 20                | AC          | Ninth AF                  | None                     | None                  |

PILOT CHARGED WITH ACCIDENT

(20) Stebbins, Barton D. (21) 0-686607 (22) 1st Lt. (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9th B.D. Ninth AF (26) 416 Bomb (L) (27) 669th Bomb (L) (28) AAF Station A-55  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) \_\_\_\_\_ (30) \_\_\_\_\_ (31) \_\_\_\_\_ (32) \_\_\_\_\_  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 9/29/42 Present rating (35) Pilot (36) 9/29/42 Instrument rating (37) 4/11/44  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 276:20 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model A-26B 238:10 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 60:50 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 1710:05 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

| DAMAGE                     | (49) LIST OF DAMAGED PARTS  |
|----------------------------|---|
| (46) Aircraft <u>0</u>     | Nose section, Rt. Wing, Rt. Engine Nozzle<br>Probable sudden stoppage to Rt. Engine<br>Rt. Prop Bent. |
| (47) Engine(s) <u>0</u>    |   |
| (48) Propeller(s) <u>0</u> |   |

(50) Weather at the time of accident Ceiling and visibility unlimited.  
 (51) Was the pilot flying on instruments at the time of accident No.  
 (52) Cleared from AAF Station A-55 (53) To AAF Station A-55 (54) Kind of clearance Contact.  
 (55) Pilot's mission Local Orientation Flight.  
 (56) Nature of accident Taxing Accident.  
 (57) Cause of accident Taxied into hole in runway. Right main landing gear collapsed.  
 (58) Has the Form 54 been submitted? No.

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## DESCRIPTION OF ACCIDENT

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

### NARRATIVE:

At approximately 0815, 18 October 1944, aircraft No. 42-39207 was being taxied from the dispersal area to take-off position. Bright sunlight, glaring on the wet runway, concealed a hole which was being repaired in the runway. Consequently the pilot, Lt., Stebbins, taxied the aircraft into the hole. The shock broke the down lock on the right landing gear, and the gear collapsed. As a result, the right propeller, right engine nacelle, and right wing tip were damaged.

Investigation disclosed that radio instructions on taxiing had stated that no taxiing was to be done on the grass, but that taxiing was to be confined to the taxi strips. However, specific instructions as to obstructions on the runway which was normally used for taxiing were not given. Consequently the pilot was unaware of the condition of the runway.

### RESPONSIBILITY:

1. Pilot error in not assuring himself of field conditions.
2. Flying Control in giving inadequate taxi instructions and not assuring that obstructions were properly marked.
3. Commanding Officer of Engineers in not replacing flags marking obstructions.

### RECOMMENDATIONS:

1. Better dissemination of the condition of the airfield to all concerned, plus more positive taxi instructions, are needed.
2. Pilots should not taxi into unknown conditions of taxi surfaces.
3. Responsible personnel should make certain that obstructions are well marked at all times.

### INCLOSURES:

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- Inclosure #1 - Pilot's Statement.
- Inclosure #2 - Student Pilot's Statement.
- Inclosure #3 - Statement of Control Officer.
- Inclosure #4 - Photographs.
- Inclosure #5 - Statement of Crew Chief.

APPROVED:

*Theodore R. Aylesworth*  
THEODORE R. AYLESWORTH,  
Colonel, Air Corps,  
Commanding.

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Signature

*Richard F. Shafer*  
(Investigating Officer)  
RICHARD F. SHAEFER,  
Captain, Air Corps,  
Accident Officer.

22 November 1944

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Date .....

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## STATEMENT

18 October 1944.

TO WHOM IT MAY CONCERN:

I, BARTON D. STEBBINS, Captain, Air Corps, Serial No. 0-730986, 669th Bomb Sq (L), 416th Bomb Gp (L), Pilot in Aircraft A-26B, AAF No. 41-39207, returning from a training flight, state the following:

The accident occurred while taxiing East on runway 290° at approximately 0820 on the 18 October 1944.

While trying to avoid some construction work at the left of the runway, I taxied into a hole in the center of the runway, with the right main gear, which resulted in the collapse of the right gear.

The runway was wet and with the sun shining on the wet surface reflecting directly in my eyes made the visibility bad.

There were no flags marking the construction work.

I received no taxi instructions from the tower other than to taxi to runway 20.

*Barton D. Stebbins*  
BARTON D. STEBBINS,  
Captain, Air Corps,  
Pilot.

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671ST BOMBARDMENT SQUADRON (L)  
416TH BOMBARDMENT GROUP (L)

A.P.O. # 140, U.S. Army,  
19 October 1944.

## S T A T E M E N T

Alonzo J.P. WINN, 1st Lt., Air Corps, 0737920, Student-Pilot in A-26B,  
No. 207 "V" with Lt. Stebbins as instructor on 18 October 1944

\* \* \* \* \*

At approximately 0815 taxi instructions were given to Lt. Stebbins to taxi to runway "two zero" for take-off. No further instructions were given. On taxiing due East on runway "one one" at about 0820, the right landing gear collapsed due to a hole in the middle of the runway. Visibility was very poor due to the sun and glare from water on the runway.

The right prop, right nacelle and right wing tip was damaged.

*Alonzo J.P. Winn*  
ALONZO J.P. WINN,  
1st Lt., Air Corps,  
671st Bomb Sq (L).

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*And #2*

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## S T A T E M E N T

The following statement is made regarding the accident of A/C #207, "V", piloted by STEBBINS, Barton D., 1st Lt., A.C., at approximately 0815, 18 October 1944.

At 0800 the R/T Operator had been instructed by the F.C.O. to inform all A/C to use taxi tracts and not grass as it was too soft.

At 0815, A/C #207, "V", piloted by Stebbins, while taxiing on R/W 29/11 and not on taxi tract as instructed, ran into hole which had been marked by Control Crew but had been removed by Engineers in their work and not replaced by them.

*Jack P. Barton*  
JACK BARTON,  
Capt., A.C.,  
F. C. O.

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Incl. 3.

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**S T A T E M E N T**

18 October 1944.

**TO WHOM IT MAY CONCERN:**

On the morning of 18 October 1944, Aircraft A-26B, AAF No. 41-39207, was given a Preflight and Daily Inspection by the undersigned and to the best of my knowledge, the subject Aircraft was in safe condition for flight. No defects were found on the Preflight or Daily Inspection.

*Wm. W. Alexander*

WILLIAM W. ALEXANDER,  
M/Sgt., 18038611,  
671st Bomb Sq (L),  
Crew Chief.

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*Ind. # 5*



GAU-28-2-416-18-OCT-44-A-26 CRASH



GAU-28-5-416-18-OCT-44

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GAU-28-2-416-18-OCT-44-A-26 CRASH

Incl. 4



GAU-28-2-416-18-OCT-44



GAU-21-416-18-OCT-44 A-26 CRASH



GAU-28-5-416-18-OCT-44

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GAU-28-2-416-18-OCT-44 A-26 CRASH

Incl 4



GAU-27-2-416-18-OCT-44



GAU-28-11-416-18-OCT-44-A-26 CRASH



GAU-28-5-416-18-OCT-44

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GAU-28-2-416-18-OCT-44-A-26 CRASH



GAU-28-2-416-18-OCT-44

Incl 4



GAU-28-1-416-18-OCT-44-A-26 CRASH



GAU-28-5-416-18-OCT-44

RESTRICTED



GAU-28-2-416-18-OCT-44-A-26 CRASH



GAU-28-3-416-18-OCT-44

Incl 4



A-26 CRASH



GAO-28-5-416-18-OCT-44

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GAO-28-2-416-18-OCT-44 - A-26 CRASH

Incl 4



GAO-28-2-416-18-OCT-44

HEADQUARTERS  
416TH BOMBARDMENT GROUP (L)  
Office of the Commanding Officer

AP0 140, U.S. Army  
25 October 1944  
*25 November*

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Bombardment Division (M), APO 140,  
U.S. Army.

Transmitted herewith is the AAF Form 14 and inclosures ( in quad-  
uplicate) on aircraft accident of Lt. Barton D. Stebbins in aircraft  
number 41-39207, A-26B-20, 18 October 1944.

For the Commanding Officer:



*George Schenkein*  
GEORGE SCHENKEIN,  
Captain, Air Corps,  
Adjutant.

Inclosures:

AAF Form 14 and inclosures ( in quadruplicate ).

360.33 1st Ind. E-J-2  
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 1 December 1944.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force,  
dated 22 March 1944.

For the Commanding General:



*Richard E. Sanders*  
RICHARD E. SANDERS,  
Brig. Gen., U.S.A.,  
Chief of Staff.

Incls: (1 cy ea. w/d).

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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

STEBBINS BARTON D

A-26-B

45-10-28-530

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Capt Bache

3/24

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