

**A6 RESTRICTED**

ACCIDENT NO.

WAR DEPARTMENT  
STATION A-55  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place Station A-55 (2) Date 25 November 1944 (3) Time 1650  
 AIRCRAFT: (4) Type and model A-26B-20 (5) A. F. No. 41-39188 (6) Station Station A-55  
 Organization: (7) 9th B.D., Ninth AF (8) 416th Bomb (L) (9) 668th 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	Carver, James H.	Pilot	0-759569	2nd Lt.	18	AC	Ninth AF	None	None
G	Miller, William A.	Gunner	36744234	Cpl.	38	AC	Ninth AF	None	None
G	Wylie, Alvin O.	Gunner	13170122	Sgt.	38	AC	Ninth AF	None	None

**PILOT CHARGED WITH ACCIDENT**

(20) Carver James H. (21) 0-759569 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9th B.D., Ninth AF (26) 416th Bomb (L) (27) 668th Bomb (L) (28) 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) 11-3-43 Present rating (35) Pilot (36) 11-3-43 Instrument rating (37) \*\*  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type A-26 4:30 (42) Instrument time last 6 months \*\*  
 (39) This model A-26B 4:30 (43) Instrument time last 30 days \*\*  
 (40) Last 90 days 45:10 (44) Night time last 6 months \*\*  
 (41) Total 554:30 (45) Night time last 30 days \*\*

**AIRCRAFT DAMAGE**

**(49) LIST OF DAMAGED PARTS**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	Damage to right wing. Right aileron.
(47) Engine(s) <u>1</u>	
(48) Propeller(s) <u>0</u>	Right propeller.

(50) Weather at the time of accident 8 miles visibility, 2/10 clouds at 2,500 feet, 6/10 clouds at 10,000 feet.

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Contact

(55) Pilot's mission Local Transition.

(56) Nature of accident Fatal Accident.

(57) Cause of accident Pilot error.

(58) Has Form 54 been submitted? No.

Received  
2-19-45

# RESTRICTED

## DESCRIPTION OF ACCIDENT

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

### NARRATIVE:

On 25 November, 1944, at 1650 hours, Lt. Carver was taxiing to take-off position for a routine transition flight. On the single lane perimeter strip he encountered another aircraft taxiing the opposite direction. Lt. Roberts, the pilot of the other aircraft, pulled off into a roadway as far to the side as possible. Lt. Carver decided that he had room to pass and he proceeded. Lt. Roberts saw that the planes would not clear, and cut his right engine. However, the right wing of Lt. Carver's airplane contacted the right propeller of Lt. Robert's airplane before the propeller had stopped rotating. Approximately eighteen inches, of the right wing tip were cut off, the right aileron and right propeller were damaged on Lt. Carver's airplane. The right propeller of Lt. Robert's airplane was damaged.

Although the pilot stated that he did not believe he had slipped sideways before contact, a witness, Lt. Behlmer, stated that the plane did slip toward the other plane before contact was made.

### RESPONSIBILITY:

Pilot error. Lt. Carver grossly misjudged the clearance between planes, and used extremely poor judgement in proceeding when he was not positive that he would clear.

### RECOMMENDATIONS:

Whenever there is a question as to whether a taxiing aircraft will clear an obstruction, pilots should not proceed until they can receive visual signals from responsible personnel on the ground.

### INCLOSURES: 6

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Gunner.
- Incl. #4 - Statement of Lt. Roberts.
- Incl. #5 - Statement of Lt. Behlmer.
- Incl. #6 - Photograph.

### APPROVED:

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

Signature

*Richard F. Shafer*  
RICHARD F. SHAFER,  
Captain, Air Corps,  
Investigating Officer.

Date 1 December 1944.

RESTRICTED

25 November 1944

STATEMENT

On 25 November 1944, at 1650 hours, while taxiing out to runway twenty (20) to embark on a routine transition flight in aircraft A-26P 41-39188, I did at a point on the perimeter track opposite the 43rd Service Squadron and in the Squadron "P" Area encounter, coming in the opposite direction on the said perimeter track, an A-26B aircraft, number 41-39264, piloted by 1st Lieutenant William N. Roberts of the same squadron. I stopped my aircraft at a point one hundred (100) feet or more before the point of collision. Lt Roberts pulled into a hardstand of the 43rd Service Squadron to allow me to taxi by.

sizing the situation and of the opinion I was able to pass, I proceeded. Coming closer to the parked aircraft, I judged that I would have to pull off the left side of the perimeter track into the grass to allow my wing to clear the parked aircraft. I slowed my aircraft as much as possible and edged off the perimeter track. The sun at that point caused a bright reflection of my wing, as well as that of the parked aircraft, blinding me from any signals from the other aircraft.

No warning was given me by my engineer/gunner as I doubt whether he could see. My wing made contact with the rotating propeller of the parked aircraft damaging about eighteen (18) inches or more of my wing tip. I applied and locked my brakes and cut my engines as did the pilot of the other aircraft. I opened my bomb bay doors to let my armorer/gunner out and then made radio contact with "spotdeck" control informing them of the accident, the place of accident and stated the fact that the perimeter track would be blocked. I then secured my aircraft and got out to inspect the damage.

My right wing was damaged, the propeller of the other aircraft having removed approximately eighteen inches of its tip. The right aileron was damaged and one blade of the right prop severely nicked, having been hit by an inspection plate, off the wing tip, flying into it. The other aircraft had all three blades of the propeller damaged severely.

*James H. Carver*

JAMES H. CARVER,  
2nd Lt., Air Corps.

466

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RESTRICTED

Incl. 14

RESTRICTED

25 November 1944

S T A T E M E N T

I was riding in the turret gunners position in A-26B aircraft, 41-19188, going out on a routine flight. My pilot was 2nd Lt James H. Carver. We were taxiing along at a very slow speed when I heard and felt the ship rock. At that time I looked around but too late to see what had happened.

*William A. Miller*

WILLIAM A. MILLER,  
Cpl 36744234

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*Anal 2.*

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25 November 1944

STATEMENT

At approximately 1650 hours, I was riding in the engineer position on a routine training flight in A-26B aircraft, 41-19188, piloted by 2nd Lt James W. Carver. We were taxiing at a slow speed when our wing tip collided with the propeller arc of another aircraft.

*Alvin O. Wylie*  
ALVIN O. WYLIE,  
Sgt 13170122

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*Wylie*

RESTRICTED

25 November 1944

S T A T E M E N T

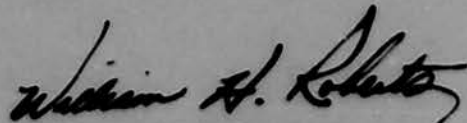
At 1645, I landed in A-26B 41-39264 aircraft after completing a routine training flight.

Taxiing back to the "A" Squadron Area, I met an aircraft taxiing out to take off. I taxied off the taxi strip to let the other aircraft by, but was unable to pull out very far because of the mud. I pulled out as far I thought was safe and stopped my aircraft.

The other aircraft was A-26B 41-19188 also of "A" Squadron piloted by Lt Carver. I tried to signal him that I thought it wasn't clear for him to pass but he apparently couldn't see my signals because of the sun.

As the aircraft moved forward, I cut the mixture control of my right engine but did not cut it in time to prevent damage to the right wing of the other aircraft. I cut my left engine and left my aircraft to inspect the damage. My right propeller was badly nicked on all three blades requiring a propeller change. Apparently no damage was done to the engine.

When the strip had been cleared, I taxied my aircraft back to the "A" Squadron Area.



WILLIAM H. ROBERTS,  
2nd Lt., Air Corps.

488

RESTRICTED

*Handwritten initials*

RESTRICTED

**STATEMENT**

29 November 1944.

Statement of ROBERT L. BEHLMER, 1st Lt, Air Corps, A.S.N. 0-684243:

On 25 November 1944, I was standing in front of Squadron "B" Operations when A/C A-26B-20, AAF No. 41-39264 came taxiing by on the perimeter track, returning to its hardstand in Squadron "A" Area.

After this A/C had passed about 200 feet, I observed another A/C, A-26B-20, AAF No. 41-39188, approaching A/C 264 from the opposite direction.

This being a one way taxi strip, I immediately started toward these two airplanes to guide them but before I could reach them, 264 had pulled off onto a road for vehicles and stopped at an angle to the perimeter track. A/C 188 continued to taxi, pulling as far to the left as possible. As he approached the A/C 264, his left wheel slipped in the mud, the right wing passing over the nose section of 264 and into the propeller cutting off the wing of 188 about 2 feet from the tip. Both men then cut engines.

This took place in the time it took me to proceed on foot from Operations to the place of passing, some 250 yards on down the taxi strip.

*Robert L. Behlmer*  
ROBERT L. BEHLMER,  
1st Lt, Air Corps.

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*Incl. 15.*

RESTRICTED



Incl. 6



Incl 16



Incl. 6

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

APO 140, U. S. Army,  
4 December 1944.

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 quadruplicate) on accident of Lt. James H. Carver in A-26B-20 number 41-39183, 25 November 1944.

For the Commanding Officers:

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

Incl:

AAF Form 14 and inclosures (in quadruplicate).

360.33

1st Ind.

E-J-2

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 15 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 27 November 1944.

For the Commanding General:

*S. L. Parmenter*  
for  
C. C. VEGA, Jr.,  
LT. COLONEL, A.C.  
ADJUTANT GENERAL.

DEC 1944

Incl: 1 cy. ea. w/d.

RESTRICTED

360.33

2nd Ind.

E-083-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 28 DEC 1944

1: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:

*S.V. Heslin*  
S.V. HESLIN,  
Major, A.G.D.,  
Asst Adj. Gen.

1 Incl: (2 cys w/d)

**RESTRICTED**

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

WAR DEPARTMENT

U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

1-9-45

2 planes  
45-11-25-336

(1) Place STATION A-55 (2) Date 25 NOVEMBER 1944 (3) Time 1650  
 Aircraft: (4) Type and model A-26B-20 (5) A. F. No. 41-39264 (6) Station A-55  
 Organisation: (7) 9TH B.D. NINTH AF (8) 416TH BOMB (L) (9) 668TH BOMB (L)  
 (Command and Air Force) (Group) (Squadron)

**PERSONNEL**

DEPT	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	ROBERTS, WILLIAM H.	PILOT	0-759509	2nd LT.	18	AC	NINTH AF	NONE	NONE
G	WINDISCH, RAYMOND F.	GUNNER	3356257	SGT.	38	AC	NINTH AF	NONE	NONE
G	HOOD, ALBERT R.	GUNNER	37096034	SGT	38	AC	NINTH AF	NONE	NONE

(20) ROBERTS WILLIAM H. (21) 0-759509 (22) 2ND LT. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9TH B.D. NINTH AF (26) 416TH BOMB (L) 668TH BOMB (L) (28) 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) 11/3/43 Present rating (35) PILOT (36) 11/3/43 Instrument rating (37) 5/17/44  
 (Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type A-26 6:30 (42) Instrument time last 6 months  
 (39) This model A-26B 6:30 (43) Instrument time last 30 days  
 (40) Last 90 days 42:05 (44) Night time last 6 months  
 (41) Total 571:10 (45) Night time last 30 days

**AIRCRAFT DAMAGE**

**(46) LIST OF DAMAGED PARTS**

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	RIGHT PROPELLOR

(49) Weather at the time of accident 8 Miles visibility. 2/10 clouds at 2500 feet. 6/10 clouds at 10,000 feet.

(51) Was the pilot flying on instruments at the time of accident NO  
 (52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Contact

(55) Pilot's mission Local Transition

(56) Nature of accident Taxi Accident.

(57) Cause of accident Pilot error on the part of pilot of other aircraft.

(58) Has 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)

**NARRATIVE:**

On 25 November, 1944, at 1650 hours, Lt Roberts was taxiing back to the squadron area after completing a routine training flight. On the single lane perimeter strip he encountered another aircraft, piloted by Lt. Carver, taxiing in the opposite direction. Lt. Roberts pulled off to the left into a roadway as far as possible and stopped his aircraft. As the other aircraft taxied forward Lt. Roberts saw that it would not clear, and he unsuccessfully attempted to signal the other pilot. When he saw that collision was inevitable, Lt. Roberts cut the mixture control on his right engine. However the propeller was still rotating when the wingtip of the other aircraft contacted it. The right propeller of Lt. Roberts' airplane was damaged, and the right wing tip, right aileron, and right propeller of Lt. Carver's airplane were damaged.

**RESPONSIBILITY:**

Pilot error on the part of the pilot of the other aircraft. Lt Carver grossly misjudged the clearance between planes, and used poor judgement in proceeding when he was not positive that he would clear.

**RECOMMENDATIONS:**

Wherever there is a question as to whether a taxiing aircraft will clear an obstruction, pilots should not proceed until they can receive visual signals from responsible personnel on the ground.

**INCLOSURES:** 6

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Gunner.
- Incl. #4 - Statement of Lt Carver.
- Incl. #5 - Statement of Lt Behlmer.
- Incl. #6 - Photograph.

**APPROVED:**

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

Signature

*Richard F. Spatter*  
RICHARD F. SPATTER  
Captain, Air Corps,  
Investigating Officer.

4 December 1944

Date

**RESTRICTED**

RESTRICTED

25 November 1944

S T A T E M E N T

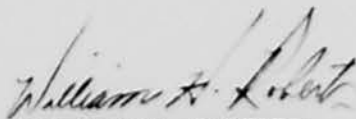
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Taxiing back to the "A" Squadron Area, I met an aircraft taxiing out to take off. I taxied off the taxi strip to let the other aircraft by, but was unable to pull out very far because of the mud. I pulled out as far I thought was safe and stopped my aircraft.

The other aircraft was A-26B 41-39188 also of "A" Squadron piloted by Lt Carver. I tried to signal him that I thought it wasn't clear for him to pass but he apparently couldn't see my signals because of the sun.

As the aircraft moved forward, I cut the mixture control of my right engine but did not cut it in time to prevent damage to the right wing of the other aircraft. I cut my left engine and left my aircraft to inspect the damage. My right propeller was badly nicked on all three blades requiring a propeller change. Apparently no damage was done to the engine.

When the strip had been cleared, I taxied my aircraft back to the "A" Squadron Area.

  
WILLIAM H. ROBERTS,  
2nd Lt., Air Corps.

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Encl. #3

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25 November 1944

S T A T E M E N T

At approximately 1650 hours while riding in the cockpit with 2nd Lt William W. Roberts in A-26 aircraft, 41-39264, I was involved in the following accident.

We were returning to our squadron area after completing a transition flight. While taxiing, our and the other aircraft turned on the same taxi strip at the same time and it was necessary for one to get out of the way for the other to pass. We reached an adjoining vehicle parkway first, so my pilot pulled out of the way as far as possible, considering the muddy conditions of the area. The other aircraft approached us at a very slow rate of speed, and when he saw it was very close, came to a dead stop. After viewing the situation, he jockeyed as to clear. The other aircraft started to move forward and as he approached the arc of our propeller, his wing tip went right through the arc and a portion of his wing was sheared off.

*Raymond P. Windisch*  
RAYMOND P. WINDISCH,  
Sgt 33562557

- 13 -

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tail #3

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25 November 1944

S T A T E M E N T

I was riding in the turret gunners position in A-26B aircraft, 41-39264, piloted by 2nd Lt William W. Roberts. We were returning from a routine flight. Because of my position, I was unable to see any part of the accident.

*Albert R. Hood*

ALBERT R. HOOD,  
Sgt 37096034

- 14 -

*and 47*

RESTRICTED

466

25 November 1944

S T A T E M E N T

On 25 November 1944, at 1650 hours, while taxiing out to runway twenty (20) to embark on a routine transition flight in aircraft A-26B 41-39188, I did at a point on the perimeter track opposite the 43d Service Squadron and in the Squadron "B" Area encounter, coming in the opposite direction on the said perimeter track, an A-26B aircraft, number 41-39264, piloted by Lt William H. Roberts, of the same squadron. I stopped my aircraft at a point one hundred (100) feet or more before the point of collision. Lt Roberts pulled into a hardstand of the 43d Service Squadron to allow me to taxi by.

Sizing the situation and of the opinion I was able to pass, I proceeded. Coming closer to the parked aircraft, I judged that I would have to pull off the left side of the perimeter track into the grass to allow my wing to clear the parked aircraft. I slowed my aircraft as much as possible and edged off the perimeter track. The sun at that point caused a bright reflection of my wing, as well as that of the parked aircraft, blinding me from any signals from the other aircraft.

No warning was given me by my engineer gunner as I doubt whether he could see. My wing made contact with the rotating propeller of the parked aircraft damaging about eighteen (18) inches or more of my wing tip. I applied and locked my brakes and cut my engines as did the pilot of the other aircraft. I opened my bomb bay doors to let my armorer gunner out and then made radio contact with "boatdeck" control informing them of the accident, the place of accident and stated the fact that the perimeter track would be blocked. I then secured my aircraft and got out to inspect the damage.

My right wing was damaged, the propeller of the other aircraft having removed approximately eighteen inches of its tip. The right aileron was damaged and one blade of the right prop severely nicked, having been hit by an inspection plate, off the wing tip, flying into it. The other aircraft had all three blades of the propeller damaged severely.

/s/ James H. Carver  
/t/ JAMES H. CARVER,  
2nd Lt., Air Corps.

A TRUE COPY:

*Gerald M. McNuety*  
GERALD M. MC NUETY,  
Captain, Air Corps,  
Operations Officer.

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2nd 25

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**STATEMENT**

29 November 1944.

Statement of ROBERT L. BEHLMER, 1st Lt. Air Corps, ASN O-684243:

On 25 November 1944, I was standing in front of Squadron "B" Operations when A/C A-26B-20, AAF No. 41-39264 came taxiing by on the perimeter track, returning to its hardstand in Squadron "A" Area.

After this A/C had passed about 200 ft., I observed another A/C, A-26B-20, AAF No. 41-39188, approaching A/C 264 from the opposite direction.

This being a one way taxi strip, I immediately started toward these two airplanes to guide them but before I could reach them, 264 had pulled off onto a road for vehicles and stopped at an angle to the perimeter track. A/C 188 continued to taxi, pulling as far to the left as possible. As he approached the A/C 264, his left wheel slipped in the mud, the right wing passing over the nose section of 264 and into the propeller cutting off the wing of 188 about 2 feet from the tip. Both men then cut engines.

This took place in the time it took me to proceed on foot from Operations to the place of passing, some 250 yards on down the taxi strip.

*Robert L. Behlmer*

ROBERT L. BEHLMER,  
1st Lt., Air Corps.

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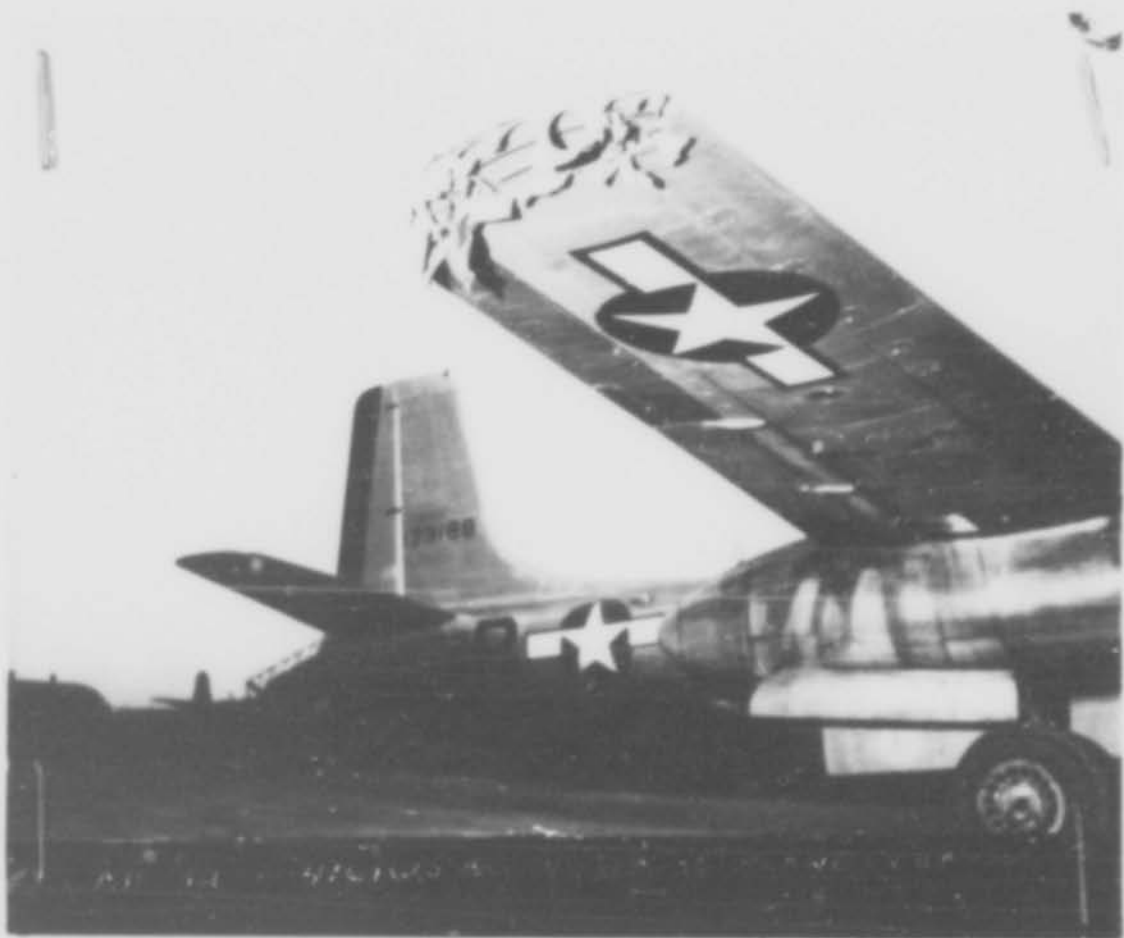
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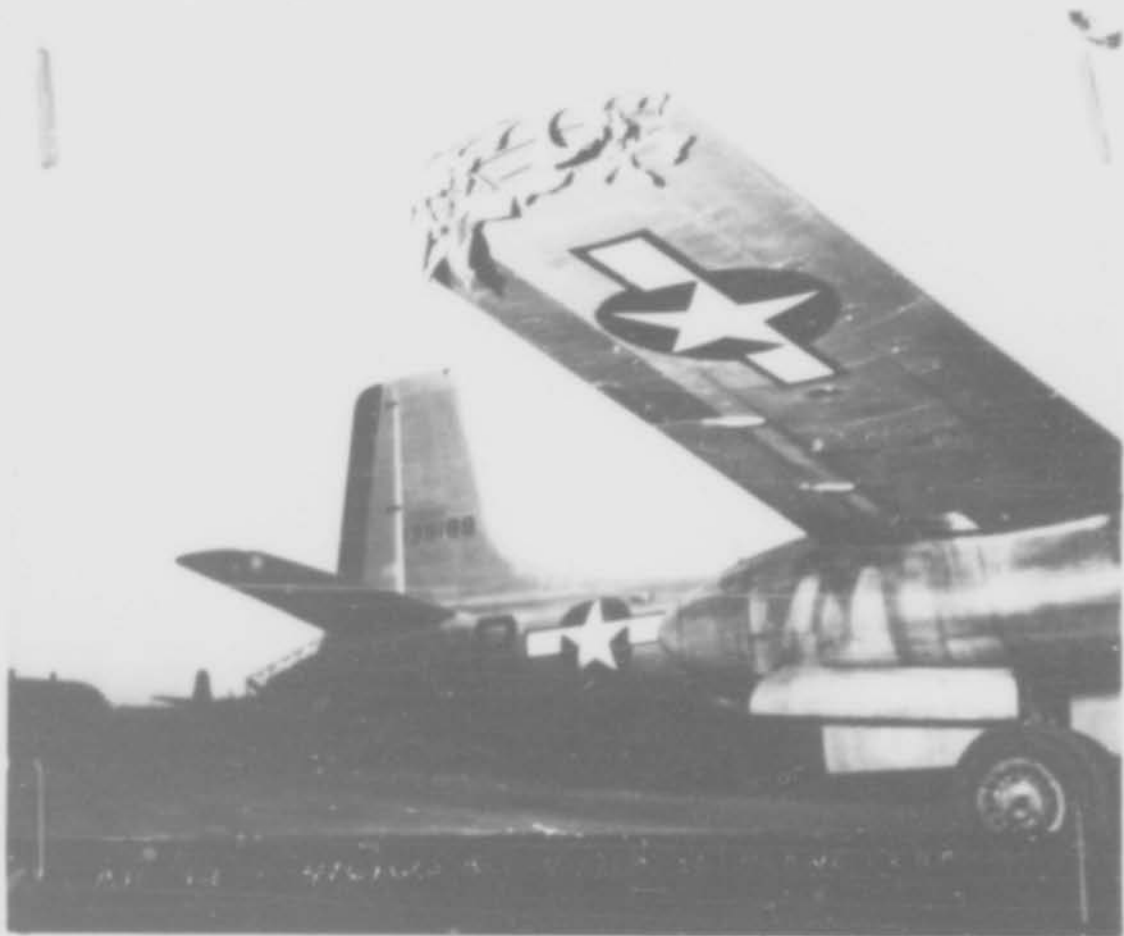


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LTR HQ 116TH BOMB GP, APO 110, 4 Dec subj: transmittal of AF Form 11  
RESTRICTED

100-33

2nd Ind.

E-55-3


HEADQUARTERS TENTH AIR FORCE, APO 696, US Army.

25 DEC 1944

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

  
S.V. HESLIN,  
Major, A.C.D.,  
Asst. Adj. Gen.

7 Incls: (2 cys ea w/d)

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466

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

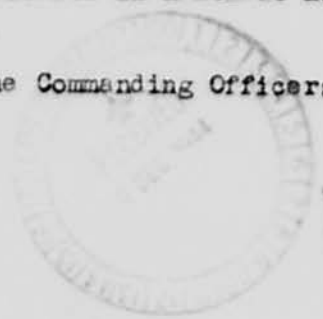
APO 140, U. S. Army,  
4 December 1944.

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 quadruplicate) on accident of Lt. William H. Roberts in A-26B-20 number 41-39264, 25 November 1944.

For the Commanding Officer:



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

Incl:  
AAF Form 14 and inclosures (in quadruplicate)

360.33 1st Incl. E-3-3  
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 15 December 1944.

TO: Commanding General, Ninth Air Force, APO 954, U. S. Army.

Submitted in compliance with Memorandum 55-3, Headquarters Ninth Air Force, dated 27 November 1944.

For the Commanding General:



*C. C. Vega, Jr.*  
C. C. VEGA, Jr.,  
LT. COLONEL, A.C.  
ADJUTANT GENERAL

7 Incls: n/c (1 of ea v/c)

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460

RESTRICTED

360.33

2nd Ind.


E-OSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army. 25 DEC 1944

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

  
S.V. HESLIN,  
Major, A.C.D.,  
Asst Adj. Gen.

7 Incls: (2 cys ea w/d)

- 2 -

RESTRICTED

Accident No. 45112552

Date

Checked by RM 1945

Analyzed by om

Copied for Wright

Field by No Copy

Notes AH Capt Backe

6 April 45

3989:10-4875