

Accident No. 1513 23-525

Date

Checked by LM 2-19-95

Analyzed by SSS 2-20

Copied for Wright

Field by _____

Notes _____

3989:10-440FS

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

ACCIDENT No. 45-12-23-535

REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-55 (2) Date 23 December 1944 (3) Time 1000
 AIRCRAFT: (4) Type and model A-26B-20 (5) A. P. No. 41-39216 (6) Station A-55
 Organization: (7) 9th ED-Ninth AF (8) 416 Bomb (L) (9) 668 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	Kreh, Eldon E.	Pilot	0-885998	1st Lt.	18	AC	Ninth AF	None	None
CA	Backus, Edward N.	Pilot	0-303125	Brig. Gen.	01	USA	Ninth AF	None	None
G	Clark, Claude J.	Gunner	18045318	S/Sgt.	38	AC	Ninth AF	None	None

~~EXCEED CHARGE DATES ACCIDENT~~

(20) Kreh Eldon E. (21) 0-885998 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th ED-Ninth AF (26) 416 Bomb (L) (27) 668 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) 7/1/43 Present rating (35) Pilot (36) 7/1/43 Instrument rating (37) -
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 12:00 (42) Instrument time last 6 months -
 (39) This model A-26B 12:00 (43) Instrument time last 30 days -
 (40) Last 90 days 47:00 (44) Night time last 6 months -
 (41) Total 796:25 (45) Night time last 30 days -

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0 3</u>	Inboard stress plate left wing buckled
(47) Engine(s) <u>1 1</u>	No damage
(48) Propeller(s) <u>0 3 0 3</u>	Both propellers bent

(50) Weather at the time of accident Visibility 2-3 miles. No clouds

(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 Combat 0

(55) Pilot's mission Combat

(56) Nature of accident Taxi accident

(57) Cause of accident Frost on windshield. Unmarked obstruction on taxi strip and error of judgment.

(58) Has the Form 54 been submitted? No

Prof. 1

*Revised
2/27*

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DESCRIPTION OF ACCIDENT

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

NARRATIVE. On 23 December 1944, Lt. Kreh piloting A-26 type aircraft # 41-39216 taxied into a pile of asphalt located on the inner edge of the perimeter. Due to the frost on the windshield and dust blown up by the ship ahead, Lt. Kreh did not see the obstruction and rolled his left wheel onto the crest of it throwing his right wing down causing the right prop to strike the taxi strip four times. The left prop struck the asphalt on the uprise.

RESPONSIBILITY 40% - Flying Control did not warn operations of this taxi hazard; therefore the pilots were not warned.
20% - Engineers; should not obstruct taxi strips in use.
30% - Weather: Frost cut down visibility through windshield.
10% - Pilot Error - Error of Judgment - Pilot did not use extreme caution in taxiing and did not stop when he could not see.

RECOMMENDATIONS None

INCLOSURES - 4
Incl. 1 - Statement of Pilot
Incl. 2 - Statement of Acting Command Pilot
Incl. 3 - Statement of Gunner
Incl. 4 - Photographs

APPROVED:

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

Robert A. Clark
Signature ROBERT A. CLARK,
Major, Air Corps, (Investigating Officer)
Investigating Officer.

Date 5 January 1945

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23 December 1944

S T A T E M E N T

I was taxiing in A-26B-20 41-39216 about one-hundred and fifty yards behind Major Price. My windscreen was severely iced up which made vision to the front almost impossible. I could see Major Price's aircraft only as a dark outline. By watching the edge of the taxi-strip out the left front window I was able to stay on it.

As I taxied through "B" Squadron area, the aircraft's left wheel collided with a large pile of tarmac which French workmen were applying to the strip. This collision damaged the left prop and forced the right wing so low as to also damage the right prop on the strip.

To the best of my knowledge there was no one there to direct aircraft past the obstruction until after the accident occurred.

Eldon B. Kreh.

ELDON B. KREH.
1st Lt., Air Corps.

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HEADQUARTERS
97TH COMBAT BOMBARDMENT WING (L)

APO 140, U S Army,
30 December 1944.

S T A T E M E N T

On the morning of 23 December 1944, I was acting Command Pilot of a 416th Bombardment Group (L) aircraft, piloted by 1st Lt. ELDON B. KREH, of the 668th Bomb Squadron (L). The forward visibility of the aircraft was somewhat restricted due to frost on the windshield, but the pilot seemed to have no difficulty in taxiing. While taxiing through the 43rd Air Depot Group Area, the pilot taxied his left wheel over a pile of rock and tar which had been left on the taxi strip. This raised the left side of the plane and lowered the right wing enough so that the right propeller hit the concrete taxiway. The left propeller was also damaged by hitting the same pile of rocks over which the left wheel rolled. As the pilot cleared the main taxiway, an excessive vibration occurred from one of the engines or propellers.

At the time of the accident I was not looking outside and was unaware that the pile of rock was on the taxiway. Even had I been looking out it is doubtful that I would have seen the obstruction because I was sitting on the right hand side of the cockpit and rather low.

Edward N. Backus
EDWARD N. BACKUS,
Brigadier General, USA,
Commanding.

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Incl. 3

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24 December 1944.

S T A T E M E N T

I was the gunner in the A-26B aircraft #41-39216, piloted by 1st Lt E. B. Kreh, which was scheduled for a combat mission. While taxiing out to take-off, the aircraft ran over the pile of asphalt and rock, damaging the left prop, the left wheel ran over the pile which depressed the right wing and engine nacelle to the extent that the right prop hit the taxi strip.

The windshield and windows of the pilots cockpit and gunners compartment were iced making visibility very poor. The obstruction was placed on the taxi strip covered one third of the width and there was no one at the obstruction to warn pilots of its presence.

Claude J. Clark Jr.
CLAUDE J. CLARK, JR.,
S/Sgt 18045318

encl. 3.

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Part 14



ROAD-PT-2-1402-9-0-177 CAS

RESTRICTED



RESTRICTED

2nd 14



RESTRICTED

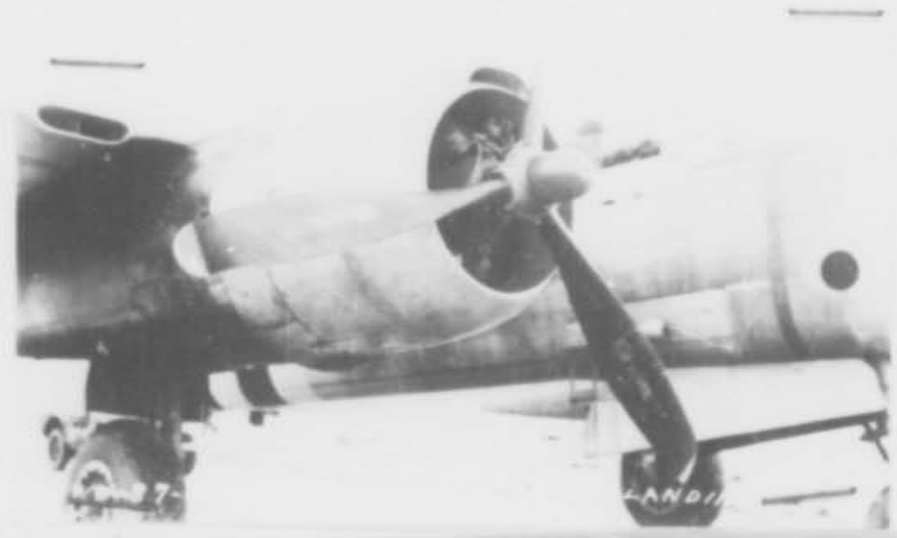
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2-14



ROAD-PT 2-14-1942 (D. M. V. P.) CAPT. [unclear]

RESTRICTED



RESTRICTED

Paul H. J.



ROAD-PT-2-40325-0-171 CAS



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Paul H. S.



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Roll 145



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

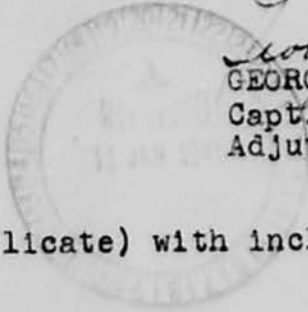
APO 140, U.S. Army,
10 January 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 (in quadruplicate) with inclosures covering accident of Lt. Eldon B. Kreh in aircraft A-26B-20 ACSN 41-39216 on 23 December 1944.

For the Commanding Officer:


George Schenkein
GEORGE SCHENKEIN,
Capt., Air Corps,
Adjutant.


Incl: 1
AAF Form 14 (in quadruplicate) with inclosures.

F 360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 21 January 1945.

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
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

5 Incls: n/c (1 cy ea w/d)

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2nd Ind.

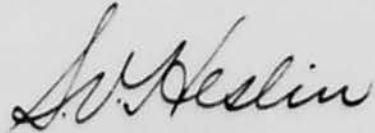
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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 25 January 1945

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

Report of Aircraft Accident Officer approved.

For the Commanding General:



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

1 Incl: (2 cys w/d)

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