

RESTRICTED

ACCIDENT NO. _____

WAR DEPARTMENT
BRINDISI
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place BRINDISI, ITALY (2) Date 16 September 1944 (3) Time 2000
 AIRCRAFT: (4) Type and model B-24 H C-10 (5) A. F. No. 42-52099 (6) Station Castallucio
 Organisation: (7) Bomber 15th AF (8) 451 Bomb Group (9) 724 Bomb Squadron
 (Command and Air Force) (Group) (Squadron)

DUITY	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	Uhl, Martin E.	P	0824010	2nd Lt	18 01	AC	15th	None	No
CP	Spiegel, Charles J.	P	0827747	2nd Lt	18 01	AC	15th	None	No
AE	Draughting, Nelson K.	AE	13046344	S/Sgt	18 70	AC	15th	None	No

CLASSIFICATION CANCELLED OR CHANGED

TO **RESTRICTED**

BY AUTHORITY OF S. G. A. A. B.

BY E. C. A. DATE 2-18-61

PILOT CHARGED WITH ACCIDENT

(20) UHL MARTIN E (21) 0-824010 (22) 2nd Lt (23) 18 (24) 08
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Group)
 Assigned (25) _____ (26) _____ (27) _____ (28) _____ (29) _____
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (30) Bomber 15th AF (31) 451 Bomb Group (32) 724 Bomb Sq (33) Castallucio
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (34) P (35) 8 Feb 44 Present rating (36) P (37) 8 Feb 44 Instrument rating (38) _____
 (Rating) (Date) (Rating) (Date)

PILOT PILOT HOURS:

(at the time of this accident)

(39) This type	(approx)	250	(43) Instrument time last 6 months	_____
(40) This model			(44) Instrument time last 30 days	_____
(41) Last 90 days		250	(45) Night time last 6 months	20
(42) Total		575	(46) Night time last 30 days	None

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(48) Aircraft	Left Wing Tip
(47) Engine(s)	Nose Wheel Axle
(46) Propeller(s)	

(50) Weather at the time of accident CAVU Moonless

(51) Was the pilot flying on instruments at the time of accident _____
 (52) Cleared from Marcigliano (53) To Castallucio (54) Kind of clearance _____

(55) Pilot's mission carry personnel.

(56) Nature of accident Taxied left wingtip into nose section of parked C-47.

(57) Cause of accident Aircraft led through narrow lane of dispersed C-47's by Jeep. Insufficient light available for pilot to make fine judgment of distance required for clearance.

(58) Has 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)

On the night of 16 September 1944, the subject B-24 landed at this airdrome. Its radio was unserviceable. Being transient and having no contact with A/D Control, the pilot stood by off the end of the runway awaiting direction for parking. R. A. F. Flying Control notified American Operations that an American B-24 had landed without radio contact and was to be moved from the vicinity of the runway. An officer in American Operations, therefore, attempted to direct the transient aircraft through a lane of dispersed C-47's toward a Service Squadron pit which was available as a dispersal area.

At one point enroute to the pit, aircraft were parked with such proximity that although clearance between them was possible by a B-24, it was difficult in view of the darkness. At that point the collision between the B-24's wing tip and the nose section of the C-47 occurred.

It is the recommendation of the investigating officer that a determination of responsibility for the direction of transient aircraft to dispersal be clearly established between the British and American commands occupying the field; that an allocation of dispersal areas adequate for any type of transient aircraft and their channels of ingress and egress be predetermined and kept open; and that adequate visual means for safely directing transient aircraft to dispersal at night be provided.



Signature _____

Harry W. Struman
(Investigating Officer)
Capt. PC

Date _____

DESCRIPTION OF ACCIDENT

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

On the night of 10 September 1944, a transient B-24 landed at this airdrome. Its radio was unserviceable. Being transient and having no contact with A/D Control, the pilot stood by off the end of the runway awaiting direction for parking. R. A. F. Flying Control notified American Operations that an American B-24 had landed without radio control and was to be moved from the vicinity of the runway. An officer in American Operations, therefore, attempted to direct the transient aircraft through a lane of dispersed C-47's toward a Service Squadron pit which was available as a dispersal area.

At one point enroute to the pit, aircraft were parked with such proximity that although clearance between them was possible by a B-24, it was difficult in view of the darkness. At that point the collision between the B-24's wingtip and the nose section of the subject C-47 occurred.

It is the recommendation of the Investigating Officer that a determination of responsibility for the direction of transient aircraft to dispersal be clearly established between the British and American commands occupying the field; that an allocation of dispersal areas adequate for any type of transient aircraft and their channels, of ingress and egress be predetermined and kept open; and that adequate visual means for safely directing transient aircraft to dispersal at night be provided.



Signature Harry W. Husman
(Investigating Officer)

Capt. AC

Date _____