RESTRICTED WAR DEPARTMENT U. S. ARMY AIR FORCES

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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. It's 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 ispersed 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 ness section of the C-47 occured.

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.



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INCL. NO. 2.

WAR DEPARTMENT BRITADIAN U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

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

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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 or the darkness. At that point the collision between the B-24's wingtip and the nose section or the subject C-47 occured.

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.



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