

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

(1) Place AAF, Lake Charles, La. (2) Date 23 October 1943 (3) Time 1155 CWT
 AIRCRAFT: (4) Type and model A-20G-15 (5) A. F. No. 42-54148V (6) Station AAF, Lake Charles, La.
 Organization: (7) 3rd Bomber Comd. (8) 416th Bomb. (9) 669th Bomb.
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	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	Siggs, Wilfred C.	P	0-747906	2nd Lt.	01	AC	3rd AF	None	None
G	Nielsen, Albert L.	G	37389813	S/Sgt.	20	AC	3rd AF	None	None



PILOT CHARGED WITH ACCIDENT

(20) Siggs, Wilfred C. (21) 0-747906 (22) 2nd Lt. (23) 01 (24) AC
 (Last name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3rd Air Force (26) 416th Bomb. (27) 669th Bomb. (28) AAF, Lake Charles, La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3rd Air Force (30) 416th Bomb. (31) 669th Bomb. (32) AAF, Lake Charles, La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 22 Jun 43 Present rating (35) Pilot (36) 22 Jun 43 Instrument rating (37) _____
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	187:05	(42) Instrument time last 6 months	22:45
(39) This model	187:05	(43) Instrument time last 30 days	7:45
(40) Last 90 days	187:05	(44) Night time last 6 months	32:00
(41) Total	425:35	(45) Night time last 30 days	6:45

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>Left</u>	Replace L. Gear Actuating Yoke, L. Gear Actuat. Cyl.,
(47) Engine(s) <u>Left</u>	L. Nacelle Tail Cone. Repair Left Nacelle and Nose
(48) Propeller(s) <u>Left</u>	Wheel Tunnel.

(50) Weather at the time of accident High Broken, Low Broken at 2000 Ft., Visibility 8 mi. Temp. 76°, Dew Point 63. Wind SE 12 mph., Alt. Setting 29.98.

(51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Lake Charles, La. (53) To Lake Charles, La. (54) Kind of clearance Contact

(55) Pilot's mission Formation attack mission.

(56) Nature of accident Left main landing gear collapsed. 219

(57) Cause of accident In landing green light and landing gear indicator showed down and locked position; warning horn was not checked. Shortly after airplane landed; left gear began collapsing; airplane circled to left off runway, and stopped on sod.

58. Was Form #54 submitted? NO

DESCRIPTION OF ACCIDENT

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

The pilot was properly cleared for landing, let down landing gear as he turned on base leg, turned on approach leg and dropped full flaps. Landed nicely in first third of the runway, and after rolling along about 300 Ft., the left wing started dropping; the left propeller started knocking the runway, so the pilot cut off his switches; the airplane left the runway about 600 Ft. after the propeller touched the runway, and circled to the left about 80°, coming to a halt 300 Ft. to the left of the runway. The left main gear collapsed.

The pilot states that the Landing Gear and Flap indicator showed wheels down, and the green light was on. He did not check the landing gear warning horn by pulling his throttles back.

As soon as the left wing was raised, the left main gear dropped into position and locked. It was found that the green light would not come on until the locking device was approximately in the three-fourths locked position, which would have kept the landing gear from folding up.

On examination, the left main landing gear retracting arm fitting was found to have the rear portion broken off, and end of the piston of the left main landing gear actuating cylinder was broken off.

CONCLUSION:

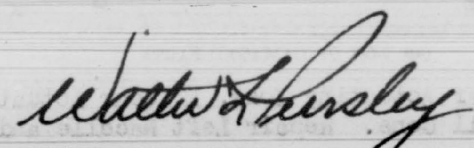
It is the opinion of the committee that the accident was the result of the following:

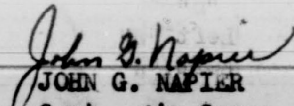
1. The fitting of the main landing gear retracting arm was possibly bent, which did not allow the left main gear to completely lock down, and this fitting and the end of the actuating cylinder piston was broken off in landing, as the hydraulic pressure attempted to hold the left main gear down. In arriving at this conclusion, it is presumed that the green light was not actually on, and that the landing gear indicator was wrong in showing the gear down and locked.

2. Pilot error, in that had he checked the landing gear warning horn, and it had warned him that his gear was not locked, that he could have stayed in the air, dropped his gear a number of times until he could definitely show that it would not lock down, then he could have called the tower and received further instructions from group authorities.

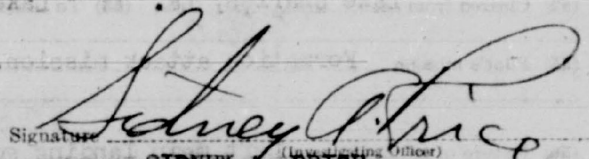
RECOMMENDATION:

1. That more complete preflight inspections be made.
2. That pilots check various mechanisms more completely when indicated, though after so long a time, these procedures seem to become unnecessary.


 WALTER L. PURSLEY
 Major, Air Corps
 Member, Acc. Committee


 JOHN G. NAPIER
 Capt., Air Corps
 Member, Acc. Committee

219


 Signature _____
 SIDNEY A. PRICE (Last name in parentheses)
 Major, Air Corps
 Pres., Acc. Committee

Date 3 November 1943

RETURN THIS STUB TO:
BUDGET OFFICE,
AIR SERVICE COMMAND,
PATTERSON FIELD,
FAIRFIELD, OHIO

219

10/23/43

DATE

Lake Charles

STATION

Sgt. Dyk

CREW CHIEF OR AERIAL ENGINEER

AIRCRAFT ORG. DATA

III A.F.

AIR FORCE

III B.C.

56 Trng Wing

COMMAND CORPS AREA OR DEPT.

416 Bomb (L)

GROUP NO. AND TYPE

669 Bomb (L)

SQUADRON NO. AND TYPE

AIRCRAFT DATA

A.A.F.

COMPONENT

A-20G-15

AIRCRAFT MODEL

42-54148

AIRCRAFT SERIAL NO.

R-2600-23

ENGINE MODEL

ENGINE DATA

(1) 42-82809

ENGINE SERIAL NO.

(2) 42-83405

ENGINE SERIAL NO.

(3)

ENGINE SERIAL NO.

(4)

ENGINE SERIAL NO.

TOTAL
FLIGHT
TIME

:

STATEMENT:

As I was landing, the green light was showing, and I came in for a normal landing. Hydraulic pressure was O.K. I landed and just after landing the left wing started to drop. It continued to drop and veered to the left. I cut the switches and the plane veered and stopped. No one was hurt.

/s/ Wilfred C. Siggs
2nd Lt., Pilot.

HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

Lake Charles, La.
3 November 1943

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Flight Control Command, Army Air Forces,
Winston-Salem, North Carolina.

Submitted herewith is report of accident officer of accident in-
volving 2nd Lt. Wilfred C. Siggs, AC, ASN O-747906, in A-20G-15 Airplane,
AF #42-54148, on 23 October 1943, at this station.

For the Commanding Officer:

1 Incl.
AAF Form #14
with incls.

Joseph D. Miron
JOSEPH D. MIRON
CWO, USA
Asst Adjutant

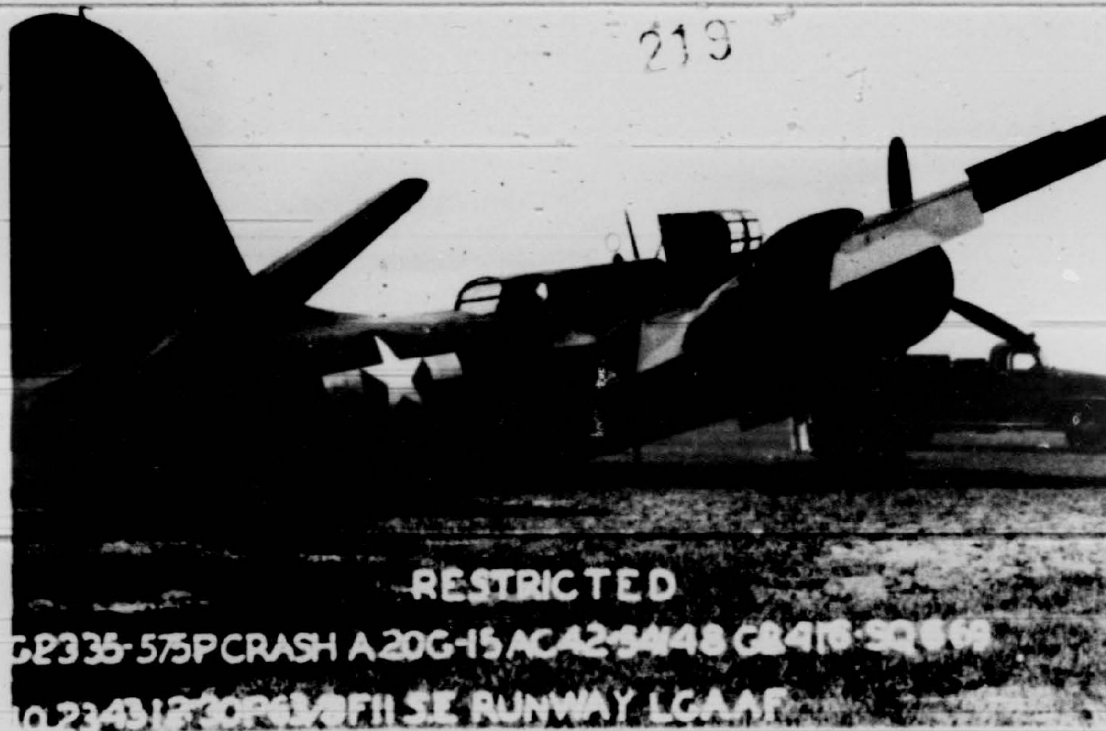
219



RESTRICTED

62334-675PCRASH A20G-15 AC42-54148 GR415-SQ 668
10-2343 12:30P 6/8/51 LCAA F SE. RUNWAY

219



RESTRICTED

62335-575PCRASH A20G-15 AC42-54148 GR415-SQ 668
10-2343 12:30P 6/8/51 SE. RUNWAY LCAA F

Accident No. 44-10-2371

Date

Checked by Monby 11-9-43

Analyzed by R. J. 11-10-43

Copied for Wright Photo copy mailed Wright 3/2
Field by Patterson 3/2
11-29-43 3/2

Notes
Attention Capt. McKnight
material

219

1225-9-43

Accident No. 44-10-23-71

Pilot's Name Siggo, Hilfred C.

06 Nature Group Landing

34 Specific Nature Wheels not completely

28 Underlying Nature down main landing gear retraction mechanism

55 23 Cause Group Aircraft

67 Specific Cause main landing gear retraction mechanism

70 Underlying Cause Deteriorated material

45? 01 Cause Group Judgment

13 Specific Cause Momentary lapse of mental efficiency

12 Underlying Cause General lack of alertness

Date: 2-27-44

Received from Accident Information Section, AAF Form 14

Pilot Siggs, Wil C.

Accident No. 44-10-23-71

This record will be in Room # 1423, if needed.

Received by JHE

Released by [Signature]