WAR DEPARAMENT

WAR DEPARTMENT. A. A. F. Form No. 16 *(Revised May 15, 1942) .

58. Was Form #54 submitted?

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

44-10-123-71

(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. 42-54148 (6) Spation AF, Lake Charles, Is. Organization: (7) 3rd Bomber Comd. (8) 416th Bomb. (9) 669th Bomb. 3rd All Force PERSONNEL Y USE OF PARACHUTE NAME (Last name first) SERIAL NO. RATING DUTY (18) (11) (12) (10) None 01 3rd AF None / 0-747906 Siggs, Wilfred C. 2nd Lt. 37389813 None 3rd AF None ... Nielsen, Albert L. PILOT CHARGED WITH ACCIDENT (34)22 Jun 43 Present rating (35) Pi FIRST PILOT HOURS: (at the time of this accident) 22:45 187:05. (42) Instrument time last 6 months. (38) This type... 7:45 187105 (43) Instrument time last 30 days. (39) This model... 32:00 187:05. (44) Night time last 6 months. (40) Last 90 days ... 6:45 AIRCRAFT DAMAGE DAMAGE (49) LIST OF DAMAGED PARTS min 3 Replace L. Gear Actuating Yoke, L. Gear Actuat. Cyl., (46) Aircraft... Left /my L. Nacelle Tail Cone. Repair Left Nacelle and Nose (47) Engine(s)... (48) Propeller(s) Left Wheel Tunnel. (50) Weather at the time of accident ... High Broken, Low Broken at 2000 Ft. Visibility 8 ki. Dew Point 63. Wind SE 12 Mph., Alt. Setting 29.98. (52) Cleared from Lake Charles, Las (53) To Lake Charles, Las (54) Kind of clearance (55) Pilot's mission ... Formation attack mission. Left main landing gear collapsed. In landing green light and landing gear indicator showed down and (57) Cause of accident 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.

RESTRICTED

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 knicking 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 land-

ing gear actuating cylinder was broken off.

CONCLUSION:

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

l. 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.

GOVERNMENT PRINTING OFFICE 16-28757-

WALTER L. PURSLEY Major, Air Corps

Member, Acc. Committee

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

Member, Acc. Committee

S.

SIDNEY A. PRICE

Major, Air Corps

Pres., Acc. Committee

213	10/23/43 DATE Lake Charles STATION Set. Dyk CREW CHIEF OR AERIAL ENGINEER	
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K	(1) 42-82809 ENGINE SERIAL NO.	
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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. STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 23 October 1943, one 2nd Lt. Wilfred C. Siggs, AC, ASN 0-747906, who being by me first duly sworn according to law, deposes and says:

I took off at 1010 CWT on a routine training flight of air attack.

After completing my mission I returned to the field, received landing instructions at approximately 1155 CWT, after which I proceeded for a normal landing, dropping my wheels as I turned on the Base Leg.

My hydraulic pressure was all right. My warning signal light was green, and my flap and wheel indicator showed my wheels to be down and locked. I visually checked them, also.

As I landed and had rolled approximately 100 Mds., my left wing started to drop. It continued to drop, and I cut my switches and turned my gas selectors off.

My approach speed was 120 Mph., and I landed in the first third of the field. No one was injured, harm done only to the airplane.

Further Deponent sayeth not.

WILEGED C. SIGGS 2nd Lt., Air Corps

ASN 0-747906

Sworn and subscribed to before me this 23rd day of October, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter Notary Public

My commission expires with life.

HEADQUARTERS LAKE CHARLES ARE 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 involving 2nd Lt. Wilfred C. Siggs, AC, ASN 0-747906, in A-20G-15 Airplane, AF #42-54148, on 23 October 1943, at this station.

For the Commanding Officer:

l Incl.

AAF Form #14
with incls.

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RESTRICTED

GP336-575PCRASH A 20G-15 ACA2-844 & CRAIR-SREA

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Received from Accident Information Section, AAF Form 14

Pilot Suggs, Wilc.

Accident No. 44-10-23-7/

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

Peceived by 9/12.

2242: 2-44