

RESTRICTED

ACCIDENT No. _____

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

45-1-13-527

2-22-45

1300-0
02-001

REPORT OF AIRCRAFT ACCIDENT

81

(1) Place **Station A-69** (2) Date **13 January 1945** (3) Time **1545**

AIRCRAFT: (4) Type and model **A-26B-20** (5) A. F. No. **41-39210** (6) Station **A-55**

Organization: (7) **9th BD, Ninth AF** (8) **416th Bomb (L)** (9) **671st Bomb (L)**

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	Sears, Aubrey C.	Pilot	0-428382	Capt.	01	AC	Ninth AF	None	None
G	Wells, Jimmie J.	Gunner	10601546	M/Sgt.	38	AC	Ninth AF	None	None

(20) **Sears, Aubrey C.** (21) **0-428382** (22) **Captain** (23) **01** (24) **Air Corps**

Assigned (25) **9th BD, Ninth AF** (26) **416th Bomb (L)** (27) **671st Bomb (L)** (28) **A-55**

Attached for flying (29) **---** (30) **---** (31) **---** (32) **---**

Original rating (33) **Pilot** (34) **31 Oct 41** Present rating (35) **Pilot** (36) **31 Oct 41** Instrument rating (37) **---**

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type **A-26** 21:25 (42) Instrument time last 6 months **---**
 (39) This model **A-26B** 21:25 (43) Instrument time last 30 days **---**
 (40) Last 90 days **21:25** (44) Night time last 6 months **---**
 (41) Total **1394:55** (45) Night time last 30 days **---**

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft 0	Underside of fuselage and both engine nacelles.
(47) Engine(s) 0 0 3	Both engines sudden stoppage.
(48) Propeller(s) 0 0 3	Both propellers bent.

(50) Weather at the time of accident **3 miles visibility. Ceiling 9,000 feet.**

(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**

(55) Pilot's mission **Combat**

(56) Nature of accident **Landing Accident.**

(57) Cause of accident **Material failure. Failure of right main landing gear to extend.**

(58) Has the form 54 been submitted? **Yes.**

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Returning from an operational mission on the afternoon of 13 January 1945, Capt. Sears was unable to extend his right main landing gear. After exhausting every possibility of lowering this gear, he retracted his left gear and nose gear and made a successful wheels up landing.

A complete investigation has been delayed because the aircraft is at a considerable distance from its home base. Therefore, the aircraft has not yet been lifted, and the gear has not been extended for investigation. However, based on previous similar experience it is believed that excessive overtravel of the uplock prevented lowering of the right gear. An Unsatisfactory Report is being submitted concerning this condition.

RESPONSIBILITY:

Material failure.

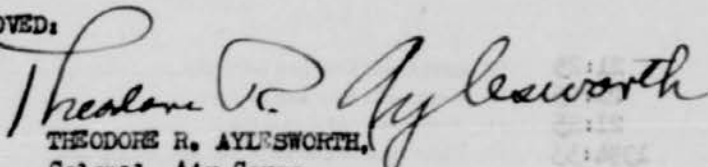
RECOMMENDATIONS:

It is felt that a mechanical release installation for the main gear of this aircraft would eliminate a definite source of trouble.

INCLOSURES:

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Group Engineering Officer.
- Incl. #4 - Statement of Crew Chief.
- Incl. #5 - Statement of Squadron Engineering Officer
- Incl. #6 - Unsatisfactory Report.

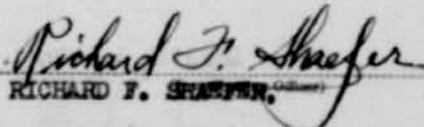
APPROVED:


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

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Signature


RICHARD F. GRAEBER,

Captain, Air Corps,

Investigating Officer.

Date 20 January 1945

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16 January 1945.

S T A T E M E N T

On the afternoon of 13 January 1945 I took off from A-55 in A-26B aircraft, serial number 41-39210 on a combat mission. Take off and retraction of wheels was normal.

On completion of operations the formation was diverted to A-69. Just prior to landing I had called my gunner, M/Sgt. Wells, up to the cockpit to clean my windshield, which was iced. On the landing pattern I slowed my aircraft to 150 M.P.H., I.A.S. The wheels apparently came down normally, for the green light on the instrument panel came on and the hydraulic pressure after the initial drop returned to 1000 lbs. per square inch. The selsyn indicator had been written up in the form IA prior to flight as being out, so I paid no attention to it. I checked the left wheel visually and it was down and locked. M/Sgt. Wells checked the right wheel visually and found that it had not come down out of the nacelle, nor had the wheel well door opened. I circled A-69 for about one hour and a half, endeavoring to get the right wheel down. I tried the normal system numerous times by raising the other two wheels, slowing the aircraft down, and suddenly putting the landing gear lever in the down position. The right wheel still would not come out of the nacelle, nor would the wheel well door open.

I then tried the emergency hydraulic system, which procedure consisted of putting the emergency hydraulic selector valve in the "landing gear down" position, having my gunner actuate the hydraulic hand pump, while I maintained the aircraft at 150 M.P.H., I.A.S. This procedure likewise failed to bring the right wheel out of the nacelle.

We then alternated between the normal hydraulic system and the emergency hydraulic system, but had no success with either. It took all of my gunner's strength to actuate the hydraulic hand pump while endeavoring to use the emergency system.

We then climbed the aircraft to 5000 feet and dropped full flaps and did a power stall I.A.S. 100 M.P.H. While the aircraft was shuddering and shaking, we again tried both systems for bringing the wheels down. We were still unsuccessful in getting the right gear out of the nacelle.

We circled the field for about 20 more minutes, trying both hydraulic systems, but were still unsuccessful. Every time the nose wheel and left main wheel were down and locked, the green light on the instrument panel would come on.

After exhausting all possible means of getting all wheels down and locked, I received instructions from the box leader, Major Price, to bring the aircraft in for a belly landing. The belly landing was accomplished successfully, and no personnel were injured.

Aubrey C. Sears
AUBREY C. SEARS,
Captain, Air Corps.

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17 January 1945.

S T A T E M E N T

On the afternoon of 13 January 1945 I flew as gunner in A-26B aircraft serial number 41-39210 on a combat mission with Captain Sears as pilot.

On completion of the mission we were diverted to A-69. Prior to landing, the pilot called me to the front cockpit to clean the windshield. In the landing pattern the pilot slowed the aircraft to 150 M.P.H., I.A.S. and put the landing gear lever in wheels down position. The nose and left main gear came down and locked, but the right main gear stayed in the nacelle. The green light on the instrument panel came on and the hydraulic pressure returned to 1000 pounds per square inch after the initial drop.

We tried raising and lowering the gear by the normal hydraulic system numerous times, but were unsuccessful in getting the right main gear to drop.

We then tried to extend the right gear by using the emergency hydraulic system. We did this by placing the emergency hydraulic selector valve in "landing gear down" position while I actuated the hand hydraulic pump. We were not able to extend the right gear by this means. We then alternated between the normal hydraulic system and the emergency hydraulic system, but were still unsuccessful in extending the right gear.

The pilot climbed the aircraft to 5000 feet and did a power stall, I.A.S. 100 M.P.H. While the aircraft was shuddering we tried both systems for extending the gear, but were still unsuccessful.

We then circled the field for about twenty minutes trying to get the wheels down and locked. The pilot, after calling the box leader by radio, told me to prepare for a belly landing. I returned to the gunner's compartment and cut off all of my turret switches and brought the fire axe forward. The pilot accomplished the belly landing successfully. No personnel were injured.

Jimmie J. Wells
JIMMIE J. WELLS,
W/Sgt., 10601546.

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Encl. #3

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S-T-A-T-E-M-E-N-T

18 January 1945

I investigated A-26B aircraft, No 41-39210, which made a belly landing at station A-69. Due to the fact that the aircraft had not been lifted up as yet, it was impossible to discover the reason for the failure of one main landing gear to extend. However, in view of past experience with this trouble it is suspected that there was excessive overtravel on the main landing gear lock which prevented the actuating cylinder from lifting the lock high enough to unlock the gear. As the actuating cylinder will only lift the lock $6/16$ of an inch and the overtravel is adjusted to $5/16$ of an inch, which allows a clearance of $1/16$ inch, then if the lock adjustment exceeds $6/16$ of an inch, the gear will not unlock. No emergency system is provided.

William H. Moffett
WILLIAM H. MOFFETT,
CWO, USA,
Group Engineering Officer.

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Incl # 31

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17 January 1945.

S T A T E M E N T

I hereby certify that the airplane A-26B-20, Serial No. 41-39210 had a complete Daily and Preflight inspection pulled and was in excellent flying condition prior to take-off on 13 January 1945.

Thomas W. Gardiner
THOMAS W. GARDINER,
T/Sgt., Air Corps,
Crew Chief.

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Office of the Engineering Officer

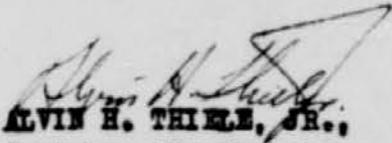
APO No. 140, U.S. Army,
17 January 1945.

SUBJECT : STATEMENT
TO : ALL CONCERNED.

The following is a statement of Captain, A.H. THIELE, JR., in regards to accident which occurred to airplane A-26B20, A.C. Ser. No. 41-39210, at station A-69, 13 January 1945.

S T A T E M E N T

I hereby certify that airplane A-26B20, A.C. Ser. No. 41-39210 was in excellent flying condition prior to take-off and the accident occurred through no fault or neglect of anyone concerned in this department.


ALVIN H. THIELE, JR.,
Captain, Air Corps,
Engineering Officer.

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

LEAVE BLANK

A.S.C. SERIAL No. REFER TO CLASS

TO BE FILLED IN BY STATION

STATION SERIAL No. 45-17	DATE SUBMITTED 19-1-45
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STATION A-55		ORGANISATION 671st Bomb. Sq. (L), 416th Bomb. Gp. (L)	
SUBJECT OF REPORT OI-D; Latch Assen. Main Landing Gear	Manufacturer Douglas	AAF Order or Shipping No.	
AIRCRAFT—Model & AAF Serial No. A11 A-26B & C, Aircraft	ENGINE—Model & AAF Serial No. R-2800-71	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY LAST D. I. R.—Depot	Date	Flying Time Since	Total Flying Time
ENGINE REPORTS ONLY LAST OVERHAUL—Depot	Hours Since	Depots and hours at each Previous Overhaul	
PART Name Latch Assen. Main Landing Gear	Part Drawing, Serial and Specification No. 4129564		
Time in Use 100 Hrs.	Quantity on Hand None	Quantity Known Defective All	No. of Previous Failures Nine
	Manufacturer Douglas	Inspector's No. or Identification Unknown	
Indicate by "X" Disposition of Exhibit →	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent under Separate Cover
	<input type="checkbox"/> Sent in Attached Packet	<input checked="" type="checkbox"/> Repaired and Returned to Service	<input type="checkbox"/> Disposed of (Explain below)
			<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW

(Use only applicable spaces above—Avoid unnecessary repetition)

EXPEDITE

1. Continuous recurrences of the Main Landing Gear Latch losing adjustment have been encountered by this organization. Inspection reveals that although the 5/16" latch overlap setting is correct prior to flight the adjustment slips forward beyond 1/2" at times. Since the clevis lock nuts remain in position and the threads on the red assembly show no signs of being stripped it is evident that the red assembly, short clevis and (T.O. OI-40AJ-4, Sec. II, part no 267130-1-0710, pg. 319) is being stretched. This allows the latch cap assembly to slip over the link assembly cam (T.O. OI-40AJ-4, Sec. II, part no 5122378 & 1, Fig. 130, pg. 318) too far and causes the gear to remain in either the up or down position due to the lack of travel enough to clear the latch from the locking position.
2. The cause of this failure may be attributed to the fact that the link assembly is moved at the same time that the main landing gear latch assembly is moved and the cam end bottoms against the latch. This would have a tendency to stretch the relatively frail red assembly as well as adjacent mechanical linkages and thereby changing the overlap setting. The clearance between the cap and the link assembly cam is easily displaced by the slightest movement of the link assembly and pressure is applied to the latch assembly causing this stretching.
3. Since these failures are continuous and there is a great possibility of either of the gears remaining up and locked it is suggested that immediate measures be taken to prevent this failure.

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ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

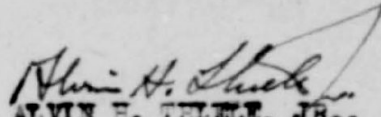
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U. R. No. 45-17; 19-1-45, 671st Bomb. Sq. (L), Station A-55. Cont.

RECOMMENDATION.

- A. That a bungee be incorporated on the main landing gear system of the A-26 type airplane similar to that on the A-20 Type airplane. This should have enough pressure on it to hold the link assembly main landing gear retracting until the cap on the latch assembly is clear of the cam and thus preventing stretching of the rod assembly and eliminating the slipping of the overlap adjustment.
- B. That a manual release for lifting and breaking the locking effect of these latch cap assemblies be installed on the main landing gears of the A-26 type aircraft. This would assure a positive means of releasing the gear assembly when either locked up or down.


ALVIN E. TELLE, JR.,
Captain, Air Corps,
Engineering Officer.

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and #17

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

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

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on accident of Captain ~~Audrey~~ C. Sears in A-26B-20 aircraft number 41-39210, 13 January 1945.

For the Commanding Officer:



George Schenk
GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

Incl:

AAF Form 14 and inclosures (in quadruplicate)

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 29 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:



C. C. Vega, Jr.
C. C. VEGA, Jr.,
LT. COLONEL, A.C.
ADJUTANT GENERAL.

7 Incls:

- Incl 1 - AAF Form 14
- Incl 2 - Statement, Capt. Sears, pilot.
- Incl 3 - Statement, M/Sgt. Wells
- Incl 4 - Statement, CWO Moffatt, Engineering Officer.
- Incl 5 - Statement, T/Sgt. Gardiner, Crew Chief
- Incl 6 - Statement, Capt. Theile
- Incl 7 - UR 45-17

360.33

2nd Ind.

E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 3 February 1945.

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

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:

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

7 Incls: (2 cys ea w/d)

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Accident No. 15-113507

Date

Checked by J.M. 3-6-45

Analyzed by SSR 3-7

Copied for Wright
Field by _____

Notes Captain Bach Wright

Att. Major Stewart 477

3985110-04 FS

527

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 5200-9, Sept. 27, 1958

NWD by *J. J. [unclear]* date *May 1960*

MICROFILMED BY
SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-10

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF (Name of agency and sub-division)	2. BRIEF TITLE OF RECORDS	
	3. FILM SERIES OR JOB NO. D482-1	4. REEL NO. 414

5. STARTS WITH
45-1-12-36

6. INTERMEDIATE POINTS	FLASH
	2
	3
	4
	5
	6

7. ENDS WITH
45-1-15-19

8. STARTED	9. FINISHED	10. TOTAL HOURS	11. TOTAL IMAGES
DATE 7-6-60	DATE 7-7-60	HOURS 1 ⁰⁰	2504

12. PHOTOGRAPHED BY (Signature of camera operator)
Pauline P. Zehring

13. REPORT APPROVED BY (Signature of supervisor and date)