WAR DEPARTMENT

AIRCRAFT ACCIDENT

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DESCRIPTION OF ACCIDENT

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

On 27 June 1944, A-268 aircraft No. 41-39121, piloted by 1st Lt. Wm. W. Mills, took off from Barksdale Field on a routine training mission. After the pilot completed his mission he prepared to land the aircraft on or about 16:00 CWT at least all ends of the pilot forced his landing gear at the desired airspeed, to cound the the left main gear would not lower in the down and locked position. After all ends oney procedures had failed; the pilot was instructed to make a wheels up landing on the center runnay 14-32. The landing was well executed and no injuries were sustained by the pilot or his engineer.

After investigating this accident it was found that this was the second failure of this type, the other occurring after approximately 257 flying hours. This part had been removed and magnafluxed 10 hours previous to failure. Subject part also has a steel bushing installed which is seized to the bronze bushing.

Inspection of the lugs on all airplanes at this station revealed that a great many of them are in the same condition; i.e., that the steel bushings are seized to the bronze and the ends of the steel bushing are rolled over so that removal without difficulty is not possible. This should be a free slip fit. Lack of lubrication is definitely not a factor in this case. It appears that the bolt which mounts the actuating cylinder to the lug is tightened too much, which has the effect of squeezing the cars on the actuating cylinder together thus deforming the steel bushing which is not hard enough to take the compression. There are also cases where the steel bushing agrees to have been shorter than the bronze bushing at installation. It is believed that the steel bushing should be almost the same length as the width between the ears on the actuating cylinder so that it will act as a spacer as well as a bearing surface.

There is also a possibility that applying the brakes, while the landing gear is in the process of retraction, may have been a factor in the failure, since the pilot, who has had both of our belly landings has been applying his brakes quickly during the retracting process.

The following are recommendations which are listed on the enclosed AAF Form 54:

It is recommended that the subject part be manufactured with a heavier cross section.

That instructions be issued to both service activities and the airplane manufacturer that it is not necessary to tighten the bolts which connect this part to the actuating cylinder and to the tubular cross member very tight since excessive tightness promotes binding.

That the steel bushings be checked closely by the manufacturer for maximum length and uniformity of length, and that they be made with greater wall thickness.

That the AN-6-23 bolt installation at the top of the lug be investigated since the bolts are wearing excessively. The wear on these bolts is the main reason for believing that the seized bushing has any connection with the failure of the lug. Where the lugs have failed, these bolts have had the appearance of being about ready to fail in shear. In other installations, whenever the steel bushing was found to be seized, the bolts showed signs of excessive wear and galling.

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Signature !	WILLIAM E	E Zo.	JR., Ca	%. pt., A.
		(Investigation	g Officer)	• • •
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14 July 1944

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BARKSDALE RTU (MB) Office of the Operations Officer

Barksdale Field, La., 15 July 1944.

SUBJECT: Statement - Aircraft Accident, A-26B A.C.# 41-39121.

To : Whom it may conserve

STATEMENT

The left main gear extended but would not lock down. Retracted the gear and put the wheels down again. Right and nose gear came down but not the left gear. All further attempts failed to get the left gear down, as result it was necessary to make a belly landing at 1655 CWT, 27 June 1944.

WILLIAM W MILLS JR., lst Lt, Air Corps, Pilot, Section "S", Barksdale RTU (MB).

VERNON D TORGERSON,
Captain, Air Corps,
Ass't, 8-3.

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HEADQUARTERS ARMY AIR BASE Office of the Air Maintenance Officer Barksdale Field, Louisiana

AIRCRAFT DAMAGE REPORT NO. 44-84

AIRPLANE: A-26B, AAF, 41-39121, Engines, Type R-2800-27, #1. FP 020035 FP 020040 #2.

- 1. Airplane was damaged while making wheel up landing at this atation on June 27, 1944. The following damage resulted.
 - All blades bent on left propeller.
 - All blades bent on right propeller.
 - Skin sheared off bottom of bombay doors.
 - d. Nose wheel and left main gear nacelle doors damaged.
 - e. Bulkhead and skin between stations 240 and 280 damaged.
 - f. Bottom of lower gum turret damaged.
 - g. Lower cowl flaps on both engines sheared off.
 h. Bulkhead tween stations 70 and 105 buckled.

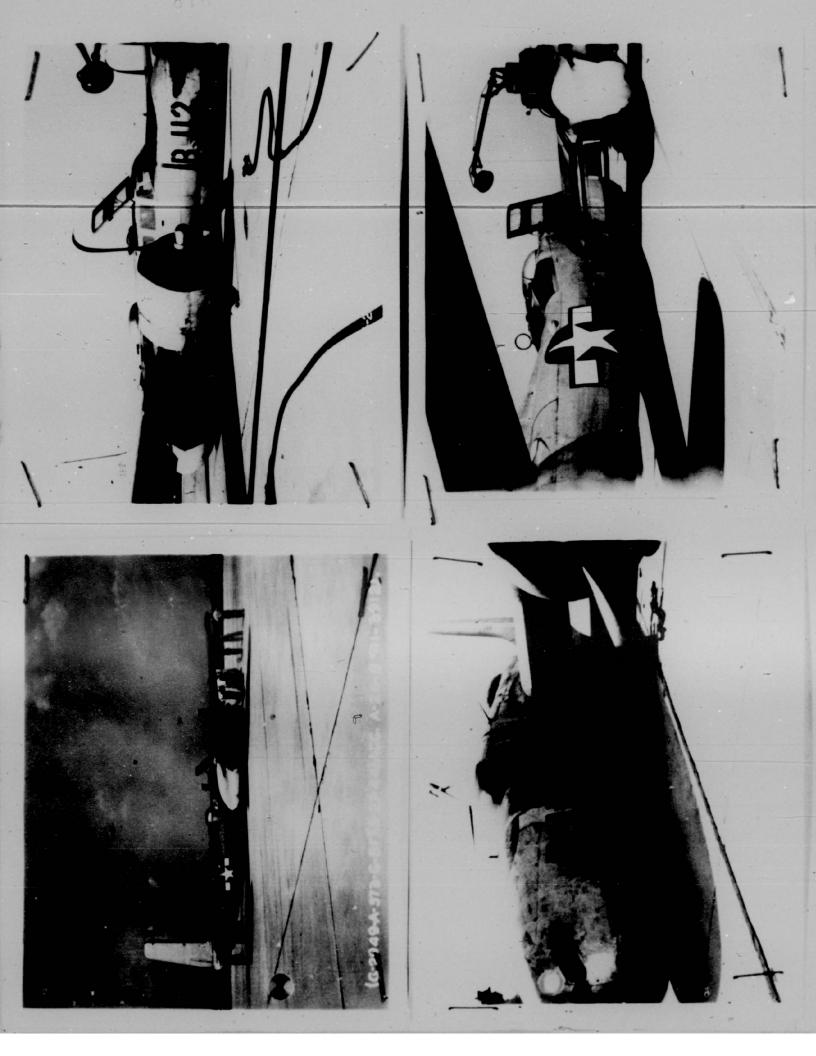
 - Both englises to be replaced in accordance with T.O. 02-1-15.

2. Recommendations: Airplane to be repaired by 8th Sub-Depot.

Captain, Air Corps, Air Maintenance Officer.

Incl.

Photographs.



14 July 1944.

SUBJECT: Transmittal of Records.

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

In compliance with Paragraph 1 a, Section V, Part 8, A.A.F.
Regulation No. 62-14A, dated 28 January 1744, inclosed herewith, Form 14,
Report of Aircraft Accident.

Wm. B. WRIGHT, Colonel, Air Corps, Commanding.

Incl.

Form 14 (with inclosures attached) A-268 airplane No. 41-39121

Checked by

Accident No. 44 6 - 21 - 62

Date

Checked by

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