

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
U. S. ARMY AIR FORCES
Hunter Field, Georgia
REPORT OF AIRCRAFT ACCIDENT

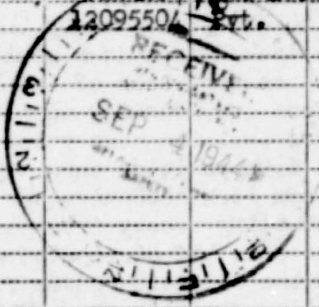
Radio 071
45-8-30-34

43-057

(1) Place Hunter Field, Georgia (2) Date 30 August 1944 (3) Time 1154 4
AIRCRAFT: (4) Type and model A-20K-15-DOO 29 (5) A. F. No. 44-563 (6) Station Hunter Field, Georgia
Organization: (7) 3AFSW (8) _____ (9) _____
(Command and Air Force) (Group) (Squadron)

PERSONNEL 302BAS *4378*

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
<i>01</i> P	Turman, Alton R.	P	0762060	2nd Lt.	1B01	AAF	3AF	None	- - -
<i>05</i> N	Rosenquist, Arvid E.		0712288	2nd Lt.	1B01	AAF	3AF	None	- - -
<i>02</i> EG	Willever, Elmer J.		1209550	Sgt.	320	AAF	3AF	None	- - -



PILOT CHECKED WITH ACCOUNT

(20) Turman Alton R. (21) 0762060 (22) 2nd Lt. (23) 1B (24) AAF
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3AFSW (26) 302BAS (27) _____ (28) Hunter Field, Ga.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3AFSW (30) _____ (31) _____ (32) Hunter Field, Ga.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) P (34) 5 Dec 43 Present rating (35) P (36) 5 Dec 43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)
(38) This type 136:30 (42) Instrument time last 6 months _____
(39) This model 0 (43) Instrument time last 30 days _____
(40) Last 90 days 98:10 (44) Night time last 6 months _____
(41) Total 179:30 (45) Night time last 30 days _____
Total Pilot Hours 492:25

AIRCRAFT DAMAGE NF AMW 9-6

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u>	Engines, propellers, nose wheel strut, nose section of fuselage.
(47) Engine(s) <u>04 4</u>	
(48) Propeller(s) <u>W2 4</u>	

(50) Weather at the time of accident CAVU *EH*

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

(55) Pilot's mission Instrument calibration. *63*

(56) Nature of accident Nose wheel, upon landing, was not in down and locked position causing the nose of the subject aircraft to come in contact with the runway when control speed of the aircraft was lost. *06*

(57) Cause of accident The nose wheel actuating structure was damaged when pilot attempted to retract landing gear while the down position locks were still in place.

(58) Has Form 54 been submitted: Yes. *11 21 4-61*

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DESCRIPTION OF ACCIDENT

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

Army Aircraft A-20K No. 44-563 took off for a routine calibration test flight from Hunter Field at 0830, 30 August 1944. The ship's supply of gasoline was dissipated and the pilot reserviced at Chatham Field, Hunter Field being closed at the time. During the time that the aircraft was on the ground at Chatham Field the down locks were placed in position on all three points of the landing gear. The pilot took off from Chatham Field at 1145 to return to Hunter Field. The landing gear would not retract. The Hunter Field Tower was called and advised of this condition. The pilot was requested to check certain installations of down wheel locks. This was done and he was advised by his Mechanic Engineer that the down wheel locks had not been removed. The pilot decided to make a landing believing that all of his wheels were down and locked. This down and locked condition was indicated according to his statement by the instruments on the dashboard. The nose wheel was not locked in a down position and could not have been locked in a down position because a portion of the landing gear actuating cylinder mechanism had been torn from its mounting when the wheel was retracted. It is also the opinion of this Board that the nose wheel could not have been lowered and securely fastened in a down position thru any means available to the pilot owing to the fact that the down lock mechanism was damaged and bent in such a position that the wheel would not swing freely into place. A normal landing was made by the pilot and after the ship had dissipated most of its forward speed the nose of the ship slid on the concrete runway for a short distance. Overall damage to the ship is considered negligible. The ship will be placed in commission in a few days. No injury accrued to any crew member.

It is the opinion of this Board that this accident is attributable to pilot error, pilot having failed to ground check his aircraft before take off to make sure that the ground lock pins had been removed.

Explanations: Overall damage to the ship is considered negligible. Usually when a ship has this type of landing the aircraft is either placed in Class 26 or surveyed.

Signature

Lester G. Orcutt

LESTER G. ORCUTT, Lt. Col., AC

A. R. Salvatore

A. R. SALVATORE, Major, AC

Paul G. Murphy

PAUL G. MURPHY, Capt., AC

Date

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Statement of LT. A. R. TURMAN, Pilot, A-20K No. 44-563.

We took off from Hunter Field at 8:30 A.M., 30 August 1944, in A-20K No. 44-563, on a calibration mission. We went up about 2000' and made a compass swing. We then proceeded to the speed run. An A-26 was on the run and after it had finished we made a speed run and started to return to Hunter Field and it was closed in with smoke. I called Hunter Field and told them I was low on gas and asked for permission to land at Chatham Field. They obtained permission for me to land at Chatham Field and I went there and landed. We got 320 gallons of gasoline at Chatham Field and took off at 11:45 A.M. from Chatham Field for return trip to Hunter Field.

Upon take off after trying to retract landing gear found it impossible to retract it. I called the Hunter Field Tower and asked permission to buzz Tower. They requested me to check to see if my landing gear down locks were installed. The Engineer Gunner informed me they were installed and I called the Tower and told them that was my trouble and then proceeded to get landing instructions from the Tower. I called in on my base leg that wheels were down locked and gas checked. The Tower gave me OK with wheels down locked and gas checked and gave me clearance to land. We came in for a landing and the nose wheel collapsed.

Alton R. Turman ^{2nd Lt}
A. R. TURMAN

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Incl 4

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Statement of LT. A. E. ROSENQUIST, Navigator, A-20K No. 44-563.

We took off from Hunter Field at 8:30 A.M., 30 August 1944, in A-20K No. 44-563, on a calibration mission. We climbed about 2000', swung magnetic compass and directional compass by use of the astro compass, and proceeded to speed run No. 1. An A-26 was on the run so we circled until it had finished. We then made our speed run, calibrated our air speed meter, climbed to 2000' and headed for Hunter Field. Visibility was very poor and the Tower would not let us land and directed us to land at Chatham Field. We landed at Chatham Field at 10:30. We refueled and took off from Chatham Field at 11:45 A.M. and proceeded to Hunter Field.

I had my radio on command and the Pilot informed me he could not get his wheels up, and I heard him ask the Hunter Field Tower for permission to buzz Tower to check his wheels and they asked him about his pins. The Engineer Gunner informed the Pilot the pins were left in. Hunter Field Tower gave us OK to land. We came in for a landing and nose wheel collapsed.

A. E. Rosenquist
A. E. ROSENQUIST
2nd Lt.

RESTRICTED

Encl 1-

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Statement of PVT. E. J. WILLEVER, Engineer Gunner, A-20K No. 44-563.

We took off from Hunter Field at 8:30 A.M., 30 August 1944, in A-20K No. 44-563, on a calibration mission. We swung compass and proceeded to speed run. An A-26 was on the speed run and we waited until it had finished. We then made our speed run and headed back for Hunter Field.

Hunter Field was closed in and they sent us to Chatham Field. We refueled at Chatham Field and ground locks were put in. Took off from Chatham Field at 11:45 A.M. and came to Hunter Field. The Pilot called the Tower and asked for landing instructions and told them his wheels were down locked. I informed him that the down locks were installed on the landing gear. ~~The down locks were installed on the landing gear.~~ The plane came in and made a normal landing and settled on its nose.

Pvt. Elmer J. Willever
E. J. WILLEVER

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HEADQUARTERS THIRD AIR FORCE STAGING WING
Airdrome Officer's Report

J-2

Hunter Field, Georgia
30 August 1944

SUBJECT: Landing Accident of Aircraft A-20K, Serial No. 44-563.

TO: Whom It May Concern.


1. Time of accident 1200 EWT 30 August 1944.
2. Place - Runway 15R - Hunter Field, Georgia.
3. Personnel involved:

Turman, Alton R., 2nd Lt. 0762060 Pilot
Rosenquist, A. E. 2nd Lt. 0712228 Navigator
Willever, E. J., Pvt. 12095504 Engineer

4. No injuries were sustained by personnel involved.

5. Description of accident: Aircraft took off from Hunter Field on a local calibration hop with combat crew, landing two hours later at Chatham Field for refueling. The Pilot, Lt. Turman, states that tanks were full when he took off from Hunter Field. After landing down-lock safety pins were inserted in all three gear by the engineer Pvt. Willever. These pins were not removed prior to take-off from Chatham Field, consequently gear failed to retract in response to pilot's actuation of gear control lever from cockpit. The pilot then called Hunter Tower and asked for permission to buzz the tower that they might visually check his gear. The pilot states that at this point his engineer called him on the interphone stating that the down-lock safety pins had not been removed. The pilot relayed this information to the tower and received clearance to land. It should be noted at this point that several officers observed from the ground, while the aircraft was on final approach, that the nose wheel was partially retracted. The Airdrome Officer observed this fact from the steps of the officers club, and phoned to Operations anticipating an accident. However this may not have been so plainly visible from the tower. The pilot states that the manual gear control was in down position and that he checked the gear position indicator. He states that his first indication of trouble came when he commenced lowering the nose to the runway following his normal, nose high, landing. The nose wheel collapsed on contact with the runway, but as most of the aircraft's speed had been killed on landing roll, the ship merely slid forward and stopped, very little damage being sustained.

6. Photographs were made after the accident.
7. Captain Pierson was in charge of disposition.


JAMES G. BEEMER,
1st Lt., Air Corps,
Airdrome Officer.

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Third Air Force Staging Wing
Officer of the Photographic Officer
Hunter Field, Georgia

30 August 1944

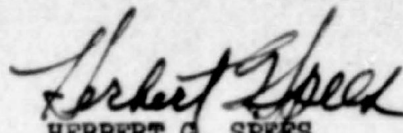
SUBJECT: Crash Landing A-20 Airplane.

TO : Chairman, Accident Investigation Board, Third Air Force
Staging Wing Hunter Field, Georgia.

1. At 1200 on 30 August 1944 the undersigned was approaching building number 821 in a jeep when an A-20 airplane was observed coming in on runway number fifteen. The nose wheel did not seem to be in the locked position but was tilted rearwards at an angle approximating 40°.

2. When a crash landing seemed imminent, the vehicle was moved to a point where the aircraft could be observed all the way to the stopping point. It appeared to roll normally on the two main wheels until considerable speed was lost, then tilting easily up onto the nose and sliding a short distance to a stop.

3. On going to the scene to make photographs, this aircraft was found to be A-20 K #44-563.


HERBERT G. SPEES
Capt. AC
Photo Maint. Officer

Encl 8

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Form ACA 897
Revised 1-1-44

DEPARTMENT OF COMMERCE
Civil Aeronautics Administration

Accident Report
Number ZSH-8

TO: Chief, Air Traffic Control Branch, Second Region
FROM: Chief Controller, Savannah Tower
SUBJECT: Accident Report - Aircraft(s) ARMY A-20 #4563
Date 8-30-44 Time 1154 EWT

- *(a) Pilot Second Lieutenant Alton R. Turman - Third AAF Staging Wing Hunter Field, Georgia
- *(b) Controller Lester R. Shipp; Assistant Controller Clara T. Noland
- *(c) None
- *(d) None
- *(e) Propellers and under side of nose damaged
- *(f) 1. SH 1130 Contact cig est 2500 high brkn lwr brkn vsky 7 mi bar 1017.6 temp 83 dew pt 72 wind calm alt 3004
2. None
- *(g) At approximately 1145 R4563 contacted the tower and advised that he could not get his landing gear retracted and would like to fly across the field at low altitude for a visual check. Permission was given for R4563 to fly down runway 23 for a check, and it was suggested to the pilot that the pins which keep the wheels down and locked when on the ground had not been removed before takeoff. He was also advised that his wheels looked ok at his position which was three or four miles NW of the tower headed NW. R4563 was also told that if he was not sure of his wheels that he could fly across the field for a closer check. The pilot then advised that the engineer had not removed the down-and-locked pins and that that was his trouble as previously suggested by the tower. No further indication of wheel trouble was given by R4563. The plane was given clearance to land southeast runway 15R, and as he turned on final approach he was given the cautionary phrase "wheels down and locked" which was acknowledged by the pilot. The aircraft made a wide approach and an apparently normal landing except that the nose wheel was held off the runway until the plane was about two-thirds of the distance to the end of the runway at which point the nose of the aircraft came down and the nose wheel collapsed. Emergency crews were dispatched immediately by radio and telephone.
Lester R. Shipp Submitted by L. P. Wilhelm
Controller on Duty Chief Airport Traffic Controller

*Itemized in accordance with Manual of Operations, Chapter E, Part 2.
#Attach a sketch showing location of accident, flight or ground path of aircraft and any other pertinent data.

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Incl 2

1
0930 - 1000

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THIRD AIR FORCE STAGING WING
Supervisor of Combat Aircraft (TNG)
Hunter Field, Georgia

30 August 1944
(Date)

A-20 K Airplane No. 563
(Type)

Estimated Time of Take-off 0830 Mission Calibration

Estimated Time of Landing 1030

<u>Crew Members</u>		
<u>Name</u>	<u>Rank</u>	<u>Serial Number</u>
P <u>TURMAN, ALTON R</u>	<u>2d Lt</u>	<u>0-762060</u>
CP		
N <u>ROSENQUIST, ARVID E</u>	<u>2d Lt</u>	<u>0-712228</u>
B		
RG		
ARG		
EG <u>Willever, Elmer J</u>	<u>Pvt</u>	<u>12095504</u>
AEG		
AG		
AAG		

I certify that I have checked the Form 1-A of this plane and the plane is mechanically ok and has been serviced. There is a check sheet for this type of aircraft in the plane and said plane is ready for flight.

/s/ JOHNSON R. WARREN, Capt
(EA)
(Clearing Officer)

/s/ ALTON R TURMAN, 2d Lt
(Pilot's name and rank)

I hereby acknowledge receipt of the following parachutes, seat type, numbered as follows, which are to be returned upon completion of this flight:

Issued by _____
(Pilot's name and rank)

A CERTIFIED TRUE COPY
Johnson R Warren
JOHNSON R WARREN
Capt, Air Corps
Sup of Comb Acft (Tng)

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Incl 3

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HEADQUARTERS THIRD AIR FORCE STAGING WING JWB/fm
Office of Special Maintenance Section
Hunter Field, Georgia

31 Aug. 1944

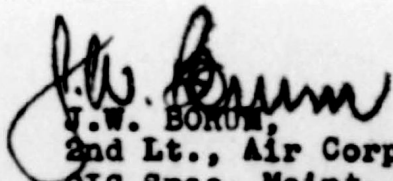
SUBJECT: Accident Report.

To : Accident investigating Committee.

1. Investigation of a landing accident of A-20K, No. 44-563, revealed the following:

2. Airplane took off with ground locks installed. Main wheel could not be retracted as ground locks held them in "Down and locked position"

3. Failure of Nose wheel ground lock permitted partial retraction of Nose wheel. At this point the broken lock caused the retracting gear to jam. The actuating cylinder was torn loose from its mounts, thereby making it impossible to return the Nose gear to the down and lock position.


J.W. BORUM,
2nd Lt., Air Corps,
OIC Spec. Maint. Sec.

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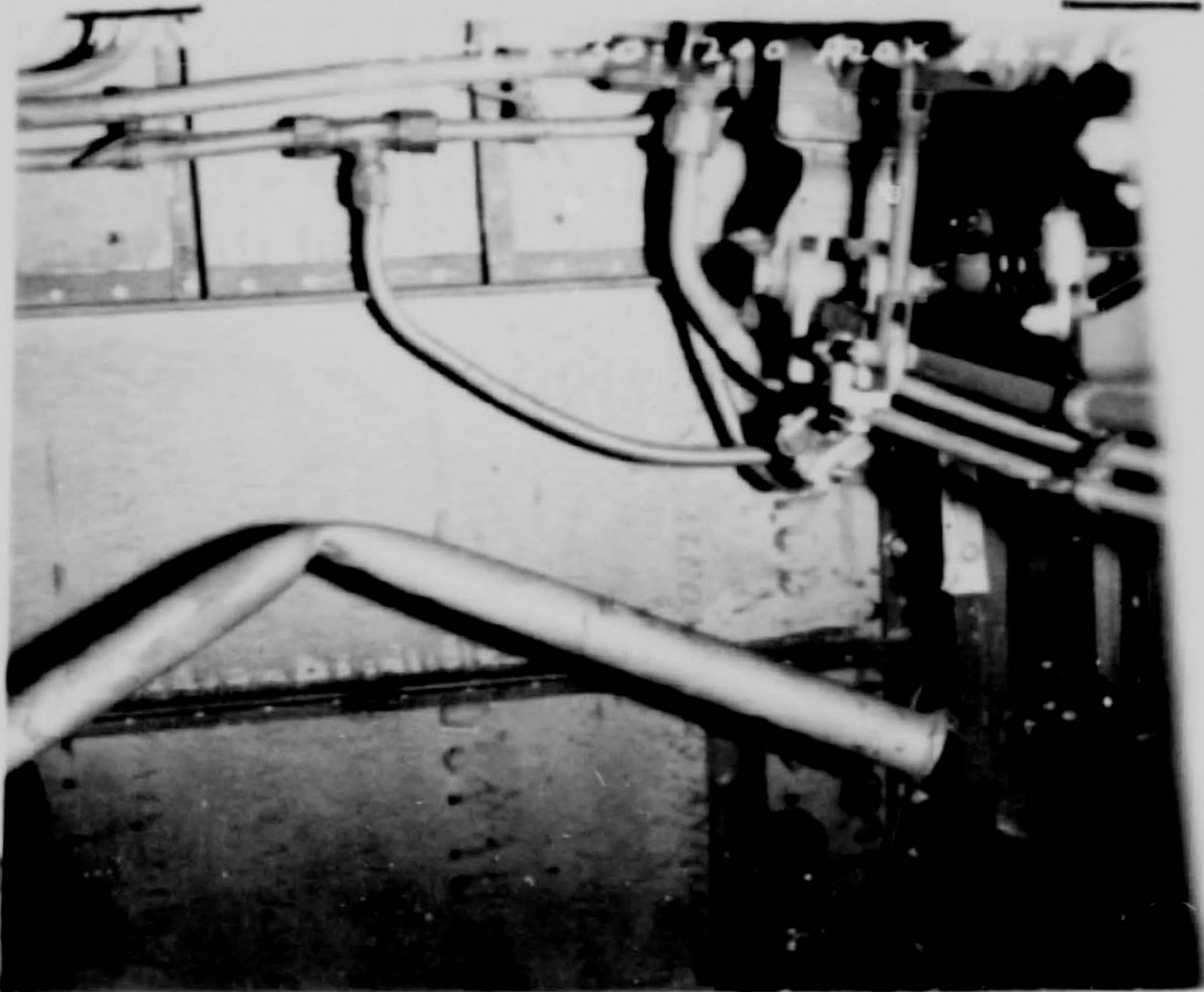






3. TAPS WALKS - 2:30 1200





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HEADQUARTERS
THIRD AIR FORCE STAGING WING

F-0-k

OFFICE OF THE COMMANDING OFFICER

F
IN REPLY REFER TO:
3AFS# 360.33 (2 Sep 44)

HUNTER FIELD, GEORGIA


2 SEP 1944

SUBJECT: Aircraft Accident.

TO: Chief, Flying Safety, Nissen Building, Winston Salem, N. C.

In compliance with Part Eight, Par. V.1, AAF Regulation 62-14, dated 26 May 1942, forwarded herewith is technical report of Aircraft Accident Classification Committee, this Station, covering accident to A-20K No. 44-563, at Hunter Field on 30 August 1944.

For the Commanding Officer


DAVID S. CARTER
Captain, A.C.
Adjutant

10 Incls.:

- Incl. 1 - AAF Form No. 14
- Incl. 2 - Form ACA 897
- Incl. 3 - Clearance Form
- Incl. 4 - Statement of 2nd Lt. A. R. Turman
- Incl. 5 - Statement of 2nd Lt. A. E. Rosenquist
- Incl. 6 - Statement of Pvt. E. J. Willever
- Incl. 7 - Statement of 1st Lt. James G. Beemer
- Incl. 8 - Statement of Capt. Herbert G. Spees
- Incl. 9 - Statement of 2nd Lt. J. W. Borum
- Incl. 10 - Photographs

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I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES FOR ACTION AIU

OFFICE OF FLYING SAFETY FOR INFO INTELL

WINSTON-SALEM, NORTH CAROLINA FOR FILE _____

DATE AUG 31 1944

T.W.X.

TELEGRAM

ADM NET

SV20

FROM FITZMAURICE HUNTERFIELD GA 312102Z

TO CHIEF FLYING SAFETY AAF WINSTON SALME NCAR

GRNC

3AFSW FM 8 NINE TWO ZERO PERIOD

CLEARANCE NUMBER AAF DASH FS DASH T FOUR PERIOD CITE PART FIVE AAF
REGULATION SIX TWO DASH ONE FOUR FOLLOWING ACCIDENT REPORT IS SUB-
MITTED PERIOD

A THREE SERO AUGUST ONE NINE FOUR FOUR ONE ONE FOUR FIVE HUNTER
FIELD GA PERIOD 01

B ATTENTION R TURMAN SECOND LT AUS THIRD AIR FORCE COMBAT CREW
MEMBER HUNTER FIELD COMMA GA PERIOD

C NOSE WHEEL NOT DOWN AND LOCKED UPON LANDING PERIOD

D PILOT NO INJURY COMMA NAVIGATOR ARVID E ROSENQUIST SECOND LT
AUS THIRD AIR FORCE COMBAT CREW EMEBER COMMA NO INJURY COMMA
ENGINEER GUNNER ELMER J WILLEVER PRIVATE AUS THIRD AIR FORCE
COMBAT CREW MEMBER COMMA NO INJURY PERIOD

E INSTRUMENT CALIBRATION PERIOD

F CAVU

G FOUR FOUR DASH FIVE SIX THREE A DASH TWO ZERO K PERIOD

H HUNTER FIELD COMMA GA PERIOD

I ENGINES AND PROPELLERS REQUIRE OVERHAUL COMMA NOSE WHEEL STRUTS

530

45-8-30-34
3
43784
19

A-20K
020

45-8-30-34

I N C O M I N G M E S S A G E

HEADQUARTERS ARMY AIR FORCES FOR ACTION AIU

OFFICE OF FLYING SAFETY FOR INFO INTELL

WINSTON-SALEM, NORTH CAROLINA FOR FILE _____

DATE AUG 31 1944

T.W.X.

TELEGRAM

ADM NET

PAGE TWO

REQUIRES REPLACEMENT UNDERSIDE OF FUSELAGE NOSE SECTION MODERATE

DAMAGE BELLY TANK DAMAGED PERIOD

J UNDETERMINED PERIOD

K BEING REPAIRED PERIOD

L NONE PERIOD

M AFACG NOTIFIED PERIOD

N ACCIDENT GROUP ONE PERIOD

2243Z

NF
3
4 4
4 4

AS/5630/2245Z

530

Accident No. 45-8-30-34

Date

Checked by E.S. 9-5

Analyzed by amw

Copied for Wright
Field by _____

Notes _____

1225:9-43