

RESTRICTED

Accident No. 46-7-18-570

WAR DEPARTMENT
Station A-59
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

8-27 1300-0
Station A-59
(1) Place
AIRCRAFT: (4) Type and model A-26B-15 (5) A. F. No. 43-22378 (6) Station A-59
Organization: (7) 9 AD - Ninth AF (8) 416th Bomb(L) (9) 668th Bomb(L)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
P	Tibbetts, Oscar N.	P	0-667597	1st Lt.	01	AC	Ninth AF	None	None
PO	Reichert, Donald J.	PO	0-419849	Capt.	01	MC	Ninth AF	None	None

PILOT CHARGED WITH ACCIDENT

(20) Tibbetts Oscar N. (21) 0-667597 (22) 1st Lt. (23) 01 (24) AC
(Last name) (First name) (Middle Initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9 AD - Ninth AF (26) 416 Bomb(L) (27) 668th Bomb(L) (28) A-59
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 6 (30) Same (31) — (32) —
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 12-13-42 Present rating (35) Pilot (36) 12-13-42 Instrument rating (37) 20-1-45
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 389:30 (42) Instrument time last 6 months 44:55
(39) This model A-26B 227:30 (43) Instrument time last 30 days 6:00
(40) Last 90 days 156:10 (44) Night time last 6 months 31:05
(41) Total 2068:40 (45) Night time last 30 days 5:25

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>3</u> <u>0</u>	Nose Wheel Damaged; Nose Section Damaged.
(47) Engine(s) <u>3</u> <u>1</u>	Both engines sudden stoppage.
(48) Propeller(s) <u>3</u> <u>1</u>	Both props bent.

(50) Weather at the time of accident Visibility 5 miles, 9/10'S clouds at 10000 feet. EK

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from Station A-59 (53) To Station A-74 (54) Kind of clearance Contact

(55) Pilot's mission Ferrying Flight 3

(56) Nature of accident Take-off accident.

(57) Cause of accident Nose wheel collapsed as aircraft started on take-off run.

(58) Has the AAF Form 54 been submitted? (See Inclosure #6)

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the morning of 18 July 1945, Lt. Tibbetts was scheduled to ferry an A-26B-15 aircraft from this Field. He had thoroughly ground checked the aircraft at the hardstand before taxiing out for take-off. Being in a three-ship flight, he put on the parking brakes until it was his turn to take-off. To begin his take-off Lt. Tibbetts released his brakes and advanced the throttles to 25 inches manifold pressure. The aircraft started slightly to the right; the pilot tapped the left brake but the aircraft continued to the right. The nose started to sink and the propellers hit the runway. The engines were stopped immediately. The aircraft had not rolled more than 5 feet before the gear collapsed.

IMMEDIATE CAUSE:

Collapse of nose wheel.

UNDERLYING CAUSE:

Failure of Brace Assembly, Nose Wheel (left) Side.

RESPONSIBILITY:

Material Failure 100%.

RECOMMENDATIONS:

See Unsatisfactory Report.

INCLOSURES: 7

- Incl #1 - Statement of Pilot.
- Incl #2 - Statement of Flight Surgeon
- Incl #3 - Statement of Engineering Officer (Sqdn)
- Incl #4 - Statement of Crew Chief.
- Incl #5 - Statement of Flying Control Officer
- Incl #6 - AAF Form 54
- Incl #7 - Photographs

APPROVED:

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

Harold A. Radetsky
HAROLD A. RADETSKY, Lt. Col., AC
Deputy Group Commander.

Richard V. Wheeler
RICHARD V. WHEELER, Capt., AC.
Asst. Operations Officer

William H. Moffett
WILLIAM H. MOFFETT, 2nd Lt., AC.
Group Engineering Officer.

Date 20 July 1945

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18 July 1945

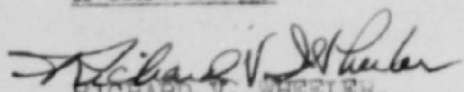
S T A T E M E N T

The A-26B-15 aircraft AAF No. 43-22378 I was piloting was thoroughly ground checked on the hardstand before taxiing out for take-off with a three ship flight.

I pulled into position behind the number 1 aircraft and idled my engines at 1500 rpm with the fuel boosters in "low" boost position. At the proper time interval between take-off of each aircraft, I released my brakes, placing the fuel booster switches in "high" position and advanced the throttles to 25 inches manifold pressure to start my roll. The aircraft started slightly to the right, and to correct, I tapped the left brake. The aircraft continued to pull to the right, and at this time, the nose started to sink down and the propellers dug into the runway. Immediately the engines were cut by use of the mixture controls. Then in succession, I cut the magneto and battery switches. The aircraft did not roll over 5 feet before the gear collapsed.

/s/ OSCAR N. TIBBETTS,
/t/ OSCAR N. TIBBETTS,
1st Lt., Air Corps

A TRUE COPY:


RICHARD V. WHEELER,
Captain, Air Corps,
Asst. Operations Officer.

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Incl. #1

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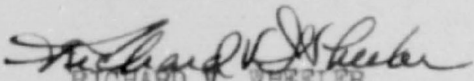
18 July 1945

STATEMENT

The aircraft in which I was a passenger in the jump seat and piloted by Lt. Tibbetts taxied out to the end of the runway and pulled up behind the number 1 aircraft in the flight. The number 1 and number 2 aircraft took off and Lt. Tibbetts pulled up into take-off position where he released the brakes and was advancing throttle when the nose wheel collapsed. We did not move more than 2 to 4 feet when this occurred.

/s/ DONALD J. REICHERT,
/t/ DONALD J. REICHERT,
Captain, MC,
Flight Surgeon.

A TRUE COPY:


RICHARD V. WHEELER,
Captain, Air Corps,
Asst. Operations Officer.

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18 JULY 1945

S T A T E M E N T

I MADE A THOROUGH INVESTIGATION AND DETERMINED THAT ALL POSSIBLE PRECAUTIONS HAD BEEN TAKEN TO FIT THIS AIRCRAFT, A-26B-15, AAF NO. 43-22378 FOR SAFE FLIGHT PRIOR TO TAKE-OFF AND NO MECHANICAL DEFECTS EXISTED OTHER THAN THOSE SHOWN ON THE AAF FORM 1A.

Arnold A. Harrison
ARNOLD A. HARRISON,
CAPTAIN, AIR CORPS,
ENGINEERING OFFICER.

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RESTRICTED

Encl. #3

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18 JULY 1945

S T A T E M E N T

I HEREBY CERTIFY THAT ALL NECESSARY INSPECTIONS AND MAINTENANCE HAD BEEN PERFORMED AND ALL DEFECTS WERE PROPERLY SHOWN ON AAF FORMS 41B AND 1A PRIOR TO THE LAST FLIGHT OF AIRCRAFT A-26B-15, AAF NO. 43-22378.

Raymond C. DeLano
RAYMOND C. DELANO,
T/SGT., AIR CORPS,
CREW CHIEF.

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Incl. #4

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STATEMENT

18 JULY 1945

AT 0830 18JULY 45, A-26 #43-22378 "O", PILOTED BY 1ST. LT. OSCAR N. TIBBETTS, O-867 597, TAXIED TO RUNWAY 13 FOR TAKE OFF. THE NOSE WHEEL OF THE A/C COLLAPSED JUST AS IT WAS ABOUT TO TAKE OFF.

SURFACE WINDS AT TIME OF ACCIDENT INDICATED 070 AT 7 M.P.H. USUAL MORNING INSPECTION OF AIRFIELD WAS MADE AT 0730. BOTH GROUP OPERATIONS AND SQD'N OPERATIONS WERE NOTIFIED IMMEDIATELY. C-2 WRECKER WAS CALLED TO THE SCENE TO REMOVE A/C.

Jack P. Barton

JACK P. BARTON
CAPT., A. C.
S.F.C.O.

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Encl. #5

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. DATE SUBMITTED
A-59-45-176 18-7-45

STATION

AAF Station A-59

ORGANISATION

Hq. 416th Bomb Group (L)

SUBJECT
OF
REPORT

Property Class—Name
01-D

Brace Assembly, Nose
Wheel Side

Manufacturer

Douglas

AAF Order or Shipping No.

AIRCRAFT—Model & AAF Serial No.

A-26B-15 43-22378

ENGINE—Model & AAF Serial No.

R-2800-71

UNIT OR ACCESSORY—Type, Model and Serial No.

Nose Wheel Gear, FN 5122380

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

P
A
R
T

Name

Brace Assembly, Nose Wheel Side

Part Drawing, Serial and Specification No.

FN 4123687

Time in Use

354:30

Quantity on Hand

2 ea A/C

Quantity Known Defective

1

No. of Previous Failures

2

Manufacturer

Douglas

Inspector's No. or Identification

Indicate by "X"
Disposition of
Exhibit



Photographed
and Prints
Enclosed

☐ Held
for
Instructions

☐ Sent under
Separate
Cover

☐ Sent in
Attached
Packet

☐ Repaired and
Returned to
Service

☒ Disposed of
(Explain
below)

☐ To Overhaul
Facility
(INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW
(Use only applicable spaces above—Avoid unnecessary repetition)

EXPEDITE

1. Failure of subject Brace Assembly, Nose Wheel (left) Side, part number 4123687, occurred in the form of buckling or bending of the tubing portion of this brace assembly and resulted in failure of the nose wheel gear.
2. Pilot was beginning take-off run when nose wheel gear collapsed. No cracks or distortions were noted in the nose wheel gear during the visual inspection given the airplane immediately prior to failure. Damage to the airplane will necessitate replacement of both engines and both propellers, as well as a complete nose wheel gear.
3. Recommendations: Corrective action is stated in current Technical Orders.
4. Disposition: Subject brace assembly remained on the aircraft which was turned over to the 467th Air Service Group for repairs.

William H. Moffett
WILLIAM H. MOFFETT,
2nd Lt., Air Corps,
Engineering Officer.

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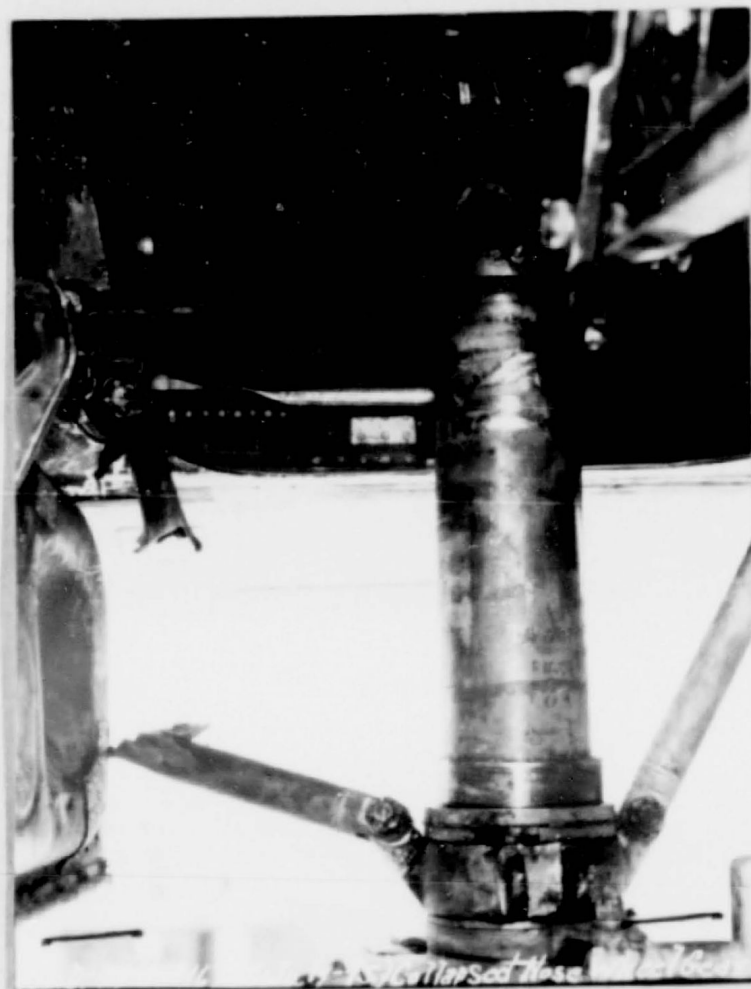
ROUTING

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

Ind. #6



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Incl. #7

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HEADQUARTERS
116TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U. S. Army.
20 July 1945.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Air Division, APO 140, U. S. Army.

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on accident of 1st Lt. Oscar N. Tibbetts in aircraft A-26B-15 ACEN 43-22378, 18 July 1945.

For the Commanding Officer:

GEORGE SCHENKIN,
Major, Air Corps,
Adjutant.

Incl:

AAF Form 14 and inclosures (in quadruplicate).

360.33

1st Ind.

E-Q-3

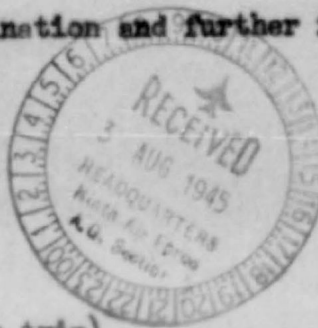
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 31 July 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to coordination and further investigation within this headquarters.

For the Commanding General:



8 Incls:

- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Statement of Pilot (in trip)
- Incl 3 - Statement of Flight Surgeon (in trip)
- Incl 4 - Statement of Engineering Officer (Sqdn) (in trip)
- Incl 5 - Statement of Crew Chief (in trip)
- Incl 6 - Statement of Flying Control Officer (in trip)
- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - Photographs (in trip)

S. L. PARMENTER,
Captain, Air Corps,
Adjutant General

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RESTRICTED

360.33

2nd Ind.

HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 20 August 1945.

To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report of Aircraft Accident Committee approved.

FOR THE COMMANDING GENERAL:

Herbert B. Lewis
HERBERT B. LEWIS
Major, A.G.D.,
Asst Adj General.

1 Incl: AAF Form No. 14 w/7 Incls.

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(over)

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RESTRICTED

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

APO 140, U. S. Army,
20 July 1945.

SUBJECT: Transmittal of AAF Form 14.

F TO : Commanding General, 9th Air Division, APO 140, U. S. Army.

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For the Commanding Officer:

George Schenkein
GEORGE SCHENKEIN,
Major, Air Corps,
Adjutant.

Incl:

AAF Form 14 and inclosures (in quadruplicate).

360.33

1st Ind.

E-Q-3

HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 31 July 1945.

TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

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- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - Photographs (in trip)



S. L. Parmenter
S. L. PARMENTER,
Captain, Air Corps,
Adjutant General

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12-

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Lidbetter, Oscar H.

G-26B

46-7-18-518

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Photostat, H-2

9/20/5

Accident No. 46-7-10510

Date

Checked by LRR 8-30

Analyzed by _____

Copied for Wright
Field by 10-5-45
Copy man

Notes _____

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3989:40-440FS