

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

48-019
(1) Place Army Air Field, Lake Charles, La. (2) Date 25 Sept 43 (3) Time 0835 GMT
AIRCRAFT: (4) Type and model A-20C-15 (5) A. P. No. 42-51347 (6) Station AAF, Lake Charles, La.
Organization: (7) 3rd Bomb. Comd. (8) 116th Bomb. (Group) (9) 668th Bomb. (Squadron)
3 3B PERSONNEL BLL BLL 8860



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)
<i>af/c 1</i>	P Ritchie, Scott B., Jr.	P	0-26239	2nd Lt.	OO	AC	3rd AF	None	None

PILOT CHARGED WITH ACCIDENT

(20) Ritchie, Scott B., Jr. (21) 0-26239 (22) 2nd Lt. (23) OO (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3rd Air Force (26) 116th Bomb. (27) 668th Bomb. (28) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3rd Air Force (30) 116th Bomb. (31) 668th Bomb. (32) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 31 May 43 Present rating (35) Pilot (36) 21 May 43 Instrument rating (37) 26 Aug 43
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type.....	21:30	(42) Instrument time last 6 months.....	21:50
(39) This model.....	17:30	(43) Instrument time last 30 days.....	3:20
(40) Last 90 days.....	21:30	(44) Night time last 6 months.....	26:45
(41) Total.....	370:45	(45) Night time last 30 days.....	0:00

M.M.R. 10-6-43

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft..... <u>W 5</u>	<u>Right wing, fuselage, right nacelle and landing gear burned beyond repair.</u>
(47) Engine(s)..... <u>None 1</u>	
(48) Propeller(s)..... <u>None 1</u>	

(50) Weather at the time of accident High overcast, Pressure 190, Temperature 62, Dew Point 57, Wind ENE 7 mph, Altimeter 30.08. *38*
(51) Was the pilot flying on instruments at the time of accident NO
(52) Cleared from Lake Charles, La. (53) To Lake Charles, La. (54) Kind of clearance Contact
8860 8860
(55) Pilot's mission Transition Training. *71*
(56) Nature of accident Right engine accessory section caught fire in the air on take-off. Airplane was landed and fire ultimately extinguished on ground after burning severely.
(57) Cause of accident No definite facts known. Previous experience of Mr. Milstead, Douglas aircraft representative, would indicate that the fuel pressure gauge line became disconnected at fire wall; gasoline ran down fire wall and caught fire from the exhaust and then burned through main fuel hose.
(58) Was Form 254 submitted? NO

DESCRIPTION OF ACCIDENT

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

The pilot states that he took off normally, after checking instruments and finding them O.K. After gaining about 500 Ft. altitude he noticed his right cylinder head temperature gauge wavering excessively, saw it come all the way back, and then all the way over to the "peg" on the danger side. Looking at the instruments, noticed all others functioning properly and in normal ranges, including the right fuel pressure gauge. He then noticed a rather severe fire in the right engine accessory section, and notified the tower that his right engine was on fire and that he was coming in for an emergency landing. His right engine functioned perfectly until he cut his mixture control, switch, and feathered the right propeller. Turning to the right he dropped his landing gear and made his landing on a taxiway 600 Ft. distal to the East end of the East-West Runway, his heading being West, and at that point a piece of broken wheel rim, with evidence of having been burned somewhat, was found on the ramp, with some rubber similar to inner tube rubber. After proceeding approximately 1200 Ft. from this original point of contact on to the East-West Runway, the right wing getting lower and the airplane veering to the right as the right landing gear collapsed; the airplane left the runway to the right, and slid along the ground for approximately 1000 Ft. further, veering more to the right, the right landing gear completely collapsing; and the airplane came to rest heading approximately 160° from its original landing heading.

The main gasoline lines were burned in two, which made the fire difficult to extinguish.

Following the fire, it was impossible to get any idea as to how the fire originated, due to the burned condition of the nacelles, landing gear, wing, etc., but the past experience of Mr. Norman H. Milstead, Douglas Aircraft representative, sheds light on a very possible cause of the fire, as he has seen similar occurrences, and in a couple of cases, the fire was extinguished before too much damage was done, and the following explanation for these fires, which could apply to this fire is offered: The fuel pressure gauge line, carburetor to hose fitting on the fire wall, became disconnected, allowing gasoline to run down the front of the fire wall and into the nacelles through the nacelle doors, and the gasoline was ignited by the exhaust. Following this, the main gasoline lines from the two right tanks were burned through, causing the greatest part of the fire.

CONCLUSION:

1. It is the opinion of the committee that the cause of the accident was material failure.

RECOMMENDATIONS:

1. That fuel pressure gauge lines on all B-7 and A-20 type airplanes be replaced with flexible lines as installed in A-20C-20D0 type airplanes.
2. That above connections be observed closely on each preflight inspection for an indefinite period of time.
3. That fire extinguisher equipment for both the engine and accessory section be kept in training type airplanes.

John M. Hill
JOHN M. HILL
Captain, Air Corps
Member, Acc. Committee

Edwin P. Archibald
EDWIN P. ARCHIBALD
Lt. Col., Air Corps
Member, Acc. Committee

Sidney Price
SIDNEY PRICE
Major, Air Corps
President, Acc. Committee

Date 1 October 1943

1-52-b-44

9-25-43
DATE

AAF, Lake Charles, La.
STATION

56th Bomb. Tng Wing
416th Bomb. Gr. (L)
GROUP NO AND TYPE

A-20G
AIRCRAFT MODEL

s/Sgt Aleleben
CREW CHIEF OR AERIAL ENGINEER

668th Bomb. Sq. (L)
SQUADRON NO AND TYPE

42-54147
AIRCRAFT SERIAL NO

PERS CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE. ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
			DUTY		N		OR		I		TERMINALS AND MISSION	
			4	5	6	7	8	9				
00	LCAAF, Lake Charles, La. Ritchie, Scott B. Jr., 2nd Lt.	T-5	P	01 : 15	:	:	:	:	:	FROM		
										TO	L-O-C-A-L 07 : 15	
											08 : 30	
										MISSION	NO OF LANDINGS 2 01 : 15	
										FROM		
										TO		
										MISSION	NO OF LANDINGS	
										FROM		
										TO		
										MISSION	NO OF LANDINGS	
										FROM		
										TO		
										MISSION	NO OF LANDINGS	
										FROM		
										TO		
										MISSION	NO OF LANDINGS	

This is a certified true copy.

Gerald L. McCurry
GERALD L. MCCURRY
1st Lt., Air Corps,
Engineering Officer.

44-9-25-1

WAR DEPARTMENT
A A F
FORM NO. 1
2-2-42

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

OPER
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

CREW
CHIEF

TOTAL
FLIGHT
TIME

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
		BY	STATION		SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
PREFLIGHT	9/25/43	W	AAFLC				SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS
DAILY	9/24/42	D	AAFLC													
25 HOURS	327:05			1ST		400		92		92						
50 HOURS	326:05			2ND												
100 HOURS	319:35			3RD												
				4TH												
				5TH												

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: <u>Oxygen Equip., INC. T.O.</u> <u>01-1-83M.C.W., T.O. 03-1-28M.C.W., Flight</u> <u>incl. out.</u>
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT						
GUNNERY						
CHEMICAL						
COMMUNICATIONS						
PHOTOGRAPHIC						
NAVIGATION						

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT: { 1. S. B. Ritchie ;
2. _____

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Flight #1 Fire right engine--forced landing--
(as of accident report) 9/25/43

/s/ S. B. RITCHIE, JR. 2nd Lt.
S. B. Ritchie Jr. 668th

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	315:15	315:15		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	E.C.	E.C.		
CURD CLEANING DUE	327:05			
	HOURS TO DATE	315:15		
AIRCRAFT	HOURS TODAY			
	TOTAL			

RETURN THIS STUB TO:
BUDGET OFFICE,
AIR SERVICE COMMAND,
PATTERSON FIELD,
FAIRFIELD, OHIO

TOTAL FLIGHT TIME	ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA		STATION	DATE
	(1)	(2)	(1)	(2)	(1)	(2)		
	(1) 42-154214	(2) 42-154245	(1) A-20G-15	(2) 42-64147	(1) 668th Bomb (L)	(2) 668th Bomb (L)	AAF, Lake Charles, La	9-25-43

DO NOT WRITE IN THIS SPACE

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, 28 September 1943, one 2nd Lt. Scott B. Ritchie, Jr., AC, ASN O-26239, who being by me first duly sworn according to law, deposes and says:

Prior to take-off all instruments read properly. At approximately 200 Ft. in the air the right cylinder head temperature gauge fluctuated slightly, and then rapidly reached the maximum. At about 500 Ft. to 1000 Ft. I noticed fire in the right engine nacelle. I continued to turn to the right in traffic, cut mixture, gas, feathered engine and cut right magneto. Model A-20G had no Lux fire prevention system.

Believing fire not to be too intense, I lowered landing gear, in order to save the ship if possible. Upon landing right gear did not hold. I held the right side off the ground as long as possible in order to get closer to the fire trucks. The ship veered to the right, and came in smoothly on the grass.

The engine gave no indication of roughness or malfunctioning until feathered. The engine feathering system worked normally.

Further Deponent sayeth not.

Scott B. Ritchie, Jr.
SCOTT B. RITCHIE, JR.
2nd Lt., A.C.
ASN O-26239

Sworn and subscribed to before me this 28th day of September, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.

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, 27 September 1943, one Norman H. Milstead, Field Service Representative, Douglas Aircraft Company, who being by me first duly sworn according to law, deposes and says:

In reference to the fire in the right hand nacelle of the A-20G-15-DC airplane, #42-54147, on 25 September 1943, the airplane is so badly damaged that it is not possible to see the exact cause of the fire, but from previous experience with the same type of trouble on airplanes of the same type, it is my belief that the fuel pressure gauge line, carburetor to hose fitting on the fire wall became disconnected, allowing gasoline to run down the front of the fire wall and into the nacelle through the nacelle doors. The gasoline was ignited by the exhaust, and the amount of gasoline that had accumulated in the nacelle was sufficient to burn through the main fuel hose from the selector valve to the fuel strainer. After this hose had burned through the gasoline from this hose causing the greater part of the fire. The oil tank was burned through, also the hydraulic oil lines from the fuselage to the nacelle and the engine oil and hydraulic oil also added fuel to the fire.

It is my recommendation to the Douglas Aircraft Company that the fuel pressure gauge ~~lines on all DB-7 and A-20 type airplanes~~ be replaced with a flexible line as installed on A-20G-20-DC type airplanes.

Further Deponent sayeth not.

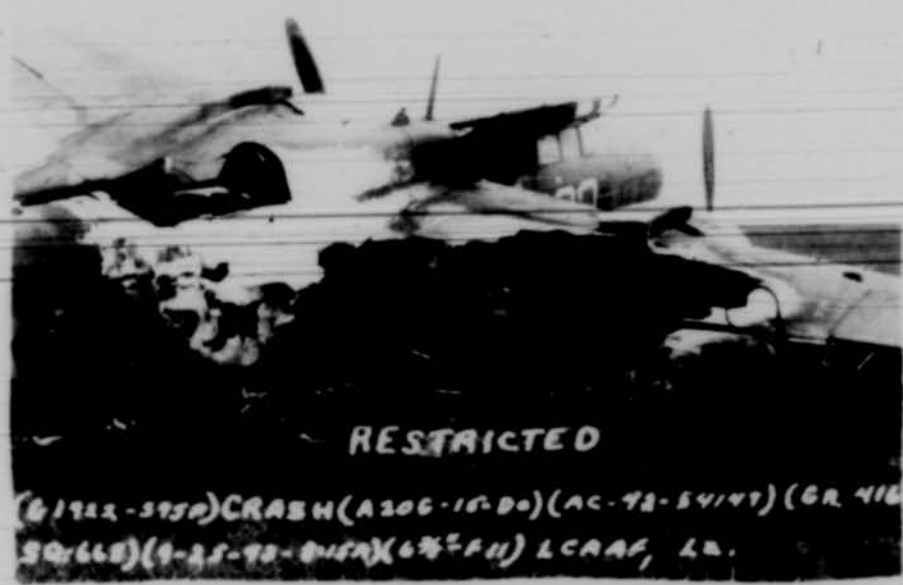
Norman H. Milstead
NORMAN H. MILSTEAD
Field Service Representative
Douglas Aircraft Company

Sworn and subscribed to before me this date, 27 September 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.

[REDACTED]



RESTRICTED

(6192-3950) CRASH (A306-15-00) (AC-78-54147) (GR 416
80-668) (9-25-78-0157) (67-7-11) LCAAF, LA.



CRASH (A306-15-00) (AC-78-54147) (GR 416
80-668) (9-25-78-0157) (67-7-11) LCAAF, LA.









44-9-25-1



(C 1741-770) (01000) (0200-100-01-10-1100) (00. 416 -
4 0 660) (0-05-70-0100) (025-011) (0000, 00.

15
4208

ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION ALL
FOR INFO. CS
FOR FILE M&B

DATE 25 SEPT 43

T. W. X.

TELEGRAM

RADIO

INCOMING MESSAGE NO. ARL 464 WSAL361 OC572 V LKCH55 NR164 "PRIORITY" *Times 4*

FROM DICK COBOMGER 416 ARMY AIRFIELD LAKECHARLES LA SEP 251516Z *Clearance 0*

COMMANDING GENERAL ARMY AIR FORCES WASHINGTON DC *Weather 00*

COMMANDING OFFICER FLIGHT CONTROL COMMAND WINSTON SALEM NC *mission 71*

COMMANDING OFFICER 56TH BOMB TRNG WING 13 WILL ROGERS FIELD OKLA

LCAAG 416 BG S500E PERIOD CITE PART FIVE AAF REG SIXTY TWO DASH

FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED. *DMBS*

A. 25 SEPTEMBER 0833 ARMY AIR FIELD, LAKE CHARLES, LA

B. SCOTT B RITCHIE 2ND LT RA 3AF 3BC 56TH BOMB TRNG WING 668 BOMRON
416 BOMGR LAKE CHARLES LOUISIANA.

C. FIRE RIGHT ENGINE IN FLIGHT. SUCCESSFUL LANDING ACCOMPLISHED.
RIGHT LANDING GEAR COLLAPSED ON LANDING. *Aircraft 4*

D. PILOT NO INJURY. NO PASSENGERS *Engine 4*

E. TRANSITION LOCAL F. ^{CAVU} ~~CVU~~ G. 42-54147 A-20G-15 *Prop 4*

H. ARMY AIR FIELD, LAKE CHARLES LA. I. AIRPLANE MAJOR REPLACEMENT

J. UNKNOWN K. TURNED OVER TO 50TH SUB-DEPOT ARMY AIR FIELD, LAKECHARLES, LA

L. NONE M. AFACG NOTIFIED.

#48

RR *01 Scott B Ritchie 2nd Lt H. 00 1*

465124
096406

CG SC NC
15 61 84 -> 1002, Power Plant

44-9-25-1

44-9-25-1-116

Accident No.

44-9-25-1

Pilot's Name

Ritchie, Scott B. Jr.

Nature Group

Take Off

Specific Nature

Forced landing Necessitated before take off completed

Underlying Nature

Caught fire

10 Cause Group

Power Plant

Specific Cause

Fuel pressure gage line

Underlying Cause

Deteriorated Material

Cause Group

Specific Cause

Underlying Cause

Pilot → Scott B. Ritchie Jr.