

WAR DEPARTMENT
HEADQUARTERS ARMY AIR BASE, DREW FIELD
U. S. ARMY AIR FORCES

RESTRICTED

REPORT OF AIRCRAFT ACCIDENT

44-10-27-31

42-057

(1) Place Drew Field, Tampa, Florida (2) Date 27 Oct 43 (3) Time 0925 EWT
 AIRCRAFT: (4) Type and model AC-24A (5) A. E. No. 42-6760 (6) Station Lake Charles AAB, La.
 Organization: (7) 3rd BC - 3rd 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	Conant, Hiram F.	P	0-397619	Capt.	01	AC	3rd AF	None	None
E	Strong, Richard C.	E	32463551	Sgt.	3820	AC	3rd AF	None	None



PERSONNEL WITH ACCIDENT
 (20) Conant Hiram F (21) 0-397619 (22) Captain (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3rd BC - 3rd AF (26) 416th Bomb (27) Hq & Hq. (28) Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3rd BC - 3rd AF (30) 416th Bomb (31) 668th Bomb (L) (32) Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 2-30-40 Present rating (35) Pilot (36) 2-30-40 Instrument rating (37) 3-18-43
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
 (at the time of this accident)
 (38) This type 12:25 (42) Instrument time last 6 months 1:40
 (39) This model 12:25 (43) Instrument time last 30 days 1:40
 (40) Last 90 days 25:00 (44) Night time last 6 months 2:00
 (41) Total 1352:20 (45) Night time last 30 days 2:00

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	<u>Left Wing Left Aileron</u>
(47) Engine(s) <u>- - 1</u>	
(48) Propeller(s) <u>M 4</u>	<u>Propeller - 3 blade (Refer to Incl #6)</u>

(50) Weather at the time of accident Scattered clouds 5000 feet. 7 miles visibility
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Drew Field (53) To Lake Charles, La. (54) Kind of clearance CFR
42220 8860
 (55) Pilot's mission Administrative
 (56) Nature of accident Taxi Accident
 (57) Cause of accident Pilot inadvertently retracted landing gear instead of flaps
 (58) Has Form 54 been submitted? None required.

Incl #1

RESTRICTED

DESCRIPTION OF ACCIDENT

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

1. Brief Narrative of Accident

a. Pilot's statement (Incl. #4) is a true picture of the facts in this accident.

2. Statement of Responsibilities

a. There is no evidence of materiel failure.

b. There is no evidence of malfunction due to improper maintenance.

c. It is the opinion of the Aircraft Accident Officer that the pilot is responsible for this accident. The picture of the cockpit (Incl. #8) shows the landing gear control handle to be in the "up" position.

3. Recommendations for action to prevent recurrence.

a. There are no recommendations.

Donald L. Yoke
DONALD L. YOKE,
Captain, Air Corps,
Aircraft Accident Officer.
Pilot.

-----approved.

MELVIN B. ASP,
Colonel, Air Corps,
Commanding.
Command Pilot.

Signature _____
(Investigating Officer)

Date 2 November 1943

Incl 1

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	10-26	D.	Drew Field
DAILY	10-		
25 HOURS	699:15		
50 HOURS	699:15		
100 HOURS	699:15		
Valves	300:00		

**SERVICING AT STATION OF AIRCRAFT
(CHECK IMMEDIATELY BEFORE TAKE OFF)**

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	SERV-ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
			SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS	SERV-ICED	IN TANKS		
1ST			not full			62						
2ND												
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1.	2.	EXPLANATION: No oxygen- No life raft- Prop leaks oil- clock out for repair- idle cutout not working properly- Flight indicator out.
Red	3.	
	4.	

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

H. F. Conant, Capt. A.C.

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

Preflight by Drew Field Alert Crew (Dulbar ?)
 #1 In attempt to check hydraulic system, made mistake and retracted landing gear. H. F. CONANT, Capt. A.C.

CERTIFIED TRUE COPY:

Michael H. Allison
 MICHAEL H. ALLISON

1st Lieut., Air Corps
 Asst. Engineering Officer

**AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)**

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	106:55			
HOURS TODAY				
TOTAL				
OIL CHANGE DUE				
CUNO CLEANING DUE				
AIRCRAFT	HOURS TO DATE	704:35		
	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
:	(1) ENGINE SERIAL NO. 59-52282 (2) ENGINE SERIAL NO. (3) ENGINE SERIAL NO. (4) ENGINE SERIAL NO.	AIRCRAFT SERIAL NO. 42-6760 AIRCRAFT MODEL A-24A	AIRCRAFT ORG. DATA 3rd. B. C. COMMAND CORPS AREA OR DEPT. 50th Tr. Wing GROUP NO. AND TYPE 410th Bomb. (T) SQUADRON NO. AND TYPE 666th Bomb. (T)
	<i>Incl #31</i>		RESTRICTED STATION Leje Charles CREW CHIEF OR AERIAL ENGINEER m/1st. Taylor

91

DO NOT WRITE IN THIS SPACE

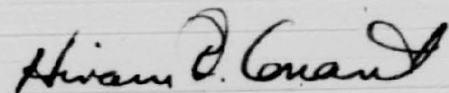
HEADQUARTERS ARMY AIR BASE DREW FIELD
Office of the Base Operations Officer

U--1

Tampa, Florida,
27 October 1943.

PILOT'S STATEMENT

I, Captain Hiram F. Conant, AC, Pilot of A-24A AC No. 42-6760, while taxiing out for take-off, desired to check hydraulic system by operating dive flaps. I moved the lever, which I thought was the dive flap handle to rear position and looked back to see if dive flaps were operating. When they did not open I started to recheck operating handle. At this moment the left landing gear collapsed causing the airplane to rest on left wing and right landing gear, damaging the left wing and propeller. Upon rechecking hydraulic control handles I found the landing gear handle in the "UP" position, the dive flap handle in the closed position. Apparently I inadvertently moved the wrong handle.



HIRAM F. CONANT,
Captain, Air Corps,
Pilot.

Incl # 4'

RESTRICTED

HEADQUARTERS ARMY AIR BASE DREW FIELD
Office of the Base Operations Officer

U--1

Tampa, Florida,
October 27, 1943.

CREW CHIEF'S STATEMENT

I, Sgt. Richard C. Strong, ASN 32463551 was riding with Captain Hiram F. Conant as crew chief and while the plane was taxiing the left landing gear collapsed damaging left wing and propeller.

Richard C Strong

RICHARD C. STRONG,
Sergeant, Air Corps,
Crew Chief, A-24-42-6760.

32463551

Incl #5'

RESTRICTED

ARMY AIR FORCES
 HEADQUARTERS
 26th SUB-DEPOT
 OFFICE OF THE ENGINEERING OFFICER

E2-J

IN REPLY REFER TO

DREW FIELD, TAMPA, FLORIDA

452.1

27 October 1943

SUBJECT: List and Extent of Damages - RA-24A Airplane, Serial Number
 42-6760.

TO : Aircraft Accident Classification Committee, Drew Field, Tampa,
 Florida.

The following is list and extent of damages sustained by subject airplane at Drew Field, Florida, on 27 October 1943. During warm-up of engine on pre-flight line, in attempt to check hydraulic system, pilot, through error, retracted landing gear.

LIST OF PARTSEXTENT OF DAMAGES

Propeller, three (3) blades
 Left wing, sta. 102, 174 and 228
 Left aileron

Extensive
 Moderate
 Extensive

Michael H. Allison
 MICHAEL H. ALLISON
 1st Lieut., Air Corps
 Sub-Depot Asst. Eng. Officer

Incl '6'

RESTRICTED

HEADQUARTERS 416TH BOMBARDMENT GROUP (L)
ARMY AIR FIELD
OFFICE OF THE OPERATIONS OFFICER

I-4

Lake Charles, La.,
23 October 1943

OPERATIONS ORDER)

NUMBER28)

1. Par. 1., Operations Order No. 27, this Headquarters, c.s. dated 23 October 1943 is hereby rescinded.

2. The following named O and EM W/P o/a 24 October 1943 in mil ap from AAF, Lake Charles, La. to Hq. 3rd Air Force, Tampa, Florida, and thence to Hq. 3rd Bomber Command, MacDill Field, Tampa, Florida, for the purpose of attending conference. Upon completion of T/D O and EM will return to proper station AAF, Lake Charles, La.

A-24A 42-6760 CAPTAIN HIRAM F. CONANT, AC, 0397619 (Pilot)
SGT RICHARD C. STRONG, 32463551 (Crew Chief)

A flat per diem of seven dollars (\$7.00) is authorized for O and EM while flying and T/D.

AUTH: TWX 3BC E0997 21 October 1943

TDN FD 1-5250 P 432-02 A 0425-24

By order of Colonel MACE:

THOMAS R. FORD,
Major, Air Corps,
Operations Officer.

OFFICIAL:

THOMAS R. FORD,
Major, Air Corps,
Operations Officer.

DISTRIBUTION:

- 5 - CG 3AF
- 5 - CG 3BC
- 5 - CO 56th Wig
- 3 ea Individual
- 1 - File Gp Opns

THIS IS A CERTIFIED TRUE COPY

Donald L. Yoke
DONALD L. YOKE,
Captain, Air Corps.

Incl #7'

RESTRICTED



(G-417B-777E-314AB) (10-27-43-1130A)
 Acc. A-24 42-6761



(G-417A-777E-314AB) (10-27-43-1130A)
 Acc. A-24 42-6760

Incl #8'

HEADQUARTERS AIR BASE AREA COMMAND DREW FIELD
OFFICE OF THE AREA COMMANDER

U-8

IN REPLY REFER TO:

TAMPA, FLORIDA

4 NOV 1943

DF 360.33 (4 Nov 43)

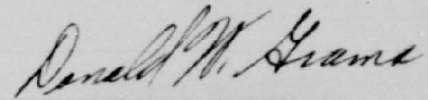
SUBJECT: Transmittal of Form 14

To: Headquarters, Office of Flying Safety, Army Air Forces,
Winston Salem, North Carolina.

Transmitted herewith is Form 14 covering aircraft accident
27 October 43, Pilot Capt. Hiram F. Conant.

For the Commanding Officer:

R-DF



DONALD W. GRAMS
2nd Lt., Air Corps
Asst. Adj.

- 8 Incl:
Incl 1 Form 14
Incl 2 Form 1
Incl 3 Form 1A
Incl 4 Pilots Statement
Incl 5 Crew Chief's Statement
Incl 6 List of Damaged Parts
Incl 7 Operations Orders
Incl 8 Photographs

cc: CG. 3rd. Bomber Command, Mac Dill Field, Tampa, Fla.

CO. Lake Charles Army Air Field, Lake Charles, La.

Accident no. 44-10-27-31

Date

Checked by

E.S.

11-8

Analyzed by

J.M. Co

11-10-43

Copied for Wright

Field by

Notes

1225:9-43

Accident No.

44-10-2731

Pilot's Name

Cornant, Hiram F. Capt

08 Nature Group

Taxiing

90 Specific Nature

Premature retracting

30 Underlying Nature

of gear.

Drive flap lever
confused with landing gear lever

100% 05 Cause Group

Carelessness

34 Specific Cause

17 Underlying Cause

Cause Group

Specific Cause

Underlying Cause