

WAR DEPARTMENT
Barksdale Field, Louisiana
ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

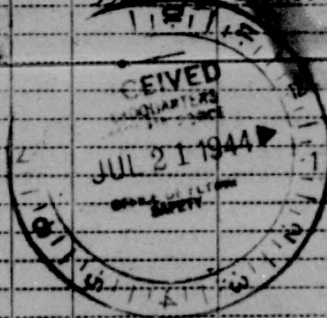
44-6-27-124
83
4

88-015

(1) Place Barksdale Field, Louisiana (2) Date 27 June 1944 (3) Time 16:35
 AIRCRAFT: (4) Type and model A-26B 020 (5) A. F. No. 41-39121 (6) Station Barksdale Field, La.
 Organization: (7) 3rd BC & 3rd AF (8) Barksdale RTU (1st) (9) Squadron "P"
 (Command and Air Force) (Group) (Squadron)

331 BM 8807
PERSONNEL

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)
	Mills, William W.	P	0-793815	1st Lt.	01	A.C.	3rd AF	None	No
	Appes, Charles E.		33153811	Sgt.	38	A.C.	3rd AF	None	No



XX

(20) Mills, William W. (21) 0-793815 (22) 1st Lt. (23) 01 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 3rd BC & 3rd AF (26) Barksdale RTU (1st) (27) Squadron "P" (28) Barksdale Field, La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) 3rd BC & 3rd AF (30) Barksdale RTU (1st) (31) Squadron "P" (32) Barksdale Field, La.
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 11/10/42 Present rating (35) P (36) 11/10/42 Instrument rating (37) 5/5/44
 (Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type	84:00	(42) Instrument time last 6 months	12:40
(39) This model	84:00	(43) Instrument time last 30 days	3:05
(40) Last 90 days	84:00	(44) Night time last 6 months	62:10
(41) Total	1392:05	(45) Night time last 30 days	8:50

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft	Damage Report Attached
(47) Engine(s)	
(48) Propeller(s)	

(50) Weather at the time of accident CAVU FH
 (51) Was the pilot flying on instruments at the time of accident No
 (52) Cleared from Barksdale Field (53) To Local 8807 (54) Kind of clearance Sq clearance
 (55) Pilot's mission Training flight
 (56) Nature of accident Wheels up landing
 (57) Cause of accident 100% materiel failure
 (58) Was Form No. 54 submitted? Yes

DESCRIPTION OF ACCIDENT

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

On 27 June 1944, A-26B 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 Barksdale Field. When the pilot lowered his landing gear at the desired airspeed, he found that the left main gear would not lower in the down and locked position. After all emergency procedures had failed; the pilot was instructed to make a wheels up landing on the center runway 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 ears 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 appears 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.

William E. Locke, Jr.

Signature WILLIAM E. LOCKE, JR., Capt., A.C.
(Investigating Officer)

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Date 14 July 1944

6-27-44

Barksdale Field, La.

331st Base Unit

A-26B

DATE

STATION

GROUP NO. AND TYPE

AIRCRAFT MODEL

S/Sgt Baca

Squadron Chief or Aerial Engineer

Sqdn #pm (M)

41-39121

AIRCRAFT SERIAL NO.

PERS. CLASS	NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS WHEN APPLICABLE				ENTER TIME FLOWN THEREUNDER			FLIGHT DATA			
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	NO. OF LANDINGS	NO. OF LANDINGS
1		3	4	5	6	7	8	9	FROM	TO	MISSION	NO. OF LANDINGS	NO. OF LANDINGS
	MILLS, WILLIAM W., JR., 1st Lt.		P						L			13:30	
-01	Sqdn #pm 0-793815								O				
38	Neppes, Charles D. S/Sgt		E						A			16:40	
	Sqdn #pm 331538								L			3:10	1
A TRUE COPY:													
<i>William E. Lockke, Jr.</i> WILLIAM E. LOCKKE, JR., Captain, Air Corps.													

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

BARKSDALE RTU (MB)
Office of the Operations Officer

Barksdale Field, La.,
13 July 1944.

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

TO : Whom it may concern.

S T A T E M E N T

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 1635 CWT, 27 June 1944.

S/
WILLIAM W MILLS JR.,
1st Lt, Air Corps,
Pilot, Section "S",
Barksdale RTU (MB).

"A TRUE COPY"



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

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No. BAR-F-44-395	DATE SUBMITTED 7-1-44

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

STATION Barksdale Field, Louisiana		ORGANIZATION Squadron "N", 331st AAF Base Unit	
SUBJECT OF REPORT 01-D Latch Release Lug Forging	Property Class— Blank , Main Landing Gear	Manufacturer Douglas Aircraft	AAF Order or Shipping No.
AIRCRAFT—Model & AAF Serial No. A-26B 41-39121	ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY	LAST D. & R.—Depot	Date	Flying Time Since
ENGINE REPORTS ONLY	LAST OVERHAUL—Depot	Hours Since	Depots and Hours At Each Previous Overhaul
PART	Name Blank, Main Landing Gear Latch Release Lug Forging		Part Drawing, Serial and Specification No.
			Part No. 4128177
T	Time in Use 261:50	Quantity on Hand 27	Quantity Known Defective 1
	No. Previous Failures	Manufacturer	Inspector's No. or Identification
Indicate by "X" Disposition of Exhibit	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover
	<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service	<input checked="" type="checkbox"/> Disposed of (Explain Below.)
			<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

- Subject part broke and since the landing gear could not be lowered, the airplane was belly landed. This is the second failure of this type, the other occurring at approximately 257 hours. This part had been removed and magna-fluxed 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 ears 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 appears 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.
- Recommendations:
 - 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.

- 4 - 218

ROUTING

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

WAR DEPARTMENT
ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
BAR-F-44-395	

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

STATION		ORGANIZATION					
SUBJECT OF REPORT	Property Class—Name	Continued from Page # 1 Blank, Main Landing Gear Latch Release Lug Forging		Manufacturer	AAF Order or Shipping No.		
	AIRCRAFT—Model & AAF Serial No.	ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No.				
A-26B	44-39121						
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			
PART	Name		Part Drawing, Serial and Specification No.				
	Time in Use	Quantity on Hand	Quantity Known Defective	No. Previous Failures	Inspector's No. or Identification		
Indicate by "X" Disposition of Exhibit	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent Under Separate Cover	<input type="checkbox"/> Sent in Attached Package	<input type="checkbox"/> Repaired and Returned to Service	<input type="checkbox"/> Disposed of (Explain Below.)	<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:

(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

c. 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.

d. 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 busing 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. (Refer to UR BAR-F-44-370) In other installations, whenever the steel bushing was found to be seized, the bolts showed signs of excessive wear and galling.

5. Previous UR's submitted: BAR-F-44-362 and 44-369, and teletypes, this headquarters numbers F 182 and F 227 dated 23 and 27 June respectively.

/s/ George M. Booth, Jr.,
GEORGE M. BOOTH, JR.,
Captain, Air Corps,
Engineering Officer.

A TRUE COPY:

William E. Locke Jr.
WILLIAM E. LOCKE, JR.,
Captain, Air Corps.

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ROUTING

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

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

SD-16

1 July 1944

AIRCRAFT DAMAGE REPORT NO. 44-84

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

1. Airplane was damaged while making wheel up landing at this station on June 27, 1944. The following damage resulted.

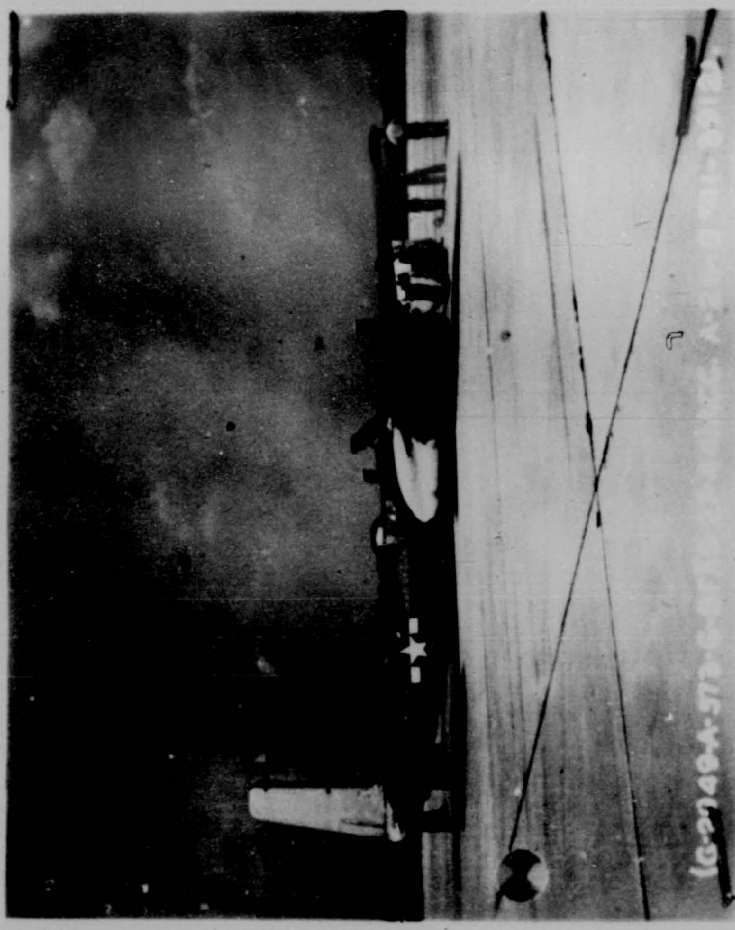
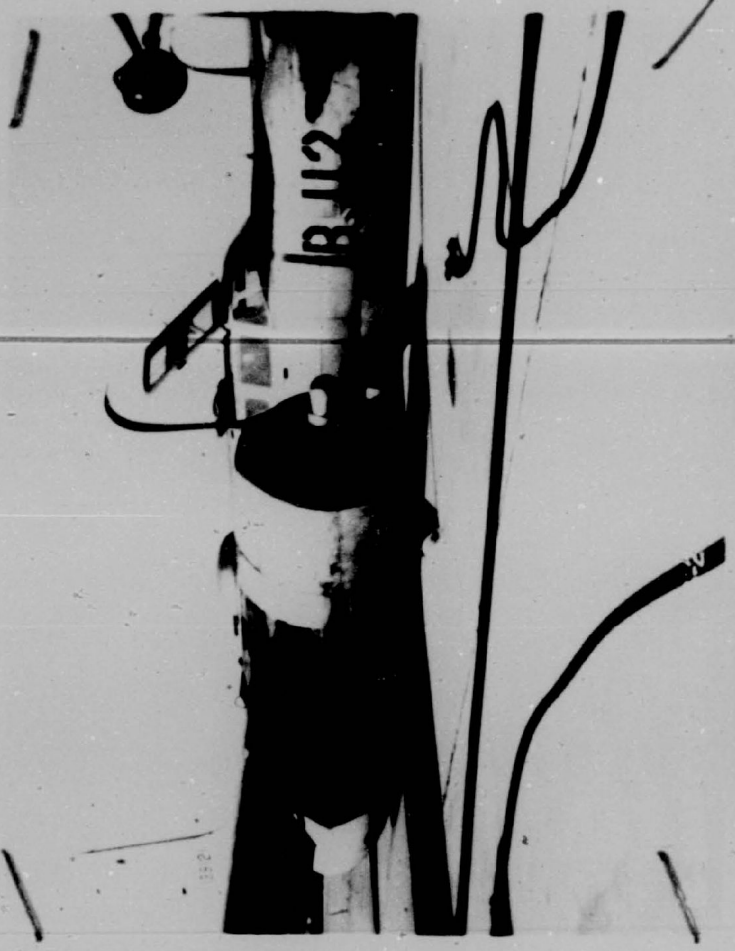
- a. All blades bent on left propeller.
- b. All blades bent on right propeller.
- c. Skin sheared off bottom of bombay doors.
- d. Nose wheel and left main gear nacelle doors damaged.
- e. Bulkhead and skin between stations 240 and 280 damaged.
- f. Bottom of power gun turret damaged.
- g. Lower cowl flaps on both engines sheared off.
- h. Bulkhead between stations 70 and 105 buckled.
- i. Both engines to be replaced in accordance with T.O. 02-1-15.

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

Incl.

Photographs.

Roger J. Ames
ROGER J. AMES,
Captain, Air Corps,
Air Maintenance Officer.



HEADQUARTERS ARMY AIR BASE
OFFICE OF THE BASE COMMANDER,
Barksdale Field, Louisiana

E-25

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 1944, inclosed herewith, Form 14,
Report of Aircraft Accident.

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

Incl.
Form 14 (with inclosures
attached) A-26B airplane
No. 41-39121

3
Accident No. 44-6-21-63

Date

Checked by [Signature]

7-24

Analyzed by _____

Copied for Wright
Field by _____

Copy

Notes _____

*Copy to Material Command 5 Aug 44
Photo copy mailed straight 7/10/44
9/7/44 - [Signature]*

1225:9-13