

*Restricted*

ACCIDENT No. \_\_\_\_\_

WAR DEPARTMENT  
AAF STATION # 164  
U. S. ARMY AIR FORCES

45-8-30-522

REPORT OF AIRCRAFT ACCIDENT

146

(1) Place Station 164 (2) Date 30 August 1944 (3) Time 1500

AIRCRAFT: (4) Type and model A-26B1 (5) A. P. No. 139145 (6) Station AAF Station 164

Organization: (7) IX BC Ninth AF (8) 99 CGW (9) 553rd Bomb Sq (M) AAF  
(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)
01	Adams, Thomas L.	P	0-6704882	Capt	01	AC	IX BC	None	None
60	McDaniels, F.	CC	6988826	T/Sgt.	20	AC	IX BC	None	None
62	Jacobs, Harry J.	G	6953109	S/Sgt.	20	AC	IX BC	None	None

RECEIVED  
HEADQUARTERS  
ARMY AIR FORCE  
OCT 9 1944  
OFFICE OF PILOT SAFETY

(20) Adams Thomas L. (21) 0-6704882 (22) Capt (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) IX BC Ninth AF (26) 386th (27) 553rd (28) Station 164  
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) IX BC Ninth AF (30) 386th (31) 553rd (32) Station 164  
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 14 Jan 43 Present rating (35) P (36) 14 Jan 43 Instrument rating (37) \_\_\_\_\_  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 1:30 (39) This model 1:30 (40) Last 90 days 77:40 (41) Total 681:15

(42) Instrument time last 6 months \_\_\_\_\_ (43) Instrument time last 30 days \_\_\_\_\_ (44) Night time last 6 months \_\_\_\_\_ (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

NF OMW 10-14

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 3</u>	Nose strut
(47) Engine(s) <u>4</u>	
(48) Propeller(s) <u>ON 4</u>	Both

(50) Weather at the time of accident Wind 13 MPH 225° visibility 10 miles.

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from 164 (53) To 164 (54) Kind of clearance Contact

(55) Pilot's mission Local test hop.

(56) Nature of accident Take off accident.

(57) Cause of accident Nose wheel shimmy damper lock pin was not seated properly.

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DESCRIPTION OF ACCIDENT

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

The pilot started the take off run, everything appearing normal until he needed reached an airspeed of about 50 MPH. At this time the nose wheel started to shimmy. The pilot cut the throttles and the shimmy stopped until he applied the brakes. The brakes were released immediately but the shimmy continued. At a very slow speed the nose wheel turned sharply to the left and the pilot was unable to straighten it by the use of right brake. The nose strut bent back but due to the slow speed did not completely collapse. Both propellers hit the ground causing damage.

The nose strut shimmy dampener lock pin was not completely seated as evidenced by the fact that about 1/8" of the pin was sheared off. The safety nut was started on.

Maintenance personnel have been instructed to place a 1/4" bolt in the slotted hole provided for the pulling key in the lock pin. This bolt cannot be inserted unless the lock pin is completely seated. This provides an extra safety precaution, and pilots can immediately tell if the lock pin is in position by checking to see if the bolt is in the hole.

*Howard Burhanna, Jr.*  
HOWARD BURHANNA, Jr.,  
Major, Air Corps,  
Member.

*Harry G. Hankey*  
HARRY G. HANKEY,  
Lt Col., Air Corps,  
President.

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*John E. Miller*  
Signature ..... JOHN E. MILLER,  
Captal Air Corps,  
Investigating Officer.

Date 4 September 1944.

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553rd Bombardment Squadron  
0 386th Bombardment Group  
APO 140

Sept. 1, 1944

To whom it may concern:

On August 30th., I was pilot of an A-26-B type aircraft number 41-3145, intending to take aircraft on test flight. I taxied to take-off end of runway #29. After lining up, I released my brakes and started a normal take-off run. I had reached approximately 50 miles per hour when there was a violent shimmying of the nose wheel. I immediately cut the throttles and the shimmying stopped.

I coasted about three fourths of the length of the runway without using brakes and everything appeared normal. At approximately 20 miles per hour I touched the brakes and the violent nose wheel shimmy increased and the ship swerved to the left whereupon I applied right brake. At this point the nose wheel seemed to start giving away, and I cut the mixture controls and switches. The nose wheel strut folded, and the ship came to a stop.

*Thomas L. Adams*  
Thomas L. Adams  
Capt. AAF.

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Incl #1

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360.33

2nd Ind.

E-CSJ-3

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 28 September 1944.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report of Aircraft Accident committee approved.

For the Commanding General:

*[Handwritten Signature]*  
HARRY B. KOCH,  
Major, Air Corps,  
Asst Adj General.

2 Incls: a/e (3 cys w/d)

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HEADQUARTERS  
386TH BOMBARDMENT GROUP (M) AAF  
APO #140, U. S. ARMY

R-1

5 September 1944.

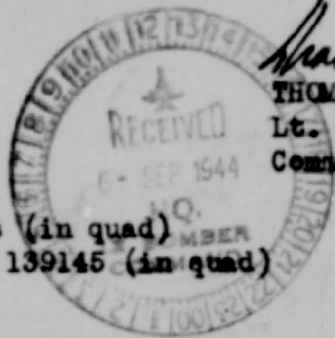
SUBJECT: Letter of Transmittal.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

In accordance with IX Bomber Command Memorandum Number 62-2, dated 18 April 1944, transmitted herewith is one WD, A.A.F. Forms No. 14, Report of Aircraft Accident.

360.33

*Thomas G. Corbin*  
THOMAS G. CORBIN,  
Lt. Col., Air Corps,  
Commanding.



- 2 Incls:
- Incl #1 - Statement of Capt Adams (in quad)
- Incl #2 - WD,AAF Form 14, A-26B1 139145 (in quad)

360.33 1st Ind.  
HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. Army, 23 September 1944.

E-J-4

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

Submitted in compliance with Memorandum 55-1, Headquarters, Ninth Air Force, dated 22 March 1944.

For the Commanding General:

*Richard G. Sanders*  
RICHARD G. SANDERS,  
Brig. Gen., U. S. A.,  
Chief of Staff.

2 Incls: n/c (1 cy ea w/d)

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Accident No.

45-8150-522

Date

Checked by

SYM

10-14-44

Analyzed by

OMM

Copied for Wright

Field by

NO-COPY

Notes

AH. Capt Boche - 3 Nov 44

1225:9-43

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