

Accident No. 15-12-29-527

Date

Checked by DM 2-11-15

Analyzed by LEE 2-20

Copied for Wright
Filed by _____

Notes _____

3909:10-440FS

RESTRICTED
WAR DEPARTMENT

ACCIDENT No. 45-12-29-527

U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Station A-55 (2) Date 29 December 1944 (3) Time 1356
 AIRCRAFT: (4) Type and model A-26B-20 (5) A. P. No. 41-39209 (6) Station A-55
 Organization: (7) 9th ED Ninth AF (8) 416 Bomb Gp. (L) (9) 671st. Bomb Sqd (L)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

| DUTY | NAME (Last name first) | RAVING | 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) |
| / P | Murray, Thomas J. | P | 0-752432 | 1st Lt. | 18 | AC | Ninth AF | None | None |
| / G | De Bower, Delbert H. | G | 17112486 | S/Sgt | 20 | AC | Ninth AF | None | None |

PERSONS ASSOCIATED WITH ACCIDENT

(20) Murray, Thomas J. (21) 0-752432 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th ED, Ninth AF (26) 416 Bomb Gp (L) (27) 671st Bomb Sqd (L) (28) A-55
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) --- (30) --- (31) --- (32) ---
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 28 July 48 Present rating (35) Pilot (36) 28 July 43
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 32:20 (42) Instrument time last 6 months ---
 (39) This model A-26B 32:20 (43) Instrument time last 30 days ---
 (40) Last 90 days 48:10 (44) Night time last 6 months ---
 (41) Total 729:55 (45) Night time last 30 days ---

AIRCRAFT DAMAGE

| DAMAGE | (49) LIST OF DAMAGED PARTS |
|--------------------------------|--|
| (46) Aircraft <u>0 3</u> | Nose Wheel Assembly, Nose Wheel Doors. |
| (47) Engine(s) <u>1 1</u> | No Damage. |
| (48) Propeller(s) <u>0 3 1</u> | Left Propeller Bent. |

(50) Weather at the time of accident No clouds, visibility 3,500 yards.

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

(52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Combat. 0

(55) Pilot's mission Combat. 1

(56) Nature of accident Landing Accident.

(57) Cause of accident Material failure of right brake control valve.

(58) Has the form 54 been submitted? No.

RESTRICTED

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

7-13-45

45-12-29-527

(1) Place Station A-55 (2) Date 29 December 1944 (3) Time 1356
 AIRCRAFT: (4) Type and model B-26B-20 BO (5) A. F. No. 41-39209 (6) Station A-55
 Organization: (7) 9th ED Ninth AF (8) 416 Bomb Gp (L) (9) 671st Bomb Sqd (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 | Murray, Thomas J. | P | 0-752432 | 1st Lt. | 18 | AC | Ninth AF | None | None |
| / G | De Bower, Delbert H. | G | 17112486 | S/Sgt | 20 | AC | Ninth AF | None | None |

RESPONDENTS WITH ACCIDENT

(20) Murray, Thomas J. (21) 0-752432 (22) 1st Lt. (23) 18 (24) AC
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) 9th ED, Ninth AF (26) 416 Bomb Gp (L) (27) 671st Bomb Sqd (L) (28) A-55
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) --- (30) --- (31) --- (32) ---
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) Pilot (34) 28 July 48 Present rating (35) Pilot (36) 28 July 43
 (Rating) (Date) (Rating) (Date)

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(at the time of this accident)

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 (39) This model A-26B 32:20 (43) Instrument time last 30 days ---
 (40) Last 90 days 48:10 (44) Night time last 6 months ---
 (41) Total 729:55 (45) Night time last 30 days ---

AIRCRAFT DAMAGE

| DAMAGE | (49) LIST OF DAMAGED PARTS |
|--------------------------------|---|
| (46) Aircraft <u>0 3</u> | <u>Nose Wheel Assembly, Nose Wheel Doors.</u> |
| (47) Engine(s) <u>1 /</u> | <u>No Damage.</u> |
| (48) Propeller(s) <u>0 3 /</u> | <u>Left Propeller Bent.</u> |

(50) Weather at the time of accident No clouds, visibility 3,500 yards.

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

(52) Cleared from Station A-55 (53) To Station A-55 (54) Kind of clearance Combat.

(55) Pilot's mission Combat.

(56) Nature of accident Landing Accident.

(57) Cause of accident Material failure of right brake control valve.

(58) Has the form 54 been submitted? No.

RESTRICTED

Incl 1

Briefed 2/24

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Returning from a combat mission on the morning of the 29 December 1944, Lt. Murray discovered that he had no hydraulic pressure. Unable to build up pressure in the main lines with his hydraulic hand pump, he found it necessary to pump his landing gear down with the emergency system. He then made a slow, full flaps landing. However, when he used the emergency air brake his left brake grabbed and his right brake was ineffective. This pulled him off the runway to the left. He cut his engines, and was slowing down when his nose wheel dug into a bomb crater and collapsed.

Investigation disclosed that the right brake control valve was by-passing pressure to the right brake. Thus pressure and heat were built up in the neoprene brake seal, and resulted in failure of the seal. Hydraulic fluid thus lost resulted in failure of the main hydraulic system. When the air brake was used a small amount of air pressure affected the left brake momentarily before all air pressure escaped through the right brake. This was sufficient to swerve the aircraft off the runway to the left.

RESPONSIBILITY:

Materiel failure of right brake control valve.

RECOMMENDATIONS:

None.

INCLOSURES: - 7

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Group Engineering Officer.
- Incl. #4 - #5 - Statements of Squadron Engineering Officer.
- Incl. #6 - Statement of Crew Chief.
- Incl. #7 - Photographs.

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APPROVED:

Theodore R. Aylesworth

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

Signature

Richard F. Shafer
RICHARD F. SHAFER, (initial)
Captain, Air Corps,

Investigating Officer.

Date 3 January 1945

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

AGO 140, US Army,
30 December 1944.

S T A T E M E N T

On the morning of 29 December 1944, I was pilot of aircraft A-26B-20, 41-39209. As I was taxiing out from the hardstand to the take-off strip (02) it was necessary to maintain fifteen hundred (1500) r.p.m. on the right engine and to use the left brake also in order to keep the plane on the perimeter track.

Everything went all right throughout the mission until on the way back to the base when my gunner called me and reported oil coming from the right engine nacelle. On checking the instruments I found that the hydraulic pressure gauge read zero. Realizing there was a break in the line, I called "Boatdeck" control and advised them of what had happened and that I was going to put my wheels down with the emergency system. After doing so and having the control tower check my wheels, I came in to land. Meanwhile I had called my gunner and told him to take his crash position.

On advice from the control tower I made a full flap landing and tried to use my brakes with the hand pump. After finding that the hand pump did not give me any braking power, I had to use the emergency air brake upon which the left wheel caught, but the right wheel did not. This pulled me off the runway to the left and the nosewheel dug into a crater and collapsed.

There was no injury to either member of the crew.

Thomas J. Murray Jr.
THOMAS J. MURRAY, Jr.
1st Lt., Air Corps.

RESTRICTED

Incl. 1.

RESTRICTED

30 December 1944.

S T A T E M E N T

On the morning of 29 December 1944 I was flying as turret gunner with Lt. Murray in A-26B-20, 41-39209. Everything went normal throughout until on our return to base, when I noticed an oil leak coming out of the right engine nacelle and collecting on the right horizontal stabilizer. I immediately called the pilot and informed him of the leak.

When Lt. Murray came in for a landing, the landing gear failed to come down, so he pulled up and informed me that the landing gear would not lower. I attempted to reach the cock-pit to assist in pumping down the gear but was unable to do so because of the bomb load, so I returned to the gunners compartment. Lt. Murray then pumped the landing gear down by himself and I checked it with my lower turret sight and we proceeded to come in for a landing.

As we came in to land, I took the gunners crash position. Lt. Murray made a normal landing, but had to use the air bottle and upon doing so only the left brake took hold and we were pulled off the runway and into the grass and a hole where the nose wheel dug in and collapsed.

I immediately got out and went to the pilots compartment to see if Lt. Murray was okay. No one was injured in the accident.

Delbert H. De Bower
DELBERT H. DE BOWER,
S/Sgt., 17112486.

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Ind. P.

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S-T-A-T-E-M-E-N-T

31 December 1944

I investigated the accident which occurred on aircraft No 41-39209 and I found that the right brake control valve was by-passing pressure to the right brake which explains the pilot reporting that he was required to use excessive engine power on the right engine and use left brake in order to taxi straight. Due to the distance he was required to taxi to take off position and during his take-off run, excessive heat was generated in the brake assembly which distorted the neoprene brake seal. All the time he was flying, pressure was being slowly built up on the brake assembly and after reaching a point beyond the capacity of the distorted brake seal, the brake seal finally blew out. When the brake seal finally blew out, the leaking brake control valve continued to by-pass hydraulic fluid to the brake assembly which finally resulted in total loss of hydraulic fluid, which was evident by the inside of the wheel well being covered with hydraulic fluid.

Upon landing the pilot used his emergency air brake system which did not work sufficiently to stop the airplane because the blown brake seal would not hold the pressure. The aircraft went off the runway to the left because a slight amount of air went to the left side before being completely lost through the blown brake seal. The aircraft rolled into a filled in bomb crater which stuck the nose wheel gear causing it to break at the hinge of the mechanism, ~~nose wheel retracting and shearing the link assembly,~~ upper nose wheel retracting, from its mounting. Other damage was to the nose wheel doors and the left propeller.

William H. Moffett
WILLIAM H. MOFFETT,
CWO, USA,
Group Engineering Officer.

Encl. 13.

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Office of the Engineering Officer

UT

APO #140, U.S. Army,
29 December 1944.

SUBJECT : S T A T E M E N T.

To. : All Concerned.

I hereby certify that airplane A-26B-20, A.C. Ser. No. 42-39209 which crash landed December 29, 1944, at station # A-55, had a preflight and a daily inspection pulled and was in excellent flying condition prior to take-off. This accident occurred through no fault or neglect of anyone concerned in this department.

Alvin E Thiele, Jr.
ALVIN E THIELE, JR.
Captain, Air Corps,
Engineering Officer.

Incl. 14

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Office of the Engineering Officer

UT

31 December 1944

SUBJECT : Accident Investigation

TO : All Concerned.

1. I hereby certify that airplane type A-26B-20, A.C. Ser. No. 41-39209 crash landed at this station December 29, 1944.

2. This airplane swerved to the left of the runway after the pilot had applied the air brake system. The air brake system was not effective. Subject airplane rolled into a bomb crater and the nose wheel buckled after it had sunk into the soft ground. The damage on this aircraft consisted of a bent left propeller and the nose wheel assembly which had buckled after breaking at the nose gear retracting linkage. Both of these assemblies must be replaced. All other damage was of minor nature.

3. Investigation revealed that pressure had bypassed the power brake control valve and that this pressure exerted caused a dragging of the right brake. This built up a heat that caused a deterioration of the brake seals. It is my belief that these seals broke in flight and thus the bulk of the hydraulic fluid was lost from the system. The right main wheel well of this airplane was smeared with a large quantity of hydraulic fluid. This accounts for the ineffective results of the use of the emergency air brake system on this airplane at the time of this accident.

Alvin H. Thiele, Jr.
ALVIN H THIELE, JR.,
Captain, Air Corps,
Engineering Officer.

Incl. 15

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671ST BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
Station # A-55

29 December 1944

SUBJECT : Statement of Crew Chief.

TO : All Concerned.

I hereby certify that airplane A-26B-20, A.C. Ser. No. 41-39209 which crash landed December 29, 1944, at station # A-55, had a preflight and a daily inspection pulled and was in excellent flying condition prior to take-off.

Raymond A. Halle
RAYMOND A. HALLE,
39-26342, T/Sgt.
Crew Chief.

Incl. 16

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Incl. 7

(A-26-4-416) (29-0-44) (A-26-CRASH-21)

April 12



April 7

OAD-40-1-416 (27-04-44) (A-26 - CRASH 27-04-44)

April 12



(GAD-40-2-416) (29-04-44) (A-26 - CRASH 21-10-44)



(GAD-40-1-416) (29-04-44) (A-26 - CRASH 21-10-44)

April 7

April 12



(GAD-40-2-416) (29-04-44) (A-26 - CRASH 21-10-44)



(GAD-40-1-416) (29-04-44) (A-26 - CRASH 21-10-44)

April 7

April 12



(GAD-40-2-416) (29-DU-44) (A-26-CRASH 2/1/52)



(GAD-40-1-416) (29-DU-44) (A-26-CRASH 2/1/52)

April 7

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

APO 140, U.S. Army,
4 January 1945.

SUBJECT: Transmittal of AAF Form 14.

F TO : Commanding General, 9th Bombardment Division (M), APO
140, U.S. Army.

Transmitted herewith is AAF Form 14, in quadruplicate,
on A-26B-20 aircraft serial number 41-39209 piloted by 1st Lt.
Thomas J. Murray, 29 December 1944.

For the Commanding Officer:



George Schenk
GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

1 Incl: AAF Form 14 (in quadruplicate)

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. Army, 12 January 1945.

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

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force
dated 27 November 1944.

For the Commanding General:



S. L. Parmenter
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

1 Incl: n/c (1 cy w/d)

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360.33

2nd Ind.

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HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 25 January 1945.

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

Report of Aircraft Accident Officer approved.

For the Commanding General:



S.V. HESLIN,
Major, A.G.D.,
Asst Adj. Gen.

1 Incl: (2 cys w/d)

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