

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
STATION A-55
U. S. ARMY AIR FORCES

45-1-14-5-30

REPORT OF AIRCRAFT ACCIDENT

A 4

3-19 4300-0
02-001

(1) Place Strip B-87 (2) Date 14 January 1945 (3) Time 4 1230
AIRCRAFT: (4) Type and model A-26B-25 B0 (5) A. F. No. 41-29219 (6) Station A-55
Organization: (7) 9th BD, Ninth AF (8) 416th Bomb (L) (9) 668th Bomb (L)
(Command and Air Force) (Group) (Squadron)

PERSONNEL

BLL

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)
P	Cannon, Lovick E.	P	0-562680	1st Lt.	18	AC	Ninth AF	None	None
G	Robinson, J.W. (IO)	G	38566394	S/Sgt.	38	AC	Ninth AF	None	None

(20) Cannon, Lovick E. (21) C-562680 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9th BD, Ninth AF (26) 416th Bomb (L), 668th Bomb (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) 8-30-43 Present rating (35) Pilot (36) 8-30-43 Instrument rating (37) -
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 40.55 (42) Instrument time last 6 months _____
(39) This model A-26 40.55 (43) Instrument time last 30 days _____
(40) Last 90 days 57.30 (44) Night time last 6 months _____
(41) Total 679.00 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	0	Nose Section, Nose Wheel Assembly.
(47) Engine(s)	0 0	Sudden Stoppage
(48) Propeller(s)	0 0	Propellers bent.

(50) Weather at the time of accident No clouds below 9,000 feet. Scattered clouds above 9,000.
Visibility 1-2 miles in haze.

(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 Operational

(55) Pilot's mission Combat

(56) Nature of accident Landing Accident.

(57) Cause of accident Nose wheel collapsed on landing.

(58) Has the Form 50 been submitted? No.

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

After becoming lost while on an operational mission on 14 January 1945, Lt. Cannon located an airfield and approached for a landing. He lowered his wheels on his downwind leg and checked the indicator to ascertain that all wheels were down and locked. However, the nose gear collapsed when he landed.

A complete investigation has been delayed because the aircraft is on a British airstrip in France, at a considerable distance from the home base. However, based upon past experiences, the following conclusions have been drawn. The micro-switch which controls the landing gear indicator light was evidently out of adjustment. Consequently, the pilot was unaware of the fact that the nose gear was not fully extended, and, therefore, he did not further actuate the landing gear controls to lock the gear before he landed. The nose gear was not down and locked when the aircraft landed.

RESPONSIBILITY:

Faulty adjustment of micro-switch for the nose gear indicator.

RECOMMENDATIONS:

Accurate adjustment of indicator must be insured so that a pilot can depend upon the indicators for operation of his aircraft.

INCLOSURES:

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner
- Incl. #3 - Statement of Engineering Officer.
- Incl. #4 - Statement of Crew Chief.

APPROVED:

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

561

Richard F. Shaffer
 Signature RICHARD F. SHAFFER
 (Investigating Officer)
 Captain, Air Corps,
 Investigating Officer.

Date 15 February 1945

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14 January 1945

S T A T E M E N T

I was the pilot in A-26B-25 aircraft, AAF No. 41-39319, taking off on a combat mission. On take-off I could not get up airspeed over 160 mph and after checking the pitot heater switch again, I held an ascent of 500 ft per minute and broke out above the overcast. I flew a reciprocal heading to the field but had deviated from course on my ascent and evidently missed the field. I was unable to establish radio contact with Boatdeck on VHF or 6440. My Radio Compass did not carry the identification signals but carried me on a steady 60 degree course. Realizing that this would lead me into Germany I took up a heading of 330 degrees.

While flying this heading of 330 degrees at 900 ft, I came across an opening in the overcast and located a field. My gunner was up front and I instructed him to drop the wheels and check the three green lights. I also checked them and they were on. However, upon landing, the nose wheel retracted and the aircraft skidded on the nose and prop. The aircraft came to a rest off the left half side of the runway approximately half way down the runway. No injuries were sustained by me or my gunner.

Damage was caused to the nose, nose wheel and left and right props.

Lovick E. Cannon
LOVICK E. CANNON,
1st Lt., Air Corps.

- 2 -

561

Incl #2

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14 January 1945

S T A T E M E N T

I was gunner in aircraft A-26B-25 41-39319 taking off on a combat mission. Right after take-off the pilot called me to check for ice on the pitot tube. There was no evidence of icing. A few minutes later the pilot called me on the intercom and I could barely hear him so he instructed me to come forward to his compartment.

The pilot instructed me to keep an eye open for a break in the overcast and a landing field. I spotted one and notified him and we circled. I was instructed to drop the wheels and check the indicators to be sure they were down. I checked the lights and they all indicated that the wheels were down and locked. The pilot told me to brace myself in the event the plane swerved on the snowy runway and I saw no more until the plane had come to rest off the left hand side of the runway.

J. W. Robinson
J. W. Robinson
S/Sgt 38566394

-3

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561

Incl 103

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14 January 1945

STATEMENT

I have made thorough investigation and determined that all possible precautions had been taken to fit this aircraft, A-26B-25, AAF No. 41-39319 for safe flight prior to take-off and no mechanical defects existed other than those shown on the AAF Form 1A.

Joe Sherman
JOE SHERMAN,
1st Lt., Air Corps,
Asst. Engineering Officer.

- 4 -

561

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Incl # 4

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14 January 1945

S T A T E M E N T

I hereby certify that all necessary inspections and maintenance had been performed and all defects were properly shown on AAF Forms 41B AAF Forms 1A prior to the last flight of aircraft A-26B-25, AAF No. 41-39919.

James A. Brabham
JAMES A. BRABHAM,
T/Sgt., Crew Chief.

- 5 -

RESTRICTED

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Incl # 5

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

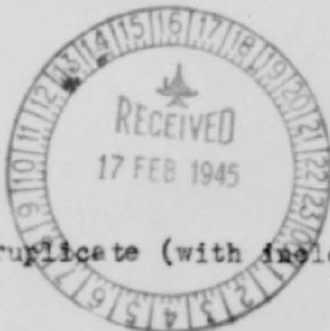
AFPO 140, U.S. Army,
17 February 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering accident of Lt. L.E. Cannon in aircraft A-26B-25, ACSN 41-39319, on 14 January 1945.

For the Commanding Officer:



George Schenkein
GEORGE SCHENKEIN,
Capt., Air Corps,
Adjutant.

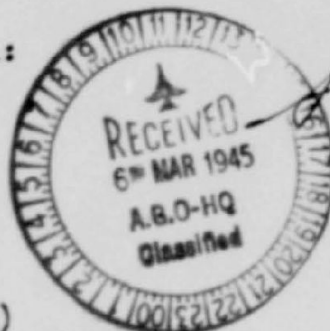
1 Incl. - AAF Form 14 in quadruplicate (with inclosures).

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 4 March 1945.

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.

- 5 Incls:
- Incl 1 - AAF Form 14 (trip)
 - Incl 2 - Statement of Lt. Cannon (trip)
 - Incl 3 - Statement of S/Sgt. Robinson (trip)
 - Incl 4 - Statement of Lt. Sherman (trip)
 - Incl 5 - Statement of T/Sgt. Brabham (trip)

- 6 -

561

RESTRICTED

360.33

2nd Ind.

E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 9 March 1945.

TO: Commanding General, AAF, Winston-Salem 1, North Carolina. (Att: Chief, Flying Safety)

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:

Herbert B. Lewis
 HERBERT B. LEWIS,
 Captain, A.G.D.,
 Asst Adj General.

5 Incls: n/c (2 cys ea w/d)

Accident No. 45-119-530

Date

Checked by

[Signature]

3-30-45

Analyzed by

[Signature]

3/31

Copied for Wright

Field by

Notes

Captain Bache
3 May 45

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3985:10-44 FS

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GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR 5200-9, Sept. 27, 1958

NWD by *J. J. [unclear]* date *May 1960*

MICROFILMED BY
SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-10

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF (Name of agency and sub-division)	2. BRIEF TITLE OF RECORDS	
	3. FILM SERIES OR JOB NO. D482-1	4. REEL NO. 414

5. STARTS WITH
45-1-12-36

6. INTERMEDIATE POINTS	FLASH
	2
	3
	4
	5
	6

7. ENDS WITH
45-1-15-19

8. STARTED	9. FINISHED	10. TOTAL HOURS	11. TOTAL IMAGES
DATE 7-6-60	DATE 7-7-60	HOURS 1 ⁰⁰	2504

12. PHOTOGRAPHED BY (Signature of camera operator)
Pauline P. Zehring

13. REPORT APPROVED BY (Signature of supervisor and date)