

RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

Returning from a combat mission in aircraft A-26B-15, AAF No. 43-22367, 14 January 1945, Lt. J.W. Blevins was diverted to airfield A-69 because of weather. When he lowered his gear the indicator showed his nose wheel in the retracted position. However, he made a pass over the field and was informed that his nose gear appeared to be fully extended; consequently, he came in for a landing. As he touched down and started his roll, his left main landing gear collapsed, causing the aircraft to skid off the runway to the left.

Investigation disclosed that the left gear had been down and locked, and that the gear had been sheared from its mounting by a severe shock.

There was a mound of snow approximately two feet high directly across the approach end of the runway. Although neither pilot nor gunner felt any great impact, witnesses reported that a large flurry of snow was caused when the plane contacted the snow bank before landing. Evidently the landing gear was down and locked on the approach. However, when the gear contacted the snow bank, the gear was torn loose. This caused the gear to collapse.

RESPONSIBILITY:

70% - Field conditions. The snow bank across the very edge of the runway caused a serious hazard for landing aircraft.

30% - Pilot error. The pilot used poor judgment in not landing a little long and thereby clearing the obstacle.

RECOMMENDATIONS:

The approach to any runway should be clear and level. If a mound of dirt or snow is allowed to accumulate, full advantage of the length of the runway cannot be used.

INCLOSURES:

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

APPROVED:

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

473

Signature _____

Richard F. Shafer
(Investigating Officer)
RICHARD F. SHAEFER,

Captain, Air Corps.

Investigating Officer.

Date 21 January 1945

RESTRICTED

RESTRICTED

14 January 1945

STATEMENT

I was in A-26B-15 aircraft, AAF No. 43-22367, returning from a combat mission. I was on the approach leg of my landing pattern of AAF Station A-69 and had to go around again because of another aircraft in front of me. I retracted my landing gear and was later informed that my left gear did not fully retract. When I put my wheels down for the second approach, the Seltzen Indicator indicated that the main gear was down but that the nose gear was in the up position. The Indicator Light though was green.

I made another pass over the runway and was informed over the R/T that the nose gear seemed to be fully extended. I then came in to land. As I touched down, I hit a snow rut of about a foot and a half thick at the traffic crossing on the downwind end of the runway. There was a fair jolt but did not seem very rough.

The aircraft then started going down slowly on the left side and skidded off the runway about one half the way down, resulting in damage to the left wing, left prop and gear. No injuries were sustained by me or my gunner.

/S/ JOHN W. BLEVINS,
/T/ JOHN W. BLEVINS,
2nd Lt., Air Corps.

A TRUE COPY:

Richard F. Shaefer
RICHARD F. SHAEFER,
Captain, Air Corps,
Asst. Operations Officer.

- 2 -

473

RESTRICTED

RESTRICTED

14 January 1945

S T A T E M E N T

I was Lt Elevation's Gunner in A-26B-15, AAF No. 43-22367, returning from a combat mission.

The approach and landing of this aircraft, were normal, except when the wheels touched. Our left side settled down and we slid off the runway. I received no injuries.

Fred Gentry Jr.

Fred Gentry, Jr.
Cpl 35892598

- 3 -

473

RESTRICTED

RESTRICTED

19 January 1945.

S T A T E M E N T

On 14 January 1945 I was standing on the North-South runway approximately 300 yards off of runway 07 at strip A-69 when an A-26, number 367, came in for a landing. When he was directly over my head his landing gear appeared to be down and locked. From where I stood he seemed to make a normal landing. His left landing gear collapsed and the plane skidded off of the runway to the left.

Robert F Price
ROBERT F. PRICE,
Major, Air Corps.

- 4 -

473

RESTRICTED

RESTRICTED

STATEMENT

19 January 1945.

TO WHOM IT MAY CONCERN:

On 14 January 1945, while diverted to Sta. A-69, as formation leader my aircraft was first to land and was waiting at the head of the runway until it was clear to taxi. I had an unrestricted view of aircraft 367, K-King, on his approach and landing. His approach was good and the aircraft touched right on the end of the runway. Unfortunately, there was a snow bank about two feet high on the end of the runway and when his main gear struck it, the left wheel immediately collapsed. The pilot did an excellent job of holding the aircraft against the collapsed wheel and only pulled off to the side of the runway when the aircraft had slowed down. In my estimation, the pilot showed good judgement in attempting to land on the end of the runway at a strange field. In my judgement the personnel of Sta. A-69 were in fault for piling a bank of snow directly on the head of the runway.

David A. Hulse
DAVID A. HULSE,
Captain, Air Corps.

- 5 -

473

RESTRICTED

And # 4

RESTRICTED

19 January 1945

STATEMENT

I investigated the accident which occurred on A-26B aircraft No. 43-22367 on the 14th of January 1945. My investigation revealed that the left main landing gear had been sheared from its mounting at the cross tube flange where it pivots when retracting. It is my opinion that this failure was not due to a failure of materiel but was the result of a severe shock or side pressure on the landing gear assembly during landing. At the time of the investigation the landing gear was still in the extended and locked position.

William H. Moffett
WILLIAM H. MOFFETT,
C.W.O., U.S. Army,
Group Engineering Officer

- 6 -

473

Incl #5

RESTRICTED

RESTRICTED

STATEMENT

19 January 1945.

TO WHOM IT MAY CONCERN:

On the Preflight Inspection of Airplane A-26B-15, AAF No. 43-22367, on the morning of 14 January 1945, no defects were found. The landing gear was given a thorough visual inspection and was found to be in good order.

There had been no trouble encountered with the landing gear prior to its collapse, and all pilots who flew the airplane prior to 14 January 1945, stated the airplane as being "OK".

Charles H. Stewart
CHARLES H. STEWART,
Captain, Air Corps,
Engineering Officer.

-7-

473

RESTRICTED

RESTRICTED

19 January 1945

S T A T E M E N T

On the morning of 14 January 1945, I accomplished the pre-flight inspection on A-26B-15 Airplane, A.A.F. Serial No. 43-22367. This inspection included a thorough and complete check of all instruments, engine controls and flight controls. An operational check was made on the engine and flight controls, and were found to be operating normally.

After completion of the pre-flight inspection, a daily inspection was performed, and nothing out of the ordinary was noted. This inspection included the draining of all fuel sumps, and the application of kill frost to the airplane. The airplane was then considered ready for any mission. The airplane was also considered to be in the best possible mechanical condition.

William H. Dyk
WILLIAM H. DYK,
T/Sgt. Air Corps,
Crew Chief.

-8-
473

RESTRICTED

RESTRICTED

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

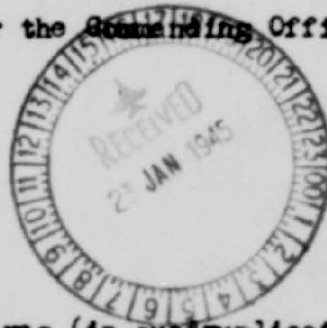
APO 140, U. S. Army,
21 January 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is the AAF Form 14 and inclosures (in quadruplicate) on accident of Lt. John W. Blevins in A-26B-15 aircraft number 43-22367, 14 January 1945.

For the Commanding Officer:



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

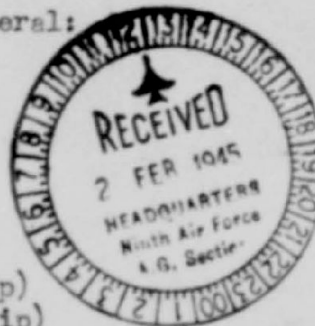
Incl:
AAF Form 14 and inclosures (in quadruplicate)

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 30 January 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:



C. C. Vega, Jr.
C. C. VEGA, Jr.,
LT. COLONEL, A.C.
ADJUTANT GENERAL.

- 8 Incls:
- Incl 1 - AAF Form 14 (in trip)
 - Incl 2 - Statement of Pilot (in trip)
 - Incl 3 - Statement of Gunner (in trip)
 - Incl 4 - Statement of Witness (in trip)
 - Incl 5 - Statement of Witness (in trip)
 - Incl 6 - Statement of Group Engineering Officer (in trip)
 - Incl 7 - Statement of Squadron Engineering Officer. (in trip)
 - Incl 8 - Statement of Crew Chief (in trip)

473

RESTRICTED

360.33

2nd Ind.

E-

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 3 February 1945.

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

Report and recommendation of Aircraft Accident Officer approved.

For the Commanding General:

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

8 Incls: (2 cys ea w/d)



9-

473

Accident No. 15-14-52

Date

Checked by [Signature] 3-2-45

Analyzed by 295 3-3-45

Copied for Wright
Field by _____

Notes Captain Buck - Copy 45

473

4929:10-11055

524

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	HOUR	DATE	HOUR		
7-6-60	2:00	7-7-60	1:00		2504

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

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