

**RESTRICTED**

ACCIDENT NO. 45-3-72-525

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

4-13 7300-0

64

(1) Place Station A-69 02-001 (2) Date 12 March 1945 (3) Time 7 2215  
 AIRCRAFT: (4) Type and model A-26B-20 B0 (5) A. F. No. 41-29286 (6) Station A-69  
 Organization: (7) 9 ED - Ninth AF (8) 416 Bomb (I) (9) 670 Bomb (I)  
 (Command and Air Force) (Group) (Squadron)

**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)
P	Hanson, Albert G.	Pilot	0-896788	2nd Lt.	18	AC	Ninth AF	None	None
G	Hawley, Robert W.	Gunner	27295516	C-1	28	AC	Ninth AF	None	None

**PILOT CHARGED WITH ACCIDENT**

(30) Hanson Albert G. (21) 0-896788 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9 ED - Ninth AF (26) 416 Bomb (I) (27) 670 Bomb (I) (28) A-69  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 9 ED - Ninth AF (30) 416 Bomb (I) (31) 670 Bomb (I) (32) A-69  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 8/4/44 Present rating (35) Pilot (36) 8/4/44 Instrument rating (37) -  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type A-26 110:10 (42) Instrument time last 6 months -  
 (39) This model A-26B 110:10 (43) Instrument time last 30 days -  
 (40) Last 90 days 57:40 (44) Night time last 6 months 21:30  
 (41) Total 4:95:40 (45) Night time last 30 days 2:10

**AIRCRAFT DAMAGE**

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	<u>Nose section damaged</u>
(47) Engine(s) <u>0</u> <u>0</u>	<u>Sudden stoppage</u>
(48) Propeller(s) <u>0</u> <u>0</u>	<u>Both propellers bent</u>

(50) Weather at the time of accident Clear. Visibility 4 miles. EX  
 (51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Station A-69 (53) To Station A-69 (54) Kind of clearance Local  
 (55) Pilot's mission Night navigation training flight.  
 (56) Nature of accident Landing accident - nose wheel collapsed on landing.  
 (57) Cause of accident Faulty design for lubrication on cross beam assembly of nose gear.  
 (58) Was the form 54 been submitted? Yes. See inclosure #9. 757

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the night of 12 March 1945, Lt. Hanson was scheduled for a night navigational flight as part of his pre-operational training. Upon his return, he was cleared by the tower to enter the pattern and land. He went around once to make certain he was landing at the proper field because of the fact that the tower had told him there were five searchlights over the field when actually there were only three. After slowing down sufficiently in the pattern, he lowered his gear which seemed to lock in the down position. The fact that the pilot felt a jar as the gear fell into place and the green light was definitely burning would indicate that the gear was down and locked. After touching down with the main gear, the pilot gently lowered the nose gear which seemed to hold for a second before giving away.

RESPONSIBILITY:

Faulty design for lubrication. The lubrication on the cross beam assembly of the nose gear is not sufficient for proper action.

RECOMMENDATION:

The cross beam be designed to include a minimum of 3 lubrication points.

INCLOSURES: 10

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of Gunner.
- Incl. #3 - Statement of Group Engineering Officer.
- Incl. #4 - Statement of Squadron Engineering Officer.
- Incl. #5 - Statement of Crew Chief.
- Incl. #6 - Statement of Flying Control Officer.
- Incl. #7 - Statement of R/T Operator.
- Incl. #8 - Statement of Operations Duty Officer.
- Incl. #9 - Form 54.
- Incl. #10 - Photographs.
- Incl. #11 - AAF Form 1.
- Incl. #12 - AAF Form 1A.

APPROVED:

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

757

Signature

*Richard V. W...*  
 RICHARD V. W... A.C.  
*Harold A. Radtke*  
 HAROLD A. RADTKE, Col., A.C.  
*Richard F. Shaffer*  
 RICHARD F. SHAFFER, Major, A.C.

Date 16 March 1945

RESTRICTED

12/3/45

DATE

A-69

STATION

Ninth A.F.  
9th Bomb Div

416th Bomb Gp (L)

GROUP NO. AND TYPE

A-26B-20 DL

AIRCRAFT MODEL

/s/ Fred M. Mamulski

CREW CHIEF OR AERIAL ENGINEER

97th Combat Wing 670th Bomb Sq (L)

SQUADRON NO. AND TYPE

41-39286

AIRCRAFT SERIAL NO.

757

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. 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	
1	2	3	4	5	6	7	8	9				
18	BOWER, ROBERT S. 2nd Lt. 0-773044	MOS	P							FROM:		
			2 : 35	:	:	:				A-69	09 : 30	
38	NEAL, DOREY E. Sgt 33397290		G							TO:		
			2 : 35	:	:	:				A-69	12 : 05	
			:	:	:	:				MISSION:	NO. OF LANDINGS	
										C	1 2 : 45	
18	BARAUSKY, PETER P. 1st Lt. 0-754457	MOS	P							FROM:		
			3 : 00	:	:	:				A-69	14 : 30	
38	WILSON, BEVERLY R. Pvt. 32431699		G							TO:		
			3 : 00	:	:	:				A-69	17 : 30	
			:	:	:	:				MISSION:	NO. OF LANDINGS	
										C	1 3 : 00	
18	HENSON, ALBERT G. 2nd Lt. 0-836788	T	P N							FROM:		
			: 45	:	:	:				A-69	21 : 30	
38	HOWLER, ROBERT K. Cpl. 39235514		G N							TO:		
			: 45	:	:	:				A-69	22 : 15	
			:	:	:	:				MISSION:	NO. OF LANDINGS	
										T	1 : 45	
	(THIS IS A TRUE COPY)									FROM:		
	<i>Robert C. Gruetzemacher</i>									TO:		
	ROBERT C. GRUETZEMACHER, Captain, Air Corps, Asst Operations Officer.											
										MISSION:	NO. OF LANDINGS	
										FROM:		
										TO:		
										MISSION:	NO. OF LANDINGS	

WAR DEPARTMENT  
A. A. F.  
FORM NO. 1  
2-2-45

FLIGHT REPORT - OPERATIONS

CHECKED:

LEGIBLE AND  
CORRECT OPER. CLERK

TRANSCRIBED:

TOTAL FLIGHT  
TIME ENTERED  
ON FORM 1A CREW CHIEFTOTAL FLIGHT  
TIME

6 : 20

Incl. 11.

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)													
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED		
		BY	STATION		SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	12-3-45	M	A-69														
DAILY	12-3-45	S	A-69														
25 HOURS	159:20			1ST	400	925	20	128	20	128							
50 HOURS	159:50			2ND	430	925	20	128	20	128							
100 HOURS	209:50			3RD		925		128		128							
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY	EXPLANATION
EQUIPMENT	SYMBOL	INSPECTED BY	STATION		
BOMBARDMENT	R	Ray	A-69	1	IX Bomb. Div. Memo 65-91 N/C/W. Cockpit light out TMI 01-40AJ-21 N/C/W
GUNNERY	R	Ray	A-69	2	
CHEMICAL				3	
COMMUNICATIONS	M	Moore	A-69	4	
PHOTOGRAPHIC			A-69		
NAVIGATION					

EXCEPTIONAL RELEASE  
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

Class Equip. 1st Lt. P. P. Barausky, Henson, A.E. 2nd Lt. Bower, R. 2nd Lt.

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

~~SECRET & CONFIDENTIAL~~ Equip. INST.

#1 Flight O.K. P.P. Barausky 1st Lt.  
#2 Flight O.K. Bower, R. 2nd Lt.  
#3 Flight Excessive vibration of ailerons.  
Full Rt. Wing down trim, nose gear failure. Henson, A.E. 2nd Lt.

AIRCRAFT AND ENGINE TIME RECORD  
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	158:55	158:55		
HOURS TODAY	6:20	6:20		
TOTAL	165:15	165:15		
OIL CHANGE DUE	202:05	202:05		
CUNO-CLEANING DUE				
AIRCRAFT	HOURS TO DATE		158:55	
	HOURS TODAY		6:20	
	TOTAL		165:15	

#1. Serviced By - Palzowski  
2. " " - Shapiro.

THIS IS A TRUE COPY:

*John E. Easterwood*  
JOHN E. EASTERWOOD,  
1st Lt., Air Corps.

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DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
12-3-45	AIR FORCE 9th A.F.	COMPONENT	ENGINE MODEL R-2800-71	-4-
STATION A-69	COMD., SERV. COND. OR DEPT 9th B.D. (M) 97th Combat Wing.	AIRCRAFT MODEL A26B-20DL	SERIAL NO. FP-020550	
CREW CHIEF OR ENGINEER S/Sgt Fred Mamulski 670th B.Sc.	GROUP NO. & TYPE 416th B.Gp. (L)	AIRCRAFT SERIAL NO. 41-39286	TOTAL FLIGHT TIME → 6 20	

RESTRICTED

Incl. 12.



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670TH BOMBARDMENT SQUADRON (L)  
416TH BOMBARDMENT GROUP (L)

APC # 140, U.S. Army,  
13 March 1945.

S T A T E M E N T

I was making a night landing on 12 March 1945, flying A-26B-20, aircraft number, 41-39286. I made a regular pattern and at 150 m.p.h. lowered my gear. The green light was on and I felt the jar as the gear locked.

When we touched down the nose gear held just a second then went right on down. I cut the mixture and cut all switches and when the plane stopped, got out. No one was injured in the landing.

*Albert G. Henson*  
ALBERT G. HENSON,  
2nd Lt., Air Corps.

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670TH BOMBARDMENT SQUADRON (L)  
416TH BOMBARDMENT GROUP (L)

AFPO 140, US ARMY,  
13 March 1945.

STATEMENT

We had landed from a night local mission, the pilot, Lt. ALBERT G. HENSON, set the plane down as it should be, it rolled on all three wheels for a short distance then it collapsed. All indications were that the landing gear was down and locked.

*Robert K. Homler*  
ROBERT K. HOMLER,  
Cpl. Gunner.

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RESTRICTED

Incl. 2.

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

U-M-2

I investigated the accident which occurred on aircraft AAF #41-39286 in which the nose gear failed to come down and lock. ( I discovered that bronze bushing in the Beam Assembly, Nose wheel cross was frozen to the Strut Assembly, nose wheel shock, resulting in a high friction drag in combination with the air pressure on the nose gear while attempting to lower the gear before landing. The additional drag on the nose gear caused by the frozen bushing overpowered the hydraulic pressure and consequently the nose gear would not come down and lock. As there is only one lubrication point on the bushing, it is impossible to force grease clear around the bushing, resulting in seizing of the bushing after a relatively short number of hours of operation.) To date three Unsatisfactory Reports, AAF Form 54, have been submitted on this condition.

*William H. Moffett*  
WILLIAM H. MOFFETT,  
2nd Lt., Air Corps,  
Engineering Officer.

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RESTRICTED

Incl. # 3

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670TH BOMBARDMENT SQUADRON (L)  
416TH BOMBARDMENT GROUP (L)

AFG # 140.  
13 March 1945.

STATEMENT

Aircraft A205-20DL, 41-39286 had a total of approximately 164 hours prior to its local mission on the night of March 12, 1945.

A complete nose wheel jack test was pulled on subject aircraft at a total time of 121 hours and all adjustments were made at this time which were necessary.

On March 12, 1945 this airplane flew two combat sorties and on each occasion pilot reported aircraft performed satisfactorily.

*Robert J. Kehres*  
ROBERT J. KEHRES,  
Captain, Air Corps,  
Engineering Officer.

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RESTRICTED

*Ind. #4*

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670TH BOMBARDMENT SQUADRON (L)  
416TH BOMBARDMENT GROUP (L)

APO # 140.  
13 March 1945.

STATEMENT

1. Airplane No. 41-39286 was to the best of my knowledge in safe mechanical condition, and all discrepancies were noted on Form 1A, and Form 41B. Pre-flight and daily inspections had been performed prior to release of ship for flight, and no mechanical discrepancies noted.

*Fred L. Mamulski*  
FRED L. MAMULSKI,  
S/Sgt., Air Corps,  
Crew Chief.

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RESTRICTED

13 March 1945

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SUBJECT: Statement on crashed A/C.

TO : All Concerned.

On the evening of 12 March 1945, A/C 286 pilot Lt. A.G. Henson was on night transition flying and on or approximately 2214, he asked for landing instructions and was given R/W 08 upon his request.

At 2215 he appeared to make a normal approach to landing and setting down, when it was noticed his nose wheel had collapsed or was not completely down upon his landing, as the Airfield Controller could not tell if nose wheel was in position on account of darkness.

Crash truck and ambulance was dispatched at once and all concerned were notified.

*Jack P. Barton*

JACK P. BARTON  
Capt. Air Corps.  
S.F.C.O.

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Incl # 6.

13 March 1945

SUBJECT : Statement on crashed A/C.

TO : All concerned

12 March 1945 at approximate 2204, A-26 A/C #286 call sign Humble/M was instructed to enter pattern for R/W 08 traffic left and to call tower on base leg. Aircraft acknowledged

At approximate 2209 A/C Humble/M was cleared to land and acknowledged same. At approximate 2212 A/C Humble/M called tower saying, "going around". Tower acknowledged.

At approximate 2214 A/C Humble/M called tower on base leg saying "wheels down and checked". Tower cleared Humble/M #1 landing. A /C Humble/M acknowledged. Approximately 2215 A/C Humble/M set down.

*John Graham*  
Cpl. JOHN GRAHAM 32294805  
R/T Operator On Duty

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

APO 140, U. S. Army.  
15 March 1945.

**STATEMENT**

On the night of 12 March 1945, I was Operations Duty Officer at Flying Control.

I was in the tower listening to Lt. A. G. Henson's R/T procedure and observed his pattern and approach which were good. I also observed his landing which was very smooth. Due to the darkness, I could not determine whether or not his nose wheel was fully extended, but it is my opinion that it was not and that upon contact with the runway, it collapsed.

*Everett T. Platter*  
EVERETT T. PLATTER,  
1st Lt., Air Corps,  
Group Training Officer.

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**RESTRICTED**



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45-3-12-525

Incl. #10

RESTRICTED



16AD-4

- 14 -

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45-3-10-525

Incl. #10

RESTRICTED



16A0-4

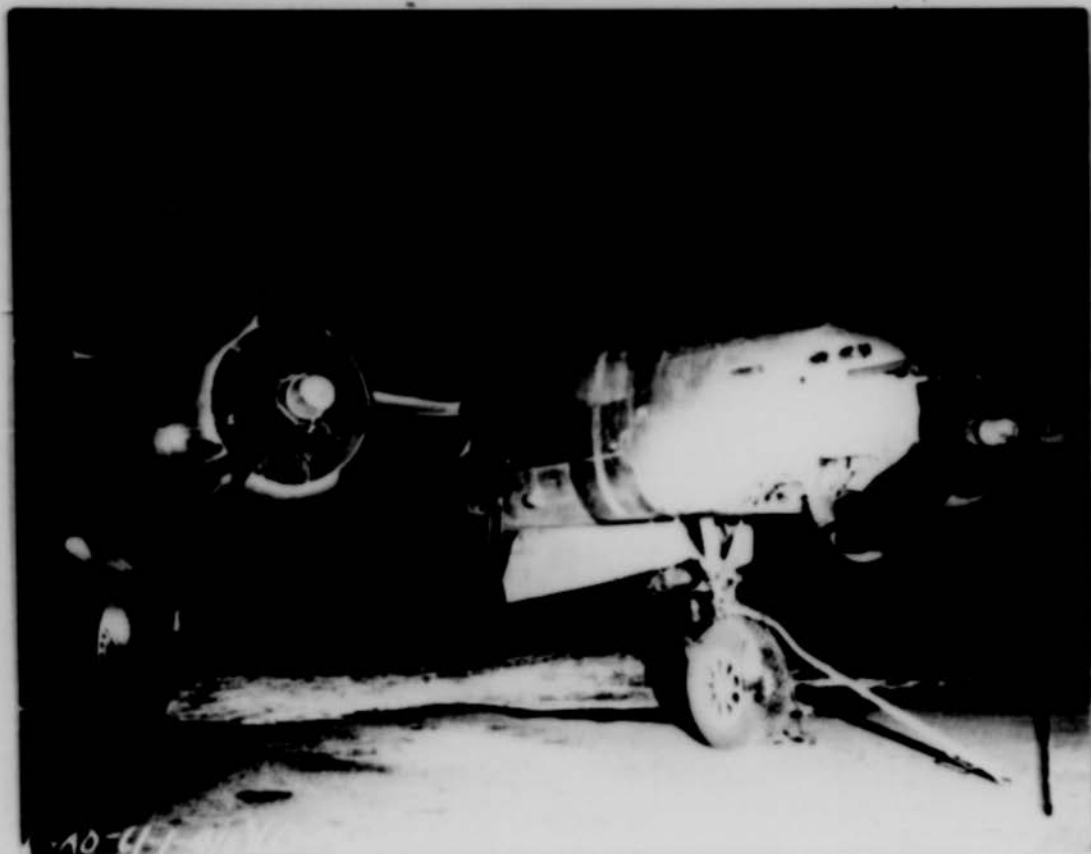
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45-3-12-525

Incl. #10

RESTRICTED



- 14 -

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45-3-12-525

Incl. #10

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E-RW-2

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

APO 140, U. S. Army,  
18 March 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 (in quadruplicate) and inclosures for aircraft accident of Lt. Albert G. Hanson in A-26B-20 number 41-39286, 12 March 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, 31 March 1945.

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

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force dated 5 March 1945.

2. Delay in submission due to return to group for re-consideration.

For the Commanding General:

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*S. L. Parmenter*

S. L. PARMENTER,  
CAPTAIN, A.C.  
ASSIT ADJ. GEN.

12 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 Engineering Officer (in trip)
- Incl 5 - Statement of Capt. R.J. Kehres (in trip)
- Incl 6 - Statement of Crew Chief (in trip)
- Incl 7 - Statement of F/C Officer (in trip)
- Incl 8 - Statement of R/T Operator (in trip)
- Incl 9 - Statement of Group Training Officer (in trip)
- Incl 10 - AAF Form 54 (in trip)
- Incl 11 - Photos (in trip)
- Incl 12 - AAF Forms 1 & 1A (in trip)



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360.33

2nd Ind.

E

HEADQUARTERS NINTH AIR FORCE, APO 696, US Army, 6 April 1945.

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

Report and recommendation of Aircraft Accident Committee approved.

For the Commanding General:

A1249

*Harold L. Carter*

HAROLD L. CARTER,  
Lt. Col., A.G.D.,  
Asst Adj General.

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

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RESTRICTED

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Hensen, Albert G

A-260-20

45-9-12-525-

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Maj Stewart 7/23 4/24

Photo Capt Bache P.M. 4/24 5-5

Accident No. 15-312-50

Date

Checked by DM

1-17-45

Analyzed by ESS

4-17-45

Copied for Wright

Field by \_\_\_\_\_

Notes Attention Capt. Bache

5 May 45 757

3989:10-440FS