

RESTRICTED
WAR DEPARTMENT
STATION 1-69
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

A 6 ACCIDENT No. _____
45-5-17-521
H.B. 400j.45

(1) Place Station A-69 (2) Date 17 May 1945 (3) Time 0010 7
AIRCRAFT: (4) Type and model A-26B-20 Bo (5) A. F. No. 41-39210 (6) Station A-69
Organization: (7) 9 AD Ninth AF (8) 416 Bomb (L) (9) 671 Bomb (L)
(Command and Air Force) (Group) (Squadron)
PERSONNEL BK Y 300

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	Fero, Donald A.	P	0-759437	1st Lt.	182	AC	Ninth AF	None	None
G	Rojas, Andrew A.	G	39859818	S/Sgt	38	AC	Ninth AF	None	None

(20) Fero Donald A. (21) 0-759437 (22) 1st Lt. (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9 AD Ninth AF (26) 416 Bomb (L) (27) 671 Bomb (L) (28) A-69
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) - (30) - (31) - (32) Y 300
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 11/3/43 Present rating (35) Pilot (36) 11/3/43 Instrument rating (37) 4/4/45
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type <u>A-26</u>	<u>275:55</u>	(42) Instrument time last 6 months	<u>8:10</u>
(39) This model <u>A-26B</u>	<u>225:40</u>	(43) Instrument time last 30 days	<u>2:00</u>
(40) Last 90 days	<u>208:00</u>	(44) Night time last 6 months	<u>6:40</u>
(41) Total	<u>918:30</u>	(45) Night time last 30 days	<u>2:40</u>

AIRCRAFT DAMAGE WF-T0-1 Prop 2

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	fuselage
(47) Engine(s) <u>03</u>	left wing underside of/
(48) Propeller(s) <u>03 02</u>	Left main landing gear, nose wheel, left engine nacelle
	Sudden stop page left engine.
	Both props bent.

(50) Weather at the time of accident Visibility 4 miles. 2/10's clouds at 7000 **EK**

(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 0

(55) Pilot's mission Night training flight. 5

(56) Nature of accident Night landing accident. **4 397**

(57) Cause of accident Collapse of left main gear shortly after touching down. **60 Green**

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

DESCRIPTION OF ACCIDENT

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

At 0010 hours, 17 May 1945, Lt. Fero had completed a night training mission and was cleared by the tower to enter traffic and land. The pilot made a normal pattern, dropping his landing gear and flaps as he turned on to the base leg at an airspeed of 160-165 mph. Lt. Fero felt the gear go down and checked the selsyn indicator and the landing gear indicator light. All indicated that the gear was down and locked. His hydraulic pressure gauge also indicated 850 pounds pressure. Both the pilot and the Duty Officer in the tower stated that the landing was good. Shortly after touching down, the left main gear gradually collapsed causing the left wing tip and propeller to hit the runway. The ship then veered to the left off the runway. The pilot cut the switches before the ship came to a complete stop, and both he and his gunner climbed out onto the wing.

Immediate Cause: Collapse of left main gear shortly after touching down during a night landing.

Underlying Cause: Failure of left main gear to lock in extended position.

Responsibility: Undetermined. No malfunction or discrepancy could be determined as gear checked normally on subsequent investigation and repeated retraction tests.

Recommendations: None.

INCLOSURES: 9

- Incl. #1 - Statement of Pilot.
 Incl. #2 - Statement of Gunner.
 Incl. #3 - Statement of Flying Control Officer.
 Incl. #4 - Statement of Squadron Engineering Officer.
 Incl. #5 - Statement of Group Engineering Officer.
 Incl. #6 - Statement of Crew Chief.
 Incl. #7 - AAF Form 1's.
 Incl. #8 - AAF Form 1-A's.
 Incl. #9 - Photographs.

APPROVED:

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

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Harold A. Radetsky
 HAROLD A. RADETSKY, Lt. Col., A.C.
 Deputy Group Commander.

Richard V. Wheeler
 RICHARD V. WHEELER, Capt., A.C.
 Asst. Group Operations Officer.

Jack P. Barton
 JACK P. BARTON, Capt., A.C.
 Station Flying Control Officer.

Henry W. Chidley
 HENRY W. CHIDLEY, Capt., A.C.
 Station Weather Officer.

Donald J. Reichert
 DONALD J. REICHERT, Capt., M.C.
 Medical Officer.

William H. Moffett
 WILLIAM H. MOFFETT, 2nd Lt., A.C.
 Group Engineering Officer.

Signature _____
 (Investigating Officer)

Date 23 May 1945.

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FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)										RADIATOR CHECKED			
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)										
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	16/5/45	S	A-69														
DAILY	16/5/45	H	A-69														
25 HOURS	129:00			1ST		925		120		120							
50 HOURS	159:00			2ND	200	925	20	120	20	120							
100 HOURS	209:35			3RD													
Plugs	209:35			4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	Y	Yoxall	A-69
GUNNERY	Y	Yoxall	A-69
CHEMICAL	/		
COMMUNICATIONS	S	Stephens	
PHOTOGRAPHIC	--		
NAVIGATION	/		

STATUS TODAY		EXPLANATION:	
1.	2.		
/			Lt. Rudder Pedal Adj. Arm. Broken, Rt. Carb. Air Filter Screen Insp. 9th Bomb Div Memo 65-91 n/c/w.
3.	4.		

EXCEPTIONAL RELEASE

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

Class Equip RELEASED FOR FLIGHT

Class Equip

1. HM V. K. ... DA Fero
2. RJ Tutt

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

SECRET OR CONFIDENTIAL EQUIPMENT INSTALLED

#1 OK RJ Tutt, Capt. A.C.

#2 - Left Gear retracted on landing-wing tip-left prop-nose gear all damaged - DA Fero, 1st Lt., Air Corps.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	2:50	77:10		
HOURS TODAY	3:15	3:15		
TOTAL	6:05	80:25		
OIL CHANGE DUE	100:00	100:00		
CNO. CLEANING DUE				
AIRCRAFT	HOURS TO DATE		122:30	
	HOURS TODAY		3:15	
	TOTAL		125:45	

Landing Gear Red Warning Light Repaired by Cutting.

Left Engine Energizing switch Removed and Replaced by Harper

Left Engine Starter Motor Removed and Replaced by Harper and Smith.

A TRUE COPY: ALVIN H. THIELE, Capt., A.C.
Engineering Officer.

ENGINE DATA				AIRCRAFT DATA				AIRCRAFT ORG. DATA					
(1) ENGINE SERIAL NO.	FP-11453	ENGINE MODEL	P-2800-7L	COMPONENT	A-28B-20-1E	GROUP NO. AND TYPE	9th A.D.	COMMAND, CORPS AREA OR DEPT.	97th Combat Wing	STATION	A-69	DATE	16-5-45
(2) ENGINE SERIAL NO.	FP-Q20640			AIRCRAFT MODEL	41-9210		97th Bomb (L)		41st Bomb (L)	CREW CHIEF OR AERIAL ENGINEER	W/Sgt. CM. Harper		
(3) ENGINE SERIAL NO.				AIRCRAFT SERIAL NO.			671st Bomb (L)						
(4) ENGINE SERIAL NO.													
TOTAL FLIGHT TIME	3 : 15												

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S T A T E M E N T

17 May 1945.

On 16 May 1945 at 2200 I took off on a night navigation mission with my gunner, S/Sgt. Rojas. I returned to the field at approximately 2400 and made a normal traffic pattern. I cut my airspeed to 160 - 165 M.P.H. and lowered the gear. I felt the gear go down, and the green landing gear indicator light came on. I remember this distinctly as the light was not shielded and I had to reach up and turn the shield over it. The selsyn indicator showed the wheels down and locked. I made the final approach at 130 M.P.H. and made a normal two-point landing. My wheels touched a good ways down the runway. When the wheels hit it felt like the left tire was going flat. The next thing I knew the left gear collapsed and the wing tip and the propellor hit the runway. This caused the plane to veer to the left off the runway. I cut the switches just before the plane stopped and my gunner and I climbed out onto the wing. There was no indication of fire, so we stayed with the ship.

Donald A. Fero
DONALD A. FERRO,
1st Lt., Air Corps.

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Incl: # 2

S T A T E M E N T

17 May 1945.

On 16 May 1945 I took off with my pilot, Lt. Fero, on a night navigation mission. I rode up front with the pilot as it was just a training mission. We took off at 2200 and returned to the field at approximately 2400. Lt. Fero made a normal pattern and lowered the landing gear. The green indicator light came on very bright and Lt. Fero reached up and dimmed it out. The landing procedure was normal. The wheels touched when we were quite a ways down the runway. The plane felt like it had a flat left tire. All of a sudden the left gear collapsed, the left wing went down and the propellor chopped into the runway. We veered off the runway. Lt. Fero cut the switches just before the plane stopped. When it came to a halt I opened the hatch and climbed out. Lt. Fero followed me. There was no sign of fire, so we stayed with the aircraft.

Andrew A. Rojas

ANDREW A. ROJAS,
S/Sgt., 39859818.

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Incl. # 3

FLYING CONTROL
Station A-69

17 May 1945

SUBJECT: Statement on Crashed A/C.

TO : All Concerned.

At 0010 hours, 17 May 1945, aircraft A-26 No. 210, which had been on night training, called the tower for landing instructions. Tower instructed A/C to land on R/W 08. After landing on the runway, the left main gear gave away, causing the left wing and engine to hit the ground. Due to the darkness, the undersigned could not tell if main gears were down and locked before the aircraft landed. There was an ambulance and crash truck dispatched to the aircraft immediately. All concerned were notified.

Jack P. Barton

JACK P. BARTON,
Captain, Air Corps,
S.F.C.O.

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Incl. #4

19 May 1945

S T A T E M E N T

I investigated the accident which happened on the 17th of May 1945 to A-26B-20 aircraft, A.A.F. number 41-39210. According to the pilot of the aircraft, he had made a normal landing and had lowered his wheels and flaps on his base leg. Upon landing, the left main landing gear folded up soon after touching down. I gave the landing gear a thorough inspection after it had been picked up and at that time the left main gear came down and locked in a normal manner. The aircraft was then towed into the Service Team area. A retraction check was then made on the left landing gear and no discrepancies were noticed at that time, although the adjustment of the landing gear down lock was noted to be excessive. It was only excessive to the extent that more pressure would be required to unlock the gear. With this in mind it is possible that insufficient time was allowed for this gear to fully extend and lock. Normally the main gear comes down and locks and then the nose gear follows a few seconds later because the wind resistance is much greater on the nose gear than on the main gear. However, due to the fact that, in the above stated condition of the lock on the left main gear, more pressure than normal was required to unlock the left main gear, the right main gear would come down and lock and then the nose gear would come down and lock. This would expend the hydraulic pressure until the engine pumps again built up enough pressure to unlock the left main gear. When the left main gear finally unlocked and extended, there would again be a time lapse before enough pressure was again built up to lock the left main gear in the down position. By this time the pilot had probably touched down and the gear did not have a chance to lock. The time required for this sequence of events would probably be about forty-five seconds to a minute.

No other reason can be found for the failure of the left main gear to lock in the down position. This aircraft had made a belly landing before, and was repaired by the 41st MR and R Squadron.

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

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Inc. 5. 7. 6

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

17 May 1945.

I certify that Airplane A-26B-20, Serial No. 41-39210, had a preflight and daily inspection performed on it and was in excellent condition prior to take-off on the evening of 16 May 1945.

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

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Incl. # 5

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

17 May 1945.

I certify that Airplane A-26B-20, Serial No. 41-39210, had a preflight and daily inspection performed on it and was in excellent mechanical condition prior to take-off on the evening of 16 May 1945.

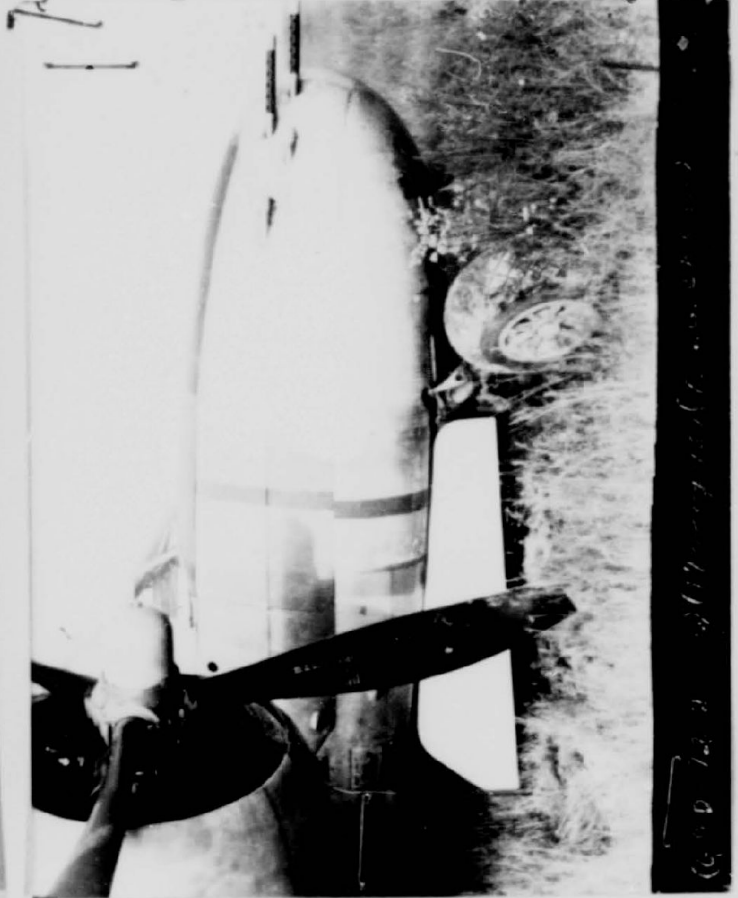
T/Sgt Craig M. Harper

CRAIG M. HARPER,
T/Sgt., Air Corps,
Crew Chief.

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Doc. # 7.
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Incl. 9 + 10

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E-W-5

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

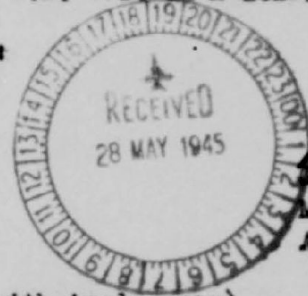
AFPO 140, U.S. Army.
24 May 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering aircraft accident of 17 May 1945 of Lt. D.A. Fero in A-26B-20, ACSN 41-39210.

For the Commanding Officer:



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

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

360.33 1st Ind. E-W-1
HEADQUARTERS 9TH AIR DIVISION, APO 140, U.S. ARMY, 14 June 1945.

F 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 caused by return to group for further information.

For the Commanding General:



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

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- 10 Incls:
- Incl 1 - AAF Form 14 (trip)
 - Incl 2 - Statement of pilot (trip)
 - Incl 3 - Statement of Gunner (trip)
 - Incl 4 - Statement of Flying Control Officer (trip)
 - Incl 5 - Statement of Engineering Officer (trip)
 - Incl 6 - Statement of Engineering Officer (trip)
 - Incl 7 - Statement of Crew Chief (trip)
 - Incl 8 - Form 1 (trip)
 - Incl 9 - Form 1-A (trip)
 - Incl 10 Photographs (trip)

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360.33

2nd Ind.

E

HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 20 June 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

Harry E. Koch
HARRY E. KOCH
Major, A.G.D.,
Asst. Adj. Gen.
A14049

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

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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

FERG. DANARD - A
 CHARGED TO: OUT IN
 + CAPT. BACHE 8 9/12
 PHOTO - WRIGHT - FLD 9

A-26
 CHARGED TO: OUT IN

45-5-17-528
 CHARGED TO: OUT IN

Accident No. 42-57-17-522

Date 7-24 Aug 45

Checked by KRR

Analyzed by H.B.

Copied for Wright
Field by Copy 9-4-45

Notes: copy: Capt. Bache 12 Sept 45
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Left landing gear
folded on landing.

5222:4-450FS