

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

On the morning of 26 May 1945, Lt. Gary was scheduled to participate in a low level formation flight. He had taxied to the head of the runway with the formation, and, after properly aligning his aircraft down the runway, he checked his engines at 45 inches of manifold pressure for power output. Just as he released the brakes for the take-off run, the nose wheel collapsed damaging both props.

IMMEDIATE CAUSE: Collapse of nose wheel assembly.

UNDERLYING CAUSE: Failure of Left Nose Wheel Side Brace Assembly.

RESPONSIBILITY: Materiel Failure - 100%

RECOMMENDATIONS: See Unsatisfactory Report (Incl. No. 6)

INCLOSURES:

- Incl. No. 1 - Statement of Pilot
- Incl. No. 2 - Statement of Gunner
- Incl. No. 3 - Statement of Group Engineering Officer
- Incl. No. 4 - Statement of Squadron Engineering Officer
- Incl. No. 5 - Statement of Crew Chief
- Incl. No. 6 - Unsatisfactory Report
- Incl. No. 7 - AAF Form 1
- Incl. No. 8 - AAF Form 1A
- Incl. No. 9 - Photographs
- Incl. No. 10 - Statement of Flying Control Officer.**

APPROVED:

Theodore R. Aylesworth

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

Harold A. Radetsky

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

Henry W. Chidley

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

William H. Moffett

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

Warren J. Conen

WARREN J. CONEN, Major, A.C.
Group Flight Surgeon

Jack P. Barton

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

Richard V. Wheeler

Signature RICHARD V. WHEELER,
(Investigating Officer)

Captain, Air Corps,

Investigating Officer.

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Date 31 May 1945

U. S. GOVERNMENT PRINTING OFFICE 16-20784
RESTRICTED

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		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4				
PREFLIGHT	26-5-45	Cook															
DAILY	26-5-45	Cook															
25 HOURS	263:45		A-59	1ST		900		120		120							
50 HOURS	251:10			2ND													
100 HOURS	311:10			3RD													
Plugs	284:05			4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	B	Brady	
GUNNERY	B	Brady	
CHEMICAL	r		A-59
COMMUNICATIONS	H	Hood	
PHOTOGRAPHIC	-		
NAVIGATION	i		

STATUS TODAY		EXPLANATION: No clock; No compass; 9th Air Div Memo 65-91 n/c/w. Windshield cracked in three places.
1.	2.	
3.	4.	
/	X	

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 { J.C. Gary 3

2 _____ 4 _____

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

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	251:05	251:05		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	311:10	311:10		
CORO. CLEANING DUE				
AIRCRAFT	HOURS TO DATE		251:05	
	HOURS TODAY			
	TOTAL			

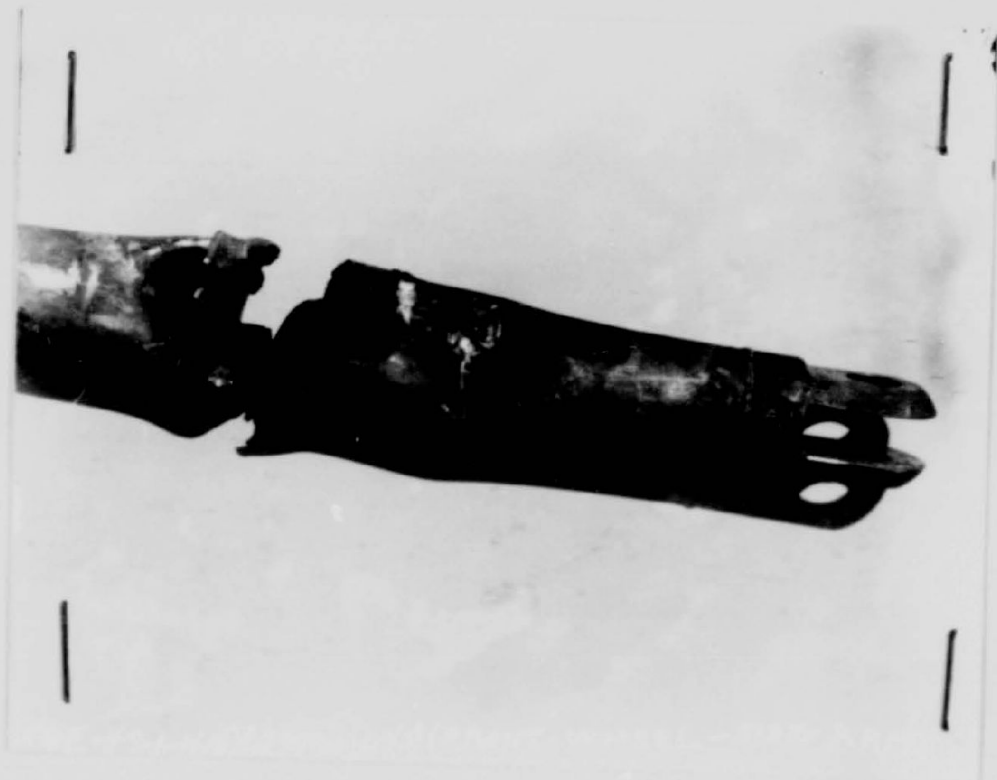
Nose Wheel buckled. Both props damaged. Sudden Stoppage of Engines Probable.
Material Failure of Diagonal Torsion Link (Left).

A TRUE COPY:

Alvin H. Thieme Jr.
ALVIN H. THIEME JR.,
Captain, Air Corps.
Engineering Officer.

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ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA		CREW CHIEF OR AERIAL ENGINEER	
(1) ENGINE SERIAL NO.	FP-021165	COMPONENT		GROUP NO. AND TYPE	IX MAP	STATION	A-59
(2) ENGINE SERIAL NO.	FP-021115	AIRCRAFT MODEL	A-26B-30	SQUADRON NO. AND TYPE	97th Combat Wing	DATE	26-5-45
(3) ENGINE SERIAL NO.		AIRCRAFT SERIAL NO.	41-39360	COMMAND, CORPS AREA OR DEPT.	9th Air Division	NAME	T/Sgt. C.J. Cook
(4) ENGINE SERIAL NO.		AIRCRAFT SERIAL NO.			416th (L)		
TOTAL FLIGHT TIME					67th		



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Arch. 6

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671st Bombardment Squadron (L)
416th Bombardment Group (L)

APO 140, US Army,
26 May 1945.

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

On the morning of 26 May 1945, I was scheduled with Sgt. Rollins M. Barry for a Low Level Formation flight. The formation started engines and taxied to the head of the runway. When it came my turn to take-off, I ran the engines up to about forty (40) to forty-five (45) inches of manifold pressure. I had just released the brakes for the take-off run, when the nose wheel collapsed.

I know of no reason why it should collapse. The nose wheel was aligned with the airplane and the runway.

John C. Gary
JOHN C. GARY,
1st Lt., Air Corps,

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RESTRICTED

Incl. A

671ST BOMBARDMENT SQUADRON (L)
416th Bombardment Group (L)

APO 140, U S Army,
26 May 1945.

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

On the morning of 26 May 1945, I was scheduled with Lt. John C. Gary for Low Level Formation. Lt. Gary started the engines and taxied to the head of the runway. It was his turn to take-off and he ran the engines up and started to take-off when the nose wheel collapsed.

Rollins M. Barry
ROLLINS M. BARRY, 18171363,
Sgt., 671st Bomb Sq (L).

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Inc 3.
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S-T-A-T-E-M-E-N-T

I investigated the accident which occurred on A-26B-30 aircraft AAF #41-39360, and found that the brace assembly, nose wheel left side had broken in two in the middle. This failure occurred while the pilot was running up his engines for a full power check before take off. The failure can only be contributed to material failure of the brace assembly, nose wheel side as a rigid daily inspection prior to the expected flight revealed no discrepancies. To the best of my knowledge, the aircraft had never had a hard landing.

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

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Inc. 54
RESTRICTED

OFFICE OF FLYING CONTROL
USAAF STATION A-59

14 JUNE 1945

SUBJECT: STATEMENT ON AIRCRAFT 360 - "L"

TO : ALL CONCERNED

1. I WAS ON DUTY IN THE CONTROL TOWER AT USAAF STATION A-59 AT APPROXIMATELY 0815 HOURS, 26 MAY 1945. I OBSERVED A-26 NO. 360 HALTED AT THE SOUTHEAST END OF THE RUNWAY. ON CLOSER OBSERVATION WITH BINOCULARS, I SAW THAT THE AIRCRAFT'S NOSE WHEEL HAD APPARENTLY COLLAPSED.

2. I NOTIFIED SQUADRON PERSONNEL, ARRANGING TO HAVE THE AIRPLANE REMOVED FROM THE RUNWAY, AND THEN PROCEEDED TO THE SCENE OF THE ACCIDENT. THERE, I DETERMINED THAT THE NOSE WHEEL HAD IN FACT GIVEN WAY. BOTH PROPELLERS WERE DAMAGED. THE RUNWAY ALSO WAS DAMAGED, HAVING BEEN DUG UP BY THE PROPELLERS. I ARRANGED TO HAVE THESE HOLES FILLED.

George W. Thorpe

GEORGE W. THORPE
1st Lt., AC
F.C.O.

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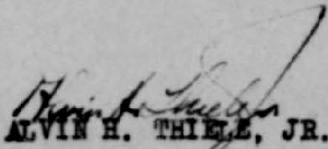
Encl. #12

RESTRICTED

26 May 1945

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

I certify that aircraft A-26B-30 41-39360 had a complete pre-flight and daily inspection prior to accident and was in excellent mechanical condition.


ALVIN H. THIELE, JR.,
Captain, Air Corps.
Engineering Officer.

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RESTRICTED

Encl. 5

26 May 1945

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

I certify that aircraft A-26B-30 41-39360 had a complete pre-flight and daily inspection prior to accident and was in excellent mechanical condition.

Charles J. Cook
CHARLES J. COOK,
T/Sgt., 38004020,
Crew Chief.

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Inc. 6



(GAD-73-1-414)(26 May 45)(A-26-CRASH)



(GAD-73-2-414)(26 May 45)(A-26-CRASH)



(GAD-73-3-414)(26 May 45)(A-26-CRASH)

Incl. #1

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RESTRICTED

E - W - 5

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

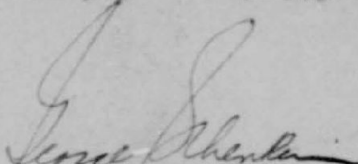
AFPO 140, U.S. Army,
1 June 1945.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Air Division, AFPO 140, U.S. Army.

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering aircraft accident of Lt. John C. Gary, 26 May 1945, in A-26B-30, ACSN 41-39360.

For the Commanding Officer:


**GEORGE SCHENKEIN,
Major, Air Corps,
Adjutant.**

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

360.33 1st Ind. E-W-3
HEADQUARTERS 9TH AIR DIVISION, AFPO 140, U. S. ARMY, 19 June 1945.

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

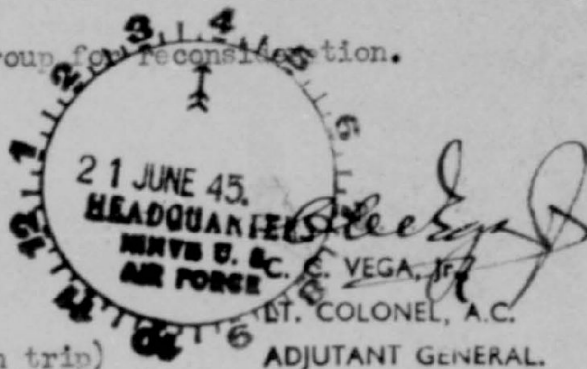
1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.

2. Delay in submission due to return to Group for reconsideration.

For the Commanding General:

12 Incls:

- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Pilot's Statement (in trip)
- Incl 3 - Gunner's Statement (in trip)
- Incl 4 - Statement of Engineering Officer (in trip)
- Incl 5 - Statement of Capt. A.H. Thiele, Jr. (in trip)
- Incl 6 - Statement of Crew Chief (in trip)
- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - Photo (in trip)
- Incl 9 - AAF Form 1 (in trip)
- Incl 10 - AAF Form 1A (in trip)
- Incl 11 - Photos (in trip)
- Incl 12 - Statement of Flying Control (in trip)



-14- 20670
(over)

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RESTRICTED

360.33

2nd Ind.

E

HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 26 June 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:

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

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

A15426

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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

Gary, John C.

A-26B-30

45-5-26-508

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Photo
Flight Log. + Book 7/13

McLerron 9-24/50

Accident No. 45-5-26-58

Date 7-5

Checked by Y.M.

Analyzed by _____

Copied for Wright
Field by copy 8/13/45 PM.

Notes App. Back 8/19/45 OBT