

WAR DEPARTMENT  
Station A-07  
U. S. ARMY AIR FORCES

45-6-8-514

REPORT OF AIRCRAFT ACCIDENT

88

(1) Place Station A-89 (2) Date 8 June 1945 (3) Time 1345 hours 4  
 AIRCRAFT: (4) Type and model A-26B B2 (5) A. F. No. 4322304 (6) Station A-59  
 Organization: (7) Ninth Air Force (8) 416th (9) 669th  
 (Command and Air Force) (Group) (Squadron)  
 PERSONNEL BL Y 300

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P/	DU FAULT, W. F.	P	0-431267	Capt.	01	AC	Ninth AF	None	None
NB	WRUBELLE, W. H.	BN	T-5961	F/O	18	AC	"	"	"
AG	BURLAND, A. J.	AG	39208608	S/Sgt	38	AC	"	"	"

PROF CHARGES WITH ACCIDENT  
 (20) DuFault William F. (21) 0-431267 (22) Captain (23) 01 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9AD Ninth Air Force (26) 416th Bomb (27) 669th Bomb (28) A-59  
 (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) 12/12/41 Present rating (35) Pilot (36) 12/12/41 Instrument rating (37) 17 May 1945  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)  
 (38) This type A-26 232:20 (42) Instrument time last 6 months 12:05  
 (39) This model A-260 155:50 (43) Instrument time last 30 days 12:05  
 (40) Last 90 days 194:30 (44) Night time last 6 months 9:45  
 (41) Total 1588:20 (45) Night time last 30 days 7:15

AIRCRAFT DAMAGE NF - To-1 Prop 2  
 DAMAGE (46) Aircraft M 3  
 (47) Engine(s) 0 3  
 (48) Propeller(s) M 4 N 4  
 (49) LIST OF DAMAGED PARTS  
 Both props, bombsight mount, nose wheel door, bombay doors sudden steppage of both engines, bombardiers nose, lower turret gunsight sheared, lower gun turret, right horizontal stabilizer, bottom rear fuselage jack point, bottom bulk head at front & rear bombay, bombay spoil, lower engine nacelle, and main gear doors.  
 (50) Weather at the time of accident Clear JH  
 (51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from A-59 (53) To A-59 (54) Kind of clearance Contact  
 (55) Pilot's mission Training bombing mission.  
 (56) Nature of accident Belly landing.  
 (57) Cause of accident Material failure - overtravel of uplatch lock causing failure of left main gear to extend.

(58) Form 54 to be submitted. 60  
 RESTRICTED

DESCRIPTION OF ACCIDENT

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

- I. Pilot was not able to extend left main gear after returning from a medium altitude bombing training mission. Due to lack of repair facilities he was diverted to station A-89, which was thought to be an emergency landing field. After contacting the tower for permission to make a belly landing the pilot brought the aircraft in for a landing on the runway. None of the crew was hurt but major damage was inflicted upon the aircraft.
- II. Responsibility: Investigation by Engineering Representative revealed that the cause of the accident was materiel failure in that there was overtravel of the uplatch lock causing failure of left main gear to extend.
- III. Recommendations: That a UR be sent in on type of uplatch lock used or that a manual feature for lowering of landing gear be installed.

INCLOSURES: 9

- Incl. #1 - Statement of Pilot.
- Incl. #2 - Statement of B/N.
- Incl. #3 - Statement of Gunner.
- Incl. #4 - Statement of Squadron Engineering Officer.
- Incl. #5 - Statement of Crew Chief.
- Incl. #6 - Statement of Flying Control Officer - A-59.
- Incl. #7 - Statement of Flying Control Officer - A-89.
- Incl. #8 - AAF Form 54.
- Incl. #9 - Photographs
- Incl. #10 - AAF Form 1.
- Incl. #11 - AAF Form 1A.

APPROVED:

*Harold A. Raetsky*  
 HAROLD A. RAETSKY,  
 Lt. Col., Air Corps,  
 Commanding.

Signature \_\_\_\_\_

(Investigating Officer)

*Ervin Wurster*  
 ERVIN (WMI) WURSTER, Lt Col., AC

*L. J. Guilbeau*  
 LEE J. GUILBEAU, Major, AC

*Walter O. Siler, Jr.*  
 WALTER O. SILER, JR., Capt., AC

Date 9 June 1945

Mo 505 USAPP/8-43/25M/13350

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DATE	STATION	GROUP NO. & TYPE		AIRCRAFT MODEL				
		416th Bomb Gp (L).		A-26C-15				
CREW CHIEF OR AERIAL ENGINEER		SQUADRON NO. & TYPE		AIRCRAFT SERIAL NO.				
Robert R. Hanson		669th Bomb Sqdn (L)		43-22304				
PERS CLASS	NAME - ASN - GRADE - ORGANIZATION	3	4			7	8	9
			DUTY	NORI	DUTY			
USE ALWAYS ENTER DUTY SYMBOLS, WHEN APPLI- CABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								
01	DU FAULT, William F. 0-431267 Capt.	MV	P	5:15			FROM: A-59	TO: 08 30
17	WRUBELLE, William M. T-5691 F/O	DR	EN	5:15			MISSION: A-89	NO. OF LANDINGS: 13 45
28	BURLAND, Arnold J. 39208608 S/Sgt.		G	5:15			MISSION: T	NO. OF LANDINGS: 1 5 15
							MISSION:	NO. OF LANDINGS:
							MISSION:	NO. OF LANDINGS:
							MISSION:	NO. OF LANDINGS:
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							MISSION:	NO. OF LANDINGS:
							MISSION:	NO. OF LANDINGS:

RESTRICTED

CERTIFIED TRUE COPY:  
*Edward L. Miller*  
 EDWARD L. MILLER,  
 Capt., Air Corps,  
 Operations Officer.

WAR DEPARTMENT  
 A. A. F. FORM NO. 1  
 REV. (1 JAN. 43)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED: \_\_\_\_\_  
 LEGIBLE AND CORRECT

TRANSCRIBED: \_\_\_\_\_  
 TOTAL FLIGHT TIME ENTERED ON FORM 1A

H \_\_\_\_\_  
 CREW CHIEF

TOTAL FLIGHT TIME 5 15

End #11

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	8/6/45	Hanson	A-59
DAILY	8/6/45	Hanson	A-59
25 HOURS	381:35		
50 HOURS	406:35		
100 HOURS	399:30		

SERVICING AT STATION OF TAKE-OFF  
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
			SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS	SERVICED	IN TANKS		
1ST	30	925		120		120						
2ND		925		120		120						
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT		Bresnak	A-59
GUNNERY	B	Bresnak	A-59
CHEMICAL	1	1	1
COMMUNICATIONS	0	Clery	A-59
PHOTOGRAPHIC	-	-	-
NAVIGATION	A	Anderson	A-59

STATUS TODAY

1.	2.
3.	4.

EXPLANATION: Carb. Air filters inop., Bomb. clock missing, T.O. 01-40A-29 & others not c/w, No R. main boost., L.E. plug change due

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

1. W.F. DuFault 3

2. 4

REMARKS: PILOTS AND MECHANICS:

Secret & confidential equipment inst. in this airplane  
#1 Left main gear would not extend  
Crash landed A/C at AAF Station  
A-89

W.F. DuFault, Capt.

A TRUE COPY:

*Richard V. Wheeler*  
RICHARD V. WHEELER,  
Capt., Air Corps.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	361:00	361:00		
HOURS TODAY	5:15	5:15		
TOTAL	366:15	366:15		
OIL CHANGE DUE	399:30	399:30		
CURD. CLEAN ING DUE				
AIRCRAFT	HOURS TO DATE		361:00	
	HOURS TODAY		5:15	
	TOTAL		366:15	

Serviced By - 1 - Lane  
2

- A-59 - Two (Blue) practice bombs - Bresnak
- A-59 - Plugs on R. engine changed - Lane
- A-59 - Guns swabbed - Bresnak
- A-59 - Bombay door switch in nose not connected

ENGINE DATA

(1) RP 020328  
ENGINE SERIAL NO.  
(2) RP 020326  
ENGINE SERIAL NO.  
(3)  
ENGINE SERIAL NO.  
(4)  
ENGINE SERIAL NO.

AIRCRAFT DATA

A-260-15  
AIRCRAFT MODEL  
43-22304  
AIRCRAFT SERIAL NO.  
B-2800-71  
ENGINE MODEL

AIRCRAFT ORG. DATA

9th AF  
9th AD  
97th Bomb Wing  
COMMAND, CORPS AREA OR SQRT.  
416th Bomb (L)  
SHIP NO. AND TYPE  
669th Bomb (L)  
SQUADRON NO. AND TYPE  
Robert B. Hanson  
STATION  
A-59  
DATE  
8/6/45

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Incl. #12

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

LEAVE BLANK

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
45-167	9-6-45

A.S.C. SERIAL No.	REFER TO	CLASS

STATION A-59		ORGANISATION HQ, 416TH BOMBARDMENT GROUP (L)					
SUBJECT OF REPORT	Property Class—Name 01-D Latch Assembly Main Landing Gear		Manufacturer Douglas	AAF Order or Shipping No. Unknown			
	AIRCRAFT—Model & AAF Serial No. A-26C-15 43-22304		ENGINE—Model & AAF Serial No. R-2800-71	UNIT OR ACCESSORY—Type, Model and Serial No.			
AIRCRAFT REPORTS ONLY	LAST D. I. R.—Depot		Date	Flying Time Since	Total Flying Time		
	ENGINE REPORTS ONLY		LAST OVERHAUL—Depot	Hours Since	Depots and Hours at each Previous Overhaul		
PART	Name Latch Assembly Main Landing Gear		Part Drawing, Serial and Specification No. 4129564				
	Time in Use 353:35	Quantity on Hand 156	Quantity Known Defective 156	No. of Previous Failures 30	Inspector's No. or Identification Unknown		
Indicate by "X" Disposition of Exhibit							
<input type="checkbox"/>	<input type="checkbox"/> Photographed and Prints Enclosed	<input type="checkbox"/> Held for Instructions	<input type="checkbox"/> Sent under Separate Cover	<input type="checkbox"/> Sent in Attached Packet	<input checked="" type="checkbox"/> Repaired and Returned to Service	<input type="checkbox"/> Disposed of (Explain below)	<input type="checkbox"/> To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW  
(Use only applicable spaces above—Avoid unnecessary repetition)

**EXPEDITE**

1. During the past few months, extreme difficulty has been experienced in maintaining correct adjustment of the Latch Assembly, Main Landing Gear, Part #4129564. It has been necessary to check the adjustment of the Latch Assembly before each flight of the aircraft because in several cases the adjustment has changed three times in as many flights. This change of adjustment is extremely dangerous because there is no manual means provided for unlocking the Latch Assembly should the overtravel exceed the movement of the Lug Assembly—Main landing gear latch release. In most cases of this mal-function, the gear will fail to retract, but in two cases experienced by this Group, the gear has failed to extend. The change in adjustment of the Latch Assembly is believed caused by stretching of the Rod Assembly—Short clevis end Part #278130-1-710. As no means are provided on this installation to prevent the landing gear from retracting before the latch is lifted, a heavy load is placed on the Rod Assembly in order to release the Latch. The Rod Assembly also carries a large load during hard landings and while taxiing over rough terrain.

2. Recommendations:

- a. It is recommended that a bungee be installed on the main landing gear, similar to the installation on A-20 series aircraft, which will prevent retraction of the landing gear before the locks are lifted.
- b. That the unlocking mechanism be made heavier to prevent stretching of Rod Assembly.
- c. That a manual means for lifting the locks be installed which is similar to the method used on A-20 series aircraft.

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

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Ind. # 9

ROUTING

SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL  
HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

S T A T E M E N T

APO 140, U S Army,  
9 June 1945.

Immediately after take-off for practice bombing mission on June 5, 1945, in airplane #43-22304, I moved the landing gear actuating handle to the "UP" position, and as the left main gear did not retract immediately, I returned the control handle to the "DOWN" position and repeated the operation, the second time with successful results.

Upon completion of the mission and while on the base leg of the landing pattern, I noticed that the left main gear did not come out of the wheel well after I had actuated the landing gear control handle. I notified the tower of the difficulty and immediately left the pattern.

After all normal and emergency procedures had been tried, I again called the tower and requested further instructions. Following the instructions of the tower, I repeated all normal and emergency methods for lowering the gear at least fifteen (15) times, all with unsuccessful results.

When it became evident that it would be impossible to release the "UP" latch, I notified the tower, and was thereupon instructed to proceed to AAF Station A-89 and crash land the airplane, wheels up. Before crash-landing, I again attempted to lower the wheels, again with unsuccessful results, whereupon I assigned the two crew members to their positions, gave them final instructions and crash-landed the aircraft on the runway. The time of the crash-landing was 1345 hours.

*William F. Dufault*  
WILLIAM F. DUFAULT,  
Captain, Air Corps,  
O-431267

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S T A T E M E N T

APC 140, U S Army.  
9 June 1945.

On the 8th of June 1945, I was a crew member of A-26C-15, serial number 43-22304, while on a routine training flight over France. Upon Completion of said flight and returning to base, the pilot, Captain William F. Dufault, could not lower his left main gear. We pulled out of the traffic pattern and proceeded to try usual methods to lower landing gear. Having no success, Captain Dufault called the tower and asked for instructions. For a period of forty-five (45) minutes, instructions for various procedures were received from the tower and carried out by Captain Dufault. After said time elapsed and gear would not come down, we received orders to fly to Air Strip, A-89 and crash land there. After arriving at A-89, the tower was contacted and instructions were received and carried out.

*William M. Wrubelle*  
WILLIAM M. WRUBELLE,  
Flight Officer, A/c.

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S T A T E M E N T

APO 140, U S Army,  
9 June 1945.

Upon returning from a practice bombing mission in airplane #43-22304, on June 8, 1945, the left main gear would not extend. After trying all normal and emergency measures, it still would not come down. We were then sent to AAF Station A-89 to crash land the airplane.

Before landing at Station A-89, the pilot again attempted to lower the gear and it did not extend. Following the instructions of the pilot, I went back to the gunner's compartment and after we had crash landed, I made exit through the top escape hatch.

*Arnold J. Burland*  
ARNOLD J. BURLAND,  
Staff Sergeant  
39208608

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S T A T E M E N T

9 June 1945

TO WHOM IT MAY CONCERN:

There were no defects noted on A-26C-15 Airplane, A.A.F. Serial Number 43-22304, on the morning of 8 June 1945. Both engines were operating normally, and all instruments were operating satisfactorily.

A Daily inspection was performed immediately after the pre-flight inspection, and everything was found to be satisfactory. The landing gear was thoroughly inspected, and all clearances checked and found to be satisfactory. Five (5) flying hours previous to its crash landing the clearances were readjusted, and on the two (2) previous flights the pilot reported the aircraft as being "O K".

After completion of the daily inspection, the airplane was considered fit for any flight.

*Charles H. Stewart*  
CHARLES H. STEWART,  
Capt., Air Corps,  
Engineering Officer.

*Incl. #5*  
RESTRICTED

S T A T E M E N T

9 June 1945

TO WHOM IT MAY CONCERN:

On the morning of 8 June 1945, I performed both the pre-flight and daily inspections on A-26C-15 Airplane, A.A.F. Serial Number 43-22304. As part of this pre-flight inspection, I checked both the clearance and over-lap of the main landing gear. These were found to be correct, and all other items checked as part of these two (2) inspections were normal.

Three (3) days prior to the crash-landing of the airplane, a fifty (50) hour inspection was completed. The landing gear clearances were re-adjusted to the required clearance at that time, and the pilots reported the airplane "OK" on the three flights that followed.

After the pre-flight inspection was completed on 8 June 1945, the airplane was, to my belief, in the best possible mechanical condition, and safe for any flight.

*Robert R. Hanson*  
ROBERT R. HANSON,  
S/Sgt., Air Corps,  
Crew Chief.

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8 June 1945

S T A T E M E N T

At 1157 Greygoose "T", pilot Capt. DuFault, called tower and said he was going around because he could not get his left wheel down. At approximately 1205, Greygoose called tower to say he was not making any headway on getting his left landing gear down, and asked if there were any further instructions. Capt. Wheeler, Assistant Operations Officer, told G/T to use emergency release procedure. At approximately 1229, pilot in G/T said he had two hours of fuel. After having tried all available means to lower gear, he was instructed to proceed to A-89 for a crash landing, at 1243. He was given a QDM, the distance and the call sign at destination.

*Harry E. McClellan*

HARRY E. McCLELLAN,  
1st Lt., Air Corps,  
Flying Control Officer.

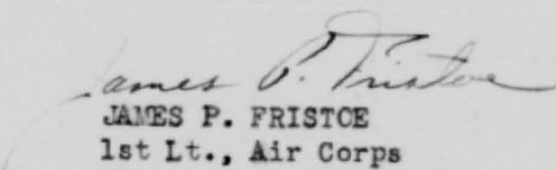
Ind. #9  
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S T A T E M E N T

On 8 June 1945 at 1345 hours, an A-26 aircraft, number 304, pilot Lt. Dufauld, made a successful wheels-up landing at A-89 airfield, Le Culot, Belgium.

Ninth Air Division directed the aircraft to this airfield from its home station at A-59 after the pilot could not get a main wheel down. The aircraft arrived overhead with all wheels retracted. The pilot decided against having his two crew members parachute before landing. He made a normal approach to runway 23, touched down near the downwind end, and the aircraft went straight down the runway approximately 2000 feet riding level on its belly.

There was no fire or crew injuries. Wind was 240 degrees at about fifteen miles per hour, visibility was good.

  
JAMES P. FRISTOE  
1st Lt., Air Corps  
Flying Control Officer

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Ind. # 8



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E-DW-2

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

**APO 140, U. S. Army.  
15 June 1945.**

**SUBJECT: Transmittal of AAF Form 14.**

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

Transmitted herewith is the AAF Form 14 on aircraft accident of Captain William F. DuFault, 8 June 1945, in A-26C aircraft, ACSN 43-22304.

For the Commanding Officers:

*George Schenke*  
**GEORGE SCHENKE IN,  
Major, Air Corps,  
Adjutant.**

**Incl:  
AAF Form 14 and inclosures (in quadruplicate).**

360.33 1st Ind. E-W-3  
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 21 June 1945.

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

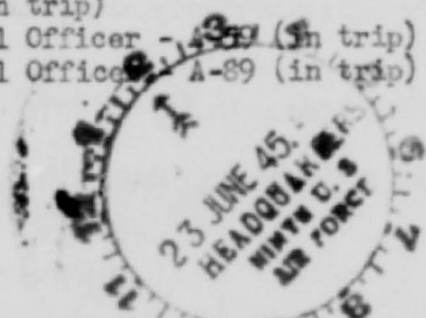
1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.
2. Delay in submission due to coordination and further investigation within this headquarters.

For the Commanding General:

- 12 Incls:
- Incl 1 - AAF Form (in trip)
  - Incl 2 - Statement of Pilot (in trip)
  - Incl 3 - Statement of B/N (in trip)
  - Incl 4 - Statement of Gunner (in trip)
  - Incl 5 - Statement of Sq Engineering Officer (in trip)
  - Incl 6 - Statement of Crew Chief (in trip)
  - Incl 7 - Statement of Flying Control Officer - 439 (in trip)
  - Incl 8 - Statement of Flying Control Officer - A-89 (in trip)
  - Incl 9 - AAF Form 54 (in trip)
  - Incl 10 - Photographs (in trip)
  - Incl 11 - AAF Form 1 (in trip)
  - Incl 12 - AAF Form 1A (in trip)

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

21335



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360.33 2nd Ind. E  
HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 29 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:

*James E. Koch*  
JAMES E. KOCH  
Major, A.C.D.,  
Asst Adj Gen.  
A/5902

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

- 2 -  
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NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

DuFault, William F.

A-26C

45-6-8-514

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. HJ-6-2-5-14

Date 7-10

Checked by TRT

Analyzed by (Signature)

Copied for Wright  
Field by Don't Copy

Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5222:4-450FS