

**RESTRICTED**

ACCIDENT No. 45-6-15-513

WAR DEPARTMENT  
STATION A-59  
U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place Station A-59 (2) Date 15 June 1945 (3) Time 1815  
 AIRCRAFT; (4) Type and model A-26B-20 BO (5) A. F. No. 41-39244 (6) Station A-59  
 Organization: (7) 9 AD - Ninth AF (8) 416 Bomb (L) (9) 669 Bomb (L)  
(Command and Air Force) (Group) (Squadron)

PERSONNEL BLL

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	Clulow, George M.	P	0-711598	2nd Lt.	18	AC	Ninth AF	None	None
G	Coobb, Alton B.	G	34548035	Sgt	38	AC	Ninth AF	None	None

(20) Clulow George M. (21) 0-711598 (22) 2nd 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) 669 Bomb (L) (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) 2/8/44 Present rating (35) Pilot (36) 2/8/44 Instrument rating (37) 1/20/45  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)  
 (38) This type A-26 214:50 (42) Instrument time last 6 months 9:40  
 (39) This model A-26B 148:45 (43) Instrument time last 30 days 0:00  
 (40) Last 90 days 109:40 (44) Night time last 6 months 20:45  
 (41) Total 1047:10 (45) Night time last 30 days 0:00

**AIRCRAFT DAMAGE** NF T.O. - 1 PROP -

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>0</u>	<u>Nose wheel assembly</u>
(47) Engine(s) <u>0</u> <u>0</u>	<u>Sudden stoppage both engines</u>
(48) Propeller(s) <u>0</u> <u>0</u>	<u>Both props bent</u>

(50) Weather at the time of accident Visibility 10 plus miles. 5-6/10 stratocumulus, base 2500 feet. EH

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact

(55) Pilot's mission Low level formation 4

(56) Nature of accident Nose wheel collapsed while aircraft was parked on runway preparing to take off.

(57) Cause of accident Material failure.

(58) Has the Form #54 been submitted? Yes.

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## DESCRIPTION OF ACCIDENT

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

NARRATIVE:

At 1815 on 15 June 1945, Lt. Clulow 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 for maximum power output. As he started to retard his throttles, he released his brakes to move up into his position with the formation on the runway. Just as the aircraft began to roll the nose gear collapsed forward damaging both props.

IMMEDIATE CAUSE: Collapse of nose gear assembly.

UNDERLYING CAUSE: Failure of left nose wheel side brace assembly.

RESPONSIBILITY: Materiel failure - 100%.

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

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 - Unsatisfactory Report.
- Incl. #7 - AAF Form 1.
- Incl. #8 - AAF Form 1A.
- Incl. #9 - Statement of Flying Control Officer.
- Incl. #10 - Photographs.

APPROVED:

*Harold A. Radetsky*  
 HAROLD A. RADETSKY,  
 Lt. Col., Air Corps,  
 Commanding.

*Harold A. Radetsky*  
 HAROLD A. RADETSKY, Lt. Col., Air Corps.  
 Deputy Group Commander

*Richard V. Wheeler*  
 RICHARD V. WHEELER, Capt., Air Corps.  
 Asst. Operations Officer

*Jack P. Barton*  
 JACK P. BARTON, Capt., Air Corps.  
 Station Flying Control Officer.

*Donald J. Reichert*  
 DONALD J. REICHERT, Capt., M.C.  
 Actg. Group Flight Surgeon

*Henry W. Chidley*  
 HENRY W. CHIDLEY, Capt., Air Corps.  
 Station Weather Officer

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

Signature \_\_\_\_\_  
 (Investigating Officer)

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Date 17 June 1945.

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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		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4					
PREFLIGHT	15-6-45	Kuhlmann	A-59															
DAILY	15-6-45	Kuhlmann	A-59															
25 HOURS	426:35			1ST	30	925			120	120								
50 HOURS	451:35			2ND	520	925			120	120								
100 HOURS	501:35			3RD														
				4TH														
				5TH														

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	B	Bigelow	A-59
GUNNERY	B	Bigelow	A-59
CHEMICAL	I	I	I
COMMUNICATIONS	J	Jagielski	A-59
PHOTOGRAPHIC	-		
NAVIGATION	I	I	I

STATUS TODAY

1.	2.
3.	4.

Compass Swing Due; Both L & R  
EXPLANATION: Windshields Cracked;  
Cockpit Fire Ext. Missing; T.O.  
01-40AJ-50 & 03-1-58 N/C/W;  
MTI 01-40AJ-6 N/C/W: 9th A.D.  
Memos 65-3 & 65-91 N/C/W.

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. { 1. A.W. Depner  
RELEASED FOR FLIGHT  
Class. Equip. { 2. G.N. Clulow

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

**SECRET OR CONFIDENTIAL EQUIPMENT**  
INSTALLED IN THIS AIRPLANE

#1 Right Carb. Air Tempt. Guage Inoperative  
A.W. Depner, 1st Lt., A.C.

#2 Nose Gear Collapsed while Taxiing.  
G.N. Clulow, 2nd Lt., A.C.

A CERTIFIED TRUE COPY:

*Charles H. Stewart*

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	25:40	405:35		
HOURS TODAY	4:00	4:00		
TOTAL	29:40	409:35		
OIL CHANGE DUE	100:00	501:35		
CAND. CLEANING DUE	I	I		
AIRCRAFT	HOURS TO DATE		405:35	
	HOURS TODAY		4:00	
	TOTAL		409:35	

CHARLES H. STEWART, Capt., Air Corps  
Engineering Officer.

Serviced by:  
1. Kuhlmann  
2. Kuhlmann

A-59 9th A.D. Memo 65-3 Not to be C/W - Kuhlmann  
A-59 Compass Swung - Meyer  
A-59 6/100# Prac. Bombs - 2200 Rnds. of Ammo. - Guns checked - Bigelow

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DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
15-6-45	AIR FORCE 9th A.F.	COMPONENT	ENGINE MODEL R-2800-71 & -27	
STATION	COMD., SERV. COMD. OR DEP'T 9th A.D.		SERIAL NO. 42-1656	SERIAL NO. FP-020449
A-59	GROUP NO. & TYPE 97th Bomb Wing 416th Bomb (L)	AIRCRAFT MODEL A-26B-20	SERIAL NO. --	SERIAL NO. --
CREW CHIEF OR ENGINEER	SQUADRON NO. & TYPE 669th Bomb (L)	AIRCRAFT SERIAL NO. 41-39244	TOTAL FLIGHT TIME → 4:00	

Incl #8

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WAR DEPARTMENT  
ARMY AIR FORCES

UNSATISFACTORY REPORT

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

TO BE FILLED IN BY STATION	
STATION SERIAL No. A-59-45-170	DATE SUBMITTED 17-6-45

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

STATION A.A.F. Station A-59		ORGANIZATION 669th Bomb Sq (L), 416th Bomb Gp (L)	
SUBJECT OF REPORT Property Class—Name 01-D Brace Assembly, Nose Wheel Side	Manufacturer Douglas	AAF Order or Shipping No.	
AIRCRAFT—Model & AAF Serial No. A-26B-20 #41-39244	ENGINE—Model & AAF Serial No. R-2800-71	UNIT OR ACCESSORY—Type, Model and Serial No. Nose Wheel Gear, PN 5122380	
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 Brace Assembly, Nose Wheel Side	Part Drawing, Serial and Specification No. Part Number 4123687		
Time in Use 409:35	Quantity on Hand 2 ea A/C	Quantity Known Defective One (1)	No. Previous Failures None
Indicate by "X" Disposition of Exhibit	Photographed and Prints Enclosed <input checked="" type="checkbox"/>	Weld for Instructions <input type="checkbox"/>	Sent Under Separate Cover <input type="checkbox"/>
	Sent in Attached Package <input type="checkbox"/>	Repaired and Returned to Service <input type="checkbox"/>	Disposed of (Explain Below.) <input checked="" type="checkbox"/>
			To Overhaul Facility (INITIALS) <input type="checkbox"/>

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:  
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

1. Failure of subject Brace Assembly, Nose Wheel Side, part number 4123687, occurred in the form of "buckling" or bending of the tubing portion of this Brace Assembly, and resulted in failure of the Nose Wheel Gear. A "break" also occurred as a result of the bending action at a point approximately one and one-half (1½) inches from the clevis bolt which joins subject part to the Beam Assembly, Nose Wheel Cross, part number 5123942-6.

Failure of the Brace Assembly occurred while the airplane was being taxied to the run-way preparatory to take-off. No cracks or distortions were noted in the Nose Wheel Gear during the visual inspection given the airplane immediately prior to failure. Damage to the airplane will necessitate replacement of both engines and both propellers, as well as a complete Nose Wheel Gear.

2. Recommendations: That heavier tubing walls be incorporated in subject Brace Assembly, Nose Wheel Side.

3. Disposition: Subject Brace Assembly remained on the aircraft which was turned over to the 885th Air Engineering Squadron. <sup>821</sup>

*Charles H. Stewart*

CHARLES H. STEWART,  
Capt., Air Corps,  
Engineering Officer.

NOTE: Nomenclature and part numbers taken from T.O. 01-40AJ-4, page 205.

**ROUTING**

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

*Incl 16*

S T A T E M E N T

APC 140, U.S. Army,  
17 June 1945.

On Friday, 15 June 1945, I was flying aircraft A-26B-20, AAF Serial Number 41-39244. At approximately 1800 hours while on the head of the runway waiting to take-off. I had just completed full power check and had throttled back to begin the roll forward to the white line where I intended to stop to allow the lead aircraft to take-off.

Immediately after beginning to roll the nose gear collapsed forward. The nose wheel was lined up straight ahead when it began to roll.

Both propellers were chewed off at all six tips and the aircraft came to a slow even stop. The engines were giving 2400 RPM approximately at the time of the accident.

GEORGE W. CLULOW,  
2nd Lt., Air Corps,  
O-711598

CERTIFIED " A TRUE COPY "

*Edward L. Miller*

EDWARD L. MILLER,  
Captain, Air Corps,  
Operations Officer.

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Incl #1

RESTRICTED

S T A T E M E N T

APO 140, U.S. Army,  
17 June 1945.

On the 15th June 1945, I was a crew member of A-26B-20, serial number 41-39244 when the nose gear collapsed at the end of the runway. The pilot, Lt. Clulow had just completed the power check and was throttling back to move up to the white line for take-off.

The aircraft was rolling straight ahead and nosewheel was straight at the time of accident.

ALTON B. COBB,  
Sergeant, Air Corps,  
34548035.

A TRUE EXTRACT COPY

*Edward L. Miller*

EDWARD L. MILLER,  
Captain, Air Corps,  
Operations Officer

- 7-321

RESTRICTED

*Incl #2*

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

I investigated the accident which occurred on A-26B-20 aircraft AAF #41-39244, 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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RESTRICTED

*Incl #3*

S T A T E M E N T

17 June 1945

TO WHOM IT MAY CONCERN:

There were no defects noted on the pre-flight inspection of A-26B-20 Airplane, A.A.F. Serial Number 41-39244, on the morning of 15 June 1945.

A daily inspection was performed following the pre-flight inspection, and the landing gear was given a thorough visual check. Again, no defects were noted. On the afternoon of 15 June 1945, subject airplane was flown, and the pilot reported the airplane as being "OK".

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

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Incl # 4

S T A T E M E N T

17 June 1945

TO WHOM IT MAY CONCERN:

On the morning of 15 June 1945, I performed both the pre-flight and daily inspections on A-26B-20 Airplane, A.A.F. Serial Number 41-39244. This pre-flight inspection included a complete and thorough visual check of the landing gear. All braces were visually checked for cracks or distortions. Nothing out of the ordinary was noted.

After completion of a flight prior to the Nose Gear failure, the pilot reported no defects on the aircraft, with the exception of the left engine carburetor air temperature, which was reported as being non-operative. After servicing, the airplane landing gear was given another visual check, and everything was found satisfactory.

An Acceptance Inspection was completed on the airplane 10 June 1945, and the airplane was test flown on 14 June 1945. The Test Pilot reported that the nose gear Selsyn Indicator was inoperative. A Retraction Test was performed on the nose gear, and it was found that the Selsyn Indicator was out of adjustment. The Selsyn Indicator was adjusted, and the airplane was considered in the best possible mechanical condition. The airplane was not flown again until 15 June 1945.

Upon completion of the visual check of the landing gear after its first flight on 15 June 1945, the airplane was again considered in the best possible mechanical condition, and safe for flight.

*Richard W. Kuhlmann*  
RICHARD W. KUHLMANN,  
Corporal, Air Corps,  
Ass't. Crew Chief.

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Incl #5

15 June 1945

S T A T E M E N T

At 1813 I observed aircraft in peculiar position at head of runway 31. Airfield Controller called in about the same time, informing me that the nose wheel of A/C 244-I, (Pilot Clulew), had collapsed. Upon closer inspection, I discovered both propellers damaged, and upper tarmacs peeled off runway.

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

A TRUE COPY

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

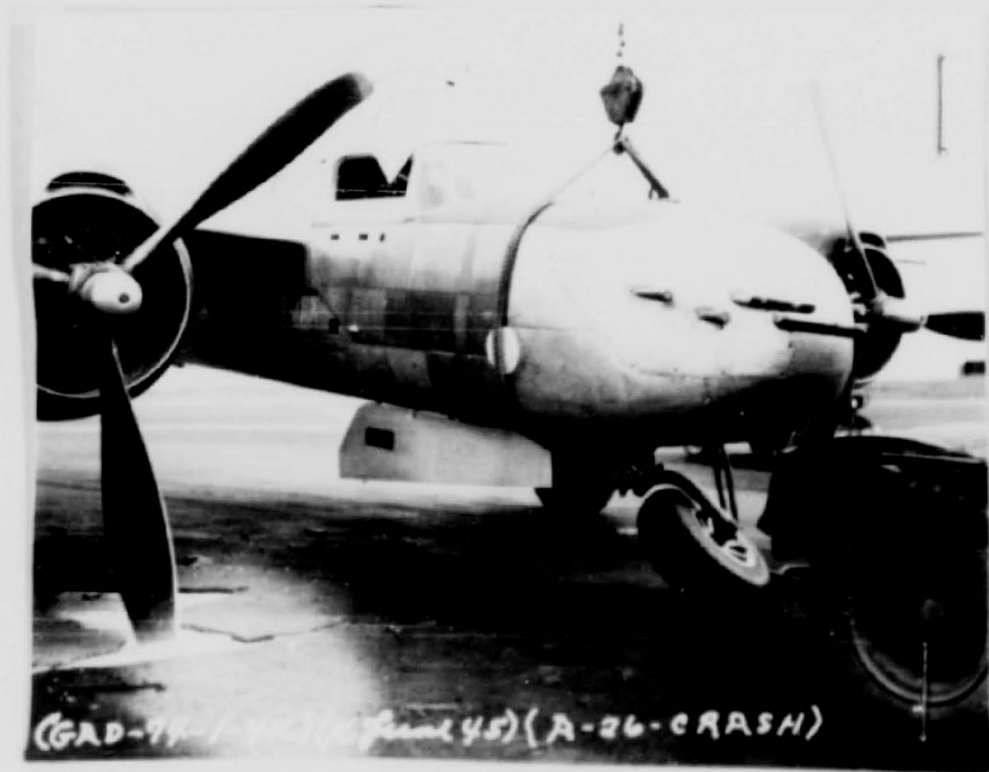
11-  
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Incl #9



(GAD-74-2-416) (16 June 45) (A-26-CRASH)



(GAD-74-1-78) (16 June 45) (A-26-CRASH)

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Incl # 10

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F-W-5

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

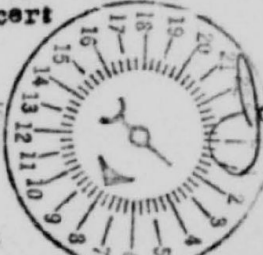
APO 140, U.S. Army,  
20 June 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering aircraft accident of Lt. Glulow on 15 June 1945 in A-26B-20, ACSN #41-39244.

For the Commanding Officer:

1945 JUN 21  
  
Joseph A. Haubrich  
JOSEPH A. HAUBRICH,  
Capt., Air Corps,  
Assistant Adjutant.

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

360.33 1st Ind. E-Q-3  
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 2 July 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.

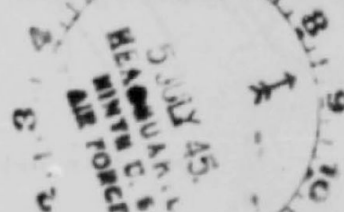
2. Delay in submission due to coordination and further investigation within this headquarters.

For the Commanding General:

- 11 Incls:
- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Statement of Pilot (in trip)
- Incl 3 - Statement of Sgt A.B. Cobb (in trip)
- Incl 4 - Statement of Group Engineering Officer (in trip)
- Incl 5 - Statement of Capt. C.H. Stewart (in trip)
- Incl 6 - Statement of Asst. Crew Chief (in trip)
- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - AAF Form 1A (in trip)
- Incl 9 - AAF Form 1 (in trip)
- Incl 10 - Statement of Flying Control Officer (in trip)
- Incl 11 - Photos (in trip)

  
CARLOS C. WARREN

1ST LT. G. A. C.  
ASS'T ADJ. GENERAL



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360,33

2nd Ind.

HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 12 July 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:

HERBERT B. LEWIS  
Major, A.G.D.,  
Asst Adj General.

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1 Incl: AAF Form No. 14 w/10 incls.

A 17937

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**NAME OF PILOT**

**TYPE OF PLANE**

**ACCIDENT NUMBER**

Chukow, George M.

A-26B

45-6-15-513

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Sgt Buche

8/1

8/2

Plt. Wright H.H.

8/2

8/3

Capt. Bibbers

PAWSTAT

W. FIELD

8/3

9/18

Accident No. 95-615-513

Date 7-26

Checked by [Signature]

Analyzed by [Signature]

Copied for Wright Field by [Signature] 9-13-45

Notes To Capt. [Signature] pm  
Sept 18, 1945 321

52224-450FS