

**RESTRICTED**

ACCIDENT NO. 45-6-16-512

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

**REPORT OF AIRCRAFT ACCIDENT**

(1) Place Station A-89 (2) Date 16 June 1945 (3) Time 2015  
 AIRCRAFT: (4) Type and model A-26B-15 (5) A. F. No. 43-22383 (6) Station A-59  
 Organization: (7) 9AD Ninth AF (8) 416 Bomb (L) (9) 669 Bomb (L)  
 (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	Housley, Claude H.	P	0-205197	2nd Lt.	18	AC	Ninth AF	None	None
G	Block, Paul J.	G	36861639	Sgt.	38	AC	Ninth AF	"	"

(20) Housley Claude H. (21) 0-205197 (22) 2nd Lt. (23) 18 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 9AD Ninth AF (26) 416 Bomb (L) (27) 669 Bomb (L) (28) A-59  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) SAME (30) --- (31) --- (32) ---  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 23/5/44 Present rating (35) Pilot (36) 23/5/44 Instrument rating (37) 6/4/45  
 (Rating) (Date) (Rating) (Date) (Date)

**FIRST PILOT HOURS:**

(at the time of this accident)

(38) This type A-26 402:20 (42) Instrument time last 6 months 20:20  
 (39) This model A-26B 987:20 (43) Instrument time last 30 days 19:50  
 (40) Last 90 days 196:55 (44) Night time last 6 months 11:20  
 (41) Total 789:50 (45) Night time last 30 days 0:00

**AIRCRAFT DAMAGE**

DAMAGE		Description
(46)	(47)	
(46) Aircraft	0	Bomb Bay Doors, Bomb Door Spoilers, Pilot and Gunners Hatch, Bottom Gun Turret, Lower Sighting Station, Rear Fuselage, Left horizontal stabilizer dented, sudden stoppage both engines, both nacelles, both props bent.
(47) Engine(s)	0 0	
(48) Propeller(s)	0 0	

(50) Weather at the time of accident CAVU

(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 Medium altitude formation training.

(56) Nature of accident Landing Accident.

(57) Cause of accident Material failure - overtravel of main landing gear latch assembly on left main gear.

(58) Has the form 54 been submitted? See Inclosure #6.

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## DESCRIPTION OF ACCIDENT

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

## NARRATIVE:

Upon his return from a practice medium altitude bombing mission, 16 June 1945, Lt. Housley found that he was unable to lower his left main gear for landing. He pulled out of the landing pattern and proceeded to follow instructions as issued to him from an operations officer in the tower. All available normal and emergency procedures were tried several times, but all attempts failed to lower the left main gear. Another aircraft was dispatched to escort Lt. Housley to A-89, where he was cleared to make a crash landing. The landing was made with no injury to the crew.

IMMEDIATE CAUSE: Belly landing.

UNDERLYING CAUSE: Failure of left main gear to extend due to overtravel of main landing gear latch assembly.

RESPONSIBILITY: Materiel 100%.

RECOMMENDATIONS: See Form 54 (Inclosure #6).

## INCLOSURES: 10

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

## APPROVED:

*Theodore R. Aylesworth*  
THEODORE R. AYLESWORTH,  
Colonel, 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.

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

Date 21 June 1945

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S T A T E M E N T

17 June 1945

On Saturday, 16 June 1945, I was flying aircraft A-26B-15, AAF Serial Number 43-22383, in a scheduled formation flight. After returning to the base and extending the landing gear, the left main gear would not extend. After trying all the emergency procedures with no success, I then flew to AAF Station A-89 and crash landed, as directed. The landing was made with no injury to myself or Sergeant Block, my gunner. Crash landing was made with a normal landing procedure.

*Claude H. Housley*  
CLAUDE H. HOUSLEY,  
2nd Lt., Air Corps,  
Pilot.

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STATEMENT

AFG 140, U S Army,  
17 June 1945.

After flying in scheduled formation flight as gunner and upon making routine landing pattern the left main landing gear failed to extend. The pilot tried all emergency procedures but the gear failed to respond. We circled the airfield, A-59, approximately 50 minutes constantly trying to extend the gear before being escorted to AAF Station A-89 for crash-landing. Crash-landing was made using standard approach. No crew member was injured.

*Paul J. Block*  
PAUL J. BLOCK,  
Sgt., 36861639,  
Gunner.

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Ind. # 2

S T A T E M E N T

17 June 1945

TO WHOM IT MAY CONCERN:

On the morning of 16 June 1945 I performed both the pre-flight and daily inspections on A-26B-15 Airplane, A.A.F. Serial Number 43-22383. As part of this inspection the landing gear was checked for proper clearance and over-lap, and was found to be correct. The entire landing gear was visually inspected, and no defects were noted.

Three (3) days prior to this, a fifty (50) hour inspection was completed on this airplane at which time the landing gear clearance was adjusted, and on the four (4) following flights was found to be working "OK".

Upon completion of the pre-flight inspection on 16 June 1945, the airplane was, to my belief, in the best mechanical condition and safe for any flight.

*David G. Curtis*  
DAVID G. CURTIS,  
Sgt., Air Corps,  
Crew Chief.

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S T A T E M E N T

17 June 1945

TO WHOM IT MAY CONCERN:

On the morning of 16 June 1945, A-26B-15 Airplane, A.A.F. Serial Number 43-22383, was pre-flighted, and no defects were noted.

A daily inspection was performed immediately after the pre-flight, and at this inspection the landing gear was given a thorough visual inspection and all clearances were checked. No defects were noted. On the five (5) previous flights the pilots reported the Aircraft as "OK".

Upon completion of the pre-flight and daily inspections, the Aircraft was considered fit for any flight.

*Charles H. Stewart*  
CHARLES H. STEWART,  
Capt., Air Corps,  
Engineering Officer. 455

*-9-*

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*Serial # 4*

STATEMENT

19 June 45

SUBJECT: Crash landing of A-26 No. 383 "V"

TO : All concerned

1. I was on duty in the control tower at USAAF Station A-59 the evening of June 16. At approximately 1835 the pilot of A-26 No. 383 "V" reported by radio that he was unable to lower his left main landing gear. I inquired whether he had taken all appropriate emergency procedure. The pilot replied in the affirmative. At this point I apprised Capt. R.V. Wheeler, an operations officer, of the situation who gave the pilot further instructions in an effort to lower the gear. All efforts being unavailing, it was agreed to send the aircraft to USAAF Station A-89 to crash land and the pilot was given a course to steer to this field. Another aircraft was dispatched to escort him.

*George W. Thorpe*

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

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Incl. #5



WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

(See AAF Reg. 15-1 for Information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No. A-59-45-171	DATE SUBMITTED 20-6-45

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

STATION A-59 APO 140		ORGANISATION HQ. 416TH BOMBARDMENT GROUP (L)	
SUBJECT OF REPORT Property Class - Name Old Latch Assembly Main Landing Gear		Manufacturer Douglas	AAF Order or Shipping No. Unknown
AIRCRAFT—Model & AAF Serial No. A-26B-15 43-22383		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 7 months	Quantity on Hand 156	Quantity Known Defective 156
		No. of Previous Failures 36	Manufacturer Douglas
			Inspector's No. or Identification Unknown
Indicate by "X" Disposition of Exhibit	<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 malfunction, 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. 455
- 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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Encl. # 6.

ROUTING

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

FLYING CONTROL  
AAF Station A-89

16 June 1945

STATEMENT:

On 16th June, 1945 at 2015 hours, an A-26B aircraft, number 322383, pilot Lt. Housley, C. H., O-2058197, made a successful wheels-up landing at AAF Station A-89 airfield, Le Culot, Belgium. Pilot was from 416th Bomber Group (L), 669th Squadron.

Ninth Air Division directed the aircraft to this airfield from its home station at A-59 after pilot had made unsuccessful attempts to get left main landing gear down. The aircraft arrived overhead with wheels retracted and elected to make a wheels-up landing on the runway. He made a normal approach to runway 05 and touched down at the intersection of the two runways. The aircraft skidded straight down the runway approximately 1000' doing very little damage to the aircraft.

There was no fire or crew injuries. Wind was approximately 350 degrees at twelve (12) miles per hour. Landing was down-sun, visibility was very good.

*Donald C. Anderson*  
DONALD C. ANDERSON,  
Capt., Air Corps,  
Flying Control Officer.

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Ind #7

# 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	16-6-45	Curtis	A-59														
DAILY	16-6-45	Curtis	A-59														
25 HOURS	380:10			1ST	20	925	120		120								
50 HOURS	405:10			2ND													
100 HOURS	398:10			3RD													
				4TH													
				5TH													

INSPECTION OF AUXILIARY EQUIPMENT			
EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	N	Nelms	A-59
GUNNERY	N	Nelms	A-59
CHEMICAL	I	I	
COMMUNICATIONS	C	Cheney	A-59
PHOTOGRAPHIC	-		
NAVIGATION	I	I	

STATUS TODAY	EXPLANATION: T.O. 03-1-58 & others not C/W.
1. <input type="checkbox"/> 2. <input type="checkbox"/>	
3. <input type="checkbox"/> 4. <input type="checkbox"/>	
5. <input type="checkbox"/>	

**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.

Classif. Equip. C.H. Housley  
RELEASED FOR FLIGHT

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

**SECRET & CONFIDENTIAL EQUIPMENT INSTALLED IN THIS AIRPLANE:**

#1 Left Main Gear would not extend. Crash landed at A-89.  
C.H. Housley, 2nd Lt., A.C.

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	371:00	371:00		
HOURS TODAY	5:30	5:30		
TOTAL	376:30	376:30		
OIL CHANGE DUE	398:10	398:10		
CUNG-CLEANING DUE	I	I		
AIRCRAFT	HOURS TO DATE		371:00	
	HOURS TODAY		5:30	
	* TOTAL		376:30	

**A CERTIFIED TRUE COPY:**

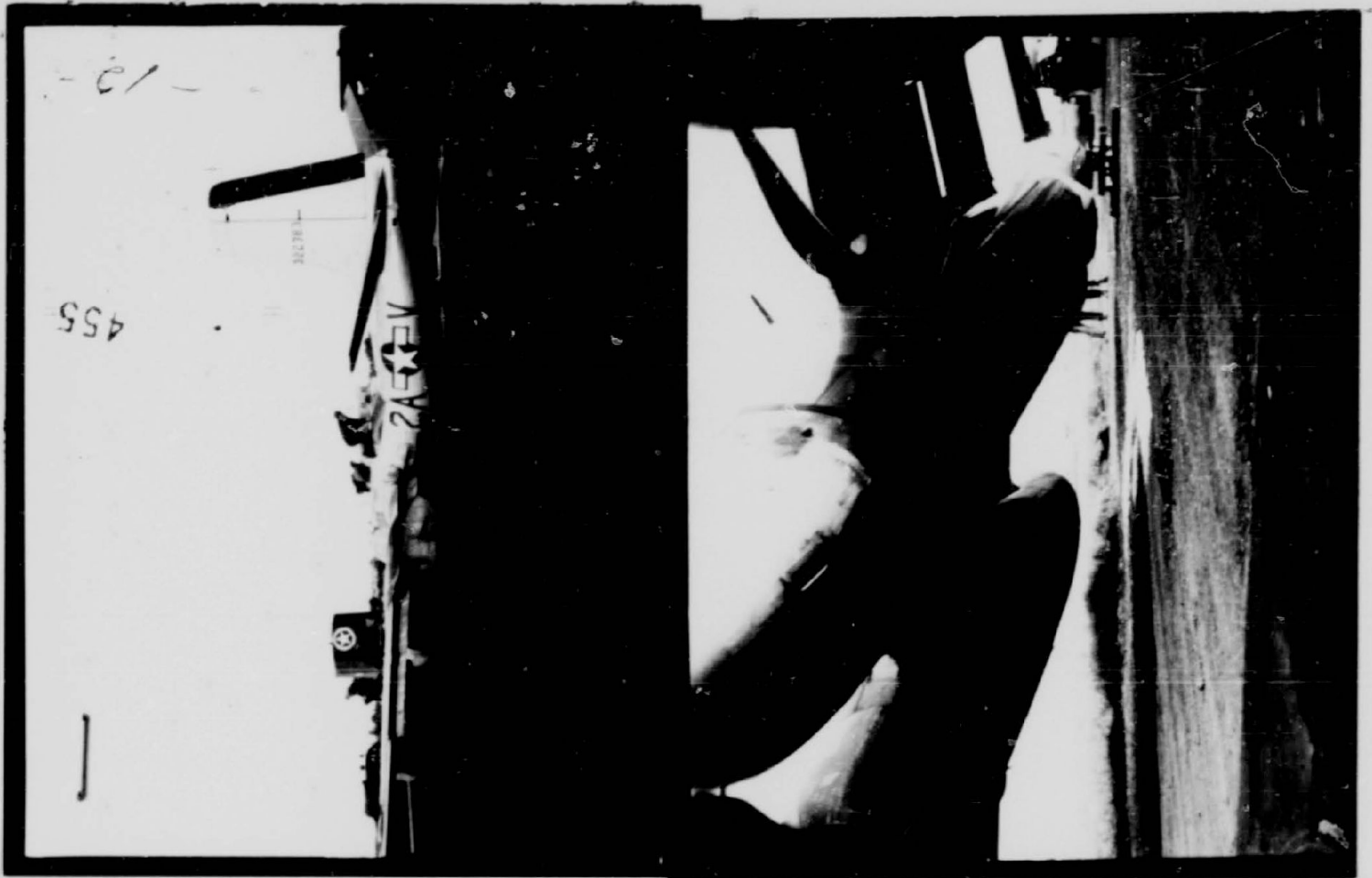
*Charles H. Stewart*  
**CHARLES H. STEWART,**  
Capt., Air Corps,  
Engineering Officer.

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DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
16-6-45	AIR FORCE 9th A.F.	COMPONENT	ENGINE MODEL R-2800-71	
STATION A-59	COMD., SERV. COMD. OR DEPT 9th A.D.		SERIAL NO. FP-020688	SERIAL NO. FP-020733
CREW CHIEF OR ENGINEER David G. Curtis	GROUP NO. & TYPE 97th Bomb Wing 416th Bomb (L)	AIRCRAFT MODEL A-26B-15	SERIAL NO. -----	SERIAL NO. -----
	SQUADRON NO. & TYPE 669th Bomb (L)	AIRCRAFT SERIAL NO. 43-22383	TOTAL FLIGHT TIME → 5:30	

*Ind. # 4*

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

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

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is the AAF Form 14 on accident of Lt. Claude H. Housley in A-26B-15, ACSN 43-22383, 16 June 1945.

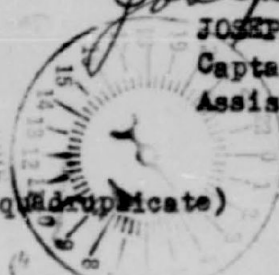
For the Commanding Officers:

*Joseph A. Hauerich*

JOSEPH A. HAUERICH,  
Captain, Air Corps,  
Assistant Adjutant.

Incl:

AAF Form 14 and inclosures (in quadruplicate)



360.33

1st Ind.

E-Q-3

HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 3 July 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 coordination and further investigation within this headquarters.

For the Commanding General:



*Carlos C. Warren*

CARLOS C. WARREN  
1ST LT A. C.  
ASS'T ADJ. GENERAL

11 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 Crew Chief (in trip)
- Incl 5 - Statement of Engineering Officer (in trip)
- Incl 6 - Statement of Flying Control Officer (in trip)
- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - Statement of D.C. Anderson (in trip)
- Incl 9 - AAF Form 1 (in trip)
- Incl 10 - AAF Form 1 (in trip)
- Incl 11 - Photos (in trip)

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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.

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

A17953

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Accident No. 45-6-26-512

Date 7-20-45

Checked by man

analyzed by R 455

Copied for Wright  
Field by copy 9-6-45

Notes cust. Bank ✓

14 Sept 45

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