

RESTRICTED

ACCIDENT NO.

45-8-11-520-1

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 170 (2) Date 11 August 1944 (3) Time 1939

AIRCRAFT: (4) Type and model A-20G-25 (5) A. F. No. 43-9568 (6) Station AAF Station 170

Organization: (7) IX BC-Ninth AF (8) 416 Bomb (L) (9) 669 Bomb (L)

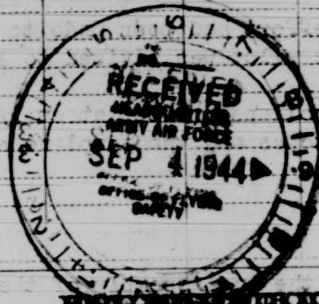
(Command and Air Force)

(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	Blomgren, John E.	Pilot	0-753324	2nd Lt.	1801	AC	Ninth AF	None	None
G	Fleming, Leonard H.	Gunner	38529944	Sgt	3870	AC	Ninth AF	None	None
G	Bookach, Michael NMI	Gunner	32606803	S/Sgt	3820	AC	Ninth AF	None	None



(20) Blomgren, John E. (21) 0-753324 (22) 2nd Lt. (23) 18 (24) AC

Assigned (25) IX BC-Ninth AF (26) 416 Bomb (L) (27) 669 Bomb (L) (28) AAF Station 170

Attached for flying (29) - (30) - (31) - (32) -

Original rating (33) Pilot (34) 8/30/43 Present rating (35) Pilot (36) 8/30/43 Instrument rating (37) 4/5/44

FIRST PILOT HOURS:

(38) This type	<u>A-20</u>	<u>145:25</u>	(42) Instrument time last 6 months	<u>-</u>
(39) This model	<u>A-20G</u>	<u>103:25</u>	(43) Instrument time last 30 days	<u>-</u>
(40) Last 90 days		<u>56:45</u>	(44) Night time last 6 months	<u>-</u>
(41) Total		<u>593:45</u>	(45) Night time last 30 days	<u>-</u>

AIRCRAFT DAMAGE

NF 9-8

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	Left engine nacelle and wheel assembly
(47) Engine(s) <u>04</u>	Left engine
(48) Propeller(s) <u>04</u>	Left propeller

(50) Weather at the time of accident Visibility 8 miles - ceiling 3500 feet

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from AAF Station 170 (53) To AAF Station 170 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Landing accident

(57) Cause of accident Left main landing gear collapsed on landing.

(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:

Returning from a combat mission at approximately 1330, 21 August 1944, 2nd Lt. John E. Blomgren, 669th Bomb Squadron (L), attempted to lower his landing gear in preparation for landing. However, with the wheel handle in the down position his left main gear did not fully extend. After checking all indicators and raising and lowering his gear several times, the pilot informed the tower of the situation. He then buzzed the tower, and the tower officer and operations officers present informed him that his gear appeared to be down and locked. However, his solenoid indicator indicated that the left gear was not locked, and his green light did not go on.

Nevertheless, because every effort had been made to lock the gear, and because his hydraulic pressure was up, the pilot was advised to land.

Upon landing, the left gear collapsed after about 1/4 of the runway had been traversed. The pilot cut the switches and the airplane swerved off the runway to the left.

RESPONSIBILITY:

Investigation disclosed that the Lug Assembly of the Landing Gear Actuating Cylinder anchor had broken, causing the gear to collapse. The cause was materiel failure. (60)

RECOMMENDATIONS:

None

INCLOSURES: 8

- Inclosure #1 - Statement of Pilot
- Inclosure #2 - Statement of Gunner
- Inclosure #3 - Statement of Gunner
- Inclosure #4 - Statement of Flying Control Officer
- Inclosure #5 - Statement of Technical Inspector
- Inclosure #6 - Statement of Engineering Officer
- Inclosure #7 - Statement of Crew Chief
- Inclosure #8 - Photographs
- Inclosure #9 - Unsatisfactory Report.

APPROVED:

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

Signature

Richard F. Shafer
RICHARD F. SHAEFER, 1st Lt., A.C.O.
Accident Officer.

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STATEMENT

11 August 1944.

I, J.E. Blomgren, 2nd. Lt., Air Corps, Serial number O-753323, 669th Bomb Squadron (L), 416th Bomb Gp (L), Pilot in aircraft A-20G-25 43-9368, returning from Operational Mission, state the following.

Approaching the normal landing pattern, the aircraft seemed to be operating normally. With the wheel handle down the left main gear did not show fully down on selsyn indicator nor did the green lights go on. After raising and lowering the gear four times the pilot noticed the left gear come down, hesitate, and then snap seemingly to locked position as compared to the right main gear. The hydraulic pressure returned to normal, 825lbs., after each raising and lowering. The pilot called the tower and gave circumstances. Pilot buzzed the tower and the personnel in the tower stated the gear appeared to them to be down and locked. Pilot then came into the pattern to make a normal landing. On the approach, the two red lights were on, left wheel on the indicator was not showing fully down and warning horn did not sound after retarding the throttles, and hydraulic pressure gauge read normal.

The pilot landed lightly, keeping the nose wheel off to slow the aircraft's forward motion. Not until the nose wheel was settled on the ground did the left gear show signs of collapsing. After rolling approximately 1/4 of the length of the runway the left gear collapsed. Pilot cut switches and applied right brake in an attempt to keep the aircraft straight. The drag caused the aircraft to pull to the left off the runway. There were no injuries to the crew.

J. E. Blomgren

J.E. BLOMGREN,
2nd. Lt., Air Corps,
Pilot.

Ind #2

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STATEMENT

11 August 1944

I, Sergeant, Leonard Fleming, Serial number 38529944, flying as Armorer Gunner in aircraft number 43-9368, observed the following.

No observation from my position in aircraft was possible. The landing seemed normal but after using part of the runway the left landing gear collapsed. No injury resulted.

Leonard Fleming
Sergeant Leonard Fleming.

Incl. #2.3

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STATEMENT

11 August 1944.

I, Staff Sergeant Michael Bookach, Serial number 32606803, flying as Engineer Gunner on aircraft number 43-9368, observed the following.

Observing from the side window in my position the landing gear appeared to be down and locked. A good landing but after using up part of the runway the left landing gear collapsed. The jolt wasn't serious and no injury was encountered.

S/Sgt. Michael Bookach
S/S Michael Bookach

Incl. #3. u'

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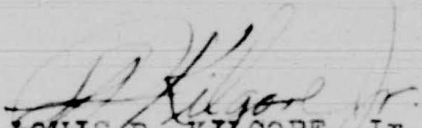
RESTRICTED

S T A T E M E N T

The following is a statement of the airplane accident involving 2nd Lt. JOHN E. BLOMGREN, pilot of airplane A-20G-25, #43-9368 "K" as witnessed by the undersigned S.F.C.O. who was on duty at time of accident.

At 1328 Lt. Blomgren called in for permission to fly low in front of tower for purpose of having his wheels checked as to whether or not they were properly down and locked. At 1333 Lt. Blomgren flew in front of control tower at low altitude for wheel check. In the opinion of the undersigned and also in the opinion of the group operations officers present the wheels appeared to be down and locked. Lt. Blomgren was told by VHF that his wheels appeared to be down and locked and that he was No. "1" to land on R/W 29. Instructions were also passed to him to check his warning devices on his final approach. These instructions he acknowledged. At 1339 Lt. Blomgren touched down on R/W 29 and continued down R/W as in a normal landing. About mid-way of R/W his left wheel was seen to collapse. Lt. Blomgren maintained control of the airplane until it came to a stop facing the opposite direction and about 50 yards off the R/W to the center of the L/G.

At first indication of trouble, crash procedure was inaugurated.


LOUIS P. KILGORE, Jr.,
Captain, Air Corps,
S. F. C. O.

RESTRICTED

Incl. # 45'

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

14 August 1944

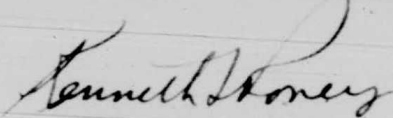
Upon examination of A-20G-25 aircraft, AAF serial No 43-9368, following its landing accident on AAF Station 170 at 1340, 11 August 1944, it was discovered that the left main landing gear had collapsed due to a materiel failure of the landing gear actuating cylinder anchor lug assembly, Part No 1066938.

When the aircraft was jacked up, the wheel well doors were pried open and the landing gear immediately dropped down and locked, however, in the air, the air-stream evidently prevented the wheel from extending to the fully "Down" position. The pilot made several attempts to shake the wheel down by sharply dipping the nose in accordance with standard practice. He then buzzed the tower several times, and from the ground it appeared to be down and locked in spite of the fact that the landing gear warning lights were red and the selsyn indicator did not indicate that the wheel was fully extended and locked.

The pilot was then instructed to land, by the control tower, and did so. After rolling about 100 yards the left main gear collapsed and the aircraft skidded to a stop on the right wheel, nose wheel and left nacelle.

The pilot stated that he had full hydraulic pressure until the gear collapsed, at which time a hydraulic line was torn loose. It is the opinion of the undersigned that the pilot did everything he could to get the wheel down, and it is quite possible that the loose actuating cylinder may have been fouled in the gear assembly in such a manner as to prevent the wheel from extending far enough for the down latch to engage.

It is further believed that the anchor lug failed immediately after releasing the up-latch as the wheel fell down without the pilot pulling the emergency release, but from then on, the actuating cylinder had no effect on the landing gear. The greatest stress is applied to the anchor lug immediately upon applying pressure to the actuating cylinder until the latch is released, after which it is only necessary to overcome the force of the slip-stream. No evidence of previous fracture or break in anchor assembly could be detected.



KENNETH T. RONEY,
Major, Air Corps,
Technical Inspector,
Hq, 416th Bomb Group (L).

Inc. #56

REF

12 August 1944.

S T A T E M E N T

A-20G-25 Airplane, A.A.F. Serial Number 43-9368, was in the best possible mechanical condition prior to its accident on 11 August 1944. On the pre-flight inspection, the morning of 11 August 1944, the airplane was found to be functioning properly, and was ready for any mission.

Subject Airplane was received by this Squadron on 8 August 1944, and the acceptance inspection had been completed on 9 August 1944, and had been test-hopped. The test pilot reported the airplane as "OK". This airplane was on its second (2) mission when the accident occurred on landing.

The left main landing gear collapsed on landing. After the Airplane was lifted, the gear snapped down into place and locked. Investigation disclosed that the Lug Assembly, Landing Gear Actuating Cylinder Anchor, Part Number 1066938, had broken, causing the gear to collapse.

Charles H. Stewart
CHARLES H. STEWART,
1st Lt., Air Corps,
Engineering Officer.

12 August 1944

S T A T E M E N T

There were no defects noted on pre-flight inspection of A-20G-25 Airplane, AAF Serial Number 43-9368, on the morning of 11 August 1944. Both engines were operating normally, and all instruments were found to be operating satisfactorily.

A daily inspection was performed immediately after the pre-flight inspection, and everything was found satisfactory. The accessory section of both engines, and the landing gear was given a through and complete visual inspection, and nothing out of the ordinary was noted. The airplane was also given a complete visual inspection.

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

William H. Dyk
WILLIAM H. DYK.
T/Sgt.
Crew Chief.

Incl. # 8

HE-100

UNSATISFACTORY REPORT

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

LEAVE BLANK

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

TO BE FILLED IN BY STATION

STATION SERIAL No. 44-95
DATE SUBMITTED 8-14-44

STATION AAF Station 170		ORGANISATION 669th Bomb Sq (L), 416th Bomb Gp (L)	
SUBJECT OF REPORT Property Class - Name Landing Gear Actuating Cyl. Anchor.	01-D Lug Assembly--	Manufacturer Douglas	AAF Order or Shipping No.
AIRCRAFT - Model & AAF Serial No. A-20G-25 #43-9368	ENGINE - Model & AAF Serial No.	UNIT OR ACCESSORY - Type, Model and Serial No. Lug Ass'y., Lndg. Gear Act. Cyl. Anchor	
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 Lug Ass'y.--Landing Gear Actuating Cylinder Anchor	Part Drawing, Serial and Specification No. 1066983		
	Time in Use 106:00	Quantity on Hand Thirty (30)	Quantity Known Defective One (1)
	Manufacturer Douglas	Inspector's No. or Identification	

Indicate by "X" Disposition of Exhibit → Photographed and Prints Enclosed Held for Instructions Sent under Separate Cover Sent in Attached Packet Repaired and Returned to Service Disposed of (Explain below) To Overhaul Facility (INITIALS)

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

EXPEDITE

1. After returning from an operational mission of four hours and twenty (4:20) minutes, the left main landing gear would not lock in the down position. The pilot circled the field for a short time, then flew low over the control tower so that a visual check of the landing gear could be made. The control tower reported to the pilot that the landing gear was down, and the pilot proceeded to make his approach for landing.
2. A short time after striking the runway, the left landing gear collapsed and the airplane came to a stop after going off the runway to the left. Up to this time, the hydraulic pressure remained normal. After the airplane had stopped, it was noted that the hydraulic pressure had dropped to "zero".
3. The airplane was hoisted up, and upon pulling the emergency release and prying the nacelle doors open, the left landing gear immediately came down and locked. Investigation of the landing gear revealed that the Lug Assembly-Landing Gear Actuating Cylinder Anchor, part number 1066983, was broken. It was also found that the flexible hydraulic down line had pulled off of the connection to the hydraulic landing gear actuating cylinder.
4. An acceptance inspection was completed on Airplane, AAF Serial Number 43-9368, approximately nine hours and ten (9:10) minutes before subject Lug Assembly-Landing Gear Actuating cylinder Anchor failure. A complete check of the landing gear was made, and found satisfactory.
5. Recommendations: That this organization be notified as to the cause of subject Lug Assembly--Landing Gear Actuating Cylinder Anchor failure.

ROUTING

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

WAR DEPARTMENT

ARMY AIR FORCES

UNSATISFACTORY REPORT

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

LEAVE BLANK

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

TO BE FILLED IN BY STATION	
STATION SERIAL No. 44-95	DATE SUBMITTED 8-14-44

STATION AAF Station 170		ORGANISATION 669th Bomb Sq (L), 416th Bomb Gp (L)	
SUBJECT OF REPORT	Property Class—Name 01-D Lug Assembly--	Manufacturer Douglas	AAF Order or Shipping No.
	Landing Gear Actuating Cyl. Anchor		
AIRCRAFT—Model & AAF Serial No. A-20G-25 #43-9368		ENGINE—Model & AAF Serial No.	UNIT OR ACCESSORY—Type, Model and Serial No. Lug Ass'y., Lndg. Gear Act. Cyl. Anchor
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 Drawing, Serial and Specification No. 1066983		
PART	Name Lug Ass'y.-- Landing Gear Actuating Cylinder Anchor		Inspector's No. or Identification
	Time in Use 106:00	Quantity on Hand Thirty(30)	Quantity Known Defective One (1)
T	No. of Previous Failures None	Manufacturer Douglas	
	Indicate by 'X' Disposition of Exhibit		

<input checked="" 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 type="checkbox"/> Repaired and Returned to Service	<input checked="" 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

6. Disposition: A-20G-25 Airplane, AAF Serial Number 43-9368, was Turned over to the 484th Service Squadron for repair.

Charles H. Stewart
CHARLES H. STEWART,
1st Lt., Air Corps,
Engineering Officer.

INCL: One (1) Photograph
NOTE: Nomenclature taken from Technical Order 01-40AD-4, dated October 5, 1943, Section VI, Page 4, Reference Number 14.

Incl. #9.

ROUTING

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



(GAO-19-2-414) (11-AUG-49) (CRASH-LANDING)



1000



(GAO-19-2-416) (11-AUG-49) (CRASH-LANDING)



(GAO-19-1-416) (11-AUG-49) (CRASH-LANDING)

COPY

COPY

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

APO 140, U. S. Army,
16 August 1944.

SUBJECT: Transmittal of AAF Form 14s.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

1. Transmitted herewith are AAF Form 14s and Inclosures (in quadruplicate) on aircraft accidents listed below.

- A-20G-35 43-9840 - Pilot 2nd Lt. James P. Kenny
- A-20G25 43-9368 - Pilot 2nd Lt. John E. Elomgren
- A-20G-25 43-9227 - Pilot 2nd Lt. Joseph R. Sparling

For the Commanding Officer:

/s/ George Schenkein,
/t/ GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

Subject: Aircraft Accident A-20G-25 - 43-9368.
360.33 1st Ind.

HEADQUARTERS IX BOMBER COMMAND, APO 140, U. S. ARMY, 21 August 1944.

E-J-4

TO: Commanding General, Ninth Air Force (Rear), APO 696, U. S. Army.

Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 22 March 1944.

For the Commanding General:

Richard C. Sanders
RICHARD C. SANDERS,
Brig. Gen., U.S.A.,
Chief of Staff.

10 Incls:

- Incl 1 - AAF Form 14 (in trip)
- Incl 2 - Pilot's Statement (in trip)
- Incl 3 - Armorer Gunner's Statement (in trip)
- Incl 4 - Engineer Gunner's Statement (in trip)
- Incl 5 - Flying Control Officer's Statement (in trip)
- Incl 6 - Technical Inspector's Statement (in trip)
- Incl 7 - Engineering Officer's Statement (in trip)
- Incl 8 - Crew Chief's Statement (in trip)
- Incl 9 - Photos
- Incl 10 - AAF Unsatisfactory Rpt (in trip)



RESTRICTED

R E S T R I C T E D

Ltr, Hq 416 Bomb Gp (L), subj: Transmittal of AAF Form 114s, dtd 16 August 1944

360.33

2nd Ind.

E-I

HEADQUARTERS, NINTH AIR FORCE (HEAR), APO 696, U S ARMY, 29 AUGUST 1944.

TO: Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

Report and recommendations of aircraft accident officer approved.

For the Commanding General:

Harold L. Carter
HAROLD L. CARTER
Lt. Colonel, A.G.D.
Asst Adj. General

319

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

R E S T R I C T E D

Accident No. 75-8-11-530

Date

Checked by [Signature] 9-7-44

Analyzed by OMU

Copied for Wright
Field by _____

Notes _____

1225:9-43

520

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICES
WORLD WAR II RECORDS DIVISION

AIRCRAFT ACCIDENT AND
INCIDENT REPORTS

1941 THRU 1948

(Filed by Fiscal Year - Beginning 1 January 1941)

DECLASSIFIED

DOD DIR. 5200.9, Sept. 27, 1958

NWD by Jan date April 16, 1959

MICROFILMED BY

SECURITY AND SERVICES BRANCH

AGO MICROFILMING JOB NR D-482-1

GENERAL SERVICES ADMINISTRATION

MICROPHOTOGRAPHER'S REPORT

1. RECORDS OF (Name of agency and sub-division)

2. BRIEF TITLE OF RECORDS

3. FILM SERIES OR JOB NO.
D 482-9

4. REEL NO.
355

5. STARTS WITH
45-8-10-506

FLASH
2
3
4
5
6

7. ENDS WITH
45-8-13-11

8. STARTED
DATE: 4-20-60
HOUR: 9:30

9. FINISHED
DATE: 4-20-60
HOUR: 4:15

10. TOTAL HOURS

11. TOTAL IMAGES
2486

12. PHOTOGRAPHED BY (Signature of camera operator)
Pauline R. Zehring

13. REPORT APPROVED BY (Signature of supervisor and date)