

NAME OF PILOT

TYPE OF PLANE

ACCIDENT NUMBER

JORDAN, CLYDE - U.

A-26

45-3-13-524

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

CHARGED TO:

OUT

IN

Accident No. 45-3-13-524

Date 5-23-45

Checked by Lmt

Analyzed by 5-28 ESS

Copied for report
Filed by _____

Notes _____

3919:10-440FS

RESTRICTED

ACCIDENT No. _____

WAR DEPARTMENT
STATION A-69
U. S. ARMY AIR FORCES

45-3-13-524

REPORT OF AIRCRAFT ACCIDENT

A8

02-001
5-17-45
Y300-0

(1) Place Station A-70 (2) Date 13 March 1945 (3) Time 1510
AIRCRAFT: (4) Type and model A-26B-15 (5) A. F. No. 43-22344V (6) Station A-69
Organization: (7) 9th BD-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	Jordan, Clyde S.	Pilot	0-672122	1st Lt.	01	AC	Ninth AF	None	None
G	Jensen, Kenneth F.	Commer	18064964	S/Sgt	38	AC	Ninth AF	None	None
X	Balton, Edwin E.	Passenger	14019733	S/Sgt				None	None

PILOT CHARGED WITH ACCIDENT

(20) Jordan Clyde S (21) 0-672122 (22) 1st Lt. (23) 01 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9th BD - Ninth AF (26) 416 Bomb (L) (27) 669 Bomb (L) (28) A-69
(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) 2/16/43 Present rating (35) Pilot (36) 2/16/43 Instrument rating (37) _____
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type A-26 173:20 (42) Instrument time last 6 months _____
(39) This model A-26B 173:20 (43) Instrument time last 30 days _____
(40) Last 90 days 57:55 (44) Night time last 6 months _____
(41) Total 1356:50 (45) Night time last 30 days _____

AIRCRAFT DAMAGE

DAMAGE		(49) LIST OF DAMAGED PARTS
(46) Aircraft	0 <u>3</u>	Fuselage skinned
(47) Engine(s)	0 <u>2</u> 0	Sudden stoppage both engines
(48) Propeller(s)	0 <u>2</u> 0	Both props bent

(50) Weather at the time of accident No clouds, Visibility 4-5 miles EK

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

(52) Cleared from Station A-69 (53) To Station A-69 (54) Kind of clearance Operational

(55) Pilot's mission Combat

(56) Nature of accident Emergency belly landing.

(57) Cause of accident Failure of main gear up locks to release gear.

(58) Has the Form 54 been submitted? Yes - see inclosure #7

briefed
encl # 11 5/28/45

RESTRICTED

DESCRIPTION OF ACCIDENT

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

NARRATIVE:

After returning from an operational mission on 13 March 1945, Lt. Jordan found, upon entering the landing pattern, that his main gear would not come down. He pulled out of the pattern and climbed to seven thousand (7000) feet where he tried all normal and emergency means for lowering the gear and each time only the nose gear would extend. Lt. Jordan was constantly in contact with the tower and was receiving pertinent instructions from an Operations Officer present in the tower at the time. When it was apparent that the main gear would not come down, Lt. Jordan was sent to A-70 to make a wheels up landing. The pilot circled for an additional hour until most of his gas supply had been expended, then contacted the tower at A-70 and was cleared to make a wheels up landing. An excellent job of landing was accomplished with a minimum amount of damage to the aircraft under the circumstances.

Lt. Jordan had available 850 pounds normal hydraulic pressure and at one time boosted the pressure to 1200 pounds by use of the emergency hydraulic pump. Investigation showed that the aircraft had not received any battle damage.

Failure of the main gear to extend was determined to be due to overtravel of the main landing gear locks.

RESPONSIBILITY:

100% materiel failure of main gear up locks.

RECOMMENDATIONS:

See UR inclosure - AAF Form 54.

INCLOSURES: 7

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

APPROVED:

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

Harold A. Radetsky
 HAROLD A. RADETSKY, Lt. Col., AG.

Warren J. Conen
 WARREN J. CONEN, Major, MC.

Richard E. Shaffer
 RICHARD E. SHAFFER, Major, AC.

Signature *Richard V. Wiseman*
 RICHARD V. WISEMAN, (Officer)
 Captain, Air Corps,
 Investigating Officer.

Henry W. Chidley
 HENRY W. CHIDLEY, Captain, AC.

Jack P. Barton
 JACK P. BARTON, Captain, AC.

William H. Moffett
 WILLIAM H. MOFFETT, 2nd Lt., AC.

Date 19 March 1945

RESTRICTED

13/3/45

A-69

416th Bomb Gp (L)

A-26B-15

DATE

STATION

GROUP NO. AND TYPE

AIRCRAFT MODEL

Norman Z. Anlauf

9th A.F.

9th B.Div (M), 669th Bomb Squadron (L)

43-22344

CREW CHIEF OR AERIAL ENGINEER

97th Wing

SQUADRON NO. AND TYPE

AIRCRAFT SERIAL NO.

PERS. CLASS	- PRINT PLAINLY - NAME - RANK - ORGANIZATION			USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE, ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER				FLIGHT DATA			
	1	2	3		DUTY 4	N OR I 5	DUTY 6	N OR I 7	TERMINALS AND MISSION 8	9		
01	JORDAN, Clyde S.	0-672122	1st Lt.	MVO	P					FROM:		
					4 : 45	:	:	:	:	A-69	10 : 30	
38	JENSEN, Kenneth F.	18064964	S/Sgt.	S	G					TO:		
					4 : 45	:	:	:	:	A-70	15 : 15	
20	BALTON, Edwin E.	14019733	S/Sgt.		X					MISSION:	NO. OF LANDINGS	
					4 : 45	:	:	:	:	C	1	4 : 45
										FROM:		
					:	:	:	:	:	TO:		
					:	:	:	:	:	MISSION:	NO. OF LANDINGS	
					:	:	:	:	:			
					:	:	:	:	:	FROM:		
					:	:	:	:	:	TO:		
					:	:	:	:	:	MISSION:	NO. OF LANDINGS	
					:	:	:	:	:			
					:	:	:	:	:	FROM:		
					:	:	:	:	:	TO:		
					:	:	:	:	:	MISSION:	NO. OF LANDINGS	
					:	:	:	:	:			

A CERTIFIED TRUE COPY

Donald W. Sorrels
DONALD W. SORRELS,

1st Lt., Air Corps,
Ass't. Operations Officer.

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECT

R
OPER.
CLERK

TRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1A

A
CREW
CHIEF

TOTAL
FLIGHT
TIME

4 : 45

RESTRICTED

Incl. #9

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY	
		BY	STATION
PREFLIGHT	13/3/45	Anlauf	A-69
DAILY	13/3/45	Anlauf	A-69
25 HOURS	232:05		
50 HOURS	257:05		
100 HOURS	307:05		

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

SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
	SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
			SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS	SERV. ICED	IN TANKS		
1ST	20	925		120		120						
2ND												
3RD												
4TH												
5TH												

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	0	O'Neil	A-69
GUNNERY	0	O'Neil	A-69
CHEMICAL			
COMMUNICATIONS	8	Cheney	A-69
PHOTOGRAPHIC	-		
NAVIGATION			

STATUS TODAY

1.	2.
3.	4.

EXPLANATION: COMPASS CHECK DUE

CARBURETOR RAM AIR FILTERS

INOP. DCBD MEMO 65-91 - NOT C/W

T.M.I. 01-HOAJ-21 NOT 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 ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

Class Equip
 RELEASED FOR
 FLIGHT

{ C.S. Jordan }
 { 2 }
 { 4 }

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

Secret and confidential equip inst in airplane

#1 Airplane Crash Landed at Sta - A-70

"A TRUE COPY"

Richard V. Whittier

RICHARD V. WHITTIER,
 Captain, Air Corps,
 Asst. Ops. Officer.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	60:45	211:10		
HOURS TODAY	4:00	4:00		
TOTAL	64:45	215:10		
OIL CHANGE DUE	100:00	307:05		
CURR. CLEAN-INS DUE				
AIRCRAFT	HOURS TO DATE		211:10	
	HOURS TODAY		4:00	
	TOTAL		215:10	

Serviced by
#1 Anlauf

A-69 - 2400 Rds A.P.I. Ammt 22/100 lb. bombs loaded - guns checked - O'Neil

TOTAL FLIGHT TIME	ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
	(1)	(2)	(3)	(4)	(5)	(6)
4:00	1	1	A-69	A-69	9th	A-69
	ENGINE SERIAL NO.	ENGINE SERIAL NO.	ENGINE NO.	COMPONENT	GROUP NO. AND TYPE	STATION
	42-1675	42-020550	F-2800-71	A-69R-14	669th Bomb (L)	Norman Z. Anlauf
				AIRCRAFT MODEL	97th Bomb W	CREW CHIEF OR AERIAL ENGINEER
				AIRCRAFT SERIAL NO.	16th Bomb (L)	
					9th Bomb (L)	
					COMMAND, CORP AREA OR DEPT.	
					97th Bomb W	

RESTRICTED

Incl #10

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 45-68	DATE SUBMITTED 16-3-45

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

STATION A-69		ORGANISATION HQ, 416TH BOMBARDMENT GROUP (L)		
SUBJECT OF REPORT 01-D Latch Assembly Main Landing Gear	Property Class—Name	Manufacturer Douglas	AAF Order or Shipping No. Unknown	
AIRCRAFT—Model & AAF Serial No. All A-26 Series		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 257.50	Quantity on Hand 156	Quantity Known Defective 156	No. of Previous Failures 30
	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 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.

RESTRICTED

ROUTING

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

Serial # 7

RESTRICTED

S T A T E M E N T

AFPO 140, U S Army,
13 March 1945.

On return from a mission, flying A-26B-15, Aircraft serial number 43-22344, I was unable to lower my main landing gear. After trying all emergency procedures, I called the control tower for further instructions. The nose gear extended and locked but the main gear nacelle door up locks would not release. After attempting all possible procedure without any success, I was instructed to proceed to A-70 to crash land, gear up.

After receiving instructions from A-70 control tower I made crash landing at A-70.

Clyde S. Jordan
CLYDE S. JORDAN,
1st Lt., Air Corps,
Pilot.

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STATEMENT

AFPO 140, U.S. Army,
13 March 1945.

On return from a mission, flying in an A-26B-15, Serial Number 43-22344, with Lt. C. S. Jordan as Pilot, when in the pattern to land our main landing gears would not come down, I noticed that the nose gear was down and locked but the main gear stayed up and locked. Lt. C.S. Jordan, the Pilot, put the plane through a series of emergency operations but when all these failed we crashed landed at Station A-70.

Kenneth F. Jensen
KENNETH F. JENSEN,
S/Sgt, Air Corps,
Gunner.

Incl. #2.

RESTRICTED

RESTRICTED

STATEMENT

APO 140, U S Army,
13 March 1945.

On returning from a mission on which I rode as an observer in an A-26B-15, Serial number 43-22344 with Lt. C.S.Jordan as Pilot, the main landing gear would not come down. The Pilot told me that he had tried all methods of getting the wheels down and they had all failed and that the control tower had told him to crash land at Station A-70.

Edwin E. Ralton
EDWIN E. RALTON,
S/Sgt. 2nd Arm Div.

RESTRICTED

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S T A T E M E N T

15 March 1945.

TO WHOM IT MAY CONCERN:

After completion of a two hundred (200) hour inspection, on 12 March 1945, A-26B-15 Airplane, AAF Serial Number 43-22344, was test flown. During this test flight, no defects were noted. The landing gear was operating satisfactorily. After completion of the test flight, subject airplane was flown on an operational mission and the pilot reported subject airplane as being O.K.

Prior to it's crash landing, on the 13 March, subject airplane was pre-flighted, and no defects were noted. Immediately following the pre-flight inspection, a daily inspection was performed. This daily inspection included a complete visual inspection of the landing gear, and nothing out of the ordinary was noted. After completion of the daily inspection, subject airplane was considered safe for any mission.

During the time that I have been assigned to subject aircraft, no difficulty had been encountered with the landing gear.

Norman Z. Anlauf
NORMAN Z. ANLAUF,
T/Sgt., Air Corps,
Crew Chief.

Doc 4
RESTRICTED

RESTRICTED

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

I investigated the accident which occurred on aircraft AAF #43-22344. I found that the overtravel on the main landing gear locks were in excess of the 5/16" maximum allowable. This caused failure of the unlocking mechanism to unlock the landing gear from the retracted position. This aircraft had just completed a 100 hour inspection and test hop and the landing gear locks had functioned properly at that time. The change of adjustment on the landing gear locks can therefore only be attributed to stretching of the latch actuating rod. It is believed by this office that the stretching of the latch actuating rod is caused by hard landings and taxiing over rough taxi strips as this puts an excessive load on the locking mechanism. Several Unsatisfactory Reports AAF Form 54 have been submitted on this condition.

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

Incl #5

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S T A T E M E N T

14 March 1945.

TO WHOM IT MAY CONCERN:

On the 12 March 1945, A-26B-15 Airplane, Serial Number 43-22344, was test hopped after the completion of a 200 hour inspection. On the same date subject airplane, flew a successful operational mission of four (4) hours and five (5) minutes.

On the preflight inspection, 13 March 1945; a thorough visual inspection of the landing gear was made and no defects noted. It was considered safe for any flight. All pilots who flew the airplane prior to its crash landing reported no landing gear difficulties.


JOHN T. ANDREWS,
1st Lt., Air Corps,
Ass't Eng. Officer.

RESTRICTED

Encl 46

FLYING CONTROL AA F STATION A-70
A PO 140, U.S. ARMY

2, APRIL, 1945.

SUBJECT: AIRCRAFT ACCIDENT

TO: PRESIDENT, AIRCRAFT ACCIDENT COMMITTEE.

- 1: 1st. LT. A .C. GLYDE R. JORDAN O-672122
A-26-B No. 322344
- 2: 13, March, 1945. 1510 hours B.S.T.
- 3: Wind direction and velocity
150 degrees at 5 miles per hour.
- 4: Runway 11/29 was inspected the morning of 13, March,
1945
- 5: Narrative of events:

At 1430 hours 13, March, 1945 A-69 Flying Control called to say that they were sending an aircraft here for a wheels-up landing as per instructions Teletype F 138-E Authority 97 Combat Wing. Group Operations here was notified and Lt. Col. Allison Maxwell came to the tower to assist the pilot via R/T. He asked the pilot if all available means had been used to place the wheels in the down position. When it was definitely ascertained that the wheels could not be placed in the down position the pilot was given instructions for a wheels-up landing. Instructions were to land runway 11 to the East, make a normal approach, cut mixture, throttle controls, and switches just before impact. The pilot was also given the wind speed and direction. The aircraft touched down in the first third of the runway and slid approximately 100 yards to a stop. No one was injured.

Action taken:

Crash truck, ambulance, and M.P.'s. were dispatched to the scene of the landing. Deputy C.O. Grp. Ops. and A-69 FLYING CONTROL WERE NOTIFIED of a successful wheels-up landing.

Paul Leffler
PAUL LEFFLER
1st. LT. A.C.
FLYING CONTROL OFFICER.

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

APO 140, U.S. Army.
19 March 1945.

SUBJECT: Transmittal of AAF Form 14.

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

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) covering aircraft accident of Lt. G.S. Jordan in A-26B-15, ACSN 43-22344, 13 March 1945.

For the Commanding Officer:



George Schenk
GEORGE SCHENKIN,
Capt., Air Corps,
Adjutant.

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

360.33 1st Ind. E-Q-3
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 2 May 1945.

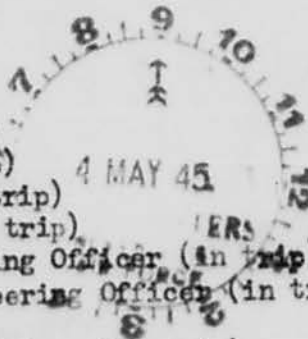
TO: Commanding General, Ninth Air Force, APO 696, U. S. Army.

1. Submitted in compliance with Memorandum 55-1, Headquarters Ninth Air Force, dated 5 March 1945.
2. Delay in submission due to return to Group for re-consideration.

For the Commanding General:

11 Incls:

- Incl 1 - Statement of Pilot (in trip)
- Incl 2 - Statement of Gunner (in trip)
- Incl 3 - Statement of Passenger (in trip)
- Incl 4 - Statement of Crew Chief (in trip)
- Incl 5 - Statement of Squadron Engineering Officer (in trip)
- Incl 6 - Statement of Group Engineering Officer (in trip)
- Incl 7 - AAF Form 54 (in trip)
- Incl 8 - Statement of Flying Control Officer (in trip)
- Incl 9 - Form 1 (in trip)
- Incl 10 - Form 1A (in trip)
- Incl 11 - AAF Form 14 (in trip)



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

RESTRICTED

360.33

2nd Ind.

E

HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 9 May 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 H. LEWIS,
Captain, A.S.D.,
Asst Adj General.

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

A 6220