

RESTRICTED

Accident No.

WAR DEPARTMENT
AIR STATION A-73
U. S. ARMY AIR FORCES

45-3-21-5-23

91

4-24-45

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 21 March 1945 (3) Time 2032
AIRCRAFT: (4) Type and model B-26C45 (5) A. F. No. 42-107808 (6) Station A-73
Organization: (7) 9th B.D. Ninth AF (8) 391st Bomb (9) 573rd Bomb
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DOY	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	Walter, Philip S.	P	0-704994	1st Lt	18	AC	Ninth AF	None	No
CP	Stone, Jack C.	P	0-715848	1st Lt	18	AC	Ninth AF	None	No
BN	Muddiman, Thomas E.	B	0-712204	1st Lt	18	AC	Ninth AF	None	No
RG	Zipperstein, Irving J.	RG	15195067	T/Sgt	38	AC	Ninth AF	None	No
AG	Theis, Earl L.	AG	37529799	S/Sgt	38	AC	Ninth AF	None	No
EG	Zayons, Carl M.	EG	17099676	S/Sgt	38	AC	Ninth AF	None	No

PERSONNEL INFORMATION

(20) Walter Philip S. (21) 0-704994 (22) 1st Lt (23) 18 (24) AC
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 9th B.D. Ninth AF (26) 391st Bomb (27) 573rd Bomb (28) A-73
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 9th B.D. Ninth AF (30) 391st Bomb (31) 573rd Bomb (32) A-73
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 7 Jan 44 Present rating (35) Pilot (36) 7 Jan 44 Instrument rating (37) 16 May 1944
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 387:50 (42) Instrument time last 6 months 10:20
(39) This model 152:35 (43) Instrument time last 30 days 3:45
(40) Last 90 days 94:10 (44) Night time last 6 months 6:15
(41) Total 603:00 (45) Night time last 30 days 2:50

AIRCRAFT DAMAGE

NF-OR-1

	L	DAMAGE	R	(46) LIST OF DAMAGED PARTS
(46) Aircraft	0	3		Right wing, aileron, wheel well doors to be replaced.
(47) Engine(s)		0	3	
(48) Propeller(s)	1	0	4	All blades bent on right propeller.

(49) Weather at the time of accident Visibility of eight (8) miles; no clouds; no winds.

(51) Was the pilot flying on instruments at the time of accident No.
(52) Cleared from A-73 (53) To A-73 (54) Kind of clearance Local

(55) Pilot's mission Local night training.

(56) Nature of accident Collapse of gear on landing.

(57) Cause of accident Pilot failed to accurately check landing gear indicator.

(58) Has Form 54 been submitted: No.

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DESCRIPTION OF ACCIDENT

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

1. On 21 March 1945, 1st Lt Philip S. Walter was flying a B-26C45 aircraft, AF #42-107806 on a local night training mission.

Lt Walter made normal traffic pattern dropping his wheels while on base leg. He asserts positively, that gear indicator was in down and locked position before landing. He landed ship on runway two-eight (28) approximately fifty (50) yards from end of runway. After rolling approximately 2500 feet, nose wheel was let down and brakes applied. As brakes were applied, the right main gear collapsed. The right engine and propeller have major damages, the right wing-tip, aileron, wheel-well doors, engine cowling and fuselage were damaged.

In view of the fact that the downlock was not actuated, it could not have engaged the switch which actuates gear indicator, thusly, gear indicator could not have possibly shown down and locked for right gear operation.

2. Cause: 100% pilot-error - carelessness. Pilot and co-pilot failed to accurately check the gear indicator prior to landing.

3. Recommendations: None.

Signature

Ernest N. Ljunggren

ERNEST N. LJUNGGREN, Lt Col, A.C.

Carroll A. Santos, Jr.

CARROLL A. SANTOS, JR., Maj, A.C.

Manley G. Richmond

MANLEY G. RICHMOND, Maj, A.C.

Date 7 April 1945.

HQ 505 HEADQUARTERS-43/25013350

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FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)											
T6-C	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED
		BY	STATION		SERV. USED	IN TANKS	NO. 1	NO. 2	NO. 3	NO. 4					
PREFLIGHT	21 May 45	W													
DAILY	04 May 45														
25 HOURS	518:30		A-73	1ST	-	960	-	130	-	130					
50 HOURS	514:10			2ND	600	960	12	130	12	130					
100 HOURS	564:10			3RD											
Plus	489:40			4TH											
Batteries	02 May 45	W		5TH											

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION: T.O. 01-35-32 and this N.C.W. - Pilot's check manual
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	P	Papilary				
GUNNERY	P	Papilary				
CHEMICAL	-					
COMMUNICATIONS	W	Ways	A-73			
PHOTOGRAPHIC	-					
NAVIGATION	W	Walborn				
Aux PP	W	Walborn				
Pyro	P	Papilary				

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.

RELEASED FOR FLIGHT
Clerk: [Signature]
P.S. Walter

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

Secret + Confidential equip in aircraft

Both Cylinder Head Temp Gauge
2 mps.

R.M. Jeanner 1st Lt A.C.

#2 Needle on needle & ball is
inoperative and Flight indicator is not
accurate.

J.H. Shank

#3 Right gear collapsed after landing. Washout.
P.S. Walter 1st Lt AC

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	503:00	113:30		
HOURS TODAY				
TOTAL				
OIL CHANGE DUE	564:10	174:40		
COND. CLEAR- ING DUE				
AIRCRAFT	HOURS TO DATE		503:00	
	HOURS TODAY			
	TOTAL			

2nd Service By WALBORN Sgt

Cleaned the Gyro screens by 1st Sgt Gerhardt

New Bank and turn installed by 1st Sgt Gerhardt

1st Service By Sgt Walborn

Repaired both cyl head temp gauges by 1st Sgt Gerhardt

Preflight By SGT WALBORN

THIS IS A CERTIFIED TRUE COPY:

[Signature]
RAYMOND J. HARRIS,
Captain, Air Corps,
Engineering Officer.

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1) R2800-43	(2) FP-061528	(1) B-26 C-45	(2) 42-107806	(1) 12 Bomber (m)	(2) 3910 (m)
(3) 42-52394	(4) 42-52394	(1) AAF	(2) 573 (m)	(1) 9d	(2) 9d
(5) 42-52394	(6) 42-52394	(1) AIR FORCE	(2) 573 (m)	(1) 12 Bomber (m)	(2) 3910 (m)
(7) 42-52394	(8) 42-52394	(1) 42-107806	(2) 42-107806	(1) 12 Bomber (m)	(2) 3910 (m)
(9) 42-52394	(10) 42-52394	(1) 42-107806	(2) 42-107806	(1) 12 Bomber (m)	(2) 3910 (m)
(11) 42-52394	(12) 42-52394	(1) 42-107806	(2) 42-107806	(1) 12 Bomber (m)	(2) 3910 (m)

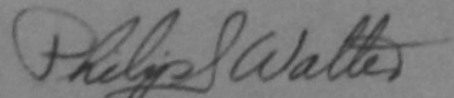
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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer

APO 140, U S Army
22 March 1945

PILOT'S STATEMENT OF AIRCRAFT ACCIDENT:

1. After making normal traffic pattern and approach while flying night transition in B-26 ap #42-107806, I landed in the middle of runway #28 about fifty (50) yards from the end of the runway. After rolling about 2500 ft. and letting the nose wheel down, I applied the brakes. As I applied the brakes, the right main gear collapsed. I held the ship as long as I could and as it came to rest on the side of the runway, all the crew jumped to safety.
2. While on the base leg I dropped the gear at 175 MPH and both checked down and locked to the satisfaction of myself, my co-pilot and engineer. There was nothing to indicate landing gear failure until the brakes were applied.



PHILIP S. WALTER
1st Lt, AC
Pilot.

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

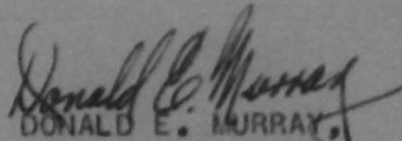
23 MARCH 45

SUBJECT: AIRCRAFT ACCIDENT.

TO : WHOM IT MAY CONCERN.

1. ON 21 MARCH 45, AT 2032 HOURS, B-26, NO. 806-C, PILOTED BY LT WALTER, CRASHED OFF THE SIDE OF RUNWAY 28. LT WALTER WAS ENGAGED IN LOCAL NIGHT TRANSITION. HE CALLED IN ON HIS BASE LEG AND RECEIVED LANDING CLEARANCE. HE MADE A NORMAL APPROACH AND TOUCHED DOWN OK WHEN ABOUT TWO THIRDS DOWN THE RUNWAY HIS RIGHT WING LIGHT DROPPED AND FIRE AND SPARKS WERE SEEN. THE AIRCRAFT CAME TO REST OFF THE RIGHT EDGE OF THE RUNWAY. THE PILOTS STATEMENT TO ME WAS THAT HIS GEAR SHOWED DOWN AND LOCKED BUT THAT THE RIGHT GEAR HAD SUDDENLY GIVEN AWAY.

2. THE RUNWAY IN USE WAS 28, THE WIND WAS 270 DEGREES, 1 TO 3 MILES PER HOUR. THE AIRFIELD WAS INSPECTED AT 1900 HOURS PRIOR TO NIGHT FLYING.


DONALD E. MURRAY,
CAPT., AIR CORPS,
D.F.C.O.

Incl 5

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573RD BOMBARDMENT SQUADRON (M) AAF
Office of the Engineering Officer.

24 March 1945

SUBJECT: Aircraft Accident Report.

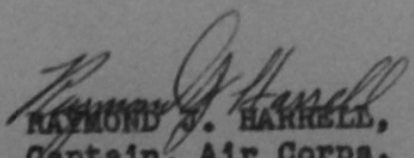
TO : Operations Officer, 391st Bombardment Group (M) AAF.

1. On a routine night training flight 21 March 1945, B-26 C45 Airplane Serial #42-107806, the right main landing gear collapsed upon landing.

2. Major damage was done to the airplane. The Engine and Propeller will have to be removed for overhaul. The right wing tip, aileron, wheel well doors, bottom engine cowlings require replacement. Sheet metal work will have to be done on right wing and fuselage. The airplane is repairable.

3. Immediately after the accident, the airplane was inspected and the gear was found to be unlocked, the indicator in the cockpit was checked and showed the wheel to be in the up position and unlocked. When the airplane was jacked up, the wheel came down and locked without any assistance.

4. It is believed that the gear was operating normally, but was not given enough time to come down and lock before the airplane was landed.


RAYMOND J. HARRELL,
Captain, Air Corps,
Engineering Officer.

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To: Commanding General, AAF, Winston-Salem 1, North Carolina. (Attn: Chief, Flying Safety.)

Report of Aircraft Accident Committee approved.

For the Commanding General:

HAROLD L. CARTER
HAROLD L. CARTER,
Lt. Col., A.G.D.,
Asst Adj General.

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

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HEADQUARTERS
AAF STATION A-73

G-F-3

360.33

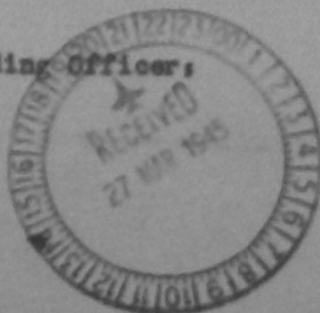
AFPO 140, U S Army
27 March 1945

SUBJECT: Report of Aircraft Accident, A.F. No. 42-107806.

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

Transmitted herewith WD AAF Form No. 14, Report of Aircraft Accident, in accordance with paragraph 2, Memorandum 62-2, Headquarters, 9th Bombardment Division, dated 12 March 1945.

For the Commanding Officer:



Cyril S. Farfel
CYRIL S. FARFEL,
1st Lt Air Corps,
Adjutant.

6 Inclosures:

- 1 - WD AAF Form No. 14 (in quad)
- 2 - WD AAF Form No. 1 (in quad)
- 3 - WD AAF Form No. 1A (in quad)
- 4 - Statement of Pilot (in quad)
- 5 - Statement of DFCO (in quad)
- 6 - Statement of Engineering Officer (in quad)

360.33

1st Ind.

E-Q-3

HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), AFPO 140, U. S. ARMY, 10 April 1945.

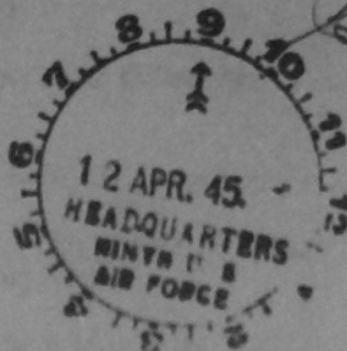
TO: Commanding General, Ninth Air Force, AFPO 696, U. S. Army.

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:

6 Incls: n/c (in trip)



S. L. Parmenter
S. L. PARMENTER,
CAPTAIN, A.C.
ASS'T ADJ. GEN.

3309

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