NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
Breesman Richard N			A-26			45-4-5-532		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
Photostat Copy Back	6/6	6/15						

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Accident No. 45-4-2-532

Date 5-30

Checked by LRR

Analyzed by SSS 6-1

Copied for Wright Field by

Notes Attention Capt Burke

May 15 195

5222:4-450FS

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WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

RESTRICTED

Accident No. 42-4-3-232

5-28 Y300-0 02-001

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

REPORT OF AIRCRAFT ACCIDENT

89

(1) Place AAF Station A-68 (2) Date 5 April 1945 (3) Time 1833 4

Aircraft: (4) Type and model A-26B2 FO (5) A. F. No. 41-39169 (6) Station A-73

Organization: (7) 9th B.D. Ninth AF (Command and Air Force) (8) 391st Bomb (Group) (9) 575th Bomb (Squadron)

9 PERSONNEL BM Y300

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
P	Breesman, Richard N.	P	0-701897	1st Lt	18	AC	Ninth AF	None	No

2 1

PILOT CHARGED WITH ACCIDENT (1)

(20) Breesman (Last name) Richard (First name) N. (Middle initial) (21) 0-701897 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D. Ninth AF (Command and Air Force) 9 (26) 391st Bomb (Group) BM (27) 575th Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B.D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 575th Bomb (Squadron) (32) A-73 (Station) Y300

Original rating (33) Pilot (Rating) (34) 12 May 43 (Date) Present rating (35) Pilot (Rating) (36) 12 May 43 (Date) Instrument rating (37) 3 June 1944 (Date)

First Pilot Hours: (2)
(at the time of this accident)

(38) This type	31:10	(42) Instrument time last 6 months	7:55
(39) This model	17:15	(43) Instrument time last 30 days	4:20
(40) Last 90 days	143:45	(44) Night time last 6 months	4:55
(41) Total	767:10	(45) Night time last 30 days	3:50

TO-1 OR- NF

Aircraft Damage

	Damage L	Damage R	(49) List of Damaged Parts
(46) Aircraft	03		Lower turret, tail section, stabilizer.
(47) Engine(s)	03	1	
(48) Propeller(s)	03	1	

(50) Weather at the time of accident Visibility seven (7) miles; seven to eight tenths (7/10 - 8/10) clouds at two thousand (2000) feet; surface winds 250° at thirteen (13) to sixteen (16) MPH. EI

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

(52) Cleared from A-73 (3) (53) To A-68 (54) Kind of clearance Ferrying O

(55) Pilot's mission Ferrying aircraft to A-68. 3

(56) Nature of accident Crash landing with one gear extended, other gear retracted. 4G

(57) Cause of accident Materiel failure, aircraft structure. Malfunction of gear lock of left main gear. 195 60

(58) Has Form 54 been submitted: Yes. ✓ -1-

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DESCRIPTION OF ACCIDENT

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

1. On 5 April 1945, 1st Lt Richard N. Breesman, was ferrying an A-26B2 aircraft, A.F. #41-39189 from A-73 to A-68.

A 50 hour inspection had just been completed on the aircraft. During the inspection the down-locks were checked for 5/16" overlap. The overlap was within tolerance so the lock was merely greased in compliance with IX BD Memo 65-85, dated 24 January 1945.

The gear worked properly on the take-off, however, on arrival at A-68, the left main gear would not extend. The nacelle doors remained closed, therefore, apparently the gear never unlocked from the up position.

Lt Breesman was unable to lower the left main gear and unable to retract the right main gear and nose wheel. He landed with gear in the position, after apparently exhausting all possibility of changing gear positions.

Investigation, after aircraft was jacked up, indicated maladjustment of landing gear lock, in that overlap was approximately 7/16". There was no apparent damage to lock or landing strut mechanism. With such an overlap, it is doubtful if lock would clear. Not clearing, it would bind on the lock face. The only way to take such pressure off of the lock, would be to put the landing gear handle in the up position.

Since the micro switch for the safety guard solenoid is on the left landing gear which never unlocked, the solenoid was never energized. When Lt Breesman moved the pedestal landing gear handle, it was stopped in the neutral position. It is believed that when he depressed the solenoid and endeavored to put the emergency handle in the up position, the pedestal gear handle was engaged in the neutral detend, thus, preventing any movement. Lt Breesman stated that he tried to move both handles simultaneously, but it is believed the span between the two handles is too great to make such an effort effective.

2. Cause: One hundred percent (100%) materiel failure: aircraft structure. Malfunction of gear lock.

3. Recommendations: That a mechanical release be fitted to A-26 landing gear locks, as in on A-20's. The tolerances on these locks are too critical, to be dependable under field combat conditions.

Signature Ernest N. Ljunggren
(Investigating Officer)
ERNEST N. LJUNGGREN, Lt Col, A.C.
Carroll A. Santos Jr. Maj
CARROLL A. SANTOS, JR., Maj, A.C.
Manley O. Richmond
MANLEY O. RICHMOND, Maj, A.C.

Date 22 April 1945.

U. S. GOVERNMENT PRINTING OFFICE 16—28757-1

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WAR DEPARTMENT
AIR CORPS
Form No. 54
(Revised September 11, 1936)

WAR DEPARTMENT
AIR CORPS

Mat'l Div.
Serial No.

UNSATISFACTORY REPORT
(*See A. C. Cir.* 15-54)

Station Serial No. Y-29-45-100 Date 23 April 1945

Station AAF Station Y-29 Organization 391st Bombardment Group (M) AAF

Name, type and ser. no. of equipment Main Landing Gear Retracting Linkage Mfg No. 0105-5122378

Name and part no. of defective part Latch Operating Rod Part #278130-1-0710

1. DESCRIPTION OF TROUBLE:

On arriving over field of destination on ferry flight of A-26B-2 aircraft, Serial No. 41-39189, pilot placed landing gear control lever in down position; however, only the nose and right main gears extended while the left main gear remained up. After attempting to lower the left main gear by all methods know to him, but with no success, the pilot landed the aircraft on the nose and right main gears with resultant major damage to left wing tip, left nacelle and propeller, lower turret, left horizontal stabilizer, and fuselage tail section.

2. DESCRIPTION OF UNSATISFACTORY CONDITION:

Prior to flight the left and right main landing gear latch caps, Part Number 1150564, were inspected and found to be adjusted to 5/16 inch overlap over the face of the latch cam of Part Number 5128376, as specified by 9th Bombardment Division Memorandum 65-85. Upon jacking up aircraft and inspecting the left landing gear latch cap after crash landing, subject overlap was found to be 7/16 inch. Reason for apparent increase of overlap of left main landing gear latch cap during flight undetermined; however, it is believed that static friction, caused by movement of the retracting linkage before the latch cap was completely disengaged, sufficiently elongated the latch cap operating rod, Part No. 278130-1-0710, to alter the latch adjustment and timing.

3. PART DATA:

a. Part Reported: Latch Operating Rod Part #278130-1-0710
b. Time Part has been in use: 319:40 (Total Aircraft Flying Time)
c. Number of Parts on hand: 128.

4. CORRECTIVE ACTION TAKEN:

All main landing gear latch caps are being inspected for specified adjustment of 5/16 inch overlap immediately before and after each flight.

5. DISPOSITION OF AIRCRAFT:

Unknown. Aircraft was in process of being ferried to the 410th Bomb Group at AAF Station A-68.

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6. NUMBER OF PREVIOUS FAILURES ON SIMILAR CONDITIONS:

None.

7. RECOMMENDATIONS:

a. That an emergency mechanical release for the main landing gear latch caps be installed on A-26 Aircraft.
b. That the Latch Cap Operating Rod Part Number 278130-1-0710 be redesigned to withstand more tensile stress or an arresting device be installed on the retracting linkage assembly to prevent movement of the retracting linkage before the latch cap is completely disengaged.

William C. Correll

WILLIAM C CORRELL,
Captain, Air Corps,
Group Engineering Officer.

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575TH BOMBARDMENT SQUADRON (M), AAF

APO 140, US ARMY
5 APRIL 1945

STATEMENT OF 1ST LT RICHARD N. BREESMAN

1. ON 5 APRIL 1945, AN 126 TYPE AIRCRAFT SERIAL NUMBER 41-39189, WAS TO BE FERRIED FROM A-73 TO A-68. THE PILOT, AND ONLY OCCUPANT, OF THE PLANE WAS 1ST LT RICHARD N BREESMAN.

2. UPON REACHING DESTINATION, CLEARANCE FROM TOWER, THE LANDING PATTERN WAS STARTED. ON THE FIRST APPROACH, THE PLANE HAD BEEN SLOWED TO 165 MPH AND THE NORMAL GEAR CONTROL PLACED IN THE DOWN POSITION. NOSE AND RIGHT GEAR INDICATED DOWN AND LOCKED, BUT LEFT MAIN GEAR LIGHT INDICATOR SHOWED AN UNSAFE POSITION. WHEELS WERE PULLED UP IN A NORMAL "GO AROUND" PROCEDURE.

3. ON THE SECOND ATTEMPT TO PUT THE WHEELS DOWN, A SIMILAR RESULT WAS ENCOUNTERED AND IT WAS NOTED THAT NOT EVEN THE NACELLE DOORS WERE CRACKED ON THE LEFT GEAR. LIGHTS INDICATED NOSE AND RIGHT GEAR SAGE FOR LANDING. FROM THIS POINT ON IT WAS IMPOSSIBLE TO GET EITHER THE NORMAL OR THE EMERGENCY CONTROL INTO THE UP POSITION. THE EMERGENCY LANDING GEAR CONTROL HANDLE WAS UNSUCCESSFULLY TRIED. EVERY POSSIBLE COMBINATION OF NORMAL AND EMERGENCY CONTROLS WAS TRIED.

4. AFTER THIS, AN ATTEMPT TO USE THE AUXILIARY HYDRAULIC SYSTEM WITH SELECTOR ON "GEARDOWN" POSITION WAS TRIED. THE TOWER WAS CONSULTED FOR ANY POSSIBLE INSTRUCTIONS.

5. AN EMERGENCY RUNWAY WAS THEN ASSIGNED AND A TWO WHEEL LANDING WAS MADE. BOOSTER PUMPS AND BATTERIES WERE CUT ON FINAL APPROACH. LEFT ENGINE WAS USED IN CONJUNCTION WITH RIGHT BRAKE TO KEEP PLANE LEVEL AND ALLIGNED WITH RUNWAY. AS AIRSPEED DECREASED, LEFT WING DROPPED AND PULLED THE PLANE OFF THE RUNWAY TO THE ADJOINING GRASS AREA.

6. PILOT ESCAPED UNINJURED. DAMAGE TO AIRCRAFT HAS NOT YET BEEN DETERMINED.

Richard N. Breesman

RICHARD N. BREESMAN, 0701879,
1ST LT, AIR CORPS,
PILOT.

Jul 13

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HEADQUARTERS
TEAM "B" - 30TH SERVICE GROUP
43RD AIR DEPOT GROUP
IX AIR FORCE SERVICE COMMAND
30SGAE

APO 149, US ARMY
8 April 1945.

SUBJECT: Crash Investigation of A-26B-2, #41-39189.

TO To Whom It May Concern.

On 5 April 1945, aircraft #41-39189, A-26B-2, crash landed at A-68 with left main gear retracted. The pilot reported that he moved the landing gear control lever to down position. The right main gear and nose gear extended and locked. He attempted to put the control lever back into "gear up" position, but he could not move it beyond neutral position due to an inoperative safety solenoid. He did not push the solenoid aside manually and repeat the extending and retracting procedure. He turned to the emergency system and used the hydraulic hand pump but the left gear did not extend.

The left nacelle doors were torn off in the landing and when the aircraft was raised the left gear fell into "down position" on its own accord. Further investigation showed the down lock over lap to be slightly over 7/16 of an inch, and the down lack clearance to be .007 of an inch. When a retraction test was pulled, the gear extended and retracted with both normal and emergency systems. However, the lock would bind extremely tight before snapping open. Maximum hydraulic system pressure was necessary to open the lock.

The investigation also showed that the Bell crank actuating rod assembly (Part "2151648) was completely out of adjustment. The lock nuts on both ends of this tube were backed off from 1/8 to 1/4 inch of their seats. The tube of the rod assembly and nuts were free to turn. Measuremeents showed that the rodw was 1/2 inch shorter than the corresponding rod in the right nacelle. The rod being too short would cause the wheel well doors to close very tightly and possibly jam and not allow the gear to extend.

Damage to the aircraft is as follows:

1. Left propeller---reparable.
2. Left engine---reparable (T.O. 02-1-15)
3. Left wing tip and engine nacelle damaged beyond repair.
4. Lower turret and sighting station badly damaged.
5. Tail section of fuselage damaged beyond repair.
6. Left horizontal stabilizer unserviceable.
7. Aircraft in general is reparable.

Total time of aircraft: 319:40.

Otis M. Dickinson
OTIS M. DICKINSON,
CWO, AUS,
Asst. Eng. Officer.

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FLYING CONTROL
AAF STATION A-68
APO 140

5 April 1945

SUBJECT: Report of Emergency Landing.

TO : Commanding Officer, 410th Bomb Gp (L), APO 140, U S Army. ATTN: Accident Investigation Officer.

1. At 1812 hours this date, an A-26 was seen on final approach with the main landing gear not extended. The aircraft was given a red and told over the R/T not to land. Pilot rogered for the message and went around.

2. At 1817 hours pilot called tower and said left main gear would not come down and that he had used the emergency equipment without effect. He said further that he could not retract his other gear. The pilot requested we check his wheels that were down to see if they were locked. This was done and when the aircraft made this pass over the tower it was seen that the nacelle doors on the left side were not open.

3. The pilot of the aircraft stated over the R/T that he thought he should land since he wasn't able to get his other wheel down and didn't believe it would be possible to do so. He was instructed to land on R/W 35.

4. At 1829 hours, 1st Lt. P. S. Walter, a pilot from the 391st Bomb Gp, gave technical instruction to the pilot of the aircraft to the effect that he should turn off his batteries and boosters just before touching down in order to decrease the fire hazard. Also to use the throttle to help hold the wing up.

5. At 1833 hours, the pilot landed the aircraft, No. 189, on R/W 35. It was a smooth landing and the pilot held the left wing up well until the aircraft slowed down. The left wing touched about half way down the runway and the aircraft skidded to a halt off the runway on the left hand side.

6. Later investigation showed this aircraft to be an A-26-B-2, No. 41-39189. The pilot's name was R. N. Breesman, 1st Lt.

Thomas G. Price -7-

THOMAS G. PRICE,
Captain, A.C.,
Duty Flying Control Officer.

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HEADQUARTERS
391ST BOMBARDMENT GROUP (M)

APO #140, U. S. Army
22 April 1945

TO WHOM IT MAY CONCERN:

Submittal of AAF Form 14 covering aircraft accident A-26B2 A.F. #41-39189 has been with-held, awaiting the arrival of Engineering Officers statement from AAF Station A-68. Repeated telephone conversations and teletypes were sent to obtain both Engineering Officers statement and AAF Forms 1 and 1A with exceedingly slow results. Forms 1 and 1A were not included with Engineering Officers statement.

To avoid further delay Form 14 is being submitted in its present uncompleted status.

Ernest N. Ljunggren
ERNEST N. LJUNGGREN
Lt Col, Air Corps
President

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HEADQUARTERS
AAF STATION Y-29

G-F-3

APO 140, U S Army
24 April 1945

360.33

SUBJECT: Report of Aircraft Accident, A.F. No. 41-39189.

TO : Commanding General, 9th Bombardment Division (M), APO 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 (M), dated 12 March 1945.

For the Commanding Officer:

RECEIVED 25 APR 1945

CYRIL S. FARFEL,
1st Lt, Air Corps,
Assistant Adjutant.

6 Inclosures: All in Quadruplicate.
1 - WD AAF Form No. 14.
2 - WD AAF Form No. 54.
3 - Statement of Pilot.
4 - Statement of Asst Eng Officer.
5 - Statement of Flying Control Officer, A-68.
6 - Letter from President of Aircraft Investigation Board.

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 15 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 caused by further investigation by this headquarters. This investigation shows Forms 1 and 1A to have been lost.

For the Commanding General:

17 MAY 45. HEADQUARTERS NINTH U. S. AIR FORCE

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

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360.33 2nd Ind. E
HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 22 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 B. LEWIS,
Captain, A.G.D.,
Asst Adj General.

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