NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
DONN Edmond B			A-26-B-			45-4-11-529		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
Photostat-Cofe Books	4/5	4/9						

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Accident No. [illegible]

Date 5-31

Checked by ARR

Analyzed by [illegible] 5-31

Copied for Wright Field by

Notes Captain Bach

7 June 45

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

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

ACCIDENT No. 1

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station A-73 (2) Date 11 April 1945 (3) Time 1945

AIRCRAFT: (4) Type and model A-26B25 (5) A. F. No. 41-39348 (6) Station A-73

Organization: (7) 9th B.D. Ninth AF (Command and Air Force) (8) 391st Bomb (Group) (9) 573rd Bomb (Squadron)

PERSONNEL

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	Dunn, Edmund B.	P	O-690065	1st Lt	18	AC	Ninth AF	None	No
G	Fowler, Clarence R.	G	38503045	T/Sgt	38	AC	Ninth AF	None	No

~~PILOT CHARGED WITH ACCIDENT~~

(20) Dunn (Last name) Edmund (First name) B. (Middle initial) (21) O-690065 (Serial number) (22) 1st Lt (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9th B.D. Ninth AF (Command and Air Force) (26) 391st Bomb (Group) (27) 573rd Bomb (Squadron) (28) A-73 (Station)

Attached for flying (29) 9th B.D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 573rd Bomb (Squadron) (32) A-73 (Station)

Original rating (33) Pilot (Rating) (34) 30-8-43 (Date) Present rating (35) Pilot (Rating) (36) 30-8-43 (Date) Instrument rating (37) 16 February '44 (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	16:10	(42) Instrument time last 6 months	4:00
(39) This model	16:10	(43) Instrument time last 30 days	:30
(40) Last 90 days	21:25	(44) Night time last 6 months	0:00
(41) Total	718:25	(45) Night time last 30 days	0:00

TO-1 OR-

AIRCRAFT DAMAGE NF

	DAMAGE L	DAMAGE R	(49) LIST OF DAMAGED PARTS
(46) Aircraft	M		Complete wreck. of nose section only.
(47) Engine(s)	0	0	
(48) Propeller(s)	M	M	Six (6) blades.

(50) Weather at the time of accident Visibility of seven (7) miles; three tenths (.3) clouds with bases at six-seven thousand (6-7000) feet; wind 170° at three (3) MPH. EI

(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 Operational

(55) Pilot's mission Combat bombing.

(56) Nature of accident Landing accident. Aircraft nose wheel collapsed when touched down.

(57) Cause of accident Nose wheel failed to lock.

(58) Eas 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)

1. On 11 April 1945, 1st Lt Edmund B. Dunn was flying an A-26B25 aircraft, A.F. #41-39348, on an operational mission.

Returning from mission, Lt Dunn lowered his wheels on the down-wind leg of traffic pattern, at the normal speed of one hundred and sixty (160) m/h. Indicator lights showed down and locked for all gear. Visual check of main gear was made and indicated main gear was down. Nose gear was checked to be down. As the ship was landed, the nose gear collapsed immediately and aircraft continued down the runway on main gear and nose of ship. Major damage was done to both engines and propellers. Nose section will have to be replaced.

2. Cause: One hundred percent (100%) Materiel Failure.
Electrical Indicator Transmitter failure.

3. Recommendations: None.

- 2 -

Signature Ernest N. Ljunggren
(Investigating Officer)
ERNEST N. LJUNGGREN, Lt Col, AC,
CARROLL A. SANTOS, JR. Maj, AC.
MANLEY O. RICHMOND, Maj, AC.

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Date 16 April 1945.

U. S. GOVERNMENT PRINTING OFFICE 16-26727-1

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11 April 1945 (DATE) | A-73 (STATION) | 391st Bomb (M) (GROUP NO. AND TYPE) | A-26B25DL (AIRCRAFT MODEL)

T/Sgt Hilton (CREW CHIEF OR AERIAL ENGINEER) | 573rd Bomb (M) (SQUADRON NO. AND TYPE) | 41-39348 (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	
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
1	2	3	4		5		6		7		8	9
18	Atwater, John H., 1st Lt 573	S O	P 4:00		:		:		:		FROM: Sortie	08:40
98	Sullivan, Thomas F., T/Sgt 573	R T I E	EG 4:00		:		:		:		TO:	12:40
			:		:		:		:		MISSION: C / NO. OF LANDINGS: 1	4:00
18	Dunn, E. E., 1st Lt 573		P 4:00		:		:		:		FROM: Sortie	16:40
98	Fowler, C. A., T/Sgt 573		EG 4:00		:		:		:		TO:	20:40
			:		:		:		:		MISSION: C / NO. OF LANDINGS: 1	4:00
	A Certified True Copy:		:		:		:		:		FROM:	:
			:		:		:		:		TO:	:
	Joe H. Stallings		:		:		:		:		MISSION: / NO. OF LANDINGS	:
	JOE H. STALLINGS		:		:		:		:		FROM:	:
	1st Lt, AC		:		:		:		:		TO:	:
	Squadron Bombardier		:		:		:		:		MISSION: / NO. OF LANDINGS	:
			:		:		:		:		FROM:	:
			:		:		:		:		TO:	:
			:		:		:		:		MISSION: / NO. OF LANDINGS	:

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WAR DEPARTMENT A. A. F. FORM NO. 1 2-2-42 — FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT — OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A — CREW CHIEF

TOTAL FLIGHT TIME 8:00

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WAR DEPARTMENT
A. A. F.
FORM NO. 1A
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT	11Apr45	Cpl Franz	-
DAILY	10Apr45		-
25 HOURS	93:35		-
50 HOURS	118:35		A-73
100 HOURS	168:35		-
Plugs	0:00 0:00		-
Batt	12:05 12:05	Cpl Franz	-

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

SERVICE	FUEL (GALLONS) SERV-ICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERV-ICED	NO. 1 IN TANKS	NO. 2 SERV-ICED	NO. 2 IN TANKS	NO. 3 SERV-ICED	NO. 3 IN TANKS	NO. 4 SERV-ICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	H 650 W	H 925 W	H 12	H 130 W	H 12	H 130 W					
2ND	650 W	925 W	12 W	130 W	12 W	130 W					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	R	Rieken	
GUNNERY	R	Rieken	
CHEMICAL	-		
COMMUNICATIONS	R	Cpl Raudenz	A-73
PHOTOGRAPHIC	-		
NAVIGATION			
Aux P.P.	F	Cpl Franz	
Pyro	R	Rieken	

STATUS TODAY
1. 2.
3. 4.

EXPLANATION: Compass overdue swing

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: ClEq J.H. ATWATER 1st Lt.
ClEq E.B. DUNN 1st Lt.

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

Confidential or Secret Equipment Inst'ld J H A
#1 Lower Gunners Sight Inoperative JOHN H. ATWATER
1st Lt AC
#2 Nose Wheel Collapsed E B DUNN 1st Lt

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	68:35	68:35		
HOURS TODAY	8:00	8:00		
TOTAL	76:35	76:35		
OIL CHANGE DUE	-	-		
CUNO CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	68:35
	HOURS TODAY	8:00
	TOTAL	76:35

THIS IS A CERTIFIED
TRUE COPY:
DOZIER HUCKS,
WOJG, AUS,
Asst. Engrg Officer.

Lower Turret Sight Repaired - S/Sgt. J. W. Jones
2nd Service by Cpl Walsh.
IX BD Memo 65-32 C/W T/Sgt Hilton.

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TOTAL FLIGHT TIME	ENGINE DATA (4)	(3)	(2)	(1)	ENGINE MODEL	AIRCRAFT DATA AIRCRAFT SERIAL NO.	AIRCRAFT TYPE	COMPONENT	AIRCRAFT ORG. DATA SQUADRON NO. AND	GROUP NO. AND	COMMAND, CORPS AREA OR DEPT.	AIR FORCE	CREW CHIEF OR AERIAL GUNNER	STATION	DATE
8:00	ENGINE SERIAL NO.	ENGINE SERIAL NO.	FF-020750 ENGINE SERIAL NO.	FF-020634 ENGINE SERIAL NO.	R-2800-71	41-39348	A-26 B25	AAF	573rd Bomb (M)	391st Bomb (M)	IX Bomber (M)	9TH	T/Sgt Hilton	A-73	11 Apr 45

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

WAR DEPARTMENT
AIR CORPS

A.S.C.
Serial No.

UNSATISFACTORY REPORT

(See AAF Reg 15-54)

Station Serial No. A-73-45-99 Date 16 April 1945

Station A-73, A.P.O. 140 Organization 573rd Bomb Sq (M) AAF

Name, type and ser. no. of equipment Airplane A-26 B-2, Serial # 41-39348

Name and part no. of defective part Transmitter - Electrical Wheel and Flap Position, Class 05-C, Part #6000-435484

1. DESCRIPTION OF UNSATISFACTORY CONDITION:

On completion of a combat mission, 11 April 1945, A-26 B-2, Airplane Serial #41-39348, the nose wheel gear collapsed on landing.

The nose wheel gear extended but failed to lock down. Instruments in the pilot's compartment indicated nose gear to be down and locked.

Major damage was done to the airplane. Airplane is repairable.

2. HISTORICAL DATA:

a. Part # 6000-435484.
b. Part name, Transmitter - Electrical wheel and flap position.
c. Total time in use - Unknown.
d. Quantity known to be Defective - One.
e. Previous failures - None
f. Manufacturer - General Electric.
g. Inspectors Number - Unknown.

3. CORRECTIVE ACTION TAKEN:

Aircraft transferred to 43 A.D.G.

4. DISPOSITION:

Unknown.

5. PREVIOUS REPORTS SUBMITTED:

None

6. RECOMMENDATIONS:

None

Dozier Hucks

DOZIER HUCKS,
WOJG, AUS,
Asst., Engineering Officer.

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer

APO 140, U S Army
12 April 1945

PILOT'S STATEMENT OF AIRCRAFT ACCIDENT:

1. I was flying A-26B25 ap #41-39348 on P. M. mission of 11 April 1945. While in down-wind leg of landing pattern, I lowered wheels at normal airspeed (160 MPH). Indicator lights showed down and locked. A visual check of the main gear was made by myself and gunner, who was riding in front. The gunner also made a visual check of the nose-wheel, noting wheel was out. I made normal approach and landing. Immediately after nose wheel touched, I put down full flaps. At this point nose-wheel collapsed. Time of accident was 2045.

Edmund B. Dunn

EDMUND B. DUNN
1st Lt, AC
Pilot

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573RD BOMBARDMENT SQUADRON AAF
Office of the Operations Officer

APO 140, U S Army
12 April 1945

ENGINEER-GUNNER'S STATEMENT OF AIRCRAFT ACCIDENT:

1. I was flying as engineer-gunner in A-26B25 ap #41-39348 on P. M. mission of 11 April 1945. It was practically dark when we came in for landing, and I was riding up front with pilot. When landing gear was lowered, the airspeed was approximately 160 MPH. I checked right main gear which was down and nose wheel was out of nose nacelle. All three lights on instrument panel showed down and locked.

Clarence A Fowler
CLARENCE A. FOWLER
T/Sgt, AAF
Engineer-Gunner

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OFFICE OF FLYING CONTROL
AAF STATION A-73
APO 140

15 APRIL 45

SUBJECT: AIRCRAFT ACCIDENT.

TO : WHOM IT MAY CONCERN.

1. ABOUT 2042 HOURS 11 APRIL 1945, DURING OPERATION, A-26 TYPE AIRCRAFT, NUMBER 348-C, PILOTED BY LT. DUNN, CRASHED. AS THE AIRCRAFT NOSE WHEEL TOUCHED DOWN, AFTER NORMAL PATTERN AND APPROACH, THE NOSE GEAR FOLDED AND THE AIRCRAFT CONTINUED UP THE RUNWAY ON ITS NOSE. EMERGENCY ACTION WAS TAKEN AND LANDING RUNWAY CHANGED TO NO. 10.

2. RUNWAY NO. 23 WAS IN USE, THE WIND WAS FROM 170 DEGREES, 1 TO 3 MILES-PER HOUR. AIRFIELD WAS INSPECTED BY CONTROL OFFICER JUST PRIOR TO E.T.A. RUNWAY NO. 23 WAS IN USE, BECAUSE THE FORMATION LEADER WAS UNABLE TO RECEIVE, AND ARBITRARILY BROUGHT HIS FORMATION IN ON THIS RUNWAY.

Donald E. Murray

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

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

3 May 1945

SUBJECT: Aircraft Accident Report.

TO : Operations Officer, 301st Bomb Gp (M) AAF, U.S. Army.

(1) Aircraft Type. A-26 B-2.

(2) Aircraft Serial Number. 41-39348.

(3) Description of accident or crash. Nose wheel gear collapsed on landing.

(4) Description of damage. Major damage was done to the airplane right and left engines and propellers will have to be removed for overhaul. The nose section from the pilot's compartment forward will have to be changed.

(5) Details as to cause. Impossible to determine due to condition of nose gear assembly after crackup.

(6) Recommendations as to corrective action to eliminate recurrence. None.

(7) No photographs available.

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

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HEADQUARTERS
AAF STATION Y-29

G-H-3

APO 140, U S Army
4 May 1945

360.33

SUBJECT: Report of Aircraft Accident, A-26B25, A.F. No. 41-39348.

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:

WESLEY HOBSON JR.,
Captain, Air Corps,
Adjutant.

8 Incls: (All in quadruplicate)
1 - WD AAF Form No. 14.
2 - Statement of Pilot.
3 - Statement of Engineer-Gunner.
4 - Statement of D.F.C.O.
5 - WD AAF Form No. 1.
6 - WD AAF Form No. 1A.
7 - Statement of Engineering Officer.
8 - WD AC Form No. 54.

E-Q-14

1st Ind.

360.33
HEADQUARTERS 9TH BOMBARDMENT DIVISION (M), APO 140, U. S. ARMY, 6 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 report being returned to group for further investigation and reconsideration.

For the Commanding General:

S. L. PARMENTER,
CAPTAIN, A.C.
ASST ADJ. GEN.

8 Incls: 1 cy ea w/d

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360.33 3rd Ind.

HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 15 May 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

ROBERT E. [illegible],
Captain, A.G.D.,
Asst Adj General.

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

A 1343

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