NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
STEVENS, JACK C.			A-26C25			45-5-7-512		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN

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Accident No. 45-5-7-512

Date 6-6

Checked by YM

Analyzed by SSS 6-5

Copied for Wright Field by

Notes

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

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WAR DEPARTMENT
AAF STATION Y-29
U. S. ARMY AIR FORCES

Accident No. 45-5-7-512

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station Y-29 (2) Date 7 May 1945 (3) Time 1604

Aircraft: (4) Type and model A-26C25 (5) A. F. No. 43-22817 (6) Station Y-29

Organization: (7) 9th B.D., Ninth AF (8) 391st Bomb (9) 572nd Bomb
(Command and Air Force) (Group) (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	Stevens, Jack C.	P	O-701011	1st Lt	18	AC	Ninth AF	None	No
BN	Dundon, William N.	B	O-722708	1st Lt	18	AC	Ninth AF	None	No

PILOT CHARGED WITH ACCIDENT

(20) Stevens (Last name) Jack (First name) C. (Middle initial) (21) O-701011 (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) 572nd Bomb (Squadron) (28) Y-29 (Station)

Attached for flying (29) 9th B.D. Ninth AF (Command and Air Force) (30) 391st Bomb (Group) (31) 572nd Bomb (Squadron) (32) Y-29 (Station)

Original rating (33) Pilot (Rating) (34) 5 Dec 43 (Date) Present rating (35) Pilot (Rating) (36) 5 Dec 43 (Date) Instrument rating (37) 9 June 1944 (Date)

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

(38) This type	27:05	(42) Instrument time last 6 months	9:35
(39) This model	15:30	(43) Instrument time last 30 days	0:00
(40) Last 90 days	113:05	(44) Night time last 6 months	6:40
(41) Total	779:55	(45) Night time last 30 days	0:00

TO-1 OR- NF

AIRCRAFT DAMAGE

	Damage L	Damage R	(49) List of Damaged Parts
(46) Aircraft	W		Complete wreck.
(47) Engine(s)	W	W	
(48) Propeller(s)	W	W	

(50) Weather at the time of accident Visibility nine (9) miles; ceiling unlimited; four (4) tenths clouds at 2500 feet, two (2) tenths clouds at 7000 feet; surface wind 270 degrees, three (3) to seven (7) MPH.

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

(52) Cleared from Y-29 (53) To Y-29 (54) Kind of clearance Local

(55) Pilot's mission P.D.I. Training.

(56) Nature of accident Landing accident. Nose-gear buckled on landing.

(57) Cause of accident Nose-gear not locked down.

(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)

On 7 May 1945, 1st Lt Jack C. Stevens was flying A-26C25 type aircraft, A.F. No. 43-22617. At approximately 1600 hours Lt Stevens called in for landing instructions and was cleared to land on runway 24. When he came around onto the final approach the Airfield Controller noticed that the main gear was down but that the nose gear had not extended. The Controller fired two red flares at the approaching plane, but they were evidently not seen by the pilot. When the aircraft touched down, the nose-gear was either jarred loose by the flare-out or by the main gear striking the runway, and started to extend. Then the weight of the plane collapsed it again before it could reach the locked position. The nose-gear strut hooked into one of the perforations in the steel mat runway and was torn completely out of the aircraft. The plane skidded to a stop on its nose, completely wrecking the fuselage, back as far as the pilots compartment.

Immediate Cause: Failure of Pilot to recognize the fact that the gear was not down and locked. The fact that Lt Stevens failed to see the flares fired by the controller, and also failed to see that the nose gear was still retracted by looking thru the visual inspection window, causes the board to place very little reliance on his statement in regard to the indicator lights being on.

Underlying Cause: Failure of the nose-gear to extend normally. However, due to the fact that the nose-gear started down either on the flare-out or when the main gear touched down indicates that if the pilot had pulled up and gone around, the landing gear could have been successfully lowered either by the normal or emergency system.

Responsibility: 100% Pilot Error.

Recommendations: None.

Signature Floyd B. Miller
(Investigating Officer)
FLOYD B. MILLER, Lt Col, Air Corps
Robert K. Lakin
ROBERT K. LAKIN, Capt, Air Corps
William C. Correll
WILLIAM C. CORRELL, Capt, Air Corps

Date 11 May 1945.

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7 MAY 1945 (DATE) | Y-29 (STATION) | 391ST B G (GROUP NO. AND TYPE) | A-26C25 DT (AIRCRAFT MODEL)

T/SGT KG.BODEKER (CREW CHIEF OR AERIAL ENGINEER) | P-2 (SQUADRON NO. AND TYPE) | 43-22617. (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	
	1ST LT 572 B SQ										FROM:			
18	CHAPIN,KENNETH R 0-706133		P								Y-29		08	:30
			3	00	:		:		:		TO:			
18	1ST LT 572 B SQ		N								Y-29		11	:30
	CZERNIAK, GEORGE T. 0-708918		3	:00	:		:		:		MISSION:	NO. OF LANDINGS		
											T	1	3	:00
	1ST LT 572 B SQ										FROM:			
18	STEVENS,JACK C 0-701011		P								Y-29		13	:45
			2	:20	:		:		:		TO:			
18	DUNDON,WILLIAM M 0-722708		BN								Y-29		16	05.
	1ST LT, 572 B SQ		2	:20	:		:		:		MISSION	NO. OF LANDINGS		
											T	2	2	:20
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	" CERTIFIED COPY"										FROM:			
	William M. Dundon										TO:			
	WILLIAM M. DUNDON										MISSION:	NO. OF LANDINGS		
	1ST LT, AC										FROM:			
											TO:			
											MISSION:	NO. OF LANDINGS		

Encl #9

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

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT — JMF OPER. CLERK

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

TOTAL FLIGHT TIME 5 : 20

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

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT	7-5-45	B	
DAILY	6-5-45		
25 HOURS	126:15		Y-29
50 HOURS	126:15		
100 HOURS	176:15		
PLUGS	167:15		
BATT	1250 / 1250	B	

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		925		120		120					
2ND	450	925	12	120	12	120					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	-		
GUNNERY	-		
CHEMICAL	-		
COMMUNICATIONS	B	Cpl Barry	Y-29
PHOTOGRAPHIC	-		
NAVIGATION	-		

STATUS TODAY
1. 2. 3. 4.

EXPLANATION: G/R & Horizon Out 3°
Complete Nose Section Smashed

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.

Secret & Conf Equip

RELEASED FOR FLIGHT { 1. K R Chaplin 3. / 2. J C Stevens 4.

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

SECRET & CONFIDENTIAL EQUIP. INST.

#1 OK Kenneth R. Chaplin 1st Lt AC
#2. Nose gear collapsed on landing. J.C. Stevens 1st Lt AC

#1 Serviced by T/Sgt Bodeker

True Copy Charles C. Taylor, 1st Lt. A.C.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	119:10	119:10		
HOURS TODAY	5:20	5:20		
TOTAL	124:30	124:30		
OIL CHANGE DUE	126:15	126:15		
CUNO CLEANING DUE	—	—		

AIRCRAFT	
HOURS TO DATE	119:10
HOURS TODAY	5:20
TOTAL	124:30

TOTAL FLIGHT TIME: 5:20

ENGINE DATA
(1) SERIAL NO. 222020 — ENGINE MODEL R-2800-71
(2) SERIAL NO. 222453 — Insp #10
(3) SERIAL NO. —
(4) SERIAL NO. —

AIRCRAFT DATA
AIRCRAFT SERIAL NO. 43-22617
AIRCRAFT MODEL A-26C-25DT
COMPONENT AAF

AIRCRAFT ORG. DATA
SQUADRON NO. AND TYPE 572 BS
GROUP NO. AND TYPE 391 BG
COMMAND, CORPS AREA OR DEPT. 9th Bomb Div
AIR FORCE 9th

Thos. H. Brodie
(CREW CHIEF OR ACTUAL MECHANIC)

Y-29
STATION

2-MAY-45
DATE

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572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

APO 140, U. S. Army,
7 May 1945.

SUBJECT: Aircraft Accident - Pilot's Statement - #43-22617K - 7 May 1945.

TO : Operations Officer, 391st Bombardment Group, APO 140, U. S. Army.

1. The time of the accident was 1605 hours on 7 May 1945. The gear lowered on downwing leg at about 150 M.P.H. Lights showed down. The left main gear was checked by the Pilot and the right main gear was checked by the Bombardier. A visual check was made on nose gear through the Pilot's window on the floor. To the best of my visibility, the nose wheel appeared to be down. The nose gear collapsed after landing.

2. Called the Tower on my final approach, as to No. 1 on approach to land, and was cleared to land by Tower.

3. An inspection of nose gear found on runway showed it to be down and locked.

Jack C. Stevens
JACK C. STEVENS,
1st Lt, Air Corps.

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572ND BOMBARDMENT SQUADRON
391ST BOMBARDMENT GROUP

APO 140, U. S. Army,
7 May 1945.

SUBJECT: Aircraft Accident - Bombardier 's Statement - #43-22617 K - 7 May 1945.

TO : Operations Officer, 391st Bombardment Group, APO 140, U. S. Army.

1. The Pilot lowered the gear on the downwind leg. I visually checked the right main gear as it came down and locked in position. The Pilot checked the left main gear at the same time. The Pilot then checked the nose gear through opening by his right foot. All three green lights were on prior to hitting runway.

2. Landing was normal and nose gear hit the runway. About 2 seconds later, it collapsed and broke off.

3. A visual inspection of nose gear on runway showed it to be in locked position.

William M. Dundon

WILLIAM M. DUNDON,
1st Lt, Air Corps.

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572ND BOMBARDMENT SQUADRON
Office of the Engineering Officer

APO 140
U.S. Army
8 May 1945

SUBJECT: Accident Report, Engineering Officer's Statement, A-26C25 Airplane, Serial No. 43-22617

TO : Whom it May Concern.

1. "As Engineering Officer, I am unable to make a statement as to the probable cause of the subject accident, the reason being I did not witness the landing, nor was I able to see the results immediately after the "Nose-wheel Collapse", as stated by the Pilot.

2. "Upon investigation, after the airplane had been removed from the runway, I performed a thorough check of the damages, and I was able to determine the following: (a) Strut Assembly was torn loose from the fuselage at the Beam Assembly, Nose Wheel Cross. (b) The Mechanism Assembly, Nose Wheel Retracting, was broken off at the Shaft, Nose Gear Retracting, Upper. (c) Nose Section was caved in, and all blades of both propellers were bent.

3. "To the best of my knowledge and belief, this aircraft was efficiently maintained by its maintenance crew.

Charles C. Taylor
CHARLES C. TAYLOR
1st Lt, Air Corps
Engineering Officer

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AAF STATION Y-29
OFFICE OF FLYING CONTROL
APO 140

7 MAY 45

SUBJECT: AIRCRAFT ACCIDENT REPORT.

TO : WHOM IT MAY CONCERN.

1. AT ABOUT 1604 HOURS, 7 MAY 1945, A-26 NUMBER 617-K, PILOT STEVENS, CRASH LANDED AT STATION Y-29.

2. THE WIND WAS 3 TO 7 MPH., 270 DEGREES. RUNWAY 24 WAS IN USE.

3. THE AIRFIELD WAS INSPECTED AT 1200 HOURS.

4. ACCIDENT ACCURED DURING LANDING. AS AIRCRAFT WAS ON FINAL APPROACH THE AIRFIELD CONTROLLER FIRED TWO RED FLARES. AIRCRAFT LANDED THROUGH THESE FLARES.

5. STATEMENTS FROM AIRFIELD CONTROLLER AND R/T OPERATOR ARE INCLOSED.

Marion R. Mayse
MARION R. MAYSE,
2ND LT., AIR CORPS,
D.F.C.O.

2 INCL.
#1 STATEMENT FROM A.F.C.
#2 " " R/T O.

Incl #5 RESTRICTED

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AAF STATION Y-29
OFFICE OF FLYING CONTROL
APO 140

7 May 45

SUBJECT: Airfield Controller's Statement on Accident of Aircraft 617-K.

TO : Whom It May Concern.

1. Aircraft 617-K crash landed at 1604 hours. Two red flares were fired from the Airfield Controller's position in plenty of time for the approaching aircraft to pull up and go around. The pilot disregarded red flares and landed without the nose wheel being down at all. The nacelle doors were opened and the way it appeared to me was that the impact of the aircraft with the runway, seemed to knock the nose wheel loose and it just fell down, not being locked of course.

Arthur R. Wallace

ARTHUR R. WALLACE,
Sgt, Air Corps,
Airfield Controller.

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572ND BOMBARDMENT SQUADRON (M)
391ST BOMBARDMENT GROUP (M)

APO #140, U S Army
11 May 1945

TO: Whom it may concern.

At approximately 1600 hours, May 7 1945, I was in the 572nd Armament Office when I heard someone call, "here comes a ship in without a nose wheel". I immediately ran outside, just in time to see ship 617-K hit the runway. At about the same time the nose wheel started coming down, but before it was halfway down the ship went over on its nose.

Charles A. Kennedy
CHARLES A. KENNEDY, JR.
M/Sgt, Air Corps
Armament Section Chief

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AAF STATION Y-29
OFFICE OF FLYING CONTROL
APO 140

7 May 45

SUBJECT: Radio Operator's Statement of Aircraft Accident.

TO : Whom It May Concern.

1. At approximately 1602 hours, aircraft 617-K called in for landing instructions. 617-K was cleared for landing. On final approach airfield controller shot two red flares at 617-K. The flares had burned out as 617-K passed through the smoke. At 1604 hours the aircraft landed with the nose wheel up. At impact of landing, the nose wheel came down, then buckled.

Benjamin L. Forker Jr.
BENJAMIN L. FORKER, JR.
Private, Air Corps,
Radio Operator.

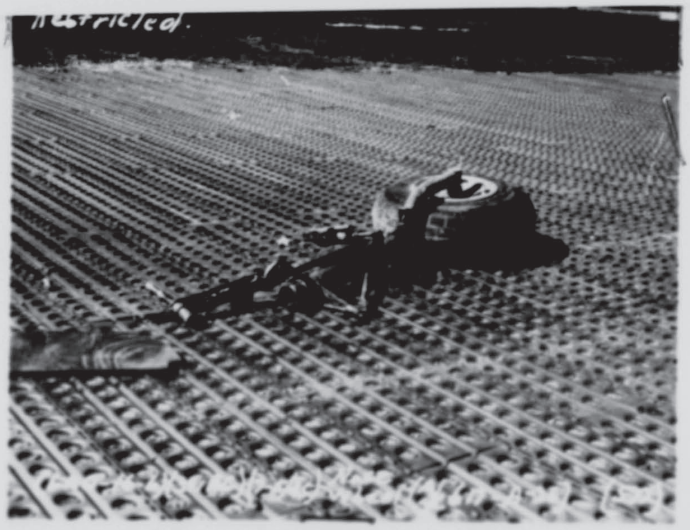
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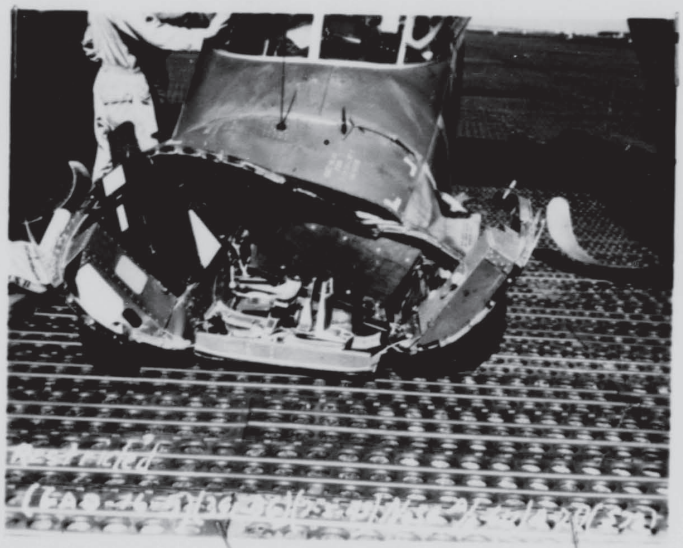






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HEADQUARTERS
AAF STATION Y-29

C-H-3

APO 140, U S Army
12 May 1945

360.33

SUBJECT: Report of Aircraft Accident, A-26C25, A.F. No. 43-22617.

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 13 MAY

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

11 Inclosures: (all in quadruplicate)
1 - WD AAF Form No. 14.
2 - Statement of Pilot.
3 - Statement of Bombardier.
4 - Statement of Engineering Officer.
5 - Statement of Flying Control Officer.
6 - Statement of Airfield Controller.
7 - Statement of M/Sgt C. A. Kennedy Jr.
8 - Statement of Radio Operator.
9 - WD AAF Form No. 1.
10 - WD AAF Form No. 1A.
11 - Accident Pictures.

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 20 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 further investigation and coordination at this headquarters.

For the Commanding General:

12678

22 MAY 45
HEADQUARTERS
NINTH U S
AIR FORCE

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

11 Incls: 1 cy ea w/d

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360.33 2nd Ind. E
HEADQUARTERS, NINTH AIR FORCE, APO 696, US Army, 27 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:

F.H. MONAHAN,
Lt. Col., AGD
Asst Adj Gen.

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

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