THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
AAF Form No. 14
(Rev. 1 Oct. '44).

RESTRICTED WHEN ENTRIES ARE MADE HEREON

SECRET
RESTRICTED

ARMY AIR FORCES

# REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

| FIELD OFFICES—DO NOT USE THIS SPACE | ACTION | DATE |
|---|---|---|
| | Preliminary Report Received | 6-7-27 |
| | Form 14 Received | 8-9 |
| | Evaluated By | |
| | Verified By | |
| | Checked By | 8-10 |
| | Coded By | |

Type, Model and Series: A-26B

Accident No.: 4-1-26-701

No. Aircraft Involved:

66-307 2283-0

## Section A—GENERAL INFORMATION

1. Place of Accident—State, County, Nearest Town, Distance and Direction from Same: Ceara Forataeza Brazil 4N

Nearest Army Airfield, Distance and Direction from Same: Adjacento Fld, Fortaleza, Brazil

2. Was Collision With Other Aircraft? ☐ Yes ☒ No

AF Nos. of Aircraft Involved (File separate Form 14 for each aircraft): 43-22387

Date: 7/26/45

Hour and Time Zone: 18:34 Zebra

☒ Day ☐ Night

## Section B—AIRCRAFT

| 1. Aircraft No. | 2. Type | Model | Series | 3. Home Station |
|---|---|---|---|---|
| 43-22387 | A | 26 | B | Hunter Feild Savannah, Georgia Y-300 |

| 4. Air Force or Command | Subcommand | Wing | Group No. and Type | Squadron |
|---|---|---|---|---|
| 9 AF | IX AIR.DIV. | | 391Bomb (L) BL | 572B(L) |

| 5. Date of Manufacture | Total Hours | Date Last Overhaul | Overhauling Depot or Sub-depot | Hours Since Overhaul |
|---|---|---|---|---|
| 27 Oct '44 | 310:05 | None | | |

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance

## Section C—OPERATOR (Person at controls at time of accident)

| 1. Last Name | First Name | Middle Initial | Grade | Branch | ASN | Sex | Age |
|---|---|---|---|---|---|---|---|
| Whitt (3) | Floyd | J | S/Sgt | AC | 34391080 | M | 23 |

| | AF or Command | Subcommand | Wing | Group No. and Type | Squadron |
|---|---|---|---|---|---|
| 2. Attached Station — | ATC | W | | — | |
| 3. Assigned Station Fortaleza, Brazil | ATC | 1155 AAF B.U. | SATD | — | — |

4. Aeronautical Rating? ☐ Yes ☒ No — Present Rating — Date Received

5. Normal Duty Status: Aircraft Maintenance Engineer

## Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)

| Flying Time | 1st Pilot or Solo Student | Other Pilot or Other Student |
|---|---|---|
| 1. Total Hours | | |
| 2. Hours This Type | | |
| 3. Hours This Model | | |
| 4. Hours Last 90 Days | | |
| 5. Hours Last 30 Days | | |
| 6. Hours Last 24 Hours | | |
| 7. Actual Combat Hours | | |

CLASSIFICATION CANCELLED OR CHANGED TO RESTRICTED BY AUTHORITY OF C.G. AAF DATE 12-5-46 BY [illegible]

8. Fill in items 8 and 9 only if operator was student in training or rated pilot in CIS, OTU, etc.

8. Trainee Class No. and School, OTU, CCTS, Etc.

9. Phase and Hours in This Phase

| Phase | Dual or Copilot | Solo or 1st Pilot |
|---|---|---|
| 1 | | |

10. AAF Schools Previously Attended and Dates: No Acc Other

11. INSTRUMENT RATING

| Type | Date |
|---|---|
| Last Check Station | Date |

12. Was operator on instruments at time of accident or immediately before? ☐ Yes ☐ No

If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17.

| Hours | 1st Pilot | Other |
|---|---|---|
| 13. Total—Instrument | | |
| 14. Instrument Last 6 Mos. | | |
| 15. Instrument Last 30 Days | | |
| 16. Night, Last 6 Mos. | | |
| 17. Night, Last 30 Days | | |

## Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

| Duty at Time of Accident (1) | Name (Last Name First) (2) | Type of Aero. Rating (Symbols) (3) | Serial No. (4) | Grade and Branch of Service (5) | Pers. Class. Symbol (AAF Reg. 15-1) (6) | Org. Assignment—Air Force or Command Group Number and Type Station (7) | | Fatal Minor None Missing Unknown (8) | Parachutes Used Yes (9) | Parachutes Used No (10) | Parachutes Successful Yes (11) | Parachutes Successful No (12) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Whitt, Floyd J. | None | 34391080 | S/Sgt AC | 38 | ATC | SATD | Minor | | x | | |
| | Mc Vickers, Robert W. | None | 36264297 | Sgt AC | 38 | ATC | SATD | Minor | | x | | |
| | Main, Omer W. | None | 35576078 | S/Sgt AC | 38 | ATC | SATD | Minor | | x | | |

RESTRICTED
SECRET

RESTRICTED WHEN ENTRIES ARE MADE HEREON

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. To Aircraft: Wreck - Severe twisting of Fuselage and bulkheads - Turret, gunsight, and tail id jamed into fuselage - Nose gear supports severely twisted - Sudden stoppage both engines.

| | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| 2. To Engine | Major | Major | | |
| 3. To Propeller | Major | Major | | |

4. To Private Property (Explain on Attachments): None

## Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. Duration of Flight Since Last Take-off — Hours / Minutes

| | (1) | (2) | (3) | (4) |
|---|---|---|---|---|
| 2. Engine Model | | | | |
| 3. Engine No. | | | | |
| 4. Engine-Hours Since Last Major Overhaul | | | | |
| 5. Depot or Sub-depot Performing Overhaul | | | | |
| 6. Total Engine-Hours | | | | |
| 7. Propeller Model | | | | |
| 8. Propeller-Hours Since Major Overhaul | | | | |

9. Statement of Operator, if Available, on Behavior of Power Plant and Manipulation of Controls Immediately Before Failure

10. Statement of Engineering Officer, Mechanics, and Others as to What Failed and Probable Reasons Why

11. Octane Rating of Fuel | Engineering Officer (Name, Grade, and Station)

## Section H—AIRFRAME, LANDING GEAR, OR OTHER MATÉRIEL

(Use this section if matériel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. Describe the Matériel Failure, Including Statement of Kind of Flight at the Time of Failure and All Factors Which Might Have Contributed Toward the Failure

Main landing gear became unlocked and collapsed, twisting nose wheel supports which collapsed, and shearing main gear actuating cylinder attach ng bolts. Cause of main gear unlocking was faulty positioning of fibre pulley on landing gear selector valve shaft, thus making the gear lever on the pilots quadrant give a false indication of the actual position of the selector valve shaft.

Engineering Officer (Name, Grade, and Station) → Hugh H. Yates, Capt. A.C., 1155th AAF Base Unit

## Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

1. Describe How the Special Equipment Contributed to the Accident or to Its Results

REPORT OF MAJOR ACCIDENT
ARMY AIR FORCES
SECRET
DECLASSIFIED

16—41009-1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

## Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

CAVU

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

WEATHER OFFICER (Name, Grade, and Station) → Donald E. Johnson, 1st Lt. A.C. Fortaleza, Brazil

## Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

a. Flight engineer had neglected to install external landing gear locks after landing.
b. Pilot had failed to check his aircraft before leaving it.
c. Ground crew who ran up aircraft failed to make adequate search for external locks, which were later found in the gunner's compartment.

2. WHAT WAS THE MISSION?

Pre-flight run up following 25 hour inspection

3. DID FIRE OCCUR UPON CRASHING? ☐ YES ☒ NO

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

a. Aircraft was left with no external landing gear locks in place.

b. Aircraft was run up by ground crew without landing gear locks in place.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

Pilot, official reprimand. Crew chief and ground crew, offical reprimand and recommended action by NCO Evaluation Board. Transient aircraft maintenance office, official reprimand. All due to negligence in failing to secure aircraft.

| 6. KIND OF CLEARANCE (Attach Form 23) | FROM | TO | OR LOCAL | STATION OF LAST DEPARTURE |
|---|---|---|---|---|
| None | | (2) | | |

| 7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE | No. | Date |
|---|---|---|
| | 46-6 | 1 August '45 |

EXPLAIN FULLY AND ATTACH COPY

UR was submitted on the selector valve. Some provision should be made for positively positioning the valve with respect to the emergency handle and the fibre pulley.

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-14? ☐ YES ☐ NO

9. ARE PHOTOS ATTACHED? ☐ YES ☐ NO

16—41[illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN

Sgt Whitt, preparatory to run up following a routine 25 hour inspection, noticed that no landing gear locks were in place. He and the other two mechanics made a qyick check of the airplane, and could find no locks. Sgt Whitt checked the gear lever, made certain it was in the "down" position, noticed the hydraulic pressure was down, and pumped it up to normal with the hand pump. He set the brakes, started No. 2 engine and then No. 1 engine.

About one minute after No. 1 engine had been started, the plane began to rock forward and backward. Sgt Whitt immediately put the mixture controls in idle cut off and cut the magneto switches, but by that time the gear had collapsed. When the plane fell, Sgt McVickers cut his head slightly on the canopy, and Sgt Whitt bruised his left arm.

The landing gear selector valve was removed from the aircraft and checked on a test stand. It was found t at the fibre pulley was positioned incorrectly on the valve shaft by four splines in a clockwise direction. This allowed the valve to be just past the "neutral" position when the pilot's quadrant lever read "gear down". A slight movement of the valve handle cause creepage of the cylinder used on the test stand.

It is believed that the actual position of the selector valve at the time of the accident was dightly beyond "neutral" toward "gear up" allowing creepage of the actuating piston, unlocking the main gear, and allowing the weight of the aircraft on the artially retracted gear to shear the cylinder attaching bolts.

2. RECOMMENDATIONS

a. Recommend the selector valve shaft be machined in such a manner that the pulley can fit only in the proper position.
b. Recommend that no aircraft be run up by ground crews without external locks.
c. Recommend that flight engineers and pilots be fully briefed on their responsibilities in securing an aircraft following flight.

3. ACTION TAKEN

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: 1155th AAF B. U., SATD-ATC, APO 619, c/o PM, Miami, Florida.

| NAME—PRESIDENT | | NAME—MEMBER | | NAME—INTELLIGENCE OFFICER | |
|---|---|---|---|---|---|
| George W. Foster | | [illegible] | | [illegible] | |
| GRADE: Major | ORGANIZATION: 1155th AAFBU | GRADE: Capt | ORGANIZATION: AC | GRADE: [illegible] | ORGANIZATION: [illegible] |
| NAME—MEMBER | | NAME—MEDICAL OFFICER | | NAME—RECORDER | |
| Albert C. Madden | | | | Hugh H. Sikes | |
| GRADE: Captain | ORGANIZATION: AC | GRADE: | ORGANIZATION: | GRADE: Capt | ORGANIZATION: AC |

U. S. GOVERNMENT PRINTING OFFICE 16—41020-1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, Floyd J. Whitt, Staff Sergeant, ASN 34391080, mechanic, Engineering and Maintenance Department, 1155th AAF Base Unit, APO 619, Miami, Florida, make the fllowing statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"Sergeant Main, Sergeant McVickers, and myself pulled a 25-hour inspection on aircraft A-26, No. 43-22387 on the afternoon of 26 July 1945.

The only discrepancies found during the 25-hour inspection was the fact that the batteries were low and they were changed. Upon completion of the 25-hour inspection we proceded to pull a pre-flight inspection on the aircraft.

A check of the main landing gear disclosed that there were no safety pins in the gear. We checked the aircraft for these pins and were unable to find them. We then checked the landing gear and it seemed to be locked securely so we proceded with the pre-flight inspection.

Upon entering the cockpit I checked the landing gear selecter handle and noted that it was in the down position. I then checked the hydraulic pressure instruments and noted that the pressure was low so I turned the hydraulic pressure up with the hand pump. After setting the brakes I still had sufficient hydraulic pressure. I then started the right engine and had it running between 900 and 1000 RPM. I then started the left engine and was letting the engines warm up before proceding with the pre-flight inspection when I noted that the aircraft seemed to be rolling forward as if the brakes were not holding. I immediately checked the brakes and found that they were locked. I then noted that the ship was going down on the left side and I immediately cut the main switches and the mixture off and then the aircraft collapsed to the ground.

Sergeant McVickers was thrown against the canopy and received a minor head injury and I received a minor bruise on the arm. Both Sergeant McVickers and I left the aircraft immediately for first aid treatment.

During the 25-hour inspection we found no leaks in the hydraulic system. I have no idea why the landing gear gave away."

I certify that the above is true and correct to the best of my knowledge.

WITNESS:

Wayne K. Thurston

WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

F.J. Whitt

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, Robert W. McVicker, Sergeant, ASN 39264297, mechanic, Engineering and Maintenance Department, 1155th AAF Base Unit, APO 619, Miami, Florida, make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"On the afternoon of 26 July 1945, Sergeant Main, Sergeant Whitt, and myself pulled a 25-hour inspection on aircraft A-26, No. 43-22387.

No discrepancies were found during the 25-hour inspection other than the batteries were low and had to be changed.

Upon checking the main landing gear we found that no safety pins had been placed in the landing gear. Upon checking the aircraft we were unable to find any pins. However, the gear was in a down locked position and seemed to be safe for run-up.

Sergeant Whitt entered the cockpit first and I next. At the time I entered the cockpit I did not notice the position of the landing gear selective handle. The only reason I was in the cockpit was to check the amperes. Sergeant Whitt started the right engine first. There was no indication of the ship rolling at that time. Upon starting the left engine the ship seemed to roll forward and I immediately checked the brakes and they were on and then the plane collapsed to the ground. The left side seemed to go down first.

Immediately after the collapse of the aircraft both Sergeant Whitt and myself evacuated the aircraft."

I certify that the above is true and correct to the best of my knowledge.

Robert W. McVicker

WITNESS:

Wayne K. Thurston

WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, Omer W. Main, Staff Sergeant, ASN 35576078, mechanic, Engineering and Maintenance Department, 1155th AAF Base Unit, APO 619, Miami, Florida make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"I was assigned to aircraft A-26, No. 43-22387 to pull a 25-hour inspection with Sergeant McVickers and Sergeant Whitt.

We found no trouble with the aircraft during the 25-hour inspection other than the batteries were low and had to be changed. Upon completion of the 25-hour inspection we prepared to pre-flight the aircraft. Upon checking the main landing gear we found that no gear locking pins had been inserted in either gear.

Upon checking the aircraft, no pins could be found. We then checked the landing gear to make certain that it was in the down locked position and upon finding this to be true we proceeded with the pre-flight inspection.

Sergeant McVickers and Sergeant Whitt entered the cockpit to start the engine and I was manning the fire extinguisher. The right engine was started first and then the left engine. As soon as the left engine was started I took the fire extinguisher and set it down a safe distance from the aircraft. About this time I turned around and noted that the left side of the aircraft was going down and immediately following, the aircraft collapsed to the ground.

During the entire inspection, nothing was noted to be wrong with the hydraulic system."

I certify that the above is true and correct to the best of my knowledge.

S/Sgt. Omer W. Main

WITNESS:

Wayne K. Thurston

WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

"I, 1st Lt. Eugene R. Sabin, A.C., O-713885, 572nd Bomb Sq., (L), 391st Bomb Gp., (L), Hunter Field, Savannah, Georgia, make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, c/o PM, Miami, Florida. "

"I am the pilot of aircraft A-26, No. 43-22387 and have been assigned to fly this aircraft from Cambria, France to Hunter Field, Savannah, Georgia.

I departed from Dakar at about 0800Z, 26 July 1945 and arrived at Fortaleza, Brazil at 1550Z, 26 July 1945. At no time during the entire trip from Cambria, France to Fortaleza, Brazil did I experience any trouble with the landing gear or hydraulic pressure.

Upon our arrival at Fortaleza, I left the landing gear selecter handle in the gear down position. I do not know if the safety pins were inserted in the main gear because shortly after our arrival I gathered together all my forms and papers and turned the ship over to my crew chief and proceded to the operations building."

I certify that the above is true and correct to the best of my knowledge.

/s/ Eugene R. Sabin

/t/ EUGENE R. SABIN, ASN O-713885
1st Lt., Air Corps

WITNESS:
/s/ Wayne K. Thurston
/t/ WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

A TRUE COPY

OVAL MASSEY,
Capt., A. C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, Robert G. Unfried, ASN 33106822, 572nd Bomb Sq., (L), 31st Bomb Gp., (L), Hunter Field, Savannah, Georgia, make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"I am the crew chief aboard A-26 aircraft No. 43-22387 and have been aboard the aircraft since leaving Cambria, France.

Our last station was Daker and all maintenance performed on the aircraft was done by ground personnel at Dakar. At no time during our trip from Cambria, France to Fortaleza, Brazil did we experience any hydraulic trouble or landing gear trouble.

I did not know if the landing gear safety pins were int he ship when we left Dakar and I did not check for them upon landing at Fortaleza, Brazil. It has always been my understanding that once the ship is landed, it is immediately turned over to the ground crew and the ground crew is responsible for all maintenance and safety precautions. I was not present at the time the aircraft collapsed.

To the best of my knowledge, the last 100-hour inspection was made at Cambria, France on the 23rd of July, 1945."

I certify that the above is true and correct to the best of my knowledge.

WITNESS:
/s/ Wayne K. Thurston
/t/ WAYNE K. THURSTON,
Special Agent, CIC.

/s/ Robert G. Unfried, 33106822
/t/ ROBERT G. UNFRIED, ASN 33106822

A TRUE COPY

OVAL MASSEY,
Capt., A. C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, Rudolph A. Budnick, Sergeant, ASN 16141531, mechanic, Engineering and Maintenance Department, 1155th AAF Base Unit, APO 619, Miami, Florida, make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"On the afternoon of 26 July 1945, I was working on the aircraft that was parked next to aircraft A-26, No. 43-22387.

I did not actually see this aircraft collapse, but upon hearing the noise I left the aircraft that I was working on and went to see what had happened and to see if anybody was injured.

Upon arrival, I looked in the cockpit and noticed that the gear handle was in neutral position and locked by the selinoid . I also checked the hydraulic fluid tank and found it to be full.

I did not notice what the hydraulic pressure gauge indicated."

I certify that the above is true and correct to the best of my knowledge.

Rudolph A. Budnick

WITNESS:

WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATEMENT

I, 1st Lt. C. W. Rau, A.C., O-859861, Ass't Engineering Officer, 1155th AAF Base Unit, APO 619, Miami, Florida, make the following statement concerning the collapse of the landing gear on aircraft A-26, No. 43-22387 on 26 July 1945 at 1155th AAF Base Unit, APO 619, Miami, Florida.

"At the time aircraft A-26, No. 43-22387 collapsed to the ground, I was standing across the ramp and did not see it go down.

However, upon hearing the noise, I proceeded immediately to the aircraft. Upon my arrival there, there was no one in the cockpit. I immediately checked the cockpit and found that the gear selecter handle was in neutral position and the solenoid locking device was out, thus preventing the handle from going into the gear up position.

I also checked the hydraulic selecter valve and found it to be turned on system. I did not check the hydraulic pressure instruments. I also noted that there appeared to be a hydraulic leak inthe left engine nacelle."

I certify that the above is true and correct to the best of my knowledge.

Carl W. Rau 1st Lt AC

WITNESS:

Wayne K. Thurston

WAYNE K. THURSTON,
Special Agent, Counter Intelligence Corps.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE ENGINEERING
1155th AAF Base Unit
APO 619 c/o Postmaster
Miami, Florida

31 July 1945

MEMORANDUM:

TO: Aircraft Accident Committee.

1. A thorough check of the hydraulic system on A-26 number 43-22387 following the collapse of the landing gear revealed the following:

a. Nose wheel gear was down and locked, with no indication that it had ever been unlocked. No external locking pin was in place. Gear support was twisted severely allowing the gear to collapse to the right of the nose.

b. Left wheel gear was completely retracted and locked in the up position. Doors were jammed closed, apparently by the force of the nacelle hitting the ground immediately following retraction. The nacelle was clear of the ground by approximately six inches, as the weight on the port side of the aircraft was carried by on blade of the No. 1 propeller. An attempt was made to lower this wheel hydraulically, but it was necessary to cut a hole in the nacelle and trip the spring lock with a crow-bar. After the aircraft was raised, it was found that the actuating piston was fully retracted into the cylinder in the gear down position, and the bolt attaching the cylinder to the gear retracting link shaft, was cleanly sheared on both sides. The main down gear pressure line was torn loose at the fixed fitting. It is believed that the piston being fully retracted into the cylinder was caused by the application of emergency system down-gear pressure in the above mentioned attempt to lower the left gear during the jacking operation.

c. Right Wheel - Immediately following the accident the wheel was 90% retracted, resting on the ground but carrying no weight. Doors were closed partially. The actuating cylinder was in the same position as the left wheel, with the attaching bolt similarly sheared. All hydraulic lines were intact with no apparent leaks.

2. Cpl. Budnick and Sgt Johnson have made a hydraulic mock up using the landing gear selector valve from the wrecked aircraft. The following results are apparent from test runs with the mock up:

a. The selector valve is cable actuated by a lever on the pilots control quadrant. This cable is attached to a fibre pulley which in turn is splined to the drive shaft of the poppet type selector valve. On the pulley are attached an emergency operating handle (which the extra crew member works in the event of cable failure, stuck valve, etc.) and a stop plate. The stop plate bears against a solenoid operated pin in the "Neutral" position, preventing the quadrant handle, and the valve itself, from being placed in the "Gear Up" position until the solenoid's electrical circuit is closed by micro switches when the landing gear struts extend as the aircraft becomes airborne. On the valve tested, the pulley was off position on the splined shaft by approximately forty-five degrees.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A visual check of the positioning notch on the valve shaft and the corresponding markings on the valve housing bore out the results of a test run with the mock up.

b. With the emergency handle in a position corresponding to where it would be with the pilot's quadrant lever in the "Gear Down" Position, the valve itself was just slightly past "Neutral" toward "Gear Down". Any slight movement of the quadrant lever, such as improper seating in the notch, improper cable rigging, an inadvertent knock from a crew member, would cause the valve to be moved toward the "Gear Up" position, and a creeping of the piston would ensue.

c. With the quadrant lever in the "Neutral" position, the valve was almost in the "Gear Up Position" --- so much that the gear would have retracted immediately without delay.

3. It is believed that the following took place:

a. The crew chief visually checked his quadrant lever and found it to be in the "Gear Down" position. It may not have been fully notched or locked in place.

b. He found the pressure to be down -- an indication of a slight leak somewhere -- so he hand pumped the pressure up to normal.

c. Upon starting the engines, vibration, or some other external factor, moved the quadrant lever slightly toward "Neutral", just enough to allow the small creeping of the gear actuating cylinder noticed on the mock up.

d. This creeping allowed the main gear to unlock. The nose gear, being canted forward and carrying weight plus the thrust from the engines, could not unlock. As the main gear slowly moved back past the verticle position, the leverage on the gear increased. With the gear back, the weight of the aircraft multiplied by this leverage caused the actuating cylinder attaching bolts to snap, as the cylinders were not retracting the gear as quickly as the weight of the aircraft was compressing it. Since the left gear retracted first, the nose was thrown to the left which such force that the nose gear mounting collapsed.

4. The selector valve pulley was removed from the shaft and the positioning was found to be four splines counterclockwise from that which is correct for the installation.

HUGH H. ESTES
Captain, Air Corps
Engineering Officer.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE ENGINEERING OFFICER
1155th AAF Base Unit
APO 619 c/o Postmaster
Miami, Florida

3 Aug. 1945

SUBJECT: Report of Aircraft Accident Committee Meeting.

TO: Commanding Officer, 1155th AAF Base Unit, SATD-ATC, APO 619 c/o Postmaster, Miami, Florida.

1. The Aircraft Accident Committee met 31 July 1945 for the purpose of investigating and fixing responsibility for the accident to A-26B 15 Nbr. 43-22387 on 26 July 1945. The following members were present:

Major G. W. Foster, President
Capt. Oval Massey
Capt. A. C. Madden
Capt. H. H. Estes, Recorder
Capt. L. M. Fowler (Non-Voting)

2. The accident was fully discussed, and the statements of personnel involved were read by the committee.

3. The following findings were accomplished as a result of the meeting:

a. The primary cause of the accident was a faulty installation of the landing gear position selector valve.

b. Negligence on the part of personnel involved was equally distributed among the following:

(1) The flight engineer, for not installing external safety gear locks immediately following landing.

(2) The pilot, for not making certain his aircraft was secure before leaving it for the night.

(3) The ground crew, for not making a thorough search of the aircraft for the safety locks before proceeding with the ground run-up, and for not advising the Engineering Officer of the missing locks.

4. The committee makes the following recommendations:

a. No aircraft at this station should be run up by the ground crew without external safety locks in place.

b. All cases of missing locks should be immediately reported to the Engineering Officer on duty.

c. Flight Engineers and pilots should be fully briefed on their responsibilities in securing an airplane following landing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Report of Aircraft Accident Committee, (31 July 1945) Cont'd.

5. The Committee recommended no disciplinary action, but left this an open subject.

George W. Foster
Maj. AC, President

Oval Massey
Capt. AC, Member

Albert C. Madden
Capt. AC, Member

Hugh H. Estes
Capt. AC, Recorder

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
AAF Form No. 54
(Revised 2-18-43)

# 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. | DATE SUBMITTED |
| 46-6 | 8/1/45 |

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

| | | | |
|---|---|---|---|
| STATION: APO 619, c/o PM, Miami, Florida | | ORGANIZATION: 1155th A.A.F. Base Unit, SATD - ATC | |
| SUBJECT OF REPORT | Property Class—Name: Valve, Selector, Landing Gear Position | Manufacturer: Bendix | AAF Order or Shipping No. |
| AIRCRAFT—Model & AAF Serial No.: A-26B 15DT - 43-22387 | ENGINE—Model & AAF Serial No.: R-2800-71 | UNIT OR ACCESSORY—Type, Model and Serial No.: Valve Hyd., 4 Way, Ser. 318 | |
| AIRCRAFT REPORTS ONLY — LAST D. I. R.—Depot: New Airplane | Date: | Flying Time Since: 310:05 | Total Flying Time: 310:05 |
| ENGINE REPORTS ONLY — LAST OVERHAUL—Depot: New Engines | Hours Since: | Depots and Hours At Each Previous Overhaul: | |
| PART — Name: Valve, Selector, Landing Gear Position | | Part Drawing, Serial and Specification No.: Part 4127438, Assy. 401481 | |
| Time in Use: 310:05 | Quantity on Hand: Noen | Quantity Known Defective: - - - | No. Previous Failures: None |
| Manufacturer: Bendix | Inspector's No. or Identification: | | |

Indicate by "X" Disposition of Exhibit: [ ] Photographed and Prints Enclosed; [ ] Held for Instructions; [ ] Sent Under Separate Cover; [ ] Sent in Attached Package; [X] Repaired and Returned to Service; [ ] Disposed of (Explain Below.); [ ] To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

**EXPEDITE**

1. Subject aircraft was given pre-flight run-up by ground crew with no external safety locking pins in either the main gear or nose gear. Main gear became unlocked and collapsed--nose gear stayed locked and the bracing collapsed. Aircraft was severely damaged.

2. A check of the landing gear position selector valve revealed that the fibre pulley was out of position by four splines on the control shaft. With the pilot's control quadrant lever in the "Gear-Down" position, the valve itself was just slightly past "Neutral" toward "Gear-Down". With pilot's lever in "Neutral", the valve was in the "Gear-Up" position.

3. The crew chief who started engines stated that the pilot's lever was in the "Gear-Down" position before engines were started. It is believed that this lever may have been out of the notch and toward the "Neutral" position, making the actual valve position be slightly past "Neutral" toward "Gear-Up", and allowing slight creepage of the actuating cylinders toward gear retraction. This borne out by the fact that both main gear actuating cylinder Hachment bolts were sheared from the landing gear as it collapsed, indicating that the cylinders were moving slowly.

4. Recommendations: a. Recommend that the landing gear position selector valve control shaft be machined in such a manner that the fibre pulley, containing the emergency handle and the solenoid stop plate, can fit only in the correct position.

b. Recommend that the solenoid stop plate be adjusted to prevent moving the pilot's quadrant handle from the "Gear-Down" position until the aircraft is airborne. There is never any reason why the valve should be put in "Neutral" with the gear extended on the ground.

5. Aircraft was enroute to continental United States from the E.T.O.

Hugh H. Estes

HUGH H. ESTES,
Captain, Air Corps,
Engineering Officer.

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

☆ U. S. GOVERNMENT PRINTING OFFICE : 1943 16—84619-1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RESTRICTED

HEADQUARTERS
SOUTH ATLANTIC DIVISION, AIR TRANSPORT COMMAND
APO 643, c/o Postmaster
Miami, Florida

4 August 1945

OPR 360.33

SUBJECT: Report of Major Aircraft Accident.

TO : Commanding General, Army Air Forces, Winston-Salem, North Carolina. ATTN: Chief of Flying Safety.

1. Inclosed is Form 14 and allied papers pertaining to A-26B aircraft No. 43-22387 which was involved in a ground accident at Fortaleza, Brazil on 26 July 1945.

2. Request acknowledgment of receipt by indorsement hereon.

FOR THE COMMANDING OFFICER:

Walter L. Hawkins 9 Aug.

WALTER L. HAWKINS
Lt. Colonel, G S C
ACofS, Operations.

11 Incls.
1 - AAF Form 14
2 - Statement of Pilot of A-26B 2387
3 - Statement of Crew Chief of A-26B 2387
4 - Statement of Maint Personnel, 1155th AAF BU, (Rudolph A. Butnick)
5 - Statement of Maint Personnel, 1155th AAF BU, (S/Sgt Omer W. Main)
6 - Statement of Ass't Engineering Officer, 1155th AAF BU (1st Lt. C. W. Rau)
7 - Statement of Maintenance Personnel, 1155th AAF BU, (Sgt Robert W. McVicker)
8 - Statement of Maintenance Personnel, 1155th AAF BU, (S/Sgt Floyd J. Whitt)
9 - Statement of Engineering Officer, 1155th AAF BU, (Capt Hugh Estes)
10 - Report of Acft Accident Committee Meeting
11 - AAF Form 54

RESTRICTED

AU-647

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AFAFS-1

BRIEF OF AIRCRAFT ACCIDENT

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WASHINGTON

BRIEF NO. C-1066

6859W

| | |
|---|---|
| DATE AND TIME | 26 July 1945 1834Z |
| PLACE OF ACCIDENT | Adjacento Field, Fortaleza, Brazil |
| AIRCRAFT AND STATION | A-26B (43-22387) 391 Bomb Gp. Hunter Field, Ga. |
| AIRCRAFT DAMAGE | Major damage |
| PILOT NAME | 1st Lt. Eugene R. Sabin |
| PILOT STATION | 391 Bomb Gp., Hunter Field, Savannah, Ga. |
| PERSONNEL INVOLVED AND INJURIES | Pilot and two other crew members -- No injury |
| DESCRIPTION OF ACCIDENT | Both engines being run up with landing gear safety pin only in nose wheel, main gear collapsed causing extreme damage to props and engines and severe twisting of fuselage. |
| MISSION | White Project |
| WEATHER | CAVU |
| SOURCE | Fortaleza, Brazil [illegible] (27 Jul 45) |

7-26-302

Sec #2

SECRET

5-5260, AF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES
Office of Flying Safety
Winston-Salem 1, North Carolina

# CLASSIFIED MESSAGE CENTER
# INCOMING MESSAGE

**RECEIVED IN SECRET CODE**
PRIORITY

**DATE RECD:** 271229Z
**MSG CEN NR:** 2116

**FROM:** ADJACENTO FIELD, FORTALEZA [redacted], BRAZIL

**TO:** CG AAF OFS (ACCIDENT ANALYSIS DIVISION

**IN REPLY CITE:** FILING TIME 260202Z

**PAGE NR:** 1

SECRET RESTRICTED

AT ADJACENTO FIELD IN FORTALEZA BRAZIL AT ONE EIGHT THREE FOUR ZEBRA ON TWO SIX JULY ONE NINE FOUR FIVE CMA A TWO SIX B NUMBER THREE TWO TWO THREE EIGHT SEVEN PILOTED BY FIRST LIEUTENANT EUGENE R SABIN ZERO SEVEN ONE THREE EIGHT EIGHT FIVE OF ABOVE NAMED BOMB GROUP SUFFERED MAJOR DAMAGE PD NO REPEAT NO INJURIES WERE SUFFERED BY ANY OF CREW OF THREE PD BOTH ENGINES BEING RUN UP BY GROUND CREW WITH LANDING GEAR SAFETY PIN ONLY IN NOSE WHEEL CMA MAIN GEAR COLLAPSED CAUSING EXTREME DAMAGE TO PROPS AND ENGINES AND SEVERE TWISTINGS OF FUSELAGE PD MISSION WAS WHITE PROJECT PD WEATHER CAVU AND NO FACTOR PD NO DAMAGE TO PRIVATE PROPERTY PD CG AAF NOTIFIED

SECRET RESTRICTED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS STRICTLY PROHIBITED EXCEPT AS PRESCRIBED BY AR380-5 PAR. 50D. REPLIES TO CLASSIFIED MESSAGES SHOULD BE REFERRED TO CLASSIFIED MESSAGE CENTER PHONE 145

CEG

46-7-26-701

**COPY NR:** 1

THIS PAGE IS DECLASSIFIED IAW EO 13526