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

RESTRICTED

WAR DEPARTMENT
STATION A-59
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

1. ACCIDENT NO. 45-6-24-515.

8-6 43000 02-001

K.B. 9 Aug 45

(1) Place Station A-59 (2) Date 24 June 1945 (3) Time 0136

AIRCRAFT: (4) Type and model A-26B-20 (5) A. F. No. 41-39252 (6) Station A-59

Organization: (7) 9 AD - Ninth AF (8) 416 Bomb (L) (9) 669 Bomb (L)
(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	Depner, Alfred W.	P	0-764136	1st Lt.	18	AC	Ninth AF	None	None
G	Griffin, Daniel L.	G	32871791	S/Sgt	38	AC	Ninth AF	None	None

PILOT CHECKED WITH ROSTER

(20) Depner (Last name) Alfred (First name) W. (Middle initial) (21) 0-764136 (Serial number) (22) 1st Lt. (Rank) (23) 18 (Personnel class) (24) AC (Branch)

Assigned (25) 9 AD - Ninth AF (Command and Air Force) (26) 416 Bomb (L) (Group) (27) 669 Bomb (L) (Squadron) (28) A-59 (Station)

Attached for flying (29) - (Command and Air Force) (30) - (Group) (31) - (Squadron) (32) - (Station)

Original rating (33) Pilot (Rating) (34) 1/7/44 (Date) Present rating (35) Pilot (Rating) (36) 1/7/44 (Date) Instrument rating (37) 5/15/45 (Date)

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

(38) This type	A-26	305:50	(42) Instrument time last 6 months		10:15
(39) This model	A-26B	301:50	(43) Instrument time last 30 days		8:00
(40) Last 90 days		209:05	(44) Night time last 6 months		8:50
(41) Total		427:40	(45) Night time last 30 days		3:00

T.O.-1 Prop 2 OR NF

AIRCRAFT DAMAGE

DAMAGE				
(46) Aircraft	03			
(47) Engine(s)	03	4		
(48) Propeller(s)	03	4		

(49) LIST OF DAMAGED PARTS

Left wing damaged, left flap damaged, right nose wheel door damaged, right tire worn, lower turret damaged, Tail section fuselage damaged, left nacelle cone broken
Left engine sudden stoppage.
Left prop bent.

(50) Weather at the time of accident Visibility 8 miles, 2/10 at 4,000 feet, 2/10 at 6,000 feet. Wind 30 degrees at 3/5 miles per hour. E I

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

(52) Cleared from Station A-59 (53) To Station A-59 (54) Kind of clearance Contact

(55) Pilot's mission Four ship night navigation training mission. 4

(56) Nature of accident Night landing accident.

4 G 60 - Fives

(57) Cause of accident Collapse of left main gear shortly after touching down during a night landing.

(58) Has the AAF Form 54 been submitted? No.

Incl 1 brief 8/17/45

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DESCRIPTION OF ACCIDENT

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

NARRATIVE:

At approximately 0130, 24 June 1945, Lt. Depner was returning from a night navigational training flight. He did not have radio contact with the tower, but entered the pattern for the runway in use. He made a large pattern and dropped his landing gear on the downwind leg at an airspeed of 150 mph. Lt. Depner felt the gear go down and checked the landing gear indicator light and the hydraulic pressure gauge. The light was green indicating the gear was down and locked, and the hydraulic pressure gauge read 1000 pounds pressure. Lt. Depner made a good two-point landing, and then gradually lowered the nose wheel to the ground. Shortly after the nose wheel touched and the aircraft had rolled about 300 yards, the left gear slowly collapsed. Considerable right brake was applied to keep the aircraft from swerving into other aircraft parked well to the left of the runway. There was no injury to the crew.

IMMEDIATE CAUSE: Collapse of left main gear shortly after touching down during a night landing.

UNDERLYING CAUSE: Failure of left main gear to lock in the extended position.

RESPONSIBILITY: Undetermined. No malfunction or discrepancy could be detected as landing gear, landing gear indicator lights, selsyn indicator, and hydraulic system all checked perfectly on subsequent investigation and repeated retraction tests. The investigation was made by the Group Engineering Officer, two Squadron Engineering Officers, 885th Air Service Engineering Squadron's Engineering Officer, and the Douglas Field Service Representative.

RECOMMENDATIONS: None.

INCLOSURES: 11

Incl. #1 - Statement of Pilot.
Incl. #2 - Statement of Gunner.
Incl. #3 - Statement of Flying Control Officer.
Incl. #4 - Statement of Duty Tower Officer.
Incl. #5 - Statement of Squadron Engineering Officer.
Incl. #6 - Statement of Group Engineering Officer.
Incl. #7 - Statement of Crew Chief.
Incl. #8 - Statement of Douglas Field Service Representative.
Incl .#9 - AAF Form 1.
Incl.#10 - AAF Form 1A.
Incl. #11- Photographs.

APPROVED: Theodore R. Aylesworth

THEODORE R. AYLESWORTH,
Colonel, Air Corps,
Commanding.

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Harold A. Radetsky

HAROLD A. RADETSKY, Lt.Col., AC
Deputy Group Commander.

Signature: Richard V. Wheeler

RICHARD V. WHEELER, Capt., AC
Asst. Operations Officer.

William H. Moffett

WILLIAM H. MOFFETT, 2nd Lt., AC
Group Engineering Officer.

Date 29 June 1945

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Rq 505 5-43/10W/9093

STATEMENT

24 June 1945

On 23 June 1945, I was flying AAF Airplane A-26B-20, Serial Number 41-39252, in a routine night navigation training flight. After normal take-off run, I became airborne and when I attempted to retract the landing gear, the left gear would not retract. I then moved the gear selector control to the down position and had sergeant Griffin, Aerial Gunner, who was riding in the jump-seat, depress the solenoid and move the control to the "UP" position again. This time the operation was successful and I continued my scheduled flight.

After completion of my flight, I approached the field and entered the traffic pattern on my down-wind leg. I lowered my gear with no noticable difficulty, checked the hydraulic pressure and down and lock light. Everything indicated a safe position and nothing out of the ordinary was observed. The touch-down was made and the landing itself was not hard. After rolling approximately 300 yards down the runway I noticed a gradual sinking and a tendency to swerve toward the left. I applied right brake in an endeavor to keep the aircraft rolling straight. However, the left gear collapsed completely and the aircraft swerved off the runway and came to a stop. None of the crew were injured.

Alfred W Dreyer

ALFRED W. DREYER,
1st Lt., Air Corps,
Pilot.

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Encl #2

S T A T E M E N T

APO 140, U S Army
24 June 1945

I flew with 1st Lt. Depner on the night of June 23, 1945, as gunner in aircraft A-26B-20, Serial Number 41-39252. We took off at 2245 and flew three hours navigation, everything functioning properly. We made our approach at 0130 in normal procedure, put landing gear down. Lights shown green, wheels down and locked and made a smooth landing. After coasting approximately three quarters of the way down the runway, the left main gear, suddenly colasped. The pilot used his right brakes to prevent the aircraft from spining. No member of the crew was injured.

Daniel L. Griffin Jr.
Sergeant Daniel L. Griffin Jr.
Armament Gunner
32871791

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Encl #3

OFFICE OF FLYING CONTROL
AAF STATION A-59

26 June 1945

S T A T E M E N T

On or about 0136, 24 June 1945, aircraft No. 252 "D", pilot, Lt. Depner, made a normal approach on runway 13. Upon landing the left main gear collapsed as aircraft was observed to swerve to the left about three-fourths the way down the runway.

The control tower did not have radio contact with the above aircraft before landing.

Crash truck, fire truck and ambulance were dispatched to scene. All concerned were notified.

Jack P Barton
JACK P. BARTON,
Capt., Air Corps,
S.F.C.O.

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Pack #4

670TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)

APO 140, US ARMY,
23 June 1945.

STATEMENT

On or about 0136 hours, 24 June 1945, A-26B, number 41-39252, touched down at A-59, after making a normal traffic pattern for landing. The tower did not have radio contact with the aircraft prior to landing, however. After the landing the landing lights went out and sparks were observed. Ambulance, crash trucks, and tow track were dispatched and proper personnel were notified.

The aircraft had swerved off to the left of the runway after left main gear had collapsed. Neither the pilot nor the gunner were injured.

Russell Ford

RUSSELL FORD,
1st Lt., AC.
Duty Tower Officer.

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Incl #5

S T A T E M E N T

24 June 1945

TO WHOM IT MAY CONCERN:

There were no defects noted on A-26B-20 Airplane, A.A.F Serial Number 41-39252, on the morning of 23 June 1945. The Airplane made one (1) previous flight on that day, and no Landing Gear difficulty was reported by the pilot.

A Daily Inspection was made prior to night flying, and at this inspection the landing gear was given a thorough visual inspection. All clearances were checked, and no defects were noted. For a period of 263:35 flying hours no landing gear difficulty has been reported by any pilot.

After completion of the evening daily inspection, the Airplane was considered fit for any flight.

John T. Andrews

JOHN T. ANDREWS,
1st Lt., Air Corps,
Ass't. Eng. Officer.

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Encl #6

S-T-A-T-E-M-E-N-T

I investigated the accident which occurred on A-26B-20 airplane AAF No 41-39252, and found no material failure to left landing gear. This left gear collapsed after aircraft's landing on the night of 23 June 1945 and before reaching the end of the runway. A rigid daily inspection was made on the landing gear prior to night take-off and it was considered in excellent condition. A thorough inspection, including a retraction test, was conducted on the airplane's landing gear after the accident and it was found to function in a normal manner. No cause for failure of this gear is evident as the result of retraction tests and hydraulic system inspection.

John T. Andrews

JOHN T. ANDREWS,
1st Lt., Air Corps,
Actg Group Engineering Officer.

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S T A T E M E N T

24 June 1945

TO WHOM IT MAY CONCERN:

On the morning of 23 June 1945, I performed both the pre-flight and daily inspections on A-26B-20 Airplane, A.A.F. Serial Number 41-39252. As part of these inspections the landing gear was checked for proper clearance and over-lap, and was found to be correct. The landing gear was visually inspected, and no defects were noted. The same inspection was also performed prior to night-flying on this date.

Eleven (11) days prior to this date a one-hundred (100) hour inspection was completed, and a retraction test made, which checked out "OK".

On completion of the pre-flight and daily inspections on 23 June 1945, the Airplane was, to my belief, in the best mechanical condition, and safe for any flight.

Harlan Krobath

HARLAN KROBOTH,
Sergeant, Air Corps,
Crew Chief.

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Encl #8

28 June 1945

STATEMENT

On 24 June 1945, A-26B-D.L. airplane No. 41-39252 was on night flying operations and made a landing at station A-59. During this landing the pilot made a normal approach and after hitting the runway the pilot said that the airplane reacted as if the left hand tire was going flat. Along about that time the left hand prop hit the runway and the airplane swerved over to the left just off the runway.

In the morning the airplane was hoisted and as the airplane was lifted the left hand main landing gear dropped gradually out of the nacelle. The last four to six inches, just before the gear went in to full lock down position, had to be kicked into place.

At 9:00 A.M. on 24 June 1945 I heard about this mishap from the personnel on the flight line of Squadron "C". I also learned that the airplane had been taken over to the service team. Being the Douglas representative at A-59 I went over to investigate the airplane. I had the service team put the airplane on jacks and the adjustments were checked and found to be satisfactory and within tolerance. Retraction test was made by use of the hand pump. Landing gear checked out okay.

Further checks were made 26 June 1945 with a portable hydraulic test stand, at which time the airplane was put up on three jacks and landing gear was checked out with full hydraulic pressure of 1000 pounds. Four retractions were made and all were satisfactory.

This being a normal test check that is used to check out A-26 landing gears and hydraulic systems insures that the hydraulic system and the landing gear on airplane No. 41-39252 was functioning normally when the landing was made.

Henry R. Kaehler.
HENRY R. KAEHLER,
Douglas Field Service Representative.

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Para 49

DATE	STATION	GROUP NO. & TYPE	AIRCRAFT MODEL
23-6-45	A-59 9TH AF 9TH AD 97TH BW	416TH BOMB (L)	A-26B-20
CREW CHIEF OR AERIAL ENGINEER		**SQUADRON NO. & TYPE**	**AIRCRAFT SERIAL NO.**
HARLAN KROBOTH		669TH BOMB (L)	41-39252

PERS. CLASS	— PRINT PLAINLY — NAME — ASN. — GRADE — 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
	* * * * * * * * *	*	*		*		*		*		FROM: * * *		*
											TO:		
											MISSION:	NO. OF LANDINGS	
18	DEPNER, ALFRED W. O-764136 1ST. LT.	NN	P 1	N :15							FROM: A-59		22 45
38	GRIFFIN, DANIEL L. 32871791 S/Sgt.		G 1	N :15							TO: A-59		24 00
											MISSION: T	NO. OF LANDINGS 1	1 15
											FROM:		
											TO:		
	A TRUE COPY:										MISSION:	NO. OF LANDINGS	
	Donald W. Sorrels DONALD W. SORRELS, 1st Lt., Air Corps, Ass't Opns Officer.										FROM:		
											TO:		
											MISSION:	NO. OF LANDINGS	
											FROM:		
											TO:		
											MISSION:	NO. OF LANDINGS	

WAR DEPARTMENT
A. A. F. FORM NO. 1
REV. (1-JAN. 44)

AIRPLANE FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT — B OPER. CLERK

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

TOTAL FLIGHT TIME 4 : 35

Sheet #10

WAR DEPARTMENT
A. A. F. FORM NO. 1 A
REV. (1 JAN. 44)

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	23-6-45	KROBOTH	A-59
DAILY	23-6-45	KROBOTH	A-59
25 HOURS	568:15		
50 HOURS	561:15		
100 HOURS	611:15		

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

SERVICE	FUEL (GALLONS) SERVICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	400	925	20	120	20	120					
2ND		925		120		120					
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT	S	STROUP	A-59
GUNNERY	S	STROUP	A-59
CHEMICAL			
COMMUNICATIONS	G	GASKINS	A-59
PHOTOGRAPHIC	-		
NAVIGATION			

STATUS TODAY: 1. 2. 3. 4.

EXPLANATION: Glass Cracked in Pilots Canopy. R. Main Fuel Gage Shows 20 Gals when Empty
T.O. 01-40AJ-62 & Others Not C/W.

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT
Class Equip
Class Equip

1. P. C. Martin 3.
2. A. W. Depner 4.

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

Secret And Confidential Equipment Installed in This Aircraft.
1. A/C OK Martin, Paul C. 2nd Lt., A.C.
2. Left Main Gear Collapsed.
Depner, A.W., 1st Lt., A.C.

A TRUE COPY:

Charles H. Stewart
CHARLES H. STEWART,
Captain, Air Corps,
Engineering Officer.

SERVICED BY:
#1 KROBOTH
2 NO SERVICE

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	559:05	559:05		
HOURS TODAY	4:35	4:35		
TOTAL	563:40	563:40		
OIL CHANGE DUE	611:15	611:15		
CUNO CLEANING DUE				

AIRCRAFT		
	HOURS TO DATE	559:05
	HOURS TODAY	4:35
	TOTAL	563:40

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DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA
23-6-45	AIR FORCE: 9TH	COMPONENT	ENGINE MODEL: R-2800-77 -1-
STATION: A-59	COMD., SERV. COMD. OR DEP'T: 9TH AIR DIVISION		SERIAL NO.: FP-020384 / SERIAL NO.: FP-020388
CREW CHIEF OR ENGINEER: HARLAN KROBOTH	GROUP NO. & TYPE: 97TH BOMB WING 407TH BOMB GROUP	AIRCRAFT MODEL: A-26B-50	SERIAL NO. / SERIAL NO.
	SQUADRON NO. & TYPE: 669TH BOMB SQDN	AIRCRAFT SERIAL NO. 41-18858	TOTAL FLIGHT TIME → 4 : 35

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E-W-1

H E A D Q U A R T E R S
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

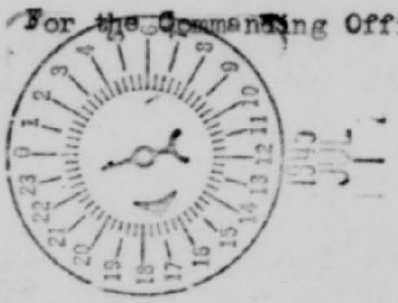
APO 140, U.S. Army,
30 June 1945.

SUBJECT: Transmittal of AAF Form 14.

TO : Commanding General, 9th Air Division, APO 140, U.S. Army.

Transmitted herewith is AAF Form 14 in quadruplicate (with inclosures) on aircraft accident of Lt. A.W. Depner, 24 June 1945, in A-26B-20, ACSN 41-39252.

For the Commanding Officer:



George Schenkein

GEORGE SCHENKEIN,
Major, Air Corps,
Adjutant.

1 Incl - AAF Form 14 in quadruplicate (with inclosures).

360.33 1st Ind. E-Q-14
HEADQUARTERS 9TH AIR DIVISION, APO 140, U. S. ARMY, 19 July 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 correction.

For the Commanding General:

S. L. Parmenter

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



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-14-

12 Incls:
Incl 1 - AAF Form No. 14 (trip)
Incl 2 - Statement of Pilot (trip)
Incl 3 - Statement of Gunner (trip)
Incl 4 - Statement of F/C Officer (trip)
Incl 5 - Statement of Duty Tower Off. (trip)
Incl 6 - Statement of Engr. Officer (trip)
Incl 7 - Statement of Gp Engr Off (trip)
Incl 8 - Statement of Crew Chief (trip)
Incl 9 - Statement of Field Svce Rep (trip)
Incl 10 - AAF Form 1 (trip)
Incl 11 - AAF Form 1A (trip)
Incl 12 - Photos (trip)

360.33 2nd Ind.
HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 28 July 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

HERBERT B. LEWIS
Major, A.G.D.,
Asst Adj General.

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

A 20129

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RS

360.33 2nd Ind.
HEADQUARTERS, NINTH AIR FORCE, APO 696, U S Army, 28 July 1945.

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

Report of Aircraft Accident Committee approved.

For the Commanding General:

HERBERT B. LEWIS
Major, A.G.D.,
Asst Adj General.

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

050

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NAME OF PILOT			TYPE OF PLANE			ACCIDENT NUMBER		
DEPNER Alfred W			A-26B-20			45-6-24-515		
CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
Capt Backe	8/21	9/14						

LSP 3015-45 OPB

3989:10-440FS

Accident No. 15-4621-515

Date

Checked by DM 8-7

Analyzed by H.O. 9 Aug 45

Copied for Materiel Files by Copy 9-13-45

Notes: To: Capt. Backe 12 Sept 45 Pm

050

Left gear folded on landing - undetermined

3989:10-440FS