

REPORT OF AIRCRAFT ACCIDENT

Headquarters, 1st District,  
AAFTTC  
Operations & Engineering Office  
Greensboro-High Point Airport

(1) Place: Greensboro-High Point Airport  
(2) Date: July 7th, 1943  
(3) Time: 15:30  
(4) Type and model: AT 10  
(5) A. F. No.: 41-26851  
(6) Station: Freeman Field, Seymour, Ind.  
(7) Organization: AAF 175 FTC  
(8) (Command and Air Force)  
(9) (Group)  
(10) (Squadron)

PERSONNEL

10	11	12	13	14	15	16	17	18	19
DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
Pilot	Hurwitz, Norman	Pilot	0-792027	1st Lt	01	AAF	F. T. C.	None	None



PILOT CHARGED WITH ACCIDENT

(20) Hurwitz, Norman  
(21) 0-792027  
(22) 1st Lt.  
(23) 01  
(24) AAF  
(25) F. T. C. F. T. C.  
(26) S. F. P. F. C. G.  
(27) 2000 Sqdn.  
(28) Freeman Field, Seymour, Ind.  
(29) AAF F. T. C.  
(30) Same  
(31) Same  
(32) Same  
(33) Pilot  
(34) Sept 6, 42  
(35) Pilot  
(36) Same  
(37) None

FIRST PILOT HOURS:

(38) This type: Twin Eng. 450  
(39) This model: 300 Hrs.  
(40) Last 90 days: 200 Hrs.  
(41) Total: 851 Hrs.  
(42) Instrument time last 6 months  
(43) Instrument time last 30 days  
(44) Night time last 6 months  
(45) Night time last 30 days

AIRCRAFT DAMAGE

(46) DAMAGE: 3 Minor - Pitot & Assembly required.  
(47) LIST OF DAMAGED PARTS: 4 Minor - Right 42-172479 Left 42-172478 No apparent damage. Lower Engine Cowling will need replacing.  
(48) Propeller: 4 Minor - Right & Left Props outer 1/3 bent and repairable.  
(49) Weather at the time of accident: Contact - Ceiling unlimited - Visibility 7 miles T-79° - DP 67°  
(50) Wind - NNE - 5 MPH - Pilot landing N.E.  
(51) Was the pilot flying on instruments at the time of accident: No.  
(52) Cleared from Chapel Hill, N.C. (53) To Greensboro, N.C. (54) Kind of clearance: C.F.R.  
(55) Pilot's mission: Pilot efficiency training in navigation.  
(56) Nature of accident: Landing gear folded up upon landing causing props to contact the ground causing minor damage to props, lower engine cowling and air intake scoop and major damage to Pitot assembly.  
(57) Cause of accident: Unknown.

100% Aircraft 23 67 84

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

Lt. Hurwitz, Pilot, states that a normal approach was made and that the wheels were down, that there was no evidence of the wheels not being locked, that is the warning horn did not sound and that he also saw the wheel on his side of the cockpit in the extended position.

Witnesses (Cpl. Gray and Cpl. Bugala) who were on the crash truck and ambulance at the time state that the approach seemed normal and observed the wheels of the aircraft making contact with the runway and immediately thereafter observed the landing gear give away.

The appearance of the runway at the scene of the accident do not indicate any undue use of brakes and it is the opinion (belief) of the investigating Officer that the landing gear gave away before the Pilot had an opportunity to use his brakes. The distance from a point where the prop blades first made contact with the runway until a point where the plane came to rest, was a distance of sixty (60) yards.

No personnel injured. Damage to aircraft consist of both props blade bent (outer 1/3 and reparable). Pitot assembly will need replacing and both lower motor cowlings and air scoop intakes will need replacing. Both engines turn freely and no apparent damage to either engine, unless with possible exception of lower cylinder rocker boxes and covers on both engines.

Attention is invited to T. O. 01-90KB-2, page 80, par. 10 (2D).

It is the opinion (belief) of the investigating officer that the difficulty may lie with the improper adjustment of the landing gear clutch and that the accident was through no fault of the Pilot, but was due to circumstances beyond his control.

Recommend more frequent periodic inspection of landing gear clutch for proper tension.

Signature

*Marshall L. Schoelles*  
(Investigating Officer)

MARSHALL L. SCHOELLES,

Capt., AO,

Operations & Engr. Officer.