

WAR DEPARTMENT  
U. S. ARMY AIR FORCES  
REPORT OF AIRCRAFT ACCIDENT

44-12-17-63  
085

(1) Place St. Ann Auxiliary Field of Freeman Fld (2) Date 17 November 1943 (3) Time 0715Z  
AIRCRAFT: (4) Type and model AT-10 BH (5) A. F. No. 42-2224 (6) Station Freeman Field  
Organization: (7) AAFPTC (8) 30th Wing (9) 1079th TEFTS  
(Command and Air Force) (Group) (Squadron)

PERSONNEL PILOT PILOT 5113

| DUTY  | NAME<br>(Last name first) | RATING | SERIAL NO. | RANK | PERSONNEL CLASS | BRANCH | AIR FORCE OR COMMAND | RESULT TO PERSONNEL | USE OF PARACHUTE |
|-------|---------------------------|--------|------------|------|-----------------|--------|----------------------|---------------------|------------------|
| (10)  | (11)                      | (12)   | (13)       | (14) | (15)            | (16)   | (17)                 | (18)                | (19)             |
| 32 SP | Breen, H. P.              | S      | 12054456   | A/C  | 62              | A.C.   | AAFPTC               | None                | No               |
| 33 SC | Carr, E. V.               | S      | 11083339   | A/C  | 62              | A.C.   | AAFPTC               | None                | No               |



(20) Breen, Hugh P. (21) 12054456 (22) A/C (23) 62 (24) A.C.  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) AAFPTC (26) 30th Wing (27) 1079th TEFTS (28) Freeman Field  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) AAFPTC (30) 30th Wing (31) 1079th TEFTS (32) Freeman Field  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) S (34) - Present rating (35) S (36) - Instrument rating (37) -  
(Rating) (Data) (Rating) (Data)

Finer Pilot Hours:  
(at the time of this accident):  
(38) This type 20:50 (39) Instrument time last 6 months Not involved  
(40) This model 20:50 (41) Instrument time last 30 days Not involved  
(42) Last 90 days 41:50 (43) Night time last 6 months -  
(44) Total 98:25 (45) Night time last 30 days 9:50

NOTE: Records previous this station  
AIRCRAFT DAMAGE not available.

| DAMAGE            |         | (46) LIST OF DAMAGED PARTS |
|-------------------|---------|----------------------------|
| (46) Aircraft     | Minor 3 | See attached list.         |
| (47) Engine(s)    | 4 4     |                            |
| (48) Propeller(s) | M 3 M 3 |                            |

(50) Weather at the time of accident Clear to high scattered, visibility 5 miles in smoke, Wind SSW 5.  
(51) Was the pilot flying on instruments at the time of accident No  
(52) Cleared from Freeman Field (53) To Local (54) Kind of clearance Contact  
(55) Pilot's mission Local Night Transition  
(56) Nature of accident Wheels folded on landing.  
(57) Cause of accident It is the opinion of the Aircraft Accident Classification Committee that the landing gear of the AT-10 is unsatisfactory in that the gear will collapse allowing the wheels to retract when the airplane is resting on the ground.  
(58) Has a Form #54 been submitted? No Unsatisfactory reports have been submitted on previous accidents of this kind. Approval has been granted for a positive down lock to be installed on the landing gear of all ships at this station.

RESTRICTED

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DESCRIPTION OF ACCIDENT

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

Breen, Hugh P., A/C, Student Pilot, and Carr, F. W., Student Co-pilot, were flying local transition (night) from the St. Ann Auxiliary Field on 17 November 1943 in AT-10 EH A.F. No. 42-2224.

The pilot states that several normal landings had been made without evidence of any landing gear trouble. On the final landing the wheels were checked visually on the downwind leg and on the approach but after a normal landing the wheels retracted causing major damage to the propellers and minor damage to the lower engine nacelles.

The pilot states that the airplane had landed and that he had gotten it under control. After he had slowed his landing roll considerably he turned off his landing lights and immediately thereafter the gear folded.

It is the opinion of the Aircraft Accident Classification Committee that the landing gear of the AT-10 type aircraft is unsatisfactory in that some parts do not function normally at all times. A positive down lock has been approved by the Air Service Command and is being installed in all ships at this station to avoid a repetition of the above accident.

5 Incls:

- Incl #1 - Pilot Statement
- Incl #2 - Co-pilot Statement
- Incl #3 - Damaged Parts List
- Incl #4 - Form 1
- Incl #5 - Form 1A

Signature

*Robert J. DuChaine*  
(Investigating Officer)

ROBERT J. DU CHAINE,

Captain, Air Corps,

Aircraft Accident Officer.

Date 19 November 1943.

11-17-63