

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

11-12-50-29

(1) Place St. Anne Aux. Fld. (Freeman Fld.) (2) Date 20 December 1943 (3) Time 2045Z
 AIRCRAFT: (4) Type and model AT-10 BH (5) A. F. No. 42-2227 (6) Station Freeman Field
 Organization: (7) AAFEFTC (8) 30th Wing (9) 1080th TEFTS
(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)
S.	Dickerhoof, W. J.	P	0-816263	2nd Lieut.	18	A.C.	AAFEFTC	None	No
SD.	Powell, J. O.	P	18042780	1st Lieut.	18	A.C.	AAFEFTC	None	No

PERSONNEL INVOLVED WITH ACCIDENT

(20) Dickerhoof, Wilford (Last name) J. (First name) J. (Middle initial) (21) 0-816263 (Serial number) (22) 2nd Lieut. (Rank) (23) 18 (Personnel class) (24) A.C. (Branch)
 Assigned (25) AAFEFTC (Command and Air Force) (26) 30th Wing (Group) (27) 1080th TEFTS (Squadron) (28) Freeman Field (Station)
 Attached for flying (29) AAFEFTC (Command and Air Force) (30) 30th Wing (Group) (31) 1080th TEFTS (Squadron) (32) Freeman Field (Station)
 Original rating (33) P (Rating) (34) 11-3-43 (Date) Present rating (35) P (Rating) (36) 11-3-43 (Date) Instrument rating (37) None (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 114:55 (39) This model 114:55 (40) Last 90 days 114:55 (41) Total 240:15
 (42) Instrument time last 6 months Not involved (43) Instrument time last 30 days Not involved
 (44) Night time last 6 months Not involved (45) Night time last 30 days Not involved

AIRCRAFT DAMAGE

DAMAGE				(40) LIST OF DAMAGED PARTS
(46) Aircraft	M	3		See attached list.
(47) Engine(s)	-	1		
(48) Propeller(s)	M	4	M 4	

(50) Weather at the time of accident Clear, high scattered clouds, visibility unlimited, Wind SSW 9.
 (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 transition.
 (56) Nature of accident Wheels up on landing.
 (57) Cause of accident Pilot error.
 (58) Has Form #54 been submitted? No.

DESCRIPTION OF ACCIDENT

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

Wing, J. L., 2nd Lt., Instructor, and Sandlin, J. O., A/C, Student Pilot, were flying local transition in AT-10 BH A.F. No. 41-27076 from Freeman Field on 14 October 1943.

Instructor states that he gave the student single-engine operation on the downwind leg. Normal procedure was used which necessitates pulling up the wheels. On the approach, for a single-engine landing, Instructor states that he put the wheels down himself and checked them visually. Upon landing the wheels folded into the nacelles letting the ship down on its belly, causing major damage to the propellers and lower engine nacelles. On inspection after the accident the aircraft landing gear system was found to be functioning normally in all respects.

It is the opinion of the Aircraft Accident Committee that the wheels of the AT-10 type aircraft will retract into the nacelles on exceptionally hard landings. This is believed to have happened in the above accident.

A positive down-lock on the landing gear assembly has been designed and is being installed on aircraft of this station to insure against a repetition of a like accident.

5 Incl:

- Incl #1 - Instructor Statement.
- Incl #2 - Student Statement.
- Incl #3 - Damaged parts list.
- Incl #4 - Form 1.
- Incl #5 - Form 1A.

Signature.....

Robert J. Du Chaine
(Investigating Officer)

..... ROBERT J. DU CHAINE,

..... Captain, Air Corps,

..... Aircraft Accident Officer.

Date 16 October 1943.

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

44-10-14-30-4

(1) Place Freeman Army Air Field (2) Date 14 October 1943 (3) Time 1518Z
 AIRCRAFT: (4) Type and model AT-10 H (5) A. F. No. 41-27076 (6) Station Freeman Army Air Field
 Organization: (7) AAFEFTC (8) 30th Wing (9) 467th TEFTS
(Command and Air Force) (Group) (Squadron)

PERSONNEL

DUTY	NAME (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)
S	Wing, J. L.	P	0-803197	2nd Lt.	01	A.C.	AAFEFTC	None	No
SD	Sandlin, J. O.	SP	13065711	A/C	62	A.C.	AAFEFTC	None	No



(20) Wing James La (21) 0-803197 (22) 2nd Lt. (23) 01 (24) A.C.
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFEFTC (26) 30th Wing (27) 467th TEFTS (28) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFEFTC (30) 30th Wing (31) 467th TEFTS (32) Freeman Field
(Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 10-1-43 Present rating (35) P (36) 10-1-43 Instrument rating (37) None
(Rating) (Date) (Rating) (Date)

First Pilot Hours:
(at the time of this accident)
 (38) This type 43:20 (39) Instrument time last 6 months Not involved.
 (39) This model 43:20 (40) Instrument time last 30 days Not involved.
 (40) Last 90 days 73:20 (41) Night time last 6 months Not involved.
 (41) Total 160:00 (42) Night time last 30 days Not involved.

AIRCRAFT DAMAGE

DAMAGE	(40) LIST OF DAMAGED PARTS
(46) Aircraft <u>M</u>	See attached list.
(47) Engine(s) <u>-1 -1</u>	
(48) Propeller(s) <u>M M</u>	

(50) Weather at the time of accident Visibility 6 miles, Wind SSW 6 mph., Sky clear.
 (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 transition
 (56) Nature of accident Wheels folded as plane landed
 (57) Cause of accident It is the opinion of the Aircraft Accident Committee that the wheels of the AT-10 type aircraft will retract into the nacelles on exceptionally hard landings, because it lacks a positive down-lock. This is what is believed to have happened.
 (58) Has Form #54 been submitted? No.

DESCRIPTION OF ACCIDENT

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

Lt. Dickerhoof, W. L., Instructor, and A/S Powell, J. D., were flying local transition in AT-10 BH A.F. No. 42-2227 on 20 December 1943 from St. Anne Auxiliary Field.

Several normal landings had been made and on the downwind pre-landing check for a landing the wheels were extended and checked down in the down position.

On the base leg the Instructor gave the Cadet single-engine operation and told him to make a simulated single-engine landing. The wheels were retracted, as the procedure for single-engine operation called for, and a normal approach was made. The radio was on interphone for the purpose of instruction. Neither the pilot or the co-pilot heard the Control Tower warning that their wheels were in the up position.

The Instructor states that he was busy talking to the Cadet and did not realize that the wheels were still up; a belly landing was made.

Cause of the accident was pilot error. All pilots of this station have been warned that the radio will be turned to the Tower frequency for all landings and take-offs and warned especially that no landing will be made while on interphone.

5 Incls:

- Incl #1 - Instructor Statement.
- Incl #2 - Student 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 24 December 1943