

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

44-1-1-21

51-11

(1) Place Freeman Field, Seymour, Indiana (2) Date 8 January 1944 (3) Time 0204Z
 AIRCRAFT: (4) Type and model AT-10 GA (5) A. F. No. 42-34615 (6) Station Freeman Field
 Organization: (7) AAFETC (8) 30th Wing (9) 467th TETS
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

DOTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL Class	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)		(11)	(12)	(14)	(15)	(16)	(17)	(18)	(19)
SP	Dick, B. (NMI), Jr.		35495007	A/C	62	A.C.	AAFETC	None	No
SC	Tacchini, C. J.		3546266	A/C	62	A.C.	AAFETC	None	No



FLOOR CHARGED WITH ACCIDENT

(20) Dick, Jr. Bernard (NMI) (21) 35495007 (22) A/C (23) 62 (24) A.C.
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFETC (26) 30th Wing (27) 467th TETS (28) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFETC (30) 30th Wing (31) 467th TETS (32) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) (34) Present rating (35) (36) Instrument rating (37)

First Pilot Hours:
 (at the time of this accident)
 (38) This type 46:25 (42) Instrument time last 6 months Not involved
 (39) This model 49:25 (43) Instrument time last 30 days Not involved
 (40) Last 90 days 58:45 (44) Night time last 6 months 15:35
 (41) Total 121:18 (45) Night time last 30 days 15:35

AIRCRAFT DAMAGE

DAMAGE	(10) LIST OF DAMAGED PARTS
(46) Aircraft <u>M 2</u>	
(47) Engine(s) <u>- 1 -</u>	See attached list.
(48) Propeller(s) <u>M 4</u>	

(50) Weather at the time of accident Visibility 3 miles, ceiling unlimited, Wind MWS 12 mph.
None and light smoke.
 (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 Controlled on landing.
 (57) Cause of accident It is the opinion of the Aircraft Accident Classification Committee that the landing gear of the AT-10 type aircraft is unsatisfactory in that certain parts of it do not function normally at all times allowing the landing gear to collapse when the aircraft is on the ground.
 (58) Has Form No. 14 been submitted? Yes. Reports have been submitted on previous accidents of this type. A positive down-lock is being installed on all aircraft at this station.

DESCRIPTION OF ACCIDENT

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

A/C Dick, B. (NMI), Jr., Student Pilot and A/C Pacchini, C. J., Student Co-pilot, were flying local transition (night) in AT-10 GL A.F. No. 42-34615 from Freeman Field on 8 January 1944.

The pilot states that a normal landing was made, and, after rolling down the runway about 100 feet, the landing gear horn began to blow, the wheels collapsed and the ship settled on its belly on the runway, causing major damage to the propellers and lower engine nacelles.

Upon investigation, the ship was found normal in all respects and, after careful consideration, it is the opinion of the Aircraft Accident Committee that the landing gear of the AT-10 type airplane is unsatisfactory in that it allows the wheels to collapse when the airplane is on the ground. A positive down-lock installation has been approved for this station and is being installed on all aircraft to avoid a repetition of above accident.

5 Incls:

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

197

Signature

Robert J. DuCharme
(In Signaling Office)

ROBERT J. DUCHARME

Captain, Air Corps.

Aircraft Accident Officer.

Date 10 January 1944.