

✓ Accident No. 43-5-14-24

Date

Checked by mmk 6-1-42

Analyzed by mmk 6/8

Copied for Wright
Field by _____

Notes _____

(Nature Group Landing accident
(Specific Nature Landing gear failure
(Underlying Nature Landing gear mechanism

(Cause Group 80% Pilots Error (Carelessness)
20% Other personnel

(Specific Cause Carelessness
Co-pilot

(Underlying Cause Lack of care in preparing
for landing
Carelessness

RL:4-43

WAR DEPARTMENT
MacDill Field, Florida
U. S. ARMY AIR FORCES

Accident No. **075**

REPORT OF AIRCRAFT ACCIDENT

(1) Place MacDill Field, Tampa, Florida (2) Date May 14, 1943 (3) Time 2300 EDT
AIRCRAFT: (4) Type and model B-26B20 (5) A. F. No. 41-31751 (6) Station MacDill Field, Florida
Organization: (7) III BC: 3 AF (8) 391st Bomb (9) 574th Bombardment
(Command and Air Force) (Group) (M) (Squadron) (M)

PERSONNEL

DOVT (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)
	Wolfe, William W.	P	T-120368	F/O	42	AC	3 AF	None	---
	Callison, William K.	P	O-738342	2ndLt.	01	AC	3 AF	None	---
	Olshak, Raymond F.	N	O-660389	1stLt.	01	AC	3 AF	None	---
	Gray, John C.	R	16063406	S/Sgt.	20	AC	3 AF	None	---
	Flaherty, Coleman F.	E	13060924	S/Sgt.	20	AC	3 AF	None	---
	Redgood, Herbert L.	G	6927505	S/Sgt.	20	AC	3 AF	None	---

PILOT CHARGED WITH ACCIDENT

(20) Wolfe William W. (21) T-120368 (22) F/O
(Last name) (First name) (Middle initial) (Serial number) (Rank)
Assigned (25) III BC: 3 AF (26) 391st Bomb (27) 574th Bomb (28) MacDill Field, Fla.
(Command and Air Force) (Group) (M) (Squadron) (Station)
Attached for flying (29) III BC: 3 AF (30) 391st Bomb (31) 574th Bomb (32) MacDill Field, Fla.
(Command and Air Force) (Group) (M) (Squadron) (Station)
Original rating (33) P (34) Dec 7/42 Present rating (35) P (36) Dec 7/42 Instrument rating (37) ---
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 26:50 103.7 (39) Instrument time last 6 months 27.6
(40) This model 66:32 12.5 (41) Instrument time last 30 days 9.9
(42) Last 90 days 102:26 96.7 (43) Night time last 6 months 22.8
(44) Total 4-28-43 209.48 109.4 (45) Night time last 30 days 16.5

AIRCRAFT DAMAGE

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>03</u>	
(47) Engine(s) <u>(R) None (L) 04</u>	See attached engineering report.
(48) Propeller(s) <u>(R) None (L) W5</u>	

(49) Weather at the time of accident See attached weather report.

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

(52) Cleared from MacDill (53) To MacDill (54) Kind of clearance Contact

(55) Pilot's mission Night navigation. 62

(56) Nature of accident Landing accident. NG 5N LN

(57) Cause of accident Left landing gear collapse due to gear not being completely down and locked into position.

80 % Pilot's Error CG SC LC
20 % Other personnel 05 34 17
08 43 55

RESTRICTED

DESCRIPTION OF ACCIDENT

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

The pilot made a normal approach and lowered his landing gear at approximately 1500 feet at an indicated airspeed of 160 MPH. The pilot flew the ship on in and made a normal landing on runway nine. As the ship rolled down the runway and its speed decreased the left gear gave way allowing the left prop to dig into the concrete runway. The increased weight and strain also caused the right gear to fold but the ship had lost its speed and was stopped on the left nacelle doors and belly before the right prop struck the ground.

Investigation brought out the fact the gear mechanisms were functioning normally and hydraulic pressure was normal. The co-pilot dropped the gear and witnesses felt the increased drag as the gear came down. However, the co-pilot and engineer were not certain the gear was down and locked. They both checked the indicator but were not satisfied due to poor visibility. The co-pilot asked the pilot to check the gear indicator but since he was busy landing the ship he didn't check it carefully. The result being the gear was not down and locked which caused the accident. Both the pilot and co-pilot should assume the responsibility of this accident as neither of them made certain the indicator said "wheels down and locked".

Recommendations: That pilot and co-pilot ascertain definitely if gear is down and locked before landing this model of B-26. Also it is my opinion and recommendation some warning signal should be installed on this model to further assist the pilots in ascertaining whether or not the airplane is ready to land.

RECEIVED

1943 MAY 28 AM 9 27

HQ. A.A.F.
DIR. FLYING SAFETY

Signature

Lyle F. Johnston
(Investigating Officer)
LYLE F. JOHNSTON, Maj., A.C.,
Aircraft Accident Officer.

Date May 24, 1943.

5-14-43
DATEMACDILL FIELD
STATION391st BOMB (M)
GROUP NO. AND TYPEB-26B20WA
AIRCRAFT MODELSgt. Skinner, D. G.
CREW CHIEF OR AERIAL ENGINEER

RESTRICTED

574th BOMB (M)
SQUADRON NO. AND TYPE41-31751
AIRCRAFT SERIAL NO.

PERM. CLASS	NAME - RANK - 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	O	R	I	DUTY	N	O	R	I	DUTY	N	O	R	I	TERMINALS AND MISSION
	574th. MACDILL		PI		P												FROM: MACDILL	
17	HUGGARD, HARRY G. P/O T-120401		1:2		2:5												TO: OSBRY	13:00
	574th. MACDILL		HB														TO: MACDILL	16:40
01	FRANDSEN, WARREN E. 2nd Lt. 0666021		3:7														6 FORMATION	1 3:7
	574th. MACDILL		CP														FROM: MACDILL	
01	STUART, MILTON W. 2nd Lt. 0-735688		3:7														TO: MACDILL	
	574th. MACDILL		1														MISSION: 6 FORMATION	1 3:7
20	SEAGER, GLENN L. S/Sgt. 32038816		3:7														FROM: MACDILL	
	574th. MACDILL		BO														TO: MACDILL	
20	HASTY, ALVA J. S/Sgt. 39239038		3:7														MISSION: 6 FORMATION	1 3:7
	574th. MACDILL		G														FROM: MACDILL	
20	BUTERA, JOHN J. Sgt. 12045260		3:7														TO: MACDILL	
	574th. MACDILL		P		PH												MISSION: 6 FORMATION	1 3:7
17	VOLPE WILLIAM W. P/O T-120368		1:0		3:4												FROM: MACDILL	
	574th. MACDILL		CP		CP	X											TO: MACDILL	
01	GALLISON, WILLIAM K. 2nd Lt. 0738342		1:0		3:4												MISSION: 6 FORMATION	1 3:7
	574th. MACDILL		HB		HB	X											FROM: MACDILL	
01	OLSHAK, RAYMOND P. 1st Lt. 0660389		1:0		3:4												TO: MACDILL	
	574th. MACDILL		BO		BO	X											MISSION: 6 FORMATION	1 3:7
20	FLANNERY, COLEMAN P. S/Sgt. 13060924		1:0		3:4												FROM: MACDILL	
	574th. MACDILL		BO		BO	X											TO: MACDILL	
20	GRAY, JOHN O. S/Sgt. 16063404		1:0		3:4												MISSION: 6 FORMATION	1 3:7
	574th. MACDILL		AG		AG	X											FROM: MACDILL	
20	BEDGOOD, HERBERT L. S/Sgt. 6927505		1:0		3:4												TO: MACDILL	
																	MISSION: 6 FORMATION	1 3:7
																	FROM: MACDILL	
																	TO: MACDILL	
																	MISSION: 6 FORMATION	1 3:7
																	FROM: MACDILL	
																	TO: MACDILL	
																	MISSION: 6 FORMATION	1 3:7

A CERTIFIED TRUE COPY:

Lyle F. Johnston
Major, 1st Corps.WAR DEPARTMENT
A. A. F.
FORM NO. 1
2-2-55

FLIGHT REPORT - OPERATIONS

CHECKED:
LEGIBLE AND
CORRECTCHIEF
CLERKTRANSCRIBED:
TOTAL FLIGHT
TIME ENTERED
ON FORM 1ACHIEF
CLERKTOTAL
FLIGHT
TIME

81

FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS				SERVICING AT STATION OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)												
	DATE OF OR HOURS DUE	INSPECTED TODAY		SERVICE	FUEL (GALLONS)		OIL (QUARTS)								RADIATOR CHECKED	
		BY	STATION		SERV. ICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4			
PREFLIGHT	5/14/43	S	M													
DAILY	5/14/43	S	a F													
25 HOURS			c 1	1ST		1210		120		120						
50 HOURS	50		D e	2ND	790	1210	32	120	16	120						
100 HOURS	100		1 1 d	3RD												
			1 d	4TH												
			1	5TH												

INSPECTION OF AUXILIARY EQUIPMENT				STATUS TODAY		EXPLANATION:
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	1.	2.	
BOMBARDMENT	S	S	M	S		
GUNNERY	S	W O P	a F	S		
ENGINE Pyro	S	P	c 1	3.	4.	
COMMUNICATIONS	C	Cappel	D e			
PHOTOGRAPHIC			1 1			
NAVIGATION			1 d			
			1			

EXCEPTIONAL RELEASE				
WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.				
RELEASED FOR FLIGHT		{ W.W. Wolfe W.W. Wolfe H.G. Huggard		

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.					AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)				
Gasket replaced oil outlet conn. L. eng. (Swett) 10-100 Lbs practice bomb loaded in aft bomb bay (Swope) Batteries replaced (Sharp) # 2 Fuel transfer pump warning light out- Check fuel gauges H.G. Huggard. Serviced by Skinner. #3 Landing gear trouble 2323 landing gear folded on landing Hydraulic pressure O.K. W.W. Wolfe, P/O.					ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
					HOURS TO DATE	40.5	40.5		
					HOURS TODAY	8.1	8.1		
					TOTAL	48.6	48.6		
					OIL CHANGE DUE				
					ENG. CLEAR-ING DUE				
					AIRCRAFT				
HOURS TODAY	8.1								
TOTAL	48.6								

CERTIFIED A TRUE COPY: *Paul F. Johnston*
 Paul F. Johnston
 Major, Air Corps.

ENGINE DATA		AIRCRAFT DATA		AIRCRAFT ORG. DATA	
(1)	42-51136	(1)	42-51136	(1)	3 AT
(2)	42-51222	(2)	42-51222	(2)	391st Bomb (W)
(3)	42-51222	(3)	42-51222	(3)	574th Bomb (W)
(4)	42-51222	(4)	42-51222	(4)	391st Bomb (W)
(5)	42-51222	(5)	42-51222	(5)	574th Bomb (W)
(6)	42-51222	(6)	42-51222	(6)	391st Bomb (W)
(7)	42-51222	(7)	42-51222	(7)	574th Bomb (W)
(8)	42-51222	(8)	42-51222	(8)	391st Bomb (W)
(9)	42-51222	(9)	42-51222	(9)	574th Bomb (W)
(10)	42-51222	(10)	42-51222	(10)	391st Bomb (W)
(11)	42-51222	(11)	42-51222	(11)	574th Bomb (W)
(12)	42-51222	(12)	42-51222	(12)	391st Bomb (W)
(13)	42-51222	(13)	42-51222	(13)	574th Bomb (W)
(14)	42-51222	(14)	42-51222	(14)	391st Bomb (W)
(15)	42-51222	(15)	42-51222	(15)	574th Bomb (W)
(16)	42-51222	(16)	42-51222	(16)	391st Bomb (W)
(17)	42-51222	(17)	42-51222	(17)	574th Bomb (W)
(18)	42-51222	(18)	42-51222	(18)	391st Bomb (W)
(19)	42-51222	(19)	42-51222	(19)	574th Bomb (W)
(20)	42-51222	(20)	42-51222	(20)	391st Bomb (W)
(21)	42-51222	(21)	42-51222	(21)	574th Bomb (W)
(22)	42-51222	(22)	42-51222	(22)	391st Bomb (W)
(23)	42-51222	(23)	42-51222	(23)	574th Bomb (W)
(24)					

RESTRICTED

STATEMENT OF WILLIAM W. WOLFE, T-120268
FLIGHT OFFICER, AG, PILOT B-26B-20
AIRPLANE NO. 41-31751
574th. BOMB SQ.-591st. BOMB GROUP

Tampa, Florida
May 15, 1943

On the night of May 14, 1943 I was Pilot on a B-26B20 Airplane No. 41-31751. We had just completed our cross-country and were coming in for a landing.

We lowered our wheels at an airspeed of approximately 160 M.P.H. and flew the ship up to the point where we let our flaps down. I felt the distinct jar that is made when the wheels go down. At an altitude of 1500 feet, my co-pilot asked my engineer if the wheels were down. I was coming in at an indicated airspeed of 140 M.P.H. and at an altitude of approximately 500ft. My co-pilot asked me to check my indicator. I did, but I made a hurried check due to being on my last approximately 100 feet of approach; I am not certain if the indicator said down or up.

The plane made a very smooth landing and settled several times and then it felt as if the left landing gear gave way entirely and our props hit the runway. I cut the switches immediately and held right brake to keep airplane as straight as possible.

We used the emergency hatches to leave the airplane. No member of our crew was hurt.

William Wolfe
WILLIAM W. WOLFE, T-120268
Flight Officer, Air Corps
Pilot

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STATEMENT OF WILLIAM K. CALLISON, 2nd LT, AC, O-738342
CO-PILOT, B-26B20 AIRPLANE NO. 41-31751
574th BOMBARDMENT SQ., 391st BOMB GROUP

RESTRICTED

Tampa, Florida
May 15, 1943

On returning from a routine navigation flight about 2320, May 14, 1943, we had experienced no difficulty and had made a normal traffic pattern. On turning on the final approach at 1500 feet the pilot motioned for wheels down and I placed the landing gear control lever in the complete down and locked position. I felt the added drag on the ship as the wheels came down into the slipstream, but did not check the wheel position indicator until I placed the flap control handle in the down position.

At that time, I thought I could see a spot of red on the wheel position indicator but couldn't be sure they were not locked into position as I was looking at the indicator from an oblique angle. I asked the engineer if he could see if the wheels were locked into position, but he couldn't tell either. I reached down and snapped on the pedestal light and found the hydraulic pressure normal. At this time we were down to about 500-600 feet altitude. I leaned over and told the pilot to check wheel position indicator. He glanced down for an instant and I assumed that they were in proper position as he continued on his landing approach. At this time I proceeded to follow thru on the controls for the landing as we were at about 50-100 feet altitude.

The Pilot made a good landing and after rolling down runway for a short distance and slowing to about 80 M.P.H., I noticed the plane settle slowly and soon afterwards the left propeller started hitting the runway.

As the left gear collapsed the plane swerved to the left and stopped just off the left side of the runway. I used the Co-pilot's emergency hatch for escape. No one was injured.

William K. Callison
WILLIAM K. CALLISON
2nd Lt., Air Corps.,
Co-pilot.

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STATEMENT OF S/SGT. JOHN C. GRAY ASN 16063406
RADIOMAN, B-26B20, AIRPLANE NO. 41-31751
574th BOMBARDMENT SQ, 391st BOMB GP

Tampa, Florida
May 15, 1943

I was at my station a few minutes before the landing was made. The pilot told me to reel in my trailing wire antenna. I did so. Then I fastened my safety belt which I always do on landing and take offs. I then sat there and waited.

After the wheels touched the ground I heard a loud and broken screeching and noticed sparks flying by outside of the window of the compartment.

We continued down the runway for a short way and then stopped, just after we swerved to the left. When the plane stopped I got out of it as soon as I could, through the escape hatch. I then went to the tail to assist the tail gunner but he had already gotten out by himself.

John C. Gray

JOHN C. GRAY, 16063406
S/Sgt., 574th Bm Sq, 391st Bm Gp.

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STATEMENT OF RAYMOND F. OLSHAK, 1st LT., AC. O-660389
NAVIGATOR, B-26B20, AIRPLANE NO. 41-31751
574th BOMBARDMENT SQ., 391st BOMB GROUP

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Tampa, Florida
May 15, 1943

Having seen nothing during the time of landing of our airplane, I can tell only of what I felt.

I knew we were coming in for a landing from the feel of the ship: slower speed, sound of wind, and engines. Otherwise, I was busy with my navigator's log. All seemed normal when the wheels touched the ground, the left wheel seemed to touch first and the ship gave a corresponding lurch. A few seconds later, I'm not sure how much later, it felt as if our brakes were suddenly jammed on. There was a screeching sound which lasted a second or two, stopped and started again. This sound was repeated about six or seven times, until it became a steady sound and I could feel the ship swerve and stop.

We stopped easily and all the crew left the ship through the emergency exits. I cleared through the pilots' emergency exit.

Raymond F. Olszak
RAYMOND F. OLSHAK
1st Lt., Air Corps.,
Navigator.

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STATEMENT OF S/SGT. COLEMAN F. FLAHERTY, ASN 13060924
ENGINEER-GUNNER, B-26B20, AIRPLANE NO 41-31751
574th BOMBARDMENT SQ., 391st BOMB GROUP

Tampa, Florida
May 15. 1943

At the start of our final approach at 1500 feet the Co-pilot lowered landing gear handle and I felt the wheels go down as it jerked the ship and heard the click of the nose wheel locking in place.

I had been watching the engine instruments when the Co-pilot motioned to me and told me to look at the wheel position indicator to see if it read "down and locked" as he couldn't see very well himself. I looked and they seemed to be down although I couldn't see the gauge too well myself.

The I saw the Co-pilot tapping the Pilot and motioning towards the gauge. As we came near to leveling out, I stepped back to the navigator's compartment (as is usual for me). We came in normally, levelled off, and landed the ship. We rode smoothly and I could feel the wheels touch and then released as we continued down the runway. We rode for a while, then the left side started sinking and sparks began to fly. The pilot turned off the master switch and magneto and battery switches.

We came to a stop and I started to open the navigator's hatch while the others started out the Pilot's escape hatch. No one was hurt.

Coleman F. Flaherty

COLEMAN F. FLAHERTY, 13060924
S/Sgt 574th Bm Sq., 391st Bm Gp.

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STATEMENT OF STAFF SGT. HERBERT L. BEDGOOD A.S.N. 6927505
TAIL GUNNER, B-29 SUPERFORTRESS AIRPLANE NO. 41-31761
574th Bomb Sq. 391st Bomb Group

Tampa Florida
May 15 1945

I had moved from the gunner's position to just to the rear of the PUX-PUX as customary on landings and take offs. The first I knew of our landing was a jolt and a scraping noise which threw off sparks. By this I knew that we were on the belly of the ship. As soon as possible I braced myself and opened the waist window on my right. The fire extinguisher was secured into place. After the plane stopped I crawled through the waist window and got away from the ship. I then went around to the front to see if everyone was out. I was not hurt in any way.

Herbert L. Bedgood

HERBERT L. BEDGOOD 6927505
S/Sgt. 574th Bomb Sq., 391st Gp.

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HEADQUARTERS AIR BASE AREA COMMAND - MACDILL FIELD, FLORIDA
OFFICE OF THE AREA COMMANDER

G-gmk

TAMPA, FLORIDA
May 25, 1943

In reply refer to:
000.93

SUBJECT: Technical Report of Aircraft Accident.

TO : Commanding General, Army Air Forces, Washington, D.C.

Inclosed herewith is AAF Form No. 14 covering aircraft accident occurring at MacDill Field, Tampa, Florida, May 14, 1943, involving B-26B20 airplane No. 41-31751, pilot - P/O WILLIAM W. WOLFE, AC 574th Bombardment Squadron, 391st Bomb Group, MacDill Field, Tampa, Florida.

For the Area Commander:

Roger Hicks
ROGER HICKS
1st Lt., A.C.
Adjutant

1 Incl:
Technical Report.

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ACCIDENT REPORT

May 14, 1943

Type of airplane.....B-26B20
Damage to plane.....Washed out left landing gear, left prop and
probable damage to underside of fuselage,
resulting from dragging on cement.
Injury to Personnel.....None
Pilot.....F/O William Wolfe,
574th Bomb Sq., 391st Bomb Group
Location.....Runway 9
Time.....2330
Weather at time of
accident.....Contact

Remarks:

F/O Wolfe in making a normal landing resulted in the above
damage to his plane. Probably cause either collapse of landing gear
or gear not fully down and locked.

Guards were placed and pictures taken of the plane.

Report of this accident made by 391st Bomb Group.

Daniel S. Longfellow
DANIEL S. LONGFELLOW
2nd Lt., Air Corps
314th Bomb Sq.
Airdrome Officer of the Day

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ARMY AIR FORCES
HEADQUARTERS
62d SUB-DEPOT

OFFICE OF THE ENGINEERING OFFICER

U-3

IN REPLY REFER TO

MACDILL FIELD, TAMPA, FLORIDA

452.1-43

May 19, 1943

TO WHOM IT MAY CONCERN:

1. The following parts were damaged on B-26B20MA airplane #41-31751 due to collapse of left and right main landing gears, while landing:

- a. Skin partly gound off and buckled on bottom of fuselage from station no. 434 1/4 to station no. 670 1/2.
- b. Formers and keel partly gound off and buckled from station no. 447 1/4 to station no. 661 1/2.
- c. Left propeller, all four blades damaged beyond repair.
- d. Left engine, sudden stoppage of propeller.
- e. Left main gear outboard nacelle door damaged beyond repair.
- f. Two main landing gear tires, 49 X 1700 X 20, 12 ply.

Irvin F. Pyer

IRVIN F. PYER,
Captain, Air Corps,
Sub-Depot Engineering Officer.

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DETACHMENT FOURTH WEATHER SQUADRON
MacDill Field, Tampa, Florida

May 21, 1943.

SUBJECT: MacDill Field Weather, May 14, 1943.

TO : Base Operations Officer, MacDill Field, Florida.

1. The general weather conditions in the vicinity of MacDill Field, during the night of May 14-15, 1943, were clear sky, visibility seven (7) to ten (10) miles, surface wind easterly about the (10) miles per hour.

2. The following are certified to be true copies of the original MacDill Field weather observations taken on the time shown:

MAY 14, 1943
TIME (EWT)

2130 O 163/82/64-10/001

2230 O 166/80/65-15/002

2330 O 173/78/66-10/004

MAY 15, 1943
TIME (EWT)

0030 O 173/76/67-10/004

Paul K. Russell
PAUL K. RUSSELL,
Captain, Air Corps,
Station Weather Officer.

RESTRICTED



(G969(A) 7771-BPX5-15-43) CRASH B-26-B 131751

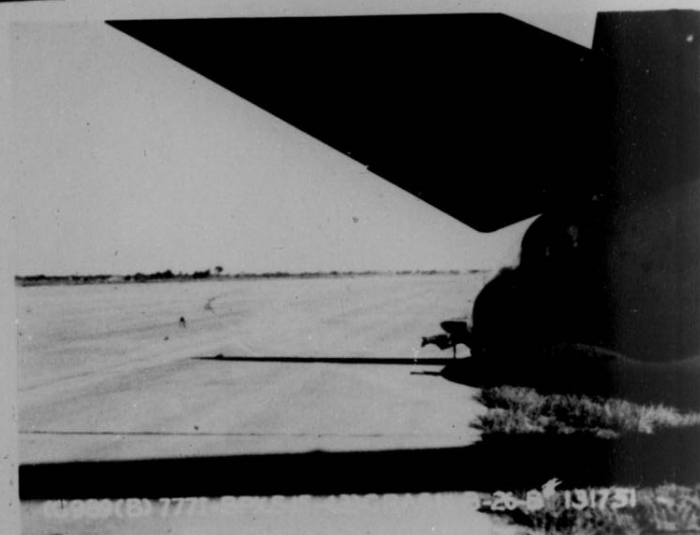
RESTRICTED



(G969(B) 7771-BPX5-15-43) CRASH B-26-B 131751



(G969(D) 7771-BPX5-15-43) CRASH B-26-B 131751



(G969(B) 7771-BPX5-15-43) CRASH B-26-B 131751

ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND
WINSTON-SALEM, NORTH CAROLINA

For Action AIR
For Info CS
For File M & R

DATE MAY 15, 1943



T. W. X.



TELEGRAM



RADIO

INCOMING
MESSAGE NO. 35 ARL 234

MACDILL FIELD FLA 151535Z GP 92

CG AAF BOLLING FIELD WASHINGTON D C

391BG MO39E PERIOD A MAY 14 COMMA 1943 COMMA 2300 COMMA MACDILL

FIELD TAMPA FLORIDA PERIOD B WILLIAM W WOLFE FLIGHT OFFICER AUS 3AF

MACDILL FIELD TAMPA FLORIDA PERIOD C MAIN-LANDING GEAR FOLDED UPON

LANDING PILOT DID NOT CHECK LANDING GEAR INDICATOR PERIOD D NO

INJURIES PERIOD NO PARACHUTES USED PERIOD E XC TRANSITION PERIOD F

CAFU PERIOD G 41 DASH 31751 B DASH 26B20 PERIOD H MACDILL FIELD

TAMPA FLORIDA I LANDING GEARS LEFT ENGINE AND PROPELLERS PERIOD

J NO PERIOD K SUB DASH DEPOT PERIOD L NONE PERIOD END

C0BOMGR 391

RECD BY AAF MESG CENT 151752Z

RECD BY AFAFC 151402 EWT

RELEASED TO TWZ 151515 EWT

MH1557 EWT

MASTER COPY

43-5-14-24

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15214-33

43-5-14-24

W/S

2 MACDILL FIELD FLA 151535Z GP 92

25

COMTENDING GENERAL ARMY AIR FIRCES BOLLING FIELD

WASHINGTON D C

391BG MO39E PERIOD A MAY 14 COM A 1943 COMMA 2300 COMPA MACDILL FIELD
TAMPA FLORIDA PERIOD B WILLIAM W WOLFE FLIGHT OFFICER AUS 3AF MACDILL
FIELD TAMPA FLORIDA PERIOD C MAIN LANDING GEAR FOLDED UPON LANDING
PILOT DID NOT CHECK LANDING GEAR INDICATOR PERIOD D NO INJURIES PERIOD
NO PARACHUTES USED E XC TRANSITION PERIOD F CAVU PERIOD G 41 DASH 31761
B DASH 26B20 PERIOD H MACDILL FIELD TAMPA FLORIDA I LANDING GEARS LEFT
ENGINE AND PROPELLERS PERIOD J NO PERIOD K SUB DASH DEPOT PERIOD L MORE
PERIOD END

COBOMGR 2 391

RECD IN AAT MMSG CENT 151752Z
FRD

MAY 18 43AM

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