

Accident No. 43-6-8-72

Date

Checked by E.S. Date 6/29-43

Analyzed by J.W.C. 7/1-43

Copied for Wright  
Field by \_\_\_\_\_

Notes Attaching material

Main landing gear retraction

Photo copy am 14 mailed Wright 368 922-43  
" " " " Patterson " 922-43 f.g.

(Nature Group

{

(Specific Nature

{

(Underlying Nature

{

(Cause Group

{

(Specific Cause

{

(mechanism)

{

(position)

{

(Underlying Cause

{

WILLIAM B. TERRY, JR.

388:6-43

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT NO.

*Rader*

(1) Place Shaw Field, S. C.

(2) Date June 8, 1943-044 (3) Time 2333

AIRCRAFT: (4) Type and model B-26B

(5) A. F. No. 44-17670 (6) Station Myrtle Beach, S. C.

Organization: (7) III BC 3rd AF

(Command and Air Force)

(8) 391st

(9) 574th. BM

(Squadron)

(Det.)

3 3 B

391st FM

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RELATION TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01 P	William W. Wolfe	P	T-120368	F/O	X	AC	III BC	None	No
04 CP	William K. Callison	CP	0-738342	2nd. Lt.	01	AC	III BC	None	No
65 BN	Raymond F. Olshak	BN	0-660389	2nd. Lt.	01	AC	III BC	None	Yes
2 EG	Coleman F. Flaherty		13060924	S/Sgt.	20	AC	III BC	None	Yes
64 AG	Herbert L. Bedgood		6927505	S/Sgt.	20	AC	III BC	None	Yes



24 43 PM

PILOT CHARGED WITH ACCIDENT

(20) Wolfe William W. (21) T-120368 (22) F/O (23) 17 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) III BC 3rd AF. (26) 391st BM (27) 574th BM (28) Myrtle Beach, S.C.  
 (Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) SAME

(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) P (34) 12-7-42 Present rating (35) P (36) 12-7-42 Instrument rating (37) 3-24-43  
 (Rating) (Date) (Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:  
 (at the time of this accident)

(38) This type	133.9	(42) Instrument time last 6 months	37.8
(39) This model	40.6	(43) Instrument time last 30 days	13.5
(40) Last 90 days	106.1	(44) Night time last 6 months	25.6
(41) Total	270.6	(45) Night time last 30 days	16.2

AIRCRAFT DAMAGE

DAMAGE			40) LIST OF DAMAGED PARTS
(46) Aircraft	Undercarriage	4	Undercarriage
(47) Engine(s)	Both	4	Engine change
(48) Propeller(s)	Both damaged	4	All eight blades bent

(50) Weather at the time of accident Ceiling high broken 1200 feet. Visibility 7 miles.  
 Wind WSW 6 MPH.

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from Myrtle Beach, S.C. (53) To Myrtle Beach, S.C. (54) Kind of clearance Local

(55) Pilot's mission Transition. 11

(56) Nature of accident Malfunction of left landing gear. Landing made with gears retracted,  
 causing damage to undercarriage and propellers.

No. 34-00  
06-34-28

(57) Cause of accident Malfunction of left landing gear.

100% aircraft - main landing gear retraction 23-67-84

DESCRIPTION OF ACCIDENT

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

This Field was notified about 00:30 that a B-26B at Myrtle Beach could not get his left landing gear down and would proceed to Shaw Field to make a belly landing. Instructions from Myrtle Beach tower were that all crew members were to use parachute except co-pilot, who could either stay with the ship or jump. He decided to stay with the ship. All crew members jumped successfully and the pilot and co-pilot proceeded to land the airplane on the belly with wheels up.

It is the consensus of opinion of the Accident Classification Committee that malfunctioning of landing gear was the cause of the accident. This is substantiated by statement of the Sub-Depot after inspection of the landing gear.

Signature

J. W. GURR, Major, A.C., Pres.  
T. F. OSBOURNE, Major, A.C., Member.

T. F. OSBOURNE, Major, A.C., Member.  
W. J. HORN, Major, A.C., Member.

June 21, 1943.

SDMD2

June 11, 1943

Airplane Type B-26B, A.A.F. Serial No. 41-17670

Accident Classification Board,  
AAFRFS,  
Shaw Field,  
Sumter, S.C.

1. When forced to make a crashed landing at Shaw Field on June 8, 1943 the following damage was done to subject airplane:

TO BE REPLACED:

- a. Right and left engines.
- B. Right and left propellers
- c. Torpedo racks.
- d. Tail skid.
- e. Nose wheel doors.

TO BE REPAIRED:

- a. Nose section around bombardier's compartment.
- b. Keel section of forward bombay compartment.
- c. Under-surface skin of fuselage.

For the Sub Depot COMMANDER:

*C. F. Anderson*

C. F. ANDERSON

1st. Lt., Air Corps

Asst. Sub Depot Engineering Officer.

SDMD2

June 21, 1943.

452.1-43

Airplane Type B-26B, A.A.F. Serial No. 41-17670

Accident Classification Board,  
AAFBFS,  
Shaw Field, Sumter, S. C.

1. On June 8, 1943 airplane Type B-26B, A.A.F. Serial No. 41-17670 was forced to make a crashed landing at Shaw Field.

2. After jacking the ship up and inspecting it, it was found that the landing gear was stuck.

3. Under date of June 11, 1943 a letter was written to the Accident Classification Board stating parts which are to be repaired and to be replaced.

For the Sub Depot COMMANDER:

C. F. Anderson  
C. F. ANDERSON  
1st. Lt., Air Corps  
Asst. Sub Depot Engineering Officer.



TO WHOM IT MAY CONCERN:

At 20:15 on the night of June 8, 1943 we took off from Myrtle Beach in Army Aircraft No. 41-17670 on a routine night local training flight. At 2245 we were called in to land by the Myrtle Beach tower, and we made a normal traffic pattern in preparation for landing. As we turned on the final approach I placed the landing gear control lever in the down and locked position but the left gear failed to extend. We went around again and tried but the same results were obtained. We left the traffic pattern and tried all emergency procedures recommended by manufacturer and those recommended by the manufacturer's representative who was helping us by means of the control tower. When all possible means failed we were advised to proceed to Shaw Field and make a crash landing. After reaching Shaw Field, we salvoed the two bomb bay tanks by means of the bombardier's salvo control and had all the crew except the pilot and myself bail out. By this time our gasoline supply was sufficiently low for the landing and we made a normal pattern and approach at about 1,000 feet. I broke the safety wire on the fire extinguisher selector valve and opened the cowl flaps full to cool the engine as much as possible thereby slightly reducing the fire hazard. I left the booster pumps off so they would not shoot out raw gas through any line which might break. Our approach was with full flaps and 2300 RPM. As soon as we had broken our glide and cut the throttles, I turned off the master, landing lights and ignition switches; and then pulled back the mixture control to idle cut off. I then helped pull the stick back completely so that we stalled out about a foot above the ground. As the plane stopped the pilot and I used our emergency escape hatches. Neither of us was injured.

/s/ William K. Callison  
/S/ WILLIAM K. CALLISON  
2nd. Lt., Air Corps  
Co-Pilot Ship # 41-17670

"A certified True Copy"

*W. J. Esch*  
W. J. ESCH.  
Major, Air Corps,  
Operations Officer.

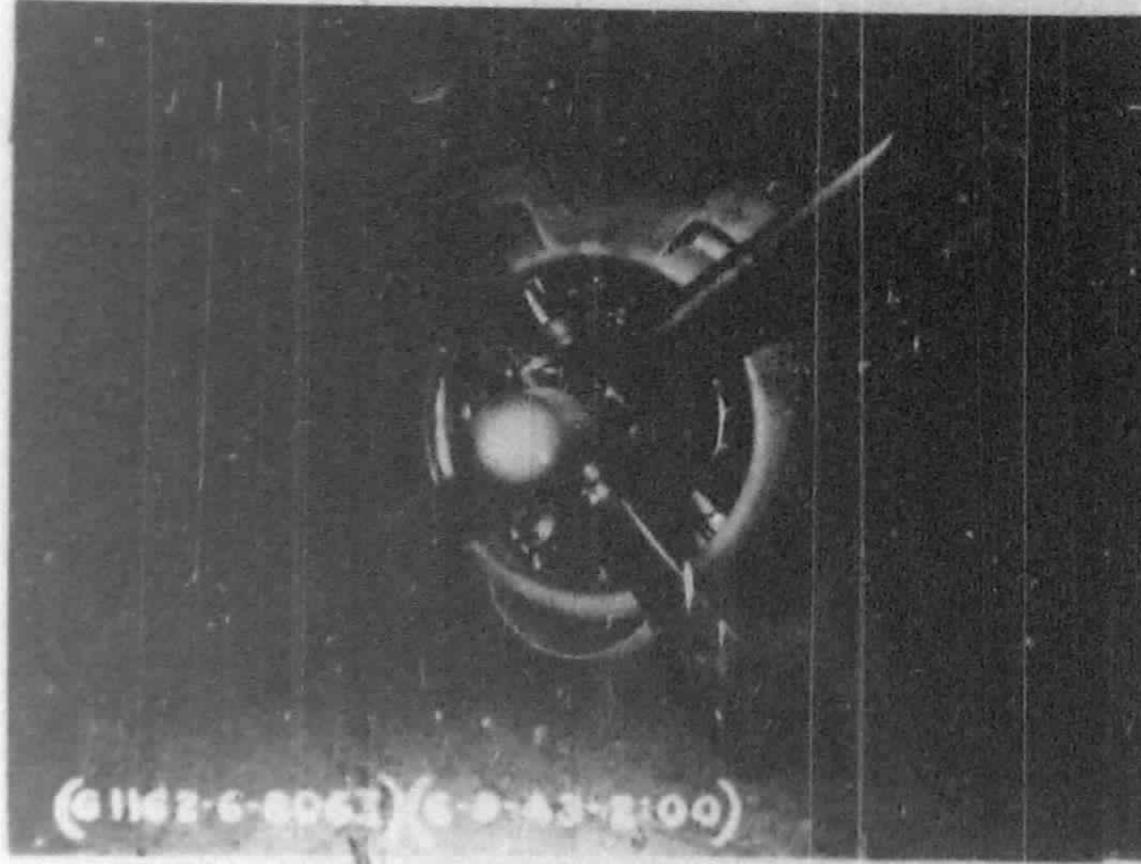
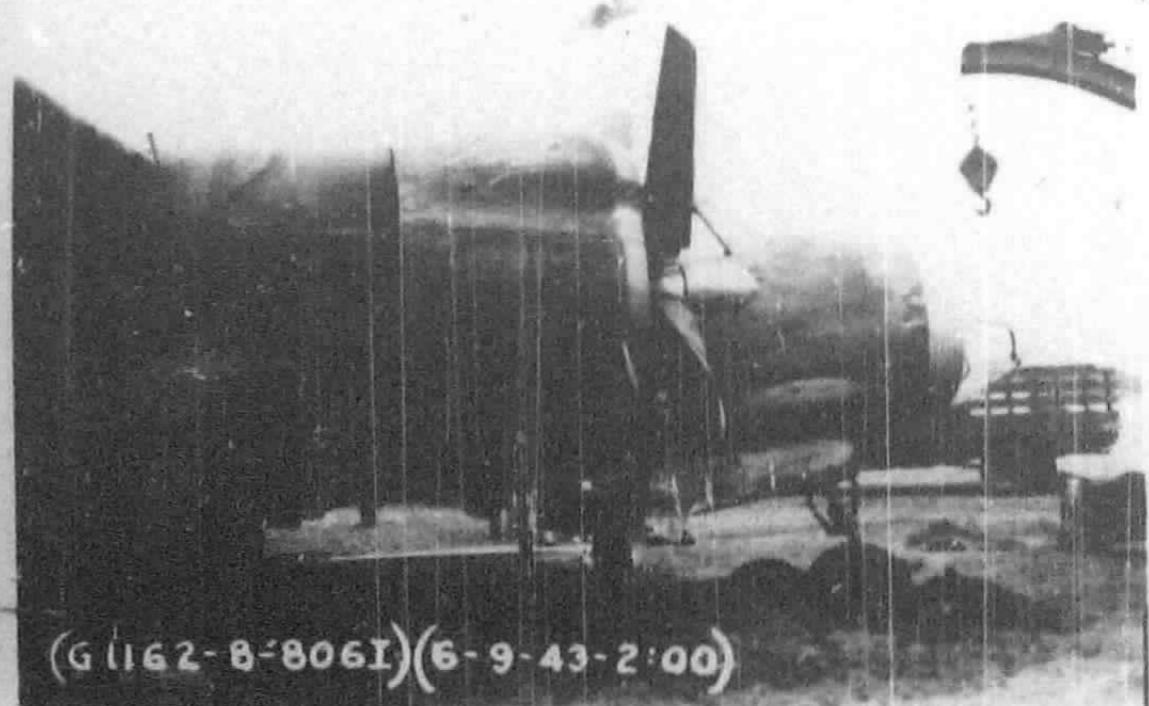
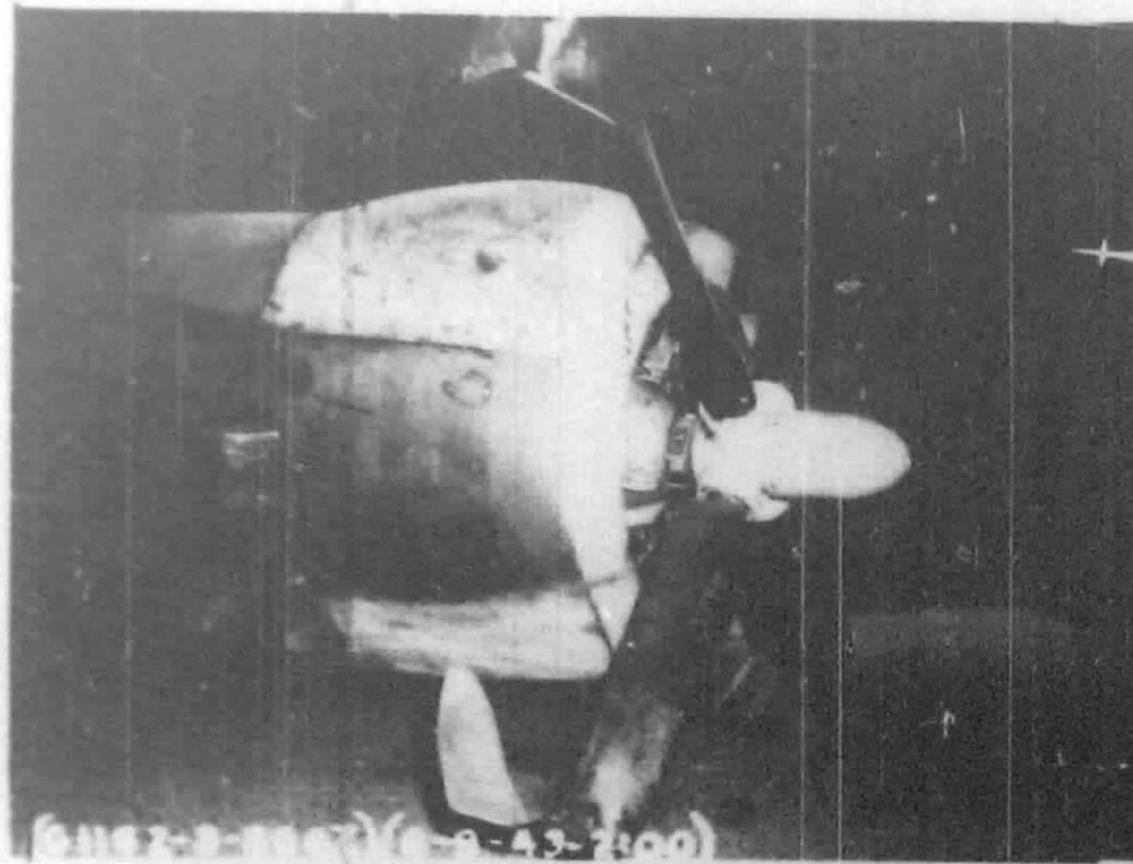
TO WHOM IT MAY CONCERN:

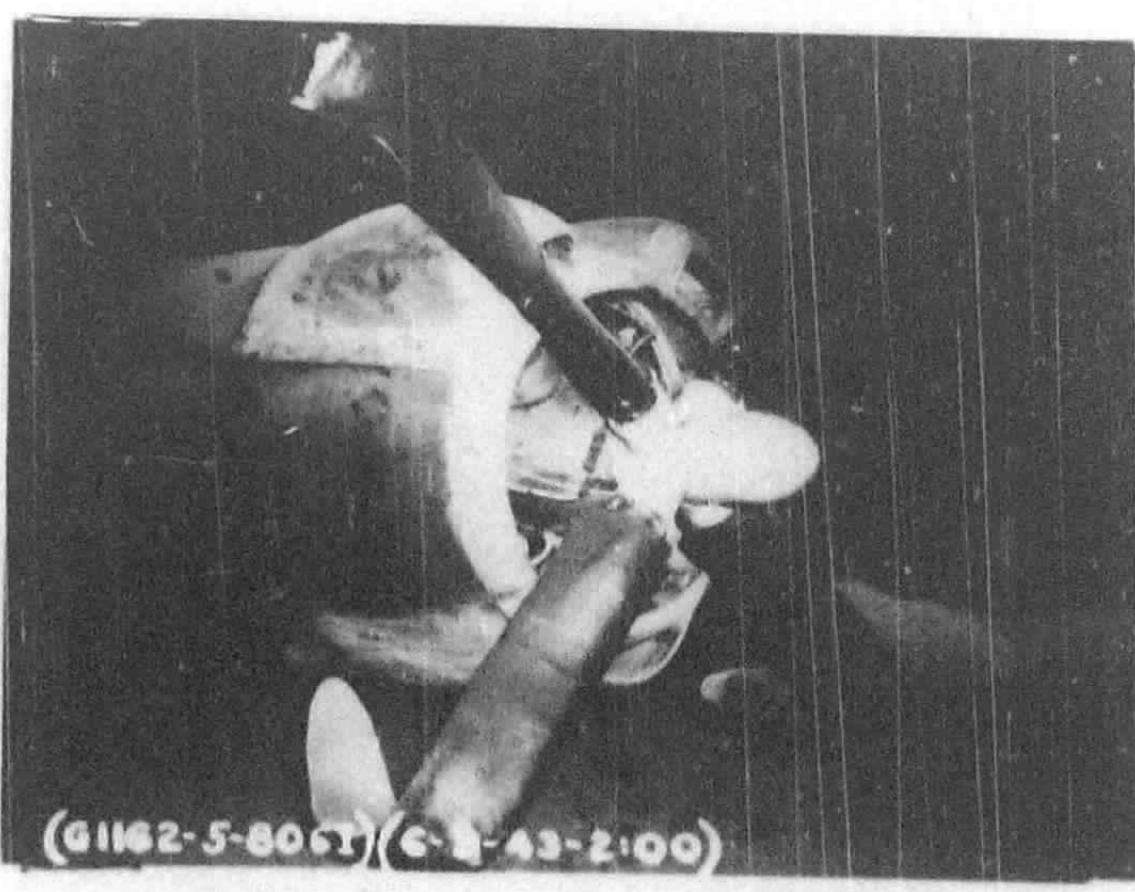
On night of June 8, 1943 I was pilot of Army Aircraft No. 41-17670 on a local night transition mission. We made a normal traffic pattern and approached Myrtle Beach Bombing Range for a landing. After checking landing gear indicator it showed left wheel was not down so we made two other approaches to the field. The left landing gear failed to extend at all so we went up to 10,000 feet and went through all emergency procedures prescribed to get the landing gear down, several times. After failing to get them down we were instructed from the tower to proceed to Shaw Field and try the emergency procedure again and if it failed again to bring the ship in with landing gear retracted. We tried to get the gears down but couldn't so under instructions from the tower at Shaw Field we salvoed the bombay tanks 5 miles west of Shaw Field and all my crew except my co-pilot and myself bailed out 1 mile to the northeast of Shaw Field. We then circled Shaw Field three more times and after getting cleared from the tower we came in for a wheel-up landing. Our approach was made to the North on the grass section of Shaw Field. Our indicated air-speed was approximately 135 MPH, full flaps were used and the landing was made safely without injury to myself or my co-pilot. All switches were cut off prior to ship hitting the ground and the lux system was turned on the left engine in case fire should occur. The hydraulic pressure stayed up to 1,000 lbs.

/s/ William W. Wolfe  
/S/ WILLIAM W. WOLFE  
F/O 574th Bomb Sq.  
391st Bomb Gp.  
Pilot Ship # 41-17670

"A certified True Copy"

*W. J. Esch*  
W. J. ESCH,  
Major, Air Corps,  
Operations Officer.





(G1162-5-8063) (C-2-43-2-00)

ARMY AIR FORCES  
HEADQUARTERS FLIGHT CONTROL COMMAND

For Action AIR  
For Info. CS  
For File MAR

WINSTON-SALEM, NORTH CAROLINA

DATE 6-10-43

T. W. X.



TELEGRAM



RADIO

INCOMING

MESSAGE NO. MSG 28

msg 28 ARL 234 JUNE 10/43

MYRTLE BEACH S C 191400Z "P"

CG AAF WASHINGTON D C

FROM COBOMGR 391 MYRTLE BEACH SOUTH CAROLINA

MSG 391 PERIOD

A JUNE 8 1943 2333 EWT SHAW FIELD SOUTH CAROLINA

B WOLFE WILLIAM W F/O ORC 3AF MYRTLE BEACH S C

C MALFUNCTION OF LEFT LANDING GEAR

D PILOT WILLIAM W WOLFE FLIGHT OFFICER ORC 3AF NO INJURIES PARACHUTE

NOT USED, COPILOT WILLIAM K CALLISON 2ND LT ORC 3AF NO INJURIES

PARACHUTE NOT USED, BOMBARIER NAVIGATOR RAYMOND F OLSNAK 2ND LT

ORC 3AF NO INJURIES PARACHUTE USED COMMA ENGINEER GUNNER COLEMAN F

FLAHERTY STAFF SERGEANT AUS NO INJURIES PARACHUTE USED COMMA GUNNER

HERBERT L BEDGOOD STAFF SGT AUS NO INJURIES PARACHUTE USED PERIOD

E TRANSITION . F CAVU G B 26B AC NO 41-17670

H MYRTLE BEACH SOUTH CAROLINA

I UNDERCARRIAGE COMMA BOTH ENGINES COMMA BOTH PROPELLERS

J UNKNOWN K UNKNWON L NONE

WILLIAMS COBOMGR 391

RECD IN AAF MENG CENT 1015422

RECD B AFAC 101433 EWT

RELEASED TO TWX 101500 EWT

MASTER COPY  
31385-43

ARMY AIR FORCES  
HEADQUARTERS FLIGHT CONTROL COMMAND

For Action AIU  
For Info. CS  
For File MAD

WINSTON-SALEM, NORTH CAROLINA

DATE 6-9-43

T. W. X.

TELEGRAM

RADIO

INCOMING  
MESSAGE NO. MSG 43

MSG 43 ARL 234 JUNE 9/43

SUMTER SOCAR JUN 9 1001A

CG AAF

BFS OP 73 STOP CITE TEL BFS OP 72 THIS DATE CONCERNING B12641-17670  
AIRPLANE STOP BOMBARDIER AND NAVIGATOR RAYMOND F OLSHAK 1ST LT AUS  
ENGINEER GUNNER COLMAN F FLARERTY S/SGT AUS GUNNER HOBERT L BEDGOOD  
S/SGT AUS HAVE BEEN LOCATED STOP USED PARACHUTE SUCCESSFULLY STOP  
NO INJURY END

HOVEY ~~EN~~ COMMANDING

1615Z

RECD IN AAF MSG CENT 091632Z

RECD BY AFAFC 091521 EWT

RELEASED TO TWX 091530 EWT

MH1745 EWT

**MASTER COPY**

31315-43

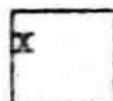
43-10-872

ARMY AIR FORCES  
HEADQUARTERS FLIGHT CONTROL COMMAND

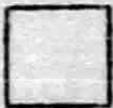
For Action AIR  
For Info. CS  
For File M&R

WINSTON-SALEM, NORTH CAROLINA

DATE 6-9-43



T. W. X.



TELEGRAM



RADIO

INCOMING

MESSAGE NO. MSG 11

MSG 11 ARL 234 JUNE 9/43

SHAWFIELD SOCAR JUNE 9 1943

CG AAF

DFS OP 72. 090535Z HAWFIELD SC PILOT WILLIAM W WOLFERT/O AUS COPILOT  
WILLIAM K COLLISON 2LT AUS BOMBARDIER AND NAVIGATOR RAYMOND F OSSOHA  
1 LT AUS ENGINEER GUNNER COMAN F FLAHE TY S/SGT AUS HOBERT L BEDGOOD  
S/SGT AUS ALL PERSONNEL FROM 3RD BOMBER COMMAND MYRTLEBEACH SC CAUSE  
LEFT LANDING GEAR WOULD NOT EXTEND NIGHT LOCAL FLIGHT AT MYRTLEBEACH  
SC NO INJURY TO PILOT OR COPILOT OTHERS USED PARACHUTES AND HAVE NOT  
BEEN LOCATED WEATHER CONTACT 41017670 B-26 MYRTLEBEACH SC DAMAGE TO  
AIRCRAFT PROPELLERS BENT UNDER CARRIAGE DAMAGED OTHER DAMAGE NOT  
DETERMINED LANDING GEAR FAILURE DI POSITION OF AIRCRAFT TAKEN OVER BY  
SUB DEPOT SHAWFIELD SC ND DAMAGE TO PRIVATE PROPERTY AFACG NOTIFIED ~~RE~~

HUEY

RECD BY AAF MSG CENT 091304 Z

RECD BY AFACG 091017 EWT

RELEASED TO TX 091021 EWT

MH1136 EWT

MASTER COPY

31315-43

13 1-8-72

SHAWFIELD SOCAR JUNE 9 1943

COMMANDING GENERAL ARMY AIR FORCES

DFS OF 72. 090535Z SHAWFIELD SC PILOT WILLIAM W WOLFE P/O AUS COPILOT

WILLIAM K CALLISON 2 LT AUS BOMBARDIER AND NAVIGATOR RAYMOND F OESSNER 1 LT  
AUS ENGINEER GUNNER COLMAN F FLAHERTY S/SGT AUS ROBERT L BEDGOOD S/SGT AUS  
ALL PERSONNEL FROM 3RD BOMBER COMMAND MYRTLEBEACH SC CAUSE LEFT LANDING  
GEAR WOULD NOT EXTEND NIGHT LOCAL FLIGHT AT MYRTLEBEACH SC NO INJURY TO  
PILOT OR COPILOT OTHERS USED PARACHUTES AND HAVE NOT BEEN LOCATED WEATHER  
CONTACT 41-17670 B-26 MYRTLEBEACH SC DAMAGE TO AIRCRAFT PROPELLERS BENT  
UNDER CARRIAGE DAMAGED OTHER DAMAGES NOT DETERMINED LANDING GEAR FAILURE  
DISPOSITION OF AIRCRAFT TAKEN OVER BY SUBDEPOT SHAWFIELD SC NO DAMAGE TO  
PRIVATE PROPERTY AAFCG NOTIFIED END.

HOVEMY,

RECD IN MSG CENTER 091204Z  
VJP

DISTRIBUTION

AFPMO (3CPYS)	AFBFO
AFRFO (4CPYS)	AFCMC
AFATC	AFM&D-2
AFBBS -2	AFRTW (2CPYS)
	APFAS

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

1943 JUN 9 AM 10 17

RECEIVED



RECEIVED  
U.S. AIR FORCE  
DIRECTOR  
FLYING SAFETY

MYRTLE BEACH SC 191400Z "P"

COMMANDING GENERAL ARMY AIR FORCES WASHINGTON D C

FROM COBOLGR 391 MYRTLE BEACH SOUTH CAROLINA

TO 391 PERIOD

JUNE 8 1943 2333 EMT CAVU FIELD SOUTH CAROLINA

B WOLFE WILLIAM W 2/0 ORG 3AF MYRTLE BEACH S C

C FUNCTION OF LEFT LANDING GEAR

D PILOT WILLIAM W WOLFE FLIGHT OFFICER ORG 3AF NO INJURIES PARACHUTE NOT USED.

COPILOT WILLIAM K CALLISON 2ND LT ORG 3AF NO INJURIES PARACHUTE NOT USED.

BOMBARDIER NAVIGATOR RAYMOND F OLSHAK 2ND LT ORG 3AF NO INJURIES PARACHUTE

USED COMMA ENGINEER GUNNER COLEMAN P FLAHERTY STAFF SERGEANT AUS NO INJURIES

PARACHUTE USED COMMA GUNNER HERBERT L B GOODMAN STAFF SGT AUS NO INJURIES

PARACHUTE USED 3D PERIOD

E TRANSITION F CAVU G B 26B AC NO 41-17670

H MYRTLE BEACH SOUTH CAROLINA

I UNDERCARRIAGE COMMA BOTH ENGINES COMMA BOTH PROPELLERS

J UNKNOWN K UNKNOWN L NONE

WILLIAMS COBOLGR 391

RECD IN AAF MSG CLNT: 101542Z  
PPS

DISTRIBUTION

AFPMR (3cys)	AFBFO
AFRFG (4cys)	AFMSC
AFATC	AFTRD-2
AFTBS-2	AFRTW (2cys)
	AFTAS

1943 JUN 10 PM 2 33  
HQ. A. A.  
DIR. FLYING SAFETY



RECEIVED  
MS. AAF., DIRECTOR  
OF FLYING SAFETY

RECEIVED  
43-6-8-72

SUMMER SOAR JUN 9 1001A

COM. COMMAND GENERAL ARMY AIR FORCES

BFS OF 73 ATOP CIT. T.L. AF'S OF 72 THIS RATE CONCERNING B13641-17670 AIR-LAILED STOP  
BOMBER PILOT AND NAVIGATOR RAYMOND F OLSHAK 1ST LT AUS ENGINEER GUNNER COLLEEN F FLICKERTY  
S/SGT AUS GUNNER HORACE L BEDGOOD S/SGT AUS HAVE BEEN LOCATED STOP USED PARACHUTE  
SUDDENLY STOP TO INJURY END

NOVLY CO HANDLING

1615Z

R CO 1. AAF 1150 CHAT: 091632Z

PIS

DISTRIBUTION

AFFHP (3cys) - AFMHO  
AFFPS (4cys) - AFIEC  
AFFTC  
AFFRS-2  
AFTRW (2cys)  
AFFMSD-2  
AFTAS

43-6-8-72  
HQ. A. A. F.  
DIR. FLYING SAFETY

1943 JUN 9 PM 3 21

RECEIVED

JUN 12 '43 AM



43-6-8-72

TO BE MADE IN QUADRUPPLICATE

HEADQUARTERS  
Shaw Field  
Sumter, S. C.

Requested by \_\_\_\_\_ Dept \_\_\_\_\_

Date June 9, 1943

Charges \_\_\_\_\_

Telegram X

Priority \_\_\_\_\_

Deferred \_\_\_\_\_

From COMMANDING OFFICER, ARMY AIR FORCES BASIC FLYING SCHOOL, SHAW FIELD, SUMTER, S.C.

To COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON, D. C.

COMMANDING GENERAL, ARMY AIR FORCES SOUTHEAST TRAINING CENTER, MAXWELL FIELD, ALA.  
COMMANDING GENERAL, ARMY AIR FORCES FLYING TRAINING COMMAND, TEXAS AND PACIFIC  
BUILDING, FORT WORTH, TEXAS.

BFS OP 73 STOP CITE TEL BFS OP 72 THIS DATE CONCERNING B-26 41-17670 AIRPLANE  
STOP BOMBARDIER AND NAVIGATOR RAYMOND F. OLSHAK, 1ST. LT. AUS. ENGINEER  
GUNNER COLMAN F. FLAHERTY, S/SGT. AUS. GUNNER ROBERT L. REDGOOD, S/SGT. AUS.  
HAVE BEEN LOCATED STOP USED PARACHUTE SUCCESSFULLY STOP NO INJURY END.

43 - 6 - 9 - 2  
DIR. FLYING S.A. HQ. A. A. F.  
M. HONEY JR.,  
COLONEL, AIR CORPS,  
COMMANDING  
RECEIVED  
JUN 11 AM

RFC

I certify that the above message is official business and necessary in the conduct of Public Service.

DISTRIBUTION

- 1. Radio Station
- 1. Post Headquarters
- 1. Dept. Concerned
- Confirmation

B. F. S. #165 5-25-42

RAT  
ROY A. HARRIS,  
2nd. Lt., Adjutant, ~~Asst. Adjutant~~,  
Assistant

TO BE MADE IN QUADRUPLECPATE

HEADQUARTERS  
Shaw Field  
Sumter, S. C.

Requested by \_\_\_\_\_ Dept. OPERATIONS

Date June 9, 1943

Charges \_\_\_\_\_

Telegram X

Priority \_\_\_\_\_

Deferred \_\_\_\_\_

From COMMANDING OFFICER, ARMY AIR FORCES BASIC FLYING SCHOOL, SHAW FIELD, SUMTER, S.C.

To COMMANDING GENERAL, ARMY AIR FORCES, WASHINGTON, D. C.

COMMANDING GENERAL, ARMY AIR FORCES SOUTHEAST TRAINING CENTER, MAXWELL FIELD, ALA.

COMMANDING GENERAL, ARMY AIR FORCES FLYING TRAINING COMMAND, TEXAS AND PACIFIC  
BUILDING, PORT WORTH, TEXAS.

BFS OF 72 STOP 090535Z SHAW FIELD, S. C. PILOT WILLIAM W. WOLFE, F/O, AUS. COPILOT  
WILLIAM K. CALLISON, 2ND. LT. AUS. BOMBERADIER AND NAVIGATOR RAYMOND F. OLSNAK,  
1ST. LT. AUS. ENGINEER GUNNER COLMAN F. FLAMMITY, S/SGT. AUS. GUNNER ROBERT  
L BEDGOOD, S/SGT. AUS. ALL PERSONNEL FROM 3RD BOMBER COMMAND, MYRTLE BEACH,  
S. C. CAUSE LEFT LANDING GEAR WOULD NOT EXTEND. NIGHT LOCAL FLIGHT AT MYRTLE  
BEACH, S. C. NO INJURY TO PILOT OR COPILOT. OTHERS USED PARACHUTES AND HAVE  
NOT YET BEEN LOCATED. WEATHER CONTACT. 41-17670 B-26 MYRTLE BEACH, S. C.  
DAMAGE TO AIRCRAFT PROPELLERS SEEN, UNDERCARRIAGE DAMAGED, OTHER DAMAGES NOT  
DETERMINED. LANDING GEAR FAILURE. DISPOSITION OF AIRCRAFT TAKEN OVER BY

SUB DEPOT, SHAW FIELD, S. C. NO DAMAGE TO PRIVATE PROPERTY. AACOG NOTIFIED AND

I certify that the above message is official business and necessary in the  
conduct of Public Service.

HOVEY

DISTRIBUTION

- 1. Radio Station
- 1. Post headquarters
- 1. Dept. Concerned
- ✓ Confirmation

B. F. S. #165 5-25-42

*Ratt*  
ROY A. HARRIS,  
2nd Lt., Air Corps,  
Assistant Adjutant

*RFG*

11 - 6 - P - 7 -