

Accident No. 13-6-251

Date

Checked by LM7-17-43Analyzed by PL PAK7-19-43Copied for Wright  
Field by \_\_\_\_\_Notes Copy for Wright Fld.Att. to Col. Chapman

(Nature Group	08	Taxing
(		
(Specific Nature	60	Collision with ditch
(		
(Underlying Nature	67	Other
(Cause Group	35	40% Airport Inherent
(	87	characteristics
(	88	slip taxiway
(Specific Cause		
(	07	30% Supervisory personnel
(	32	Instructor
(Underlying Cause	35	20% technique, lack of experience in a model
	02	actual lack of alertness
	12	
	13	
	24	10% Aircraft. Tiger (slip)
	78	



WAR DEPARTMENT  
A. F. FORM No. 14  
(Revised May 15, 1942)

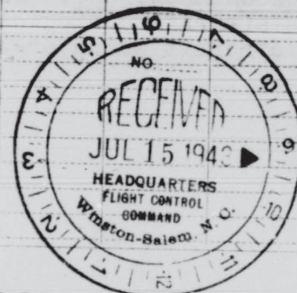
WAR DEPARTMENT  
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

ACCIDENT No. **112**

**47-051**  
(1) Place **Myrtle Beach, South Carolina** (2) Date **June 25, 1943** (3) Time **1600 EWT**  
AIRCRAFT: (4) Type and model **B-26B20** (5) A. F. No. **41-31740** (6) Station **Myrtle Beach Bomb Range**  
Organization: (7) **III Bomb. 3AF** (8) **391st Bomb** (9) **574th Bomb (M)**  
(Command and Air Force) (Group) (Squadron)  
**333 PERSONNEL BM BM 2 PH OTU**

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)
<b>07IP</b>	<b>Watkinson, Arlie G.</b>	<b>P</b>	<b>0-731708</b>	<b>2nd Lt.</b>	<b>01</b>	<b>AC</b>	<b>3AF</b>	<b>None</b>	<b>None</b>
<b>02P</b>	<b>Metelsky, Peter (NMI)</b>	<b>P</b>	<b>0-669769</b>	<b>2nd Lt.</b>	<b>01</b>	<b>AC</b>	<b>3AF</b>	<b>None</b>	<b>None</b>
<b>62E</b>	<b>Kalbach, Carl R.</b>	<b>E</b>	<b>13047715</b>	<b>S/Sgt</b>	<b>20</b>	<b>AC</b>	<b>3AF</b>	<b>None</b>	<b>None</b>



PILOT CHARGED WITH ACCIDENT  
(20) **Metelsky Peter** (NMI) (21) **0-669769** (22) **2nd Lt.** (23) **01** (24) **AC**  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) **III 3AF** (26) **391st Bomb. 574th Bomb (M)** (27) **Myrtle Beach Bomb.**  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) **III 3AF** (30) **391st Bomb. 574th Bomb (NMI)** (31) **Myrtle Beach Bomb**  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) **Pilot** (34) **1-14-43** Present rating (35) **Pilot** (36) **1-14-43** Instrument rating (37) **—**  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	<b>None</b>	(42) Instrument time last 6 months.....	<b>None</b>
(39) This model.....	<b>None</b>	(43) Instrument time last 30 days.....	<b>None</b>
(40) Last 90 days.....	<b>None</b>	(44) Night time last 6 months.....	<b>None</b>
(41) Total.....	<b>None</b>	(45) Night time last 30 days.....	<b>None</b>

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft.....	<b>Nose demolished</b>
(47) Engine(s).....	<b>Major Repairs</b>
(48) Propeller(s).....	<b>One blade of each prop bent.</b>

(50) Weather at the time of accident **Ceiling 3000 ft. Southsoutheast wind at 12 MPH. Heavy rains.**

(51) Was the pilot flying on instruments at the time of accident **No.**  
(52) Cleared from **Myrtle Beach** (53) To **Myrtle Beach** (54) Kind of clearance **Local-Transition flight.**  
**4177** **4177**

(55) Pilot's mission **Transition.**

(56) Nature of accident **Taxi Accident.**

(57) Cause of accident **Combination of pilot inexperience, wet taxiways and smooth tires.**

<b>40%</b>	<b>Pilot's Cond.</b>	<b>CG</b>	<b>50</b>	<b>40</b>
<b>30%</b>	<b>Supervisory personnel</b>	<b>35</b>	<b>80</b>	<b>88</b>
<b>20%</b>	<b>Technique</b>	<b>07</b>	<b>37</b>	<b>35</b>
<b>10%</b>	<b>Aircraft.</b>	<b>02</b>	<b>17</b>	<b>12</b>
		<b>24</b>	<b>70</b>	<b>20</b>



## DESCRIPTION OF ACCIDENT

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

Pilot was being checked out as first pilot on this type aircraft. This was the first time he was flying ship from left side of cockpit and was taxiing on taxiway during local rain shower prior to take off.

In the opinion of this committee, the accident was caused by the combination of inexperience of the pilot, wet taxiway, and smooth tires.

RECOMMENDATIONS: Recommend that in the future pilots be checked out in aircraft during better weather conditions, and that they be given aircraft which are as mechanically perfect as possible.

Signature

BERNARD J. STRALSER

(Investigating Officer)

1st Lt. AC

RICHARD S. ANDERSON

Capt., AC

Date July 5, 1943

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TO WHOM IT MAY CONCERN:

On the afternoon of June 25, 1943 at 1400 I was co-pilot in a B-26B20 MA, AAF No 41-31740, airplane, and made the first take-off of a transition flight. I made a landing from the right side and took off again, went up to 1500 feet where I practiced a traffic pattern. I landed again and Lt Watkinson, my instructor pilot, decided to let me take the plane off sitting on the left side. It was raining when we changed seats so he had me taxi to a hardstand and turn up the engines. We heard the tower say the rain was caused by a local thunder head, and figured it would be clear by the time we taxied to the other side. As we approached the last turn the rain came down harder than ever. As it was the first time I had ever taxied a B-26 I naturally took it very easy having being warned about slippery taxiways; I was especially careful. Near the last turn I slowed down and applied the left brake but nothing seemed to happen. I tried slowing down more and hit the left brake again but the ditch was too close. There was a coil of wire on the runway lying in the track made by the left main wheel. I firmly believe that I hit the left brake when the left wheel was on the coil of wire. The traction under the left wheel was very poor, bad enough so that it was too late to stop. When we stopped we saw smoke in the nose and immediately cut out switches.

*Peter Metelsky*  
 PETER (NMI) METELSKY  
 2nd Lt 574th Bomb Sq.  
 391st Bomb Gp.  
 Pilot Ship #41-31740

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TO WHOM IT MAY CONCERN:

On the afternoon of June 25, 1943 Lieutenant Metelsky and I were scheduled for a four hour transition flight in a B-26B-20MA, ap, AAF No 41-31740. After making two takeoffs and two landings from the right side Lieutenant Metelsky was moved over to the left seat for the next takeoff. Shortly before we were ready to takeoff a local thunderstorm moved in and the ship was taxied to a hardstand to wait for the storm to move on. The tower had stated flying was not called off as it was just a local storm. When the rain eased the plane was taxied out towards the runway. While taxiing it began to rain harder. I decided to wait at the end of the takeoff runway for the rain to let up as no vacant hardstands were available in sight. On the final turn before arriving at the takeoff runway the left brake or tire failed to get traction and started slipping, making it impossible to guide the ship. As the nosewheel started down into a ditch, I pulled the airbrake emergency release.

Lieutenant Metelsky had never taxied the B-26 before from the left side but had been making a good enough showing to warrant being moved over to that side. Up until the time of the accident there was no indication that he wasn't completely capable of taxiing the airplane.

A small coil of wire was laying in the track made by the left tire, on the taxiway, which might have caused the left wheel to lose traction on a wet spot. After the first landing a hydraulic leak was noted on the left wheel which was checked after the second landing and pronounced in good condition by the engineer. Both tires had been worn smooth.

*Arli G. Watkinson*  
 ARLE G. WATKINSON  
 2nd Lt 574th Bomb Sq  
 391st Bomb Gp  
 Pilot Ship # 41-31740

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File # 4



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TO WHOM IT MAY CONCERN:

On the afternoon of June 25, 1943, I was engineer on a B-26B20MA. We were flying transition and made two takeoffs and two landings. After the second landing it had begun to rain, we therefore taxied to a hardstand and ran up our engines. When the rain finally eased up we taxied towards the runway. We approached the takeoff runway 17 and had to make a left turn. The Pilot had control of the airplane at all times. He pressed on the left brake and it didn't seem to take hold and we headed for the ditch. As a last resort the co-pilot pulled the Engine air-brake bottle, as we slid into the ditch. I went out the camera hatch and the pilot and co-pilot went out the Navigator's Hatch.

*Carl R. Kalbach*

CARL R. KALBACH  
S/Sgt 574th Bomb Sq.  
391st Bomb Gp  
Engineer-Gunner

2nd #5 RESTRICTED



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HEADQUARTERS 391ST BOMBARDMENT GROUP (M) AAF  
Myrtle Beach, S. C.

28 June 1943.

STATEMENT:

On April 1, 1943, the undersigned, Captain Joe E. Earll, Jr., O-417690, was designated Group Safety Officer, Special Order #35, this headquarters.

On May 25, 1943, the day the flight echelon arrived at this station, all pilots were warned by the Base Operations Officer that taxi-ways and runways were extremely slippery when wet. On numerous occasions ships had slid into ditches by attempting too fast taxiing when taxi-ways were wet.

Several days later the Group Commander recommended to Base Operations that signs be placed along taxi-ways and especially at turns, warning pilots of the danger, and was informed that signs would be so placed. This was not accomplished.

At a pilots meeting on June 25, 1943, all pilots were again cautioned about this situation, and advised not to land when run ways were wet, except in an emergency.

This accident was not caused by improper taxiing, but due to the sharp turn and an incline toward the ditch.

*Joe E. Earll, Jr.*  
JOE E. EARLL, JR.,  
Captain, Air Corps,  
Group Safety Officer.

*Inc #16*  
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574TH BOMBARDMENT SQUADRON  
391ST BOMB GROUP (M) AAF  
MYRTLE BEACH  
SOUTH CAROLINA

June 25, 1943.

**ACCIDENT REPORT****AIRCRAFT DATA:**

a. Air craft Serial No. 41-31740  
b. Engine Nos. L- 42-50978 R-42-41095  
c. Engine Time L- 255.7 R- 255.7  
d. Total Engine Time L- 255.7 R- 255.7  
e. Total Time of Aircraft. 255.7  
f. Engineering Officer's Diagnosis of Trouble:

On the afternoon of June 25, 1943, Airplane No. 41-31740, Model B-26B20MA, while taxiing on a wet taxiway went into a ditch and suffered considerable damage to the nose section of the fuselage and propellers.

The airplane was in good mechanical condition. The probable cause of the accident was a slippery taxiway.

*Maurice J. Durand*  
MAURICE J. DURAND,  
1st Lt, Air Corps,  
Engineering Officer.

MCH 7

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BASE WEATHER OFFICE  
MYRTLE BEACH BOMBING RANGE  
MYRTLE BEACH, S. C.

July 6, 1943

SUBJECT: Aircraft Accident Report.

TO : Regional Control Officer, Fourth Weather Region,  
Maxwell Field, Alabama.

1. In accordance with RSO Memorandum #35-1, dated December 29, 1942, subject "Aircraft Accidents", the following report is submitted:

- A. 2nd Lt. Peter Metelsky and a crew of 2 skidded and left the taxiway in a B-26B20, #41-31740, at 1600 HWT on June 25, 1943. The flight was a local mission so no clearance was required by this operations.
- B. It is this officer's opinion that the weather was a contributing factor in this accident as all taxiways and runways were in a wet condition at the time of the accident. Following is a true copy of our sequence report during this period.

1430EWT E300 217/87/70~14/016/ 80501 2602  
1530EWT E300/0 217/85/71~12/016  
1545EWT SPL E3003RW- 217/85/71~12/016  
1610EWT SPL E3008 217/85/71~10/016  
1630EWT E300 213/79/75~9/015  
1730EWT SPL 300 213/82/7~10/015/ 801 2003  
1830EWT SPL E300 210/81/73~8/014

- C. The tendency was for showery conditions to persist throughout the day.

*Bernard Sherak*  
**BERNARD SHERAK,**  
2nd Lt., Air Corps,  
Station Weather Officer.

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MCH 2



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HEADQUARTERS MYRTLE BEACH BOMBING RANGE  
Myrtle Beach, South Carolina

BJS/JAT/ebg

July 5, 1943

SUBJECT: Report of Aircraft Accident.

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

1. Inclosed, herewith, Form 14, Accident Report.

JOHN A. TARRO  
Colonel, Air Corps  
Commanding

8 Incls:

- Incl 1 - AAF Form 14.
- Incl 2 - Statement of Weather Department.
- Incl 3 - Statement of Pilot.
- Incl 4 - Statement of Co-Pilot.
- Incl 5 - Statement of Engineer.
- Incl 6 - Statement of Group Safety Officer.
- Incl 7 - Statement of Group Engineering Officer.
- Incl 8 - Photographs.

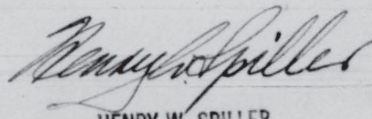
3AF 360.33 (5 Jul 43) 1st Ind. (3AFR-C-1)  
HEADQUARTERS THIRD AIR FORCE, Tampa, Florida, 13 JUL 1943

TO: Commanding Officer, Flight Control Command, Army Air Forces,  
Winston-Salem, North Carolina.

For the Commanding General:

**R**

8 Incls.  
n/c



HENRY W. SPILLER  
1st Lieut., A. G. D.  
Asst. Adjutant General

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-1-

3AF 360.33 (5 Jul 43)



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

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

DATE 6-26-43

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. MSG 28 ARL 234 JUNE 26/43

MYRTLE BEACH SC 252100Z "P" NGC

CG AAF WASHINGTON D C

A 6-25-43 1604 MYRTLE BEACH SC 1605

B PILOT METELSKY, P NMI 2ND LT AC III AF MRC MYRTLE BEACH INST PILOT  
WATKINSON A G 2ND PT AC III AF ORC MBBR

C TAXI ACCIDENT PILOT TAXIED OFF END OF TAXI STRIP ON WAY OUT TO  
RUNWAY FOR TAKE OFF

D NO INJURY TO PERSONNEL

E TRANSITION PILOT CHECKING OUT CO-PILOT

F RAIN STORM OVER FIELD RUNWAYS AND TAXI STRIPS WET AND SLIPPERY

G B26B 20 41-31740

H MYRTLE BEACH S C

I NOSE WHEEL RIGHT TIRE FUSELAGE BADLY BENT AND TORN PROPS DO NOT  
BELIEVE THAT SHIP CAN BE REPAIRED

J UNKNOWN K 25TH SERVICE GROUP

L NONE

WILLIAMS COBOMGR 391

recd in aaf msg CEN 252340Z

RECD BY AFAFC 260907 EWT

RELEASED TO TWX 260907 ewt

MH1150 ewt

END

**MASTER COPY**

3195-43

43-6-25-4



Z MYRTLE BEACH SC 252100Z @P" NGC

COMMANDING GENERAL ARMY AIR FORCES WASHINGTON D C

FROM COBOMGR 391 MYRTLE BEACH SC

MSG 391 UL65

A 6-25-43 1605 MYRTLE BEACH SC

B PILOT METELSKY, P NMI 2ND LT AC III AF MRC MYRTLE BEACH INST PILOT  
WATKINSON, A G 2ND PT AC III AF ORC MBBR

C TAXI ACCIDENT PILOT TAXIED OFF END OF TAXI STRIP ON WAY OUT TO  
RUNWAY FOR TAKE OFF

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F RAIN STORM OVER FIELD RUNWAYS AND TAXI STRIPS WET AND SLIPPERY

G B26B 20 41-31740

H MYRTLE BEACH S C

I NOSE WHEEL RIGHT TIRE FUSELAGE BADLY BENT AND TORN PROPS DO NOT BELIEVE  
THAT SHIP CAN BE REPAIRED

J UNKNOWN K 25TH SERVICE GROUP

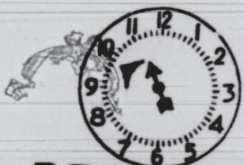
L NONE

WILLIAMS COBOMGR 391

RECD<sup>3</sup> IN AAF MSG CENT: 252340Z  
PPS

43-6-25-4

JUN 28 43 AM



**RECEIVED**  
DIR. AAF, DIRECTOR  
OF FLYING SAFETY

# DISTRIBUTION

AFPMP (3cys)  
AFMFC (4cys)  
AFATC  
AFDBS-2

AFBFO  
AFMM&D  
AFRTW (2cys)  
AFTAS  
AFRDB

DIR. AAF, DIRECTOR  
OF FLYING SAFETY

1943 JUN 26 AM 9 07

RECEIVED

43-6-25-4

7/10