

Accident No. 13-6-30-10

Date 7-22

Checked by JMC 7-23-43

Analyzed by JMC 7-23-43

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

Notes Copy for Wright Field  
Attention Col Chapman  
Tires (also Power Plant, although  
power plant had no bearing on  
accident) **AUG 14 1943**

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06 (Nature Group) Landing DE

37 (Specific Nature) Collision with bank

85 (Underlying Nature) Tire blew out

24 (Cause Group) 100% Aircraft

20 (Specific Cause) Tires

84 (Underlying Cause) Undetermined (probably  
deteriorated)



WAR DEPARTMENT  
A. 1. 1. FORM NO. 14  
(Revised May 16, 1942)

WAR DEPARTMENT  
U. S. ARMY AIR FORCES

Accident No. **121 Radio**

REPORT OF AIRCRAFT ACCIDENT

47-051 (1) Place Myrtle Beach, South Carolina (2) Date June 30, 1943 (3) Time 1630 E  
AIRCRAFT: (4) Type and model B26B20 (5) A. F. No. 41-31764 (6) Station Myrtle Beach Bombing Rg.  
Organization: (7) 3rd AF (8) 391st Bomb (9) 575th Bomb (M)  
(Command and Air Force) (Group) (Squadron) **4777**

PERSONNEL **BM**

**BM 2PH 1TA**

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)
01 04 61 62 71	P Wanstreet, William H.	P	0-731706	2nd Lt	01	AC	3rd	None	No
	P Smith, Raymond B.	P	0-795846	2nd Lt	01	AC	3rd	None	No
	B Laufman, Herbert J.	NB	0-732863	2nd Lt	01	AC	3rd	None	No
	E Krepelka, Joseph L.	EG	36338933	S/Sgt	37	AC	3rd	None	No
	R Ribiere, Raymond	RG	11069854	T/Sgt	20	AC	3rd	None	No

PILOT CHARGED WITH ACCIDENT

(20) Wanstreet, William H. Jr. (21) 0-731706 (22) 2nd Lt. (23) 01 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 3rd, 3rd Bomb (26) 391st Bomb (27) 575th Bomb (28) Myrtle Beach Bomb  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) 3rd, 3rd Bomb (30) 391st Bomb (31) 575th Bomb (32) MBBR  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) P (34) 10-30-42 Present rating (35) P (36) 10-30-42 Instrument rating (37) 3-8-43  
(Rating) (Date) (Rating) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 30-43 249.35 167.8 (42) Instrument time last 6 months 21.4  
(39) This model 249.35 47.2 (43) Instrument time last 30 days 2.0  
(40) Last 90 days 155.25 47.2 (44) Night time last 6 months 19.1  
(41) Total 465.25 167.9 (45) Night time last 30 days 4.2

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Complete Wreck
(47) Engine(s) <u>W</u>	Complete Wreck
(48) Propeller(s) <u>W</u>	Complete Wreck

(50) Weather at the time of accident 00

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

(52) Cleared from 4777 (53) To 4777 (54) Kind of clearance Local 0

(55) Pilot's mission Local OK

(56) Nature of accident Landing Accident.

(57) Cause of accident Material Failure.

100% Aircraft Tires

NG-5N-UN  
06-37-85

CG-5C-UC  
24-70-84

RESTRICTED



## DESCRIPTION OF ACCIDENT

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

Left tire blew out after landing while plane was rolling. Flat tire caused tire locking rim to fly off allowing play in the tire on the rim. Force of flat tire caused the plane to leave runway and strike bank on left side of runway. Pilot Wanstreet should be commended for his masterful handling of the plane in averting a more serious accident.

RECOMMENDATIONS: None.



Signature Bernard J. Stralser, 1st Lt. AC

Richard S. Anderson, CAPT., AC

Eugene R. Trombley, 1st Lt., AC

Date July 9, 1943



575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

June 30, 1943.

I was pilot of B-26B20 Airplane (31-31764) over bombing target E-23 when left engine became rough, the bombardier dropped all ten bombs and headed for the field, I was already in line with the runway so I asked permission to come without flying the pattern, on the approach the left engine misfired constantly. I made a normal landing the plane hit smoothly but began to settle to the left, I cut the main switch, the co-pilot cut the battery switches and mixture control. I applied right brake to try to hold the plane straight but was unable to do so. The plane swerved to the left and left the runway and slid into a bank.

My right brake was locked but due to wet grass I was unable to control the direction of my roll. Upon hitting the embankment the airplane was completely destroyed with the exception of parts that may be salvaged.

All members of the crew escaped without injury.

Wm. H. Wanstreet Jr.  
2nd Lt., A. C.  
Pilot, 575th Bomb. Sq.

A TRUE EXTRACT COPY:

*Bernard J. Stralser*  
BERNARD J. STRALSER  
1st Lt., Air Corps  
Accident Investigating Officer



575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
 391st Bombardment Group, Myrtle Beach, South Carolina

June 30, 1943.

While on a bombing mission over bombing target E-23, the left engine was noted to be running extremely rough. The pilot, 2nd Lt. W. H. Wanstreet decided to come in and land. We were NW of the target, at an altitude of about 1300', so turned to a heading of 170 degrees (approx) trained off the bombs and called the tower for permission to make a straight-in approach to runway 14. The engine continued rough so a steep nearly power-off approach, slightly "hot" about 155-160 MPH. The landing was normal until the main gear struck the runway. A terrific vibration was set up. I immediately got on the rudders with the pilot, reached to cut the ignition switch, which the pilot had already cut, and so I cut the battery switches. At this time the ship was off the runway headed for the embankment. The pilot unlocked the hatch and between he, the engineer and I the hatch was open, when we hit the embankment. I immediately upon coming to a stop I took one quick look at the other members of the crew to make sure all were able to help themselves and then made an exit through the escape hatch. No injuries were sustained.

RAYMOND B. SMITH,  
 2nd Lt. Air Corps,

A TRUE EXTRACT COPY:

*Bernard J. Stralser*  
 BERNARD J. STRALSER  
 1st Lt., Air Corps  
 Accident Investigating Officer

*Doc #3*



575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

June 30, 1943.

I was the bombardier-navigator on B-26b20 (41-31764)  
Wednesday afternoon June 30, 1943.

I was in the nose preparing for the first run over the target when the pilot instructed me to release all ten bombs on the initial run. The bombs were salvoed, and after closing the bomb bays and returning all switches to their "off" position, I left the nose, and headed back to the navigators compartment.

At that point, we were already approaching the field to land. I fastened my safety belt, was gathering my bombing forms into my kit and watching our air speed indicator as I usually do. We were on our final approach when I heard a terrific knocking noise from one of the motors. It sounded like backfire, but our approach was normal. Our contact with the runway was easy but the ship immediately started swerving to the left as she settled. Both the pilot and the co-pilot were working furiously at this point to right the plane, but she was already off the runway headed for an embankment beyond a ditch. We stopped nose first with a bolt and everyone immediately raced forward to get out the escape hatches. Everyone left the plane, might fast, and uninjured, except for a few minor scratches.

HERBERT J. LAUFMAN,  
2nd Lt., Air Corps,

A TRUE EXTRACT COPY:

*Bernard J. Stralser*  
BERNARD J. STRALSER  
1st Lt., Air Corps  
Base Operations Officer

*See #3*



575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

June 30, 1943

I was engineer on B-26b20 airplane. Over bombing range when left engine started to misfire. We came back to field and made normal landing. Ship started to settle to the left and turn to left. Pilot straightened ship out but couldn't hold it. Co-pilot cut all switches and controls, when ship started to leave run way. I helped open hatches and sat down behind co-pilot. When ship ran into an embankment.

JOSEPH L. KREPELKA,  
S/Sgt.

A TRUE EXTRACT COPY:

*Bernard J. Stralser*  
BERNARD J. STRALSER  
1st Lt., Air Corps  
Base Operations Officer



575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

June 30, 1943.

I was the radio operator in the B-26b20 and on the final approach noticed the left engine was misfiring and giving out loud knocks. Ship hit runway smoothly and then started to shake and tremble. I braced myself in my seat and waited for ship to stop.

I never noticed anything while ship was in the air only on the approach.

RAYMOND RIBEIRO,  
T/Sgt.

A TRUE EXTRACT COPY:

*Bernard J. Stralser*  
BERNARD J. STRALSER  
1st Lt., Air Corps  
Accident Investigating Officer



DETACHMENT  
FOURTH AIRWAYS COMMUNICATIONS SQ.,  
MYRTLE BEACH, SOUTH CAROLINA

JUNE 30, 1943

SUBJECT: CRASH OF ONE B-26B20; ARMY 41-31764  
391ST BOMB GROUP; 575TH SQUADRON

TO : BASE OPERATIONS OFFICER, MYRTLE BEACH ARMY  
AIR BASE, MYRTLE BEACH, SOUTH CAROLINA

DETAILS: 1. MISSION--LOCAL

2. TAKEOFF TIME-1511

NOTE: IN NUMBER ONE TAKEOFF POSITION AT  
1458. BEGAN TAKEOFF, BUT DID'NT  
TAKE SHIP OFF GROUND.

3. LANDING INSTRUCTIONS

(1) AT 1605, 1764 INFORMED TOWER OF TROUBLE  
WITH ENGINE.

(2) AT 1606 TOWER CLEARED 1764 TO LAND ON  
STRAIGHT IN APPROACH.

(3) LANDING WAS INTO THE SOUTH. WIND DIRECT-  
ION SOUTH SOUTHWEST; VELOCITY 8-12 MPH.

CRASH : 1. LEFT TIRE BEGAN TO WOBBLE ABOUT 200 FEET  
NORTH OF INTERSECTION.

2. DISPATCHED AMBULANCE AND CRASH TRUCK IMMED-  
IATELY AND NOTIFIED NECESSARY PERSONNEL.

3. 1608 PLANE LEFT RUNWAY.

*David Richman*  
OPERATOR ON DUTY  
CPL DAVID RICHMAN

DAROLD E. GAUGER  
S/SGT NCOC  
DET 4TH ARWYS COM SQ

*Doc # 7*



DETACHMENT  
FOURTH AIRWAYS COMMUNICATIONS SQ.;  
MYRTLE BEACH, SOUTH CAROLINA

JUNE 30, 1943

SUBJECT: CRASH OF ONE B-26B20; ARMY 41-31764  
391ST BOMB GROUP; 575TH SQUADRON

TO : BASE OPERATIONS OFFICER, MYRTLE BEACH  
ARMY AIR BASE, MYRTLE BEACH, SOUTH CAR.

DETAILS OF CRASH: THE SHIP APPEARED TO MAKE A  
NORMAL LANDING ALTHOUGH ITS  
APPROACH WAS A LITTLE FAST.  
AFTER LANDING THE SHIP ROLL-  
ED NORMALLY FOR ABOUT 100 YDS.  
AND THEN THE LEFT TIRE WENT  
FLAT.

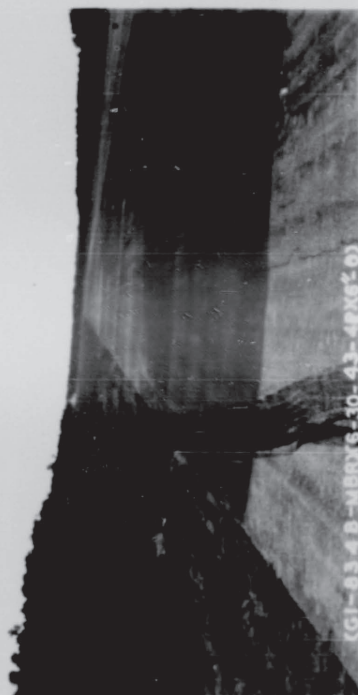
THE WHEEL BEGAN TO WOBBLE  
PULLING THE SHIP TO THE LEFT  
AND LEFT THE RUNWAY JUST SOUTH  
OF THE INTERSECTION, CRASHING  
INTO THE BANK AT THE LEFT OF  
THE RUNWAY.

*E. F. Anderson*

AIRDROME OFFICER OF DAY  
2ND LT E. F. ANDERSON  
AIR CORPS

*Enc #8*











HEADQUARTERS MYRTLE BEACH BOMBING RANGE  
Myrtle Beach, South Carolina

BJS/JAT/ebg

July 12, 1943

*370-8*  
SUBJECT: Report of Aircraft Accident.

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

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

*John A. Tarro*  
JOHN A. TARRO  
Colonel, Air Corps  
Commanding *RH*

9 Incls:

- Incl 1 - AAF Form 14.
- Incl 2 - Statement of Pilot.
- Incl 3 - Statement of CoPilot.
- Incl 4 - Statement of Nav.-Bomb.
- Incl 5 - Statement of Engineer.
- Incl 6 - Statement of Radio Operator.
- Incl 7 - Statement of Tower Operator.
- Incl 8 - Statement of Airdrome Officer.
- Incl 9 - Photographs.

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

1943 JUL 19 PM 12 06

RECEIVED



FROM:		SUBJ. NAME.		
Hqs. Myrtle Beach Bombing Range Myrtle Beach. S. C.				
SUSPENSE DATE:		DATE:	NO:	
		7-19-43		
		TYPE:	FILE DESIGNATION:	
		ltr.		
SUBJECT:				
Report of Aircraft Accident. 9 incls.				
TO:	TO:	TO:	TO:	TO:
WFO	W-5	yr		
DATE:	DATE:	DATE:	DATE:	DATE:
7-19-43	7/19/43	7-21-43		
ACTION:		DIVISIONAL FILE COPY		



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

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

DATE 7-2-43



T. W. X.



TELEGRAM



RADIO

INCOMING

MESSAGE NO. MSG 32 ARL 234 JULY 2/43

MYRTLE BEACH BOMBING RANGE MYRTLE BEACH SC QQTROZ

CG AAF

13

A JUNE 30 1943 1608 EWT MBRR MYRTLE BEACH SC

B WANSTREET WILLIAM H JR LT AUS 111 BOMBER COMMAND

C LANDING ACCIDENT LEFT TIRE BLEW OUT

D PILOT WANSTREET WILLIAM H JR 2ND LT AUS 111 BOMBER COMMAND

UNINJURED COPILOT SMITH R D 2ND LT AUS 111 BOMBER COMMAND

BOMBARDIER HERBERT 2ND LT AUS 111 BOMBER COMMAND UNINJURED

RADIO OPERATOR PIBERIRO RAYMOND T/SGT AUS 111 BOMBER COMMAND

UNINJURED ENGINEER KREPELKA JOSEPH L S/SGT AUS 111 BOMBER

COMMAND UNINJURED

E LOCAL FLIGHT

F NOT APPLICABLE

G 41-31764 B-26 B20

H MYRTLE BEACH BOMBING RANGE MYRTLE BEACH SC

I COMPLETE WRECK

J BLOW OUT OF LEFT TIRE

K FLORENCE ARMY AIR BASE NOTIFIED

L NONE

M AF CG NOTIFIED

**MASTER COPY**

TARRO COMBER

3125-03

43-6-301-10



PAGE 2

ARMY AIR FORCES

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA

For Action \_\_\_\_\_  
For Info. \_\_\_\_\_  
For File \_\_\_\_\_

DATE \_\_\_\_\_

☐

T. W. X.

☐

TELEGRAM

☐

RADIO

INCOMING  
MESSAGE NO.

RECD AAF MSG CEN 011719Z

RECD AFAFC 010902 EWT

TO TWX 020930 EWT

MH1213 EWT

91345-03



MYRTLE BEACH BOMBING RANGE MYRTLEBEACH SC 011541Z

COMMANDING GENERAL

ARMY AIR FORCES

13-

A

JUNE 30 1943 1608 EWT MBER MYRTLE BEACH S C

B

WANSTREET WILLIAM H JR 2ND LT AUS 111 BOMBER COMMAND

C. LANDING ACCIDENT LEFT TIRE BLEW OUT

D. PILOT WANSTREET WILLIAM H JR 2ND LT AUS 111 BOMBER COMMAND UNINJURED

CO-PILOT SMITH R D 2ND LT AUS 111 BOMBER COMMAND UNINJURED BOMB-

ARDIER HERBERT 2ND LT AUS 111 BOMBER COMMAND UNINJURED RADIO OPERATOR

RIBEIRO RAYMOND T/SGT AUS 111 BOMBER COMMAND UNINJURED ENGINEER KREPELKA

JOSEPH L S/SGT AUS 111 BOMBER COMMAND UNINJURED

E. LOCAL FLIGHT

F. NOT APPLICABLE

G. 41-31764 B-26 B20

H. MYRTLE BEACH BOMBING RANGE MYRTLE BEACH SC

I. COMPLETE WRECK

J. BLOW OUT OF LEFT TIRE

K. FLORENCE ARMY AIR BASE NOTIFIED

L. NONE

M. AFACG NOTIFIED

TARRO COMBER

RECVD AAF MESSAGE CENTER

011719Z

AJB

DISTRIBUTION

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

1943 JUL 2 AM 9 02

RECEIVED

43-6-30-10

43-6-30-10