

Accident No. 44-7-25-1

Date

Checked by mmt 8-16-43Analyzed by RC 8-17Copied for Wright  
Field by \_\_\_\_\_

Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

=====

06  
 (Nature Group) *Landing*  
 {  
 43  
 (Specific Nature) *Landing gear failure*  
 { *12 Careless operation of aircraft*  
 { 30 *Confusion of flap and*  
 (Underlying Nature) *landing gear levers*  
 {  
 08  
 (Cause Group) *Other Personnel*  
 {  
 43  
 (Specific Cause) *Co-Pilot*  
 {  
 55  
 (Underlying Cause) *Carelessness*

8-10-43



WAR DEPARTMENT  
A. A. F. Form No. 14  
10-10-42

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

ACCIDENT No. *22*

(1) Place Myrtle Beach, South Carolina (2) Date July 25, 1943 (3) Time 1230 EMT  
AIRCRAFT: (4) Type and model B-26C21 (5) A. F. No. 41-35069 (6) Station Myrtle Beach Bomb Rg  
Organization: (7) 3rd Bomb. 3AF (8) 391st Bomb (9) 575th Bomb.  
(Command and Air Force) (Group) (Squadron)

UNIT	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	REPORT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	P McCarty, James P.	P	O-526421	2nd Lt.	01	AC	3AF	/ None	None
	CP Hanlon, Jack T.	P	O-372094	2nd Lt.	01	AC	3AF	/ None	None
	BN Sink, Jay M. Jr.	B	O-733236	2nd Lt.	01	AC	3AF	/ None	None
	✓ E Alverson, William C.	E	14063968	T/Sgt	20	AC	3AF	/ None	None
	✓ R Daugherty, Martin A.	R	33264621	T/Sgt	<u>2038</u>	AC	3AF	/ None	None

PILOT CHARGED WITH ACCIDENT

(20) McCarty James (21) P. (22) O-526421 (23) 01 (24) Air Corps  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 3rd Bomb 3AF (26) 391st Bomb (27) 572nd Bomb (28) Myrtle Beach B Rg.  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for duty (29) 3rd Bomb 3AF (30) 391st Bomb (31) 572nd Bomb (32) Myrtle Beach B Rg.  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 10/9/42 Present rating (35) Pilot (36) 10/9/42 Instrument rating (37) 3-2-43  
(Rating) (Date) (Rating) (Date) (Date)

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

(38) This type	259.0	(42) Instrument time last 6 months	39.1
(39) This model	73.5	(43) Instrument time last 30 days	6.0
(40) Last 90 days	192.1	(44) Night time last 6 months	26.0
(41) Total	471.4	(45) Night time last 30 days	7.5

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	left wing - fuselage destroyed
(47) Landing gear	left engine
(48) Propeller	left prop

(50) Weather at the time of accident CAVU 00

(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

(55) Pilot's mission Formation flight

(56) Nature of accident Landing accident

(57) Cause of accident Collapse of Left Landing Gear.

(58) Has Form 54 Been Submitted? No.

RESTRICTED



## DESCRIPTION OF ACCIDENT

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

1. Aircraft had made a normal landing, and had reached last quarter or runway, when gear started to retract. The left main gear retracted completely, while the nose gear, and right main gear remained extended.
2. In the opinion of this committee the accident was caused by raising the wheels instead of the flaps as intended. This theory is believed to be substantiated by the following facts noted by the Accident Investigating Committee upon their examination immediately after the accident:
  - a. Lock pins were not in lock position.
  - b. Landing gear indicator showed wheels partially retracted. Further, upon raising the aircraft and examining it the following items were noted:
    - (1). Wheels locked of own weight when aircraft was raised off ground.
    - (2). Pressure line to gear loose, as if pressure were applied against weight of airplane.
    - (3). Also, Co-Pilot statement, to wit: "It is quite possible I raised the main gear handle instead of the flap handle.". As the Co-Pilot raised the gear handle, it is the opinion of the committee that he was responsible for the accident.
3. That interested Commanding Officers take any measures necessary to insure compliance by Co-Pilots to operate flaps or landing gear only upon receipt of oral or visual signal from pilot as is the usual practice, and as directives state.



Date July 5, 1943

Signature Bernard J. Stralser  
BERNARD J. STRALSER, 1st Lt., AC  
(Investigating Officer)

RICHARD S. ANDERSON, Capt., AC  
Eugene R. Trombley  
EUGENE R. TROMBLEY, 1st Lt., AC



572ND BOMBARDMENT SQUADRON  
391ST BOMBARDMENT GROUP ( M ) AAF  
Office of the Operations Officer

MBBR, Myrtle Beach, S.C.  
August 1, 1943

SUBJECT : Pilot's Statement on damage to B-26-C21 Airplane.

TO : Operations Officer, 391st Gp. Operations, MBBR,  
Myrtle Beach, S.C.

1. This accident happened at Myrtle Beach Bombing Range, Myrtle Beach, South Carolina on July 25, 1943. The Airplane was No. 41-35069.

2. After turning on final approach for landing on runway 17, I signaled the co-pilot for wheels down. The wheels came down and locked except the left main gear. I immediately placed the gear handle in the up position. When the wheels had retracted fully, I personally placed the gear lever in the down position and the wheels came down and indicated locked. I also had the engineer to give the wheels a visual check and he okeyed them. The landing was made smoothly and rolled down the runway. At the end of the runway, I applied brakes lightly and gave some throttle to clear the runway onto the taxi strip and the co-pilot raised the flaps immediately. The plane settled on the left nacelle, the props dug into the runway. I cut the master switch and the co-pilot the batteries. The co-pilot opened the escape hatches and we escaped through them. After emerging, I then checked back and called the tower to change the direction of traffic. Because we were number three to land and the rest of the formation was coming in, I did not check the handles then, but it's quite possible the co-pilot raised the gear lever instead of flap handle. Everyone escaped the ship uninjured.

/s/ JAMES P. McCARTY  
/t/ JAMES P. McCARTY  
2nd Lt., A.C.

A TRUE EXTRACT COPY:

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

*Encl 2*



572ND BOMBARDMENT SQUADRON  
391ST BOMBARDMENT GROUP (M) AAF  
Office of the Operations Officer

MBBR, Myrtle Beach, S.C.

SUBJECT: Co-Pilot's Statement on Damage to B-26-C21 Airplane.

TO : Operations Officer, 391st Gp. Operations, MBBR,  
Myrtle Beach, S.C.

1. This accident happened at Myrtle Beach Bombing Range, Myrtle Beach, South Carolina on July 25, 1943. The Airplane was No. 41-35069.

2. As we turned on the final approach for a landing on runway 17, the pilot signaled for wheels down. I placed the handle in the down position, the wheels all started down and the left one stuck. The pilot noticed this before I did and pulled the handle up again. It was again lowered and the wheels this time went down into place and indicated locked. We made the landing smoothly and rolled on down the runway, the pilot applying brakes easily. Near the end of the runway just before we made the turn to leave the runway I, as usual, raised the flap handle to the up position. Just as I did this the plane settled down on the left nacelle, the props dug into the runway and the ship stopped. The pilot immediately cut the master switch and I the batteries. I then opened the escape hatches over the pilot co-pilot. The pilot then called the tower and told them to change direction of traffic. I did not check the handles then but it is quite possible that I raised the main gear handle instead of the flap handle. We were all out of the ship just after it stopped and no one was injured.

/S/ JACK T. HANLON  
/T/ JACK T. HANLON  
2nd Lieut., A.C.

A TRUE-EXTRACT COPY:

*Bernard J. Stalser*  
BERNARD J. STALSER  
1st Lt. Air Corps  
Accident Investigating Officer

*Encl. 3*



572ND BOMBARDMENT SQUADRON  
391ST BOMBARDMENT GROUP (M) AAF  
Office of the Engineering Officer

MBBR, Myrtle Beach, S. C.  
1 August, 1943.

SUBJECT: Engineering Accident Report, B-26C21 Airplane, AAF No. 41-35069.

TO : Group Engineering Officer 391st Bombardment Group (M), AAF, MBBR,  
Myrtle Beach, S. C.

1. Concerning accident and damage incurred on B-26C21 Airplane, AAF No. 41-35069, July 25th, 1943, the following information concerning the Engineering and Maintenance on Airplane is submitted.

a. The above mentioned airplane was damaged when the main landing gear collapsed after landing.

b. Upon inspection, after the accident, it was noted that neither down-lock pin on right and left landing gears were not in the "locked position".

c. It was noted that the left landing gear was completely collapsed, damaging the left wing, left engine, left propeller, and left nacelle doors.

d. It was also noted that the right landing gear was partly collapsed, but did not cause any visual damage to the right side of the airplane.

e. After airplane was hoisted, the landing gears assumed the "locked position" by its own weight.

2. All circumstances indicate that the accident was no fault or neglect of anyone connected with 572nd Bombardment Squadron Engineering maintenance.

3. Airplane transferred to AAF Supply Officer, MBBR, Myrtle Beach, South Carolina, July 25th, 1943. Total hours on Airplane: 221.2.

*Alan D. Smith*  
ALAN D. SMITH,  
2nd Lt., Air Corps,  
Engineering Officer.





(G-834B-519B)(7-25-43-1400)(6"-0)



(G-834B-519B)(7-25-43-1400)(6"-0)



(G-834B-519B)(7-25-43-1400)(6"-0)



(G-834B-519B)(7-25-43-1400)(6"-0)







HEADQUARTERS MYRTLE BEACH BOMBING RANGE BJS/JAT/ebg  
Myrtle Beach, South Carolina

11 August 1943

SUBJECT: Report of Aircraft Accident.

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

1. Inclosed, herewith, Form 14, Accident Report.
2. Findings and recommendations have been called to the attention of Commanding Officer, 391st Bomb Group, Myrtle Beach Bombing Range, Myrtle Beach, South Carolina.

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

5 Incls:

- Incl 1 - AAF Form 14.
- Incl 2 - Statement of Pilot.
- Incl 3 - Statement of Co-Pilot.
- Incl 4 - Statement of Engineering Officer.
- Incl 5 - Photographs.

12 Aug 1943

Hq. Flight Control Command  
Winston-Salem, N. C.

LT. TERRY

CO MYTELBRACH COMB BAKIN  
MYTELBRACH CO

WBT/BN/CC

REQUEST AAF FORM FURTHER COVERING AIRCRAFT B TWO SIX C TWO ONE PILOT  
SECOND LT JAMES P MCCARTY JULY TWO FIVE BE Y REWARDED THIS HQS AND AFCDP

HARRIS CO AFAPC

OFFICIAL

44-7-25-1  
8/2



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

FOR ACTION AIU ✓  
FOR INFO. CS  
FOR FILE MEER

DATE 26 July 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. 1 ARL 234 JULY 26/43

PRIORITY

FROM COBOMGR 391 BOMB MYRTLE BEACH SC

TO CG AAF WASHINGTON D C

391 BGY15LPD

A JULY 25TH 1943 1239Z

B JAMES P MCCARTY 2ND LT ORC 3AF MYRTLE BEACH S C

C LANDING ACCIDENT COLLAPSED LEFT MAIN LANDING GEAR CAUSE UNKNOWN

D PILOT JAMES P MCCARTY 2ND LT ORC 3AF NO INJURY CO-PILOT JACK T

HANLON NAVIGATOR JAY M SINK JR 2D LT ORC 3AF NO INJURY

ENGINEER WILLIAM C ALVISON T/SGT AUS 3AF NO INJURY

RADIO OPERATOR MARTIN H AUGHERTY T/SGT AUS 3AF NO INJURY

E FORMATION

F CAVU

G 41-35069 B-26C21

H MYRTLE BEACH S C

I UNKNOWN

J UNKNOWN

K UNKNOWN

L UNKNOWN

WILLIAMS COBOMGR 391

RECD IN AAF MSG CEN 252037Z RECD BY AFAPC 260832EWT TO TWX 260930EWT

MHO942EWT

751:7-43

#6 -1006EWT-86W-JULY 26

74-7-25-1

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

FOR ACTION ATU  
FOR INFO. CS  
FOR FILE M & R

DATE JULY 25/43

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING MESSAGE NO. LO CLBA WK RELAY Z COBOMGR 391 BOMB GROUP MYRTLE BEACH SC  
"P" NO GRP

VIA COLUMBIA ARMY AIR BASE SOC.R  
COMMANDING OFFICER FLIGHT CONTROL COMMAND NISSEN BLDG  
WINSTON SALEM N C  
391BGY151PERIOD

- A JULY 25TH 1943 1239Z
- B JAMES P MCCARTY 2ND LT ORC 3AF MYRTLE BEACH SC
- C LANDING ACCIDENT COLLAPSED LEFT MAIN LANDING GEAR CAUSE UNKNOWN
- D PILOT JAMES P MCCARTY 2ND LT ORC 3AF NO INJURY  
CO PILOT JACK T HANLON 2ND LT ORC 3AF NO INJURY  
NAVIGATOR JAY M SINK JR 2ND LT ORC 3AF NO INJURY  
ENGINEER WILLIAM C ALVESON T/SGT AUS 3AF NO INJURY  
RADIO OPERATOR MARTIN H DAUGHERTY T/SGT AUS 3AF NO INJURY
- E FORMATION
- F CAVU
- G 41-35069 B-26C21
- H MYRTLE BEACH S C
- I UNKNOWN
- J UNKNOWN
- K UNKNOWN
- L NONE

**MASTER COPY**

COBOMGR 391

# 15

1620 EWT

C W G

151:7-43



OV V 25 NR 51 "P"

FROM COBOMOR 391 BOMB MYRTLE BEACH S C

TO COMMANDING GENERAL, ARMY AIR FORCES WASHINGTON D C

3918GY151PD

A JULY 25TH 1943 1239Z

B JAMES P MCCARTY 2ND LT ORC 3AF MYRTLE BEACH S C

C LANDING ACCIDENT COLLAPSED LEFT MAIN LANDING GEAR CAUSE UNKNOWN

D PILOT JAMES P MCCARTY 2ND LT ORC 3AF NO INJURY

CO PILOT JACK T HANLON 2ND LT ORC 3AF NO INJURY

NAVIGATOR JAY M SINK JR 2ND LT ORC 3AF NO INJURY

ENGINEER WILLIAM C ALVISON T/SGT AUS 3AF NO INJURY

RADIO OPERATOR MARTIN H DAUGHERTY T/SGT AUS 3AF NO INJURY

E FORMATION

F CAVU

G 41 35059 B-26C21

H MYRTLE BEACH S C

I UNKNOWN

J UNKNOWN

K UNKNOWN

L UNKNOWN

WILLIAMS COBOMOR 391

RECD IN AAF MSG CMT: 25 20 37

VR 25 21 8

#### DISTRIBUTION

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AFDBS-2

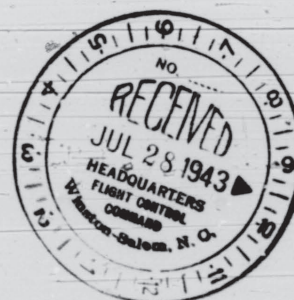
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AFRTV (2cys)

AFRDB

AFDHA



DIR. FLYING SAFETY

1943 JUL 26 AM 8 32

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