

Accident No. 44-7-25-33

Checked by 88 Date 9-9

Analyzed by R.L. 9-10-43

Copied for Wright  
Field by

Notes Copy for Wright Field  
Attention Colonel Chapman

Accident No.

44-7-25-33

Pilot's Name

Stalnaker, G.H.

05 Nature Group

Forced landing

23 Specific Nature

In water

07 Underlying Nature

Oil system

100 28 Cause Group

Aircraft

80 Specific Cause

Oil lines

84 Underlying Cause

Undetermined

Cause Group

Specific Cause

Underlying Cause



WAR DEPARTMENT  
Form No. 14  
May 15, 1942

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

Accident No.

44-7-25-33

187

(1) Place Myrtle Beach, South Carolina (2) Date 25 July 1943 (3) Time 0900  
Aircraft: (4) Type and model B-26C21 (5) A. F. No. 41-35078 (6) Station Myrtle Beach Bombing Rg.  
Organization: (7) 3rd Bomb BAF (8) 391st Bomb (9) 575 Bomb Sq.  
(Command and Air Force) (Group) (Squadron)

PERSONNEL

| DUTY  | NAME<br>(Last name first) | RATING | SERIAL NO. | RANK    | PERSONNEL<br>CLASS | BRANCH | AIR FORCE OR<br>COMMAND | RESULT TO<br>PERSONNEL | USE OF<br>PARACHUTE |
|-------|---------------------------|--------|------------|---------|--------------------|--------|-------------------------|------------------------|---------------------|
| (10)  | (11)                      | (12)   | (13)       | (14)    | (15)               | (16)   | (17)                    | (18)                   | (19)                |
| 01 P  | Stalnaker, G. I.          | P      | 0-23784    | Capt.   | 00                 | AC     | BAF                     | None /                 | None                |
| 04 P  | Wilkinson, E. S.          | P      | 0-725542   | 2nd Lt. | 01                 | AC     | BAF                     | None /                 | None                |
| 95 NB | Murphy, Francis J.        | B      | 1-137563   | E/O     | 22                 | AC     | BAF                     | None /                 | None                |
| 71 B  | Weis, Jerry E.            | RG     | 12080569   | 2/Sgt   | 20                 | AC     | BAF                     | None /                 | None                |
| 62 E  | Carlson, Sherwood D.      | CC     | 37257640   | Sgt     | 36                 | AC     | BAF                     | None /                 | None                |
| 62 E  | Kramer, Robert L.         | ACC    | 12073503   | PFC     | 20                 | AC     | BAF                     | Minor                  | None                |
|       |                           |        |            |         |                    |        |                         | Inj.                   | 2                   |

PILOT CHARGED WITH ACCIDENT

(20) Stalnaker George W. (21) 0-23784 (22) Captain (23) 00 (24) AC  
(Last name) (first name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
Assigned (25) 3rd Bomb - BAF (26) 391st Bomb (27) 575th Bomb (28) Myrtle Beach Bombing  
(Command and Air Force) (Group) (Squadron) (Station) Range  
Attached for flying (29) 3-7-42 (30) 391st Bomb (31) 575th Bomb (32) 4777  
(Command and Air Force) (Group) (Squadron) (Station)  
Original rating (33) Pilot (34) 3-7-42 Present rating (35) Pilot (36) 3-7-42 Instrument rating (37) 9-1-42  
(Rating) (Date) (Rating) (Date) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

|                   |       |                                    |      |
|-------------------|-------|------------------------------------|------|
| (38) This type    | 253.4 | (42) Instrument time last 6 months | 11.3 |
| (39) This model   | 37.8  | (43) Instrument time last 30 days  | 2.2  |
| (40) Last 90 days | 106.9 | (44) Night time last 6 months      | 15.8 |
| (41) Total        | 308.0 | (45) Night time last 30 days       | 2.8  |

AIRCRAFT DAMAGE

| DAMAGE                       | 49. LIST OF DAMAGED PARTS |
|------------------------------|---------------------------|
| (46) Aircraft <u>W 5</u>     | Total Loss                |
| (47) Engine(s) <u>W 5</u>    | Total Loss                |
| (48) Propeller(s) <u>W 5</u> | Total Loss                |

(50) Weather at the time of accident CAVU

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

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

(55) Pilot's mission Formation Bombing

(56) Nature of accident Crash Landing in Ocean

(57) Cause of accident Rupture of hose on external oil Scavenger Line

(58) Has form 54 been submitted? Yes

RESTRICTED



## DESCRIPTION OF ACCIDENT

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

1. Pilot took off for Bombing Mission. Immediately after take off the ship behind in the formation called and notified him that the left engine was smoking badly. The oil pressure and oil temperature dropped when aircraft was at one thousand feet (1000), on downwind leg. The bad engine was feathered at that time.

The bomb load of 100 pound practice bombs was salvaged when aircraft was at 150 MPH, and 900 feet. Upon opening the Bomb Bay Doors, the airspeed dropped to 110 MPH, and in order to maintain that speed the ship was lived to 600 feet. After the doors were closed airspeed could not be maintained and so at reduced speed, with gradual loss of altitude a turn could not be made back to the field. The aircraft was then landed straight ahead into the ocean.

2. Examination of the subject engine was not attempted at this station, other than looking for, and finding the immediate cause of the accident, which was a ruptured hose on the external oil scavenger line from the nose section. Due to a series of failures of, and deterioration in, the same section of hose, in the same squadron, the accident committee was afforded an excellent opportunity to study the cause of these failures. The study extended over a period of approximately 3 weeks from the time the aircraft was salvaged from the ocean. No possibilities were neglected. The possibility of sabotage was examined very carefully. Military Intelligence was called upon for assistance. The peculiar circumstance of all the failure occurring in one squadron, and no other, caused the committee to suspect the possibility of sabotage. However, two recent additional cases of the same type of failure on same type aircraft engine connected with the squadron or group, incline the committee to doubt the possibility of sabotage.

Tests were run on the same type engines, and indicate that the Thermostatic Relief Valve on the oil cooler is clogging, causing higher pressures than normal in the line, and failure of the hose. Pressures were taken from the scavenger line on several engines that had given no indication of trouble, and from two engines which had ruptured the hose line causing one engine landings. Normal pressure in the scavenger line appeared to be approximately 10 to 15 pounds, while in the engines which had caused trouble pressure ran to 60 pounds. Upon changing the oil cooler, and valve, pressure dropped, and when the oil cooler from an engine which had caused trouble, and a new valve were installed on the same engine, the pressure dropped, thus isolating the cause of the trouble. The cause of the valve sticking cannot be determined by this committee as it is beyond the scope of our ability.

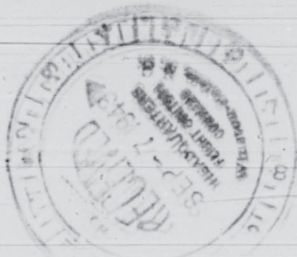
3. RECOMMENDATIONS:

A In the opinion of this committee, the accident was not caused by poor maintenance, or through error of the pilot, but by failure of the Thermostatic Relief Valve, the cause of which is unknown at the present time.

B That a full report of all trouble be submitted by the squadron to Materiel Division, Wright Field.

C That a greater ply hose be used on the scavenger line. At the minimum 4 ply, rather than 2 ply, as engines are now equipped upon receipt from factory.

D That the pilot be commended for good judgement, and good technique.



Signature

*Bernard J. Strasser*  
BERNARD J. STRASSER, 1st Lt., AC  
*Richard S. Anderson*  
RICHARD S. ANDERSON, Captain, AC  
*Charles P. Wood*  
CHARLES P. WOOD, 1st Lt., AC

Date 3 September 1943



OFFICE OF THE OPERATIONS OFFICER  
 575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
 391st Bombardment Group (M), Myrtle Beach, South Carolina.

July 25, 1943

I was pilot of B-26C21, 41-35078. I took off at 0835 on runway 35 behind an A20. Just after leaving the ground we had a violent Yaw to the left which I thought was prop wash, but which might have been a partial failure of the left engine. I continued my climb to 900 feet and had turned to the left when airplane 41-35066 called and told me that my left engine was smoking badly. I checked it and oil smoke was coming from under the cowlings. I called the tower while at 1000 feet and told them I was coming in for an emergency landing on runway 35. I was on the downwind leg at about 160 miles per hour when the oil pressure fluctuated and dropped to 0, and the temperature started dropping rapidly. I feathered the engine and notified the tower. The co-pilot went off to salvo the bombs from the nose, while we were at 150 MPH and 900 feet. The airspeed dropped to 140 MPH as he salvoed, and in order to hold that, I had to lower the nose and dived to 600 feet. I was carrying about 2500RPM and 49 inches hg on the right engine. When the doors came shut we were unable to pick up speed and lost down to 135 MPH and once at 130 MPH. I had intended to make a right turn away from the field and come into runway 35 but my speed and gradual loss of altitude did not warrant it. I then attempted a left turn into the dead engine with reduced power on the right engine but the speed dropped to 130 so I gave power and called to tower while at 500 feet, that I was going to land in the water, which was straight ahead. I made my descent at 150 MPH and made a flat landing in the water about 200 yards off shore. The only roughness on the landing was when the nose finally settled causing a sudden stop. All crew members got out all right and the plane floated for about 30 seconds while we got the raft out. All emergency procedures went excellently except the co-pilot and I each thought the other had cut the right switch and it was not cut. The crash boat came and picked us up.

/s/ GEORGE W. STALNAKER,  
 /t/ GEORGE W. STALNAKER,  
 Captain, Air Corps

A TRUE EXTRACT COPY:

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

OFFICE OF THE OPERATIONS OFFICER  
575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

July 25, 1943

Statement of Co-Pilot:

I was co-pilot on B-26c21 No. 41-35078 on a flight, July 25, 1943. We took off from Myrtle Beach bombing range at 0835. On take off at about 50 feet there was a violent yaw to the left. We recovered immediately. An A-20 took off just ahead of us and I figured it was prop wash. While we were still climbing, a B-26 which took off behind us called us on the radio and said the left engine was smoking badly. We leveled off at 1000 feet and started back to the field. We called the field immediately for an emergency landing. The oil temperature started dropping. I called the pilots attention to the loss of oil pressure, and he told me to feather the prop. I feathered the left prop with the feathering switch. The field was to our left, and we were unable to turn enough to make the field.

We were losing altitude, so I went into the nose and salvoed the bombs, and closed the bomb bay doors again. We were carrying 48 inches on the right engine. The cylinder head temperature was 200 degrees. Our airspeed was 135 - 140 MPH and we were losing altitude. We were unable to make the field and the pilot said he would land in the water. I rang the land bell and opened the pilot and co-pilot escape hatch. I held the hatches to keep them from blowing off. We hit the water about 200 yards off shore.

The plane was immediately filled with water. I released my safety belt and went out through the co-pilot's escape hatch. Everyone got out allright. We inflated the life raft and were picked up by a crash boat about ten minutes later.

/s/ EDWARD S. WILKINSON,  
/t/ EDWARD S. WILKINSON,  
2nd Lt., Air Corps,

A TRUE EXTRACT COPY:

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



OFFICE OF THE OPERATIONS OFFICER  
575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

July 25, 1943

Statement of Navigator-Bombardier:

I was navigator-bombardier on B-26c21 No. 41-35078 on July 25th.

Soon after take off I noticed we were on a single engine and shortly thereafter the co-pilot salvaged the bombs.

We were losing altitude and airspeed constantly and on turning toward the coast the pilot sounded the warning signal for a water landing. The radio operator and I opened the hatch and braced ourselves for the shock.

As soon as the ship stopped I climbed out and assisted the others, radio operator and assistant crew chief, thru the hatch.

The engineer released the life raft and in about ten minutes we were picked up by a crash boat.

/s/ FRANCIS J. MURPHY,  
/t/ FRANCIS J. MURPHY,  
Flt/O, Air Corps

A TRUE EXTRACT COPY:

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

OFFICE OF THE OPERATIONS OFFICER  
575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
391st Bombardment Group (M), Myrtle Beach, South Carolina

July 25, 1943.

Statement of Radio Operator:

I was guarding the command tower frequency, when Captain Stalnaker called and reported we were on single engine and coming back for an emergency landing. We could not make it into the field, so the Captain reported to the tower that we were going to make a water landing. We crashed in the water, just south of Murrells Inlet, from 200 to 500 yards offshore. I was in the radio operators seat, sitting backwards, with my feet against the liaison transmitter. Before landing, we received the emergency water-landing warning bell and every crew member was ready and in position for the landing. We hit the water and skidded for a little way, and came to a stop. Within seconds, the navigator, assistant crew chief, and myself were out the navigators hatch, and the co-pilot, pilot and engineer were out the cockpit hatch. The ship stayed afloat approximately 30 seconds, before starting to settle and sink, during which time, we had the life raft out and inflated and were aboard. About 10 minutes later, we were picked up by the crash boat.

/s/ T/SGT JERRY E. WEIS,  
/t/ T/SGT JERRY E. WEIS,  
Radio Operator, 575th  
Bomb Sq

A TRUE EXTRACT COPY:

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



OFFICE OF THE OPERATIONS OFFICER  
 575TH BOMBARDMENT SQUADRON, ARMY AIR FORCES  
 391st Bombardment Group (M), Myrtle Beach, South Carolina

July 25, 1943

Statement of Aerial Engineer:

I was the crew chief, acting as aerial engineer on B26c-21 airplane No. 41-35078. I preflighted the plane myself on the morning of July 25, 1943 and everything was alright for flight. We took off at about 0830 or 0845, July 25, 1943 immediately behind an A-20. There was a dropping of the wings probably caused by the prop wash from the A-20. I was watching the engine instruments and everything was OK. I then rechecked the generators and was satisfied that everything was OK.

We were somewhere near Conway and I heard the co-pilot say "Should I hit it." I looked around and the prop feathering switch was on and the engine was stopping. I did not know the reason at that time. Captain Stalnaker, the pilot, was trying to trim the ship and get back to the field but we were losing altitude and airspeed. The manifold pressure on the right engine was between 45 and 48 inches of mercury and the airspeed around 130 to 140. I heard the pilot say he couldn't keep it up and the co-pilot rang the alarm bell for the crash landing. I saw that the navigators hatch was unlocked. I had my life vest on and braced ready for the crash landing in the water. I was between the pilot and co-pilot when the plane hit the water. I was thrown around quite a little bit, but knew what was going on all the time. I was out of the plane and standing on top of the fuselage almost immediately. I unlocked the life raft and got in inflated and everyone got in. We pushed clear of the plane and waited for the crash boat which was already in sight.

/s/ CPL. SHERWOOD CARSON,

A TRUE EXTRACT COPY:

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

HEADQUARTERS MYRTLE BEACH BOMBING RANGE  
Myrtle Beach, South Carolina.

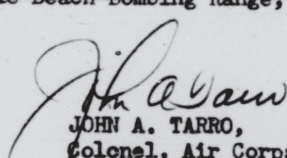
BJS/JAT/wfr

3 September 1943

270.11  
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,  
Colonel, Air Corps,  
Commanding.

- 6 Incls:
- Incl 1 - AAF Form 14
  - Incl 2 - Statement of Pilot
  - Incl 3 - Statement of Co-Pilot
  - Incl 4 - Statement of Navigator
  - Incl 5 - Statement of Radio Operator
  - Incl 6 - Statement of Crew Chief



500

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

FOR ACTION A I U  
FOR INFO. C S  
FOR FILE M & R

DATE 13 AUGUST 1943
☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING

MESSAGE NO. W SAL 163 V MB 363 NR 244 AUGUST 131600Z

FROM TARRO. CO. MYRTLE BEACH BOMBING RANGE, MYRTLE BEACH 8 8

TO HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON SALEM NORTH CAROLINA *B-26 C-21*

REGARDING AAF FORM FOURTEEN COVERING AIRCRAFT ACCIDENT B DASH TWO

SIX C TWO ONE ON PILOT CAPT GEO W STALNAKER JULY TWO THREE

INVESTIGATION DELAYED UNTIL AIRCRAFT WAS RECOVERED FROM OCEAN AND

NECESSITY FOR CONDUCTING EXTREMELY THOROUGH INVESTIGATION INTO

ALL CIRCUMSTANCES SURROUNDING ACCIDENT AND CAUSE. AAF FORM FOURTEEN

WILL BE FORWARDED UPON COMPLETION OF NECESSARY TESTS

#22

mbs

airplane 5  
engine 55  
propeller 55

|                        |        |    |    |
|------------------------|--------|----|----|
| 01 Stalnak, George W   | Capt   | 00 |    |
| 04 Wilkinson, Edward L | 2nd Lt | 01 | 1  |
| 01 Murphy, Francis J   | F/O    | 92 | 1  |
| 02 Carlson, Sherwood L | Cpl    | 38 | 1  |
| 02 Kramer, Robert L    | Pvt    | 36 | 1  |
| 01 Miller, Henry E     | T/Sgt  | 38 | 1  |
| 06 SN UN               |        |    |    |
| 07 56 19               |        |    |    |
|                        | CG     | SC | UC |
|                        | 18     | -  | -  |

Take off

44-7-25-38

751:7-43

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

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

DATE 26 JULY 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. MSG 24 ARL 234 JULY 26/43

FROM 391ST BOMBGR MYRTLE BEACH SC 251425Z

CG AAF BOLLING FIELD WASHINGTON D C

Y149 A. JULY 23 1943 0900 MYRTLE BEACH SC B. GEORGE W STALNAKER  
CAPTAIN AC MYRTLE BEACH BOMBING RANGE SC III AF C. COMPLETE  
FAILURE OF LEFT ENGINE IMMEDIATELY AFTER TAKE OFF D. GEORGE W  
STALNAKER RA 3AF NO INJURY PILOT EDWARD S WILKINSON 2ND LIEUTENANT  
ORC 3AF NO INJURY COPILOT FRANCIS J MURPHY FLIGHT OFFICER AUS 3AF  
NO INJURY BOMBARDIER SHERWOOD D CARLSON CORPORAL AUS 3AF NO INJURY  
ENGINEER ROBERT L KRAMER PVT CL AUS 3AF NO INJURY ENGINEER FERRY E WEIS  
TECH SGT AUS 3AF NO INJURY RADIO OPERATOR E. FORMATION F. CAVU  
G. B-26C21 41-35078 H. MYRTLE BEACH SC -I. COMPLETE WRECK J.  
UNKNOWN K. 25TH SERVICE GROUP L. NONE

EXTRA PRIORITY

WILLIAM COBOMGR

RECD IN AAF MSG CEN 251735Z

RECD BY AFAFC 260833 EWT

TO TMX 260930 EWT

MH1104 EWT

#30-1203ewt-93W-JULY 26, 1943

MASTER COPY

751:7-43



11 Aug 1943

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

LT. TERRY

CO MYRTLEBEACH BOMB RANGE

MYRTLEBEACH SC

X

WBT/BN/cc

REQUEST AAF FORM FOURTEEN COVERING AIRCRAFT B TWO SIX C TWO ONE PILOT

CAPT GEORGE W STALLAKER JULY TWO THREE BE FORWARDED THIS INFO AND APOBT

HARRIS CO AFAPC

OFFICIAL

44-7-25-21

RFC

FROM 39TH BOMGR MYRTLE BEACH SC 251425Z  
 CG ARMY FORCES BOLLING FIELD WASHINGTON D C

Y149 A. JUL 23 1943 0900 MYRTLE BEACH SC B. GEORGE W STALNAKER CAPTAIN AC  
 MYRTLE BEACH BOMBING RANGE SC III AF C. COMPLETE FAILURE OF LEFT ENGINE IMPER  
 AFTER TAKE OFF D. GEORGE W STALNAKER RA-3AF NO INJURY PILOT EDWARD S WILKINSON  
 2ND LIEUTENANT ORG 3AF NO INJURY PILOT FRANCIS J MURPHY FLIGHT OFFICER AUS 3AF  
 NO INJURY COMBARDIAN SHERWOOD D CARLSON CORPORAL AUS 3AF NO INJURY ENGINEER  
 ROBERT I. CAMER PVT HCL AUS 3AF NO INJURY ENGINEER FERRY E WEIS TECH SGT AUS 3AF  
 NO INJURY RADIO OPERATOR E. FORMATION F. CAVU G. B-26C21 41-35078 H. MYRTLE  
 BEACH SC COMPLETE WRECK J. UNKNOWN K. 25TH SERVICE GROUP L. NONE

EXTRA PRIORITY

RECD IN MSG CENT 251735Z

DBW 251 2

## DISTRIBUTION

AFATC

AFDBS-2

WILLIAM COBEN

HQ. A.A.F.  
DELIVERING SAFETY

RECEIVED

1943 JUL 26 AM 8 37

AFRFO (4cyps)

AFPMF (3cyps)

AFBFO

AFMMD-2

AFBFW (2cyps)

AFRDB

AFDMA



44-7-25-38