

Accident No. 44-8-11-4

Date 8-28-43

Checked by Lee

Analyzed by RA 8-30-43

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

Notes Copy for Wright Field  
Attention Colonel Chapman

WILLIAM B. TERRY, JR.  
WILLIAM B. TERRY, JR. DC

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06 (Nature Group) Landing

37 (Specific Nature) Collision with ditch

32 (Underlying Nature) Brakes faulty

29 (Cause Group) Aircraft

01 (Judgment)

70 (Specific Cause) Brakes

13 (Momentary lapse of mental efficiency)

72 (Underlying Cause) Miscellaneous

17 Carelessness

880:8-43



NAME TUCKER, TOMMY E  
AIR FORCE & COM. 33B  
GROUP NO. 391  
GROUP TYPE BM  
AIRCRAFT CODE 1  
102018-43

NAME WECKLER, HOWARD  
AIR FORCE & COM. 33B  
GROUP NO. 391  
GROUP TYPE BM  
AIRCRAFT CODE 1  
102018-43

NAME BROCKELBANK, E.H.  
AIR FORCE & COM. 33B  
GROUP NO. 391  
GROUP TYPE BM  
AIRCRAFT CODE 1  
102018-43



WAR DEPARTMENT  
FORM NO. 14  
(Revised May 15, 1942)

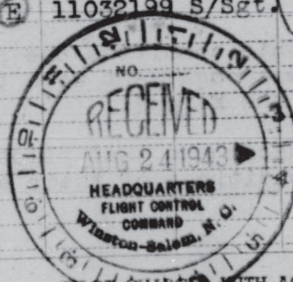
WAR DEPARTMENT  
U. S. ARMY AIR FORCES

Accident No. *44-8-11-4*

REPORT OF AIRCRAFT ACCIDENT

(1) Place *Myrtle Beach, South Carolina* (2) Date *August 11, 1943* (3) Time *1130 EWT*  
AIRCRAFT: (4) Type and model *B-26 B4* (5) A. E. No. *41-18087* (6) Station *Myrtle Beach Bomb. Range*  
Organization: (7) *3rd B. 3AF* (8) *391st Bomb* (9) *575th Bomb (M)* (Squadron) *4777*

DUTY	NAME (Last name first)	RATING	SERIAL NO.	RANK	PERSONNEL CLASS	BRANCH	AIR FORCE OR COMMAND	RESULT TO PERSONNEL	USE OF PARACHUTE
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
<i>01 P</i>	Talton, John R.	<i>P</i>	<i>0-795859</i>	<i>2d Lt.</i>	<i>01</i>	<i>AC</i>	<i>3AF</i>	<i>/None</i>	<i>None</i>
<i>04 P</i>	Tucker, Tommy F.	<i>P</i>	<i>0-668164</i>	<i>2d Lt.</i>	<i>01</i>	<i>AC</i>	<i>3AF</i>	<i>/None</i>	<i>None</i>
<i>65 N</i>	Wechsler, Howard	<i>N</i>	<i>0-797108</i>	<i>2d Lt.</i>	<i>01</i>	<i>AC</i>	<i>3AF</i>	<i>/None</i>	<i>None</i>
<i>62 E</i>	Brockelbank, E. H.	<i>E</i>	<i>11032199</i>	<i>S/Sgt.</i>	<i>20</i>	<i>AC</i>	<i>3AF</i>	<i>/None</i>	<i>None</i>



PILOT CHARGED WITH ACCIDENT  
(20) *Talton John R.* (21) *0-795859* (22) *2nd Lt.* (23) *01* (24) *AC*  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class)  
Assigned (25) *3AF 3rd Bomb* (26) *391st Bomb* (27) *575th Bomb (M)* (28) *Myrtle Beach Bomb RG*  
(Command and Air Force) (Group) (Squadron) (Station)  
Attached for flying (29) *3AF 3rd Bomb* (30) *391st Bomb* (31) *575th Bomb* (32) *Myrtle Beach Bomb RG*  
(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) *4777*  
(Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type *250140 140.1* (42) Instrument time last 6 months *11.2*  
(39) This model *18130 11.3* (43) Instrument time last 30 days *10.2*  
(40) Last 90 days *283130 140.1* (44) Night time last 6 months *.5*  
(41) Total *(7-29-43) 473130 140.1* (45) Night time last 30 days *.5*

AIRCRAFT DAMAGE

(46) Aircraft *3* (49) LIST OF DAMAGED PARTS  
(47) Engine(s) *M 4 1* Major repairs on Right Engine  
(48) Propeller(s) *M 4 1* Propellor slightly bent.

(50) Weather at the time of accident *CAVU 0-0*

(51) Was the pilot flying on instruments at the time of accident *No*  
(52) Cleared from *MBBR* (53) To *MBBR* (54) Kind of clearance *Local*

(55) Pilot's mission *Formation Flight*

(56) Nature of accident *Skidded into ditch.*

(57) Cause of accident *Failure of or weakness of left brake, causing aircraft to run into ditch.*

(58) Has Form 54 been submitted: No. *CG 54 13 77*

RESTRICTED



## DESCRIPTION OF ACCIDENT

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

1. Pilot was taxiing, using right brake, only due to weakness of left brake, to slow airplane, and using right engine to keep airplane straight. The right brake froze, and pulled the aircraft into the ditch at the side of the runway.

Examination of the aircraft after the accident showed the clearance on the left brake to be excessive, and the right brake showed signs of scorching, and burning, but the clearance was normal. The pilot stated that after noting the condition of the brake on Form #1, he taxied out, and noted the weakness of the left brake, and took-off.

2. In the opinion of this committee the pilot was at fault for flying an airplane when he was cognizant with the fact that the left brake was weak, as noted on the Form #1.

3. RECOMMENDATIONS: Recommend that pilots in the future take a greater interest in the conditions of their aircraft, and not just climb in and take-off.

Signature

*Bernard J. Stalser*  
 BERNARD J. STALSER, 1st Lt. AC  
*Richard S. Anderson*  
 RICHARD S. ANDERSON, CAPT., AC

Date August 19, 1943

U. S. GOVERNMENT PRINTING OFFICE 16-28757-1



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

August 11, 1943.

REPORT OF PILOT:

I was taxiing in toward the hardstand after having just landed on runway 25 - the last ship to land from a group formation. After passing 35 the ship (087) suddenly swerved to the right, toward a ditch at the side of the taxiway. Accordingly, I gunned the right engine, at the same time using the left brake, to no avail. Realizing that it was too late to use the emergency air brake bottle (we were already sliding into the ditch) the co-pilot cut the switches as I closed the throttles.

Circumstances pertaining to the accident:

Before take-off, upon examination of the Form 1, I noted that the left brake had been written up as "weak" by the crew chief. As I taxied out to take off, I could feel that the left brake was weak and it was necessary to use the right engine to keep the airplane straight.

The take off and landing were both normal. After landing it was necessary to use the right engine excessively in a turn to the left, off the runway. The left brake was very weak. I found that in order to keep the airplane slowed down to a normal speed (I was taxiing at 1000 RPM) it was necessary to use the right brake, and at the same time to gun the right engine slightly, to keep the airplane headed straight. All this time I was using the left brake as much as possible.

I had just passed runway 35 and was attempting to brake the airplane in this manner when it suddenly started turning to the right. As mentioned before I gunned the right engine to its maximum power, at the same time using the left brake to no avail. From the way the airplane reacted, its possible the right brake had become overheated and locked, a fact of which I am in no way positive. None of the personnel was injured - the materiel damage unknown.

/s/ JOHN R. TALTON,  
/t/ JOHN R. TALTON,  
2nd Lt., Air Corps  
Pilot

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 (M), Myrtle Beach, South Carolina

August 11, 1943

CO-PILOT'S REPORT OF ACCIDENT:

I was in the right seat of 41-18087, which Lt. Talton was taxiing. We were taxiing normally when suddenly the ship skidded to the right. I saw that we were going into the ditch. I reached for the air brake, but saw that it was too late. As we were going over the embankment, I reached for the switches and cut them all off. By that time we were in the ditch.

The left brake was strong enough to hold when we took off, but when we landed the brake was extremely weak. Lt. Talton taxied the ship by using the right brake and right throttle. I did not observe whether Lt. Talton had his foot on the right brake, or was using it when we went into the ditch.

No injury was suffered by any member of the crew.

/s/ TOMMY F. TUCKER,  
/t/ TOMMY F. TUCKER,  
2nd Lt., Air Corps  
Co-Pilot.

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 (M), Myrtle Beach, South Carolina

August 11, 1943

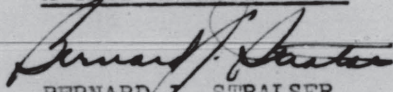
NAVIGATOR'S REPORT OF ACCIDENT:

I was Navigator on the B-26 number 41-18087 on August 11, 1943. The plane landed smoothly and turned off the runway. As it was taxiing I felt a sudden jerking in the right wheel as though it was stuck and was bouncing. I looked out the window just in time to see the plane turn down into the ditch.

No injuries were received by any of the crew.

/s/ HOWARD WECHSLER,  
/t/ HOWARD WECHSLER,  
2nd Lt., Air Corps,  
Navigator.

A TRUE EXTRACT COPY:



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



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

August 11, 1943

ENGINEER'S REPORT OF ACCIDENT:

I was standing behind the Co-Pilot and never did see much of what the Pilot was doing. But it seemed to me, as we were taxiing along the taxi strip, that the right wheel started to grab. So then the Pilot gunned up the right engine to try to stop the plane from turning to the right, but that didn't work. Before we had time to pull the emergency air brake bottle the plane had reached the ditch and then it slid the rest of the way in the ditch. All switches were cut before the plane came to a complete stop.

There were no injury to personnel.

/s/ S/Sgt. Edward H. Brocklebank,  
/t/ S/Sgt. Edward H. Brocklebank,  
Aerial Engineer

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

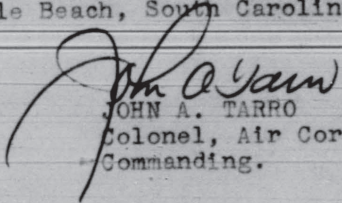
BJS/JAT/dlm

20 August 1943

<sup>370.11</sup>  
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 Aerial Engineer.
- Incl 6 - Photographs



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

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

DATE 12 AUG 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO.

MSG 23 ARL 234 12 AUGUST 1943

FROM COBOMGRU 391 MYRTLE BEACH SOUTH CAROLINA AUGUST 12 1241Z

TO CG AAF BOLLING FIELD WASHINGTON D C

GR 31 BT

391BGA087 PERIOD CITE 391BG TELETYPE A077 DATED 11 AUGUST 43 PERIOD.  
PARAGRAPH I WAS OMITTED PENDING FURTHER INVESTIGATION PERIOD RESULTS  
OF INVESTIGATION REVEALED COLON  
I RIGHT PROP DAMAGED END

WILLIAMS

COBOMGRU391

RECD IN AAF MSG CEN 121740Z

RECD BY AFAFC 121510 EWT

TO TWX 121510 EWT

MH1525 EWT

PRIORITY

md

MASTER COPY

44-8-11-4 BXMS

751:7-43



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

FOR ACTION ATH 1  
FOR INFO. CS  
FOR FILE M&R

DATE 12 AUGUST 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. 8 CLBA 162 RELAY LS

FROM COBOMGR 391 MYRTLE BEACH S C 121615Z  
VIA COLUMBIA ARMY AIR BASE SOCAR  
TO CO FLIGHT CONTROL COMMAND NISSEN BLDG WINSTON SALEM N C  
GR 32 BT "P"

391BGA087 PERIOD CITE 391 BG TELETYPE A077 DATED 11 AUGUST 43 PERIOD.  
PARAGRAPH 1 WAS OMITTED PENDING FURTHER INVESTI-589, PERIOD RESULTS  
OF INVESTIGATION REVEALED COLON  
1. RIGHT PROP DAMAGED END.

WILLIAMS

COBOMGRU 391

RECD MSG 1752Z DL... END.

MASTER COPY

44-8-11-4

75117-43



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

FOR ACTION AIU ✓  
FOR INFO. CS  
FOR FILE MEER

DATE 11 AUGUST 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. 10 CLBA WTN COLUMBIA ARMY AIR BASE SO CAR

RELAY FROM 391ST BOMBARDMENT GROUP

MYRTLY BEACH SO CAR.

391ST BG A077 PERIOD

- A. AUGUST 11 1943 1130 EWT MYRTLE BEACH SO CAROLINA.  
B. TALTON JOHN R 2ND LT AUS 3AF MYRTLE BEACH SO CAR.  
C. PLANE RAN OFF TAXIWAY INTO DITCH PROBABLE LOCKED RIGHT BRAKE.  
D. PILOT JOHN R TALTON 2ND LT AUS 3AF NO INJURY CO-PILOT TOMMY  
F TUCKER 2ND LT AUS 3AF NO INJURY BOMBARDIER HOWARD NMI WECHSLER  
2ND LT AUS 3AF NO INJURY ENGINEER EDWARD H BROCKELBANK S/SGT AUS  
3AF NO INJURY RADIO OPERATOR NONE. E. TAXIING AFTER  
MINIMUM ALTITUDE FORMATION MISSION. F. CAVU. G. B-26B4 41-18.087  
H. MYRTLE BEACH ARMY AIR BASE SO CAROLINA. I. UNKNOWN  
J. POSSIBLE LOCKED BRAKE. L. NONE..

C O 391ST

MASTER COPY

MSG RECD 2213Z RHW.

44-8-11-4

75117-25

MD  
HC



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

FOR ACTION AIU  
FOR INFO. CS  
FOR FILE MEER

DATE 11 AUGUST 1943

☒ T. W. X.

☐ TELEGRAM

☐ RADIO

INCOMING  
MESSAGE NO. MSG 26 ARL 234 11 AUGUST 1943

FROM 391ST BOMBARDMENT GROUP MYRTLY BEACH S C

TO CG AAF BOLLING FIELD WASHINGTON D C

GR 107

391ST BG A077 PERIOD

- A. AUGUST 11 1943 1130 EWT MYRTLE BEACH SOUTH CAROLINA.
- B. TALTON JOHN R 2ND LT AUS 3AF MYRTLE BEACH S C.
- C. PLANE RAN OFF TAXIWAY INTO DITCH. PROBABLE LOCKED RIGHT BRAKE.
- D. PILOT JOHN R TALTON 2ND LT AUS 3AF NO INJURY CO-PILOT TOMMY F  
TUCKER 2ND LT AUS 3AF NO INJURY BOMBARDIER GOWARD /NMI/ WECHSLER  
2ND LT AUS 3AF NO INJURY ENGINEER EDWARD H BROCKELBANK S/sgt  
AUS 3AF NO INJURY RADIO OPERATOR /NONE/.
- E. TAXIING AFTER MINIMUM ALTITUDE FORMATION MISSION K. CAVU
- G. B-26B4 41-18087 H. MYRTLY BEACH ARMY AIR BASE SOUTH CAROLINA.
- I. UNKNOWN J. POSSIBLE LOCKED BRAKE. L. NONE

RECD IN AAF MSG CEN 111843Z

RECD BY AFAFC 111544 EWT

TO TWX 111544 EWT

MASTER COPY

MH1716 EWT.

44-8-11-4 RB

75117-03



FROM 391ST BOMBARDMENT GROUP MYRTLE BEACH S C  
TO COMMANDING GENERAL ARMY AIR BASE BOLLING FIELD WASHINGTON DC

GR107

391ST BG AO77 PERIOD

- A AUGUST 11 1943 1130 AM MYRTLE BEACH SOUTH CAROLINA
- B TALTON JOHN R 2ND LT AUS 3AF MYRTLE BEACH S C
- C PLANE RAN OFF TAXIWAY INTO DITCH. PROBABLY LOCKED RIGHT BRAKE
- D PILOT JOHN R TALTON 2ND LT AUS 3AF NO INJURY
- CO-PILOT TOLLEY F TUCKER 2ND LT AUS 3AF NO INJURY
- BOMBARDIER HOWARD /N.I./ MEGISLER 2ND LT AUS 3AF NO INJURY
- ENGINEER EDWARD H BROCKELBANK S/SGT AUS 3AF NO INJURY
- RADIO OPERATOR /NONE/
- E TAXIING AFTER MINIMUM ALTITUDE FORMATION MISSION
- F OAVU
- G E-26B4 41-18087
- H MYRTLE BEACH ARMY AIR BASE SOUTH CAROLINA
- I UNKNOWN
- J POSSIBLE LOCKED BRAKE
- L NONE

RECD IN AAF HHSO CMT: 11 18 43  
VR 11 19 16

DISTRIBUTION

AFMFC (4cys)	AFMFP (3cys)
AFATC	AFBFO
AWDBS -2	AFTRD-2
	AFRTN -2

1943 AUG 11 PM 4 26

RECEIVED



44-8-11-4



OV V ZS NR55

FROM COBOMGRU 391 MYRTLE BEACH SOUTH CAROLINA AUGUST 121241Z  
TO COMMANDING GENERAL ARMY AIR FORCES BOLLING FIELD WASHINGTON DC

GR31 BT

391BGAO87 PERIOD CITE 391BG TELETYPE A077 DATED 11 AUGUST 43 PERIOD  
PARAGRAPH I WAS OMITTED PENDING FURTHER INVESTIGATION PERIOD RESULTS  
OF INVESTIGATION REVEALED COLON

L. RIGHT PROP DAMAGED END

WILLIAM'S

COBOMGRU391

REC'D IN AAF MSG CENT: 12 17 40  
VR 12 17 50

DISTRIBUTION

AFRFC (4cys)	AFPMP (3cys)
AFATC	AFBFO
AFDBS-2	AFM&D-2
	AFRTM (2cys)

1943 AUG 12 PM 3 10

RECEIVED

