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Accident No. 44-12-24-33

Date

Checked by 1-8

Analyzed by RC 1-10-44

Copied for Wright Field by

Notes Attention Lt. Goodman
Carving Noted: FCD.
Received FCD

1225:9-43

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Accident No. 44-12-14-55

Pilot's Name Matelsky P. 2nd Lt.

Nature Group 98 Taxiing

Specific Nature 59 Collision with aircraft

Underlying Nature 63 Failed to insure clear path

100% Cause Group 05 Carelessness

Specific Cause 34 "

Underlying Cause 17 "

Cause Group

Specific Cause

Underlying Cause

2nd plane

Zero Cause

16881 12-45

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

Accident No. 10.1

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

2 Plane
42-031
44-12-14-55

(1) Place AAB, JAAF, JACKSONVILLE, FLA. (2) Date 14 December 1943 (3) Time 1845

AIRCRAFT: (4) Type and model B-26C (5) A. F. No. 41-34799 (6) Station Godman Field, Ft Knox, Ky.

Organization: (7) 3rd B.C. 3rd AF (Command and Air Force) (8) 391st Bomb (M) (Group) (9) 574th Bombardment Squadron (M) (Squadron)

3 3B BM BM 5248

PERSONNEL

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)
P	Matelsky, Peter (-)	P	0-669769	2nd Lt	01	AC	3rd	None	None
CP	Dietschler, Elmer A.	CP	0-692954	2nd Lt	01	AC	3rd	None	None
X	Shupenko, Anthony (-)	X	31109362	Sgt	20	AC	3rd	None	None
XXP	Jenkins, William S., Jr.	XXP	33219922	S/Sgt	20	AC	3rd	None	None
EG	Little, Joseph R.	EG	11038778	S/Sgt	20	AC	3rd	None	None
RG	Forster, William J.	RG	33370371	Sgt	20	AC	3rd	None	None
AG	Ramos, Salvador (-)	AG	39289893	Sgt	20	AC	3rd	None	None
X	Halpin, William M.	X	32449879	Pfc	20	AC	3rd	None	None

01 04 64 68 67 71 64 68

2nd Pilot

PILOT CHARGED WITH ACCIDENT

(20) Matelsky, Peter (-) (21) 0-669769 (22) 2nd Lt (23) 01 (24) Air Corps
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)

Assigned (25) Third 3 3B (26) 391st Bomb BM (27) 574th Bomb Sqdn. BM (28) Godman Field, Ky. 5248
(Command and Air Force) (Group) (Squadron) (Station)

Attached for flying (29) Third 3 3B (30) 391st Bomb BM (31) 574th Bomb Sqdn. BM (32) Godman Field, Ky.
(Command and Air Force) (Group) (Squadron) (Station)

Original rating (33) Pilot (34) 1-2-43 Present rating (35) Pilot (36) 1-2-43 Instrument rating (37) 8-27-43
(Rating) (Date) (Rating) (Date) (Date)

REC 1-10-44

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

(38) This type	167:00	(42) Instrument time last 6 months	33:00
(39) This model	138:00	(43) Instrument time last 30 days	1:00
(40) Last 90 days	114:00	(44) Night time last 6 months	33:00
(41) Total	[redacted]	(45) Night time last 30 days	4:00

AIRCRAFT DAMAGE

	DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft		Minor			Left Wing Tip
(47) Engine(s)	O.K.				
(48) Propeller(s)	O.K.				

(50) Weather at the time of accident High thin scattered. Vis. unrestricted. Winds NNE 11 mph

37

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

(52) Cleared from Fort Knox (53) To Myrtle Beach, S. C. (54) Kind of clearance Instrument

3234 4747

(55) Pilot's mission Administrative 86

(56) Nature of accident Taxiing

(57) Cause of accident Taxiing behind parked B-25 on ramp without properly checking for clearance

1 Pic 1

(10-42) RESTRICTED

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DESCRIPTION OF ACCIDENT

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

On the night of 14 December 1943, at approximately 1845 EWT, a B-26 piloted by 2nd Lt Peter Metelsky collisded with a parked B-25 airplane on the transient hanger line. Bad weather further south of the terminal and heavy traffic resulted in Jacksonville. Lack of personnel prevented the line crew form guarding each wing tip of parked and taxiing planes.

It is evident that the pilot saw the B-25 parked on the line as he states that he did not think he was that close. It is the opinion of the committe that subject pilot was taxiing too fast and that uncertain as to the exact position of other aircraft [redacted] should have stopped before taxiing on.

FINDINGS:

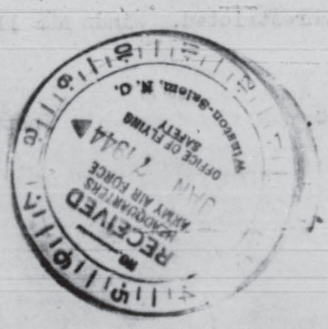
It is the opinion of this committee after having investigated the accident that:

(1) The pilot was taxiing too fast on the ramp where other airplanes were parked. Damage to B-25 reveals that it was struck with a great force to cause resultant damage.

(2) Pilot error.

IT IS RECOMMENDED THAT:

(1) Pilots use more caution in taxiing among parked planes.



Signature Govan C. Real (Investigating Officer)
GOVAN C. REAL, Capt, AC,
Donald F. Rudolph
DONALD F. RUDOLPH, 1st Lt, AC,
Nelson L. Petersen
NELSON L. PETERSEN, 2nd Lt, AC,

Date 22 December 1943

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

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

ACCIDENT No. _____

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

2 Plane

42-031

44-12-14-55

(1) Place AAB, JAAF, JACKSONVILLE, FLO (2) Date 14 DECEMBER 1943 (3) Time 1845

AIRCRAFT: (4) Type and model B-25-D (5) A. F. No. 42-87303 (6) Station HUNTER FIELD, GA.

Organization: (7) THIRD (Command and Air Force) (8) COMBAT STAGING (Group) (9) _____ (Squadron)

a/c 2 3315 PERSONNEL 4378

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)
	Rimmer, Fred E.								
	Pantel Plane								

RECEIVED HEADQUARTERS ARMY AIR FORCES JAN 2 1944 OFFICE OF FLYING SAFETY Wilson-Salem, N. C.

PILOT CHARGED WITH ACCIDENT

(20) _____ (Last name) (First name) (Middle initial) (21) _____ (Serial number) (22) _____ (Rank) (23) _____ (Personnel class) (24) _____ (Branch)

Assigned (25) _____ (Command and Air Force) (26) _____ (Group) (27) _____ (Squadron) (28) _____ (Station)

Attached for flying (29) _____ (Command and Air Force) (30) _____ (Group) (31) _____ (Squadron) (32) _____ (Station)

Original rating (33) _____ (Rating) (34) _____ (Date) Present rating (35) _____ (Rating) (36) _____ (Date) Instrument rating (37) _____ (Date)

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

(38) This type		(42) Instrument time last 6 months	
(39) This model		(43) Instrument time last 30 days	
(40) Last 90 days		(44) Night time last 6 months	
(41) Total		(45) Night time last 30 days	

AIRCRAFT DAMAGE

DAMAGE					(49) LIST OF DAMAGED PARTS
(46) Aircraft	3				Left Rudder, Right Rudder, Left Vertical Stabilizer, Left Elevator, Horizontal Stabilizer, Rear Turret (All panels, fairings and Formers)
(47) Engine(s)	1	1			
(48) Propeller(s)	1	1			

(50) Weather at the time of accident 37

(51) Was the pilot flying on instruments at the time of accident _____

(52) Cleared from _____ (53) To _____ (54) Kind of clearance —

(55) Pilot's mission 90

(56) Nature of accident _____

(57) Cause of accident _____

Inc 1 #2

RESTRICTED

16—28757-1

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14 December 1943 (DATE) | Godman Field, Kentucky (STATION) | 391st Bomb (M) (GROUP NO. AND TYPE) | B-26C (AIRCRAFT MODEL)

RODERICK D. SEAL 1/Sgt (CREW CHIEF OR AERIAL ENGINEER) | 574th Bomb (M) (SQUADRON NO. AND TYPE) | 41-34799 (AIRCRAFT SERIAL NO.)

PERS. CLASS	— PRINT PLAINLY — NAME — RANK — ORGANIZATION	USE AS DIRECTED LOCALLY	ALWAYS ENTER DUTY SYMBOLS. WHEN APPLICABLE ENTER N - NIGHT OR I - INSTRUMENT. ENTER TIME FLOWN THEREUNDER								FLIGHT DATA	
			DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	DUTY	N OR I	TERMINALS AND MISSION	
1	2	3	4		5		6		7		8	9
01	574th Godman Fld Metelsky, Peter (-) 2nd Lt, O-669769	1 Landing	P 3 : 25		:		:		:		FROM: Godman Fld	14 : 25
01	574th Godman Fld Dietschler, Elmer A. 2nd Lt, O-692954		CP 3 : 25		:		:		:		TO: Jacksonville	17 : 50
20	574th Godman Fld Little, Joseph R. S/Sgt 11038778		RG 3 : 25		:		:		:		MISSION: A / NO. OF LANDINGS: 1	3 : 25
20	574th Godman Fld Ramos, Salvador (-) Sgt 39289893		RG 3 : 25		:		:		:		FROM:	:
20	574th Godman Fld Forster, William J. Sgt 33370371		RG 3 : 25		:		:		:		TO:	:
20	574th Godman Fld Shupenko, Anthony (-) Sgt 31109362		W 3 : 25		:		:		:		MISSION: / NO. OF LANDINGS	:
20	574th Godman Fld Jenkins, William B. Jr. S/Sgt 33219922		X 3 : 25		:		:		:		FROM:	:
20	574th Godman Fld Halpin, William M. Pfc 32449879		X 3 : 25		:		:		:		TO:	:
	Accident occurred while taxiing on				:		:		:		MISSION: / NO. OF LANDINGS	:
	ramp after landing.				:		:		:		FROM:	:
					:		:		:		TO:	:
	"A TRUE EXTRACT COPY"				:		:		:		MISSION: / NO. OF LANDINGS	:
	Lawrence F. Loesch LAWRENCE F. LOESCH, Captain, Air Corps, Operations Officer.				:		:		:		FROM:	:
					:		:		:		TO:	:
					:		:		:		MISSION: / NO. OF LANDINGS	:

WAR DEPARTMENT A. A. F. FORM NO. 1 2-2-42 — FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT ☐ OPER. CLERK — TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A ☐ CREW CHIEF — TOTAL FLIGHT TIME 3 : 25

Incl #3

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KODAK S·A F

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WAR DEPARTMENT
A. A. F.
FORM NO. 1 A
2-2-42

FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	12-14-43		Godman Field
DAILY	12-13-43		Godman Field
25 HOURS	122:50		
50 HOURS	147:50		
100 HOURS	197:50		

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS	J	Jenkins	Godman Field
PHOTOGRAPHIC			
NAVIGATION			

SERVICING AT STATION OF TAKE-OFF
(CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERV-ICED	FUEL (GALLONS) IN TANKS	OIL (QUARTS) NO. 1 SERV-ICED	NO. 1 IN TANKS	NO. 2 SERV-ICED	NO. 2 IN TANKS	NO. 3 SERV-ICED	NO. 3 IN TANKS	NO. 4 SERV-ICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	-	960	-	120	-	120					
2ND											
3RD											
4TH											
5TH											

STATUS TODAY: 1. / 2. X / 3. / 4.

EXPLANATION: No Oxygen. Dust cover missing on Rt Aux fuel tank.

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED ENGINEERING OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT { 1 3 / 2 4

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

Left Wing tip and Aileron Damaged in collision with other plane (Lt Metelsky)

(Shupenko, A. Sgt - Martin, C. W. Sgt - Steele, F. Sgt)
Inspected wing tip and Aileron and found O.K.
(Shupenko, A. Sgt)

"A TRUE EXTRACT COPY"

Lawrence F. Loesch
LAWRENCE F. LOESCH,
Captain, Air Corps,
Operations Officer.

AIRCRAFT AND ENGINE TIME RECORD
(ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	98:25	117:15		
HOURS TODAY	3:25	3:25		
TOTAL	101:50	120:40		
OIL CHANGE DUE				
CUNO. CLEANING DUE				

AIRCRAFT	
HOURS TO DATE	115:40
HOURS TODAY	3:25
TOTAL	119:05

Inc # 4

ENGINE DATA
(1) ENGINE MODEL: R-2800-43
(1) ENGINE SERIAL NO.: 41-37781
(2) ENGINE SERIAL NO.: 41-36981
(3) ENGINE SERIAL NO.: - - -
(4) ENGINE SERIAL NO.: - - -
TOTAL FLIGHT TIME: 3 : 25

AIRCRAFT DATA
AIRCRAFT SERIAL NO.: 41-34799
AIRCRAFT MODEL: B-26C
COMPONENT: AAF

AIRCRAFT ORG. DATA
EQUADRON NO. AND TYPE: 574th Bomb (M)
GROUP NO. AND TYPE: 391st Bomb (M)
COMMAND, CORPS AREA OR DEPT.: III Bomber
AIR FORCE: 3rd

T/SGT. CHIEF MECHANIC OR ENGINEER

STATION: Godman Field
DATE: 12/14/43

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STATEMENT

ARMY AIR BASE,
JACKSONVILLE ARMY AIR FIELD
JACKSONVILLE, FLORIDA

14DECEMBER 1943, AT APPROXIMATELY 1845 WHILE TAXIING TO PARK ONE B-26 4799, I HIT AND WRECKED TAIL OF B-25 WITH LEFT WING. LIGHTS ON HANGER WERE BLINDING AND THE ALERT MAN WAS FAR AWAY SHOWING PARKING AREA. IT WAS REALLY HARD TO SEE PLANE BECAUSE OF SAID RAMP LIGHTS ON HANGER. ALSO BEING TIRED AFTER FLIGHT THRU CLOUDS IN FORMATION. FRANKLY I SAY I JUST DIDN'T THINK I WAS THAT CLOSE AND WILL ALMOST SWEAR THERE WAS MORE THAN ENOUGH ROOM WITHOUT TAKING CHANCES.

Peter Metelsky

PETER METELSKY,
2nd Lt, Air Corps,
Godman Field,
Ft Knox, Ky.

Incl #6

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STATEMENT

14 December 1943

I was riding as CO-pilot on the B-26 which hit the rudder of a B-25 with our wing tip. Coming off the runway we were directed to the ramp by a ground crewman at the corner of the ramp and runway. We could see alright there, but taxiing down the ramp we were blinded on the left from flood lamps above the hangers. We passed and saw a C-46 which was in the flood lamps but the B-25 was underneath the beams light which blacked it out. When we were abreast the C-46, our attention was attracted by a flagman on our right who was directing us into a parking space. In my estimation, he was in a poor position to warn us of any obstructions to our left. We were following this flagmans instruction when I glanced to our left and saw the B-25 about 4 ft from us. I shouted almost instataniously but we were too close for the pilot to prevent the accident even though he acted immediately by applying brakes. In my opinion there should have been another flagman in the vicinity of the B-25 especially since the ship was protruding a great deal further out from the line than the other parked ships.

E. A. Dietschler

E. A. DIETSCHLER,
2nd Lt, Air Corps,

Incl #1

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STATEMENT

14 December 1943.

I was watching the flagman and did not see the B-25 out to our left. The tow ships in our formation that had landed before us were parked paralled to the runway and the way the flagman was signaling to us he seemed to mean for us to park at right angles to the other ships.

None of us could figure out just how he wanted us to park and all attention seemed to be centered on the flagman.

As the pilot swing around our wing tip caught the left vertical fin of the B-25 and the momenturn carried us clear of the other plane.

The stron lights on top of the hangar were in direct line with the B-25 and may have blinded the pilot as far as his vision to the left was concerned.

Joseph R. Little

JOSEPH R. LITTLE,
S/Sgt., AC,

Incl. #8

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STATEMENT

14 December 1943.

While taxiing in for parking our left wing tip crashed into a B-25 vertical stab. Time was 1800, it was dark and flood lights were on, they were very bright and also threw shadows, I didn't even see the B-25. The flagman was motioning us to keep on coming toward him. The Co-pilot while looking around happen to see the B-25 told the Pilot to stop but it was too late.

SALVADOR RAMOS
Sgt., AC,
Engineer-Gunner

Sgt. Salvador Ramos

Incl # 9

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STATEMENT

ARMY AIR BASE
JACKSONVILLE ARMY AIR FIELD
JACKSONVILLE, FLORIDA
24 DECEMBER 1943

While in route to Myrtle Beach, South Carolina, travelling through very bad weather, forced to land at Jacksonville, Florida, at 1800. While taxing down the ramp to park, we clipped the tail assembly of a B-25 airplane. Blinding lights from the hanger, also poor visibility prevented me from seeing the flagman.

I certify the above statement to be true to the best of my knowledge.

Sgt. Wm. J. Forster
Radio Gunner

Incl # 10

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STATEMENT

ARMY AIR BASE
JACKSONVILLE ARMY AIRFIELD
JACKSONVILLE, FLORIDA

14th. DECEMBER 1943 SHIP NO. 4799 MY POSITION IN SHIP WAS IN TAIL SECTION. I CAN SAY VERY LITTLE ABOUT MY TRIP FROM GOODMAN FIELD TO JACKSONVILLE FLORIDA.
4799 TOOK OF AT 1325 FROM GOODMAN FIELD LANDS 1800 AT JACKSONVILLE FIELD FLA.

S/S William B. Jenkins Jr.

S/SGT. W.B. JENKINS JR.
57th. Sqdn. 39lst. GROUP
GOODMAN FIELD KY.

Inv. #11

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574TH BOMBARDMENT SQUADRON (M) AAF
Office of the Operations Officer
Godman Field

Fort Knox, Kentucky
20 December 1943

(OPERATIONS ORDERS)
NO)

EXTRACT

* * *

The following mission was ordered as of this date:

4. 2nd Lt PETER (-) METELSKY, AC, O-669769, P, in a B-26C ap, AAF No 41-34799, with 2nd Lt ELMER A. DIETSCHLER, AC, O-692954, CP; S/Sgt JOSEPH R. LITTLE, 11038778, EG, 574th; Sgt WILLIAM J. FORSTER, 33370371, RG, 574th; Sgt SALVADOR (-) RAMOS, 39289899, X, 574th; Sgt ANTHONY (-) SHUPENKO, 31109362, X, 574th, and S/Sgt WILLIAM B. JENKINS, Jr., 33219922, X, 574th, will take off o/a 1450 on a X-C flight to Myrtle Beach Bombing Range, S. C., for the purpose of obtaining gunnery practice.

By order of Major BRANDON:

Lawrence F. Loesch

LAWRENCE F. LOESCH,
Captain, Air Corps,
Operations Officer.

"A TRUE EXTRACT COPY"

LAWRENCE F. LOESCH,
Captain, Air Corps,
Operations Officer.

Inc # 5

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HEADQUARTERS
ARMY AIR BASE
OFFICE OF THE COMMANDING OFFICER

G-RHN/jcb

6 JAN 1944

CHATHAM FIELD, GEORGIA.

IN REPLY REFER TO:
File 360.33

SUBJECT: Aircraft Accident Report, AAF 62-14

TO : Commanding Officer, Headquarters, AAF Office of Flying Safety, Winston-Salem, N C

1. Herewith Forms 14 covering accident of B-26C, AAF Serial Number 41-34799, and B-25D, AAF Serial Number 42-87303, and allied papers.

2. The above accident occurred at Army Air Base, Jacksonville Army Air Field, Jacksonville, Florida, 14 December 1943.

For the Commanding Officer:

R. H. NORWOOD
2d Lt, AC
Asst Adjutant.

11 Incls. - one (1) cy ea
Incl 1 - AAF Form 14 (B-26C)
Incl 2 - AAF Form 14 (B-25D)
Incl 3 - AAF Form 1
Incl 4 - AAF Form 1A
Incl 5 - Operations Orders
Incl 6 - Pilots Statement
Incl 7 - Co-pilots Statements
Incl 8 - Statement of S/Sgt Little
Incl 9 - Statement of Sgt Ramos
Incl 10 - Statement of Sgt Forster
Incl 11 - Statement of S/Sgt Jenkins

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