Accident No. 43-6-11-7

| | | Date |
|---|---|---|
| Checked by | [illegible] | 6-30-43 |
| Analyzed by | [illegible] | 7-1-43 |
| Copied for Wright Field by | | |

Notes [illegible]

(Nature Group
(06 Landing
(
(Specific Nature
(37 - Collision - tilt
(
(Underlying Nature
39 - Hydraulic [illegible]

(Cause Group
(28-1-09 Electrical Syste...
(28-4-05 Hydraulic Syste...
(Specific Cause
(13 - Electrical Syste...
(11 - Hydraulic Syste...
(Underlying Cause
all undetermined [illegible]
all undetermined [illegible]

388:6-43

WAR DEPARTMENT
A.A.F. Form No. 14
Revised May 1, 1942

ACCIDENT NO. 042

WAR DEPARTMENT
U. S. ARMY AIR FORCES

# REPORT OF AIRCRAFT ACCIDENT

(1) Place Army Air Field, Lake Charles, La. (2) Date 6/11/43 (3) Time 2210 CWT

AIRCRAFT: (4) Type and model RDB-7B (5) A. F. No. AL-878 (6) Station AAF, Lake Charles, La.

Organization: (7) 3rd Air Support Comm. 416th (L) (9) 669th (L)
(Command and Air Force) (Group) (Squadron)
3rd Air Force

## 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 | Cuberly, Ray M. | P | O-736135 | 2nd Lt. | 01 | AC | 3rd AF | Minor | None |
| G | Anders, Theodore D. | G | 6978779 | S/Sgt. | 20 | AC | 3rd AF | Minor | None |
| X | Miller, Doyle R. | None | 16069204 | Sgt. | 20 | AC | 3rd AF | Minor | None |

JUN 24 43 AM

RECEIVED
WD, AAF., DIRECTOR OF FLYING SAFETY

## PILOT CHARGED WITH ACCIDENT

(20) Cuberly, Ray M. (Last name, middle initial) (21) O-736135 (Serial number) (22) 2nd Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) 3rd Air Force (Command and Air Force) (26) 416th (Group) (27) 669th (Squadron) (28) Army Air Field, Lake Charles, La. (Station)
3rd Air Support Comm.

Attached for flying (29) 3rd Air Force (Command and Air Force) (30) 416th (Group) (31) 669th (Squadron) (32) Army Air Field, Lake Charles, La. (Station)

Original rating (33) P (Rating) (34) 1/4/43 (Date) Present rating (35) P (Rating) (36) 1/4/43 (Date) Instrument rating (37) None (Date)

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

| | | | |
|---|---|---|---|
| (38) This type | 57.7 | (42) Instrument time last 6 months | 16. |
| (39) This model | 10.9 | (43) Instrument time last 30 days | 4.5 |
| (40) Last 90 days | 49. | (44) Night time last 6 months | 9.6 |
| (41) Total | 308.1 | (45) Night time last 30 days | 6. |

## AIRCRAFT DAMAGE

| | DAMAGE | (49) LIST OF DAMAGED PARTS |
|---|---|---|
| (46) Aircraft | W | Fuselage, L.Nacelle, L.Wing, Left Aileron, L.M.Landing Gear |
| (47) Engine(s) | L.36883 (0) Rt.4215976 (0) | L.Wing, not reparable. L.Engine partially submerged in |
| (48) Propeller(s) | Left (0) Right (0) | Water for 36 Hrs. Two blade left prop. bent. One blade Right Prop. bent. |

(50) Weather at the time of accident High scattered - Lower scattered at 3000 Ft. Visibility unrestricted, Wind SW-6 mph.

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

(52) Cleared from Lake Charles, La. Lake Charles, La. (54) Kind of clearance Contact

(55) Pilot's mission Navigation

(56) Nature of accident Normal landing ended in drainage ditch off Southwest end of Northeast-Southwest runway, 388 Ft. to the right of and 355 Ft. Southwest of end of Center line of runway.

(57) Cause of accident Airplane electrical system went out while on approach leg of landing, and after a normal landing, the brakes wouldn't work, and airplane came to rest in drainage ditch, despite efforts of pilot to turn airplane to right and left on the sodded area of the flying field.

CTED

16-28757-1

On the night of June 11, 1943, RDB-7B, #AL-878, took off at approximately 2000 o'clock on routine night triangular cross country flight with 2nd Lt. Ray M. Cuberly as pilot, S/Sgt. Theodore D. Anders as top gunner, and Sgt. Doyle R. Miller, then a Corporal, as passenger in the nose gunner's position. Before clearing the flying field, brakes and other mechanisms were found to be normal while running up engines for take-off. Lights and radio worked O.K. during entire flight. Contacted tower at approximately 2200, received landing instructions, and entered traffic pattern at 1500 Ft. Let wheels down on downwind leg of traffic pattern, and then entered approach leg. Flashed landing lights on on approach leg, at request of tower, lowered flaps, prepared for landing, and was then sent around the pattern again because was too close to airplane landing in front of this airplane. Entered traffic again, as usual, and on approach leg, with wheels and flaps down, turned landing lights on at an estimated altitude of 200 Ft. These lights began to extend, then went out. Turned the switch off, and then on again. Landing lights did not function and at this time also noticed navigation lights were also off. Called tower, but radio was not functioning, and got no response. Proceeded to make normal landing in at least the first 2000 Ft. of the runway, nose wheel contacted runway when speed lost, before in first 3000 Ft. of runway, which is 6260 Ft. long, then began applying brakes. The brake pedals almost collapsed, and never did function, indicating hydraulic system failure. Pilot doesn't believe that all his flaps functioned, and states he would estimate only a 40° depression on the inboard flaps, and says there was no sensation of decreased speed by use of flaps, which is the usual effect. As There are no emergency brake mechanisms on RDB-7B's, this couldn't be relied on, so he attempted to raise his landing gear, which also doesn't work on RDB-7B's, and at the same time attempted to steer the ship from right to left to slow it down, running off the runway after approximately 4300 Ft. down its length, to the right. As the speed of the airplane decreased, lost the rudder control also, and when pilot saw the trees, etc., directly in his path, and knew he could not avoid crashing into them, he cut both engine switches. He did not know the ditch was there until the airplane began settling into it, which it did 388 Ft. to the right and 355 Ft. past the Southwest end of the Northeast-Southwest runway, the one on which he was landing.

Investigation disclosed the hydraulic system empty, but as the hydraulic lines were broken in the crash, it could not be determined if the system had become empty before or after the crash. It was learned that brake failures happen occasionally in this type of aircraft, and causes never determined. The position of the flaps gave no positive information.

CONCLUSION:

1. Electrical Failure, cause undetermined.
2. Hydraulic Failure, cause undetermined.

RECOMMENDATION:

1. Investigation by proper authorities to determine the cause of these occasionally recurrent episodes of brake failure in this type of aircraft.

Griffith R. Beatty
GRIFFITH R. BEATTY
Capt., Air Corps
Member, Acc. Committee

Albert J. Wheeler
ALBERT J. WHEELER
Major, Air Corps
Member, Acc. Committee

Sidney A. Price
SIDNEY A. PRICE
Major, Air Corps
President, Acc. Committee

June 16, 1943

6-11-42 — DATE

Lake Charles AAF — STATION

116th Bomb (L) — GROUP NO. AND TYPE

[illegible]-7F — AIRCRAFT MODEL

/s/ Conner M. Reed — CREW CHIEF OR AERIAL ENGINEER

[illegible] 56th Bomb Sq (L) — SQUADRON NO. AND TYPE

[illegible]-8-B — 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 |
| | Lake Charles, AAF | | P | | | | | | | | FROM: L | 08'10 |
| 01 | Mc[illegible]nus, Patrick F. [illegible] 0-[illegible]671 | | 1:7 | | | | | | | | TO: C 1 | 09'55 |
| | | | | | | | | | | | MISSION: T | 1'7 |
| | Lake Charles AAF | | P | | P | I | | | | | FROM: L | 18 10 |
| 01 | West, Jack V. 2nd Lt. 0-[illegible]718 | | 1:0 | | 1:1 | | | | | | TO: C 1 | 12' 16 |
| | Lake Charles AAF | | X | | | | | | | | | |
| 01 | Shaw, Charles S. 2nd Lt. 0-[illegible]78 | | 2:1 | | | | | | | | MISSION: T | 2'1 |
| | Lake Charles AAF | | C | | | | | | | | | |
| 20 | Rogers, John L. Pvt. [illegible]11[illegible]54 | | 2:1 | | | | | | | | | |
| | Lake Charles AAF | | P | | | | | | | | FROM: L | 14'10 |
| 01 | Gruber, Edmund L. 2nd Lt. 0-[illegible]21 | | 2:0 | | | | | | | | TO: C 1 | 16'10 |
| | | | | | | | | | | | MISSION: T | 2:0 |
| | Lake Charles AAF | | P | N | | | | | | | FROM: L | 20'00 |
| 01 | Cuberly, Roy W. 2nd Lt. 0-[illegible]62[illegible]5 | | 2:2 | | | | | | | | TO: C 1 | 22:12 |
| | Lake Charles, AAF | | C | | | | | | | | | |
| 20 | Anders, Theodore D. S/Sgt. 6[illegible]3[illegible]79 | | 2:2 | | | | | | | | MISSION: T | 2:2 |
| | Lake Charles AAF | | X | | | | | | | | | |
| 20 | Milden, Doyle R. Cpl. 160[illegible]4 | | 2:2 | | | | | | | | | |
| | | | | | | | | | | | FROM: | |
| | [illegible] | | | | | | | | | | TO: | |
| | [illegible] 2nd Lt. AC, Comm. Operations Officer. | | | | | | | | | | MISSION: | |

WAR DEPARTMENT A.A.F. FORM NO. 1 8-1-42

**FLIGHT REPORT - OPERATIONS**

CHECKED: LEGIBLE AND CORRECT — OPER. CLERK

TRANSCRIBED: TOTAL FLIGHT TIME ENTERED ON FORM 1A — CREW CHIEF

TOTAL FLIGHT TIME: 8'0

BEDFORD-PUTD.-AMERICAN SALES BOOK CO., INC., NIAGARA FALLS, N.Y.

DATE | STATION | GROUP NO AND TYPE | AIRCRAFT MODEL

CREW CHIEF OR AERIAL ENGINEER | SQUADRON NO AND TYPE | 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 |
| | | | | | | | | | | | FROM | |
| | | | | | | | | | | | TO | |
| | | | | | | | | | | | MISSION | NO OF LANDINGS |
| | | | | | | | | | | | FROM | |
| | | | | | | | | | | | TO | |
| | | | | | | | | | | | MISSION | NO OF LANDINGS |
| | | | 2 | | | | | | | | FROM | |
| | | | | | | | | | | | TO | |
| | | | | | | | | | | | MISSION | NO OF LANDINGS |
| | | | | | | | | | | | FROM | |
| | | | 2 | | | | | | | | TO | |
| | | | | | | | | | | | MISSION | NO OF LANDINGS |
| | | | | | | | | | | | 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

REG FORM PATD AMERICAN SALES BOOK CO INC NIAGARA FALLS N Y

6-11-43 (DATE)

Lake Charles, AAB (STATION) — 56t. Trg Wg (I), 3rd A. S.

416th Bomb (L) (GROUP NO AND TYPE)

669th Bomb (L) (SQUADRON NO. AND TYPE)

B-17F (AIRCRAFT MODEL)

AL-878 (AIRCRAFT SERIAL NO)

/s/ Conner W. Reed (CREW CHIEF OR AERIAL ENGINEER)

| 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: TERMINALS AND MISSION | |
|---|---|---|---|---|---|---|---|---|
| | | | DUTY | N OR I | DUTY | N OR I | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | Lake Charles AAB | | P | | | | FROM: | |
| 01 | Mcinnus, Patrick F. L. 2nd Lt. O-671671 | 5 | 1:7 | | | | TO: L | 08:10 |
| | | | | | | | | 09:55 |
| | | | | | | | MISSION: T | 1:7 |
| | Lake Charles AAB | 300 | P | R I | | | FROM: | |
| 01 | West, Jack W. 2nd Lt. O-671718 | 28 | 1:0 | 1:1 | | | L | 10:10 |
| | Lake Charles AAB | | N | | | | TO: | |
| 01 | Shaw, Charles S. 2nd Lt. O-799474 | | 2:1 | | | | | 12:15 |
| | Lake Charles AAB | | G | | | | MISSION: T | 2:1 |
| 20 | Rogers, John L. Pvt. 13116 | | 2:1 | | | | | |
| | Lake Charles AAB | | P | | | | FROM: | |
| 01 | Gruber, Simond L. 2nd Lt. O-800 21 | 8 | 2:0 | | | | TO: L | 14:40 |
| | | | | | | | | 16:40 |
| | | | | | | | MISSION: T | 2:0 |
| | Lake Charles AAB | | P N | | | | FROM: | |
| 01 | Cuberly, Ray W. 2nd Lt. O-736135 | | 2:2 | | | | TO: L | 20:00 |
| | Lake Charles AAB. | | G | | | | | 22:12 |
| 20 | Anders, Theodore D. S/Sgt. 6 78779 | | 2:2 | | | | MISSION: T | 2:2 |
| | Lake Charles AAB | | I | | | | | |
| 20 | Miller, Doyle E. Cpl. 15069204 | | 2:2 | | | | | |
| | | | | | | | FROM: | |
| | A TRUE COPY: | | | | | | TO: | |
| | MEREDITH C. HUFF, 2nd Lt., Air Corps, Operations Officer. | | | | | | MISSION: | |

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

BEDFORD-PATD —AMERICAN SALES BOOK CO., INC., NIAGARA FALLS, N.Y.

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

# FLIGHT REPORT - ENGINEERING

## INSPECTION STATUS

| | DATE OF OR HOURS DUE | INSPECTED TODAY BY | STATION |
|---|---|---|---|
| PREFLIGHT | 6-11-43 | M. E. | Lake Charles |
| DAILY | 6-10-43 | M | " |
| 25 HOURS | 808.6 | | |
| 50 HOURS | 823.6 | | |
| 100 HOURS | 823.6 | | |

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

| SERVICE | FUEL (GALLONS) SERVICED | FUEL IN TANKS | OIL NO. 1 SERVICED | OIL NO. 1 IN TANKS | OIL NO. 2 SERVICED | OIL NO. 2 IN TANKS | OIL NO. 3 SERVICED | OIL NO. 3 IN TANKS | OIL NO. 4 SERVICED | OIL NO. 4 IN TANKS | RADIATOR CHECKED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1ST | | 388m | 12m | 90m | | 90 | | | | | |
| 2ND | 290m | 388m | 8m | 90m | 1m | 90m | | | | | |
| 3RD | 210m | 380 | 6m | 90 | 4e | 90c | | | | | |
| 4TH | | | | | | | | | | | |
| 5TH | | | | | | | | | | | |

## INSPECTION OF AUXILIARY EQUIPMENT

| EQUIPMENT | SYMBOL | INSPECTED BY | STATION |
|---|---|---|---|
| BOMBARDMENT | RED | Fleming | Lake Charles |
| GUNNERY | | Fleming | Lake Charles |
| CHEMICAL | | | |
| COMMUNICATIONS | MC | McCout | Lake Charles |
| PHOTOGRAPHIC | | | |
| NAVIGATION | | | |

STATUS TODAY

EXPLANATION: Compass check overdue.

## 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: PFE Mcmeans, E.L. Gruber, J. M. West, R. M. Cuberly

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

#1. Patrick-F. E. Mcmeans, Jr. 2nd Lt.
#2 Jack M. West, 2nd Lt. - Radio Out.
#3 - Gruber, Edmond L. OK
#4 Airplane crashed after landing, damage unknown.
Cuberly, R. M. 2nd Lt.

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

| ENGINE | NO. 1 | NO. 2 | NO. 3 | NO. 4 |
|---|---|---|---|---|
| HOURS TO DATE | 367.4 | 112.3 | | |
| HOURS TODAY | | | | |
| TOTAL | | | | |
| OIL CHANGE DUE | F. C. | E. C. | | |
| CUNO CLEANING DUE | 808.6 | 808.6 | | |

| AIRCRAFT | |
|---|---|
| HOURS TO DATE | 769.0 |
| HOURS TODAY | |
| TOTAL | |

A TRUE COPY:

[signature]
2nd Lt., Air Corps,
Operations Officer.

Lake Charles, Front Racks removed, Fleming.
Lake Charles, Lower Flex gun removed Fleming.

| TOTAL FLIGHT TIME | ENGINE DATA (4) ENGINE SERIAL NO. | (3) ENGINE SERIAL NO. | (2) ENGINE SERIAL NO. | (1) ENGINE SERIAL NO. | ENGINE MODEL | | AIRCRAFT DATA AIRCRAFT SERIAL NO. | AIRCRAFT MODEL | CUSTOMER | AIRCRAFT ORG. DATA SQUADRON NO. AND TYPE | GROUP NO. AND TYPE | COMMAND, CORPS AREA OR DEPT. | CREW CHIEF OR SERIAL NUMBER | STATION | DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 42-14766 | 42683 | R-2600-23 | GR-2600-A5B0 | 41-878 | A-DF-7B | A. A. F. | 669th Bomb (L) | 416th Bomb (L) | 3rd A. F. 56th Wing 3rd A. S. C. | Pvt. T. E. Velte | Lake Charles | 6-11-43 |

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 | 11-12 | [illegible] | Lake Charles |
| DAILY | 11-1 | [illegible] | " |
| 25 HOURS | [illegible] | | |
| 50 HOURS | [illegible] | | |
| 100 HOURS | [illegible] | | |
| | | | |
| | | | |

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

| SERVICE | FUEL (GALLONS) SERVICED | FUEL (GALLONS) IN TANKS | OIL (QUARTS) NO. 1 SERVICED | NO. 1 IN TANKS | NO. 2 SERVICED | NO. 2 IN TANKS | NO. 3 SERVICED | NO. 3 IN TANKS | NO. 4 SERVICED | NO. 4 IN TANKS | RADIATOR CHECKED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1ST | | [illegible] | 12 | 90 | | 90 | | | | | |
| 2ND | [illegible] | [illegible] | [illegible] | [illegible] | | [illegible] | | | | | |
| 3RD | [illegible] | [illegible] | [illegible] | [illegible] | | [illegible] | | | | | |
| 4TH | | | | | | | | | | | |
| 5TH | | | | | | | | | | | |

## INSPECTION OF AUXILIARY EQUIPMENT

| EQUIPMENT | SYMBOL | INSPECTED BY | STATION |
|---|---|---|---|
| BOMBARDMENT | RED | Fleming | Lake Charles |
| GUNNERY | | Fleming | Lake Charles |
| CHEMICAL | | | |
| COMMUNICATIONS | | McCaut | Lake Charles |
| PHOTOGRAPHIC | | | |
| NAVIGATION | | | |
| | | | |

STATUS TODAY: 1 RED, 2, 3, 4

EXPLANATION: Compass check overdue.

## 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 [illegible] 3 [illegible]
2 J. M. West 4 D. L. Cuberly

## REMARKS, PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

#1. Patrick, E. Barrows, Jr. 2nd Lt.
#2 Jack M. West, 2nd Lt. - [illegible]
#3 Arbury, Donald L. CE
#4 Airplane engine after [illegible]
Cuberly, D. L. 2nd Lt.

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

| ENGINE | NO. 1 | NO. 2 | NO. 3 | NO. 4 |
|---|---|---|---|---|
| HOURS TO DATE | 267.4 | 112.0 | | |
| HOURS TODAY | | | | |
| TOTAL | | | | |
| OIL CHANGE DUE | E. C. | E. C. | | |
| CUNO CLEANING DUE | 809.6 | 809.6 | | |

| AIRCRAFT | | |
|---|---|---|
| | HOURS TO DATE | 769.0 |
| | HOURS TODAY | |
| | TOTAL | |

A TRUE COPY:

Meredith J. Hoff
2nd Lt., Air Corps,
Operations Officer.

Lake Charles, Front Rack removed. Fleming.
Lake Charles, Lower Rear gun removed Fleming.

| TOTAL FLIGHT TIME | ENGINE DATA (4) ENGINE SERIAL NO | (3) ENGINE SERIAL NO | (2) ENGINE SERIAL NO | (1) ENGINE SERIAL NO | ENGINE MODEL | AIRCRAFT DATA AIRCRAFT SERIAL NO. | AIRCRAFT MODEL | COMPONENT | AIRCRAFT ORG. DATA SQUADRON NO AND TYPE | GROUP NO AND TYPE | COMMAND CORPS AREA OR DEPT. | CREW CHIEF OR AERIAL ENGINEER | STATION | DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 41-873 | A-20-DE | A. A. F. | 66th Recon (L) | 416th Recon (L) | 3rd A. F. | Pvt. [illegible] | Lake Charles | 11-43 |

STATE OF LOUISIANA )
: SS
PARISH OF CALCASIEU )

# AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, June 15, 1943, one 2nd Lt. Ray M. Cuberly, AC, ASN 0-736135, who being by me first duly sworn according to law, deposes and says:

My landing accident occured on June 11, after returning from a night cross-country flight to Baton Rouge, Donaldsonville and return. Crossed the field upwind at 3000 Ft. and contacted the tower for landing instructions, received said instructions and entered the traffic pattern at 1500 Ft. M.S.L., wheels down and locked on downwind leg. Lights and radio working fine. Contacted tower on base leg and was cleared to land and No. 2 in the pattern. Flashed landing lights on approach leg, at request of tower, and lowered flaps. Sent around pattern by tower for being too close to first plane. Raised wheels and flaps and made normal climb and entered pattern again. Wheels down on downwind leg, lights and radio working fine. Contacted tower on base leg and No. 2 to land again. Turned on approach leg and lowered flaps for normal approach. Turned on landing lights at approximately 200 M.S.L. Land lights started extending and then went out. Looked at left wing lights and they were out. Pressed radio button, received no clicking sound in ear phones indicating radio was not working. Called tower anyway to let them know lights were out, no response. Plane on ground easily in first third of runway for normal landing. Held nose off ground until it fell from loss of air speed over half way down the runway. Touched brake pedals, but they almost collapsed, indicating hydraulic failure. Too far down runway to take off again. Pulled wheel handles up, but no response. Pulled plane off runway at approximately 30° angle with rudder and then right about 90°. Airspeed then down to where rudders would not turn plane. Lowered wheel handle and pulled in "up" position again, no response. Cut master ignition switch and left and right mag switches and opened canopy. Hit ditch immediately afterward. Helped the crew out of the plane and then we were taken to the hospital.

We took off at 2000 CWT and the accident occurred at approximately 2210 CWT.

Further Deponent sayeth not.

Ray M. Cuberly

RAY M. CUBERLY
2nd Lt., A.C.
ASN 0-736135

Sworn and subscribed to before me this 15th day of June, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter

Iris E. Carter
Notary Public

My commission expires with life.

STATE OF LOUISIANA )
: SS
PARISH OF CALCASIEU )

# AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, June 15, 1943, one Sgt. Doyle R. Miller, AC, ASN 15069204, who being by me first duly sworn according to law, deposes and says:

We were returning from a two hour mission to Baton Rouge, Louisiana. When we returned to L.C.A.A.F. we buzzed the field with our landing lights on to get a green light from the tower for a landing. We received the green light from the tower and were coming in for a landing when the landing lights went out. We made a normal landing without lights. After making a normal landing the brakes weren't any good at all, so the pilot tried to lose airspeed by fish-tailing the ship. We went off the runway into a ditch.

Further Deponent sayeth not.

Doyle R. Miller
DOYLE R. MILLER
Sgt., A. C.
ASN 15069204

Sworn and subscribed to before me this 15th day of June, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.

STATE OF LOUISIANA )
: SS
PARISH OF CALCASIEU )

# AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, June 15, 1943, one Staff Sergeant Theodore D. Anders, AC, ASN 6978779, who being by me first duly sworn according to law, deposes and says:

We were coming in for a normal landing and radio and lights were out. We hit the runway about normal airspeed, about 110 to 115 mph. when brakes went out. The pilot fish-tailed the ship to try to slow it down, and it ran off to the right of the runway, then across the taxi strip. From there it went on out into the field. We got a good jarring, and when I jumped out of the ship when it stopped we were in a ditch.

Further deponent sayeth not.

Theodore D Anders
THEODORE D. ANDERS
S/Sgt., A.C.
ASN 6978779

Sworn and subscribed to before me this 15th day of June, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Notary Public

My commission expires with life.

669TH BOMBARDMENT SQUADRON (L)
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE OPERATIONS OFFICER

Lake Charles, La.,
June 16, 1943.

Lt. Cuberly, Roy H. was cleared by Operations Officer, 669th Bomb Sq (L), on a night cross country flight in airplane AL-878. Take-off 2000 June 11, 1943 for a flight of 2.0 hours duration.

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MEREDITH C. HUFF,
2nd Lt., Air Corps,
Operations Officer.


G 388-325K-AC-RDB7B-A-L-878-671 BOMB SQ. 461 BOMB
GR. 6-12-43-11:00 & 3/8- F11-SW RUNWAY L.C. L.A.




878-671 BOMB SQ. 461 BOMB
F11-SW RUNWAY L.C. L.A.


G 388-325K AC,RDB7B-AL- 878-671 BOMB SQ. 461 BOMB
GR. 6-12-43-11:00 & 3/8- F11-SW RUNWAY L.C. L.A.




878-671 BOMB SQ. 461 BOMB
F11-SW RUNWAY L.C. L.A.

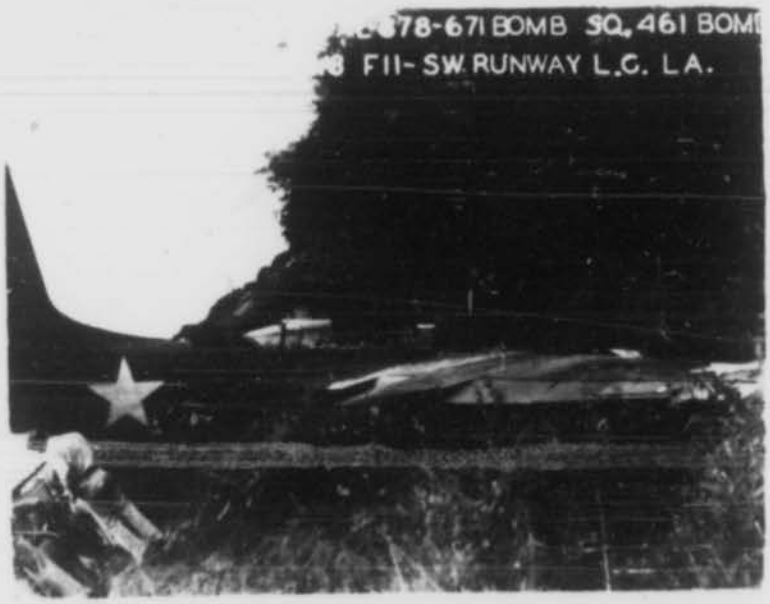

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878-671 BOMB SQ. 461 BOM
F11-SW RUNWAY L.C. LA.

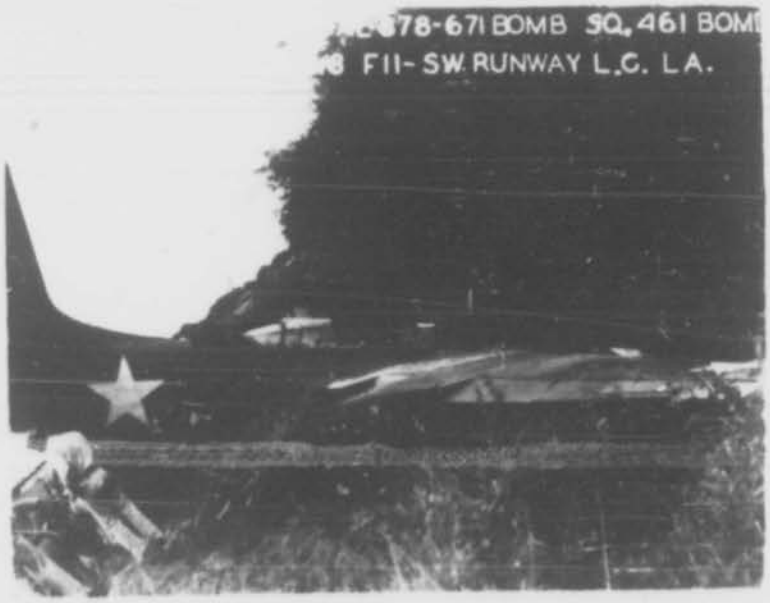

G 388-BSK-AC-RDB7B-AL-878-671 BOMB SQ. 461 BOMB
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878-671 BOMB SQ. 461 BOM
F11-SW RUNWAY L.C. L.A.


878-671 BOMB SQ. 461 BOMB
F11-SW RUNWAY L.C. LA.




878-671 BOMB SQ. 461 BOMB
F11-SW RUNWAY L.C. LA.

HEADQUARTERS AIR BASE AREA COMMAND
LAKE CHARLES ARMY AIR FIELD
Office of the Area Commander

JDM/t pm

Lake Charles, La.
June 19, 1943

360.33

SUBJECT: Aircraft Accident

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

Transmitted herewith report of Aircraft Accident involving 2nd Lt. Ray M. Cuberly, 0736135, AC (Pilot) in RDB-7B Airplane AF No. AL-878, on June 11, 1943.

For the Commanding Officer:

JOSEPH D. MIRON,
W.O. (j.g.), AUS,
Act'g Adjutant.

1 Incl:
Aircraft Accident Rpt

RFC (5)

ARMY AIR FORCES

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA

For Action AIU ✓
For Info. CS
For File M&R

DATE 6-12-43

[X] T. W. X. [ ] TELEGRAM [ ] RADIO

INCOMING MESSAGE NO. MSG 8 ARL 234 JUNE 12/43

Z AAB LAKE CHARLES LA 120455Z "P"

CG AAF WASHINGTON D C

146 BOMGR U020E PERIOD NITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED

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B RAY M. CUBERLY 2ND LT AG AUS 3AF 3ASPTC 669 BO[illegible] 416 BOMGR ARMY AIR FIELD LAKE CHARLES LA

C PERIOD LANDING ACCIDENT DASH CAUSE UNKNOWN

D PERIOD PILOT NO INJURY SEMICOLON GUNNER NO INJURY SEMICOLON PASSENGER DOYLE PERIOD MILLER COMMA CORPORAL COMMA ABRASIONS AND LACERATIONS

E PERIOD NITE NAVIGATION

F PERIOD CAVU

G PERIOD RDB-7B AL-878

H PERIOD ARMY AIR FIELD COMMA LAKE CHARLES COMMA LA PERIOD

I PERIOD COMPLETE WASHOUT COMMA XXXXX MAJOR REPLACEMENT

J PERIOD NONE

K PERIOD COMPLETE WASHOUT

L PERIOD NONE

M PERIOD AFACG NOTIFIED DICK COBOMGR 416

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CG AAF WASHINGTON DC

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E PERIOD NITE NAVIGATION

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G PERIOD RDB-7B AL-873

H PERIOD ARMY AIR FIELD COMMA LAKE CHARLES COMMA LA PERIOD

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DICK COBOMGR 416

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HQ. A.A.F., DIRECTOR
OF FLYING SAFETY

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43-6-11-1