43-553

Accident No. 44-2-4-7

Date

Checked by [illegible] 2-19-43

Analyzed by [illegible] 2-21-43

Copied for Wright Field by

Notes [illegible]

AUG 17 1943 DE

(Nature Group 02 Collision in full flight

(Specific Nature 06 Collision with earth

(Underlying Nature 00 Undetermined

(Cause Group 37 100% Undetermined

(Specific Cause 92 Probable cause may be

(Underlying Cause 00 Undetermined

WAR DEPARTMENT

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place Three Miles SE of L.C.A.A.F. (2) Date 4 July 1943 (3) Time 0015 CWT

AIRCRAFT: (4) Type and model A-20B (5) A. F. No. 41-2969 (6) Station AAF, Lake Charles, La.

Organization: (7) 3rd Air Supp. Comd (8) 416th (L) (9) 670th (L)
(Command and Air Force) (Group) (Squadron)

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	Scully, Andrew P.	P	O-797995	2nd Lt.	01	AC	3rd	Fatal	None

PILOT CHARGED WITH ACCIDENT

(20) Scully, (Last name) Andrew (First name) P. (Middle initial) (21) O-797995 (Serial number) (22) 2nd Lt. (Rank) (23) 01 (Personnel class) (24) AC (Branch)

Assigned (25) 3rd Air Supp. Comd. (Command and Air Force) (26) 416th (L) (Group) (27) 670th (L) (Squadron) (28) Army Air Field Lake Charles, La. (Station)

Attached for flying (29) 3rd Air Supp. Comd. 3rd Air Force (Command and Air Force) (30) 416th (L) (Group) (31) 670th (L) (Squadron) (32) Army Air Field Lake Charles, La. (Station)

Original rating (33) P/t (Rating) (34) 2/16/43 (Date) Present rating (35) P/t (Rating) (36) 2/16/43 (Date) Instrument rating (37) None (Date)

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

(38) This type	30.3	(42) Instrument time last 6 months	2.4
(39) This model	1.7	(43) Instrument time last 30 days	None
(40) Last 90 days	41.4	(44) Night time last 6 months	1.7
(41) Total	260.8	(45) Night time last 30 days	1.7

AIRCRAFT DAMAGE

	DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W	Complete aircraft to survey.
(47) Engine(s)	W	
(48) Propeller(s)	W	

(50) Weather at the time of accident CAVU Wind SSE 5 Mph.

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

(52) Cleared from Lake Charles, La. (53) To Donaldsonville, La. (54) Kind of clearance Contact

(55) Pilot's mission Pilotage navigation

(56) Nature of accident Took off at 2317, was to return at 2415, but was never heard of again.

(57) Cause of accident Unknown. Was not heard of again after he took off, though attempts at contact were made by the Control Tower operator and C.A.A. radio operator.

RESTRICTED

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of [illegible] recommendations for action to prevent repetition)

Pilot had had three day pass immediately prior to this flight in order to escort his girl around town, who was visiting here.

In going back over his past history, indications are that he did not have an accident tendency, nor suffer from periods of temporary amnesia or mental dissociation. His records while in basic training state that he was slow to learn, and poor on instruments. On July 28, 1943 while taxiing, this pilot raised his landing gear instead of his flaps, as he intended to, which was probably due to mental preoccupation, as he was expecting his girl to visit him, though this cannot be definitely proven.

On the night of the accident, the pilot took off on a routine flight at 2317 o'clock, and was to have returned to the field at 2415 o'clock. He was not heard of again until a farmer, Mr. Robert Granger, came to L.C.A.A.F., Lake Charles, La. at 0730 o'clock on 4 July 1943, and reported the airplane crash, with pilot dead, that had happened at approximately 2415 o'clock that morning.

The Aircraft Accident Committee went to the scene of the accident, and noted the following facts:

Tracks left by the airplane's wheels, deleris, etc., indicated that the airplane was moving in a straight line on a heading of approximately 115°. The left wheel tracks began first and the nose wheel tracks first began 37 Ft. further down the airplane path. The right wheel tracks first began 90 Ft. after the first tracks of the left wheel began and 53 Ft. after the nose wheel tracks began. As the right wheel tracks began, the nose wheel tracks stopped. 187 Ft. from where the left main gear tracks began, there was a deep depression in the ground where the right engine had dug into the ground, and a smaller depression where the nose wheel had dug into the ground and where the doors from the nose wheel doors were torn off. This was 97 Ft. from the spot where the right wheel tracks first began. At 225 Ft. from the spot where the left wheel tracks first began, and 40 Ft. from the spot where the right engine apparently dug into the ground, the right propeller was found. At 270 Ft. from where the left wheel tracks first began, two guns were found. The pilot's body was found at 370 Ft. from point of first contact with the ground by the left wheel, and the nose of the inverted airplane was 390 Ft. from the spot where the left wheel touched the ground. The airplane apparently somersaulted in the last 202 Ft. of its course from the point where the nose wheel and right engine first dug into the ground.

CONCLUSION:

1. Pilot Error. It is the opinion of the Committee that the pilot failed to make contact with Control Tower, cause unknown, peeled off into his first left turn in the traffic pattern, and continued on this leg until the airplane made contact with the ground, under power. Probable cause is that pilot "lost the horizon" and failed to re-orientate himself, possibly due to only fair instrument proficiency.

2. Possibility of pilot going to sleep was considered, but (1) above considered more probable.

RECOMMENDATION:

1. More instruction in instrument flying.

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

Griffin R. Beatty
GRIFFIN R. BEATTY
Capt., Air Corps
Member, Acc. Committee

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

Date 7 July 1943

RESTRICTED

7-3-43 DATE	Lake Charles, Louisiana STATION	416th Bomb Gp. GROUP NO. AND TYPE	A-20B AIRPLANE MODEL
Ballengee CREW CHIEF OR AERIAL ENGINEER		670th Bomb Sq. SQUADRON NO. AND TYPE	41-2969 AIRPLANE 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	Kerr, David R. 2nd Lt.		P								FROM:		
			3	: 43	:		:		:		TO: LOCAL	14	: 04
												17	: 47
					:		:		:		MISSION: T-9	NO. OF LANDINGS 1	3 : 43
01	Scully, A.P. 2nd Lt.		P								FROM:		
				29	:		:		:		TO: LOCAL	20	: 15
												20	: 44
					:		:		:		MISSION: T-5	NO. OF LANDINGS 1	: 29
01	Scully, A.P. 2nd Lt.		P								FROM:		
				44	:		:		:		TO: LOCAL	20	: 53
												21	: 37
					:		:		:		MISSION: T-9	NO. OF LANDINGS 1	: 44
01	Scully, A.P. 2nd Lt.		P								FROM:		
			1	: 13	:		:		:		TO: LOCAL	23	: 17
												00	: 30
	I hereby certify that the original of this form was destroyed by the crash of the Airplane and that all available sources have been drawn on for the information included herein which is as accurate as the circumstances permit.				:		:		:		MISSION: T	NO. OF LANDINGS 1	1 : 13
											FROM:		:
					:		:		:		TO:		:
	Ralph Bown Jr. RALPH BOWN, JR. 2nd Lt., Air Corps Engineering Officer				:		:		:		MISSION:	NO. OF LANDINGS	:

WAR DEPARTMENT A A F FORM NO. 1 TENTATIVE-12-18-41

FLIGHT REPORT - OPERATIONS

CHECKED: LEGIBLE AND CORRECT ☐ OPER. CLERK

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

TOTAL FLIGHT TIME 6 : 09

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

RESTRICTED

WAR DEPARTMENT
A A F
FORM NO 1 A
TENTATIVE X2-18-41

FLIGHT REPORT - ENGINEERING

RESTRICTED

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	7-3-43	B	Lake Charles, La.
DAILY	7-3-43	B	Lake Charles, La.
25 HOURS			
50 HOURS			
100 HOURS			

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											
2ND											
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS			
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY

1. 2.
3. 4.

EXPLANATION: Bombsight Glass Cracked. No oxygen. No life rafts installed. Compess Tach Oscillating.

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 AIRPLANE WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT

1. Kerr, D.R.
2. Scully, A.P.
3. Scully, A.P.
4. Scully, A.P.

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

Preflight & Daily by Bellenger
#1 Kerr, David R. 2nd Lt.
#2 Scully, A.P. 2nd Lt.
#3 Scully, A.P. 2nd Lt.

I hereby certify that the original of this form was destroyed by the crash of the Airplane and that all available sources have been drawn on for the information included herein which is as accurate as the circumstances permit.

Ralph Bown Jr.
RALPH BOWN, JR.
2nd Lt., Air Corps
Engineering Officer

Radio checked
Inspection completed.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	178.6	58.0		
HOURS TODAY	6.2	6.2		
TOTAL	184.8	64.2		
OIL CHANGE DUE				
CLING CLEANING DUE				

AIRPLANE		
	HOURS TO DATE	575.8
	HOURS TODAY	6.2
	TOTAL	582.0

TOTAL FLIGHT TIME: 6.2

ENGINE DATA
(1) ENGINE SERIAL NO: 41-25923
(2) ENGINE SERIAL NO: 20-1658
(3) ENGINE SERIAL NO:
(4) ENGINE SERIAL NO:
ENGINE MODEL: R-2600-11

AIRPLANE DATA
AIRPLANE SERIAL NO: 41-2969
AIRPLANE MODEL: A-20B
COMPONENT: AAF

AIRPLANE ORG. DATA
SQUADRON NO AND TYPE: 670th
GROUP NO AND TYPE: 416th
COMMAND, CORPS AREA OR DEPT: 56th Bomb Tr. Wing
AIR FORCE: 3rd

CREW CHIEF OR AERIAL ENGINEER: Bellenger
STATION: Lake Charles, La.
DATE: 7-3-43

RESTRICTED

STATE OF LOUISIANA)
:
PARISH OF CALCASIEU)

AFFIDAVIT

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 4 July 1943, one Mr. Gassler Guillory, Box #69, Route #2, Iowa, Louisiana, who being by me first duly sworn according to law, deposes and says:

I, Mr. Gassler Guillory, live about three-fourths mile East of the scene of the accident. I heard a loud noise at 12:15 A.M., and I looked at the clock to see what time it was. However my clock had stopped the afternoon before, and my daughter had set it by guess. Investigation this morning showed the clock to be only fifteen minutes slow. I heard the motor noises and the crash, after which I heard no noise, other than some horses running. Didn't try to find the wreck at that time, because didn't think I could find it at that time of night.

About 7:15 A.M. on 4 July 1943, I went by Alex Cuzene's house, and took him with me to find the wreck, and did find it about one-half mile from his house on his land. The airplane was badly torn up, and the pilot lying out on the ground dead.

Mr. Cuzene and I went to Mr. Theogene Granger's house, about one mile Northwest of the scene of the accident, told him of the wreck, which his wife had told him she had heard, and he sent his son to L.C.A.A.F., Lake Charles, Louisiana about 7:30 A.M. to report the accident to Military authorities.

Mr. Cuzene, Mr. Granger and I then went back to the scene of the accident, where we stayed until the investigation party arrived and took charge.

Further Deponent sayeth not.

Gassler Guillory

GASSLER GUILLORY
Box #69, Rt. #2
Iowa, Louisiana

Sworn and subscribed to before me this 4th day of July, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter

Iris E. Carter
Notary Public

My commission expires with life.

RESTRICTED

STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 4 July 1943, one Mr. Theogen Granger, Box #417-C, Route #3, Iowa, La., who being by me first duly sworn according to law, deposes and says:

I, Mr. Theogen Granger, was asleep and didn't hear the airplane flying over my house, nor the crash. However, when we got up, between 7:30 A.M. and 7:45 A.M. on 4 July 1943, my wife told me that an airplane flew so low over our house that it woke her up, and that she got up and went to the door, but she neither saw nor heard the accident. After Mr. Alex Cuzene and Mr. Gassler Guillory came to my house and told me they had found the wreck, I sent my son, Robert Granger, to L.C.A.A.F., Lake Charles, La. to report the accident, and I went to the scene of the wreck, where I stayed until the Military authorities arrived.

Further Deponent sayeth not.

Theogen Granger
THEOGEN GRANGER
Box #417-C, Rt. #3
Iowa, La.

Sworn and subscribed to before me this 4th day of July, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.

RESTRICTED

[RESTRICTED]

STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned authority for administering oaths in cases of this character, did personally appear this date, 4 July 1943, one Alex Cuzene, who being by me first duly sworn according to law, deposes and says:

I, Alex Cuzene, am farming the land on which this airplane, A-20B, #41-2969, crashed. I neither heard nor saw the accident as I was asleep, but when I got up this morning at approximately 7:00 A.M. my wife said she heard the noise of the motors and the sudden stopping of the engines. She said that this was approximately 12:15 A.M., but I don't know whether she looked at the clock or not.

At about 7:30 A.M., Mr. Gassler Guillory came by and asked me to go hunt the wreck with him, which we did, finding the airplane about one-half mile from my house.

We then went to the home of Mr. Theogen Granger, about one mile Northwest of the scene of the accident, and told him of the accident. He sent his son, Robert Granger, to L.C.A.A.F., Lake Charles, La., to report the accident to the authorities there, and then he went to the scene of the accident with us, where we stayed until the Military authorities came to investigate the crash.

Further Deponent sayeth not.

witness
Jeremiah P. Riordan
2nd Lt. A.C.

ALEX CUZENE Sidney A. Shiro
Maj. A.C.

Sworn and subscribed to before me this 4th day of July, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Notary Public

My commission expires with life.

RESTRICTED

RESTRICTED

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, 4 July 1943, one Robert Granger, Box 417-C, Route #3, Iowa, La., who being by me first duly sworn according to law, deposes and says:

I, Mr. Robert Granger, went directly to L.C.A.A.F., Lake Charles, La., at the direction of my father, where the guard at the gate sent me to the Base Operations Office at approximately 7:45 A.M., where I told of the accident, and offered to lead investigating parties there. I met Capt. Griffin R. Beatty, whom I told of the accident, the fact that the pilot was dead, etc., and did lead the investigating party to the scene of the accident.

Further Deponent sayeth not.

Robert Granger

ROBERT GRANGER
Box 417-C, Rt. #3
Iowa, Louisiana

Sworn and subscribed to before me this 4th day of July, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter

Iris E. Carter
Notary Public

My commission expires with life.

RESTRICTED

RESTRICTED

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, 5 July 1943, one 2nd Lt. Eugene A. Nitz, AC, ASN O-665432, who being by me first duly sworn according to law, deposes and says:

Lt. Scully flew locally and shot landings for about two hours, then came into the pilots' room, stayed about five or ten minutes and at about 2205 CWT left the pilots' room, scheduled to take off at 2215 CWT.

The tower called at about 2320 CWT and said that Lt. Scully's wheels had left the ground at 2317 CWT. After that no more was heard from him.

Further Deponent sayeth not.

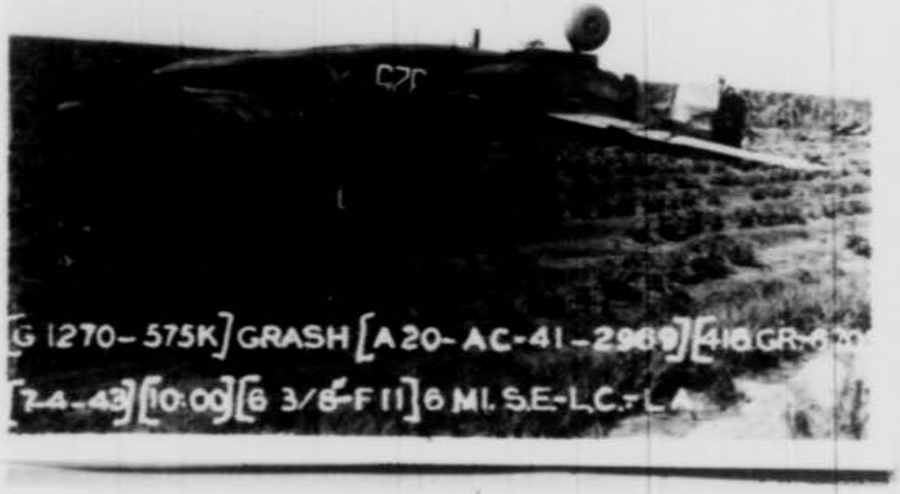
Eugene A. Nitz
EUGENE A. NITZ
2nd Lt., AC
ASN O-665432

Sworn and subscribed to before me this 5th day of July, 1943 at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

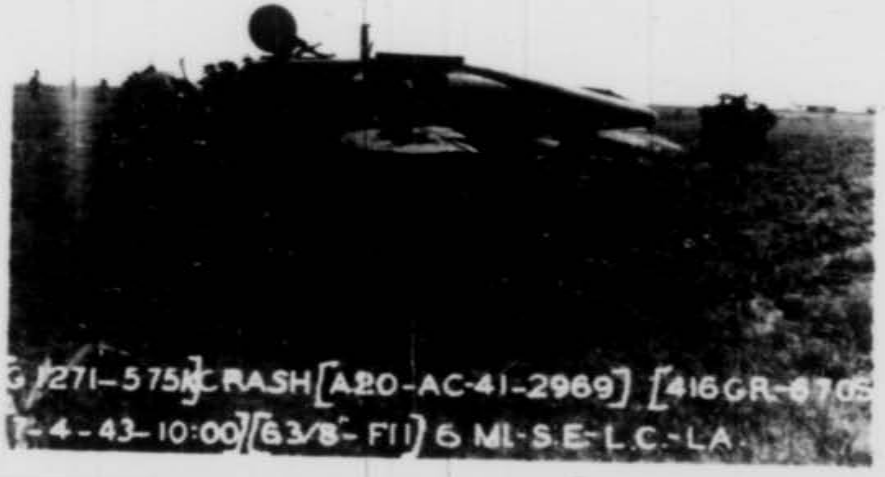
My commission expires with life.

RESTRICTED


[G 1270-575K] GRASH [A 20-AC-41-2969] [416 GR-6
[7-4-43] [10:00] [6 3/8-F 11] 6 MI. S.E.-L.C.-L




[G1265-575K] CRASH [A20-AC-41-2969] [416-6-70]
[7-4-43-10:00] [F11-6 3/8] 6 MI SE LAKE CHARLES


[G 1271-575K] CRASH [A20-AC-41-2969] [416 GR-67
[7-4-43-10:00] [63/8-F11] 6 MI-S.E-L.C.-LA


[G 1270-575K] GRASH [A 20-AC-41-2969] [416 GR-
[7-4-43] [10:00] [6 3/8-F 11] 6 MI. S.E.-L.C.-L




[G1265-575K] CRASH [A20-AC-41-2969] [416-6 70]
[7-4-43-10:00] [F11-6 3/8] 6 MI SE-LAKE CHARLES

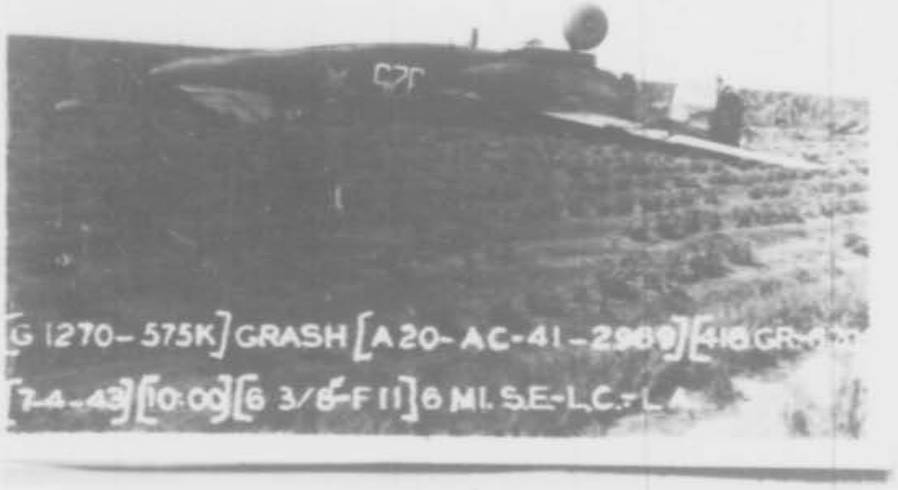

[G 1271-575K] CRASH [A20-AC-41-2969] [416 GR-
[7-4-43-10:00] [63/8-F11] 6 MI-S.E-L.C.-LA.


[G 1270-575K] GRASH [A20-AC-41-2969] [416 GR-
[7-4-43] [10:00] [6 3/8-F11] 6 MI. S.E.-L.C.-L




[G1265-575K] CRASH [A20-AC-41-2969] [416-6 70]
[7-4-43-10:00] [F11-6 3/8] 6 MI S.E. LAKE CHARLES

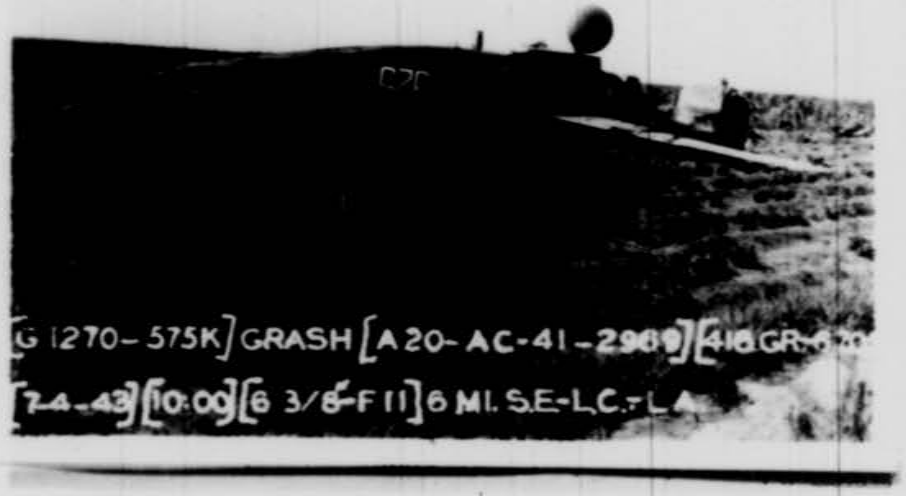

[G 1271-575K] CRASH [A20-AC-41-2969] [416 GR-
[7-4-43-10:00] [6 3/8-F11] 6 MI-S.E-L.C.-LA.


[G 1270-575K] GRASH [A 20-AC-41-2969] [416 GR-
[7-4-43] [10:00] [6 3/8-F 11] 6 MI. S.E.-L.C.-L.A.



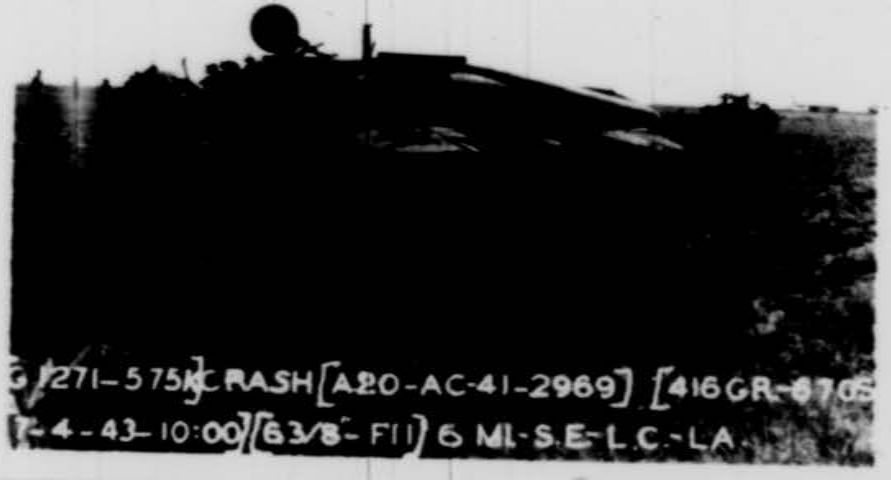

[G1265-575 K] CRASH [A20-AC-41-2969] [416-6 70]
[7-4-43-10:00] [F11-6 3/8] 6 MI S.E. LAKE CHARLES


[G 1271-575K] CRASH [A.20-AC-41-2969] [416 GR-67
[7-4-43-10:00] [6 3/8-F11] 6 MI-S.E-L.C.-LA.


[G 1270-575K] GRASH [A 20-AC-41-2969] [416 GR-6
[7-4-43] [10:00] [6 3/8-F 11] 6 MI. S.E-L.C.-L




[G1265-575 K] CRASH [A20-AC-41-2969] [416-6 70]
[7-4-43-10:00] [F11-6 3/8] 6 MI SE-LAKE CHARLES


[G 1271-575K] CRASH [A20-AC-41-2969] [416 GR-6705
[7-4-43-10:00] [6 3/8-F11] 6 MI-S.E-L.C.-LA

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

JDM/rpm

Lake Charles, La.
10 July 1943

SUBJECT: Aircraft Accident Report

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

Transmitted herewith Report of Aircraft Accident, involving 2nd Lt. Andrew P. Scully, 0797995, AC (Pilot) in A-20B Airplane, AF No. 41-2969, on 4 July 1943, at this station.

For the Commanding Officer:

Joseph D. Miron

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

RFC (3)

FROM:	SUBJ NAME	
Hqs. Air Base Area Command Lake Charles AAF Office of the Area Commander Lake Charles, La.	DATE 7-10-43	NO
SUSPENSE	TYPE ltr.	FILE DESIGNATION

SUBJECT

Aircraft Accident Report

TO:	TO:	TO:	TO:	TO:
RFC				
DATE 7-13-43	DATE:	DATE 7-14-43	DATE	DATE

ACTION:

DO NOT REMOVE THIS COPY

ARMY AIR FORCES

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA

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

DATE 5-JULY 1943

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

INCOMING MESSAGE NO. MSG 27 ARL 234 JULY 5/1943

AAF LAKE CHARLES LA JULY 4 1943 1135A

CG AAF WASHINGTON D C

BOMBR Y66E 1539Z

CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED

A. 4 JULY 0115 5 MILES SOUTH EAST ARMY AIR FIELD LAKECHARLEE LA

B. PILOT ANDREW P SCHULLY, 2ND LT, AUS 3AF THIRD ASPTCOM 670 BOMRON 416 BOMGR

C. PLANE HIT GROUND WITH WHEELS EXTENDED. NOSED OVER.

D. PILOT KILLED NO PASSENGERS E. NIGHT NAVIGATION

F. CAVU G. 41-2969 A-20B

H. ARMY AIR FIELD LAKE CHARLES LOUISIANA

I. TOTAL LOSS

J . UNDETERMINED - APPARENTLY NONE ~~YOU WROTE OVER LAST LINE PLS REPT.~~

K. TURNED OVER TO 50TH SUB DEPOT ARMY AIR FIELD LAKE CHARLES LA

L. UNDETERMINED M - AFACG NOTIFIED

DICK COBOMGR 416

RECD BY AFAFN 050954 EWT

TO TWX 05100 EWT

MH1442O EWT

MASTER COPY

3135-43

11-7-4-9

AAF LAKE CHARLES LA JULY 4 1943 1135A

COMMANDING GENERAL ARMY AIR FORCES WASHINGTON D C

BOMGR Y66E 1539Z

CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED.

A. 4 JULY 0115 5 MILES SOUTH EAST ARMY AIR FIELD LAKECHARLES LA

B. PILOT ANDREW P SCULLY, 2ND LT, AUS 3AF THIRD ASPTCOM 670 BOMRON 416 BOMGR

C. PLANE HIT GROUND WITH WHEELS EXTENDED. NOSED OVER.

D. PILOT KILLED NO PASSENGERS

E. NIGHT NAVIGATION.

F. CAVU

G. 41-2969 A-20B

H. ARMY AIR FIELD LAKE CHARLES LOUISIANA

I. TOTAL LOSS

J. UNDETERMINED - APPARENTLY NONE

K. TURNED OVER TO 50TH SUB DEPOT ARMY AIR FIELD LAKE CHARLES LA

L. UNDETERMINED

M. AFACG NOTIFIED

DICK COBOMGR 416

RECD IN AAF MESG CENT: 041718Z
PPS



DISTRIBUTION

AFPMP (3cys)	AFBFO
AFRFC (4cys)	AFMM&D-2
AFATC	AFRTW (2cys)
AFDBS 2	AFTAS
AFMAG	AFTAG
AFRAS	

41-7-4-9