NAME OF PILOT	TYPE OF PLANE	ACCIDENT NUMBER
Homsey, James J.	B-26	45-7-24-11

CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN	CHARGED TO:	OUT	IN
Capt Kilpatrick	8/20	9/6						

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Accident No. [redacted] 2-4-44

Date

Checked by [redacted] Aug

Analyzed by

Copied for Wright Field by

Notes [redacted]

1225:9-43

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

LAKE CHARLES ARMY AIR FIELD
WAR DEPARTMENT

Accident No. 106

U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place LAKE CHARLES ARMY AIR FIELD LA (2) Date 24 JULY 1944 (3) Time 1552 CWT

Aircraft: (4) Type and model B-26B20 MA (5) A. F. No. 41-31751 (6) Station LCAAF, LAKE CHARLES, LA

Organization: (7) 3 BOMBER 3AF (8) LC RTU (MB) (9) SQUADRON "T"
(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	HOMSEY, JAMES J.	P	0-715967	2nd Lt	18	AAF	3AF	MAJOR	NONE
CP	HOWE, WILLARD L.	P	0-710945	2nd Lt	18	AAF	3AF	MAJOR	NONE
BN	HAPKA, ROBERT D.	B	0-722577	2nd Lt	18	AAF	3AF	MAJOR	NONE
E	BOTSFORD, ARTHUR E.	E	18130023	S/Sgt	20	AAF	3AF	FATAL	NONE
R	GREENE, WILLIAM A.	R	6274887	T/Sgt	20	AAF	3AF	MAJOR	NONE
G	KOLAR, RICHARD W.	G	[illegible]	Cpl	20	AAF	3AF	FATAL	NONE

RECEIVED AUG 7 - 1944

(20) HOMSEY (Last name) JAMES (First name) J. (Middle initial) (21) 0-715967 (Serial number) (22) 2ND LT (Rank) (23) 18 (Personnel class) (24) AAF (Branch)

Assigned (25) AAF UNASSIGNED (Command and Air Force) (26) -- (Group) (27) -- (Squadron) (28) -- (Station)

Attached for flying (29) 3BC 3AF (Command and Air Force) (30) LC RTU (MB) (Group) (31) "T" (Squadron) (32) LCAAF, LAKE CHARLES, LA (Station)

Original rating (33) PILOT (Rating) (34) 3-12-44 (Date) Present rating (35) PILOT (Rating) (36) 3-12-44 (Date) Instrument rating (37) 6-1-44 (Date)

First Pilot Hours:
(at the time of this accident)

(38) This type	76:40	(42) Instrument time last 6 months	15:25
(39) This model	76:40	(43) Instrument time last 30 days	3:15
(40) Last 90 days	76:40	(44) Night time last 6 months	11:35
(41) Total	83:00	(45) Night time last 30 days	7:30

STUDENT TIME: 254:05
TOTAL TIME: 421:55

AIRCRAFT DAMAGE F

	DAMAGE				(49) LIST OF DAMAGED PARTS
(46) Aircraft	"W"				
(47) Engine(s)	"W"	S			
(48) Propeller(s)	"W"	S			

(50) Weather at the time of accident Ceiling E 4000, Visibility unlimited, Wind E.S.E. 6.

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

(52) Cleared from LAKE CHARLES, LA (53) To LAKE CHARLES, LA (54) Kind of clearance CFR

(55) Pilot's mission Long range over water training mission.

(56) Nature of accident Crash landing accident: Due to engine failure.

(57) Cause of accident Failure of the left engine. Pilot was unable to hold altitude of the heavily loaded aircraft after the engine failed.

(58) Has a Form 54 been submitted? Yes.

RESTRICTED

16—28757-1

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DESCRIPTION OF ACCIDENT

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

SUMMARY

On 24 July 1944, 2nd Lt. James J. Romney, ASN O-719967, and his crew of five prepared to take off in B-26B20 ap #41-31751 for a long range over water training mission. In addition to the regular wing tanks of 962 gallons, a Bomb-bay tank with 290 gallons of fuel was carried. The engines checked satisfactorily on the runup prior to take-off, and a normal take-off was made on runway 14. Both engines functioned properly until 200 feet altitude was reached at which time the left engine backfired. The first backfire was followed by additional ones of a more violent nature and the engines seem ceased to put out power. The booster pumps of both engines were still on. The pilot made a turn to the right into the good engine and planned to make a landing approach on runway 32, the same one he had taken off from. However, the aircraft drifted to the right and was not lined up with the runway. Then the pilot started a turn to the right planning on using runway 22. At this time the aircraft was loosing altitude rapidly and the pilot crash landed the ship in an open field approximately 2 miles NNE of LGAAF. The ship started burning immediately. The top escape hatches were jammed due to the buckled fuselage and the crew had to break out the wind-shield, in order to escape. Two crew members received fatal burns and the others were serious. The engines, nacelles, center wing section, and forward fuselage section were completely destroyed by fire.

CONCLUSION

Although the actual cause is undetermined, it is the possibility that failure was due to faulty carburetion, as brought out by the engine backfiring according to statements by crew members.

Clarence A. Kirley
CLARENCE A. KIRLEY
Major, Air Corps
Pres., Aircraft Accident Committee

Jimmie L. Tissue
JIMMIE L. TISSUE
Capt., Air Corps
Member, Aircraft Accident Committee

Signature Thomas G. Summers (Investigating Officer)
THOMAS G. SUMMERS
1st Lt., Air Corps
Member, Aircraft Accident Committee

Date 1 August 1944

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

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WAR DEPARTMENT
A. A. F. FORM NO. 1 A
REV (1 JAN 45)

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	INSPECTED TODAY STATION
PREFLIGHT	24 July	Samar	Memphis
DAILY	24 July	Samar	Memphis
25 HOURS	1633		
50 HOURS	1658		
100 HOURS	1658		
Plugs	1708		

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	-	630	-	140	-	140					
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: TO 02-10B-48 & 03-20B-30
NCm. Rt Carb. air temp out
left eng high blower out

EXCEPTIONAL RELEASE

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

RELEASED FOR FLIGHT: 1. J.T. Hopkins 3. 2. J.T. Hopkins 4.

REMARKS PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER.

#1. Checked right prop in flight at 2000 to 2700 RPM; feathered; and checked in fixed and automatic positions. Found ok after Sub Depot had Checked governor brake. 7-22-44 Cody U. Watson, Capt., A.C.

#2. - Rt prop gov again acting up. Suggest that complete circuit be checked.

While cruising at 5000'; the rt prop incrased two hundred RPMs & could not be syncronized, with manual control. Had to decrease switch. Manual control was pulled all the way back with prop in automatic & nothing happened.

John T. Hopkins Jr.

Cleaned r. gov. checked ok (cpl Eldridge)

THIS IS A CERTIFIED TRUE COPY
T. R. CRITCHLOW,
2nd Lieut., Air Corps,
Engineering Officer.

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

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	787:30	176:10		
HOURS TODAY	2:50	2:50		
TOTAL	790:20	179:00		
OIL CHANGE DUE				
CYNO. CLEANING DUE				

AIRCRAFT	
HOURS TO DATE	1626:00
HOURS TODAY	2:50
TOTAL	1628:50

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
7-22-44	AIR FORCE: 3rd	COMPONENT: (M)	ENGINE MODEL:	
STATION: Lake Charles	COMD., SERV. COMD., OR DEP'T: 3rd		SERIAL NO.: 41-39799	SERIAL NO.: WRA8C-P-14
CREW CHIEF OR ENGINEER: Cpl. Bonanza	GROUP NO. & TYPE: LCRTU	AIRCRAFT MODEL: B-26B-20MA	SERIAL NO.:	SERIAL NO.:
	SQUADRON NO. & TYPE: S.DN. T.	AIRCRAFT SERIAL NO.: 41-31751	TOTAL FLIGHT TIME →	2 : 50

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STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned, did personally appear this 1st day of August, 1944, one 2nd Lt. JAMES J. HOMSEY, who being by me first duly sworn according to law deposes and says;

I was pilot on B-26B ap #41-31751 scheduled for a long range over water training mission, from Lake Charles Army Air Field at approximately the same time as the accident occurred.

After take-off, we climbed about 500 feet and then the left engine backfired and then cut out. We turned 180 degrees to the right to come in on runway #32, the same one we had taken off from. Got over too far to the right and could not make it. Then tried to come in on runway #22 and we were too low to make it and so crash landed in an open field.

James J. Homsey

JAMES J. HOMSEY - O-715967
2nd Lt., Air Corps
Lake Charles RTU (MB) Sq "T"
LCAAF
Lake Charles, Louisiana.

Sworn and subscribed to before me this 1st day of August, 1944, at Lake Charles Army Air Field, Lake Charles, Louisiana.

THOMAS G. SUMMERS
1st Lt., Air Corps
Summary Court.

WITNESS:

Theodore F. Markey 31261409

THEODORE F. MARKEY
ASN 31261409
Corporal, Air Corps
Lake Charles RTU (MB) Sq "T"
LCAAF
Lake Charles, Louisiana

WITNESS:

Earl W Beyersdorf 37133329
Sgdw H.

EARL W. BEYERSDORF
ASN 37133329
Corporal, M.C.
Lake Charles Station Hospital
LCAAF
Lake Charles, Louisiana

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STATE OF LOUISIANA)
: SS
PARISH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned, did personally appear this 1st day of August, 1944, one 2nd Lt. WILLARD L. HOWE, who being by me first duly sworn according to law deposes and says:

I was co-pilot on B-26B ap #41-31751 scheduled for a long range over water training mission from Lake Charles Army Air Field at approximately the same time as the accident occurred.

After take-off we climbed about 500 feet when the left engine cut out. Immediately tried to turn around 180° to right to come back to the field. Called tower to tell them we were making an emergency landing. Something was forcing us to east of field. Passed field on east side, engine got worse and lost altitude rapidly. Then knew we couldn't make another pass at field and so picked field large enough for a crash landing.

Willard L. Howe

WILLARD L. HOWE -0-710945
2nd Lt., Air Corps,
Lake Charles RTU (MB) Sq "T",
LCAAF
Lake Charles, Louisiana.

Sworn and subscribed to before me this 1st day of August, 1944, at Lake Charles Army Air Field, Lake Charles, Louisiana.

THOMAS G. SUMMERS
1st Lt., Air Corps
Summary Court

WITNESS:

Theodore F Markey 31261409

THEODORE F. MARKEY
ASN 31261409
Corporal, Air Corps
Lake Charles RTU (MB) Sq "T"
LCAAF
Lake Charles, Louisiana

WITNESS:

Earl W Beyersdorf 37133329

EARL W. BEYERSDORF
ASN 37133329
Corporal, M.C.
Lake Charles Station Hospital
LCAAF
Lake Charles, Louisiana

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STATE OF LOUISIANA)
: SS
PARSIH OF CALCASIEU)

A F F I D A V I T

Before me, the undersigned, did personally appear this 1st day of August, 1944, one 2nd Lt. ROBERT D. HAPKA, who being by me first duly sworn according to law deposes and says:

I was bomb-nav. on B-26B ap #41-31751 scheduled for a long range over water training mission from Lake Charles Army Air Field, at approximately the same time as the accident occurred.

Everything was OK on take-off until we reached an altitude of about 500 feet. The left engine began to backfire and then I noticed only about 1700 RMP. We then started loosing altitude rapidly. We turned to the right attempting to make an emergency landing on runway 32, the same one we had taken off from, but plane was not lined up with said runway and so made a crash landing in an open field.

Robert D. Hapka
ROBERT D. HAPKA - ASN O-722577,
2nd Lt., Air Corps
Lake Charles RTU (MB) Sq. "T",
LCAAF
Lake Charles, Louisiana.

Sworn and subscribed to before me this 1st day of August, 1944, at Lake Charles Army Air Field, Lake Charles, Louisiana.

Thomas G. Summers
THOMAS G. SUMMERS
1st Lt., Air Corps
Summary Court

WITNESS:

Theodore F. Markey 31261409
THEODORE F. MARKEY
ASN 31261409
Corporal, Air Corps
Lake Charles RTU (MB) Sq "T"
LCAAF
Lake Charles, Louisiana

WITNESS:

Earl W Beyersdorf 37133329
EARL W. BEYERSDORF
ASN 37133329
Corporal, M.C.
Lake Charles Station Hospital
LCAAF
Lake Charles, Louisiana

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SQUADRON T
LAKE CHARLES RTU (MB)
Office of the Operations Officer
Lake Charles Army Air Field

Lake Charles, La.
24 July 1944.

OPERATIONS ORDERS:

NUMBER 724:

E-X-T-R-A-C-T

* * * * *

Pursuant to authority contained in AR 95-15 and 336th Bomb Gp TIF 2-3-2, the following named Officers and Enlisted Men of the Lake Charles RTU (MB), Squadrons Sand T, Lake Charles Army Air Field, Lake Charles, La., will depart from this station this date for the purpose of a Long Range over Water Mission and on completion of this Mission will return to their proper organization and station, LCAAF, Lake Charles, La.

P.	2nd Lt.	James J. Homsey	AC	0-715967
CP.	2nd Lt.	Willard L. Howe	AC	0-710945
BN.	2nd Lt.	Robert D. Hapka	AC	0-722577
E.	S/Sgt.	Arthur E. Botsford	AC	18130023
R.	T/Sgt.	William R. Greene	AC	6274887
G.	Cpl.	Richard W. Kolar	AC	37493207

Aircraft Number 41-31751

* * * * *

Russell D. Maurer

RUSSELL I MAURER
Captain, Air Corps,
Operations Officer.

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CERTIFICATE

DAMAGE TO AIRCRAFT

Airplane Type B-26B-20MA A.F. NO. 41-31751 Engine Type R-2800-43

Left Engine No. 41-39799 Right Engine No. WRAS-P-14

Pilot Homsey, James J., 2nd Lt. involved in accident on 24 July 1944 (Date)

Time 15:30 Place Two & one-half (2½) miles N. E. of LCAAF

(List Damaged Parts and Indicate Whether Repaired or Replaced)

DAMAGE TO AIRCRAFT:

Airplane destroyed by crash and resultant fire

It has been recommended that airplane be surveyed

DAMAGE TO ENGINES:

Left engine - Unserviceable - Survey
Right engine - Unserviceable - Survey

DAMAGE TO PROPELLER:

Left propeller - Unserviceable - Survey
Right Propeller - Unserviceable - Survey

Ralph W. Cavanaugh

RALPH W. CAVANAUGH
2nd Lt., Air Corps
Ass't Supervisor of Maintenance

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WEST AACS WING, AAF

Station Lake Charles AAF, La.

Date 7-24-44

SUBJECT: Aircraft Accident Report.

TO : Base Operations Officer, Lake Charles, AAF, La.

Date Of Accident 7-24-44 Place of Accident 2 mi. north of LCAAF

Time of Accident 1550 CWT No. of Aircraft Involved one

Serial No. of Aircraft 1751 Type of Aircraft B-26

Names(s) of Pilot(s) involved and rating(s), if available Pilot. 2nd Lt. James J. Homsey, other personnel aboard: 5

Weather report current at time of accident 1515 Weather: Ceiling E4000 Visibility unlimited, Wind ESE 6.

Additional weather information observed by operator Broken ceiling negligible wind velocity.

Location and path of aircraft(s) at time of accident 1751 made pass at runway 32 went around and headed in the general direction of north, crashed 2 miles north of field out of sight of the tower personnel because of tree line.

Radio instructions or visual signals given to aircraft prior to accident Cleared ship xf for straight in approach on rwy. 32 - had perfect radio etc.

Brief account of accident and emergency action taken 1751 called for emergency landing and asked to use 32. Tower cleared him to land on 32. ½ mile from runway, tower advised that he did not have wheels down and he replied that he could not make it and was going around. The ship was about 100 feet high and mushing badly. He started around but crashed 2 mi. north of field. Crash truck and ambulance were standing by at their position before ship attempted to go around. All personnel were notified. Crash truck and ambulance were directed immediately to scene of crash.

I certify the above statements are true and correct to the best of my know ledge.

James T. Spence

James T. Spence, Sgt., 105th AACS Sqdn.
Senior Control Tower Operator on duty

AW 15-6 (21 June 1944)

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WAR DEPARTMENT
AAF Form No. 54
(Revised 2-18-43)

WAR DEPARTMENT
ARMY AIR FORCES
UNSATISFACTORY REPORT

(See AAF Reg. 15-54 for Information on Proper Use of this Form)

TO BE FILLED IN BY STATION	
STATION SERIAL No.	DATE SUBMITTED
44-333	7/29/44

LEAVE BLANK		
A. S. C. SERIAL No.	REFER TO	CLASS

STATION: LCAAF, LAKE CHARLES, LA.		ORGANIZATION: Hq. Lake Charles, RTU (MB) Squadron T RTU (MB)	
SUBJECT OF REPORT: Property Class—Name: 02-A Engine		Manufacturer: Pratt & Whitney	AAF Order or Shipping No.
AIRCRAFT—Model & AAF Serial No.: B-26B20MA 41-31751	ENGINE—Model & AAF Serial No.: R-2800-43 41-39799	UNIT OR ACCESSORY—Type, Model and Serial No.	
AIRCRAFT REPORTS ONLY: LAST D. I. R.—Depot		Date	Flying Time Since / Total Flying Time
ENGINE REPORTS ONLY: LAST OVERHAUL—Depot: MASC	Hours Since: 791:15	Depots and Hours At Each Previous Overhaul: MASC 207:10	
PART: Name		Part Drawing, Serial and Specification No.	
Time in Use / Quantity on Hand / Quantity Known Defective		No. Previous Failures / Manufacturer / Inspector's No. or Identification	

Indicate by "X" Disposition of Exhibit: [X] Photographed and Prints Enclosed; [ ] Held for Instructions; [ ] Sent Under Separate Cover; [ ] Sent in Attached Package; [ ] Repaired and Returned to Service; [ ] Disposed of (Explain Below.); [ ] To Overhaul Facility (INITIALS)

GIVE COMPLETE DETAILS, PROBABLE CAUSES AND RECOMMENDATIONS BELOW:
(Use Only Applicable Spaces Above—Avoid Unnecessary Repetition)

EXPEDITE

As soon as Airplane B-26B20MA, 41-31751 took off, the left engine started to cut out. The pilot called in for an emergency landing. Coming downwind about a hundred (100) feet high, he seemed to be drifting over to his right and to the right of the runway. The left was observed to be soking and also popping. About a mile away from the field, while the pilot was making his turn to land, the left engine cut out completely. The airplane crash landed and burned to the extent that investigation of the engine was impossible.

T.O.00-25-4 was complied with at 603:45 and 750:40 engine hours and the left engine was found to be satisfactory.

/s/C.D. TAYLOR
C.D. TAYLOR
1st LIEUT. A.C.
Engineering Officer.

A CERTIFIED TRUE COPY:

Thomas G. Summers
THOMAS G. SUMMERS
1st Lt., Air Corps
Operations Officer.

ROUTING SEND ORIGINAL AND TWO COPIES DIRECT TO COMMANDING GENERAL, HQ. AIR SERVICE COMMAND, PATTERSON FIELD, FAIRFIELD, OHIO.

☆ U. S. GOVERNMENT PRINTING OFFICE : 1943 16—84619-1

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HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

LCR

Lake Charles, La.
3 August 1944

SUBJECT: Report of Aircraft Accident.

TO: Chief, Flying Safety, AAF, Winston-Salem 1, North Carolina.

1. Transmitted herewith is report of Aircraft Accident Committee in connection with accident involving B-26 airplane #41-31751, pilot 2nd Lt. James J. Homsey, ASN O-715967, occurring 24 July 1944 at Lake Charles Army Air Field, Lake Charles, Louisiana.

2. Submission of this Form 14 is delayed as statements could not be obtained from crew members until recently due to serious burns.

David A. State

DAVID A. STATE
Colonel, Air Corps
Commanding

1 Incl.
AAF Form No. 14
with attachments.

DISTRIBUTION:

Orig - Chief, Flying Safety, AAF,
Winston-Salem 1, North Carolina

Cy - Commanding General, Third Air Force
Tampa, Florida.

Cy - Commanding General, Third Bomber Command
MacDill Field, Tampa, Florida.

Cy - Commanding General, 56 CCTW,
Morris Field, North Carolina.

Cy - Commanding Officer,
Lake Charles RTU (MB) Squadron "T"
LCAAF, Lake Charles, Louisiana.

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Army Air Field Lake Charles La. Jul 26 1944 1241P

Priority Commanding Generl AAF Wash D C

LCR-902 2617502. Cite AFAFS 1451-1. Air craft Piloted by 2ND LT James J Homsey crash landed when unable to hold altitude due to engine failure. Cause of engine failure remaines undetermined pd Parachutes not used due to low altitude.

Tate COAAF

149PM

Recd in AAF Msg Cen 26 Jul 1919 scv

Distribution; AFS RWX PMP TAS DMA AMC(via Pouch)

4-7-34-11

24 July 44

Homsey, James J. 2nd LT.

B-26B (41-31707) 3AF

332 AAF BU, Lake Charles, La.

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3773

WS V OV NR15 P

FROM CO ATE XX TATE LCAAT LAKE CHARLES LA 2501252

TO CHIEF FLYING SAFETY AAF WINSTONSALEM NCAR

CG CMA THIRD AIR FORCE CMA TAMPA CMA FLO

GRNC

LCAAF 0851MPD CLEARANCE NO 3AF-E-T4 CITE AAF REGULATION 62-14 CMA FOLLOWING AIRCRAFT ACCIDENT REPORT IS SUBMITTED COLON

A 24 JULY 1944 CMA 1552 CWT CMA ARMY AIR FIELD CMA LAKE CHARLES CMA LA PD

B PILOT JAMES J HOMSEY CMA 2ND LT CMA AUS CMA LC RTU MB CMA SQUADRON S CMA LCAAF CMA LA PD

C ENGINE FAILURE CAUSE UNDETERMINED PD

D PILOT JAMES J HOMEXXX HOMSEY CMA 2ND LT CMA AUS LC RTU MB CMA SQUARDON S CMA LCAAF CMA LA PD MAJOR PD

CO PILOT WILLARD L HOWE CMA 2ND LT CMA AUS CMA LC RTU BXXX MB SQUADRON S CMA LCAAF CMA LA PD MAJOR PD

NAVIGATOR-BOMBARDIER ROBERT D HAPKA CMA 2ND LT CMA AUS CMA LC RTU MB SQUADRON S CMA LCAAF CMA LA PD MAJOR PD

ENGINEER ARTHUR E BOTSFORD CMA S/SGT CMA RA CMA LC RTU MB SQUADRON S CMA LCAAF CMA LA PD MAJOR PD

RADIO-OPERATOR WILLIAM A GREENE CMA T/SGT CMA RA CMA LC RTU MB SQUADRON S CMA LCAAF CMA LA PD MAJOR PD

GUNNER RICHARD W KIXXX KOLAR PD

GUNNER RICHARD W KOLAR CMA AUS LC RTU MB SQUADRON S CPL CMA LCAAF CMA LA PD MAJOR PD

E TRAINING MISSION

F CONTACT CEILING E4000 FT HIGH BROKEN LOWER BROKEN CLOUDS VISIBILITY UNLIMITED PD WIND ESE AT 6 MILES PD

G B26B20MA 41-31751

H LAKE CHARLES ARMY AIR FIELD MXX CMA LA PD

I COMPLETELY DEMOLISHED

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J LEFT ENGINE FAILURE PD CAUSE UNDETERMINED

K RECOMMEND SURVEY

L NONE PD

M AFACG NOT NOTIFIED PD

N GROUP I PD

0322Z

CORR.. 19TH LINE "GUNNER RICHARD W KIXXX KOLAR PD" OMITT IT PLS

B

45- 7-24-11

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