

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

43-6-11-10  
Radio 4

(1) Place Army Air Field, Lake Charles, La. (2) Date 6/11/43 (3) Time 1832 CWT  
 AIRCRAFT: (4) Type and model A-20C (5) A. F. No. 42-33144 (6) Station AAF, Lake Charles, La.  
 Organization: (7) 3rd Air Support Com., 416 (L) (8) 671st Bomb. Sq. (L)  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL

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)
P	Gercould, Gordon W.	P	0-799379	2nd Lt.	01	AC	3rd AF	Minor	None

11/24 43 AM



RECEIVED  
NO. AAF  
OF FLIVING

PILOT CHARGED WITH ACCIDENT

(20) Gercould, Gordon W. (21) 0-799379 (22) 2nd Lt. (23) 01 (24) AC  
 (Last name first) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 3rd Air Force (26) 416th (27) 671st (28) Army Air Field  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 3rd Air Force (30) 416th (31) 671st (32) Lake Charles, La.  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) 3/16/43 Present rating (35) P (36) 3/16/43 Instrument rating (37) None  
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type.....	22.6	(42) Instrument time last 6 months.....	None
(39) This model.....	10.8	(43) Instrument time last 30 days.....	None
(40) Last 90 days.....	30.2	(44) Night time last 6 months.....	1.5
(41) Total.....	238.1	(45) Night time last 30 days.....	1.5

AIRCRAFT DAMAGE

DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft..... <u>W 5</u>	Airplane complete wreck except right outer wing, empennage, and left outer wing. Both engines reparable. All prop blades bent, reparable.
(47) Engine(s)..... <u>M 4 4</u>	
(48) Propeller(s)..... <u>O 4 4</u>	

(50) Weather at the time of accident High broken with lower scattered at three thousand, wind South ten miles per hour.

(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 Contact

(55) Pilot's mission Formation Training

(56) Nature of accident Made wheels-up landing with both engines dead.

*Safety harness not used*  
 NG-SN-UN  
 05-24-21

(57) Cause of accident First one engine quit and then the other, pilot didn't have sufficient altitude to do anything but make wheels-up forced landing.

*1007 Pilot error - technique*

*CG-SC-TC  
 02-17-17*

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

The flight of three A-20's took off at approximately 1650 for a routine training flight. Pilot Gerould in A-20C, AF #42-33144 took off as normal procedure on gasoline tanks #3 and 4, each containing 126 gallons of gasoline. After being out on the mission for approximately 20 Minutes, pilot Gerould switched to gasoline tanks #1 and 2, as a normal instructed procedure. After flying formation for approximately 45 Minutes, or at 1735, the formation leader, 2nd Lt. Creston L. Drugan, Jr., opened the formation, which was a right echelon, this being routine procedure for pilots to check gasoline and instruments. At 1745 the flight leader gave the signal for resuming formation and carried this over the field at 2500 Ft. About this time, Pilot Gerould noticed his airplane "yawing" from right to left, so he pulled up and away to the left of the formation. At this time he also noticed that his left fuel pressure had dropped. He worked the wobble pump, but this doing no good, he turned on the engine cross-feed, but then noticed the right fuel pressure going down, also, and both engines alternately cutting on and off, and finally stopping altogether. He attempted to get back to the flying field for a forced landing, and so notified the Control Tower at the flying field, but didn't have sufficient altitude, so he notified the tower he was making a forced landing. He cut both switches, leaving all the other engine controls as they were, and landed wheels up in a rice field 5 Miles due East of the Flying Field, wrecking the airplane and both engines, shedding the left engine entirely.

**CONCLUSION:**

1. Inexperience of Pilot.
2. Pilot Error.
3. Lack of Proper Instruction.

**RECOMMENDATIONS:**

1. More intensive instruction in cockpit procedures.
2. Mechanics course for pilots, i.e., engines, landing gear mechanisms, etc., particularly regarding indications of various types of engine failure.

*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  
President, Acc. Committee

Date June 15, 1943







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, June 12, 1943, one 2nd Lt. Creston L. Drugan, Jr., AC, ASN O-736156, who being by me first duly sworn according to law, deposes and says:

On June 11, 1943 at 1650 I took off from Lake Charles Field, leading a three-ship formation. This mission was a routine training flight involving airplanes No. 42-33144, piloted by 2nd Lt. Gordon W. Gerould, on my left wing, No. 41-2992, piloted by 2nd Lt. Ellis F. Willard on my right wing, and I in the lead ship No. AL-849. As the mission was scheduled for one and one-half (1 1/2) hours duration I gave a signal for spread out after forty-five (45) minutes of flight at 1735, this being routine procedure for pilots to check gas and instruments.

At 1745 I gave the signal for resuming formation. This formation was carried through at 2500 Ft. over the field. We were then in echelon formation to the right.

After I had called Lake Charles tower for landing instructions I looked back to my right and ship No. 144 in #3 position, piloted by Lt. Gordon W. Gerould, was flying approximately one hundred (100) Ft. above and to the right of the formation. As I noticed both his props turning over, I, for the moment, did not know he was in trouble. It was then time for the peel-off to the left. I gave the signal and this was carried out, but ship No. 144 had cut in behind and was already making a pattern to the left. By this time he was ahead of me in the pattern and was losing altitude fast. I then realized he was in trouble. I immediately tried to contact the tower, but they were engaged in conversation with ship No. 992. When I finally got contact with the tower I informed them of the location of ship No. 144.

Lt. Gerould's ship made a wheels-up landing approximately four (4) miles East North East of Lake Charles Field at 1820.

*Creston L. Drugan Jr.*

CRESTON L. DRUGAN, JR.,  
2nd Lt., A. C.  
ASN O-736156

Sworn and subscribed to before me this 12th day of June, 1943, at  
Army Air Field, Lake Charles, La.

*Iris E. Carter*  
Iris E. Carter  
Notary Public

My commission expires with life.



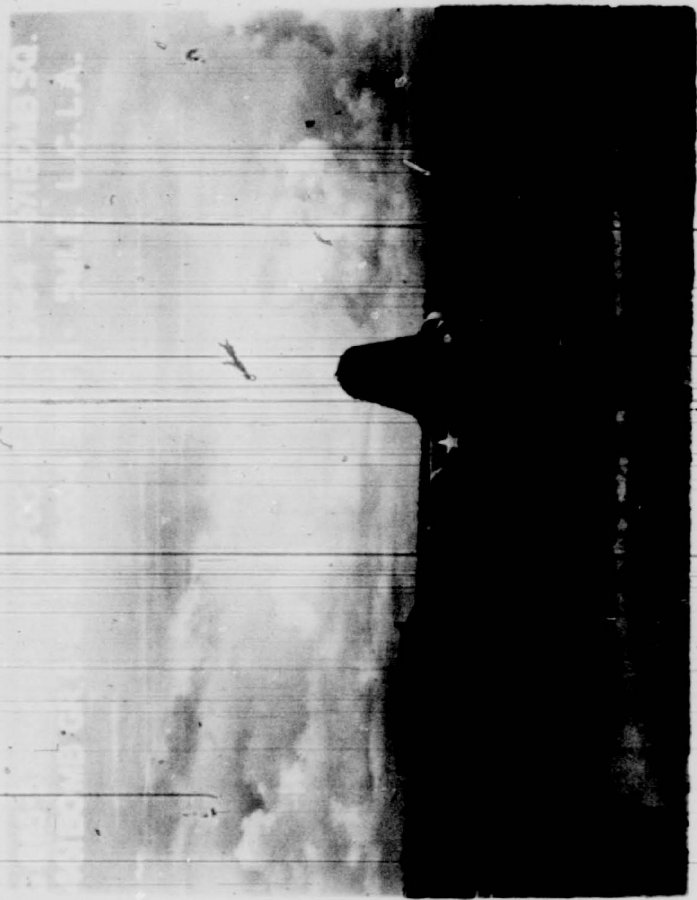
671ST BOMBARDMENT SQUADRON (L)  
ARMY AIR FORCES  
Army Air Base

Lake Charles, Louisiana,  
June 12, 1943.

S T A T E M E N T

Lt. Gerould, Gordon W. was cleared by Operations Officer, 671st Bomb Sq (L), on a training formation flight in airplane No. 42-33144. Take-off 1650 June 11, 1943 for a flight of 1.5 hours duration. He was to fly on the left wing of Lt. Crestos L. Dragan in RDB-7B airplane No. AL-849 in No. 3 position.

*Waymon D. Clark*  
WAYMON D. CLARK,  
2nd Lt., Air Corps,  
Operations Officer.



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

JDM/rpm

360.33

Lake Charles, La.  
June 19, 1943

SUBJECT: Aircraft Accident

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

Transmitted herewith report of Aircraft Accident involving 2nd Lt.  
Gordon W. Gerould, 0799379, AC (Pilot) in A-20C Airplane AF No. 42-33144,  
on June 11, 1943.

For the Commanding Officer:

1 Incl: ✓  
Aircraft Accident Rpt

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

BFC (3)

ARMY AIR FORCES

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

HEADQUARTERS FLIGHT CONTROL COMMAND

WINSTON-SALEM, NORTH CAROLINA

DATE 6-12-43

T. W. X.

TELEGRAM

RADIO

INCOMING  
MESSAGE NO. MSG 12

MSG 12 ARL 234 JUNE 12/43

AAB LAKE CHARLES LA 110055Z "PRTY" ✓

UG AAF WASHINGTON D C

416 BOMGR U019E PERIOD CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN

FOLLOWING ACCIDENT REPORT IS SUBMITTED

A 11 MYA 1943 1820 ARMY AIR FIELD LAKE CHARLES LA

B GORDON W GEROULD SECOND LT AC BUS THREE AF THREE ASPTC ~~AT~~ 671

BOMGRON 416 BOMGR ARMY AIR FIELD LAKE CHARLES LA

C FAILURE TO SWITCH GAS TANKS CAUSING MOTORS TO QUIT WHEN TANK RAN DRY

D PILOT NO INJURY NO PASSENGERS

E LOCAL FORMATION

F CAVU

G A-20C 42-33144

H ARMY AIR FIELD LAKE CHARLES LA

I AIRPLANE MAJOR REPLACEMENT

J NONE

K COMPLET WASHOUT

L UNKNOWN

M AFACG NOTIFIED.

**MASTER COPY**

DICK COBOMGR 416

RECD IN AAF MMSG CENT 12 3 13

recd by fafc 120835 EWT  
RELEASED TO TWX 120945 EWT

MH1039 EWT

31315-43

43-6-11-10

Z AAB LAKE CHARLES LA 110055Z "PRTY"

COMMANDING GENERAL

WASHINGTON D C

416 BOMGR UO19E PERIOD CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN  
FOLLOWING ACCIDENT REPORT IS SUBMITTED

A 11 MAY 1943 1820 ARMY AIR FIELD LAKE CHARLES LA

B GORDON W GEROULD SECOND LT AC AUS THREE AF THREE ASPTC 671

~~BOMGR~~ BOMGR 416 BOMGR ARMY AIR FIELD LAKE CHARLES LA

C FAILURE TO SWITCH GAS TANKS CAUSING MOTORS TO QUIT WHEN TANK RAN DRY

D PILOT NO INJURY NO PASSENGERS

E LOCAL FORMATION

F CAVU

G A-20C 42-33144

H ARMY AIR FIELD LAKE CHARLES LA

I AIRPLANE MAJOR REPLACEMENT

J NONE

K COMPLETE WASHOUT

L UNKNOWN

M AFACG NOTIFIED

DICK COBOMGR 416

RECD IN AAF MSG-CENT: 12 3 13  
VR

DISTRIBUTION

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

DIR. FLYING SAFETY  
HQ. A.A.F.

1943 JUN 12 AM 8 35

RECEIVED

JUN 14 '43 PM



**RECEIVED**  
HQ. AAF., DIRECTOR  
OF FLYING SAFETY

43-6-11-10  
6/21

43-6-11-10

Accident No. 43-11111

Date 6-26

Checked by MBL

Analyzed by MBL 6-29-43

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

Notes \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

=====

05  
(Nature Group *Forced landing*)

(24  
(Specific Nature *Wheels-up*)

(21 *Switch not turned to tank containing*  
(Underlying Nature *sufficient gasoline, selector*  
*used incorrectly, etc.*)

02  
(Cause Group *100% Pilot error. Technique*)

(17 *Lack of experience in this model*  
(Specific Cause *airplane.*)

(17  
(Underlying Cause *Lack of care in preparing*  
*for flight.*)

*minor injury to pilot.*

388:6-13

MBL