

Accident no. 44-10-1-3

Date

Checked by [Signature] 10-21-43

Analyzed by [Signature] 10-21-43

Copied for Wright

Field by _____

Notes _____

Accident No.

44-10-1-3

Pilot's Name

Morris, Walter C.

Nature Group

07 Collision in full flight

Specific Nature

06 Struck water with object

Underlying Nature

87 Careless operation of aircraft

Cause Group

01 Judgment

Specific Cause

10 Temporary psychological defecting

Underlying Cause

08 Persistent and dangerous course of action

Cause Group

05 Carelessness

Specific Cause

34 "

Underlying Cause

12 Lack of attention

P.C. - Morris, W.C.

WAR DEPARTMENT
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

30
045
44-10-1-34

Four Miles off Shore

(1) Place Three Miles West of Calcasieu Pass (2) Date 1 October 1943 (3) Time 1133 CWT
AIRCRAFT: (4) Type and model A-20G-10 (5) A. F. No. 42-54040 (6) Station AAF, Lake Charles, La.
Organization: (7) 3rd Bomber Comd. (8) 416th Bomb. (9) 669th Bomb.
3rd Air Force (Command and Air Force) (Group) (Squadron)

PERSONNEL BLL BLL 8860

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE ON COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Morris, Walter G.	P	0-684382	2nd Lt.	01	AC	3rd AF	Fatal	None
G	Braud, Hughes M.	G	34076768	Sgt.	21	AC	3rd AF	Fatal	None
G	Bass, Everette L.	G	34303730	Sgt.	22	AC	3rd AF	Fatal	None

PILOT CHARGED WITH ACCIDENT

(20) Morris, Walter G. (21) 0-684382 (22) 2nd Lt. (23) 01 (24) AC
(Last name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
Assigned (25) 3rd Air Force (26) 416th Bomb. (27) 669th Bomb. (28) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Attached for flying (29) 3rd Air Force (30) 416th Bomb. (31) 669th Bomb. (32) AAF, Lake Charles, La.
(Command and Air Force) (Group) (Squadron) (Station)
Original rating (33) Pilot (34) 1 Jun 43 Present rating (35) Pilot (36) 1 Jun 43 Instrument rating (37) None
(Rating) (Date) (Rating) (Date) (Issue)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 54:45 (42) Instrument time last 6 months 16:00
(39) This model 23:55 (43) Instrument time last 30 days 8:00
(40) Last 90 days 59:25 (44) Night time last 6 months 6:15
(41) Total 352:40 (45) Night time last 30 days 6:15

AIRCRAFT DAMAGE

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

(50) Weather at the time of accident High scattered, visibility 7 Mi., Sea level pressure 149, Temperature 79, Dew Point 60, Wind NE, 6 Mph., Altimeter Setting 2996.

(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 Flexible gunnery, followed by formation practice.

(56) Nature of accident Pilot failed to recover from peel-off and struck the water.

(57) Cause of accident Pilot apparently banked too steeply in peel-off, and in attempting to recover, hit right wing tip on surface of the water, and then hit the water, airplane disintegrating and causing fatal injuries to himself and two gunners.

58. Was Form #54 submitted? NO.

RESTRICTED

DESCRIPTION OF ACCIDENT

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

Three airplane flight went out over the Gulf of Mexico on a gunnery mission. Not being able to find their targets, they fired their ammunition at various objects, then would form an echelon formation, peel off, then re-form in echelon. After two or three such maneuvers the leader peeled off to the left from an echelon to the right, being at an altitude of approximately 550 to 650 Ft., and the second airplane in the echelon, piloted by Lt. Morris, was seen to stay in a steep bank and slip toward the surface of the water. Just before striking the water he was seen to bank sharply to the right, his right wing tip striking the water, the outer three or four feet of the wing tip being bent upward, then he pulled up 15 to 20 Ft. in the air, as though recovering, then hit the water, the airplane disintegrating and disappearing below the surface of the water.

There is some discrepancy between the testimony of those in the airplanes at the scene of the accident and the members of the crash boat, which was approximately 8 Mi. away. It was a very hazy day, and it is believed by the members of the Committee that the testimony of the Flying Officers and the Sergeant involved is more correct than that of the individuals 8 Mi. away. The chief discrepancy seems to be the element of altitude, but the pilots agree that they may have been lower or higher than their estimated height, as they were maneuvering and not watching their altimeters. There is no testimony showing that the airplanes were in the normal three-ship formation from which the leader might have flown his low wing man into the water. There is also some discrepancy in the length of time the pilots stayed at the scene of the accident, the pilots stating approximately 15 to 20 minutes and the crash boat men stating they left immediately. In the excitement of the moment, this seems to be a matter of minor importance, as the pilots were attempting to inform others of the accident, and stated they were unable to establish contact with the crash boat, but did establish contact with the Coast Guard Station, Cameron, La., and informed them of the accident. The Coast Guard Station called their Lake Charles Headquarters, which called the Operations Officer at L.C.A.A.F., Lake Charles, La. It was approximately 10 minutes later when the tower established radio contact with the pilot of the lead ship, who stated he was approximately west of the center of Lake Calcasieu at the time the contact was made.

It is also to be reported that Lt. Morris had "slow-rolled" a DB-7 type airplane the day before, supposedly three times, and the horizontal stabilizer of this airplane was found to be wrinkled, etc., requiring both horizontal stabilizers by the squadron to which the airplane belonged.

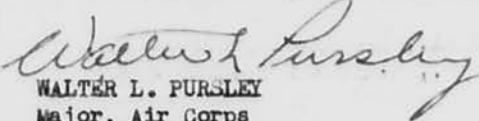
It is also to be remembered that each pilot is responsible for his own flying, regardless of what any other pilot in another airplane may do.

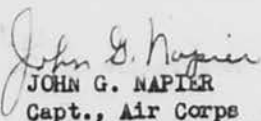
CONCLUSION:

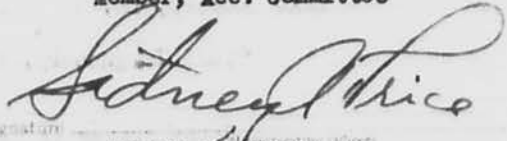
1. It is the opinion of the members of the committee that the accident was the result of pilot error in judgment, the result of over-confidence in a so-called "Hot Pilot", he "peeling off" in such a steep bank that it was impossible to recover before hitting the water.

RECOMMENDATION:

1. Closer supervision of pilots' flying activities.


WALTER L. PURSLEY
Major, Air Corps
Member, Acc. Committee


JOHN G. NAPIER
Capt., Air Corps
Member, Acc. Committee


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

Date 13 October 1943

922nd QUARTERMASTER BOAT COMPANY (Avn)
OPERATIONS FLASCOON NO. 11
CAMERON, LOUISIANA

1 October, 1943.

SUBJECT: Data on plane crash of an A-20 in Gulf of Mexico
at 11:16 CWT, Lat. 29°40.0'N, Long. 93°24.3'W.

TO : Lt. A. J. Beatrice, Commanding Officer, 922nd
Quartermaster Boat Company (Avn), Lake Charles
Army Air Base, Lake Charles, Louisiana.

ATTENTION: Major Price, Base Operations Officer.

1. U.S. Army Rescue Boat P-184, while on routine schedule of
towing Skip Bombing Target, witnessed crash of an A-20 Airplane.

2. One flight of A-20's had just completed their bombing mission
and had returned to base when another flight of three A-20's were sighted
about seven miles from our position. Radio operator tried to contact
these ships but was unable to do so when suddenly the last plane in the
formation crashed.

3. When the three ships were sighted, they appeared to have had
a three hundred foot altitude, and a few seconds prior to the plane
crash, the three ships had maneuvered to a very low altitude, which
members of the crew of the P-184 state to be that of Skip Bombing altitude,
approximately fifty feet.

4. After the plane struck the water, it gained a little altitude
and then crashed. This happened at 11:16 CWT.

5. We immediately cut our Skip Bombing target adrift and pro-
ceeded to the crash, arriving at area of crash at 11:31 CWT. One of the
two A-20's in formation with the crashed plane immediately called for
the P-184, but neither of the planes circled crash until we arrived
therefore causing a delay of several minutes in our arrival. A two plane
formation whose lead ship's call numbers were 561, was contacted
immediately by P-184. This ship located crash and circled same until
our arrival. It then returned to base.

6. Unable to contact Lake Charles Tower or Lake Charles Radio,
we then called the United States Coast Guard, who relayed our message
to Lake Charles Army Air Base.

7. Upon arrival at crash, a buoy marker was put out and an
extensive search was begun for plane personnel. At 12:30 CWT, the United
States Coast Guard 38448 from Cameron Coastal Lookout Station arrived
and joined in the search for personnel and wreckage.

8. It appears that plane was badly broken up in crash as small

bits of wreckage was strewn over an area of one half mile.

9. During the search, we picked up entrails of human body, one sleeve of coveralls with Second Lieutenant bar on it, three flight caps, one sock, and various parts of plane.

10. Location of crash was thoroughly searched for an area of two square miles. An A-20, whose call numbers were 207, assisted in the search.

11. Abandoned search at 16:30 GMT and returned to base at Cameron, Louisiana, where entrails, parachutes and wearing apparel was turned over to Group Doctor, who had arrived with ambulances.

12. Major W. J. Stains, Base CM, and Lieutenant Anthony J. Beatrice, Base Boat Officer, arrived at this station to receive data on plane crash.

13. The plane was badly broken up in five fathoms of water. It's position is: Lat. $29^{\circ} 40. 8' N$, Long. $93^{\circ} 24. 3' W$, bearing $174^{\circ} M$. and three and eight tenths miles from Whistle Buoy No. 1 at Calcasieu Pass, and $190^{\circ} M$. and five and five tenths miles off shore from Coast Artillery Lookout Tower.

Clifton M. Hellner
Clifton M. Hellner, W.O. (JG)

Master, U.S. Army Rescue Boat P-184

STATE OF LOUISIANA)
 : SS
PARISH OF CALCASTEU)

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, 6 October 1943, one 2nd Lt. Patrick F.E. Macmanus, Jr., AC, ASN O-671671, who being by me first duly sworn according to law, deposes and says:

We took off at about 10:00 or 10:30 CWT, and went out into the Gulf and fired flexible gunnery. On the way back we were practicing peel-offs when the accident happened. We peeled off to the left, turned back to the right. I looked back as Lt. Morris was turning back to the right. He was in an approximate 30° to 45° bank, and seemed to go straight down. The first time he hit the water, his right wing tip bent back. He came up about 15 Ft. into the air and went right back in again, out of sight. I circled the wreck for approximately twenty to thirty minutes, trying to call the Coast Guard Crash Boat and the Tower. Unable to locate anyone, and seeing nothing come up from the crash, I headed back to the Base, and I contacted the Tower as soon as possible.

Further Dependent sayeth not.

Patrick F. Macmanus, Jr.
PATRICK F. E. MACMANUS, JR.
2nd Lt., Air Corps
ASN O-671671

Sworn and subscribed to before me this 6th day of October, 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, 6 October 1943, one 2nd Lt. Arthur A. McDonald, AC, ASN O-806285, who being by me first duly sworn according to law, deposes and says:

On the 1st of October, 1943, I was scheduled for a flexible gunnery mission in the area assigned to my group. On this formation, I was to accompany Lt. Macmanus, the flight leader, and Lt. Morris. Lt. Morris was flying #2 position, that is to say on Lt. Macmanus' right wing; I was flying #3 position, that is to say Lt. Macmanus' left wing.

Due to difficulties on the ground, I was obliged to join the formation over the field approximately twenty minutes late. At this time we proceeded immediately to the Gulf.

After searching for a target for a period of fifteen minutes, Lt. Macmanus gave the signal to "peel off".

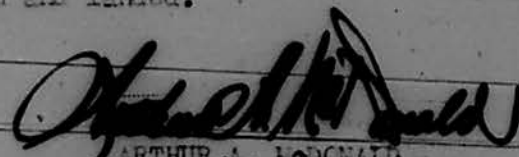
In accordance with this, we flew in trail for fifteen minutes, during which time our respective gunners discharged their ammunition.

Having completed the gunnery mission, Lt. Macmanus signalled for us to return to formation. Inasmuch as some time remained, Lt. Macmanus signalled for an echelon to the left. Following this, he signalled for an echelon to the right. This latter signal placed me in #3 position in the echelon. Lt. Macmanus then signalled for another "peel-off", and, having done same, started a circular "peel-off" to the left to an altitude of approximately 500 Ft. Lt. Morris followed Lt. Macmanus, did not level off at 500 Ft., but apparently was slipping towards the water on his left wing. Just before reaching the surface of the water, Lt. Morris leveled his wings, at which time his right wing tip struck the surface, seemingly bending back about 3 Ft. of the end of the wing. After the initial impact, Lt. Morris' ship came back into the air approximately 20 Ft., and then dived straight away into the water.

Realizing the catastrophe, Lt. Macmanus and I circled the scene for approximately fifteen minutes, in which time the former contacted the U.S. Coast Guard for assistance.

We returned to the field in formation and landed.

Further Deponent sayeth not.


ARTHUR A. McDONALD
2nd Lt., Air Corps
ASN O-806285

2nd Lt. McDonald's statement concerning Crash of 42-54040, 1 Oct 43.

Sworn and subscribed to before me this 6th day of October, 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)

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, 6 October 1943, one Sgt. John L. Rogers, Jr., AC, ASN 13116554, who being by me first duly sworn according to law, deposes and says:

We took off at 10:00 C.T. We circled the field and Lt. Morris joined formation immediately, then we flew around the field waiting for Lt. McDonald to join the formation. When he got into formation we took off for the Gulf to fire gunnery. When we got out to the target, we peeled off and fired. After we finished firing, Lt. Macmanus called the other ships back into formation, then we peeled off once and then got back into formation. We flew a while in formation, then we peeled off again. It seemed as though Lt. Morris' ship was sliding. Then he tried to right the ship his right wing hit the water. He gained control of the ship momentarily, then he crashed head-on into the water.

We circled the scene of the accident for fifteen or twenty minutes, then I called the pilot, Lt. Macmanus, and told him to go back, as there were no survivors. He called Lt. McDonald back to formation, and we came back to the field.

Further Deponent sayeth not.

John L. Rogers Jr.
JOHN L. ROGERS, JR.
Sgt., Air Corps
ASN 13116554

Sworn and subscribed to before me this 6th day of October, 1943, at Army Air Field, Lake Charles, La.

Iris E. Carter
Iris E. Carter
Notary Public

My commission expires with life.



(S 2041 1155) 2145H (A 200-0-00 40-00-0000) XGR 669 29416 X10-2 15

910000 (6/5/74) GULF SHIP LAKE CHARLES, LA

RESTRICTED





HEADQUARTERS
LAKE CHARLES ARMY AIR FIELD
Office of the Commanding Officer

Lake Charles, La.
16 October 1943

SUBJECT: Aircraft Accident Report.

TO : Headquarters, Flight Control Command, Army Air Forces,
Winston-Salem, North Carolina.

1. Submitted herewith is report of accident officer of accident involving 2nd Lt. Walter C. Morris, AC, ASN O-684382, in A-20G-10 Airplane, AF #42-54040, on 1 October 1943, at this station.
2. This report was delayed because of extended investigation.

For the Commanding Officer:

1 Incl.
AAF Form #14
with incls.

Joseph D. Miron
JOSEPH D. MIRON,
WOJG, USA,
Ass't Adjutant.

HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION AFU
FOR INFO OFC MGMT
FOR FILE M&R
DATE 12 OCT 43

T.W.X.

TELEGRAM

WU18 34/29 GOVT WUX ARMY AIR FIELD LAKE CHARLES LA 12 523PM
HEADQUARTERS FLIGHT CONTROL COMMAND ARMY AIR FORCES
WINSTON SALEM NORTH CAROLINA

O-692 2135Z AAF FORM NUMBER 14 FORMAL ACCIDENT REPORT
ON A-20G-10 AIRPLANE AF NUMBER 42-54040 INVOLVING
2ND LT WALTER C MORRIS WILL BE HELD THIS SAON PENDING
FURTHER INVESTIGATION

MCCOY COAAF

#105-122306Z

/WWF/

44-10-1-3

98
10
26

44-10-1-3

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
OFFICE OF FLYING SAFETY
WINSTON-SALEM 1, NORTH CAROLINA

FOR ACTION _____
FOR INFO ATB
FOR FILE _____
OFC MGMT

DATE _____ M&R _____

T. W. X.

TELEGRAM

12 OCT 45

INCOMING
MESSAGE NO.

X

WU18 34/29 GOVT WUX ARMY AIR FIELD LAKE CHARLES LA 12 523PM
HEADQUARTERS FLIGHT CONTROL COMMAND ARMY AIR FORCES
WINSTON SALEM NORTH CAROLINA

O-692 2135Z AAF FORM NUMBER 14 FORMAL ACCIDENT REPORT
ON A-20G-10 AIRPLANE AF NUMBER 42-54040 INVOLVING
2ND LT WALTER C MORRIS WILL BE HELD THIS SAON PENDING
FURTHER INVESTIGATION

MCCOY COAAF

#105-122306Z

/WWF/

500

A-20G

ARMY AIR FORCES
HEADQUARTERS FLIGHT CONTROL COMMAND
WINSTON-SALEM, NORTH CAROLINA

FOR ACTION A I U
FOR INFO. C S
FOR FILE M & R

DATE 1 OCTOBER 1943

T. W. X.

TELEGRAM

RADIO

INCOMING MESSAGE NO. WSAL 361 V LAKE CHARLES LA 55 NR 1

FROM DICK COBOMGR 416 LAKECHARLES LA OCT 1 1943 257PM

TO COMMANDING OFFICER FLIGHT CONTROL COMMAND WINSTONSALEM N C

LCAAF 416BG O-559E 011757Z PERIOD CITE PART FIVE AAF REG SIXTY TWO DASH FOURTEEN FOLLOWING ACCIDENT REPORT IS SUBMITTED

- A. 1 OCTOBER 1120 3 MILES SOUTH OF CAMERON PASS LA 29 DEGREES 44 MINUTES NORTH 93 DEGREES 21 MINUTES WEST
- B. ^{Duty-01} PILOT WALTER C MORRIS ^{Personnel-01} SECOND LIEUT AUS 3RD AF 3RD BC 56TH BOMB BRNG WING /L/ 416 BOMGR 669 BOMRON LAKE CHARLES LOUISIANA
- C. CAUSE UNKNOWN NUMBER TWO PLANE IN FORMATION HIT RIGHT WING IN WATER AND DOVE INTO WATER
- D. ^{Duty-84} PILOT FATAL PERIOD HUGHES M BRAUD ^{Personnel-78} SGO 3RD AF 3RD BC 56TH BOMB TRNG WING /L/ 416 BOMGR 669 BOMRON FATAL PERIOD EVERETT L BASS ^{Personnel-78} SGT 3RD AF 3RD BC 56TH BOMB TRNG WING /L/ 416 BOMGR 669 BOMRON FATAL PERIOD
- E. FLEXIBLE GUNNERY IN FORMATION ^{Mission-17}
- F. SCATTERED CLOUDS 7 MILES VISIBILITY ^{Weather-00}
- G. 42-54040 A-20G-10 ^{Clearance-0}
- H. ARMY AIR FIELD LAKECHARLES LOUISIANA
- I. COMPLETE LOSS ^{Damaged aircraft - 5}
- J. NONE ^{Personnel - 5}
- K. TURNED OVER TO 50TH SUBDEPOT FOR SALVAGE IF POSSIBLE
- L. NONE M. AFACG NOTIFIED

3
BB
416
BLK
669
BLK
5860

44-10-1-1-1

CG 3C 4C
37 92 00

#92/JH
751:7-43

44-10-1-3