

Major Charles W. Hoover  
(Returned to duty)

Mrs. Rosalind G. Hoover, (Wife)  
Middlebury, Indiana.

Major Duke MacConaghy  
(Wounded in action)

Mrs. Helen L. MacConaghy, (Wife)  
433 Riverdale Drive,  
Glendale, California.

Captain Roy A. Schekzer  
(Died non-battle)

Mr. Aaron H. Schekzer, (Father)  
64-45 Booth Street,  
Forest Hills, New York.

Major Howard M. Scull  
(Died non-battle)

Dr. V. Fred Scull, (Brother)  
124 West Maple Avenue,  
Langhorne, Pennsylvania.

Captain Morton A. Cundiff  
(Died non-battle)

Dr. Walter R. Cundiff, (Father)  
102 West Columbia Street,  
Somerset, Kentucky.

First Lieutenant Lloyd E. Swain  
(Died non-battle)

Mrs. Letto P. Swain, (Wife)  
737 South Cassell Street,  
Springfield, Missouri.

Captain Ralph E. Lowther  
(Died non-battle)

Mrs. Verttie T. Lowther, (Wife)  
216 South 9th Street,  
Ponca City, Oklahoma.

First Lieutenant Robert C. Botsford  
(Died non-battle)

Mrs. Virginia R. Botsford, (Wife)  
1028 East Juneau Street,  
Milwaukee, Wisconsin.

**RESTRICTED**

Account No. 45-2-4-524

WAR DEPARTMENT  
 U. S. ARMY AIR FORCES

**REPORT OF AIRCRAFT ACCIDENT**

01-650

(1) Place Cronk NY Iriaia Is., Isle of Man (2) Date 4 July 1944 (3) Time 1540  
 Aircraft: (4) Type and model AT 28 299 (5) A. F. No. 01-38721 (6) Station AAF Station 485  
 Org. (7) IX BC, Ninth AF (8) 322 Bomb Gr (9) 440th Bomb Squadron  
(Command and Air Force) (Group) (Squadron)

REGORREL IBM

Z358

DOSE	NAME (Last name first)	RANK	SERIAL NO.	RANK	PERCENTAGE DISEASE	DAMAGE	AIR FORCE OR ORGANIZATION	RESULT TO PERSONNEL	TYPE OF PLACEMENT
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
01	P Hoover Charles W.	P	0-791684	Major	100	AC	IX BC	Minor	None
02	I Swain Lloyd E.	B	0-744425	1st Lt	100	AC	IX BC	Fatal	None
03	E Lowther Ralph E.	Y	0-432437	Capt	100	AC	IX BC	Fatal	None
04	I Dundiff Morton A.	M	0-474686	Capt	100	MC	IX BC	Fatal	None
05	I Scull Howard M.	M	0-381908	Major	100	MC	IX BC	Fatal	None
06	O Botsford Robert C.	O	0-567585	1st Lt	100	AC	IX BC	Fatal	None
07	I MacComisky Duke A.	Y	0-903501	Major	100	AC	IX ABC	Major	None
08	N Bohakzer Roy A.	N	0-797081	Capt	100	AC	IX BC	Fatal	None

**PILOT'S RECORD**

(20) Hoover Charles W. (21) 0-791684 (22) Major (23) 18 (24) AC  
(Last name) (First name) (Middle initial) (Serial number) (Rank) (Parasol dives) (Dresses)  
 Assigned (25) IX BC, Ninth AF (26) 322 Bomb Gr (27) 440th Bomb Sqn (28) AAF Station 485  
(Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) IX BC, Ninth AF (30) 322 Bomb Gr (31) 440th Bomb Sqn (32) AAF Station 485  
(Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) P (34) Aug 5 1942 (35) P (36) Aug 5 1942 (37) March 15 1944  
(Rating) (Date) (Rating) (Date) (Date)

First Pilot House:  
 (at the time of this accident)  
 (38) This type 524:00 (39) Instrument time last 6 months 3:15  
 (40) This model 5:00 (41) Instrument time last 30 days None  
 (42) Last 90 days 118:00 (43) Night time last 6 months  
 (44) Total 800:05 (45) Night time last 30 days

**AIRCRAFT DAMAGE**

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>W</u>	Complete washout
(47) Engine(s) <u>W</u> <u>W</u>	
(48) Propeller(s) <u>W</u> <u>W</u>	

(49) Weather at the time of accident Visibility 7 miles, cloud 4/10 to 6/10 at 1000 feet; 10/10 coverage from 2000 to 3000 feet, hill covered by clouds from time to time.

(50) Was the pilot flying on instruments at the time of accident Yes.

(51) Cleared from AAF Station 485 (52) To AAF Station 597 (53) Kind of clearance Instrument

(54) Pilot's mission Administrative flight.

(55) Nature of accident Flew into upslope near top of mountain while on instruments in dense clouds.

(56) Cause of accident Pilot error - lack of judgment in negotiating hills on Isle of Man.

(57) Has Form 54 been submitted? No.

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DESCRIPTION OF ACCIDENT

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

1. AT-23 aircraft 41-38791, piloted by Major Charles W. Hoover, while proceeding from AAF Station 488 to AAF Station 897, encountered low cloud over the Irish Sea. Major Hoover was able to maintain contact flight at an indicated altitude of 700 feet. Realizing that the hills of the Isle of Man lay very nearly on course and because low cloud lay on the water, Major Hoover called his navigator, Captain Schekker to assist in planning their course of action. Their position was somewhat uncertain, inasmuch as they had been using dead reckoning for some distance since leaving the English coast. Knowing that the highest hills on the island were in the northern and central parts of the Island, Captain Schekker gave Major Hoover a course correction which turned them to approximately 300° magnetic. At the same time, Major Hoover established an instrument procedure climb of 180 MPH, 500 feet per minute. They were able to see the Island before they had proceeded into cloud. Major Hoover's last recollection before the crash was of his instrument climb and that he had gained an altitude of approximately 1400 feet.

The aircraft flew into Cronk NY Irree Laa, the top of which is 1448 feet high, about 150 feet below the top, and about 300 yards away, on a fairly gentle upslope. After traversing about 150 yards of upslope, a sharp rise of five or six feet began the disintegration of the aircraft. The empennage was left some 75 yards farther on, below another sharp rise of about 20 feet; two crew members were thrown clear at this point. The remaining parts of the aircraft and the rest of the crew were spread over the top of the hill. The wing and center section of the fuselage burned. The pilots compartment, in which both survivors were riding, rolled clear of the other wreckage. There was no malfunction of aircraft or equipment.

2. The accident was caused by pilot error, in that proper judgment was not used in planning the course of action necessary to clear the hills on the Isle of Man.

3. It is strongly recommended by us, and also by the Royal Air Force personnel on the Isle of Man, that an attempt be made to eliminate the many fatal accidents which occur there. This might be achieved by a process of more strict briefing for the route, or possibly special authorization for flights in that area when performed by other than regular ATC pilots who are familiar with the hazards involved.

Signature

*Glenn C. Nye*  
(Designating Officer)  
 GLENN C. NYE, Col., Air Corps.

*Frank P. Taylor*  
 FRANK P. TAYLOR, Lt. Col., Air Corps.

*Walter O. Silser, Jr.*  
 WALTER O. SILSER, JR., Capt., Air Corps.

Date 10 July 1944

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DATE JULY 4

NAME OF STATION \* ANDREWS FIELD \* Station R/T Call Sign MONKBACK \* Frequency 6440

TYPE OF AC AT 23 AC NO. 791 Z HOME STATION LBS  
 (If a flight of A/C, list A/C no. of each and name of pilot and attach list of crew and passenger on each)

CREW

PASSENGERS

- |                                              |                                   |
|----------------------------------------------|-----------------------------------|
| 1. <u>Reever, C.H.</u> <u>Maj</u> <u>P</u>   | 6. <u>MacGonaghy</u> <u>Maj.</u>  |
| 2. <u>Swain, F.</u> <u>1st Lt.</u> <u>CP</u> | 7. <u>Cundiff</u> <u>Capt.</u>    |
| 3. <u>Kobakker, R.</u> <u>Capt.</u> <u>N</u> | 8. <u>Botsford</u> <u>1st Lt.</u> |
| 4. <u>Small, H.</u> <u>Maj.</u> <u>R X</u>   | 9. _____                          |
| 5. <u>Lawther,</u> <u>Capt.</u> <u>E</u>     | 10. _____                         |

Destination Langford Lodge Cruising Speed 210 MPH

ETD 1300 ETA 1500 Hours of Fuel 4 plus

Station HF R/T Call Sign at Destination BARPHORD Frequency 6440 KCS

Station VHF R/T Call Sign at Destination \_\_\_\_\_ Channel \_\_\_\_\_ KCS

Station HF W/T Call Sign at Destination \_\_\_\_\_ Frequency \_\_\_\_\_ KCS

Aircraft Call Sign: R/T Northpole Z W/T \_\_\_\_\_

Aircraft keeping watch on HF R/T 6440 KCS. VHF R/T \_\_\_\_\_ Channel 16 HF W/T \_\_\_\_\_

W/T Code Carried \_\_\_\_\_ for \_\_\_\_\_ Date \_\_\_\_\_  
 (Bomber Code, A.P. 1927, Almetoo, etc.)

Route BAGE - BUTLE - RONALDSWAY - BOSTAFREY - LANGFORD LODGE

(To be filled in by FOO in accordance with provisions of S.D. 158)

Route Weather Forecast broken to overcast - Cigs 2000-2500 lowering to 400-600'  
over hills around Liverpool and becoming 800 - 1000' at Langford Lodge.

Via 400 miles approx 2-3 in rain showers Signed E. G. RUSFIELD 1st Lt., AC.  
 (To Be Furnished by Station Weather Staff)

Contact Flight \_\_\_\_\_ Instrument Flight X 646  
 (Applicable classification to be indicated by Station Weather Staff)

Pilot has been briefed for flight and obtained colors of the period and verification tables for the period from 0800-1100 hrs. to 1100-2000

SIGNED: ALAN L. JACOBS  
 (Duty FOO's Signature)

SIGNED: CHARLES E. ROOPER  
 (Pilot's Signature)

Actual Time of Departure \_\_\_\_\_

Departure Signal Sent \_\_\_\_\_

Original to be carried by pilot, and is to be turned in at DESTINATION replicate to be held in Control Office.

USSTAF form 1-2

**RESTRICTED**

Harry J. Hendry  
 HARRY J. HENDRY,  
 Captain, Air Corps,  
 Group Statistical Officer

Classification chan

to **RESTRICTED**

by **M. M. MUENCH, Capt., AC**

Date: **FEB 5 1946**

~~CONFIDENTIAL~~

R-258

*JPA*

AG 319.1 Cas 2nd Ind. JWP/gd  
HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS, APO 387, U.S. ARMY, 17 November 1944

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

1. Records of this headquarters indicate the present status of Captain Roy A. Schekker, O-797081 as DIE (non-battle), 4 July 1944.
2. No information other than that given in paragraph 2 of the 1st indorsement is available.

For the Commanding General:

SI AGO  
27 NOV 1944  
Received

*H. M. Rund*  
H. M. RUND,  
Colonel, AGD,  
Asst. Adj. General.



*CONFIDENTIAL*  
*NOV 1944*

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

201 - Schekzer, Roy A. (O) 1st Ind.  
HEADQUARTERS, NINTH AIR FORCE, APO 696, U. S. ARMY.

G-14-2

26 OCT 1944

TO: Commanding General, European T of Opns USA, APO 987, U. S. Army.

1. Information at this Headquarters indicates that subject officer was a member of the Crew of B-26 A/C No. 41-35791 which took off from Station 485 on a scheduled flight to North Ireland on 4 July 1944. The A/C while flying through overcast over the Isle of Man crashed into a high range of hills. Captain Schekzer died from injuries sustained in this crash. Subject officer reported deceased non-battle on MCR No. 223, this Headquarters, dated 10 July 1944.

2. Reference paragraph 2 of basic communication, missing air crew report was not submitted since aircraft was not missing and no missing aircrew report is required on Non-Battle deaths caused by airplane crash per letter, WD AGO, 7 July 1944, file AG 704 (5 July 1944) OB-S-AAF-M, Subject: "Missing Air Crew Reports".

For the Commanding General:



*W T Moran Jr.*  
W T MORAN JR.  
Captain, AGO,  
Asst Adj Gen.

6-2144

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HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON 25, D. C.

September 21, 1944

SUBJECT: Captain Roy A. Schekaer, 0797081,  
450th Bomb Squadron, 322nd Bomb Group,  
Killed in Action 4 July 1944.

*DIE 4 July 44*

TO : Commanding General, Ninth Air Force, A.F.O. 696,  
c/o Postmaster, New York, New York.

1. This headquarters is in receipt of a request for details concerning the circumstances under which the subject named was reported ~~missing~~ (~~in action~~) on the date shown, killed

2. A search of the records of this headquarters indicates that a Missing Air Crew Report, as required by A.G.O. letter, 23 May 1943, (AG 360.39 (5-21-43)OB-S-AF-M), has not been received to date in this case. It is requested that this report be forwarded with the least practicable delay.

For the Commanding General:



*E. A. Bradunas*

E. A. BRADUNAS,  
Major, A. G. O.,

Chief, Notification Branch,  
Personnel Affairs Division,  
Assistant Chief Air Staff, Personnel.

08477

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3-509, AF