

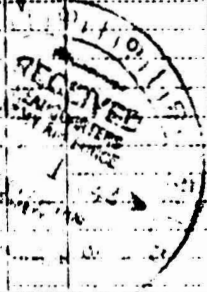
WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place 5 mi. west of Lebanon, Indiana (2) Date 2-22-44 (3) Time 0630 Z
 AIRCRAFT: (4) Type and model AT-10BB 091 (5) A. F. No. 41-26992 (6) Station Freeman Field
 Organisation: (7) AAFEFTC (8) 30th Wing (9) 467th TFFT Sqdn
 (Command and Air Force) (Group) (Squadron)

EFT PERSONNEL AFT AFT 5113

2/5
3/3D

DOVT (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)
	Voskel, Arthur R.	P	0-822146	2nd Lt	35 01	AAF	AAFEFTC	Fatal	U/F
	Henry, David P.	A/C	12177171	A/C	62	AAF	AAFEFTC	Fatal	U/F



PILOT CHARGED WITH ACCIDENT

(20) Voskel Arthur R. (21) 0-822146 (22) 2nd Lt (23) 1E (24) AAF
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)
 Assigned (25) AAFEFTC EFT (26) 30th Wing (27) 467th TFFT Sqdn (28) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Attached for flying (29) AAFEFTC (30) 30th Wing (31) 467th TFFT Sqdn (32) Freeman Field
 (Command and Air Force) (Group) (Squadron) (Station)
 Original rating (33) P (34) 2-8-44 Present rating (35) P (36) 2-8-44 Instrument rating (37) 1-13-44
 (Rating) (Date) (Rating) (Date) (Date)

FIRST PILOT HOURS:

(at the time of this accident)

(38) This type 46:05 (42) Instrument time last 6 months 23:15
 (39) This model 46:05 (43) Instrument time last 30 days 5:50
 (40) Last 90 days 50:40 (44) Night time last 6 months 31:30
 (41) Total 104:40 (45) Night time last 30 days 22:45

AIRCRAFT DAMAGE NI

DAMAGE	(46) LIST OF DAMAGED PARTS
(46) Aircraft <u>V-5</u>	
(47) Engine(s) <u>V-5</u>	
(48) Propeller(s) <u>V-5</u>	

(49) Weather at the time of accident Heavy rain, 1500 ft. ceiling, visibility one mile in fog

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

(52) Cleared from DSR (53) To Coldwater, Ind. (54) Kind of clearance QFR
 to LF, to DSR

(55) Pilot's intention Night navigational training

(56) Nature of accident Aircraft struck ground with sufficient force to prove fatal to both occupants and complete wreckage of aircraft.

(57) Cause of accident Weather

(58) Has Form 54 Been Submitted No

DESCRIPTION OF ACCIDENT

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

The AT-10, piloted by 2nd Lt. Arthur R. Voelkel, left Freeman Field about 23:30 CWT 2-21-44, to proceed to Coldwater, Indiana, to Lafayette, Indiana, to Freeman Field. He was never contacted after clearing the field and had sufficient fuel to fly until approximately 03:30, 2-22-44. The ship was discovered completely demolished about 16:30 CWT, 2-22-44, by a bus driver and reported immediately. The ship had contacted the ground with sufficient force, at an angle of about 30° to prove fatal to both occupants. The wreckage was scattered in a north to south direction for 360 feet from the point of initial contact. All ignition switches were in the ON position, the gear was retracted and evidence showed all fuel lines and both fuel pumps full of fuel so apparently the pilot was not attempting a forced landing for lack of fuel.

By using the surrounding weather stations to bracket the conditions in the area where this accident happened and from statements of residents of that community, it has been determined that there was severe frontal activity within this area from 00:30, 2-22-44, until 12:00 the same day. By tracing the route this ship followed and using his normal cruising speed, the ship was in the area of the accident at 01:30 and it is reasonable to assume this accident occurred due to the inclement weather and lack of skill in flying instruments.

The direct cause of this accident was weather which had not been properly analysed by the forecaster who cleared the flight. The clearance for this flight was void technically according to AAF Reg. 15-23, par. 4-1 in that the takeoff was one hour and 10 minutes after the clearance was signed by the forecaster. It was not shown that competent authority had extended the clearance after one hour had elapsed.

Closer surveillance of training flights must be practiced by experienced pilots and all the pilots should be briefed immediately before takeoff as to weather conditions. Had this been done, they could have at least been advised to turn east in case they encountered instrument conditions to go away from the warm front approaching from the south-west which could have been detected in the hourly sequence immediately before takeoff.

Wright J. Sherrard

WRIGHT J. SHERRARD
Major, Air Corps
Member Aircraft Accident Committee

Maurice A. Howell

MAURICE A. YOWELL
First Lieutenant, Air Corps
Aircraft Accident Officer

Merle E. Johnson

MERLE E. JOHNSON
Captain, Air Corps
Member Aircraft Accident Committee

HQ, AAF, Stout Fld, Indianapolis, Ind.,
28 February 1944.

Approved.

Robert H. Kent
ROBERT H. KENT,
Lieutenant Colonel, Air Corps,
Commanding.

Signature _____
(Investigating Officer)

229

Date _____

DEPARTMENT OF TRAINING
ARMY AIR FORCES PILOT SCHOOL (ADVANCED 2 ENGINE)
FREEMAN FIELD
SEYMOUR, INDIANA

21 February 1944.

E X T R A C T


SCHOOL OPERATIONS ORDERS)

NO. 29)

1. In accordance with the provisions of Training Memorandum No. 50-1-1 dated 1 February 1943 the following mission will be flown this date.

2. AT-10, serial number 41-26992, 2nd Lt. Vowlkel, A.R. instructor and A/C Henry, D.P. Jr., student will fly night navigation from Freeman Field, Indiana to Lafayette, Ind. via Coldwater, Ind. and back to Freeman Field, Indiana. Take-off at 2330 and return not later than 0230.

By order of Major POB:


JOHN H. McNEELY
Major, Air Corps,
Asst. Sch. Op. Officer.

WEATHER SEQUENCES FOR 22 FEBRUARY 1944

0030C LF SPL P1404R-163/39/35↑11/996
0030C ID C M4104R-K- 169/41/36↑11/001

0130C LF FINO
0130C ID N SPL P803TRW-156/40/37↑11/998/81999 48

0200C IDC SPL P1603R- 156/40/37↑ 4/998

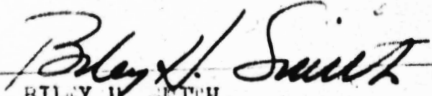
0208C LF SPL P0301R+ 146/40/38↑ 9/994

0230C LF M310IR 135/40/40↑19/990
0230C ID N SPL P1502R- 149/39/39↑7/994

0243C LF SPL W130IR 122/40/4 0↑19/986/BRM FLG RPDLY

0330C LF ^{PAS}W90IR-119/4 1/40/40↑9/985
ID N P7011/2R-122/40/40↑10/987

I certify that the above sequence reports are a true copy.


BILEY H. SMITH
1st Lt., Air Corps
Station Weather Officer

CONFIDENTIAL

362YAB

408207

585

AT-10

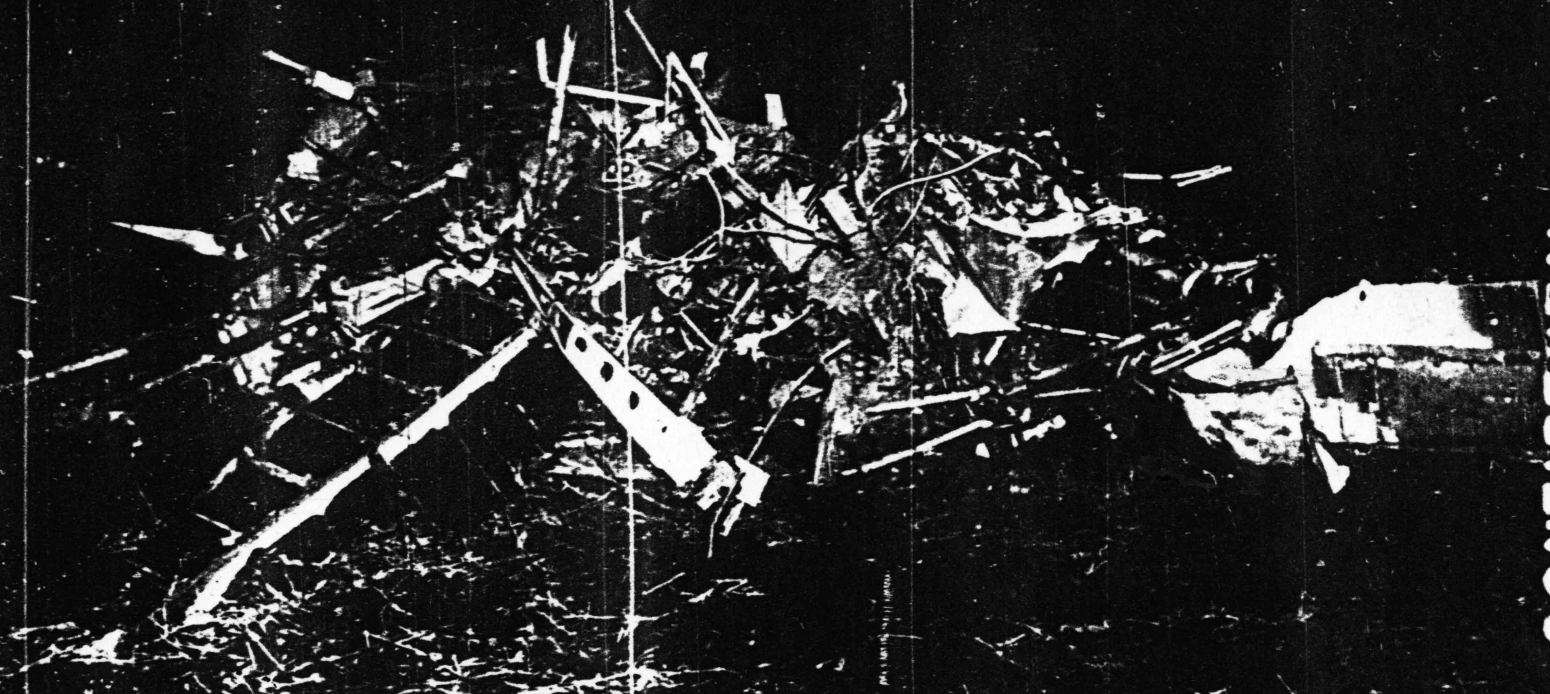
LEBANON



CONFIDENTIAL

Classification changed by a CAS, per CIA

CONFIDENTIAL



362 AB . 40207 587 AT-10 LEBANON

CONFIDENTIAL

Classification Authority: [illegible]



46207

584

AT-10 LEBANON

CONFIDENTIAL

Confidential marked by [unclear]

CONFIDENTIAL

888 AT-10 LEBANON

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

362 AB

46207

589

AT-10 LEBANON

RIT-10

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

FOR ACTION AIU
FOR INFO O S
FOR FILE _____

T.W.X.

TELEGRAM

DATE 24 FEB 44

ADM. NET

Aircraft 6

Engines 6 6
Props 6 6

WSAL 351 V ARL 234 NR 9
FROM ESTES FLYING SAFETY WASHINGTON D C 241358 Z
TO CHIEF FLYING SAFETY WINSTON SALEM N C
BRIEF OF AIRCRAFT ACCIDENT NO. 3863

(L) (R)

A
EFTC
AFTC
EFTC
E
5/1/3 J

MISSING, DEPARTED FREEMAN FLD., IND., 21 FEB 44

A/C DAVID P HENRY, JR

EFTC, FREEMAN FLD, SEYMOUR, IND

BAR

1/2 of 4-6-44

G PILOT AND INSTRUCTOR, CO-PILOT 2ND LT ARTHUR R VOEKL - MISSING

30-5

H
I CLOUDS AT 10,000 FT. LOWERING TO 5,000 TO 6,000 NEAR LAFAYETTE, IND.
VISIBILITY 4 TO 5 MILES OVER LAFAYETTE. LIGHT TO MEDIUM RAIN WITH
CEILINGS ABOUT 2,500 OVER MOST OF ROUTE.

J AT-10 41-26992, EFTC, FREEMAN FLD, IND

NG SN-UN
12-53-00

L
M ESTIMATED TIME ENROUTE 2 HOURS 45 MINUTES. NO POSITION REPORT
AFTER DEPARTURE

100% CG SC -UN
37-94-00

N TELETYPE
#133/1929Z/EP

2 1-6

103212-83

INCOMING MESSAGE

HEADQUARTERS ARMY AIR FORCES

FOR ACTION A I U

OFFICE OF FLYING SAFETY

FOR INFO O S

WINSTON-SALEM, NORTH CAROLINA

FOR FILE _____

DATE 29 MARCH 44

XX

T.W.X.

TELEGRAM

ADM NET

WS V DC NR 26 PRIORITY

FROM ESTES AFAFS WASHINGTON DC 291827Z

TO CHIEF AFAFS WINSTON SALEM N C

BRIEF OF AIRCRAFT ACCIDENT NO 4921 REF 3863

v. Voekel, Arthur

A 22 FEB 44

B 4 MILES WEST OF LEBANON, IND

C A/C DAVID P HENRY

D EFTC FREEMAN FLD, SEYMOUR IND

E CRASHED

F WEATHER AND FUEL EXHAUSTION

G PILOT AND INSTRUCTOR, CO-PILOT 2ND LT ARTHUR R VOEKEL - FATAL

H NIGHT NAVIGATION

I CEILING APPROX. 3000 FT, VISIBILITY 1/2 MILE WITH GROUND FOG.

J AT-10 41-26992 EFTC FREEMAN FLD IND

K COMPLETE WRECK

L

M PREVIOUSLY REPORTED MISSING

N TELETYPE

41-2-22-60