

Accident No. 44-6 4-510

Date

Checked by

RM

7-7-44

Analyzed by

CM

Copied for Wright

Field by \_\_\_\_\_

Notes \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1225:9-43

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WAR DEPARTMENT  
U. S. ARMY AIR FORCES

ACCIDENT NO.

44-6-1-510

REPORT OF AIRCRAFT ACCIDENT

(1) Place AAF Station 123 (2) Date 4 Jun 44 (3) Time 0837  
 AIRCRAFT: (4) Type and model B 24 H 040 (5) A. F. No. 42-50320 (6) Station AAF 123  
 Organization: (7) 8th (8) 458th (9) 755th  
 (Command and Air Force) (Group) (Squadron)

PERSONNEL BH

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	VOGEL, CURT MILTON	P	0-745982	1st Lt	1092 11	AC	8th	/None	No
CP	HILBORN, ALLEN CLAIR	CP	0-693778	1st Lt	1092 01	AC	8th	/None	No
M	SCORZA, SAMUEL DOMINICK	M	0-694736	1st Lt	1094 01	AC	8th	/None	No
B	TESTA, ALEX JOSEPH	B	0-1106529	1st Lt	1095 01	AC	8th	/None	No
E	BROWN, JOSEPH RAYMOND	E	12192583	T/SOT	748 20	AC	8th	/None	No
RO	DOYLE, BERNARD JOSEPH	RO	12208796	T/SOT	759 20	AC	8th	/None	No
G	WALOZAK, ALBERT WALTER	G	13088554	S/SOT	632 20	AC	8th	/None	No
G	POTTS, RAYMOND JAMES	G	39325760	S/SOT	642 20	AC	8th	/None	No
G	WEST, LOVELL THOMAS	G	37221280	S/SOT	748 20	AC	8th	/None	No
G	CASSADY, HOWARD HALE	G	34614026	S/SOT	632 20	AC	8th	/None	No

PILOT CHARGED WITH ACCIDENT

(20) VOGEL CURT M (21) 0-745982 (22) 1st Lt (23) 1092 (24) AC  
 (Last name) (First name) (Middle initial) (Serial number) (Rank) (Personnel class) (Branch)  
 Assigned (25) 8th (26) 458th (27) 755th (28) AAF 123  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Attached for flying (29) 8th (30) 458th (31) 755th (32) AAF 123  
 (Command and Air Force) (Group) (Squadron) (Station)  
 Original rating (33) Pilot (34) 20 May 43 Present rating (35) PILOT (36) 20 May 43 Instrument rating (37) \_\_\_\_\_  
 (Rating) (Date) (Rating) (Date) (Date) (Date)

First Pilot Hours:

(at the time of this accident)  
 (38) This type 354:10 (42) Instrument time last 6 months \_\_\_\_\_  
 (39) This model 325:40 (43) Instrument time last 30 days \_\_\_\_\_  
 (40) Last 90 days 184:25 (44) Night time last 6 months \_\_\_\_\_  
 (41) Total 884:40 (45) Night time last 30 days \_\_\_\_\_

AIRCRAFT DAMAGE

DAMAGE				(46) LIST OF DAMAGED PARTS
(46) Aircraft	<u>M 4</u>			<u>Nose damage</u>
(47) Engine(s)	<u>1 1 1 1</u>			
(48) Propeller(s)	<u>1 1 1 1</u>			

(50) Weather at the time of accident 1/2 mile visibility, 8/10 cloud coverage, 8/10 Low clouds, Wind WSS 20 MPH Rain and dustiness.

(51) Was the pilot flying on instruments at the time of accident No  
 (52) Cleared from AAF 123 (53) To AAF 123 (54) Kind of clearance Contact

(55) Pilot's mission Operational

(56) Nature of accident Landing accident.

(57) Cause of accident 100% Pilot's error. Nose gear not extended.

(58) No form 54 being submitted.



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DESCRIPTION OF ACCIDENT

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

At 2251 hours, 4 Jun 44, Lt VOGEL was approaching R/W 23, AAF 123 for a normal operational landing. He had asked if gears were down and locked. Someone said they were. On landing A/C was found to have nose wheel still retracted with nose nose wheel doors closed. Sliding damage was done to the nose but otherwise no other damage was done to aircraft.

RECOMMENDATION:

Extreme care in checking B-24 nose landing gear. Hydraulic system is such that air pockets often arise, causing delay in extending.

Signature

*John A. Hensler*  
(Investigating Officer)

JOHN A. HENSLER,

Major, AC

Date 7 Jun 44

STATEMENT OF

CURT MILTON VOGEL, 1 LT., AC, PILOT

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RESTRICTED  
6 JUNE 1944

On 4 June 1944, we were returning from a combat mission, the formation broke up in Southern England because of bad weather. We came up to our base and arrived at approximately 2240. We crossed the field and lowered our landing gear on the down wind leg. The engineer was in the rear and checked the main landing gear and then came up to the flight deck. I asked if the wheels were down and locked, someone answered, "Wheels down and Locked". The Green Light, indicating wheels down, was on. We then lowered our flaps by degrees. On landing the Nose Wheel was found not to be down. It was too dark for the Tower to see if the wheel was down, and the air speed was too slow for me to hold the nose off and move the Crew to the rear of the ship, when I discovered the Nose Wheel had retracted or had never lowered. The nose of the ship was damaged, none of the personnel were injured. The nose of the ship sustained only scraping damage. The reason the wheel did not go down is unknown to me, since this was the first time it had ever happened on this ship, which I had flown several times.

*Curt Milton Vogel*

CURT MILTON VOGEL, O-745982  
1 LT., AC  
Pilot

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FLYING CONTROL  
AAF 123 APO 558

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4 JUNE 1944

ACCIDENT STATEMENT

AT 2251 HOURS, B-24-H, "W" 320, PILOTED BY  
LT. VOGEL, LANDED FROM AN OPERATIONAL MISSION  
ON RUNWAY 23. AS IT CAME DOWN THE RUNWAY, IT'S  
NOSE WHEEL COLLAPSED AND THE NOSE WENT DOWN  
ONTO RUNWAY. FULL EXTENT OF DAMAGE UNDETERMINED.  
WEATHER: WSW AT 20 M.P.H. - 4 MILES VIZ.

*Raymond M. Eldridge*  
RAYMOND M. ELDRIDGE,  
2ND LT., AIR CORPS,  
FLYING CONTROL OFFICER.

COPY:  
DIVISION FLYING CONTROL  
FORM 14 (GROUP OPERATIONS)  
" " "  
PILOT CONCERNED  
FILE

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