1/28
#8

3/22
IBM

ORIGINAL

NE:05:wap
12 APR 1956

FOURTH ENDORSEMENT on NAS Dallas, AAR ser 3-56, concerning TV-2, BUNO 131786, accident occurring 28 Jan 1956, pilot DUTTWEILER

From: Chief of Naval Air Training
To: Chief of Naval Operations (Op-57)
Via: Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

(b) (5), (b) (6)

[redacted]

By direction

Copy to:
BUAER (2)
CNARESTRA
NAS DALLAS (4)
NAF LITCHFIELD PARK
COMNAB 11/12

ORIGINAL

NE/3 N-3.7:rlf
A25-9
28 March 1956

THIRD ENDORSEMENT on NAS Dallas AAR ser 3-56 concerning TV-2, 131786, accident occurring 28 JAN 1956, pilot DUTTWEILER

From: Chief of Naval Air Reserve Training
To: Chief of Naval Operations (Op-57)
Via: (1) Chief of Naval Air Training
(2) Director, U. S. Naval Aviation Safety Center, NORVA

Subj: Aircraft Accident Report; forwarding of

Ref: (f) OPNAV INSTRUCTION 3750.6A
(g) CNARESTRA Message 281605Z FEB and 080316Z MAR NOTAL

(b) (5), (b) (6)

[redacted]

Asst. Chief of Staff
For Training & Operations

Copy to:
BUAER (2)
DAR BURBANK
NAVAVSAFCEN, NORVA (2)
CO NAF Litchfield Park
CO NAS Dallas (4)
COM NABs 11 & 12

2

NA61:ss
A25-1
Ser OP-1212
17 MAR 1956

SECOND ENDORSEMENT on NAF Litchfield Park Aircraft Accident Report, NAS Dallas AAR Serial 3-56, concerning aircraft accident in case of TV-2, BuNo 131786, accident occurring 28 January 1956, pilot DUTTWEILER

From: Commanding Officer, U. S. Naval Air Station, Dallas, Texas
To: Chief of Naval Operations (OP-57)
Via: (1) Chief of Naval Air Reserve Training
(2) Chief of Naval Air Training
(3) Director, U. S. Naval Aviation Safety Center, Norfolk, Va.

Subj: Aircraft Accident Report; forwarding of

Ref: (a) CNATRA INSTRUCTION 3750.2B
(b) T.O. 03-50D-4, Oxygen Flow Indicator, Type A-3, 25 SEP 1945
(c) Principles and Practice of Aviation Medicine, 3rd Edition, H. G. Armstrong, M.D. (Page 180)
(d) Aviation Physiology, Prepared by Aviation Safety Division, University College, University of Southern California (pages 88 - 99)
(e) Tech Order 16-54

(b) (5)

[redacted]

NA61-ss
A25-1
Ser OP-1212

(b) (5)

[redacted]

NA61:ss
A25-1
Ser OP- 1212

(b) (5)

[redacted]

NA61:ss
A25-1
Ser OP-1212

(b) (5)

[redacted]

E. A. SOOY

Copy to:
NAVAVSAFCENT (2) (Direct)
BUAER (2) (Direct)
CNATRA (Direct)
CNARESTRA (Direct)
BAR BURBANK
NAF LITCHFIELD PARK
O & R NORTH ISLAND

90 AMA:pd
A25
Ser 421

6 MAR 1956

FIRST ENDORSEMENT on NAS, Dallas, Texas Aircraft Accident Report
Number 3-56

From: Commanding Officer, Naval Air Facility, Litchfield Park, Arizona
To: Chief of Naval Operations (OP-57)
Via: Commanding Officer, Naval Air Station, Dallas, Texas

Subj: NAS, Dallas, Texas Aircraft Accident Report No. 3-56; submission of

(b) (5)

[redacted]

A. G. DIBRELL, JR.

AIRCRAFT ACCIDENT REPORT

OPNAV FORM-3750-1 (REV. 3-60)

PAGE 1 OF [illegible]

THIS AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE [illegible] OF THE ACTIVITY CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE CO. IN ACCORDANCE WITH CURRENT AIR INSTRUCTIONS.

1. DATE OF ACCIDENT: 28 January 1956 | HOUR: 1253 MST | 2. ACTIVITY SUBMITTING REPORT: NAF, LITCHFIELD PARK, ARIZONA | 3. AIR MANUAL NO.: 3-56

4. MODEL A/C: TV-2 | SERIAL NO.: 131786 | CHECK DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E | 5. REPORTING SUBTOUGAN OF A/C: NAS, DALLAS, TEXAS

6. NAME OF UNIT OPERATING THE A/C: NAS, DALLAS, TEXAS | BASED AT: NAS, DALLAS, TEXAS | OPERATIONAL ORIGIN OF CONNEXION: NAS, DALLAS, CNARESTRA, CNATRA, CNO

7. LOCATION OF ACCIDENT: 108° MAG 14 NAUTICAL MILES FROM TUCSON OMNI STATION | 8. ONLY TO WHICH OPERATION APPLIES: NAS, DALLAS, TEXAS

9. PERSONNEL INVOLVED (Including name and letter code of those injured, or occupants of A/C)

A. FULL NAME, RANK, SERVICE, FILE No. (Use reverse to record flys)	B. AGE	C. BILLET	D. POSITION	E. INJURY
FRED CHARLES DUTT FILER CDR USNR-R (b) (6) 1317 "A"	37	PILOT	FRONT COCKPIT	"A"

10. PILOT EXPERIENCE

	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL	INSTRUMENT DATE
TOTAL HOURS	3053.2	133.9	216.4	30.8	11.4	STD/YES/NO
INSTRUMENT HOURS			39.6	10.9	5.9	PILOT'S AGE 37
NIGHT HOURS			17.6	4.0	0.0	
CV LANDINGS DAY/NITE	NOT REQUIRED					DATE DESIGNATED 4 JUNE 1941

11. CHECK IF: [ ] INCIDENT TO FLIGHT [ ] NOT INCIDENT TO FLIGHT | 12. PURPOSE OF FLIGHT: FERRY | CODE: 1J | 13. TIME IN FLIGHT: 59 MINUTES

(b) (5)

14. WEATHER: [X] VFR [ ] IFR | CEILING: | VISIBILITY: 50 MILES | 17. DAMAGEABLY: [ ] YES [X] NO | 18. CLEARANCE ISSUED: VFR

19. WIND DIRECTION: SSW | FORCE: 17 | 20. ATTITUDE ON IMPACT: SLIGHT NOSE DOWN, RIGHT WING | ANGLE OF IMPACT: 1ST 80° | STOPPING DISTANCE: APPROX. 6 | SPEED ON IMPACT: 1ST 90-100 | 21. SHIP PARK FOLLOW IMPACT: [X] YES [ ] NO

22. AIRCRAFT AND ENGINE DATA (Fill in all data to every one of material failure of equipment, record or replaced)

HISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LIST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
AIRCRAFT								
	MODEL ENGINE	SERIAL NO. OF ENGINE						
ENGINE 1	J33-A-35	A-OEI363	ALL	LOGS	COMPLETELY	DESTROYED	BY	FIRE
ENGINE 2								
ENGINE 3								
ENGINE 4								

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR [ ] YES [X] NO | IF "YES", GIVE DATE OF PREVIOUS ACCIDENT(S) | [illegible]

23. CONTRIBUTORY FACTORS

(b) (5)

24. CHECK FOR FACTORS INVOLVED IN THIS ACCIDENT (Fill out)

[ ] SUPERVISORY TURBULENCE [ ] PITCHING OR ROLLING DECK [ ] COMMUNICATION DIFFICULTY [ ] AIRPORT HAZARD [ ] [illegible]

25. EMERGENCY CONDITIONS

[ ] EMERGENCY FORCED LANDING [ ] PRECAUTIONARY LANDING [ ] ENGINE FAILURE [ ] [illegible]

26. PERSONNEL SAFETY EQUIPMENT USED

[X] PARACHUTE [ ] [illegible] [X] [illegible] [X] [illegible] [ ] [illegible] [X] [illegible] [ ] [illegible] [ ] [illegible]

27. EXPLOSION AND DETONATION CHECK OFF LIST

Loc	CNATRA	DIRECT	
Loc	CNARESTRA	DIRECT	
Loc	NAS BURBANK		
Loc	C.O.NAF,LITCHFIELD PARK		
Loc	C.O.NAS,DALLAS,TEXAS		

(b) (6)

8

29. THE ACCIDENT:

On 28 January 1956, aircraft TV-2, Bureau Number 131786 was accepted by CDR F. C. DUTTWEILER (b) (6) 317 USNR-R from Overhaul and Repair Department, Naval Air Station, North Island, San Diego, California for ferry to Naval Air Station, Dallas, Texas. The aircraft departed the Naval Air Station, North Island at 1054 PST on a VFR flight plan to Naval Air Station, Dallas, Texas. CDR DUTTWEILER was the pilot. At about 1153 MST a TV-2 crashed, exploded and burned on a cattle ranch near Pantano, Arizona, twenty-three (23) miles southeast of Tucson, Arizona at longitude 110°-35'-00" W. latitude 32°-00'-30" N. (Enclosure 1). From statements of eye witnesses and an aircraft clock (Enclosure 2, Photo 1) recovered from the wreckage it was determined that the accident occured at about 1153 MST, fifty-nine (59) minutes after the take-off. The wreckage was identified as TV-2, Bureau Number 131786 from numbers painted on the aircraft fuselage section (Enclosure 2, Photo 2). Witnesses stated [redacted] (b) (5) [redacted] (b) (5) [redacted]. Instantaneous explosion occured on impact and this was followed by fire. One witness immediately called Davis-Monthan Air Force Base by telephone and other witnesses ran to the impact area. A sheriff's deputy and several witnesses kept curiosity seekers and sight-seers out of the crash area until the arrival of guards, medics and salvage and rescue personnel from Davis-Monthan Air Force Base. The area into which the aircraft crashed was a semi-arid foothill terrain, sandy and moderately wooded with small mesquite trees, cactus and light underbrush (Enclosure 2, Photo 7). The witnesses were generally one-half to one-quarter of a mile from the crash area, and their knowledge of aviation is limited to observation of aircraft flying overhead.

30. DAMAGE TO AIRCRAFT:

The aircraft exploded and burned on impact. Parts of aircraft skin and other parts of the engine and components were found within 310 feet of the crash area (Enclosure 3). The nose section indicated that the aircraft made contact in a fairly level position. The underside skin of the nose section was scarred and had been heavily seared by the fire. The skeleton, molten remnants and pieces of the fuselage, wings, tip tanks (Enclosure 2, Photo 3) and cockpit area (Enclosure 2, Photo 4) were in the slight depression made by the aircraft on impact. The depression was a nearly perfect outline of the aircraft. The depression varied in depth to about eighteen (18) inches (Enclosure 2, Photo 5). Considerable amounts of ballast were found in the nose section area. The cockpit area was completely burned and smashed (Enclosure 2, Photo 4). Pieces of the canopy and canopy plexiglass were found detached from the crash area generally forward of the aircraft. Both instrument panels were intact but smashed and burned. The wing sections were completely burned with the exception of the main spar which was seared and lain in the wing depression (Enclosure 2, Photo 3). The wing tip tanks were partially burned and completely smashed. The tip tanks laid in their depressions at the end of the wing ground depression. The empennage and most of the engine and after fuselage was seared but not completely burned. The empennage, engine and after fuselage were broken off from the rest of the aircraft (Enclosure 2, Photo 6) to the port side. The rotor was found two-hundred and fifty-four (254) feet, ninty (90) degrees to the left of the aircraft engine (Enclosure 3). Other pieces of the engine were found detached from the aircraft (Enclosure 2, Photo 6). There were no salvageable parts or equipment from the aircraft.

31. THE INVESTIGATION:

[redacted] (b) (5) [redacted]

(b) (5)

[redacted]

(b) (5), (b) (6)

[redacted]

32. THE ENEMY IS:

(b) (5)

[redacted]

33. CONCLUSIONS AND RECOMMENDATIONS:

a. Conclusion:

(b) (5)

[redacted]

b. Recommendations:

(b) (5)

[redacted]

Pilot flight time concerning aircraft accident in case of TV-2, Buno 131786 on 28 January 1956, Pilot DUTTWEILER. Refer CHARESTRA INSTRUCTION 3750.6D.

DATE	TYPE	PURPOSE	DURATION	DATE	TYPE	PURPOSE	DURATION
8-28-55	TV-2	1G2	2.5	10-24-55	F9F-7	1B1	2.0
8-29-55	TV-2	1G2	1.0	10-24-55	F9F-7	1B1	1.8
8-30-55	TV-2	1G2	1.5	10-25-55	F9F-7	3B1	2.1
8-31-55	TV-2	1G2	3.5	10-25-55	F9F-7	1B1	1.7
9-10-55	TV-2	1L	1.3	10-25-55	F9F-7	1B1	1.7
9-16-55	F9F-7	1A1	1.0	10-26-55	F9F-7	1B1	1.5
9-16-55	F9F-7	1A1	1.0	10-28-55	F9F-7	1L	0.6
9-29-55	F9F-7	1G1	1.9	11-17-55	TV-2	1B2	2.0
9-29-55	F9F-7	1G1	1.7	11-17-55	F9F-7	1J	1.0
9-30-55	F9F-7	1G1	1.8	11-18-55	F9F-7	1L	0.8
9-30-55	F9F-7	2G1	2.4	12-15-55	TV-2	B1A	2.0
10-7-55	F9F-7	1L	0.8	12-15-55	TV-2	A1A	2.4
10-9-55	F9F-7	1L	0.9	12-23-55	F9F-7	L	1.0
10-20-55	F9F-7	3B1	1.8	1-4-56	F9F-7	B1A	2.0
10-21-55	TV-2	1B1	1.8	1-4-56	F9F-7	B1A	2.0
10-22-55	F9F-7	1L	0.8	1-19-56	F9F-7	C1B	2.0
10-23-55	F9F-7	1B1	2.0	1-26-56	TV-2	R4	2.1
10-23-55	F9F-7	1B1	1.8	1-26-56	TV-2	R4	2.0
10-23-55	F9F-7	1L	0.8	1-28-56	TV-2	1J	0.9

TOTAL F9F-7 FIRST PILOT TIME - 46.0
TOTAL TV-2 FIRST PILOT TIME - 25.0
TOTAL JET TIME LAST 6 MONTHS - 71.0

(b) (6)

[redacted]

237.8 mc. CAA control towers for military aircraft.

362.8, 236.2 mc. Military approach control frequencies.

225-400 mc. Other frequencies in this band are assigned for various military purposes.

328.6-335.4 mc. ILS glide slope frequency.

960-980 mc.; 1188-1215 mc. Distance Measuring Equipment (DME) frequency. DME operating channels are paired with the associated VOR channel.

Use of Frequencies in Voice Communication

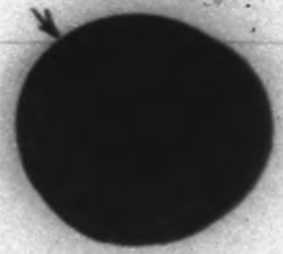
Voice communication is not available at all radio ranges and radiobeacons. Facilities with voice are indicated on sectional charts by the word "RADIO" following the name of the facility. Facilities without voice are indicated by a note "No Voice" in the lower line of the box.

In any communications with INSACS or tower, the frequency on which reply is expected should be specified in the initial call.

For LF/MF/HF communication, CAA control towers and INSACS normally guard the HF frequency 3023.5 kc. Reply from INSACS will normally be made on the LF/MF range or radiobeacon frequency. Reply from towers will normally be made on the LF/MF tower frequency. Military facilities with voice are identified by the words "NAVY", "MARINE", or "AF" in the line with the name.

apolis ADIZ, Traverse City ADIZ
areas are indicated on the face of A
the Administrator Part 620.

CLOCK
1154 PST



OXYGEN REGULATOR
CONTROL
FRONT COCKPIT
ON SAFETY

REAR COCKPIT
ON NORMAL

PHOTO 1 ENCLOSURE 2

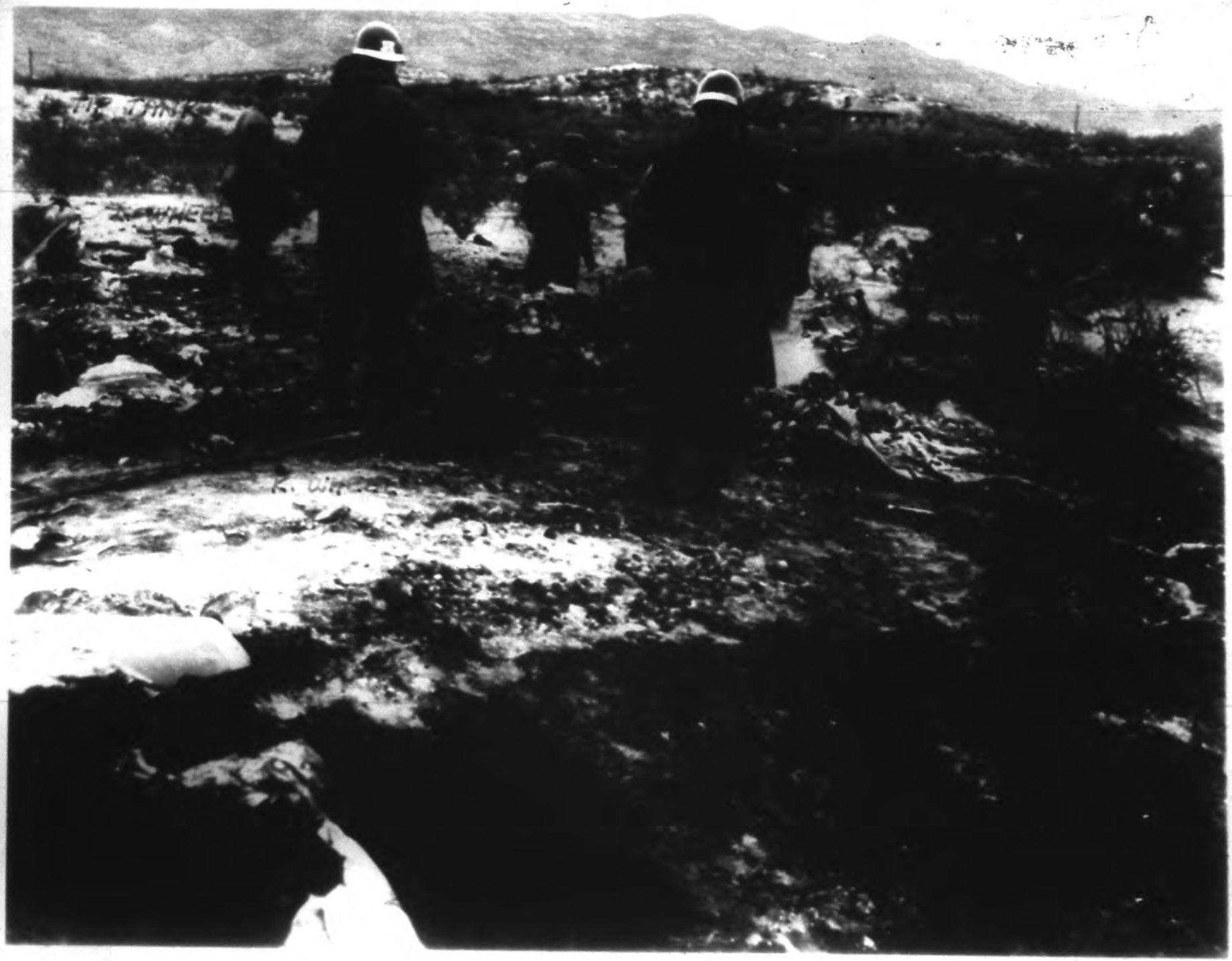
ENCLOSURE (2) PHOTO # 7 TAIL SECTION VIEWING (N.W.)

INST.
PANEL

18 INCH UPPER CASE

Enclosure 2 Photo 7 GENERAL VIEW TERRAIN VIEWING SOUTHEAST

ENCLOSURE 2 PHOTO 8 - VIEWING SOUTH - ALONG WING DEPRESSION



STATEMENT

Tucson, Arizona
28 January, 1956

(b) (5)

[redacted]

Earl J. Smith

Earl J. Smith
Major USAF
Director of Safety
Davis-Monthan Air Force Base

Certified to be

ENCLOSURE (3)

ADDRESS ALL REPLIES
TO THE COMMANDANT

UNITED STATES AIR FORCE
AIR UNIVERSITY
HEADQUARTERS
[redacted] SCHOOL OF AVIATION MEDICINE, USAF
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

ATTN: SAMPHXS

SAMPHXS

SUBJECT: Post Mortem Biochemical Findings

TO: Commander
[redacted] USAF Hospital
ATTN: Captain A. N. McKay
Davis-Monthan AF Base
Tucson, Arizona

(b) (5), (b) (6)

[redacted]

INFO: Hospital Commander, Naval Air Facility, Litchfield Park, Arizona

26

ENCLOSURE (4)

Aviation Safety Office

STATUS OF INTERPRETATION OF POST MORTEM BIOCHEMICAL STUDIES

(b) (5), (b) (6)

[redacted]

(b) (5), (b) (6)

[redacted]

20 October 1955

28

(b) (5), (b) (6)

[redacted]

(b) (5), (b) (6)

(b) (5), (b) (6)

[redacted]

REPORT OF MEDICAL OFFICER ON THE AIRCRAFT ACCIDENT
OF THE NAVY TV-2 OCCURRING SATURDAY, 28 JANUARY 56

(b) (5), (b) (6)

[redacted]

Report of Medical Officer on aircraft accident of Navy TV-2, occurring Saturday, 28 Jan 56, cont'd:

(b) (5), (b) (6)

[redacted]

Buchanan M. McKay
BUCHANAN M. McKAY
Captain, USAF (MC)

35

ENCLOSURE (5)

STATEMENT OF MRS. WILLIAM E. WRIGHT CONCERNING
CRASH OF TV-2 BUREAU NUMBER 131786 PILOT DUTTWEILER

(b) (5)

[redacted]

Mrs. William E. (Betty) Wright

WITNESSED:

(b) (6)

[redacted]

Enc (6) Part (1)

STATEMENT OF MR. WILLIAM E. WRIGHT CONCERNING
CRASH OF TV-2 BUREAU NUMBER 131786 PILOT DUTTWEILER

(b) (5)

[redacted]

William E. Wright
Signal Maintenance
Marsh, Arizona

WITNESSED:

(b) (6)

[redacted]

Part (2)

STATEMENT OF MR. O. E. O'DELL CONCERNING CRASH
OF TV-2 BUREAU NUMBER 131786 PILOT DUTTWEILER

[redacted] (b) (5)

O. E. O'DELL
2810 E. 4th Street
Tucson, Arizona

CERTIFIED TO BE A TRUE COPY:

[redacted] (b) (6)

Part (3)

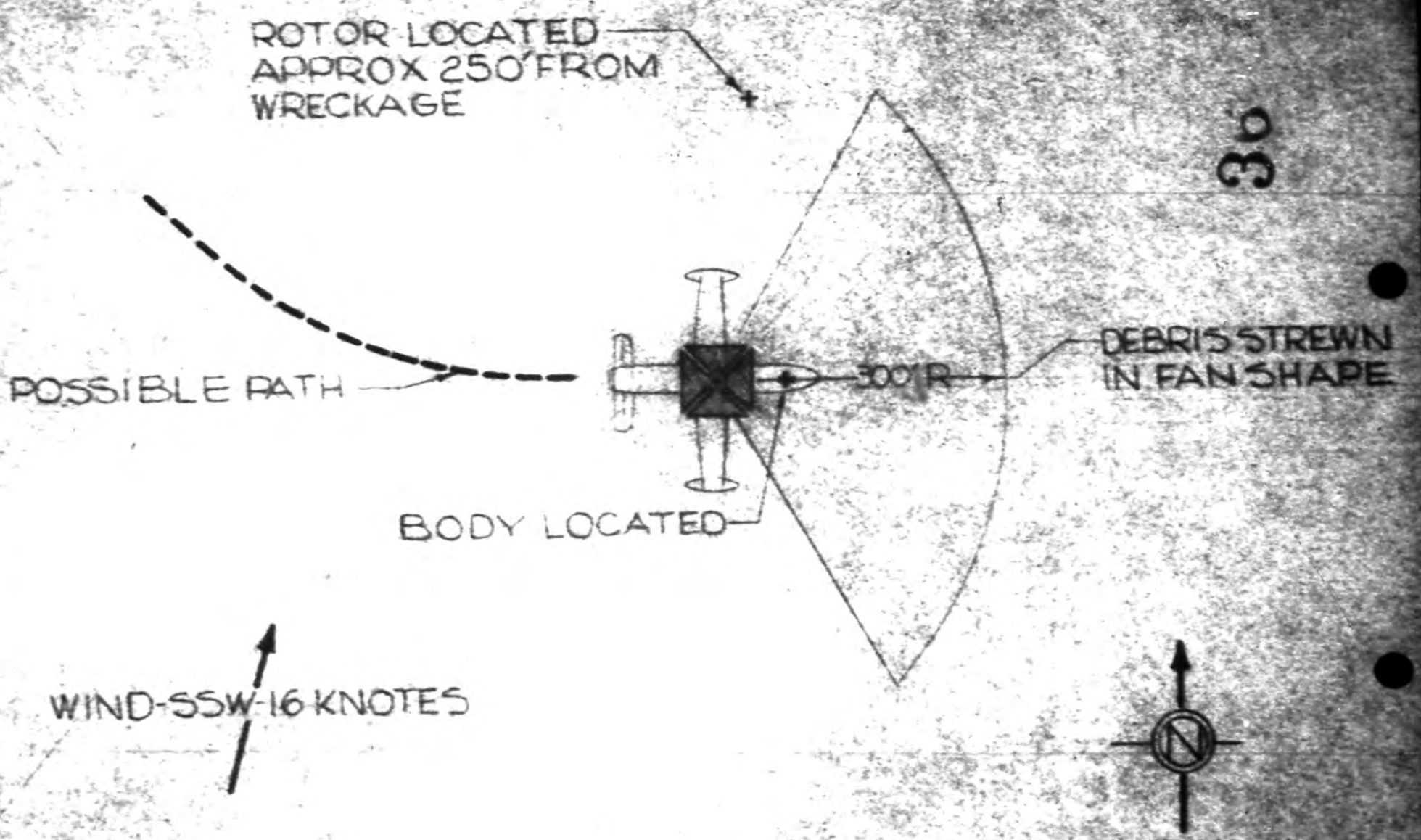


DIAGRAM TV-2 A/C ACCIDENT
BUNO 13178[redacted]
6 A

ENCLOSURE 7

MAINT. & PRES. DEPT. NAF-LP		
DRAWN	G. T. DOE	2-16-56
APPD	[illegible]	AZA511C03

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

DATE: 1/29/56

A. OPERATIONS OFFICE: U.S. NAVAL AIR STATION, NORTH ISLAND

AIRCRAFT SERIAL NO.: 131786

B. OCCUPANTS (State whether one or passengers. Limit additional passengers on separate sheet and attach.)

DUTY	NAME AND INITIALS	GRADE	SERVICE NO	ORGANIZATION	HOME STATION
PILOT IN COMMAND	Duttweiler, F.	Cdr	(b) (6) [redacted]	NAS	Dallas

C. FLIGHT PLAN

RADIO CALL: N-31786

AIRCRAFT TYPE: TV-2

POINT OF DEPARTURE: SDV

BASE NAME OF DESTINATION: NAS Dallas

MILEAGE: 1072 NAUT. | ETD: 1000

EST TRUE A/S: 350 KTS | ETE: 2+35

ALTERNATE: — | ETE TO ALTERNATE: —

TRANS. FREQ.: UHF

PILOT'S LAST NAME: Duttweiler

FUEL ON BOARD: 3 HRS. 00 MIN.

ROUTE TO BE FLOWN

IFR	VFR	ALTITUDE	ROUTE	TO
	X	↗	R-9	Gila Bend
	X	38000	R-83	Tuscon
	X	"	G-5	Dallas

INSTRUMENT RATING

NAVY	AIR FORCE	ARMY
SPECIAL PILOT	PILOT RATING	PILOT RATING
STANDARD PILOT X	INST RATING	INST RATING

DATE INSTRUMENT CARD EXPIRES: 12/26/56

DD FORM 1801 FILED AT: — | DATE FILED: —

HIGHEST RANK ON BOARD: #6 Cdr

REMARKS

[signature]

(SIGNATURE OF PILOT)

D. WEATHER

EXISTING — DESTINATION: DAL 20 ⊕ 31 ⊕ 12 ↑17 | TIME OF OBS: 0930U

ALTERNATE | TIME OF OBS

FORECAST — DESTINATION (ETA): 30 ⊕ 250 ⊕ 16

ALTERNATE (ETE)

ROUTE FORECAST

MIN CIG 6000 AT [illegible]	MAX CLD TOPS [illegible] FT MSL	THUNDERSTORMS	TURBO	HAIL
MIN VIS FLT LVL [illegible]	DUST OR HAZE	SMOKE	RAIN	FOG
MIN FRZ LVL 6000 FT MSL	ICING [illegible]	FRZ PCPN	SNOW	BRIEFING VOID AFTER [illegible]
WINDS [illegible]			SIGNATURE [illegible]	

E. FLIGHT CLEARANCE AUTHORIZATION

SUBMITTED TO	TIME	BY	SIGNATURE OF CLEARING AUTHORITY
INSTRUCTIONS AND APPROVAL TRANS. TO TOWER OR PILOT BY		ACTUAL T.O. TIME [illegible]	[illegible]
STATION ARRIVED AT	TIME	NAME	GRADE OR POSITION

DD FORM 1 MAY 54 175 PREVIOUS EDITIONS OF THIS FORM MAY BE USED

Enclosure (8)

[illegible]	[illegible]	[illegible]	F-1 [illegible]	F-1 [illegible]	T[illegible] [illegible]	Dist	[illegible]
[illegible]	-	-	25	800	-	-	-
[illegible]	Y M 230	070°	170	[illegible]	24	132	
GBN	257	070°	40	545	13	18	
[illegible]	333	110°	46	499	15	110	
[illegible]US	2[illegible]4	080°	70	429	23	170	
[illegible]	242	[illegible]	30	399	10	70	
[illegible]	[illegible]	75°	24	375	08	62	
INK	260	070°	42	333	14	100	
[illegible]	326	060°	36	297	12	90	
ABI	379	070°	42	255	14	100	
[illegible]AL	341	070°	58	197	19	140	
		CTE	2432		152	1092	

[illegible] 270° - 90 kts

NIY HOURLY WEATHER SEQUENCE FOR DALLAS TEXAS FOR 28 JANUARY 1956
IN MOUNTAIN STANDARD TIME

39

0430 M13⊕35⊕15 ↑9
0530 M35⊕15 ↑14
0630 M38⊕15 ↑↖10
0730 M40⊕15 ↑9
0830 120M47⊕15 ↘10
0930 M12⊕45⊕7 ↓5
1030 M22⊕45⊕7↓↘10
1130 220M50⊕5K BINOVC DEPARTING TIME
1230 120E200⊕6K ↘3
1330 M11⊕5K ↘14
1430 M9⊕6K↓↘15 PIREPS OVR DAL 1525C ⊕40 T33 ARRIVAL TIME
1530 M9⊕7 ↓↘16
1630 M9⊕7 ↓↘14

ENCLOSURE (10)

U.S. FLEET WEATHER CENTRAL
NAS SAN DIEGO 35, CALIF.

15 February, 1956

TO: LT [redacted] (b) (6)

FROM: LTJG A.T. McGRAIL (Forecast Duty Officer on 28 Jan. 1956 FWC San Diego, Calif.)

SUBJECT: Statement on Aircraft Clearance for CDR DUTTWEILER to Dallas on 28 Jan. 1956

Parts of Briefing I remember giving CDR DUTTWEILER on 28 January, 1956

(1) The present low overcast (0930U 28 Jan 56) at Dallas, I forecast to become scattered with a high overcast at time of arrival.

(2) Forecasted minimum ceiling of 6000 feet at El Centro and Tucson.

(3) Maximum cloud tops as indicated on his flight clearance was for cumulus buildups enroute.

(4) Icing conditions I informed the pilot would be moderated in cumulus buildups enroute.

(5) Rain showers at or near El Centro and El Paso.

(6) I informed CDR DUTTWEILER that forecasted wind speed and direction would give a good tail wind component. The exact direction and velocity I do not remember.

(7) Forecasted minimum freezing level at 6000 feet.

(8) There was no question directed at me by the pilot on weather conditions for letdown at Tucson.

(9) I read to the pilot the 0930U 28 Jan. 1956 inflight weather and gave a general forecast of same, indicating cumulus buildups and variable high clouds as the most predominant features of his inflight weather. There was no question on the pilots part whether he should fly IFR or VFR. There was no question in my mind on whether this was a VFR or IFR flight. By my forecast and inflight weather indications plus the altitude of the flight, it was a VFR flight.

(10) I said nothing to the pilot on whether he should or will have to let down below 25000 feet previous to his destination. I left it to the pilots judgement after giving a rundown on inflight weather, since heights and coverage of high clouds were variable along the route and the pilot more than likely would be able to pick the best area for the letdown.

Sincerely:

Andrew T. McGrail Jr.

A.T. McGRAIL, JR.
LTJG USNR

40

ENCLOSURE (11)

DETACHMENT 2
9TH WEATHER SQUADRON
Davis-Monthan Air Force Base
Tucson, Arizona

30 January 1956

CERTIFICATE

This is to certify that the following weather conditions existed at Davis-Monthan Air Force Base, Tucson, Arizona, on 28 January 1956, at the times indicated:

Time	1230 MST
Sky Condition	Estimated 8000' overcast
Visibility	50 miles
Weather	None
Temperature	61° F.
Dew Point	42° F.
Relative Humidity	49%
Surface Winds	SW 17 knots
Altimeter Setting	29.99"
Remarks	8/8ths of Strato-cumulus at 8000'

Time	1330 MST
Sky Condition	5000' scattered, estimated 8000' broken, 12,000' overcast
Visibility	40 miles
Weather	None
Temperature	61° F.
Dew Point	45° F.
Relative Humidity	56%
Surface Winds	SSW 17 knots
Altimeter Setting	29.97"
Remarks	Rain showers of unknown intensity to the south; 2/8ths of Strato-cumulus at 5000' and 5/8ths of Strato-cumulus at 8000'

Fred J Franz
FRED J FRANZ
LTCOL, USAF
Detachment Commander

Enc 12

ENCLOSURE (12)

Enclosure 5

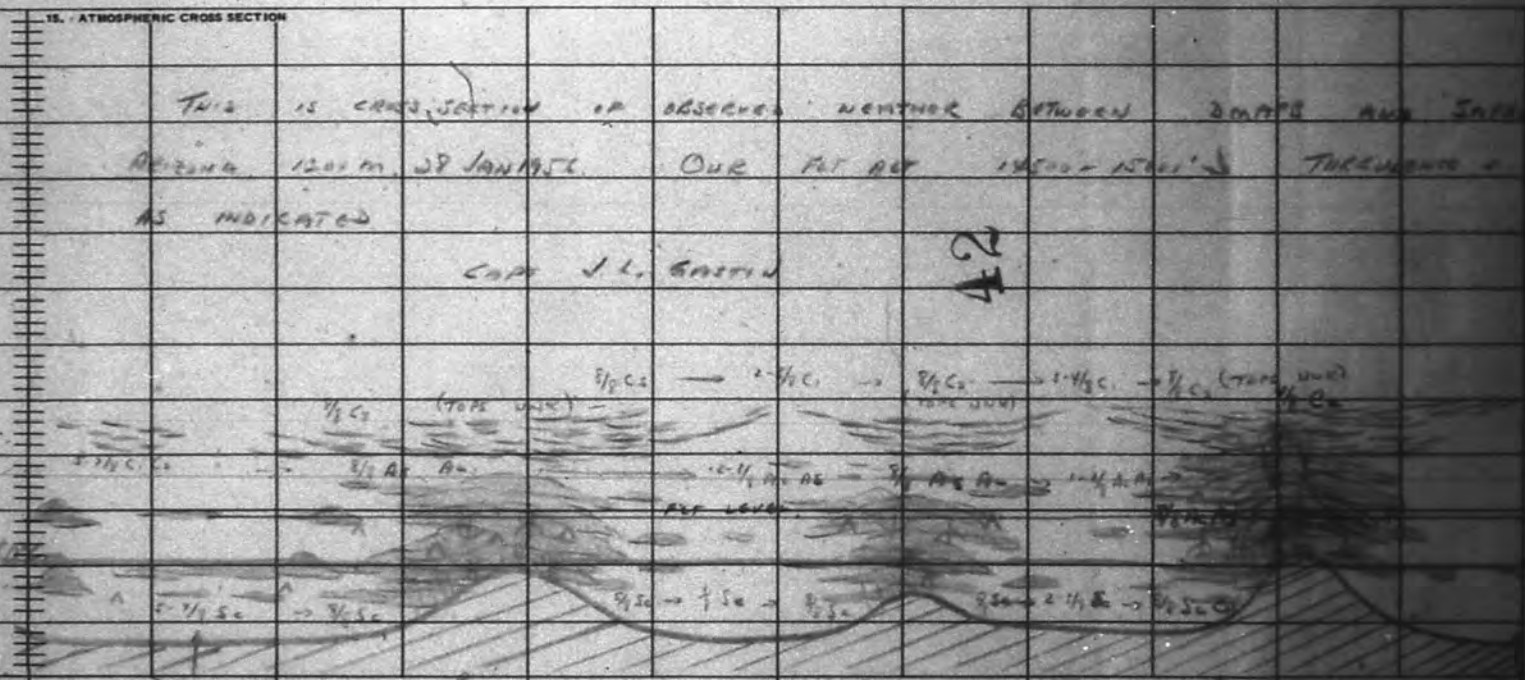
FLIGHT FORECAST CROSS SECTION

1. ISSUED OCT 19	2. BY WEATHER STATION AT	3. FORECASTER	4. AIRCRAFT IDENTIFICATION
6. ROUTE	7. TO	8. VIA	5. TRACK
10. VALID FOR DEPARTURE BETWEEN OCT AND OCT		11. VALID FOR ARRIVAL BETWEEN OCT AND OCT	

TERMINAL AND ALTERNATE FORECASTS

STATION NAME	TIME OF ORIGINATION FROM RCC	PERIOD OF VALIDITY OCT	TIME OF LATEST SYNOPTIC CHART	SURFACE WIND DIRECTION, VELOCITY AND GUSTINESS	SURFACE VISIBILITY	WEATHER AND OBSTRUCTION TO VISION	CLOUD AMOUNT, TYPE, HEIGHT OF BASES AND TOPS: LOWEST LAYER	HIGHER LAYERS	HIGHEST LAYER	ALTIMETER SETTING ETA (MB)	REMARKS

12. ZONE
13. MILEAGE
14. HEIGHT
15. ATMOSPHERIC CROSS SECTION



SYMBOLS: THUNDERSTORM; BLOWING SAND OR DUST; BLOWING (DRIFTING) SNOW; ICE PELLETS (SLEET); FREEZING RAIN; RAIN AND SNOW (MIXED); SQUALL; LITE RIME ICING; MOD RIME ICING; SEV RIME ICING; LITE CLEAR ICING; MOD CLEAR ICING; SEV CLEAR ICING; LITE TURBULENCE; MOD TURBULENCE; SEV TURBULENCE

SOLID LINES
- GREEN - 0°C ISOTHERM
- BLUE - COLD FRONT
- RED - WARM FRONT
- PURPLE - OCCLUDED FRONT
- RED AND BLUE - STATIONARY FRONT

16. IDENTIFICATION POINT	DAVIS-MONTHAN	RINCON MTS.	GALIURO MTS.	PINALENO MTS
17. SIGNIFICANT WEATHER		LENTICULAR, ALTO CU.	LENTICULAR ALTO CU	LENT. ALTO CU. RAIN SHOWERS
18. BASE OF LOW CLOUDS	RAIN APPROX 800'	OVERCAST	APPROX 2000'+ SOLID → APPROX 1000'	→ APPROX 1000' SOLID → APPROX 800'
19. VISIBILITY (SFC)	→ CHARACTERISTICS	IN VALLEYS	→	→
20. REMARKS		LIGHT RAIN SHOWERS	LIGHT RAIN SHOWERS	RAIN SHOWERS
21. WINDS AND TEMPERATURES — SURFACE		← SNOW PRESENT AT ALTITUDE ABOVE FREEZING LEVEL →		
FT MSL				
FT MSL		WIND AT 14500 - 15000' APPROX 260°/75 KTS		
FT MSL				

42

PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

STATEMENT OF LT ROBERT L. ANDERSON CONCERNING CRASH
OF TV-2 BUREAU NUMBER 131786 PILOT DUTTWEILER

PILOT REPORT OF ENROUTE WEATHER JANUARY 28, 1956

(b) (5), (b) (6)

[redacted]

CERTIFIED A TRUE COPY:

(b) (6)

ROBERT L. ANDERSON
LT USNR VR-32

43

Enclosure (14)

U. S. NAVAL AIR STATION
NORTH ISLAND
SAN DIEGO 35, CALIFORNIA

30 Jan 1956

STATEMENT OF EVANS, H. D., AE3, [redacted] (b) (6)

TO WHOM IT MAY CONCERN:

[redacted] (b) (5)

Harrell D. Evans.
EVANS, H. D.
AE3, USN

SIGNATURE WITNESSED BY:

[redacted] (b) (6)

44

ENCLOSURE (15)

U. S. NAVAL AIR STATION
NORTH ISLAND
SAN DIEGO 35, CALIFORNIA

30 Jan 1956

STATEMENT OF WATTS, V. E., AD1, [redacted] (b) (6)

TO WHOM IT MAY CONCERN:

[redacted] (b) (5)

Vernon Edward Watts
WATTS, V. E.
AD1, USN

SIGNATURE WITNESSED BY:
[redacted] (b) (6)

45

ENCLOSURE (16)

U. S. NAVAL AIR STATION
NORTH ISLAND
SAN DIEGO 35, CALIFORNIA

30 Jan 1956

STATEMENT OF LUNDY, G. W., AD2, [redacted] (b) (6)

TO WHOM IT MAY CONCERN:

[redacted] (b) (5)

G. W. Lundy
LUNDY, G. W.
AD2, USN

SIGNATURE WITNESSED BY:

[redacted] (b) (6)

46

ENCLOSURE (17)

OPNAV FORM 3760-2 (7-53)
FORMERLY
NAVAER 2700 (NEW 10-50)

NAVAL AIRCRAFT FLIGHT RECORD

MAINTENANCE FILL IN FIRST TWO ITEMS BELOW. OTHERS FOR USE IF NO OTHER CLEARANCE FILED.

MODEL OF AIRCRAFT	TV-2
BUREAU NO.	131786
ETD / ETA	—
DESTINATION	LOCAL
PURPOSE OF FLIGHT	TEST
CLEARANCE GRANTED BY	

PART A—PRE-FLIGHT (Retain at place of take-off)

CERTIFICATION

DATE	FUEL ABOARD (GAL.)	OIL ABOARD (GAL.)
1-12-56	450	10 QT

AMMO. LOADED / OTHER ORDNANCE LOADED: 75# BALLAST NOSE

I certify that this aircraft has this day been inspected by me or under my supervision in accordance with existing instructions and that the aircraft is ready for flight, fueled and armed as stated above.

SIGNATURE OF MAINTENANCE CREW LEADER OR PLANE CAPTAIN: John Whitehead

ACCEPTANCE

I accept this aircraft for flight.
I (have) (~~have not~~) examined discrepancy report for last flight.
For VP-VR aircraft: I have presented a Weight and Balance Clearance Form F, Form DD-365F, to the clearance authority as required.

SIGNATURE OF PILOT: T. T. Martin

PILOT'S RANK: Lt/Jg. PILOT'S UNIT: Fawtupac

IF NO OTHER PASSENGER LIST IS FILED, LIST NAME, RANK, UNIT OF CREW AND PASSENGERS ON REVERSE OF PART A.
(DETACH HERE WHEN REST OF FORM IS TAKEN IN AIRCRAFT. ALWAYS TAKE PARTS B, C, AND D ON NONLOCAL FLIGHTS.)

PART B—DISCREPANCY REPORT (Pilot complete immediately after flight, and turn in to reporting custodian of aircraft. Do not detach from Part C unless maintenance is required away from home base; then detach and give to local maintenance activity. That activity will note corrective action at right, and return Part B to pilot for return to reporting custodian.)

BUREAU NO. | DATE OF FLIGHT

WHAT WAS WRONG WITH AIRCRAFT? WHAT NEEDS CHECKING? BE SPECIFIC!	CORRECTIVE ACTION TAKEN
(1) Accelerometer would not register positive "Gs"	
(2) Could not get oxygen in front cockpit. (Back c/p OK) No blinker in front seat. (Got no high altitude check)	
(3) Student lock-out button did not prevent man in back from controlling plane. T. T. Martin	

Next pilot check aileron trim tab tolerance.

SHOULD AIRCRAFT BE GROUNDED? (Check one) YES [ ] NO [X] (Place "X" opposite each deficiency above which should ground aircraft until corrected.)

CHECKED BY MAINTENANCE OFFICER: T. T. Martin

(PILOT WILL NOT DETACH HERE UNLESS MAINTENANCE IS REQUIRED AWAY FROM HOME BASE OF AIRCRAFT. SEE INSTRUCTIONS, PART B.)

PART C—AIRCRAFT DATA (Pilot complete this part immediately after flight; turn in to reporting custodian at earliest opportunity.)

MODEL OF AIRCRAFT	BUREAU NUMBER	REPORTING CUSTODIAN OF AIRCRAFT	PLACE OF TAKE-OFF	PLACE FLIGHT ENDED	TIME OF FLIGHT	FLIGHT PURPOSE CODE
				4	7	1L

TIME OF TAKE-OFF	TIME FLIGHT ENDED	DEDUCT TIME FOR STOPS, IF ANY	AIRCRAFT TIME THIS FLIGHT, IN HOURS AND TENTHS	ENGINE TIME THIS FLIGHT: IN HOURS AND TENTHS #1	#2	#3	#4	NUMBER OF LANDINGS THIS FLIGHT: FCLP	OTHER LAND	WATER	CARQUAL	OTHER CARRIER
1445	1600		1.3	1.3					1			

NUMBER OF CLUTCH ENGAGEMENTS THIS FLIGHT	ROTOR TIME THIS FLIGHT	ENGINE TIME THIS FLIGHT AT COMBAT POWER:	AUTO PILOT TIME THIS FLIGHT	FOR USE AS LOCALLY ASSIGNED X	Y	Z
		ENGINE TIME THIS FLIGHT ON AFTER BURNERS:				

(1) JAN 12 1956

TRANSCRIBED BY LOG YEOMAN: MASTER / AIRCRAFT / ENGINE / FIND / PILOT / OPNAV Z: ENCLOSURE (18)

FILL IN ONLY WHEN PART D IS TO BE DETACHED: PLANE COMMANDER: Martin, T.T. RANK: Lt/Jg. UNIT: Fawtupac

1 On first line enter total time this flight for each engine; on second and third lines enter any special engine time indicated in total.
(PILOT WILL NOT DETACH HERE UNLESS DO INSTRUCTED LOCALLY.)
IF PART D IS TO BE DETACHED BEFORE ALL AIRCRAFT DATA ARE LOGGED, IDENTIFY PLANE COMMANDER ON LINE ABOVE [illegible]

STATEMENT OF LTJG T. T. MARTIN CONCERNING
CRASH OF TV-2 BUREAU NUMBER 131786 PILOT DUTTWEILER

(b) (5)

[redacted]

T. T. MARTIN
LTJG USNR

CERTIFIED TO BE A TRUE COPY.

(b) (6)

[redacted]

48

Enclosure (19)

BREAKDOWN WORK SHEET
11ND NAS-SD 88 (Rev. 2-53)

JOB ORDER NO.	MODEL	BUREAU NO.	SEQUENCE NO.

EGRY NO.	EGRY READS:

☐ Day ☐ Spot

COMPLETION DATE

Shop	Work Items	Date	Mech.	LDM	Insp
	REMOVE SAFETY PINS FROM SEAT AND CANOPY before flight	✓	Whitehead		23 J 23
	C.O. TESTS Navaer 01.1	✓	[illegible]		
	Install angle after flight B.C. 108		Previous		
	Inverter change over relay LES 81-10[illegible]	✓	Emmons		[illegible]
	Inspect control rod end bearings 4300 JESB	✓	Whitehead		23 J 23
	Tip tank pressurization LES 27-167 [illegible]	✓	Whitehead		[illegible]
	Retorque oil Filter E.B. 90# AND 25# 122	✓	Whitehead		23 J 23
	~~[illegible]~~ E.K.		Whitehead		✓
4328	VIS ELECT ✓ OK - SET ALTS 30.03" Hg - 1-9-56		Emmons		23 J 23
[illegible]	[illegible] 6				
4328	GENERATOR FIELD CONNECTED BACKWARDS - CORRECTED 1-9-56		Emmons		23 J 23
4328	SET GEN VOLTAGE 27.7 - 1-9-56		Emmons		23 J 23
	1-10-				
4328	UNLOCKED ACCELEROMETER		Oliver		23 J 23
4329	Ground checked Student Loan out found ok		Ross		23 J 23
2300	[illegible]		[illegible]		[illegible]

1-16-56

49

Enclosure (20)

Crashed

[illegible]-402
O'Hall [illegible]

OPNAV FORM 3760-2 (7-53)
FORMERLY
NAVAER 2700 (NEW 10-50)

NAVAL AIRCRAFT FLIGHT RECORD

MAINTENANCE FILL IN FIRST TWO ITEMS BELOW. OTHERS FOR USE IF NO OTHER CLEARANCE FILED.

MODEL OF AIRCRAFT	TV-2
BUREAU NO.	131786
ETD / ETA	
DESTINATION	Local
PURPOSE OF FLIGHT	TEST
CLEARANCE GRANTED BY	

PART A—PRE-FLIGHT (*Retain at place of take-off*)

CERTIFICATION

DATE	FUEL ABOARD (GAL.)	OIL ABOARD (GAL.)
17-56	350	10 QT

AMMO. LOADED	OTHER ORDNANCE LOADED
	75# Ballast Nose

I certify that this aircraft has this day been inspected by me or under my supervision in accordance with existing instructions and that the aircraft is ready for flight, fueled and armed as stated above.

SIGNATURE OF MAINTENANCE CREW LEADER OR PLANE CAPTAIN: John Whitehead

ACCEPTANCE

I accept this aircraft for flight.

I (have) (~~have not~~) examined discrepancy report for last flight.

For VP-VR aircraft: I have presented a Weight and Balance Clearance Form F, Form DD-365F, to the clearance authority as required.

SIGNATURE OF PILOT: Geo Rogstrie

PILOT'S RANK	PILOT'S UNIT
Acc	BAMR

IF NO OTHER PASSENGER LIST IS FILED, LIST NAME, RANK, UNIT OF CREW AND PASSENGERS ON REVERSE OF PART A. (DETACH HERE WHEN REST OF FORM IS TAKEN IN AIRCRAFT. ALWAYS TAKE PARTS B, C, AND D ON NONLOCAL FLIGHTS.)

PART B—DISCREPANCY REPORT (*Pilot complete immediately after flight, and turn in to reporting custodian of aircraft. Do not detach from Part C unless maintenance is required away from home base; then detach and give to local maintenance activity. That activity will note corrective action at right, and return Part B to pilot for return to reporting custodian.*)

BUREAU NO.	DATE OF FLIGHT

WHAT WAS WRONG WITH AIRCRAFT? WHAT NEEDS CHECKING? BE SPECIFIC!	CORRECTIVE ACTION TAKEN
aileron trim tab needs to be set	
50	
Fuel + Fly	

SHOULD AIRCRAFT BE GROUNDED? (Check one) YES ☐ NO ☐ (*Place "X" opposite each deficiency above which should ground aircraft until corrected.*)

CHECKED BY MAINTENANCE OFFICER:

(PILOT WILL NOT DETACH HERE UNLESS MAINTENANCE IS REQUIRED AWAY FROM HOME BASE OF AIRCRAFT. SEE INSTRUCTIONS, PART B.)

PART C—AIRCRAFT DATA (*Pilot complete this part immediately after flight; turn in to reporting custodian at earliest opportunity.*)

MODEL OF AIRCRAFT	BUREAU NUMBER	REPORTING CUSTODIAN OF AIRCRAFT	PLACE OF TAKE-OFF	PLACE FLIGHT ENDED	DATE OF FLIGHT	FLIGHT PURPOSE CODE

TIME OF TAKE-OFF	TIME FLIGHT ENDED	DEDUCT TIME FOR STOPS, IF ANY	AIRCRAFT TIME THIS FLIGHT, IN HOURS AND TENTHS	ENGINE TIME THIS FLIGHT[1] IN HOURS AND TENTHS #1	#2	#3	#4	NUMBER OF LANDINGS THIS FLIGHT: FCLP	OTHER LAND	WATER	CARQUAL	OTHER CARRIER
1410	1500		.8	.8								

HIGH-SPEED CLUTCH ENGAGEMENTS THIS FLIGHT	ROTOR TIME THIS FLIGHT	ENGINE TIME THIS FLIGHT AT COMBAT POWER:	ENGINE TIME THIS FLIGHT ON AFTER BURNERS:	AUTO PILOT TIME THIS FLIGHT	FOR USE AS LOCALLY ASSIGNED X	Y	Z

TRANSCRIBED BY LOG YEOMAN	MASTER	AIRCRAFT	ENGINE	PROP	PLANE	OPNAV			FILL IN ONLY WHEN PART D IS TO BE DETACHED	PLANE COMMANDER	RANK	UNIT
	Enclosure (21)											

JAN 13 1956

[1] *On first line enter total time this flight for each engine; on second and third lines enter any special engine time included in total.*

(PILOT WILL NOT DETACH HERE UNLESS SO INSTRUCTED LOCALLY.)

(IF PART D IS TO BE DETACHED BEFORE ALL AIRCRAFT DATA ARE LOGGED, IDENTIFY PLANE COMMANDER ON LINE ABOVE BEFORE DETACHING.)

OPNAV FORM 3760-2 (7-53)
FORMERLY
NAVAER 2700 (NEW 10-50)

NAVAL AIRCRAFT FLIGHT RECORD

MAINTENANCE FILL IN FIRST TWO ITEMS BELOW. OTHERS FOR USE IF NO OTHER CLEARANCE FILED.

MODEL OF AIRCRAFT	TV-2
BUREAU NO.	131786
ETD/ETA	
DESTINATION	LOCAL
PURPOSE OF FLIGHT	TEST
CLEARANCE GRANTED BY	

PART A—PRE-FLIGHT (*Retain at place of take-off*)

CERTIFICATION

DATE	FUEL ABOARD (GAL.)	OIL ABOARD (GAL.)
1-13-56	350	10 QT

AMMO. LOADED	OTHER ORDNANCE LOADED
BALLAST	

I certify that this aircraft has this day been inspected by me or under my supervision in accordance with existing instructions and that the aircraft is ready for flight, fueled and armed as stated above.

SIGNATURE OF MAINTENANCE CREW LEADER OR PLANE CAPTAIN: [signature]

ACCEPTANCE

I accept this aircraft for flight.
I (have) (~~have not~~) examined discrepancy report for last flight.
For VP-VR aircraft: I have presented a Weight and Balance Clearance Form F, Form DD-365F, to the clearance authority as required.

SIGNATURE OF PILOT: Geo. Raptis

PILOT'S RANK	PILOT'S UNIT
ACC	BAMR

IF NO OTHER PASSENGER LIST IS FILED, LIST NAME, RANK, UNIT OF CREW AND PASSENGERS ON REVERSE OF PART A. (DETACH HERE WHEN REST OF FORM IS TAKEN IN AIRCRAFT. ALWAYS TAKE PARTS B, C, AND D ON NONLOCAL FLIGHTS.)

PART B—DISCREPANCY REPORT (*Pilot complete immediately after flight, and turn in to reporting custodian of aircraft. Do not detach from Part C unless maintenance is required away from home base; then detach and give to local maintenance activity. That activity will note corrective action at right, and return Part B to pilot for return to reporting custodian.*)

BUREAU NO.	DATE OF FLIGHT

WHAT WAS WRONG WITH AIRCRAFT? WHAT NEEDS CHECKING? BE SPECIFIC!	CORRECTIVE ACTION TAKEN
OK	
Sell	

SHOULD AIRCRAFT BE GROUNDED? (Check one) YES ☐ NO ☐ (*Place "X" opposite each deficiency above which should ground aircraft until corrected.*)

CHECKED BY MAINTENANCE OFFICER: 51

(PILOT WILL NOT DETACH HERE UNLESS MAINTENANCE IS REQUIRED AWAY FROM HOME BASE OF AIRCRAFT. SEE INSTRUCTIONS, PART B.)

PART C—AIRCRAFT DATA (*Pilot complete this part immediately after flight; turn in to reporting custodian at earliest opportunity.*)

MODEL OF AIRCRAFT	BUREAU NUMBER	REPORTING CUSTODIAN OF AIRCRAFT	PLACE OF TAKE-OFF	PLACE FLIGHT ENDED	DATE OF FLIGHT	FLIGHT PURPOSE CODE

TIME OF TAKE-OFF	TIME FLIGHT ENDED	DEDUCT TIME FOR STOPS, IF ANY	AIRCRAFT TIME THIS FLIGHT, IN HOURS AND TENTHS	ENGINE TIME THIS FLIGHT ‡ IN HOURS AND TENTHS #1	#2	#3	#4	NUMBER OF LANDINGS THIS FLIGHT FCLP	OTHER LAND	WATER	CARQUAL	OTHER CARRIER
1540	1640		1.0	1.0	3	4	3					

NUMBER OF CLUTCH ENGAGEMENTS THIS FLIGHT	ROTOR TIME THIS FLIGHT	ENGINE TIME THIS FLIGHT AT COMBAT POWER:	AUTO PILOT TIME THIS FLIGHT	FOR USE AS LOCALLY ASSIGNED X	Y	Z
		ENGINE TIME THIS FLIGHT ON AFTER BURNERS:				

TRANSCRIBED BY LOG YEOMAN	MASTER	AIRCRAFT	ENGINE	PROP	PILOT	OPNAV Z			FILL IN ONLY WHEN PART D IS TO BE DETACHED	PLANE COMMANDER	RANK	UNIT
										ENCLOSURE (22)		

‡ On first line enter total time this flight for each engine; on second and third lines enter any special engine time included in total.
(PILOT WILL NOT DETACH HERE UNLESS SO INSTRUCTED LOCALLY.)
(IF PART D IS TO BE DETACHED BEFORE ALL AIRCRAFT DATA ARE LOGGED, IDENTIFY PLANE COMMANDER ON LINE ABOVE BEFORE DETACHING.)

14 February 1956

TO WHOM IT MAY CONCERN

(b) (5)

[redacted]

George Raptis
GEORGE RAPTIS, ACC(AP)
BAMR Western District
NAS North Island
San Diego, Calif.

52

ENCLOSURE (23)

14 February 1956

TO WHOM IT MAY CONCERN

(b) (5)

[redacted]

(s)
GEORGE RAPTIS, ACC(AP)
BAER Western District
NAS NORTH ISLAND
SAN DIEGO, CALIF.

CERTIFIED A TRUE COPY.

(b) (6)

[redacted]

Enclosure 23

STATEMENT OF G.Y. McDONALD CONCERNING
TV-2 BUREAU NUMBER 131756 (PILOT DUTT EILER)

(b) (5)

[redacted]

G. Y. McDONALD

CERTIFIED A TRUE COPY:

(b) (6)

[redacted]

53

Enclosure 24