AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev 5-58) PAGE 1

SPECIAL HANDLING REQUIRED In accordance With Para 63 OPNAV INSTRUCTION 3750.6C

PP

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commanding Officer, Marine Fighter Squadron 251
2. DATE OF ACCIDENT: 27 May 1959 — TIME (LZT): 0009T
3. SERIAL NUMBER: 1-59
4. TO: Chief of Naval Operations
5. ENCLOSURES: (1) (2) See Enclosure Index (3) (4) (5) (6) (7) (8) (9)
6. VIA: (1) CO, Marine Aircraft Group 33
(2) CG, Third Marine Aircraft Wing
(3) CG, MCAS El Toro
(4) CG, AIREMFPAC
(5) COMNAVAIRPAC
(6) Chief, Buner (AER-21)
(LAST) Commander, U.S. Naval Aviation Safety Center
7. REPORTING CUSTODIAN (*if different than item 1. above*): NA
8. ACTIVITY OPERATING A/C (*if different than item 7.*): NA
9. KIND OF FLIGHT: 3A1
10. TIME OF DAY: ☐ DAWN ☐ DAY ☐ DUSK ☒ NIGHT
11. LOCATION OF ACCIDENT: Bearing 156 9.3 NM from 34R MCAS El T.
12. ELEVATION ABOVE SEA LEVEL: 280Ft.
13. PLACE OF LAST TAKE-OFF: NELLIS AFB
14. CLEARED FROM NELLIS, AFB TO MCAS El Toro
15. TYPE CLEARANCE: VFR/Top ☒ IFR ☐ VFR ☐ DVFR ☐ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☒ DIRECT ☐ OTHER (Specify)
16. TIME IN FLIGHT: 0456
17. TYPE ACCIDENT: Collision-Ground (Controlled) (B2)
18. PHASE OF FLIGHT: GCA Approach (5)

A/C
19. MODEL: F8U-1
20. SERIAL NO: 145536
21. DAMAGE TO A/C: ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F
22. DOLLAR COST: $1,160,000.00
23. AIRSPEED (Kts.): 230-280
24. A/C WEIGHT: Est. 21,400#
25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (*Complete an OPNAV FORM 3750-1 for each A/C involved*): NA

SECTION B - PERSONNEL DATA

1. NAME (*Last, first and middle initials*)	2. RANK RATE	FILE SER NO	DESIGNATOR	BRANCH OR SERVICE	3. AGE	4. YRS OF EXP DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (*at controls at time of accident*) MAYFIELD, Joseph F. Jr.	Capt	(b) (6)	7302	USMC	(b) (6)	2	Pilot	Cockpit	A
CO-PILOT None									

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	8. OFT USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	9. CPT USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X	X	X	VMF-251	☒ STANDARD ☐ SPECIAL
	NO						
CO-PILOT	YES	NA					☐ STANDARD ☐ SPECIAL
	NO						

12. PILOT EXPERIENCE IN HOURS

ITEM		PILOT	CO-PILOT
ALL MODELS		706.0	
ALL MODELS IN LAST 12 MONTHS		203.0	
ALL MODELS IN LAST 3 MONTHS		61.9	
ALL SERIES THIS MODEL (*item 19*)	A/C	180.5	
	OFT / CPT	7/2	
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	180.5	
	OFT / CPT	7/2	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	44.4	
	OFT / CPT	1/0	

ITEM		PILOT	CO-PILOT
CV LANDINGS DAY/NIGHT		11/0	
FLCP LANDINGS DAY/NIGHT		136/0	
INSTRUMENT HOURS LAST 3 MONTHS		25.2	
NIGHT HOURS LAST 3 MONTHS		3.1	
TOTAL HELO. HRS (*Helo. AAR Only*)			
TOTAL JET HOURS (*Jet AAR Only*)		506.3	
LAST FLIGHT, ALL SERIES THIS MODEL	DATE	26May59	
	DURATION	2.0	

27

13. OTHER PERS

NAME (*last, first and middle initials*)	DNA	RANK RATE	FILE/SERVICE NO	ORG TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1 NA							
2							
3							
4							
5							

OPNAV FORM 3750-1 (Rev. 5-58)
PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

C. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
1600	10	Calm	60	NA	55	29.96

7. OTHER WEATHER CONDITIONS *(winds aloft, icing levels, sea state, etc., if pertinent to accident)*

See Part VII - Investigation

D. CONTRIBUTING FACTORS

(b) (5)

[redacted]

E. DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER *(Complete following Section on Pilot)*

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
NA	NA	NA
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	**5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED**	**6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS**
NA	NA	NA

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. A/C HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS SINCE LAST OVERHAUL	FLIGHT HRS SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
5-15-59	1	0	0	NA	17.5	Acceptance	13.9	7

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO.					
1	11-4-58	T57P4A	P629735	0	NA	26.1	Acceptance	13.9	7
2								
3								
4								

3. GENERAL

a. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

d. HAS OIR BEEN REQUESTED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED: NA

4. MAINT. AND ENG. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. ☐ A/C DESIGN
b. ☐ A/C EQUIPMENT
c. ☐ MAINTENANCE
d. ☒ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER (Specify) ----------
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e. g., Cockpit configurations, etc.)

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP.	d. WEIGHT OF A/C	e. C.G (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
NA	NA Kts.	NA	NA	NA	JP-4	NA

h. EVIDENCE OF FUEL CONTAMINATION: NO

i. CAUSE OF ENGINE FAILURE OR FLAME OUT: NA

j. FUEL CONTROL REGULATOR/CARBURETOR (Last Stock and Ser. nos., give time since new or overhauled): NA

k. EXTERNAL STORES ABOARD A/C: NO

28

(If additional space is necessary, attach additional sheets)

AIRCRAFT ACCIDENT REPORT

PART II — MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

1. GENERAL ✓ BASIC FACILITIES INVOLVED, DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

	a. CLEARANCE AUTHORITY		i. WATER LANDING AREA		q. CRASH AND RESCUE
	b. FLIGHT PLANNING INFORMATION SOURCE		j. APPROACH ZONE		r. SEARCH AND RESCUE
X	c. LANDING AIDS (GCA, CCA, ILS, etc.)		k. END ZONE (*Over run*)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (*Field or Ship*)		l. SHOULDERS		t. ARRESTING GEAR (*Carrier*)
X	e. APPROACH AND ENROUTE AIDS TO NAVIGATION		m. TAXIWAY		u. BARRIER OR BARRICADE (*Field or Ship*)
	f. RUNWAY WATCH		n. PARKING AREA		v. FLIGHT DECK
	g. LANDING SIGNAL OFFICER		o. EMERGENCY ARRESTING GEAR (*Runway*)		w. MIRROR
	h. RUNWAY		p. A/C SERVICING, HANDLING AND DIRECTING (*Field or Ship*)		x. OTHER (*Specify*)

SECTION B — FACILITIES DATA

a. EQUIPMENT INVOLVED	b. PRESSURE SETTINGS	c. WIND OVER DECK	d. RELATIVE HEADWIND	e. APPROACH SPEED (SPN-12 READING)
☐ CATAPULT ☐ ARRESTING GEAR NA	NA	NA	NA	NA

f. MARK NUMBER	g. MODEL NUMBER	h. LOCATION ON SHIP	i. LAUNCHING BRIDLE AND CONFIGURATION USED
NA	NA	NA	NA

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

NA

2. SHIPS DATA

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUNOUT (WT LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (*for cable failure specify number of landings and months in service*)
DECK PENDANT		Not Involved					
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART	SECTION	ITEM	PART III REMARKS (*Continue on additional sheets*)	COPY DISTRIBUTION
			ADDITIONAL DISTRIBUTION	2CC NAVAVNSAFECEN DIRECT
				1CC BUAER DIRECT
			1cc MAG-32 1cc VMF-312	1cc CMC (Code AAP)
			1cc MAG-15 1cc VMF-251	1cc CINCPACFLT
			1cc MAG-13	1cc COMNAVAIRPAC
			1cc VMCJ-1	1cc CNO (OP 534)
			1cc VMCJ-2	2cc CG, AIREMFPAC
			1cc VMF-334	1cc CG, 3dMAW
			1cc VMF-323	1cc CG, MCAS El Toro
			1cc VMF-122	1cc CO, MAG-33
			1cc VMF-235	1cc BAR DALLAS(ViaAiM

COST DAMAGE TO:	GOVERNMENT PROPERTY	PRIVATE PROPERTY	DATE SUBMITTED TO C. O.
	$ None	Est. $500.00	16 June 1959

PART IV - SIGNATURES OF THE BOARD

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

PART V - THE ACCIDENT

All distances are nautical miles, bearings are magnetic and times are local zone time (Tango).

a. At 1739 on 26 May 1959, Captain MAYFIELD in DW-3 (145536), 1/Lt. [redacted] (b) (6) in DW-17 (145472) and 2/Lt [redacted] (b) (6) in DW-14 (145447) departed for Nellis AFB on an Advanced Instrument Syllabus Flight. The flight departed on an IFR clearance, landing at Nellis AFB at 1934.

b. The flight was delayed in the return to MCAS El Toro due to refueling troubles. The flight finally departed from Nellis AFB at 2313 on an IFR (VFR/TOP) clearance (enclosure 1a and 1b). They were cleared direct to George AFB, direct to MCAS El Toro. The flight did not rendezvous as pre-briefed; however 1/Lt. [redacted] (b) (6) rendezvoused with Captain MAYFIELD approximately 100 miles from Nellis at 40,000'. At this time 2/Lt [redacted] (b) (6) was behind the section.

c. Over George AFB, Captain MAYFIELD contacted Los Angles Center giving them their position and requested clearance to El Toro Approach Control. Captain MAYFIELD proceeded to the holding pattern at El Toro using Long Beach TACAN as a fix (enclosure 1a). The flight of two descended VFR in the holding pattern to 8,000', at which time Captain MAYFIELD established contact with GCA and commenced a modified approach to the GCA pattern. His wingman, 1/Lt [redacted] (b) (6) (145472), was unable to adequately stay in position so elected to make an individual GCA. 1/Lt [redacted] (b) (6) continued the GCA as the flight turned to 250° and passed through 6,000 feet at which time Captain MAYFIELD (145536) was observed leveling off and making a shallow port turn.

d. Captain MAYFIELD then reversed his turn and climbed to 8,000 feet while turning to 350°. Radar Contact was established 7 miles SSW of the field (encl 2p). GCA vectored the aircraft to a righthand downwind position for 34R. Captain MAYFIELD called steady 260° and 2500 feet, and shortly after, GCA gave Captain MAYFIELD (145536) a turn to 340°. A small right turn was observed by the GCA Controller followed by the loss of radar contact with Captain MAYFIELD (145536). The tower personnel and witnesses observed a bright flash at 0009. The aircraft collided with the ground bearing 156°, 9.3 miles from runway 34R, MCAS, El Toro. The aircraft was demolished and the pilot received fatal injuries in the crash. See Enclosures (2f, 2g, 2i, 2j, 2l, 2m, 2n, 2p and 4d).

30

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

PART VI - DAMAGE TO AIRCRAFT

1. The aircraft contacted the ground on a heading of 145° in a right turn with a 70° nose down attitude at 230-280 Knots. The aircraft crashed 9.3 miles, bearing 156° from the end of runway 34R, MCAS El Toro (Encl. 4b). The nose of the aircraft penetrated to a depth of three (3) feet before decelerating to zero velocity. Almost instantaneously, the fuselage telescoped in upon itself and exploded. The right hand side of the wing struck the uphill slope and remained alongside the crater. The left hand side of the wing was thrown ten (10) paces to the left of the crater by the explosion. Various other pieces were thrown clear of the crater by the force of impact and explosion. (Encl. 4a, 5a & 5b). The majority of the fuselage remained in the crater and was destroyed by fire; the engine and aft section being the only parts not completely destroyed (Encl. 5f).

31

PART VII - THE INVESTIGATION

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

3

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST. 3050.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

31

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

PART VIII - THE ANALYSIS

(b) (5)

[redacted]

238

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST. 3750.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST. 3750.6C

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

PART IX - COMMENTS & RECOMMENDATIONS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

(b) (5)

[redacted]

42

METEOROLOGICAL SECTION
AIRFIELD OPERATIONS DEPARTMENT
U. S. MARINE CORPS AIR STATION
EL TORO (SANTA ANA) CALIFORNIA

FJR:mhl
11 June 1959

General description and detailed data of the weather at MCAS El Toro (Santa Ana) California from 2100PST 26 May 1959 to 0100PST 27 May 1959.

SYNOPSIS of the weather:
Local weather situation remains static as a weak cold front orientated SW-NE is moving through the district with little or no effect. High pressure offshore and low pressure over Nevada supports continued flow of maritime air with resultant stratus along the coast and gusty winds in the desert.

The 2058PST El Toro weather was as follows: Measured 2,000' overcast; visibility 15 miles; surface winds West at 3 knots; altimeter setting 29.96 inches.

The 2158PST El Toro weather was as follows: Measured 1,600' overcast; visibility 15 miles; surface winds calm; altimeter setting 29.96 inches.

The 2258PST El Toro weather was as follows: Measured 1,600' overcast; visibility 10 miles; surface winds calm; altimeter setting 29.96 inches.

The 2337PST El Toro weather was as follows: Measured 1,600' overcast; visibility 10 miles; temperature 60°F; dew point 55°F.; surface winds calm; altimeter setting 29.96 inches; relative humidity 83%.

The 2358PST El Toro weather was as follows: Measured 1,600' overcast; visibility 10 miles; temperature 60°F.; dew point 55°F.; surface winds calm; altimeter setting 29.95 inches; relative humidity 83%.

The 0058PST El Toro weather was as follows: Measured 1,400' overcast; visibility 10 miles; temperature 59°F.; dew point 54°F.; surface winds East at 2 knots; altimeter setting 29.94 inches; relative humidity 83%.

WINDS ALOFT (LOS ANGELES 0300PST):

1,000'	150/04	4,000'	080/07
2,000'	140/06	5,000'	010/05
3,000'	130/06	6,000'	30[illegible]/09

CREDIBILITY: GOOD

H. J. Ross Jr.
H. J. ROSS Jr.
CAPT. USMC

Enclosure (2K) TO VMF-251 AAR 1-59

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 65
OPNAVINSTN 3750.6C

TRANSCRIPT OF GCA TAPE CONCERNING VMF-251 AAR 1-59, F8U-1, BUNO 145536
ACCIDENT OCCURRING 27 MAY 1959, PILOT MAYFIELD

536 El Toro GCA this is Marine Jet 536 Over

GCA 536 GCA hears you loud and clear, How me Over

536 This is 536 Read you fairly loud now and not to clear, I'm heading 350 approximately over the Air Station at this time at 8,000 Ft., Would like a GCA Over

GCA Roger 536 GCA has you Radar contact 7 miles South South West, for identification turn right heading 0, correction 120, maintain 8,000 ft. Over

536 This is 536 turning right 120, maintain 8,000 ft.

GCA 536 GCA Lost Communication Procedure follows, No transmission for any 1 minute in the Pattern assume a communication failure, climb on a track of 115 from El Toro to VFR on top, procede to your alternate Over

536 This is 536 your lost communication procedure, climb on a track of 115 and procede to alternate Over

GCA That is affirmative 536

GCA 536 GCA I have observed your turn, have you Radar contact 3 miles South of the Airfield, contique heading 120, decend to and maintain 2500 ft. Over

536 536 letting down to 2500 ft. Wilco

GCA 536 this is GCA the Altimeter 2996, Read back please Over

536 2996 Roger

GCA 536 El Toro's weather 1600 overcast, 10 miles the visibility, and the surface winds are calm Over

536 536 Roger

GCA 536 GCA what altitude at this time Over

536 536 decending thru 6,000 ft. Over

GCA Roger 536

GCA 536 GCA now turn right heading 160, Maintain two thousand five hundred ft. upon reaching Over

Enclosure (2p) to VMF-251 AAR 1-59

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 65
OPNAVINSTN 3750.6C

536 This is 536 turn right to 160, Roger, the tops of your overcast 5,000Ft.

GCA Roger 536

GCA 536 GCA level 2500 ft. perform your Landing Cockpit check reduce to a slow cruise, you are now on the downwind leg Over

536 This is 536 you'll have to repeat that, you were cut out by Guard

GCA Roger 536 entering downwind leg when level 2500 ft. perform your Landing Cockpit check Over

536 536 Roger

GCA 536 GCA check and align your Directional Gyro with your Magnetic Compass, do not reset unless advised Over

536 536 Roger

GCA 536 what altitude this time Over

536 Flying through 3500 ft.

GCA Roger 536 turn right heading 260, maintain 2500 ft. upon reaching Over

536 Turning right to 260

GCA 536 GCA minimums, ceiling 800 ft., visibility 1 mile Over

536 Roger your minimums

GCA 536 GCA when out of this turn, you'll be on a Base leg, right hand approach Runway 34R, 8,000 ft. long, 250 ft. wide Over

536 This is 536 Roger

GCA 536 GCA be advised this will be a 900 ft. pass, I believe the approach lights are inoperative on 34R Over

536 536 Roger

GCA 536 GCA when on final approach, no transmission any 5 sec. interval, assume a communications failure and execute your Lost Communications Procedure Over

536 536 Roger, I'm steady 260, level at 2500 ft.

GCA Roger 536, you're just about ready for the turn to final 12 miles out

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 65
OPNAVINSTN 3750.6C

GCA 536 GCA turn right heading 340, maintain 2500 ft. Over

GCA 536 GCA I say again, turn right heading 340, maintain 2500 ft. Over

GCA 536 GCA, if you fail to have the approach end of the Runway in sight upon reaching the GCA minimums execute your initial pullup straight ahead, when steady in your climb turn left heading 300; standby this frequency for further instructions Over

GCA 536 GCA, turn left heading 330 maintain 2500 ft. Over

GCA 536 GCA, radio check, how do your hear me Over

GCA 536 GCA, I have lost Radar contact with you at this time, climb to and maintain 6,000 ft., return to the fix, report your inbound heading Over

OUTSIDE Did you lose contact 12

GCA That's affirmative

OUTSIDE There's a big red flash on down here somewhere

GCA Where

GCA 536 GCA, radio check, how do you hear me Over

OUTSIDE Still don't have anything

GCA Negative

GCA 536 GCA, radio check, how do you hear me Over

OUTSIDE We're trying on guard now

OUTSIDE What was your last contact 12?

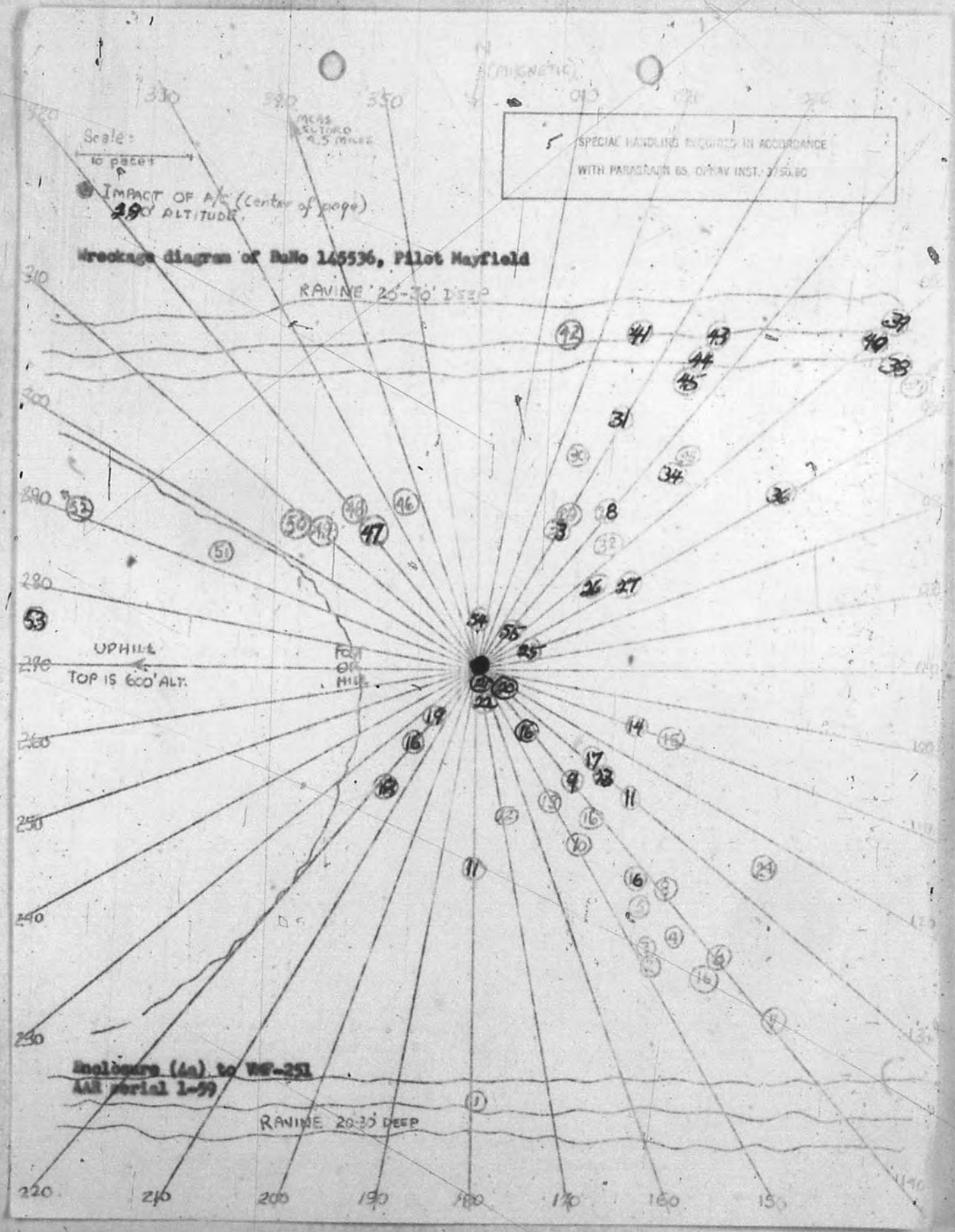
GCA 10 miles just a little bit to the right of center line

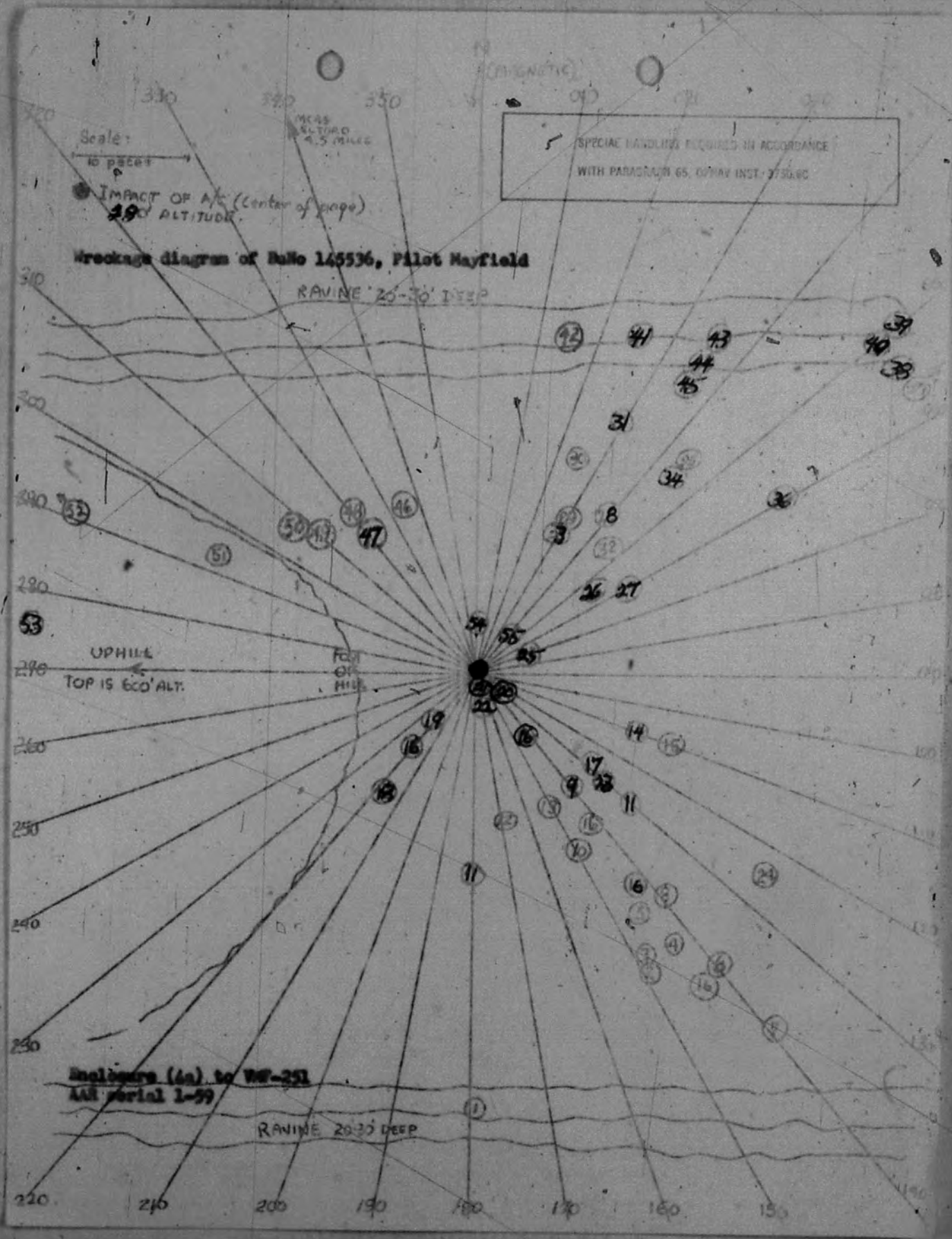
OUTSIDE 10 miles, a little bit to the right of centerline, Roger

GCA That's affirmative

[redacted] (b) (6)

CERTIFIED A TRUE COPY


SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST. 3750.6C
Scale:
10 paces
IMPACT OF A/C (Center of page)
29' ALTITUDE
Wreckage diagram of BuNo 145536, Pilot Mayfield
RAVINE 20-30' DEEP
UPHILL
TOP IS 600' ALT.
FOOT OF HILL
Enclosure (4a) to WF-251
All serial 1-99
RAVINE 20-30' DEEP



Wreckage diagram of BuNo 145536, Pilot Mayfield

Enclosure (4a) to VMF-251
AAR serial 1-59

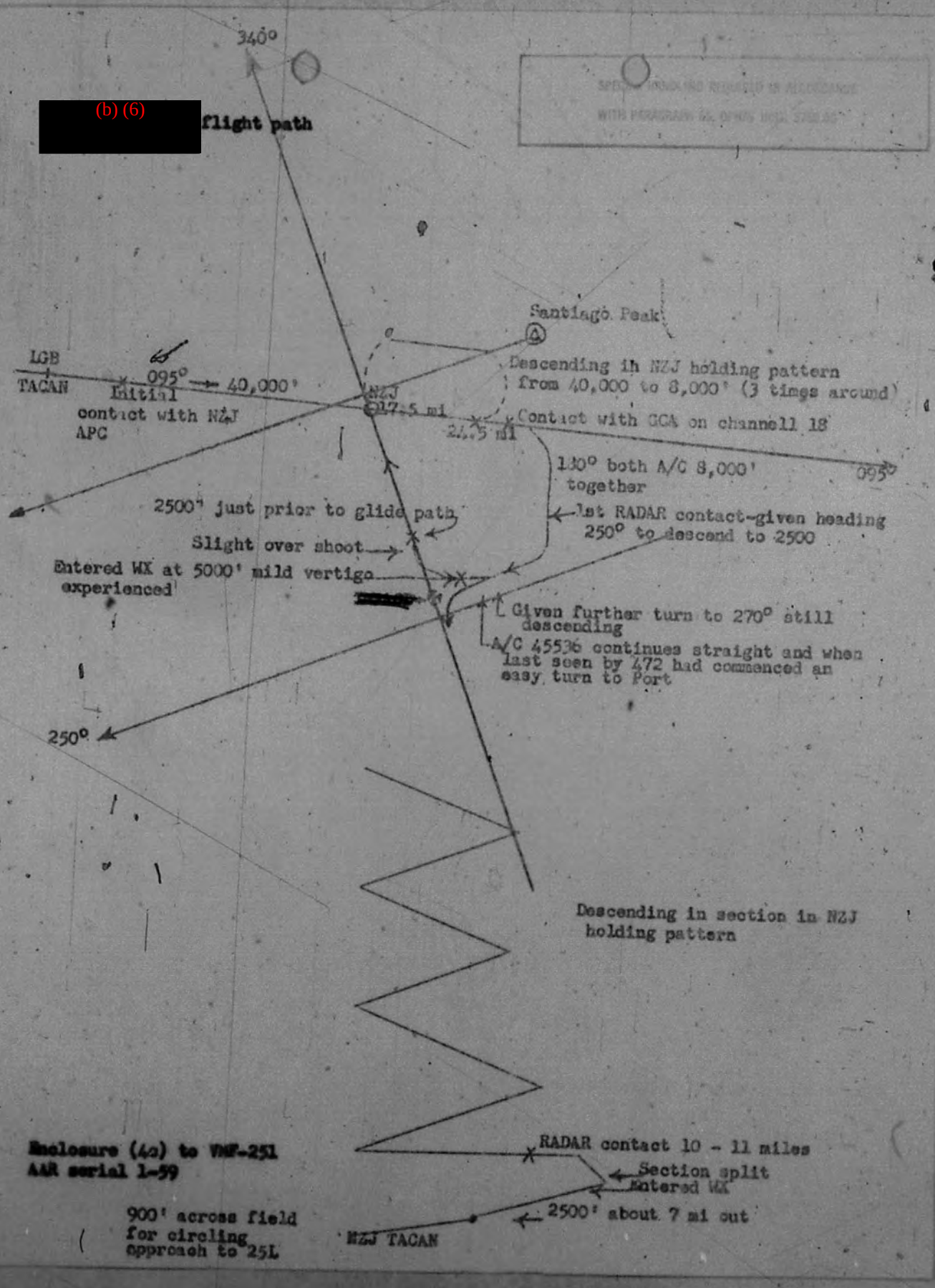
Note: All bearings from impact. Paces = Approx. 30 inches.

1. Large section of wing center panelling. 180°/80 paces at bottom of ravine.
2. AC/DC generator parts. 150°/60 paces.
3. ASQ-17 parts. 148°/58 paces.
4. Turbine oil cooler for AC generator. 143°/58 paces.
5. ASQ-17 parts. 145°/50 paces.
6. Canopy frame part with rear view mirror-paint flecks from helmet. Also seat eccentric assembly (part of drum). 140°/65 paces.
7. Ejection seat catapult firing mechanism. 140°/80 paces.
8. Seat D-ring and catapult safety linkage. 140°/50 paces.
9. Face curtain with handles. 140°/25 paces.
10. Canopy jettison cylinder. 150°/35 paces.
11. Part of wing fuel cell. 130°/35 paces.
12. Wing panel section with droop access. 170°/25 paces.
13. Wing droop by-pass valve. 150°/25 paces.
14. Wing panel with pivot area access hole. 110°/30 paces.
15. Center wing panel with fuel observation window. 110°/35 paces.
16. Pieces of canopy plexiglass and wind screen strewn. 140°-150°/from impact to 60-70 paces.
17. Parts of left canopy frame. 130°/25 paces.
18. Piece of turtle back. 215°/25 paces.
19. Radio pack access panel. 220°/10 paces.
20. Right side head rest. 130°/5 paces.
21. Mach switch and canopy "chicken leg" strut. 135°/3 feet.
22. Wing pivot bulkhead. 175°/4 paces.
23. Nose gear pressure relief valve. 130°/26 paces.
24. ~~Pressure.~~ Douglas Pack part. 125°/60 paces.
25. Left wing almost intact. 250°/10 paces. Trailing edge of outer left wing panel. 245°/10 paces.
26. ARN-21. 055°/25 paces.
27. Upper left main gear door. 060°/28 paces.
28. Radio channel selector parts. 040°/35 paces.
29. ARN-21 cover. 030°/30 paces.
30. Left gun removal door panel. 025°/40 paces.
31. Fuel pump mount PN-CV 15410812 (casting) and panel with PC system servicing instructions. 030°/50 paces.
32. Fuel boost pump connectors. 045°/30 paces.
33. Wing droop sequence valves. 030°/30 paces.
34. Vacuum relief valve for air conditioner. 045°/45 paces.
35. Fuel vent line. PN 1590504856. 045°/50 paces.
36. Rear center portion of wing. 060°/60 paces.
37. Fuel line. PN 306305 on far side of ravine near top. 060°/120 paces.
38. Gun buffer plate. 055°/90 paces.
39. Part of main fuel line. 050°/95 paces. (at bottom of ravine).
40. Wing fuel cell panelling (in top of tree at bottom of ravine). 050°/90 paces.
41. Hydraulic hand pump (from LH wheel well) and small pieces of panelling. 025°/60 paces. (at bottom of ravine - far side).
42. Part of Missile pylon. (on near side of ravine). 015°/60 paces, also large part of panel with static fuel vent.
43. Fuselage panel- bottom where gun bay vent door fits in. 035°/65 paces.
44. Fuel pump motor. 035°/60 paces.
45. Wheel well door. 035°/56 paces.
46. Inside left wheel well. Refueling instructions-also other piece of panel. 335°/30 paces.
47. Right wing tip trailing edge. Large piece of outer wing panel, also panel with hydraulic system servicing instructions. 320°/35 paces.
48. Rocket clip (double tube). 320°/40 paces.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C

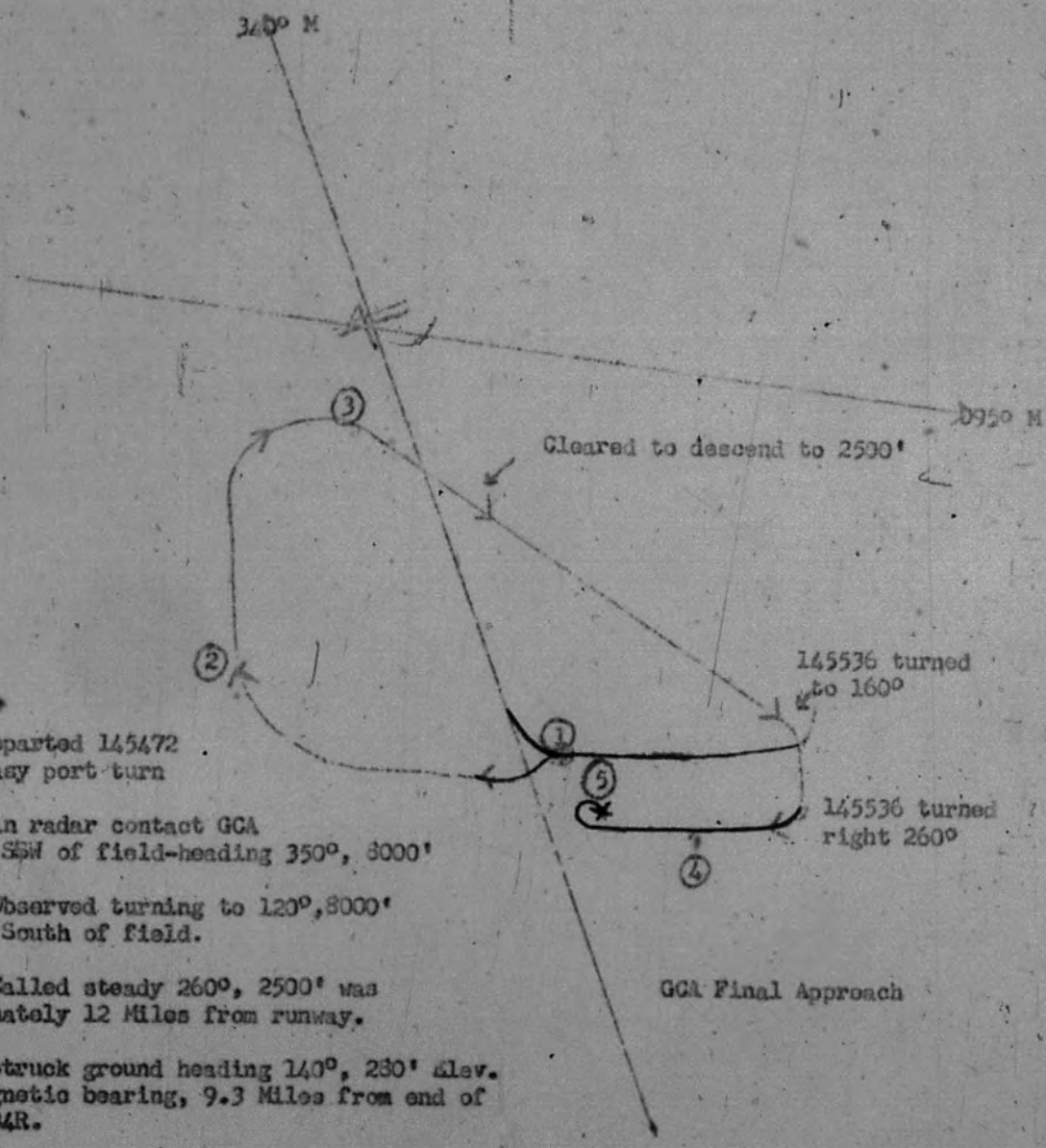
49. Right fuel static vent and fuselage panel. 310°/40 paces.
50. Top of rocket pack (piece of panelling). 128°/40 paces.
51. Gun bay vent door and part of fuel pump mount. 295°/50 paces.
52. Landing gear hydraulic line. 290°/100 paces.
53. Fuel pump mounting. Submerged fuel boost pump. 275°/80 paces.
54. Gun bay vent door. 000°/10 paces.
55. Lower left gun. 042°/15 paces.

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C



Enclosure (4a) to VMF-251
AAR serial 1-59

Approximate flight path of Capt MAYFIELD while under GCA control.



1. 145536 Departed 145472 making easy port turn

2. 145536 in radar contact GCA 7 Miles SSW of field-heading 350°, 8000'

3. 145536 Observed turning to 120°, 8000' 3 Miles South of field.

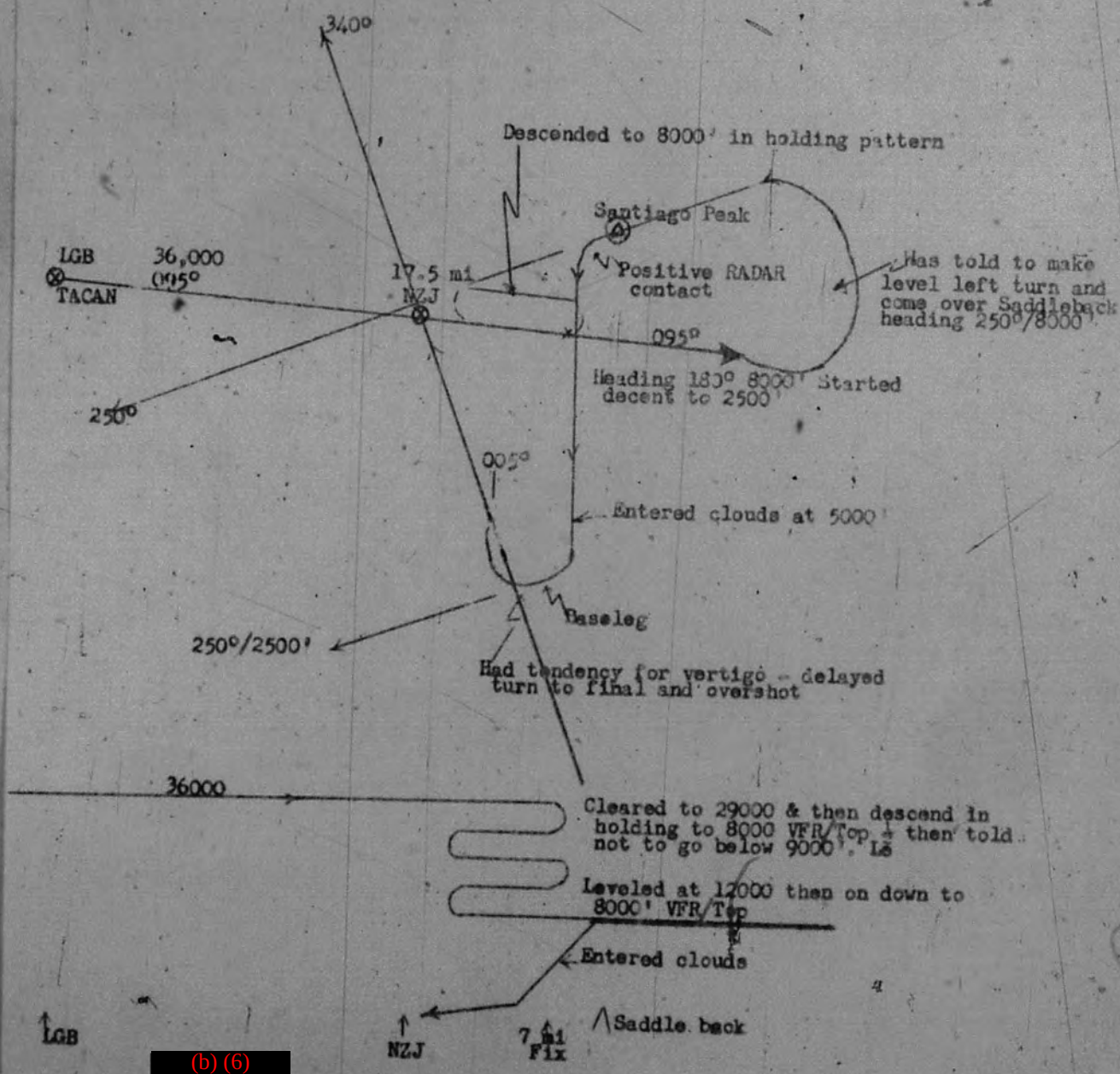
4. 145536 Called steady 260°, 2500' was approximately 12 Miles from runway.

5. 145536 Struck ground heading 140°, 280' elev. 156° Magnetic bearing, 9.3 Miles from end of Runway 34R.

Enclosure (4d) to VMF-251 AAR 1-59

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 65, OPNAV INST 3750.6C

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAV INST 3750.6C



Lt [redacted] (b) (6) pattern on 27 May 59 about 0030 A.M. - landed after Lt. [redacted] (b) (6) and after Capt. Mayfield crashed. Brake out of overcast at 1300' and Runway 25/7 was lit-GCA did not tell pilot what runway was in use; as a result, pilot made approach for 7R when he could not contact tower on channel #5 - called on base for runway 7R on Guard. Tower then said runway 25L was duty but cleared to land 7R.

RESUME OF PILOTS TOTAL FLYING EXPERIENCE

PILOT: Captain MAYFIELD

ATTACHED TO	LENGTH OF TOUR (MONTHS)	AIRCRAFT MODEL (S) FLOWN	FLIGHT HRS BY MODEL AIRCRAFT	OPERATIONAL OR PROFICIENCY	TYPE FLYING (VF)(VA)(VR) ETC
NAS PENSACOLA	8 Mons	T-34 T-28 SNJ	59.6 76.3 38.1	Training	VF/VA
NAS Corpus Christi	4½ Mons	TV F9F-2	51.4 79.7	Training	VF/VA
VMF-33	14 Mons	SNB-AD TV-2 FJ-3	9.3 ~~20.7~~ 19.6 357.6	Operational	VF FCLP-41.2 VF(CV)-12.9 CV Ldgs-11
VMF-251	13½ Mons	F8U-1 F9F8T	180.5 17.5	Operational Training Instrument	VF VF

Enclosure (7) to VMF-251 AAR 1-59

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 65,
OPNAV INST 3750.6C

RESUME OF PILOTS TOTAL FLYING EXPERIENCE

PILOT: Captain MANFIELD

ATTACHED TO	LENGTH OF TOUR (MONTHS)	AIRCRAFT MODEL (S) FLOWN	FLIGHT HRS BY MODEL AIRCRAFT	OPERATIONAL OR PROFICIENCY	TYPE FLYING (VF)(VA)(VR) ETC
NAS PENSACOLA	8 Mons	T-34 T-28 SNJ	59.6 76.3 38.1	Training	VF/VA
NAS Corpus Christi	4½ Mons	TV F9F-2	51.4 79.7	Training	VF/VA
VMF-33	14 Mons	SNB-AD TV-2 FJ-3	9.3 ~~20.7~~ 19.6 157.6	Operational	VF FCLP-41.2 VF(CV)-12.9 CV Ldgs-11
VMF-251	13½ Mons	F8U-1 F9F8T	180.5 17.5	Operational Training Instrument	VF VF

Enclosure (7) to VMF-251 AAR 1-59

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 65,
OPNAV INST 3750.6C

ENCLOSURE INDEX

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 65, OPNAV INST. 3750.6C

ENCLOSURE (1) Flight Members Statements

(1a) Lt. [redacted] (b) (6)

(1b) Lt. [redacted]

ENCLOSURE (2) Supporting and Witnesses Statements

[redacted] (b) (6)

(2p) GCA Transcript

ENCLOSURE (3) Maintenance Officers Statement

(3a) Capt [redacted] (b) (6)

All statements withheld under exemption (b)(5). [redacted]

ENCLOSURE (4) Diagrams of scene

(4a) Wreckage

(4b) Map of area (local area)

(4c) 1stLt [redacted] (b) (6) flight path

(4d) Capt MAYFIELD's approximate flight path

(4e) 2ndLt [redacted] (b) (6) flight path

ENCLOSURE (5) Photographs

(5a) Wreckage looking North

(5b) Wreckage looking East

(5c) Aft view of wreckage

(5d) Port wing & center wing section

(5e) Point of impact & compressor section

(5f) Engine and associated parts

(5g) Left hand center section inboard droop actuator

(5h) Right hand center section inboard droop actuator

(5i) Right hand outboard panel droop actuator

(5j) Speed brake actuator

(5k) Wing incidence cylinder

(5l) Left hand main landing gear door actuator

(5m) Nose wheel actuating cylinder

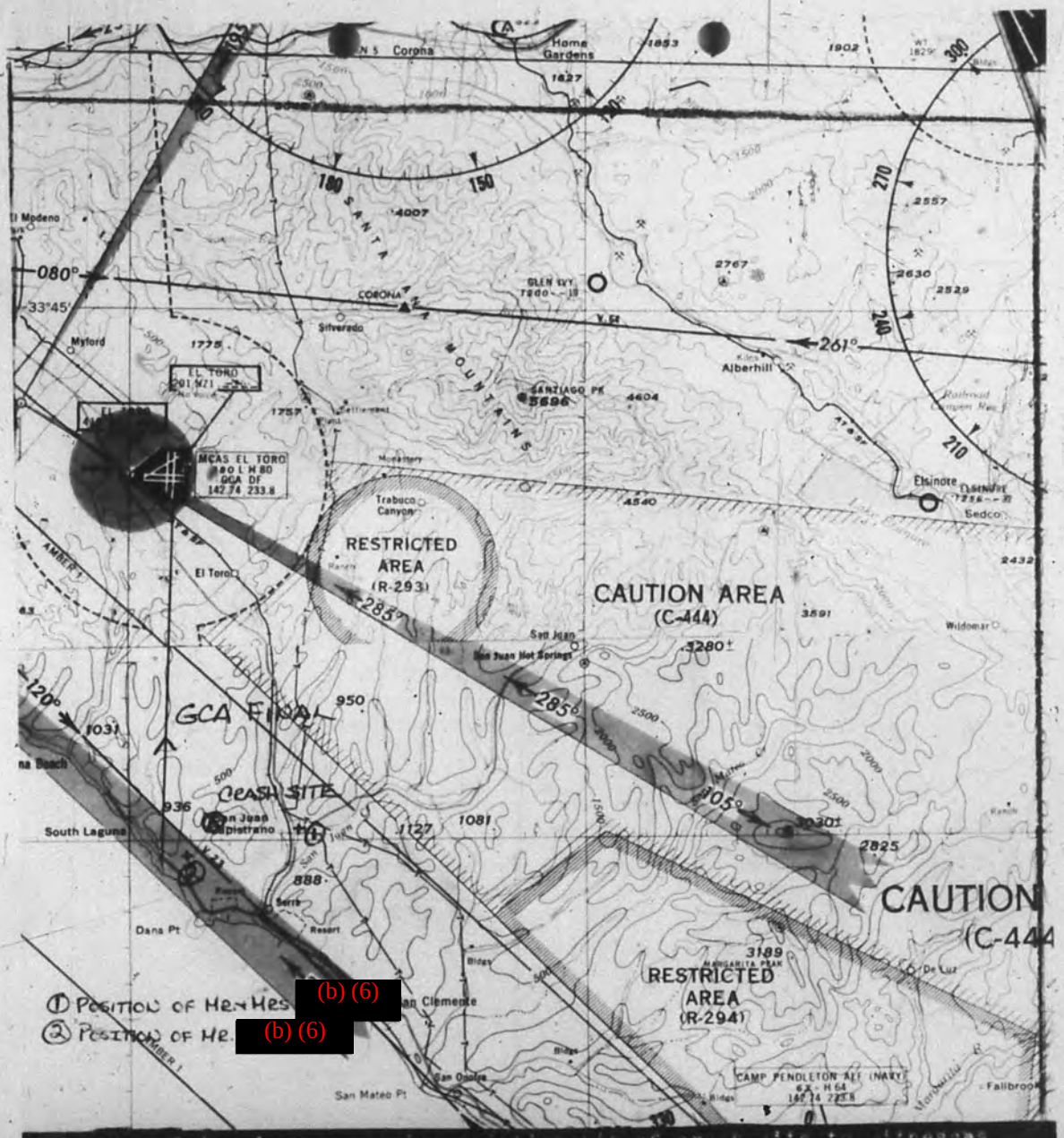
(5n) Front view of compressor blades

(5o) Ejection seat firing head

ENCLOSURE (6) FLIGHT Authorization

(6a) Flight Schedule

(6b) DD 175



① POSITION OF MR. & MRS. [redacted] (b) (6)
② POSITION OF MR. [redacted] (b) (6)

Map of local area showing relationship of crash site to witnesses and M.C.A.S. El Toro

ENCL.(4) to VMF-251 AAR 1-59 occurring 27 May 1959, FTU-1 BuNo 145536, Pilot-Mayfield

Special handling required in accordance with Para. 65, OPNAVINST 3750.6C

Wreckage looking north showing position of M.C.A.S., El Toro and heading at time of impact

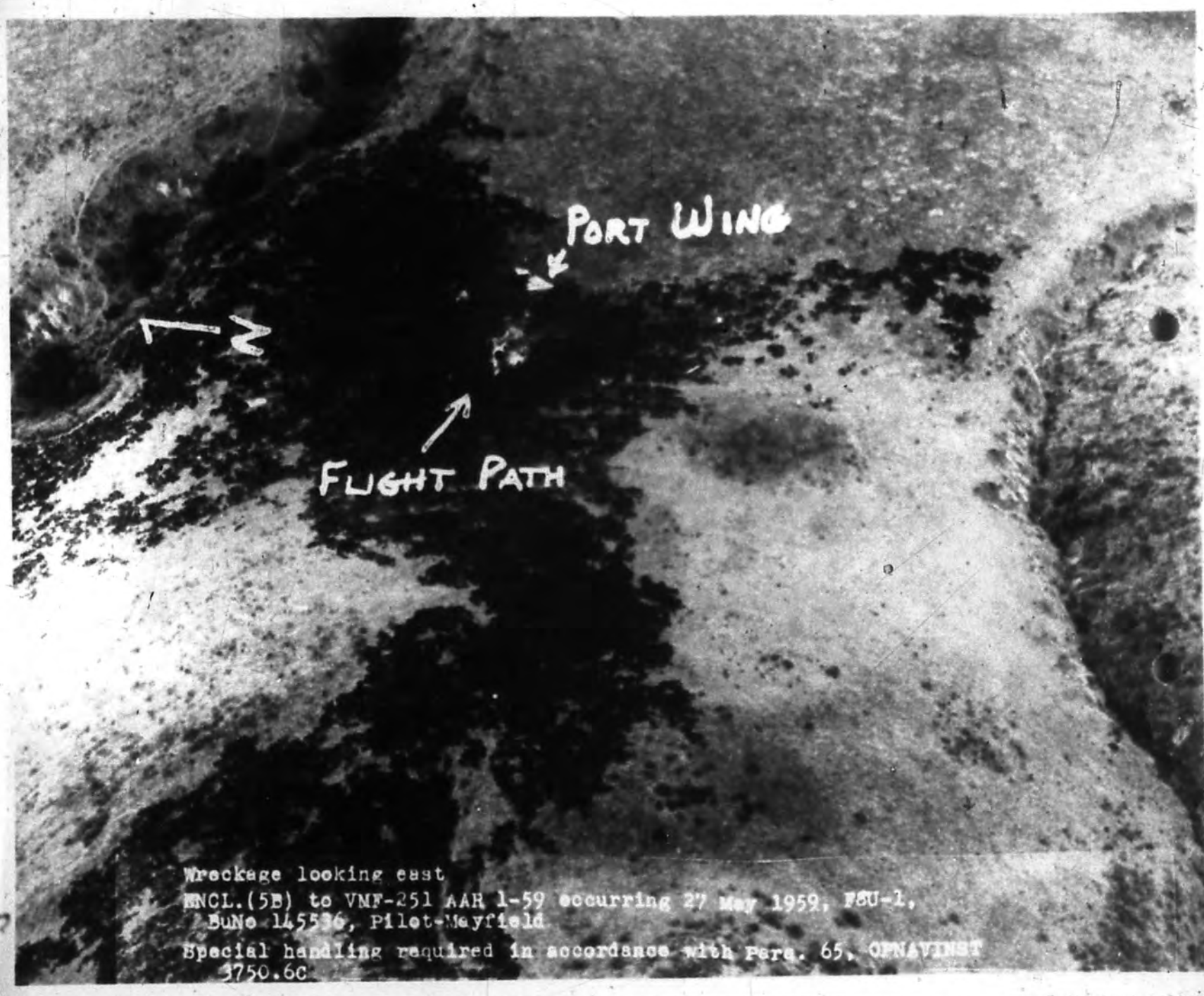
ENCL. (5A) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536
Pilot-Mayfield

Special handling required in accordance with Para. 65, OpnavInst 3750.6C

Wreckage looking north showing position of M.C.A.S., El Toro and heading at time of impact

ENCL. (5A) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536
Pilot-Mayfield

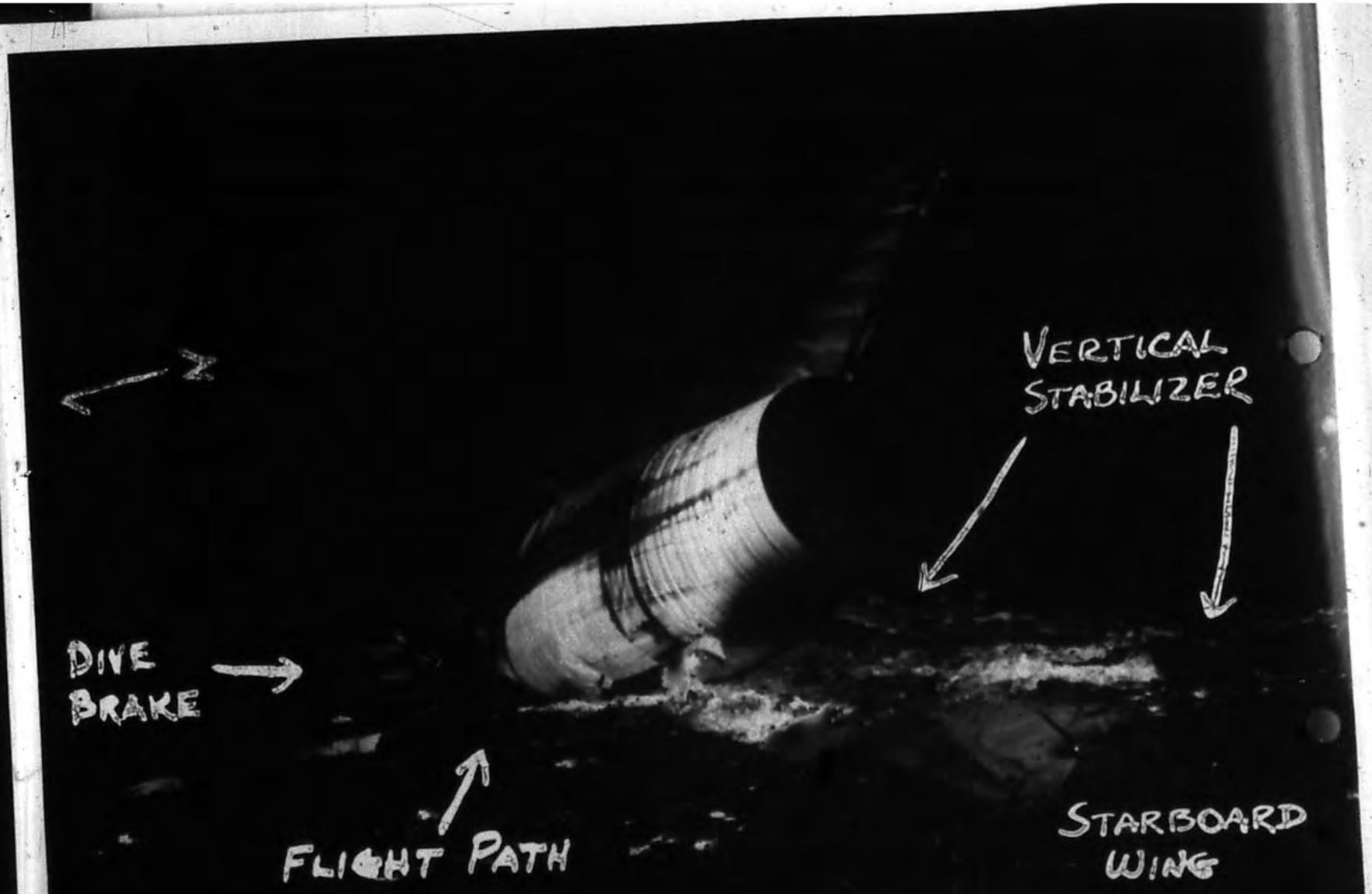
Special handling required in accordance with Para. 65, OpnavInst 3750.6C



Wreckage looking east

ENCL.(5B) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield

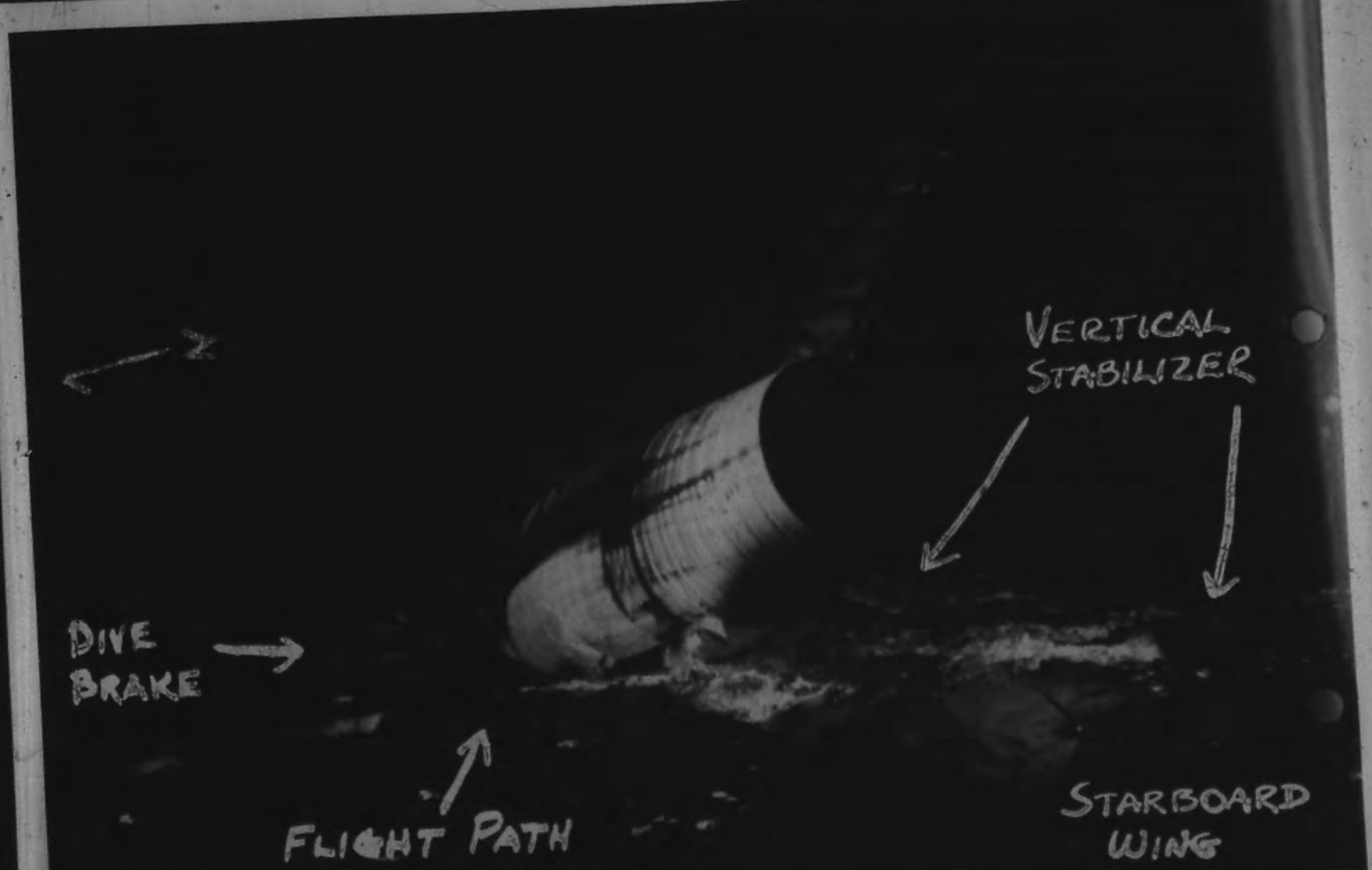
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C



Aft view of tail section indicating approximate direction of flight path

ENCL.(5C) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield

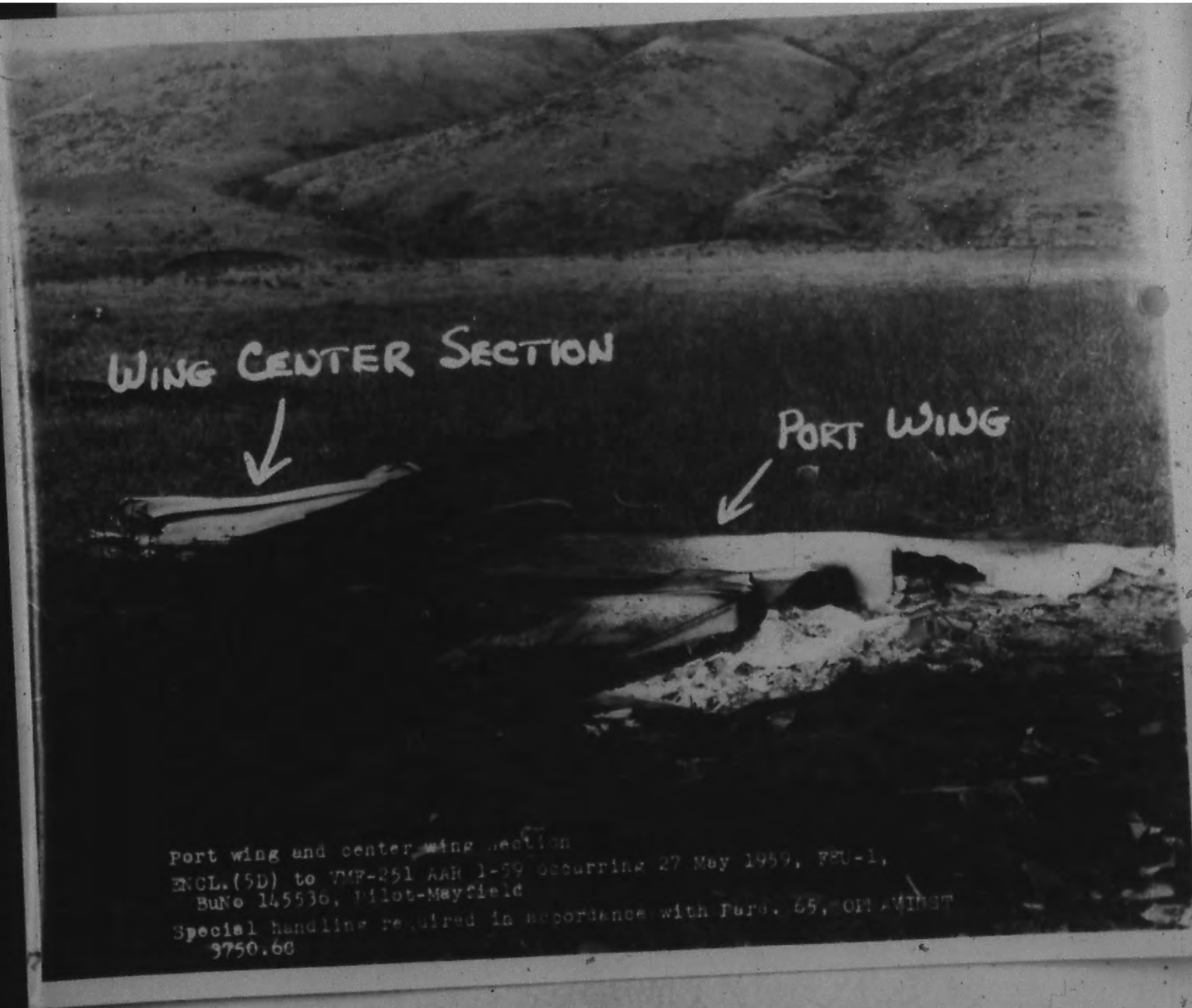
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C



Aft view of tail section indicating approximate direction of flight path

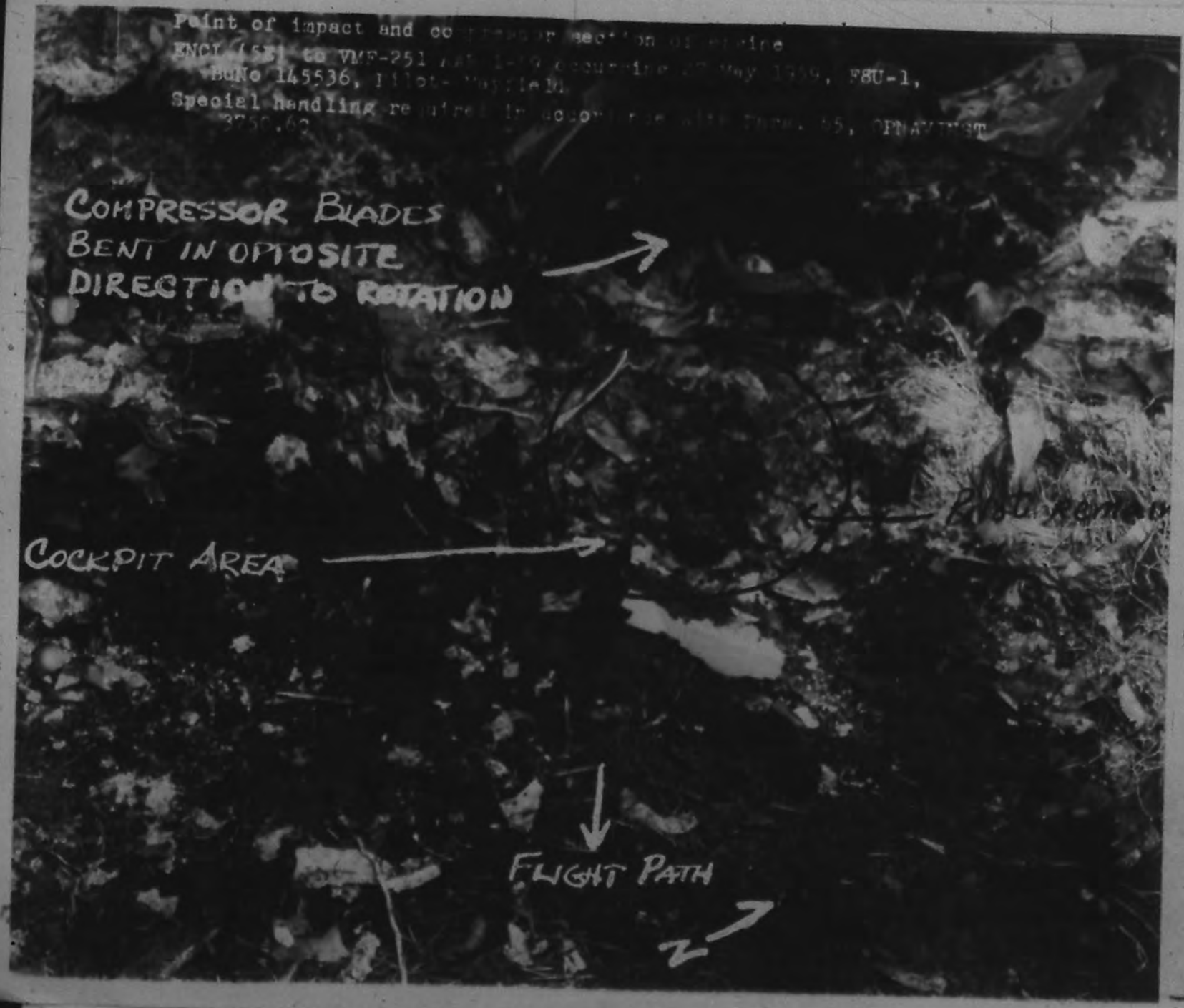
ENCL.(5C) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield

Special handline required in accordance with Para. 65, OPNAVINST 3750.6C



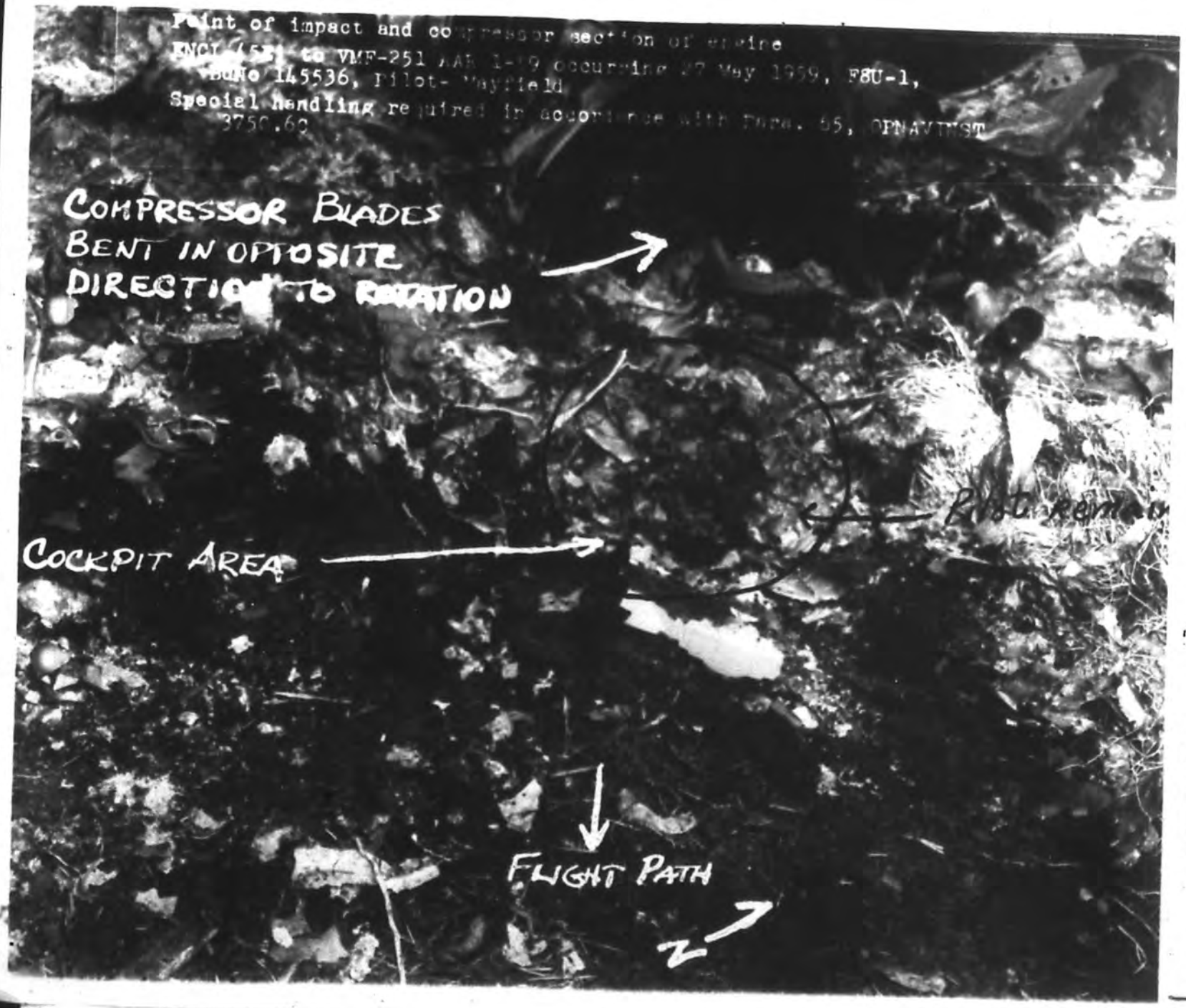
Port wing and center wing section
ENCL.(5D) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1,
BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Para. 85, OPNAVINST
3750.6C

Point of impact and co[illegible] section of engine
ENCL (5E) to VMF-251 [illegible] occurring [illegible] May 1959, F8U-1,
BuNo 145536, Pilot- [illegible]
Special handling required in accordance with Para. 65, OPNAVINST
3750.6[illegible]

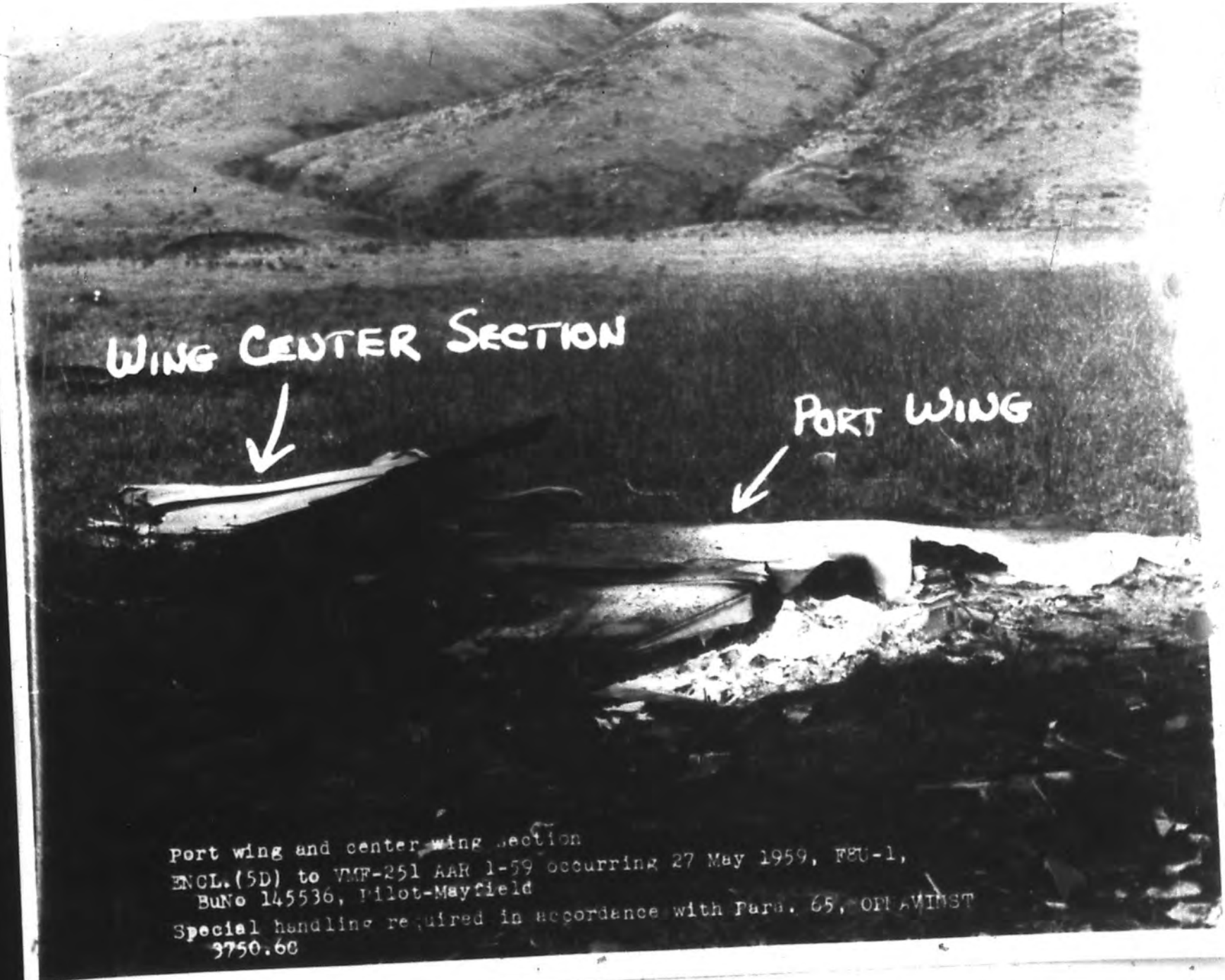


RELEASING (2) TO MAR 20-59

Point of impact and compressor section of engine
ENCL (5E) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1,
BuNo 145536, Pilot- Mayfield
Special handling required in accordance with Para. 65, OPNAVINST
3750.6C



ENCLOSURE (2) TO MOR 20-59

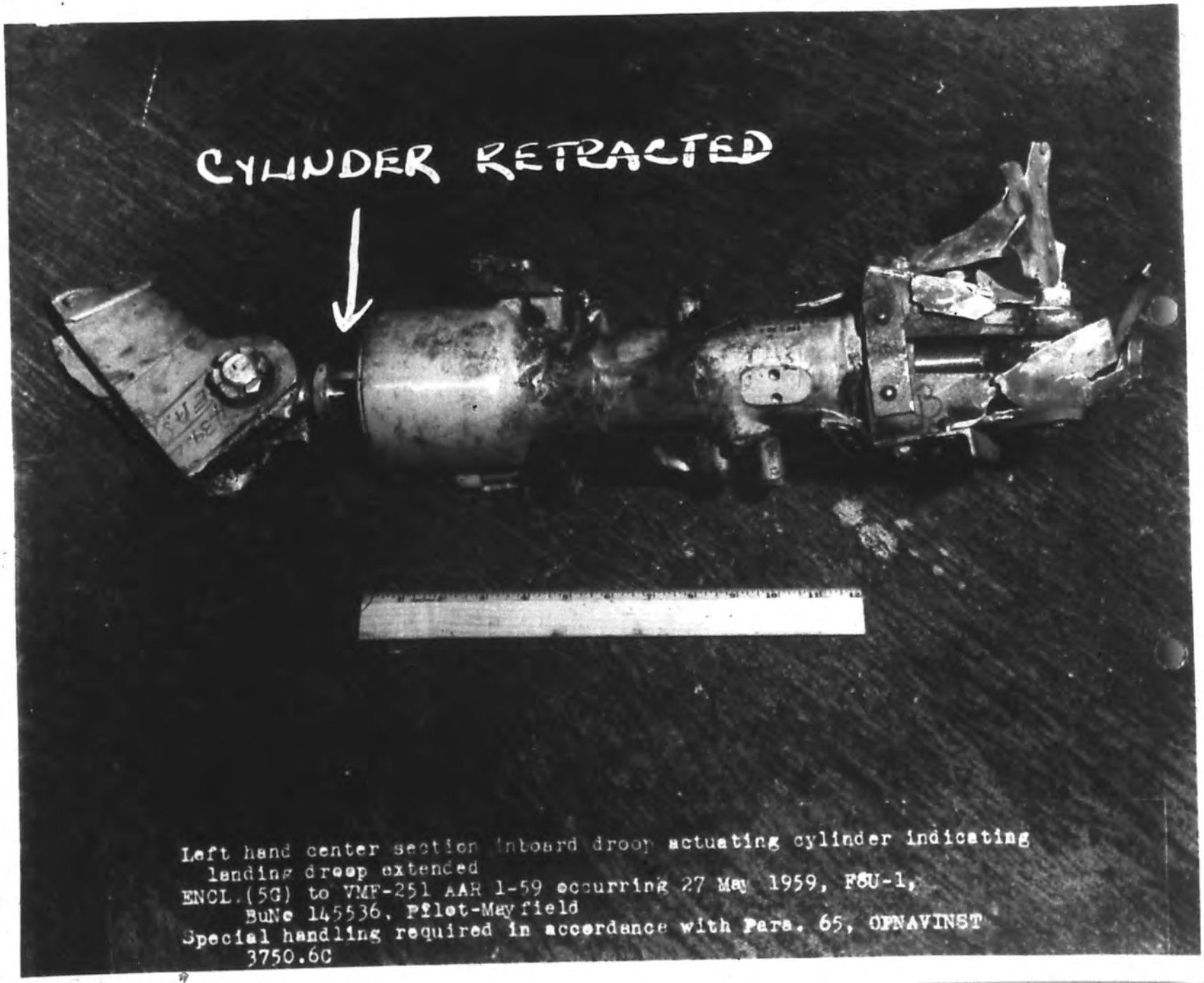


Port wing and center wing section
ENCL.(5D) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1,
BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Para. 65, OPNAVINST
3750.6C

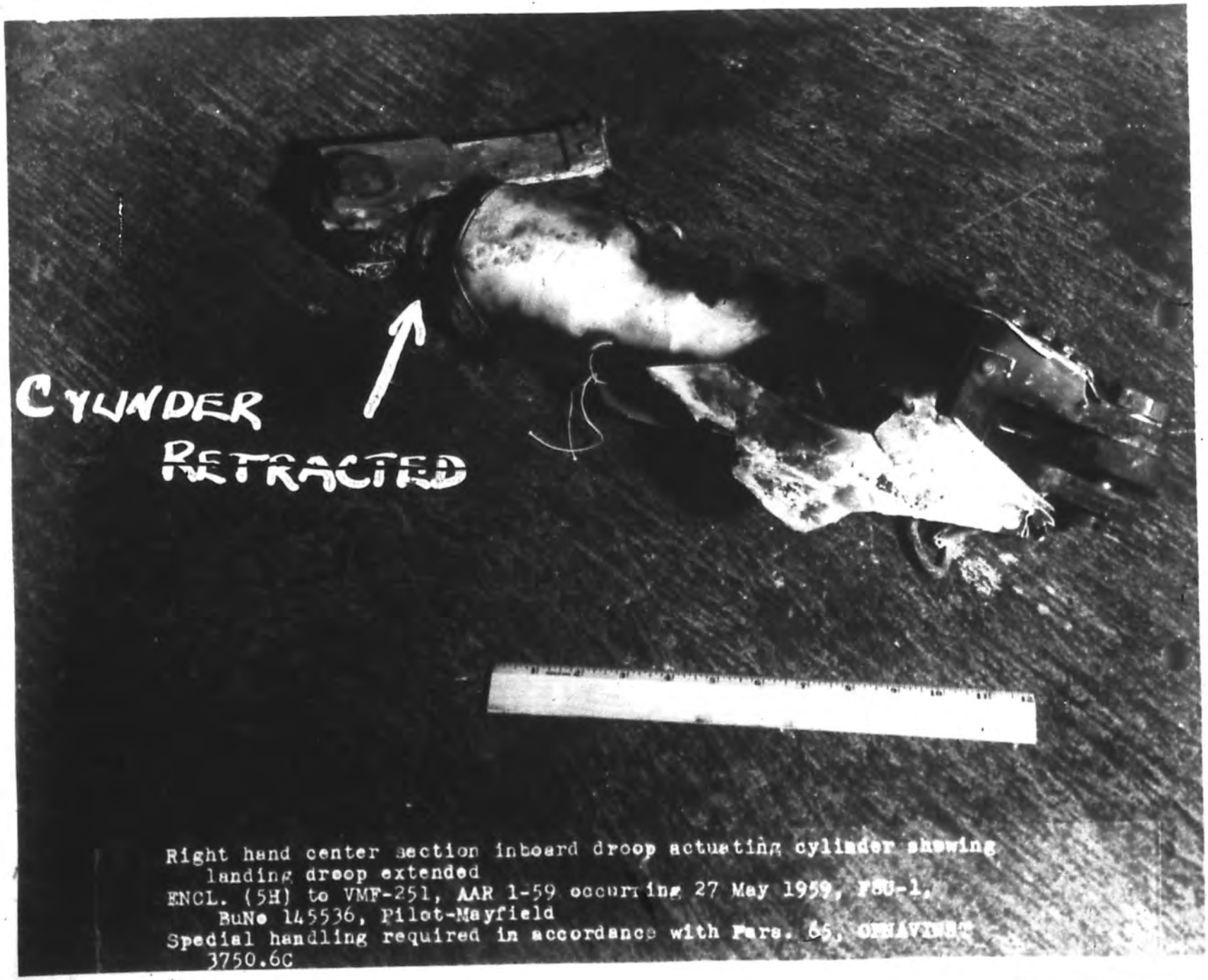
...gine and associated parts

ENCL.(5F) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield

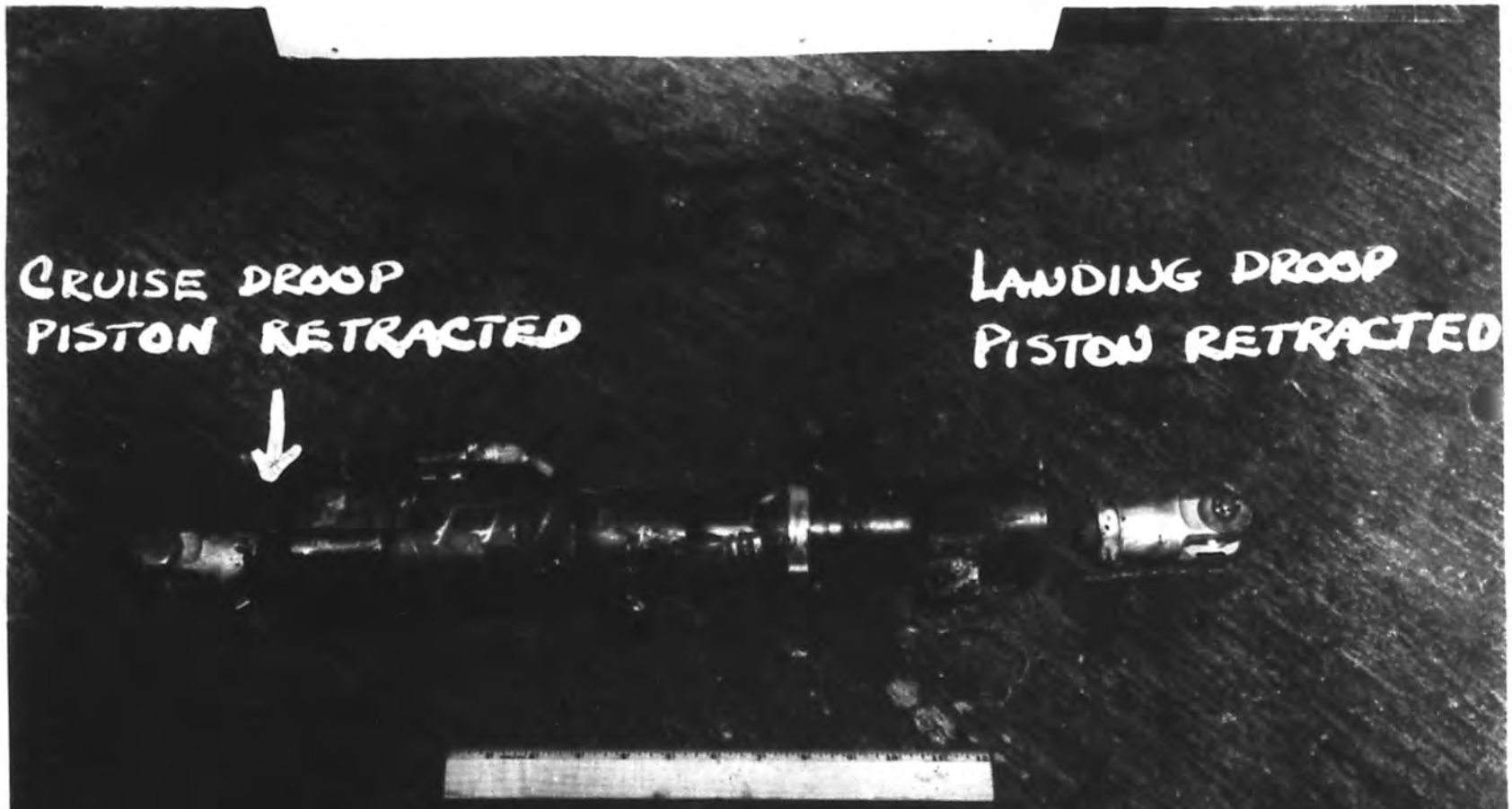
Special handling required in accordance with Para. 6..., OPNAVINST 3750.6C



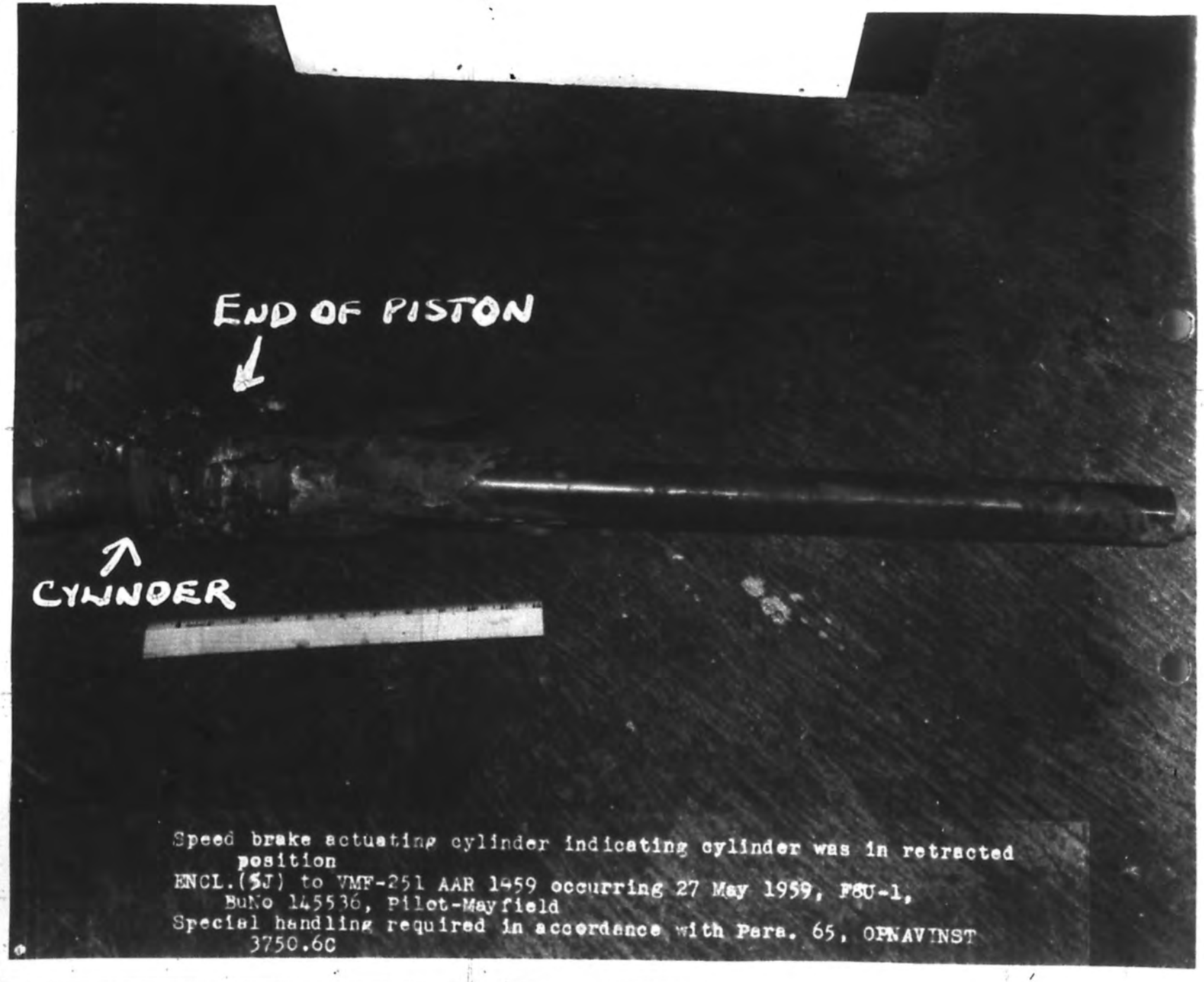
Left hand center section inboard droop actuating cylinder indicating landing droop extended
ENCL.(5G) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C



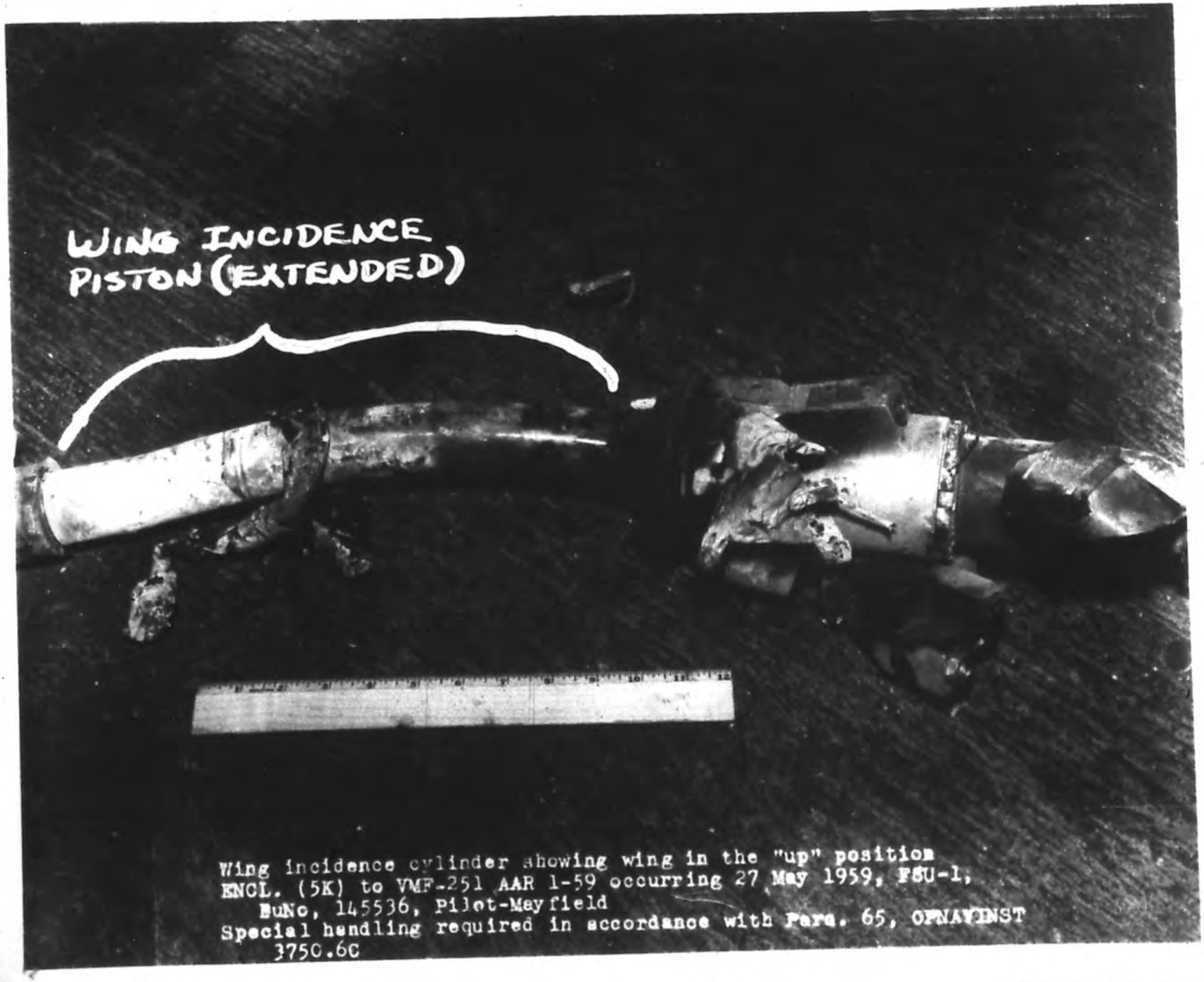
Right hand center section inboard droop actuating cylinder showing landing droop extended
ENCL. (5H) to VMF-251, AAR 1-59 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Pars. 65, OPNAVINST 3750.6C



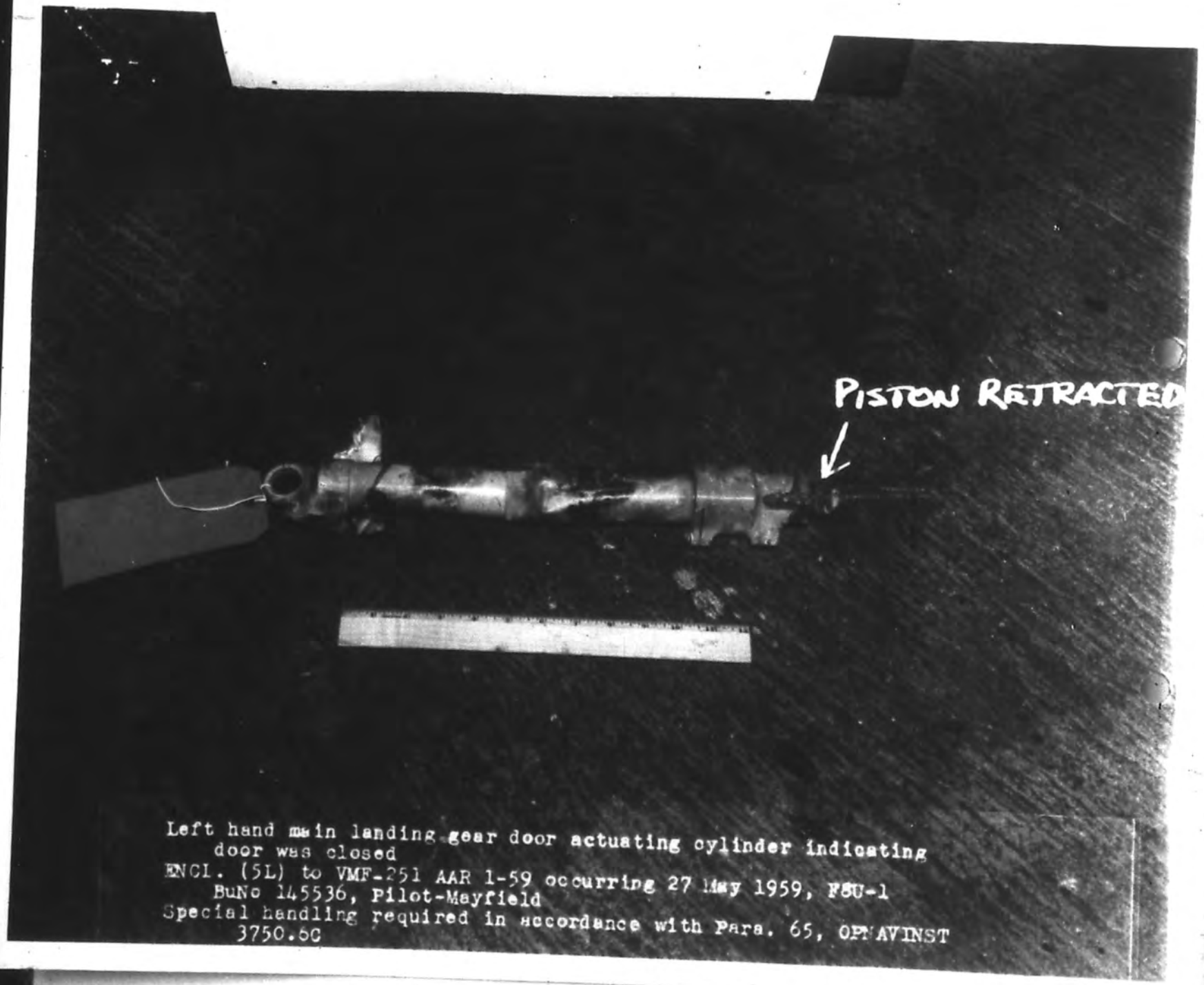
Right hand outboard panel droop actuating cylinder indicating landing droop was extended
ENCL. (5I) to VMF-251 AAR 1-59 occurring 27 May 1959, FSU-1
BuNo 145536, Pilot- Mayfield
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C



Speed brake actuating cylinder indicating cylinder was in retracted position
ENCL.(5J) to VMF-251 AAR 1459 occurring 27 May 1959, F8U-1, BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C



Wing incidence cylinder showing wing in the "up" position
ENCL. (5K) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1,
BuNo, 145536, Pilot-Mayfield
Special handling required in accordance with Para. 65, OPNAVINST
3750.6C



Left hand main landing gear door actuating cylinder indicating door was closed

ENCL. (5L) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1 BuNo 145536, Pilot-Mayfield

Special handling required in accordance with Para. 65, OPNAVINST 3750.6C

Nose wheel actuating cylinder broken in extended position indicating nose gear was retracted
ENCL. (5M) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1
BuNo 145536, Pilot-Mayfield
Special handling required in accordance with Para. 65, OPNAVINST 3750.6C

Front view [illegible] showing compressor blades bent in opposite
direction from rotation
ENCL.(5N[illegible] VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1
[illegible]45536, Pil[illegible] field
Special handling required in accordance with Para. 65, OPNAVINST
3750.60
COMPRESSOR
BLADES

Ejection seat firing head showing unfired primer
ENCL. (50) to VMF-251 AAR 1-59 occurring 27 May 1959, F8U-1
BuNo 145536, Pilot-Mayfield
Special handling required in accordance with para. 65, OPNAVINST
3750.6C

SPECIAL HANDLING REQUIRED [illegible] 251
IN ACCORDANCE WITH PARA [illegible] [illegible] GROUP 33
SECNAV INST 5750.6B 33 AIRING AIR STATION, [illegible], [illegible]
MARINE CORPS AIR STATION, EL TORO (SANTA ANA), CALIFORNIA.

FLIGHT SCHEDULE FOR Tuesday 26 May 1959

CALL	PILOT	MISSION	NOTAM	BRIEF	TO	LAND	REMARKS
1-0	~~FRANCKE~~ Col Clark	Flex Strafe	DI		0730	0900	TOT 0800
1-2	RUSSELL	AD TAC 10	"		"	"	0845
1-3	LEATHERS	AD TAC 12	"		"	"	Ordnance Roc
1-4	~~KRETSINGER~~ Patterson	"	"		"	"	& 400 20MM
2-0	JACKSON	Flex Strafe	"	0800	1000	1130	TOT 1100-105
2-2	~~THOMAS~~ Chamson	AD TAC 13	"	"	"	"	Ordnance Roc
2-3	KESSLER	AD TAC 12	"	"	"	"	& 400 20MM
2-4	CHAPPELEAR	"	"	"	"	"	
2-5	Jacobs	TACA					
3-0	LtCol CLARK	AD TAC 8 (GCI)	"	0900	1030	1200	Cameras
3-2	MAYFIELD	"	"	"	"	"	"
3-3	WHIPPLE	AD TAC 11 (GCI)	"	"	"	"	"
3-4	ALEXANDER	"	"	"	"	"	"
4-0	BLACK	A/A 40M Cont/10	"	1200	1330	1500	Cameras
4-2	VAN DEUSEN	"	"	"	"	"	"
4-3	CHAPPELEAR	"	"	"	"	"	"
4-4	GOURLEY	"	"	"	"	"	"
4-5	DOWNING	TARGET	"	"	"	"	"
5-0	MAYFIELD	AD NAV-4 Las Vegas	"	1730	1930	2130	ROO
5-2	CHAMSON	" Holiday	"	"	"	"	ALEXANDER
6-0	JACOBS	FD (GCI)	"	1730	1930	2130	"
6-2	MOORING	"	"	"	"	"	"
5-3	WHIPPLE						
7-0	FRANCKE	ALERT PILOTS			1200	1600	
	RUSSELL	"					
	LEATHERS	"					
	KRETSINGER	"					
8-0	MAYFIELD	"			1600	2000	
	CHAMSON	"					
	JACOBS	"					
	MOORING	"					

STANDBY PILOTS:
VAN DEUSEN
GOURLEY
BLACK
JACOBS

SDO: Lt THOMAS
ODO: 0730-1200 VAN DEUSEN NOFT
1200-1600 MAYFIELD 1100 JACOBS
Nite Fly ALEXANDER 1300 MAYFIELD

P. M. JACOBS
1st Lt Flight Officer

APPROVED:
D. E. Francke
D. E. FRANCKE
Maj USMC
Operations Officer

Dist:

GROUP	S-3	3	CO & XO	2	SgtMaj	1	Admin	1
TOWER		2	R Room	1	M & M	2		
TACC		2	Flt Officer	1	Eng	9		

[redacted] (b) (6)

Enclosure (6a) to VMF-251 AAR 1-59

CERTIFIED A TRUE COPY

SPECIAL [illegible] Reclassified [illegible] 251
IN ACCORDANCE WITH [illegible] [illegible] SHIP 35
OPNAV INST 5750.6C 30 MARINE AIR [illegible], [illegible], [illegible]
MARINE CORPS AIR STATION, EL TORO (SANTA ANA) CALIFORNIA.

FLIGHT SCHEDULE FOR Tuesday 26 May 1959

CALL	PILOT	MISSION	MARK	BELOW	TO	LAND	REMARKS
1-0	~~FRANCKE~~ Lt Cook	Flexx Alerts	DI		0700	0900	TOT 0800
1-2	RUSSELL	AD TAC 9	"		"	"	0845
1-3	LEATHERS	AD TAC 17	"		"	"	Ordnance Roc
1-4	~~KRETSINGER~~ Patterson	"	"		"	"	& 400 20MM
2-0	JACKSON	Flexx Alerts	"	0830	1000	1130	TOT 1030-105
2-2	~~THOMAS~~ Chadwick	AD TAC 3	"	"	"	"	Ordnance Roc
2-3	KESSLER	AD TAC 12	"	"	"	"	& 400 20MM
2-4	CHAPPELEAR	"	"	"	"	"	
2-5	JACOBS	TACA					
3-0	LtCol CLARK	AD TAC 8 (OCI)	"	0900	1030	1200	Cameras
3-2	MAYFIELD	"	"	"	"	"	"
3-3	WHIPPLE	AD TAC 11 (OCI)	"	"	"	"	"
3-4	ALEXANDER	"	"	"	"	"	"
4-0	BLACK	A/A 40M	"	1200	1330	1500	Cameras
4-2	VAN DEUSEN	"	"	"	"	"	"
4-3	CHAPPELEAR	"	"	"	"	"	"
4-4	GOURLEY	"	"	"	"	"	"
4-5	DOWNING	Target	"	"	"	"	"
5-0	MAYFIELD	AD NAV [illegible]	"	1730	1930	2130	RON
5-2	CHADWICK	" Refuel	"	"	"	"	ALEXANDER
6-0	JACOBS	FD (OCI)	"	1730	1930	2130	"
6-2	WOODRING	"	"	"	"	"	"
5-3	WHIPPLE						
7-0	FRANCKE	ALERT PILOTS			1200	1600	
	RUSSELL	"					
	LEATHERS	"					
	KRETSINGER	"					
8-0	MAYFIELD	"			1600	2000	
	CHADWICK	"					
	JACOBS	"					
	WOODRING	"					

STANDBY PILOTS:
VAN DEUSEN
GOURLEY
BLACK
JACOBS

SDO: Lt THOMAS
ODO: 0730-1200 VAN DEUSEN
1200-1600 MAYFIELD
Nite Fly ALEXANDER

NOFT
1100 JACOBS
1300 MAYFIELD

P. M. JACOBS
Lt(jg) Flight Officer

APPROVED:
D. E. Francke
D. E. FRANCKE
Maj USMC
Operations Officer

Dist:

GROUP S-3	3	CO & XO	2	SgtMaj	1	Admin	1
TOWER	2	R Room	1	M & NS	2		
TACO	2	Flt Officer	1	Eng	9		

Enclosure (6a) to VMF-251 MAR 1-59

[redacted] (b) (6)

CERTIFIED A TRUE COPY

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

DATE 21-MAY 59

A. OPERATIONS OFFICE [illegible]

AIRCRAFT [illegible]

B. OCCUPANTS (State whether crew or passenger. List additional passengers on separate sheet and attach.)

DUTY	NAME AND INITIAL	GRADE	SERVICE NO.	ORGANIZATION	HOME STATION
PILOT IN COMMAND	[illegible]	[illegible]	[illegible]	[illegible]	MCAL E. Toro
	[illegible]				
[illegible]	[illegible]	[illegible]	[illegible]	do	-do-
	[illegible]	[illegible]		INST - 17 Jun 59	
[illegible]	[illegible]	[illegible]	[illegible]	do	-do-
	[illegible]	[illegible]		INST - 7 Dec 59	

C. FLIGHT PLAN

RADIO CALL NJ 45447 AIRCRAFT TYPE 3/F [illegible]

ROUTE TO BE FLOWN

IFR	VFR	ALTITUDE	ROUTE	TO
✓		VFR/ P	D 7	George
✓		VFR/ 3P	D [illegible]	[illegible]

HOME OF DEPARTURE Wells AFB

BASE OPERATIONS DESTINATION MCAL E. Toro

VILLAGE 210 ETD 0600Z

ELT TIME 4:57 ETE 0+31

ALTERNATE George AFB ETE TO ALTERNATE 0+10

FREQ ALL UHF

PILOT'S LAST NAME Chamison

FUEL ON BOARD 2' - 30 MIN

INSTRUMENT RATING

NAVY	AIR FORCE	ARMY
~~OPERATIONAL PILOT~~	~~PILOT RATING~~	~~PILOT RATING~~
~~STANDARD PILOT~~	~~INST RATING~~	~~INST RATING~~

DATE INSTRUMENT CARD EXPIRES 2 Feb 60

CO FORM WM FILED AT DATE FILED

HIGHEST RANK ON BOARD

LETDOWN EQUIPMENT ABOARD AIRCRAFT

LETDOWN AVAILABLE AT DESTINATION

NOTAMS OPERA

REMARKS
1. No Marker Beacon & Cant
2. Ch. Penetration & SCA at Dest
3. VFR C/C/C [illegible]

[illegible] Mayfield [illegible]
for R.E. Chamison

D. WEATHER

EXISTING: DESTINATION [illegible] ALTERNATE [illegible]

ROUTE FORECAST: MIN CIG AT; MAX CLD TOPS FT MSL; MIN CIG FT MSL; MIN FRZ LVL FT MSL; CONG; FRZ HGN; WINDS; SIGNATURE

E. FLIGHT CLEARANCE AUTHORIZATION

SUBMITTED TO TIME BY

INSTRUCTIONS AND APPROVAL TRANS. TO TOWER OR PILOT BY

STATION ARRIVED AT TIME NAME GRADE OR POSITION

SIGNATURE OF CLEARING AUTHORITY

FOR THE COMMANDER

DD FORM 175

U.S. GOVERNMENT PRINTING OFFICE

(b) (6)

[redacted]

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

DATE 26 MAY 59

A. OPERATIONS OFFICE [illegible]

AIRCRAFT [illegible]

B. OCCUPANTS (State whether crew or passenger. List additional passengers on separate sheet and attach.)

DUTY	NAME AND INITIAL	GRADE	SERVICE NO.	ORGANIZATION	HOME STATION
PILOT IN COMMAND	[illegible]	[illegible]	[illegible]	[illegible]	MCAL E. Toro
	[illegible]				
[illegible]	[illegible]	[illegible]	[illegible]	do	-do-
	[illegible]	[illegible]		Inst - 19 Jun 59	
[illegible]	[illegible]	[illegible]	[illegible]	do	-do-
	[illegible]	[illegible]	17	Inst - 7 Dec 59	

C. FLIGHT PLAN

RADIO CALL [illegible] 45447 AIRCRAFT TYPE 3/F [illegible]

ROUTE TO BE FLOWN

IFR	VFR	ALTITUDE	ROUTE	TO
✓		VFR/[illegible]	[illegible]	[illegible]
✓		VFR/[illegible]	[illegible]	[illegible]

HOME OF DEPARTURE Wells AFB

BASE OPERATIONS DESTINATION MCAL E. Toro

VOLUME 210 ETD 0600Z

LEGS 487 ETE 0+31

ALTERNATE George AFB ETE TO ALTERNATE 0+10

CHANGE FREQ All UHF

PILOT'S LAST NAME Chamson

SEC. ON BOARD 2 - 30

INSTRUMENT RATING

NAVY	AIR FORCE	ARMY
~~PILOT RATING~~	~~PILOT RATING~~	~~PILOT RATING~~
~~STANDARD PILOT~~	~~INST RATING~~	~~INST RATING~~

DATE INSTRUMENT CARD EXPIRES 2 Feb 60

CUSTOMS BEFORE FILED AT DATE FILED

HIGHEST RANK ON BOARD

LETDOWN EQUIPMENT ABOARD AIRCRAFT

[illegible]	[illegible]	[illegible]	[illegible]	✓	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	✓

LETDOWN EQUIPMENT ABOARD AIRCRAFT

[illegible]	[illegible]	[illegible]	[illegible]	✓	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	✓

REMARKS
1. No Marker Beacon [illegible]
2. [illegible] Penetration & GCA at Dest
3. VFR C/C [illegible]

[signature] for R.E. Chamson

D. WEATHER

EXISTING	DESTINATION						
	ALTERNATE						
ROUTE FORECAST	MIN FIG	AT	MAX FLT TOP	FT MSL			
	MIN FLT LVL		OUTS OF HAZ				
	MIN FRZ LVL	FT MSL	RING		FRZ ICON		
	WINDS						

SIGNATURE

E. FLIGHT CLEARANCE AUTHORIZATION

SUBMITTED TO | TIME | BY

INSTRUCTIONS AND APPROVAL TRANS. TO TOWER OR PILOT BY | ACCOMPLISHED TIME

STATION ARRIVED AT | TIME | NAME | GRADE OR POSITION

SIGNATURE OF CLEARING AUTHORITY

FOR THE COMMANDER

DD FORM 175

U.S. GOVERNMENT PRINTING OFFICE

(b) (6)