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1 November, 1943 - 30 November, 1943.

Gunnery: PARDEE, Walter W. 1st Lt. USMC detached to HqSq, MBDAG-44, Mojave, California. MAC CRONE, Charles A. 2nd Lt. USMC joined from HqSq, MBDAG-44 Mojave, California. BATE, Oscar M. Captain, USMCR and O'HARRA, Lee E. 1st Lt. USMCR collided in mid air about eight (8) miles east of MCAS, Mojave, California. O'HARRA died as result of accident and BATE received lacerations on the leg. Both planes completely demolished (FM-1 #15548 and FM-1 #15460)

November Gunnery: Gunnery: November

ERDMANN, William A. and Lt. USMCR TAD to escort the remains of the late 1st Lt. O'HARRA to Ashland, Oregon for burial. Authorized 3 days delay. One (1) enlisted man from Toole, Utah in connection with undergoing instruction in Chemical Warfare Training.

cles E. End Lt. UBNCR died on remult of circraft so identified

Gunnery, Glide bombing and combat instruction. November 5 HUMBERD, William C. Major, USMC joined from HqSq, MBDAG-41, El Toro, Santa Ana, California. MAC CRONE, Charles A. 2nd Lt. USMC TAD to NAS, San Diego, California, in connection with delivering aircraft material.

Gunnery, glide bombing and combat instruction. November 6

ENGLARADOR SERVICE DE LA SERVI

MAC CRONE, Charles A. 2nd Lt. USMC from TAD at NAS, San Diego, California. November 7 JENNINGS, Francis C. 2nd Lt. USMCR, flying F4U-1 #02341 orashed on runway on landing due to failure of landing gear. Landing gear damaged and no injury to pilot. HABERMAN, Rober A. Captain, USMCR, flying FM-1 #1551 crashed on edge of field due to propeller failure. Plane transferred to Naval Supply, no injury to pilot. Received four (4) F4U from NAS, San Biego, California. One (1) FG-1 from VMF-121, MBDAG-44, Mojave, California.

November 8 F4U familiarization, glide bombing. KANE, John R. 2nd Lt. USMCR, flying FG-1 #13091 crashed on runway on landing. Damage to propeller and fuselage. Pilot received slight laceration on forehead.

Glide bombing and night flying. November 9

November 10 F4U familiarization and overland navigation. LORCH, Orville F. 2nd Lt. USMCR groundlooped FM-1 # 15111 caused by tire blowing out on landing. No damage or injury. Transferred to VMF-121: four (4) FM-1, three (3) F4F-3, two (2) F4F-4.

November 11 Familiarization and overland navigation. Received from VMF-122; three (3) F4F-7. Received from NAS, San Diego, Calif., two (2) F4U-1.

November 12 F4U familiarization and night flying. Seven (7) enlisted men joined from HqSq, MBDAG-44, Mojave, California. One (1) enlisted man joined from VMD-254, MBDAG-44, Mojave, California. One (1) enlisted man transferred to HqSq, MBDAG-44, Mojave, California. One (1) enlisted man transferred to Service Squadron, MBDAG-44, Mojave, **国际政府的** 新发

California.

November 13 F4U section tactics. The following officers received and accepted appointment to 1st Lt. to rank from 31 October, 1943, effective 1 November, 1943. CUNNINGHAM, Russell F. INGLEHART, George G. HENLEY, Paul B. ROBINSON, Max K. JENNINGS, Francis C. THORNTON, Powell D. KANE, John R. WILSON, Cecil M.

WAR DIARY: VMO-251 1 November, 1943 - 30 November, 1943.

November 13 MC MASTERS, John J. 2nd Lt. USMCR groundlooped F4F-3 #4002. Left wing damaged.
No injury to pilot. INGLEHART, George G. 2nd Lt. USMCR hit truck on take-off.
Both right and left wing damaged. No injuries.

November 14 F4U familiarization and glide bombing.

MC MASTERS, John J. 2nd Lt. USMCR groundlooped F4F-3 #03479. Right wing damaged. No injury to pilot. CONDON, Joseph A. 2nd Lt. USMCR, in landing FG-1 #13084 run off runway causing damage to landing gear and left wing. No injury.

November 15 Night flying.

November 16 Night flying.

ERDMANN, William A. 2nd Lt. USMCR from TAD.

MERKEL, Galen K. 2nd Lt. USMCR died as result of aircraft ac ident five (5)

m les north of NCAS, Mojave, California. FM-1 # 15442 completely demolished.

GOLDSTEIN, Sidney R. 2nd Lt. USMCR and WILLEY, Howard T. 2nd Lt. USMCR

collided in mid air about two (2) miles northeast of NCAS, Mojave, California.

WILLEY Aied as result of accident and GOLDSTEIN received two (2) broken

legs and lacerations. Both planes completely demolished. (FM-1 #15225 and FM-1

15434)

November 17 PEAK, Wilbur L. 2nd Lt. USMCR detached to Hasq, MBDAG-44, Mojave, California.

STEWART, Warren L. Warrant Officer, USMC joined from HqSq, MBDAG-44, Mojave.

California. Twenty (20) enlisted men TAD at Camp Pendleton. Six (6) enlisted men transferred to HqSq, MBDAG-44, Mojave, California. One (1) enlisted man transferred to Personnel Group, MCAD, Miramar, C lifornia.

November 18 One (1) enlisted man from TAD at United Aircraft Corporation, Bridgeport, Conn. in connection with undergoing instruction in line maintainance of F4U aircraft.

November 19 Familiarization; One (1) enlisted man from TAD at Army and Navy Engine Braining School, Pratt & Whitney Aircraft, Brainard Field, Hartford, Conn., in connection with instruction in aircraft engines.

November 20 No flying.

KEITHLEY, Glen "F" 2nd Lt. USMCR TAD to escort the remains of the late 2nd Lt. Galen K. MERKEL to New Ulm, Minn. for burial. Authorized 3 days delay. Received from VMF-218, MBDAG-44: one (1) SNJ-3 and one (1) SNJ-4. Received from NAS, San Diego, California: one (1) FG-1.

November 21 No flying.

IRWIN, John W. 2nd USMC TAD to Camp Pendleton. Twenty (20) enlisted men
TAD to Camp Pendleton.

November 22 Ferry hops from Mojave to Camp Pendleton...

IRWIN, John W. 2nd Lt. USMC from TAD at C mp Pendleton to duty with squadron.

Forty (40) enlisted men from TAD at Camp Pendleton to duty with squadron.

Squadron left Mojave for Camp Pendleton at 1530. Seven (7) enlisted men

TAD at Mojave to guard gear. Three (3) enlisted men left in USN Dispensary

at Mojave, California. Transferred to VMF-121; two (2) F4F-4, two (2) F4F-3,

two (2) FM-1. Transferred to VMF-124; seven (7) FM-1.

JOHNSON, James H. 2nd Lt. USMCR (AV)(COM) joined from HqSq, MFA, WC, NAS, San Diego, California.

The following refficers temporarily attached from HqSq, MAG-15, MFA, WC, NAAS, Camp hearney, San Diego (39) California.

AVERY, Herbert H. 2nd Lt. USMCR (NAVC)

HOPE, Hollis F. 2nd Lt. USMCR (NAVC)

MC DONALD, John E. 2nd Lt. USMCR (NAVC)

November 23 The following officers temporarily attached from Hq, MAG-15, MFA, WC, NAAS, Camp Kearney, San Diego (39) California.

MCLELLAND, C rl W. 2nd Lt. USMCR (NAVC)

NEUDORFFER, Harry R. End Lt. USMCR (NAVC)

STEMPEL, Ernest C. End Lt. USMCR (NAVC)

November 24 No flying.

November 25 No flying. Four (4) enlisted men joined from ARS-2, MCAD, Miramar, California. (Navy Personnel)

November 26 Cross country hops.

KEITHLEY, Glen "F" 2nd Lt. USMCR from TAD.

November 27 No flying.

One (1) enlisted man from TAD at United Aircraft Corporation, Bridgeport,

Conn.

November 28 Routine

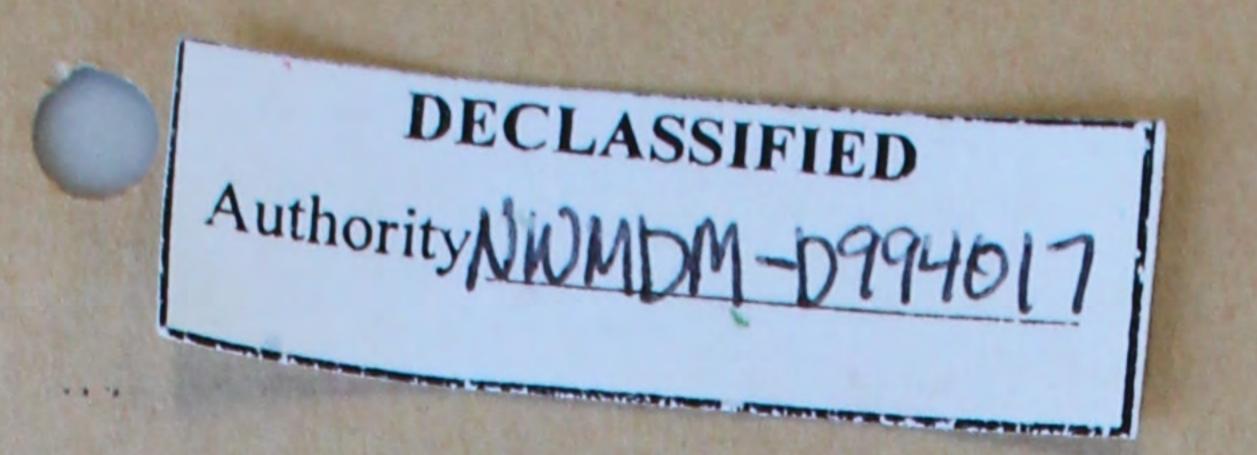
November 29 KLICH, Robert C. Warrant Officer, USMC temporarily attached from Hq,
MBDAG-41, MFA, WC, MCAS, El Toro, Santa Ana, Caltifornia.
CLEVIDENCE, Ralph B. Corp. USMCR -doKRAMER, Elmer D. Corp. USMCR -do-

November 30 Division tactics.

RECAPITULATION

OFFICERS -	ENLISTED MEN	PLANES
49 7 Temporarily attached 56 Total	300 2 Temporarily attached 302 Total	1 SNJ-3 3 SNJ-4 3 F4F*7
		11 F4U-1 10 FG-1 28 Total

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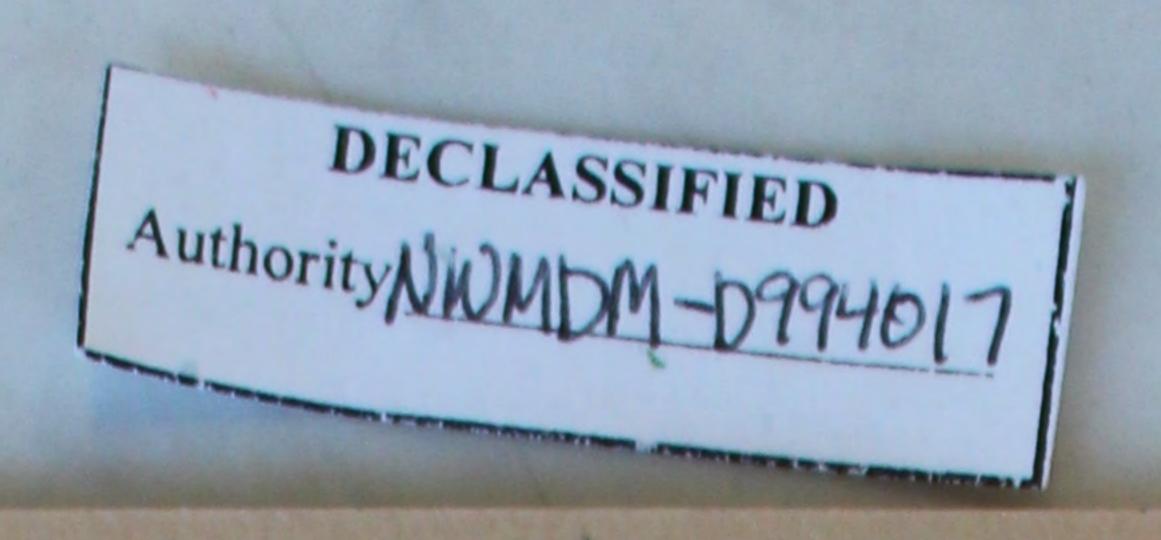


MARINE FLEET AIR, WEST COAST

REPORT OF ACCIDENT

		November, 1943.
MAR	INE BASE DEFENSE AIRCRAFT GROUP LA AT USMCAS Mojave Ca	alifornia
1.	AIRCRAFT INVOLVED FM_1, 15111 ., 32976 Model Bureau Number Engine No.	Engine Time
2.	SQUADRON TO WHICH ASSIGNED. VMO-251 DATE JOINED	25 August, 1943.
3.	PILOT LORCH Orville F , 2ndLt. Name Rank	• <u>WMO-251</u> Squadron
	LOCATION OF CRASH OR ACCIDENT 1st 3rd of runway 25,	
	Time: 0930.	
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENT Tire blew	out and the plane
	ground looped to the left.	
6.	PROBABLE CAUSE OF CRASH OR ACCIDENT Tire blew out.	
7.	DAMAGE TO AIRCRAFT Right wing damaged.	
8.	PROBABLE DISPOSITION OF AIRCRAFT () Recommend Striking () Major Overhaul (X) Repair Locally - (
9.	TOTAL PILOT HOURS 310.5 TOTAL PILOT HOURS IN TYPE 61.6 PILOT CLASSIFICATION Intermediate	
10.	FM & F4F INJURY TO PILOT OR PERSONNEL None	
ll.	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE.	THOMAS W. FURLOW, CAPTAIN, USMCR.
	ATD ATTO	DEDATIONS OFFICER

INSTRUCTIONS: The purpose of this report is two-fold; (1) to provide statistics on operational losses as a source of recommendations regarding training. (2) To keep the Material Officer informed of the status of aircraft in each unit so that replacement aircraft may be expedited. This report is in addition to existing routine reports.



PILOTS STATEMENT

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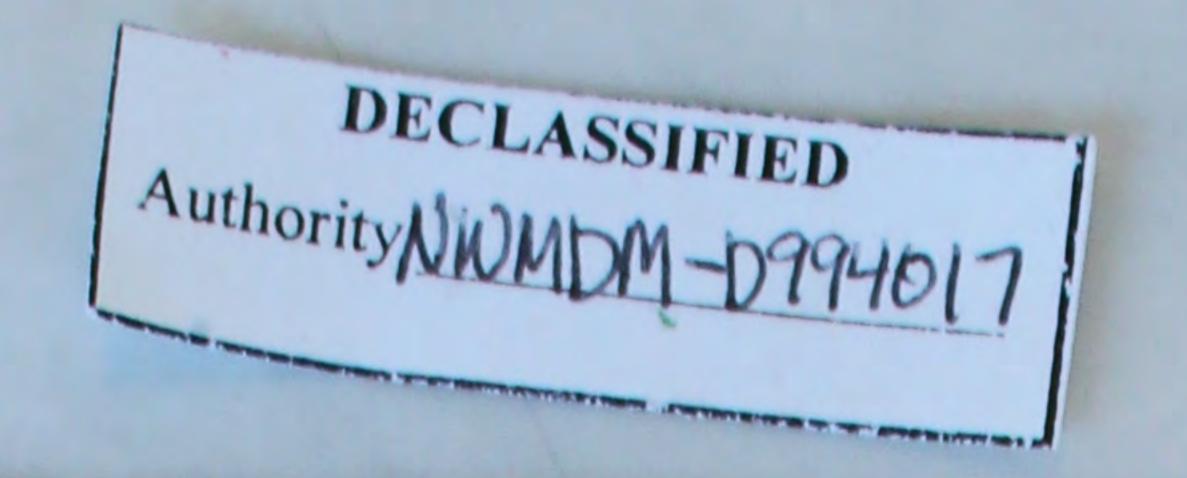
AND COURSE OF THE PARTY OF THE

After making a normal landing, on runway 25 of Mojave Field, the tire on the right wheel blew out causing the plane to ground loop to the left resulting in damage to the right wing.

ORVILLE F. LORDH 2ndLt., USMCR.

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MARINE FLEET AIR, WEST COAST

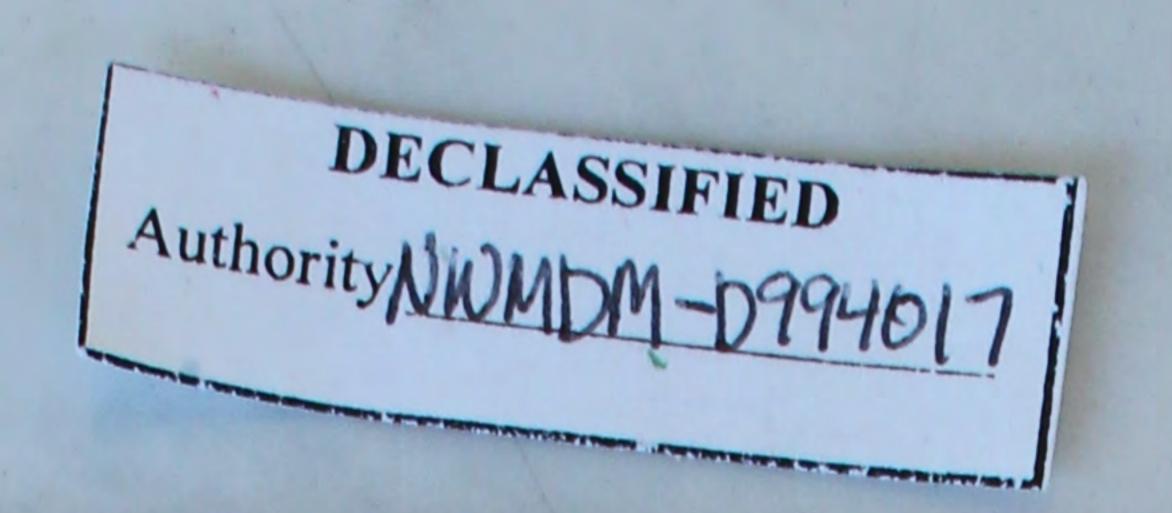
REPORT OF ACCIDENT

	Date 13 November, 1943.
MAR	INE BASE DEFENSE AIRCRAFT GROUP 44 AT USMCAS Mojave, California No. Location
1.	AIRCRAFT INVOLVED FM-1, 15139 , 33230 , 185.8 Model Bureau Number Engine No. Engine Time
2.	SQUADRON TO WHICH ASSIGNED. VMO-251 DATE JOINED 25 August, 1943.
3.	PILOT INGLEHART, George G. , 1stLt. , VMO-251 Name Rank Squadron
4.	LOCATION OF CRASH OR ACCIDENT 1st 3rd of runway 7, MCAS, Mojave, Cal:
	Time: 1630.
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENT The plane went off the runway and
	rolled about 300 yards and ran into a truck.
6.	PROBABLE CAUSE OF CRASH OR ACCIDENT Pilot started ground loop and out
	the gun to stop. He did not see the truck which he ran into.
7.	DAMAGE TO AIRCRAFT Right wing crumbled, left wing tip damaged and
	landing gear sprung.
8.	PROBABLE DISPOSITION OF AIRCRAFT () Recommend Striking
	(x) Major Overhaul () Repair Locally - () Within 1 Week () Within 2 Weeks (-) Indefinite
9.	TOTAL PILOT HOURS 456.6
	TOTAL PILOT HOURS IN TYPE 153.2 PILOT CLASSIFICATION Operational
10.	Time in F4F & FM-1 53.5 INJURY TO PILOT OR PERSONNEL None
	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE.
11.	TILE AND ADDITIONAL THEOREM ON THE PARTY OF

THOMAS W. FURLOW CAPTAIN, USMCR.

CHOUP OPERATIONS OFFICER

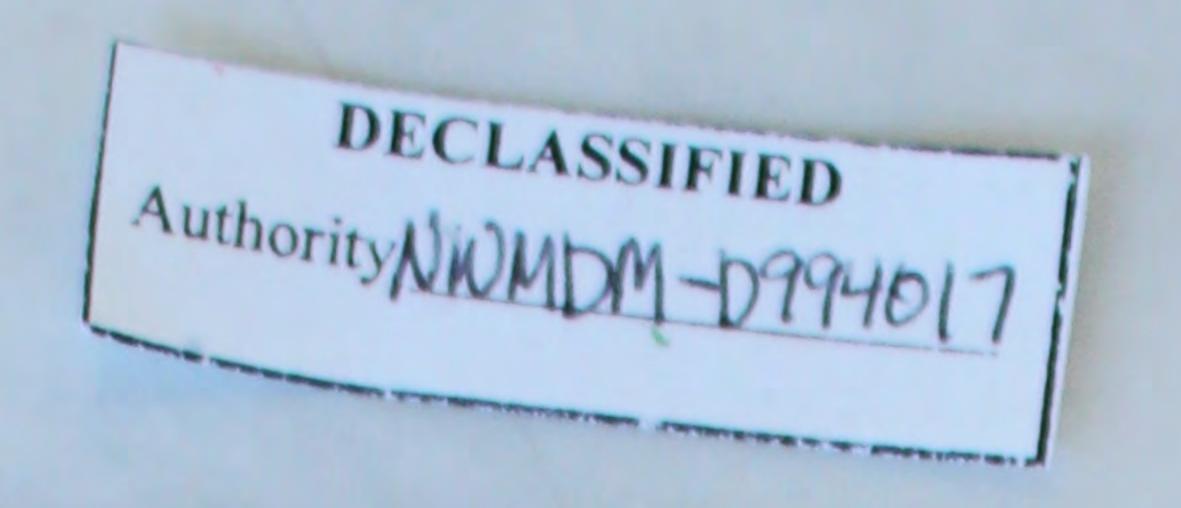
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PILOTS STRTEMENT

I was taking off on runway 7 at 1630, 13 November, 1943 in the lead of a gunnery flight, flying an FM-1, bureau no 15139. My plane went off the runway to the left and I chose to let it roll to rather than continue the take-off. The Tower called me and instructed to take off. So far as I know it was entirely due to my lack of control of the plane that it left the runway. After rolling for about 300 yards, - ran into a truck that was between the runways in the middle of the field at the time I took off. At the time of the collision, my plane had slowed down considerably so that I had good control of it. The right wing tip of my plane hit at the top rear of the truck and spun me around into a half turn ground loop. The right wing was crumbled, the left wing tip damaged and the landing gear sprung.

GEORGE G. INGLEHART lstLt., USMCR.



MARINE FLEET AIR, WEST COAST

REPORT OF ACCIDENT

	Date 13 November, 1943
MAR	INE BASE DEFENSE AIRCRAFT GROUP LA AT USMCAS Mojave California No. Location
1.	AIRCRAFT INVOLVED F.F.3, 1002 12831 54.3 Model Bureau Number Engine No. Engine Time
2.	SQUADRON TO WHICH ASSIGNED. VMO-251 DATE JOINED 2 September, 194
•	PILOTMC MASTERS John J. 2nd-t. Name Rank Rank Squadron LOCATION OF CRASH OR ACCIDENT alf way down the runway 30, Total
	MCAS, Mojave, California
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENTPilot landed and swerved immediate
6.	to the right them to the left. e hit the grakes too hard and the plane nosed over on it's back. PROBABLE CAUSE OF CRASH OR ACCIDENT Pilot landed in a skid and in a attempting to keep the plane straight he hit the brakes too hard.
7.	DAMAGE TO AIRCRAFT Left wing damaged, prop bent, tail and fuselage
	wrinkled.
8.	PROBABLE DISPOSITION OF AIRCRAFT () Recommend Striking () Major Overhaul (x) Repair Locally - () Within 1 Week
9.	TOTAL PILOT HOURS 314.9 TOTAL PILOT HOURS IN TYPE 66.1 PILOT CLASSIFICATION Intermediate Time in F4F 62.1 INJURY TO PILOT OR PERSONNEL None

11. TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE.

THOMAS W. FURLOW, CAPTAIN, USMCR.

GREATIONS OFFICER

INSTRUCTIONS: The purpose of this report is two-fold; (1) to provide statistics on operational losses as a source of recommendations regarding training. (2) To keep the Material Officer informed of the status of aircraft in each unit so that replacement aircraft may be expedited. This report is in addition to existing routine reports.

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PILOTS STATEMENT

On 13 November, 1943, at 2215, I was making a night landing with a slight cross wind. Upon hitting the deck, the plane veered off to the right causing ground loop and dragging of the left wing. I straightened the plane and it immediately started to ground loop to the left. I applied right brake and it grabbed. This plus the momentum of the plane to the left caused the plane to nose over and flip over on it's back.

JOHN H. MC MASTERS 2ndLt., USMCR

MARINE FLEET AIR, WEST COAST

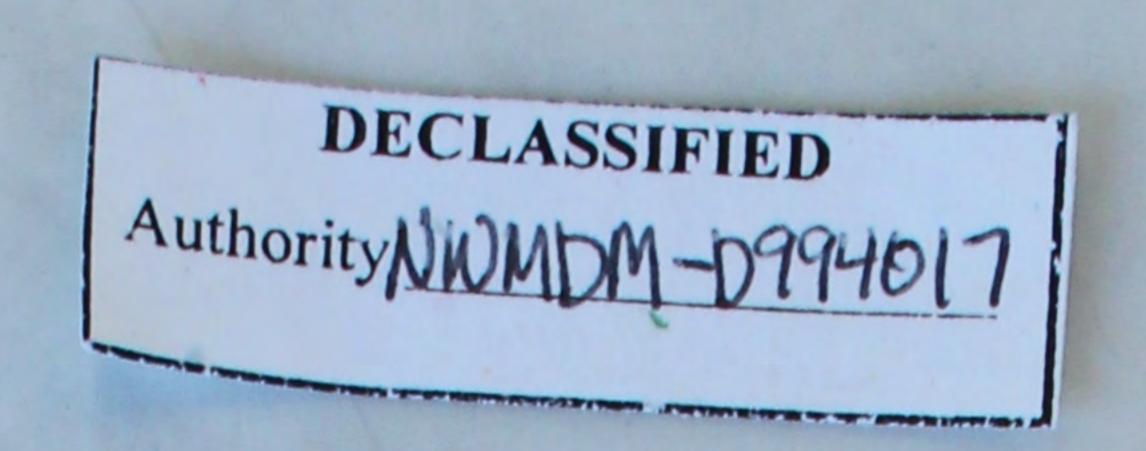
REPORT OF ACCIDENT

	Date 14 November, 1943.
MAR	INE BASE DEFENSE AIRCRAFT GROUP LL AT USMCAS Mojave, California No. Location
1.	AIRCRAFT INVOLVED FG-1 , 13084 , 24311 , 56.9 Model Bureau Number Engine No. Engine Time
2.	SQUADRON TO WHICH ASSIGNED VMO-251 DATE JOINED 2 September, 1943.
	PILOT CONDON, Joseph A. , 2ndLt. ,
	Time: 1300.
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENTPilot stalled too high causing a high bounce. The plane swerved out of control and ran into a dit
	PROBABLE CAUSE OF CRASH OR ACCIDENT Pilot misjudged height of plane
	above runway and was going too fast to brake to astop. DAMAGE TO AIRCRAFT Left landing gest, left wing damaged and prop
	bent.
8.	PROBABLE DISPOSITION OF AIRCR.FT () Recommend Striking (x) Major Overhaul (b) Repair Locally - () Within 1 Week (c) Within 2 Weeks (d) Indefinite
9.	TOTAL PILOT HOURS 344.4 TOTAL PILOT HOURS IN TYPE 80.6 PILOT CLASSIFICATION Intermediate
10.	In FAU None 8.0 INJURY TO PILOT OR PERSONNEL 8.0
11.	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE. MAX K. ROBINSON 1stLt., USMCR.

INSTRUCTIONS: The purpose of this report is two-fold; (1) to provide statistics on operational losses as a source of recommendations regarding training. (2) To keep the Material Officer informed of the status of aircraft in each unit so that replacement aircraft may be expedited. This report is in addition to existing routine reports.

ASST.

CHOUR OPERATIONS OFFICER



PILOTS STATEMENT

CAR STANDARD THE STANDARD

I was coming in on runway 4, and in myfinal approach when stalled the plane to high causing a rough landing. The plane started off the runway to the right. I tapped the left brake to straighten it out. This brought the plane around and it ran off the runway to the left. I tried tapping both brakes to slow it down, but with the speed of the plane it raised the tail off the deck. I decided to let it roll itself out. In a minute I saw that I was going to run into a ditch so I tried right brake to try and ground loop but it was too late.

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JOSEPH A. CONDON 2nd Lt., USMCR.

MARINE FLEET AIR, WEST COAST

REPORT OF ACCIDENT

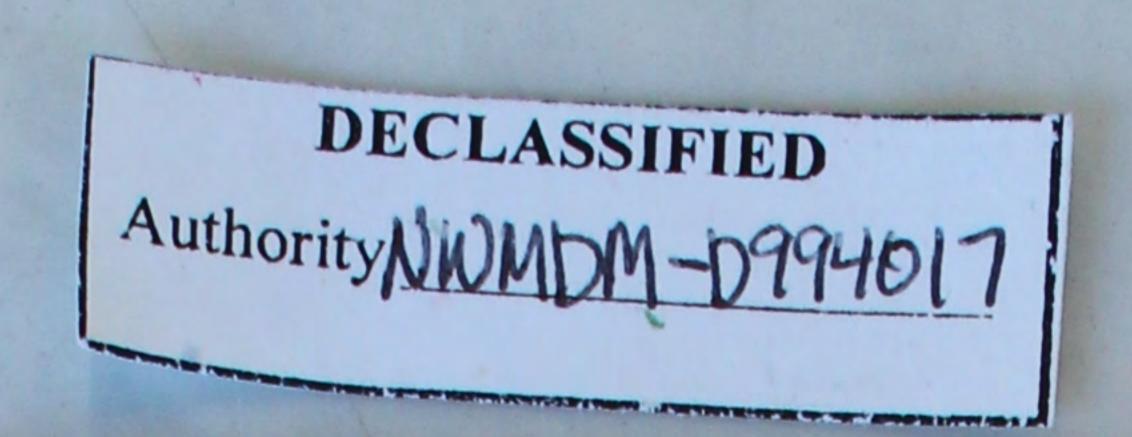
	Date_14 November.1943.
MAR	INE BASE DEFENSE AIRCRAFT GROUP 44 AT USMCAS Mojave, California No. Location
1.	AIRCRAFT INVOLVED F4F-4, 03479 33178 314.4 Bureau Number Engine No. Engine Time
2.	SQUADRON TO WHICH ASSIGNED. VMO-251 DATE JOINED 2 September, 1943.
•	PILOT MC MASTERS, John J. , 2ndLt., VMO-251 Name Rank Rank Squadron LOCATION OF CRASH OR ACCIDENT ast two thirds of runway 4. MCAS.
	Mojave Field, Mojave, California. Time: 2020.
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENT The pilot landed hot and long and the plane swerved to the left damaging wing tip on the right wi
6.	PROBABLE CAUSE OF CRASH OR ACCIDENT Trying totunn off urnway at too high speed.
7.	DAMAGE TO AIRCRAFT Wing tip slightly damaged.
8.	PROBABLE DISPOSITION OF AIRCRAFT () Recommend Striking () Major Overhaul (x) Repair Locally - () Within 1 Week (x) Within 2 Weeks (indefinite)
9.	TOTAL PILOT HOURS 321.8 TOTAL PILOT HOURS IN TYPE 71.6 PILOT CLASSIFICATIONIntermediate FM-1 & F4F 64.6
10.	INJURY TO PILOT OR PERSONNEL None
11.	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE. MAX K. ROBINSON

ASST.

GROUN OPERATIONS OFFICER

lst-t., USMCR.

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PILOTS STATEMENT

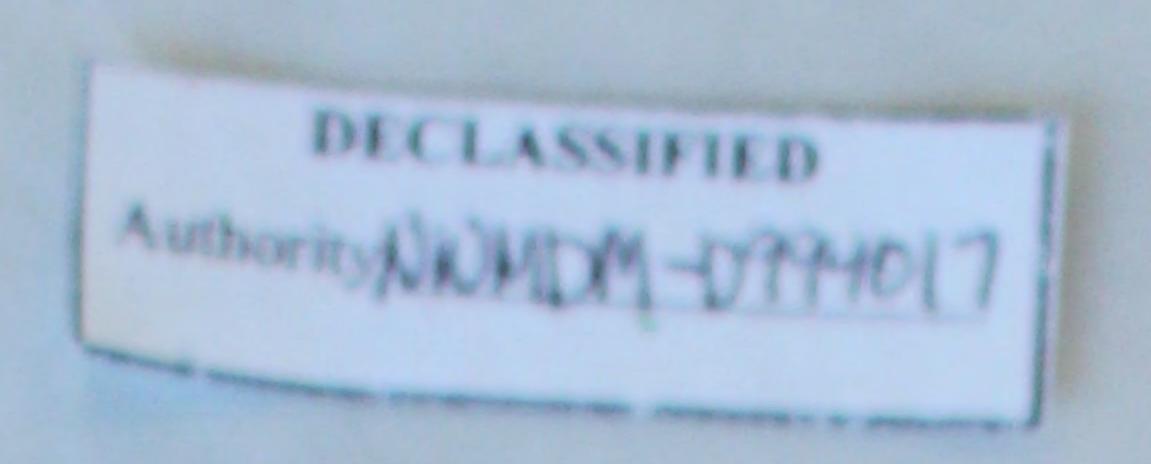
On 14 November, 1943, at 2020, during night landing operations I landed too long and hot. Upon applying brakes to slow down for turning off the runway, I ground looped to the left dragging the right wing. The right brake was too weak to correct the plane.

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JOHN J. MC MASTERS 2ndLt. USMCR.

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MARINE FLEET AIR, WEST COAST

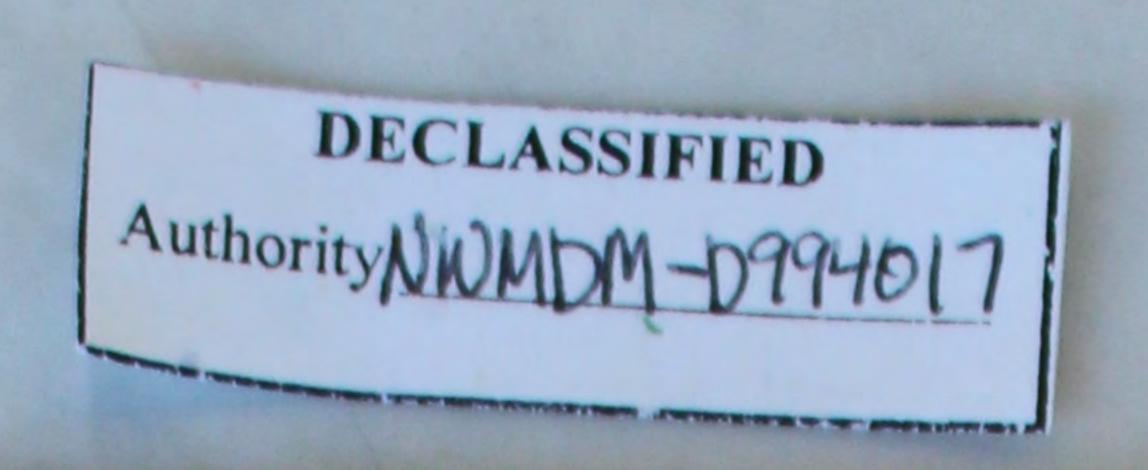
REPORT OF ACCIDENT

DAMAGE TO AIRCRAFT Completely washed out.
PROBABLE DISPOSITION OF AIRCR.FT () Recommend Striking () Major Overhaul () Repair Locally - () Within 1 Week () Within 2 Weeks . () Indefinite

THOMAS W. FURLOW CAPTAIN, USMCR.

THE REPORT OF FIGURE

INSTRUCTIONS: The purpose of this report is two-fold; (1) to provide statistics on operational losses as a source of recommendations regarding - training. (2) To keep the Material Officer informed of the status of aircraft in each unit so that replacement aircraft may be expedited. This report is in addition to existing routine reports.



No pilot statement available.

During night flying on 16 November, 1943, Lt. Goldstein was scheduled for a division tactics hop. The ceiling was approximately 11,000 feet. Immediately after the take-off, it was necessary to go on instruments because no horizon appeared on the sky. Lt. Goldstein was joining up on the flight leader when he got vertigo and crashed into the ground. It may be possible that he saw some light on the ground and thought it to be the division leader.

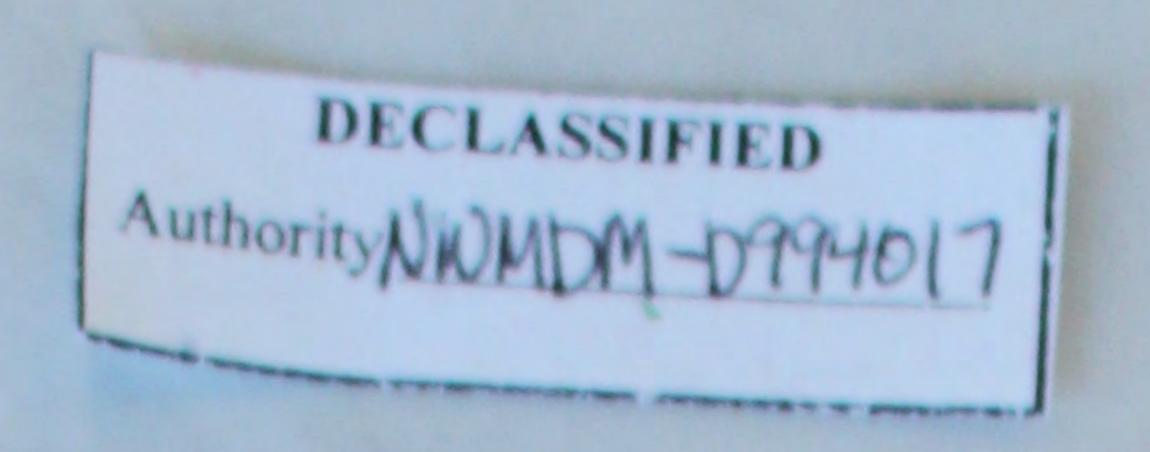
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THOMAS W. FURLOW, CAPTAIN, USMCR.



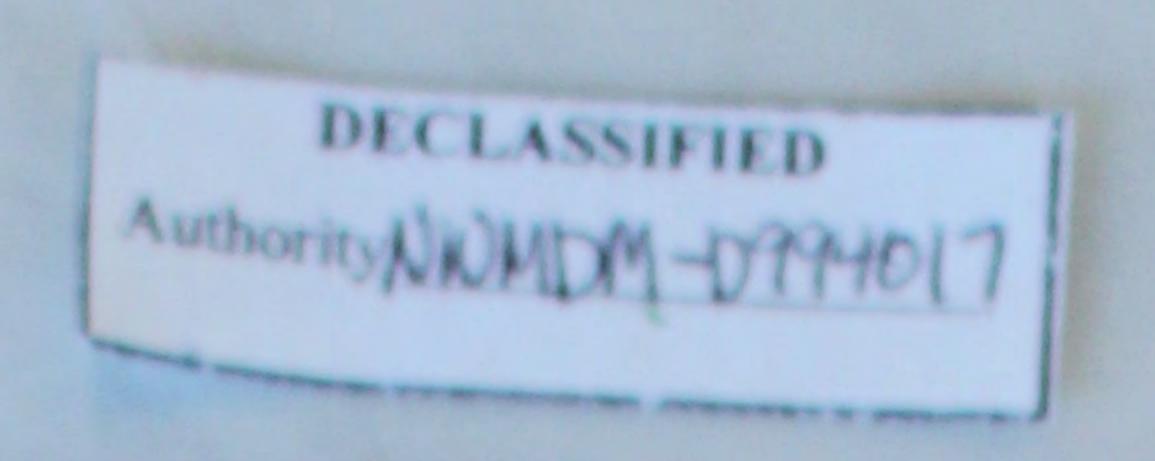
MARINE FLEET AIR, WEST COAST

REPORT OF ACCIDENT

	Date 16 November, 1943
MAR	INE BASE DEFENSE AIRCRAFT GROUP 44 AT USMCAS Mojave, California No. Location
1.	AIRCRAFT INVOLVED FM-1 . 15131 . 12148 . 302.0 Model Bureau Number Engine No. Engine Time
2.	SQUADRON TO WHICH ASSIGNED VMO-251 DATE JOINED 28 August, 1943.
3.	PILOT WILLEY Howard T. , 2ndLt. , VMO-251 Name Rank Squadron LOCATION OF CRASH OR ACCIDENT 1.5 Miles NB MCAS. Mojave, Calif.
	Approximately 1905.
5.	BRIEF DESCRIPTION OF CRASH OR ACCIDENT Pilot was joining up in a four
	PROBABLE CAUSE OF CRASH OR ACCIDENT Vertigo or he followed Lt. Goldste
	into the ground.
7.	DAMAGE TO AIRCRAFT Completely washed out.
8.	PROBABLE DISPOSITION OF AIRCRAFT (x) Recommend Striking () Major Overhaul () Repair Locally - () Within 1 Week () Within 2 Weeks () Indefinite
9.	TOTAL PILOT HOURS IN TYPE 69.4 PILOT CLASSIFICATION Intermediate
LO.	Noght flying F4F INJURY TO PILOT OR PERSONNEL Fatal
11.	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE. THOMAS W. FURLOW

GROUPY OPERATIONS OFFICER

The purpose of this report is two-fold; (1) to provide statistics on operational losses as a source of recommendations regarding training. (2) To keep the Material Officer informed of the status of aircraft in each unit so that replacement aircraft may be expedited. This report is in addition to existing routine reports.



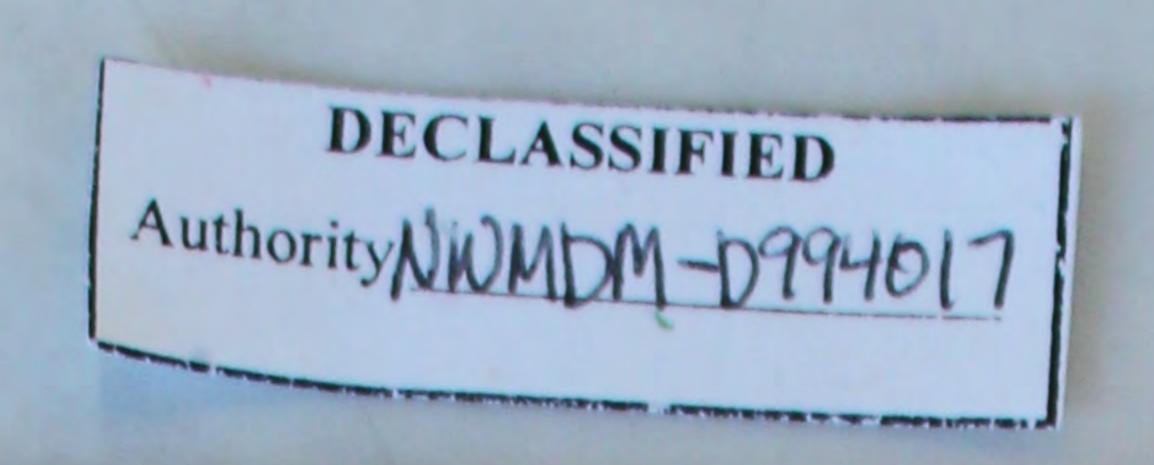
MARINE FLEET AIR, WEST COAST

REPORT OF ACCIDENT

	NE BASE DEFENSE AIRCRAFT GROUP AL AT USMCAS Mojave California No. Location
	AIRCRAFT INVOLVED FM-1 . 15442 . 47407 . 222.1 Model Bureau Number Engine No. Engine Time
	SQUADRON TO WHICH ASSIGNED VMO-251 DATE JOINED 2 September, 1943
	PILOT MERKEL Galen K 2ndLt VMO-251 Rank Squadron
	LOCATION OF CRASH OR ACCIDENT Approx. 5 miles N orth of MCAS.
	Mojave, California Time: 1908.
	BRIEF DESCRIPTION OF CRASH OR ACCIDENT The pilot had joined the formation as no. 2 man. He suddenly fell out of the formation and went in
	PROBABLE CAUSE OF CRASH OR ACCIDENT Pilot probally got a bad case of
	vertigo.
	DAMAGE TO AIRCRAFT Complete washout.
8.	PROBABLE DISPOSITION OF AIRCR.FT (x) Recommend Striking () Major Overhaul () Repair Locally - () Within 1 Week () Within 2 Weeks () Indefinite
	TOTAL PILOT HOURS 327.8 TOTAL PILOT HOURS IN TYPE 82.3 PILOT CLASSIFICATION Intermediate F4F time 86.1 Night flying 3.0 hours, INJURY TO PILOT OR PERSONNEL Fatal
	TYPE ANY ADDITIONAL INFORMATION ON REVERSE SIDE. MAX K. ROBINSON 1stLt., USMCR.

ASST. GROWN OPERATIONS OFFICER

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WITNESS STATEMEN

On the night of 16 November, 1943, at 1900, I took off as No. 3 man in a four plane division. As I was joining up on the leader, It. Schoetz, in No. 3 spot I saw It. Merkel, No. 2 man, flip over on his back and go straight into the ground. The plane burst into flames on impact with the ground. It. Schoetz was in a turn to the right at the time. The later went on his back but recovered in time.

MAX K. ROBINSON 2nd Lt. USMCR.

WITNESS STATEMENT

On 16 November, 1943, at 1900, I took off with a four plane division, with the fourth plane U54 returning immediately because of propellar trouble. At the first turn U72 joined on my right wing but U7% having difficulty in raising his wheels, lagged behind. On the downwind leg, climbing at 700 ft. per minute U72 appeared to hold a good position. Upon reaching the Northwest corner of the field at the end of the downwind leg, started a two needle width 180° turn with an indicated altitude of 5500 ft. and a speed of 120 knots suring the turn, I did not see U72 as I was watching my instruments. When I had almost completed the turn I heard an explosion, looked back and down and saw a mass of flames. Watching t the wreckage and not my instruments placed me in a vertical position. After righting my plane I called Mojave Tower and informed them of the accident, and circled the wreckage until assistance arrived.

DAVID J. SCHOETZ 2nd-t. USMCR.

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