

DATE 16 March 1947	LOCATION NAS- MIAMI FLA.	TIME 10 30 mi. NW	DAY WEDNESDAY	PURPOSE Navigation Training	SERIAL NO. 3-47
PILOT'S NAME, RANK & SERVICE GROUP & UNIT TO WHICH PILOT ATTACHED WACHOB, Normal Ralph Ens. USNR - Org. Reserve VA-618			GRADE 1st Lt.		
UNIT TO WHICH AIRCRAFT ASSIGNED NAS-Miami, Fla. CHARESTRA			OPERATING FROM CHARESTRA		
PILOT'S EXPERIENCE DATA			WEATHER AT TIME OF ACCIDENT		
TOTAL HOURS Restr. 523.2			<input checked="" type="checkbox"/> CONTACT <input type="checkbox"/> INSTRUMENT		
TOTAL HOURS THIS MODEL 234.3			RETIREMENT SER. LAST 6 MONTHS		
TOTAL HRS. LAST 1 MONTH 34.9			TYPE OF CLEARANCE Contact		
HRS. THIS MODEL LAST 1 MONTH 27.4			RETIREMENT SER. LAST 1 MONTH		
TIME IN FLIGHT			ANGLE OF IMPACT, STOPPING DIST., & EST. SPEED 35° - 40° 0 ft.		

PREVIOUS ACCIDENT RECORD

INJURIES TO PILOT

FATAL

NAME & RANK OF OTHER PERSONNEL

INJ.

AIRCRAFT MODEL & NO. TM-3E #63118	RETIREMENT STATUS OF AIRCRAFT	NO FIRE FOLLOW IMPACT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	WAS PARACHUTE USED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
DAMAGE	DAMAGE DESCRIPTION & REMARKS		
A	B	C	D
X			
Strike			
GEN NATURE B			
DAMAGE ANALYSIS			
<i>Flight leader entered instrument</i>			
<i>Alone</i>			

CLASSIFICATION OF ACCIDENT CAUSES

P.H. Judgement or tech.

Error of other personnel.

ANALYSIS:

Lt. Cdr. Harry M. DARDEN was authorized to take a flight of three TM's on a navigation flight to Tampa, Florida. The flight was composed of three Avengers. The flight leader was Lt. Cdr. Harry M. DARDEN, A-3 USNR (Org. Reserve). The number (2) plane in the formation was piloted by Ens. WACHOB. The number (3) plane piloted by Lt. William H. APPLBY, Jr. A-3, USNR. The flight took off from NAS, Miami at 1044 with Ens. WACHOB immediately joining up in the number two position. Upon departure from the central area number three plane was trailing several hundred yards behind. After proceeding on a course of 315° true for approx. 10 mins. and climbing to 5000 ft. the number three plane lost sight contact with the other two planes and returned to base, as attested to in Lt. APPLBY's statement. It is the opinion of this board formulated from Lt. Cdr. DARDEN and Lt. APPLBY's statements, weather conditions and pertinent facts and information concerning the flight that: (1) Lt. Cdr. DARDEN did not maintain strict compliance with Contact Flight rules in that he proceeded over an overcast and entered heavy rain. (2) Lt. Cdr. DARDEN did not maintain proper military flight discipline in that he allowed his flight to straggle and become separated in adverse weather conditions. (3) Ens. WACHOB separated himself from

AIRCRAFT ACCIDENT CARD FORM NAVAER 330 C (REV. 9-45)

X X

GENERAL NATURE OF ACCIDENT

SPECIFIC TYPE OF ACCIDENT

GENERAL CAUSES OF ACCIDENT

SPECIFIC CAUSES OF ACCIDENT

GENERAL CAUSES OF ACCIDENT

SPECIFIC CAUSES OF ACCIDENT

GENERAL NATURE OF ACCIDENT

DATE 16 March 1947		LOCATION Approx. 30 mi. NW NAS - WPTOR FLA.		PURPOSE Navigation Training		SERIAL NO. 3-47	
PILOT'S NAME, RANK, & SERVICE GROUP & UNIT TO WHICH PILOT ATTACHED WACHOB, Normal Ralph Ens. USNR - Org. Reserve VA-51B				GRADE No.		DUTY STATION No.	
UNIT TO WHICH AIRCRAFT ASSIGNED NAS-Miami, Fla. CHA-28A				OPERATING FROM CHA-28A		TYPE OF CLEARANCE Contact	
PILOT'S EXPERIENCE IN THIS TYPE MODEL Restr. 523.2		TOTAL HOURS THIS MODEL 334.3		TOTAL HRS. LAST 3 MONTHS 34.9		HRS. THIS MODEL LAST 3 MONTHS 37.4	
PREVIOUS ACCIDENT RECORD				WEATHER AT TIME OF ACCIDENT <input checked="" type="checkbox"/> CONTACT <input type="checkbox"/> INSTRUMENT		TYPE OF IMPACT, STOPPING DIST., & EST. SPEED Unknown	
INJURIES TO PILOT FATAL				ANALYSIS: Lt. Cdr. Harry M. DARDEN was authorized to take a flight of three TBM's on a navigation flight to Tampa, Florida. The flight was composed of three Avengers. The flight leader was Lt. Cdr. Harry M. DARDEN, A-3 USNR (Org. Reserve). The number (2) plane in the formation was piloted by Ens. WACHOB. The number (3) plane piloted by Lt. William H. APPLBY, Jr. A-3, USNR. The flight took off from NAS, Miami at 1044 with Ens. WACHOB immediately joining up in the number two position. Upon departure from the central area number three plane was trailing several hundred yards behind. After proceeding on a course of 315° true for approx. 10 mins. and climbing to 5000 ft. the number three plane lost sight contact with the other two planes and returned to base, as attested to in Lt. APPLBY's statement. It is the opinion of this board formulated from Lt. Cdr. DARDEN and Lt. APPLBY's statements, weather conditions and pertinent facts and information concerning the flight that: (1) Lt. Cdr. DARDEN did not maintain strict compliance with Contact Flight rules in that he proceeded over an overcast and entered heavy rain. (2) Lt. Cdr. DARDEN did not maintain proper military flight discipline in that he allowed his flight to straggle and become separated in adverse weather conditions. (3) Ens. WACHOB separated himself from			
NAME & RANK OF OTHER PERSONNEL				INJ.			
AIRCRAFT MODEL & NO. TBM-3E #63110		INSTANT STATUS OF AIRCRAFT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		IS THE PILOT INJURED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		WAS PARACHUTE USED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
DAMAGE A B C D E		DAMAGE DESCRIPTION & REMARKS Strike					
AIRCRAFT <input checked="" type="checkbox"/>							
ENGINES							
GEN. NATURE B							
WEATHER TYPE AND AMOUNT 7		<i>visibility in low visibility.</i>					
CAUSE ANALYSIS		<i>M-2 visibility 1000 ft. from plane</i>					
M-3		<i>M-6 Flight leader entered instrument</i>					
M-7		<i>M-7 weather. alone</i>					
CLASSIFICATION OF ACCIDENT CAUSES P.E. Judgement or tech. Error of other personnel.				AIRCRAFT ACCIDENT CARD FORM NAVAER 320 C (REV. 9-46) X X			
GENERAL NATURE OF ACCIDENT - SECONDARY - (FOR INFO)				SPECIFIC TYPE OF ACCIDENT - (FOR INFO)			

GENERAL CAUSES OF ACCIDENT

SPECIFIC CAUSES OF ACCIDENT

GENERAL NATURE OF ACCIDENT

from the flight leader and that upon being separated, became disoriented or experienced vertigo resulting in the crash. The specific cause remains undetermined.

SPEC. EQUIP:

The shoulder harness was effective in that it was used; However the seat was torn from the plane on the impact with the ground.

LOG. INFO:

Pa Pettibens as well as existing directives are constantly brought to the attention of pilots concerning the restrictions attendant with a C.F.R. clearance. This will be continued.

ORDERS:

Local Flight Rules: A ceiling of 1000 ft. and a forward visibility of three miles is prescribed as the minimum requirements for contact flight at the point of departure, along the route, and at the destination.

Avia. Circ. Lt. 137-46: Reference all Circular Letters regarding violations of contact flight rules.

Safety Bul. No. 10-45 para. (g): States that wingman who become separated from their leaders in the overcast were often not able to re-orient themselves immediately through instruments, and crashed out of control.

Naval Manual Art. 6-204: States that air traffic rules established by the Civil Aeronautics Board are binding on Naval Personnel.

Civil Aeronautics Regulations Part 60.110 (a): States weather minimum for contact flight.

CON:

All pilots have been impressed with the fact regulations concerning adverse weather must be strictly observed. Due to the limited amount of flying inactive Reserve Pilots do, it is mandatory that flight discipline be frequently brought to their attention.