DATE: 13 May 1947 | HOUR: 1045 | LOCATION: Over water, 3 mi. SW of Pt. Loma | PURPOSE: Glide Bombing | SERIAL NO.: 3-47

PILOT'S NAME, RANK & SERVICE GROUP & UNIT TO WHICH PILOT ATTACHED: WALDMAN, A. C. Jr, Lt, USN VF-11-A

CODE: CV

CEILING	VISIBILITY	WIND	FORCE	DARKNESS	NIGHT HRS. LAST 6 MOS.	NIGHT HRS. LAST 3 MOS.
Unl.	4		3-5	No		

UNIT TO WHICH AIRCRAFT ASSIGNED: VF-11-A | OPERATING FROM: NAS-San Diego, Calif. | CHAIN OF COMMAND: CAG-11, CFWC ComAirPac

WEATHER AT TIME OF ACCIDENT: X CONTACT | INSTRUMENT | INSTRUMENT HRS. LAST 6 MONTHS | INSTRUMENT HRS. LAST 3 MONTHS | TYPE OF CLEARANCE: Contact

PILOT'S INSTRUMENT RATING	TOTAL SECTION	TOTAL HOURS	TOTAL HRS. LAST 6 MONTHS	HRS. THIS MODEL LAST 3 MONTHS	TIME IN FLIGHT
	819.2	86.8	85.9	79.3	25 mins.

MANEUVER & ALT. OF MANEUVER: Water Landing

ANGLE OF IMPACT, STOPPING DIST. & EST. SPEED: Full stall Unk. 70 X

PREVIOUS ACCIDENT RECORD

INJURIES TO PILOT: NONE | D

NAME & RANK OF OTHER PERSONNEL | INJ

AIRCRAFT MODEL & NO.: F8F-1 #94928 | WAS PARACHUTE USED: YES X NO | YES X NO

DAMAGE: A B C D E | DAMAGE DESCRIPTION & REMARKS

AIRCRAFT X | Total loss of aircraft and engine

ENGINES

GEN. NATURE X

SPECIFIC TYPE ACCID.

CAUSE ANALYSIS

CLASSIFICATION OF ACCIDENT CAUSES

SPECIFIC ERRORS:

No determined due to loss of aircraft.

ANALYSIS:

On 13 May 1947 at 1015, Lt. A.C. WALDMAN pilot of F8F-1 BuNo. 94928 lead a division of four planes on a glide bombing hop. The target was a radio controlled boat located about 3 mi. SE of Point Loma. After arriving on station the target was not ready so the flight circled for about 25 mins. After making the first dive of about 40° and pull out the pilot noted something wrong, His first impression was that he had grayed out. When he realized this was not the case he knew the engine had stopped. A complete examination of the cockpit followed with all readings normal except cylinder head temperature 140°c and manifold pressure approx. 32" regardless of throttle position. No reading was noted in the full closed position. The emergency fuel pump was turned on prior to the dive and the mixture control was advanced to full rich. Fuel pressure was 21 lbs. psi. The pilot was at 3000 with 90 knots air speed and decided to make a 180° turn and land beside the target control boat. This decision was made and maintained despite necessity for a down wind landing. The sea was calm and wind force about 3 to 5 knots. Flaps were lowered at about 800 (over)

TALLY

D R A B O | AIRCRAFT ACCIDENT CARD FORM NAVAER 339 C (REV. 9-45) | D R A B OTHER | X

GENERAL CAUSES OF ACCIDENT | SPECIFIC CAUSES OF ACCIDENT | OTHER | MATERIAL | ORGANIZATION | AIRCRAFT CLASS | SPECIFIC TYPE OF ACCIDENT | PRIMARY BOTTOM ROW SECONDARY TOP ROW