

RESTRICTED

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

*Not Reported*

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

|                                    |                             |       |                         |              |
|------------------------------------|-----------------------------|-------|-------------------------|--------------|
| FIELD OFFICE—DO NOT USE THIS SPACE | PRELIMINARY REPORT RECEIVED | DATE  | TYPE, MODEL, AND SERIAL | ACCIDENT NO. |
|                                    | FORM IS RECEIVED            | 9-23  |                         |              |
|                                    | EVALUATED BY                | 10-5  |                         |              |
|                                    | VERIFIED BY                 | 10/10 |                         |              |
|                                    | CHECKED BY                  | 10-11 |                         |              |
|                                    | CODED BY                    | 10-6  |                         |              |
|                                    | ME                          | 10-11 | NO. AIRCRAFT INVOLVED   | 1            |

**Section A—GENERAL INFORMATION**

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same. **Calif., Los Angeles, Sunland, 6 mi NE**

Nearest Army Airfield, Distance and Direction from Same. **Van Nuys 17 mi NE**

2. WAS COLLISION WITH OTHER AIRCRAFT?  Yes  No

AF NOS. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) **44-73080N**

DATE **21 Sep 49** HOUR AND TIME ZONE **1515-1530**  DAY  NIGHT

**Section B—AIRCRAFT**

1. AIRCRAFT NO. **44-73080N**

2. TYPE MODEL SERIES **F 51 D**

3. HOME STATION **Metropolitan Airport, Van Nuys, Calif.**

4. AIR FORCE OR COMMAND **4th AF ANGE** SUBCOMMAND **OTAG Calif 91** WING **62d Ftr Wing** GROUP NO. AND TYPE **146th Ftr Group F** SQUADRON **195th Ftr Sq F**

5. DATE OF MANUFACTURE **1944** TOTAL HOURS **250:50** DATE LAST OVERHAUL **New** OVERHAULING DEPOT OR SUB-DEPOT **---** HOURS SINCE OVERHAUL **--**

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for noncompliance.

**Section C—OPERATOR (Person at controls at time of accident)**

1. LAST NAME **Hardwick,** FIRST NAME **William** MIDDLE INITIAL **H.** GRADE **1st Lt** BRANCH **AF CAL NG** ASN **A0785808** SEX **Male** AGE **1918**

2. ASSIGNED STATION **Metropolitan Airport, Van Nuys, Calif** AF OR COMMAND **4th AF ANGE** SUBCOMMAND **OTAG Calif 91** WING **62d Ftr** GROUP NO. AND TYPE **146th Ftr F** SQUADRON **195th Ftr F**

3. ASSIGNED STATION **Same** AF OR COMMAND **Same** SUBCOMMAND **Same** WING **Same** GROUP NO. AND TYPE **Same** SQUADRON **Same**

4. INSTRUMENTAL RATING?  Yes  No PRESENT RATING **Pilot** DATE RECEIVED **8 Sep 44** 5. NORMAL DUTY STATUS **Pilot**

**Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)**

|                             |                           |                              |   |   |
|-----------------------------|---------------------------|------------------------------|---|---|
| FLYING TIME                 | 1ST PILOT OR SOLO STUDENT | OTHER PILOT OR OTHER STUDENT | PHI in Items 8 and 9 only if operator was student in training or rated pilot in CIS, OTU, etc.  | 10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES   |
| 1. TOTAL HOURS              | 743:00                    | 27:00 CF<br>207:00 S         | 8. TRAINER CLASS NO. AND SCHOOL, OTU, CCTS, ETC.  | Primary Blythe, Calif<br>1 Feb 44 - 16 Apr 44   |
| 2. ENGINE TIME TYPE         | 280:40                    |                              | 9. PHASE AND HOURS IN THIS PHASE  | Basic Ontario, Calif<br>16 Apr 44 - 27 Jun 44   |
| 3. ENGINE TIME SINGLE       | 246:40                    |                              | PHASE <b>B</b> DUAL OR COPILOT SOLO OR 1ST PILOT  | Advanced Williams Fld, Ariz<br>28 Jun 44 - Sep 44   |
| 4. ENGINE LAST 30 DAYS      | 47:30                     |                              | 11. INSTRUMENT RATING   |   |
| 5. ENGINE LAST 90 DAYS      | 12:15                     |                              | TYPE <b>None</b> DATE   | If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 13 through 17. |
| 6. ENGINE LAST 365 DAYS     | None                      |                              | LAST CHECK STATION <b>Van Nuys</b> DATE <b>29 Apr 48</b>  | HOURS 1ST PILOT OTHER   |
| 7. AIRCRAFT CARRIER SERVICE |                           |                              | 12. Was operator on instruments at time of accident or immediately before?<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 13. TOTAL—INSTRUMENT <b>134:00</b>  |
|                             |                           |                              |   | 14. INSTRUMENT LAST 6 MOS. <b>14:00</b>   |
|                             |                           |                              |   | 15. INSTRUMENT LAST 30 DAYS <b>2:00</b>   |
|                             |                           |                              |   | 16. NIGHT, LAST 6 MOS. <b>7:45</b>  |
|                             |                           |                              |   | 17. NIGHT, LAST 30 DAYS   |

**Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)**

| DUTY AT TIME OF ACCIDENT | NAME (Last Name First) | TYPE OF AERO. RATING (Symbol) | SERIAL NO. | GRADE AND BRANCH OF SERVICE | PERS. CLASS. SYMBOL (AAF Reg 15-1) | ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION   | FATAL MAJOR MINOR NONE MISSING UNKNOWN |     |      |      | PARACHUTES |            |
|--------------------------|------------------------|-------------------------------|------------|-----------------------------|------------------------------------|--|--|-----|------|------|------------|------------|
|                          |                        |                               |            |                             |                                    |  | Yes                                    | No  | Yes  | No   | Used       | Successful |
| (1)                      | (2)                    | (3)                           | (4)        | (5)                         | (6)                                | (7)  | (8)                                    | (9) | (10) | (11) | (12)       |            |
| P                        | Hardwick, William H.   | P                             | A0785808   | 1st Lt AF                   |                                    | 195th Ftr Sq<br>146th Ftr Gp<br>62d Ftr Wing<br>OTAG Calif<br>4th AF | X                                      |     |      |      | X          |            |

O. K. FOR FILES  
BY: *[Signature]*



**Section F—DAMAGE**

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT

Wrecked **4**

2. TO ENGINE

1 Wrecked **4**

3. TO PROPELLER

1 Wrecked **4**

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

None

**Section G—POWER PLANT FAILURE**

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF  
HOURS                      MINUTES

|   | (1)      | (2) | (3) | (4) |
|---|----------|-----|-----|-----|
| 2. ENGINE MODEL                           |          |     |     |     |
| 3. ENGINE NO.                             |          |     |     |     |
| 4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL |          |     |     |     |
| 5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL |          |     |     |     |
| 6. TOTAL ENGINE-HOURS                     | <b>2</b> |     |     |     |
| 7. PROPELLER MODEL                        |          |     |     |     |
| 8. PROPELLER-HOURS SINCE MAJOR OVERHAUL   |          |     |     |     |

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

11. OCTANE RATING OF FUEL  
100-130

ENGINEERING OFFICER (Name, Grade, and Station)

*Lawrence J. Powell Jr.* LAWRENCE J. POWELL JR., Capt

**Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL**

(Use this section if materiel failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

Not known if materiel failure caused loss of control.

ENGINEERING OFFICER (Name, Grade, and Station)



*Lawrence J. Powell Jr.*

LAWRENCE J. POWELL JR., Capt

**Section I—SPECIAL EQUIPMENT**

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

2. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

2300000

**2**

All special equipment in aircraft and in good condition prior to takeoff, however, pilot had no crash helmet which may have been contributing factor.

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Section J—AIRPORT AND FACILITIES AND AIRWAYS

(This section of the airport or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

Not a contributing factor.

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

Thunderstorm directly over place of accident with clear and 10 mi surrounding

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

Air craft intentionally or unintentionally entered thunderstorm. Control of aircraft was lost and it crashed below the center of the thunderstorm.

WEATHER OFFICER (Name, Grade, and Station) →

PAUL M SMAIL, Capt USAF, Van Nuys, Calif. *Paul M. Smail*

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

Not applicable

2. WHAT WAS THE MISSION?

F-26

5

3. DID FIRE OCCUR UPON CRASHING?

2  YES  NO

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Yes. Aircraft intentionally or unintentionally entered IFR conditions on a VFR local flight clearance.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None

6. KIND OF CLEARANCE (Attach Form 20)

25 Local 0

FROM

TO

OR LOCAL

Local

STATION OF LAST DEPARTURE

Van Nuys, Calif.

7. IF UR FORM 54 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE

NO.

DATE

EXPLAIN FULLY AND ATTACH COPY

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8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 62-11?  YES  NO

9. ARE PHOTOS ATTACHED?  YES  NO



Section M—DESCRIPTION OF THE ACCIDENT

1. TELL IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TO THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN.

Lt Hardwick filed a local clearance for a 45 minute flight, mission to be T-26. There were 256 gals of gasoline in the aircraft. Lt Hardwick became airborne at 1445 PST.

Between 1515 and 1530 PST, according to the only known witness, this aircraft was observed to dive out of the overcast over the scene of the accident. The accompanying noise was described as similar to jet-type aircraft which indicates power on and high velocity. The angle of dive was estimated at between 60 deg. and 80 deg. According to the witness the right wing left the aircraft after it had dived one-third of the distance from the base of the clouds to the ground, described by the witness as a total distance of 1500 ft. (The 1500 ft described is subject to question as one pilot reported the bases of the cumulo-nimbus at 12000 ft MSL, the Ranger at the Mendenhall Station three miles NE of the scene reported 10000 ft MSL. The aircraft struck the ground at the 2500 ft level. This error in altitude or the judgement of the distance is possible in that the aircraft, travelling at 600 MPH would traverse the distance from the base of the clouds at 12000 ft. to the ground level of 2500 ft. in a matter of 12 seconds.) Immediately after the first wing tore off the aircraft the other wing left the fuselage and the aircraft seemed to disintegrate, according to the witness, with the engine and cockpit section striking the ground.

The location of major parts of the aircraft relative to the direction of flight leads this board to conclude that the aircraft was in an inverted position in the dive and that the left wing broke loose from the fuselage first rather than the right wing as described by the witness. It is also concluded that the empennage was torn loose prior to impact with the ground. This conclusion was reached due to the relative condition of this section and its position on the ground plus the location and condition of the oxygen tanks at the scene. The engine and cockpit section struck the ground with such velocity that due to its condition no investigation could be made relative to the positions of controls and power settings. It was ascertained however that the canopy was closed at the time of impact with the ground.

The possibility of annoxia was investigated and it was established that the oxygen tanks were fully charged prior to this flight. Also that the pilot's oxygen mask registered no leakage when tested 17 July 1949.

**CONTRIBUTING CAUSE** The pilot intentionally or unintentionally flew the aircraft into a cumulo nimbus cloud which according to pilot's report measured from 12000 ft base to 35000 ft top and while within this cloud lost control due to unknown reasons, resulting in a power dive of extreme velocity. Due to unknown conditions the pilot was unable to recover the aircraft from the steep dive after "breaking out" of the cloud and before the aircraft failed structurally. There is possibility of head injuries in turbulence or annoxia both of which cannot be determined. Pilot did not wear crash helmet.

**RECOMMENDATIONS** That all pilots be required to become familiar with the structures and characteristics of thunderstorms. Pilots should be briefed on gust factors, especially high velocity gusts and their relation to the speed of aircraft with resultant excessive loads presented on both aircraft and personnel.

Emphasis should be placed on the proper use and understanding of oxygen systems, also pilots should be instructed in recognizing early symptoms of annoxia.

All pilots should be equipped with and required to wear crash helmets during all flights in fighter type aircraft.

2. ACTION TAKEN

None

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: Van Nuys, California

|   |  |   |  |  |  |
|---|--|---|--|--|--|
| NAME - PRESIDENT<br><i>[Signature]</i><br>MAJOR Det A 246th ASG |  | NAME - MEMBER<br>ROBERT L. WOOD<br>MAJOR Hq Det 246th ASG |  | NAME - PRESIDENT OF THE BOARD<br><i>[Signature]</i><br>CAPT 146th Ftr Gp |  |
| NAME - MEMBER<br><i>[Signature]</i><br>CAPT 105th Ftr Sq        |  | NAME - MEMBER<br>JACK R. VOSKAMP<br>CAPT Hq Det 246th ASG |  | NAME - RECORDER<br>GRADE ORGANIZATION                                    |  |

# AIRPLANE FLIGHT REPORT - ENGINEERING

RESTRICTION

| INSPECTION STATUS         |                      |                 |          | SERVICING AT STATION OF TAKE-OFF<br>(CHECK IMMEDIATELY BEFORE TAKE-OFF) |                |          |              |    |       |  |       |  |       |  |                  |  |  |
|---------------------------|----------------------|-----------------|----------|---|----------------|----------|--------------|----|-------|--|-------|--|-------|--|------------------|--|--|
|                           | DATE OF OR HOURS DUE | INSPECTED TODAY |          | SERVICE   | FUEL (GALLONS) |          | OIL (QUARTS) |    |       |  |       |  |       |  | RADIATOR CHECKED |  |  |
|                           |                      | BY              | STATION  |   | SERVICED       | IN TANKS | NO. 1        |    | NO. 2 |  | NO. 3 |  | NO. 4 |  |                  |  |  |
| PREFLIGHT                 | 17 Sept 49           | EW              |          |   |                |          |              |    |       |  |       |  |       |  |                  |  |  |
| DAILY                     | 16 Sept 49           | H               |          |   |                |          |              |    |       |  |       |  |       |  |                  |  |  |
| 25 HOURS                  | 254:30               |                 | VAN NUYS | 1ST   | 47             | 250      | 7            | 44 |       |  |       |  |       |  |                  |  |  |
| 50 HOURS                  | 279:30               |                 | CALIF.   | 2ND   | H              | 250      | H            | 38 |       |  |       |  |       |  |                  |  |  |
| 100 HOURS                 | 283:25               |                 |          | 3RD   |                |          |              |    |       |  |       |  |       |  |                  |  |  |
| 25 Hr. Cal Due 23 Sept 49 |                      |                 |          | 4TH   |                |          |              |    |       |  |       |  |       |  |                  |  |  |
|                           |                      |                 |          | 5TH   |                |          |              |    |       |  |       |  |       |  |                  |  |  |

| INSPECTION OF AUXILIARY EQUIPMENT |        |              |                 |
|-----------------------------------|--------|--------------|-----------------|
| EQUIPMENT                         | SYMBOL | INSPECTED BY | STATION         |
| BOMBARDMENT                       |        |              |                 |
| SUNNERY                           |        |              |                 |
| CHEMICAL                          |        |              |                 |
| COMMUNICATIONS                    | A      | Ashley       | VAN NUYS CALIF. |
| PHOTOGRAPHIC                      |        |              |                 |
| NAVIGATION                        |        |              |                 |
| RR                                | A      | Ashley       |                 |
| Oxygen                            | H      | Hausa        |                 |

| STATUS TODAY   |    | EXPLANATION <b>T.O.'S N/C/W</b> in back of form<br><b>Glock missing, "D" Channel out<br/>Flourescent lights out, Cyrosight inop.</b> |
|--|----|--|
| 1.   | 2. |  |
| 3.   | 4. |  |
| EXCEPTIONAL RELEASE<br>WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL, AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT. |    |  |
| RELEASED FOR FLIGHT  |    | { 1 _____ 2 _____<br>{ 2 _____ 4 _____   |

REMARKS: PILOTS AND MECHANICS - SEE INSTRUCTIONS INSIDE FRONT COVER

Certified true copy:

| AIRCRAFT AND ENGINE TIME RECORD<br>(ENTER IN HOURS AND MINUTES) |               |       |        |       |
|---|---------------|-------|--------|-------|
| ENGINE  | NO. 1         | NO. 2 | NO. 3  | NO. 4 |
| HOURS TO DATE   | 67:35         |       |        |       |
| HOURS TODAY   | 0:00          |       |        |       |
| TOTAL   | 67:35         |       |        |       |
| OIL CHANGE DUE  | 283:25        |       |        |       |
| COND. CLEANING DUE  | 254:30        |       |        |       |
| AIRCRAFT  | HOURS TO DATE |       | 250:50 |       |
|   | HOURS TODAY   |       | 0:00   |       |
|   | TOTAL         |       | 250:50 |       |

*Lawrence J. Powell, Jr.*  
**LAWRENCE J. POWELL, JR**  
 Capt AF CAL NG  
 Engineering Officer

1st Serviced by: Hausa  
 2nd Serviced by: Hausa

Entered 41-B

Flourescent flights repaired - Rounds

| DATE                            | AIRCRAFT ORG. DATA                   | AIRCRAFT DATA                    | ENGINE DATA              |            |
|---------------------------------|--------------------------------------|----------------------------------|--------------------------|------------|
| 17 Sept 49                      | AIR FORCE<br>4th                     | COMPONENT<br>N                   | ENGINE MODEL<br>V-1650-7 |            |
| STATION<br>VAN NUYS             | COMD SERV COMD. OR DEPT<br>62nd Wing |                                  | SERIAL NO<br>V-323160    | SERIAL NO. |
| CREW CHIEF OR ENGINEER<br>Hausa | GROUP NO. & TYPE<br>146th Ftr Group  | AIRCRAFT MODEL<br>51-D           | SERIAL NO                | SERIAL NO. |
|                                 | SQUADRON NO. & TYPE<br>195th Ftr Sq. | AIRCRAFT SERIAL NO.<br>44-73050N | TOTAL FLIGHT TIME →      |            |



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STATEMENT

21 September 1949

I, J. L. Hahn, residence 5828 South Grand Avenue, Los Angeles, California, was an eye witness to the crash of an Air National Guard Aircraft at approximately 3:30 PM, Wednesday, 21 September 1949.

I heard a loud roar and looking up I saw the aircraft breaking out of the bottom of the thunderheads at a very steep angle and at a very high rate of speed. The loud noise led me to believe it might be a Jet Aircraft.

I estimated the cloud layer to be 1500 feet above the terrain. The aircraft was not spinning or gyrating. At approximately 500 feet below the clouds and 1000 feet above the terrain the right wing came off the aircraft. The balance of the aircraft started to disintegrate and hit the ground with tremendous impact scattering parts over a large area. I immediately proceeded to the wreckage and stayed with the remains until the rescue party arrived.

*Jack L. Hahn*

JACK L. HAHN  
5828 South Grand Avenue  
Los Angeles 3, California  
Phone: Thornwall 8812

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VNY

1430P - 2230Z 21 SEPTEMBER 1949

VAN NUYS 5003H 105/93/64-3/986/ TRWG CU NE

BURBANK 50021/2KH 108/86/64-10/985/CB NE TWRG CU NEE

GLENDALÉ 02KH 81/63-10/984FEW CU NE

PALMDALE E120030 112/97/44C/996/TWRG CU N QUAD RWU OVR MTNS NWSE

1530P - 2330Z

VAN NUYS 6003H 102/94/62-5/985

BURBANK 5003KH 108/87/64-8/984

GLENDALÉ 8002KH 82/62-10

PALMDALE E120030 105/94/45T-15/996/G25 CB NE RWU OVR MTNS W

PR 9890-4 212345Z

PREPS BLDG CU 25 MI NE OF VNY BSE 120MSL TOPS OCNLT TO 350MSL. VSBY  
10 MI BELOW 100MSL. A-26 1535P

A TRUE COPY

*Paul M. Smail*

PAUL M. SMAIL  
Captain, USAF  
Base Weather Officer

EXHIBIT 'I'

RESTRICTED

CALIFORNIA AIR NATIONAL GUARD  
195TH FIGHTER SQUADRON (SE)  
Metropolitan Airport  
Van Nuys, California

21 September 1949

OPERATIONS)  
ORDER #256)

- E X T R A C T -

Pursuant to authority contained in AR 95-15 dtd 3 May 1944, AR 95-90 dtd 24 July 42 and AF Reg 20-47 dtd 31 Oct 44, the following flights are authorized and will be performed, this date, as listed below. Authority is granted to deviate from the itinerary as listed when necessary in the performance of the assigned mission:

| <u>Type Acft.</u> | <u>Ser. No.</u> | <u>Crew</u>               | <u>Mission</u>   | <u>Time</u> |
|-------------------|-----------------|---------------------------|------------------|-------------|
| ***               |                 |                           | ***              | ***         |
| F51D              | 44-73080N       | 1 Lt WH Hardwick A0785808 | 195th Ftr Sq T26 | 1445-1530   |
| ***               |                 |                           | ***              | ***         |

BY ORDER OF MAJOR FOY:

OFFICIAL: /s/  
CLINTON R. HAHN  
1st Lt., AF, Cal NG  
Asst Operations Officer

LYLE A. ADRIANSE  
Major, AF, Cal NG  
Operations Officer

CERTIFIED A TRUE EXTRACT COPY:

*Clinton R. Hahn*  
CLINTON R. HAHN  
1st Lt., AF, Cal NG  
Asst Operations Officer







# INDIVIDUAL FLIGHT RECORD

## PILOT

JUL AUG SEPT 1949

(2) PERIOD NO. \_\_\_\_\_ YEAR \_\_\_\_\_

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|  |                      |  |  |  |                                   |  |  |                           |  |
|--|----------------------|--|--|--|-----------------------------------|--|--|---------------------------|--|
| (1) PREPARING ORGANIZATION                                   |                      | (6) ORIG. RATING & DATE<br>Pilot - 8 Sep 44    |  |  | (9) NAME: LAST FIRST MIDDLE       |  |  | HARDWICK, William H.      |  |
| (3) AF OR COMMAND  | (4) BU (GROUP OR SQ) | (7) PRESENT RATING & DATE<br>Pilot - 15 Sep 46 |  |  | (10) YEAR OF BIRTH<br>16 Jul 1916 |  |  | (11) GRADE<br>1st Lt NCMF |  |
| 62 Ftr Wg NG   | 195th Ftr Sq (SE)    |  |  |  |                                   |  |  |                           |  |
| (5) STATION<br>Metropolitan Airport<br>Va n Nvys, California |                      | (8) TYPE INST. CERT. & DATE<br>None            |  |  | (12) SERIAL NO.<br>AO 785 808     |  |  |                           |  |

TABLE I

| DATE      | AIRCRAFT TYPE MODEL SERIES | MISSION SYMBOL | NO. LANDINGS | CLASSIFICATION OF FIRST PILOT FLYING TIME |                  |         |                |              |         |                |              |           |    | COMMAND PILOT<br>C | CO-PILOT<br>CP | TO      | FROM |
|-----------|----------------------------|----------------|--------------|---|------------------|---------|----------------|--------------|---------|----------------|--------------|-----------|----|--------------------|----------------|---------|------|
|           |                            |                |              | FIRST PILOT<br>P                          | INSTRUCTOR<br>IP | DAY     |                |              | NIGHT   |                |              | MOOD<br>N |    |                    |                |         |      |
|           |                            |                |              |   |                  | CONTACT | WEATHER INSTR. | OVER THE TOP | CONTACT | WEATHER INSTR. | OVER THE TOP |           |    |                    |                |         |      |
| 13        | 14                         | 15             | 16           | 17  | 18               | 19      | 20             | 21           | 22      | 23             | 24           | 25        | 26 | 27                 | 28             | 29      |      |
| JULY      |                            |                |              |   |                  |         |                |              |         |                |              |           |    |                    |                |         |      |
| 17        | T6C                        | T15            | 1            | 1:35                                      |                  |         |                |              |         |                |              | 1:35      |    |                    |                |         |      |
| 17        | F51D                       | T16F           | 1            | 2:00                                      |                  | 2:00    |                |              |         |                |              |           |    |                    |                |         |      |
| 23        | F51D                       | T18F           | 1            | 2:15                                      |                  | 2:15    |                |              |         |                |              |           |    |                    |                |         |      |
| 30        | F51D                       | T15F           | 1            | 1:45                                      |                  | :45     |                |              |         |                |              | 1:00      |    |                    |                |         |      |
| AUGUST    |                            |                |              |   |                  |         |                |              |         |                |              |           |    |                    |                |         |      |
| 6         | F51D                       | T9             | 1            | 3:35                                      |                  | 3:45    |                |              |         |                |              |           |    |                    |                | VCV VNY |      |
| 8         | F51D                       | T14F           | 1            | 3:15                                      |                  | 3:15    |                |              |         |                |              |           |    |                    |                |         |      |
| 10        | F51D                       | T16            | 1            | :50                                       |                  | :50     |                |              |         |                |              |           |    |                    |                |         |      |
| 10        | F51D                       | T18F           | 1            | 2:55                                      |                  |         |                |              | 2:55    |                |              |           |    |                    |                |         |      |
| 11        | F51D                       | T14F           | 1            | 2:05                                      |                  | 2:05    |                |              |         |                |              |           |    |                    |                |         |      |
| 12        | F51D                       | T14A           | 1            | 2:05                                      |                  | 2:05    |                |              |         |                |              |           |    |                    |                |         |      |
| 12        | F51D                       | T16FA          | 1            | 1:40                                      |                  | 1:40    |                |              |         |                |              |           |    |                    |                |         |      |
| 13        | F51D                       | T12F           | 1            | 1:30                                      |                  | 1:30    |                |              |         |                |              |           |    |                    |                |         |      |
| 15        | F51D                       | T6             | 1            | 1:00                                      |                  | 1:00    |                |              |         |                |              |           |    |                    |                |         |      |
| 16        | F51D                       | T16FA          | 1            | 1:55                                      |                  | 1:55    |                |              |         |                |              |           |    |                    |                |         |      |
| 16        | F51D                       | T14            | 1            | 2:00                                      |                  | 2:00    |                |              |         |                |              |           |    |                    |                |         |      |
| 15        | F51D                       | T16FA          | 1            | 1:05                                      |                  | 1:05    |                |              |         |                |              |           |    |                    |                |         |      |
| 17        | F51D                       | T24A           | 1            | 1:10                                      |                  | 1:10    |                |              |         |                |              |           |    |                    |                |         |      |
| 17        | F51D                       | T14            | 1            | 1:00                                      |                  | 1:00    |                |              |         |                |              |           |    |                    |                |         |      |
| 17        | F51D                       | T18FA          | 1            | 2:35                                      |                  |         |                |              | 2:35    |                |              |           |    |                    |                |         |      |
| 18        | F51D                       | T14F           | 1            | 1:15                                      |                  | 1:15    |                |              |         |                |              |           |    |                    |                |         |      |
| 18        | F51D                       | T9FA           | 1            | 3:10                                      |                  | 3:10    |                |              |         |                |              |           |    |                    |                |         |      |
| 22        | F51D                       | T18F           | 1            | 2:15                                      |                  | 2:15    |                |              |         |                |              |           |    |                    |                | SIC VNY |      |
| 22        | F51D                       | T18F           | 1            | :20                                       |                  | :20     |                |              |         |                |              |           |    |                    |                | HIF SIC |      |
| 22        | F51D                       | T18F           | 1            | 2:35                                      |                  | 2:35    |                |              |         |                |              |           |    |                    |                | VNY HIF |      |
| 23        | F51D                       | T16FA          | 1            | 1:45                                      |                  | 1:45    |                |              |         |                |              |           |    |                    |                |         |      |
| SEPTEMBER |                            |                |              |   |                  |         |                |              |         |                |              |           |    |                    |                |         |      |
| 11        | F51D                       | T14F           | 1            | 2:00                                      |                  | 2:00    |                |              |         |                |              |           |    |                    |                |         |      |
| 11        | F51D                       | T15            | 1            | 1:10                                      |                  | :10     |                |              |         |                |              | 1:00      |    |                    |                |         |      |
| 13        | T6C                        | T15            | 2            | 1:10                                      | 1:00             | 1:10    |                |              |         |                |              | 1:00      |    |                    |                |         |      |
| 21        | FATAL ACCIDENT             |                |              |   |                  |         |                |              |         |                |              |           |    |                    |                |         |      |
| 22        | MISSION CLOSED             |                |              |   |                  |         |                |              |         |                |              |           |    |                    |                |         |      |

CERTIFIED A TRUE COPY  
*Clinton R. Mann*  
CLINTON R. MANN  
1st Lt., AF, Col NG  
Base Operations Officer

|   |     |    |     |   |   |     |   |   |     |   |    |  |  |  |  |  |
|---|-----|----|-----|---|---|-----|---|---|-----|---|----|--|--|--|--|--|
| (10) TOTALS THIS SHEET                        | 52  | 1  | 43  |   |   | 5   |   |   | 5   |   |    |  |  |  |  |  |
| (11) BROUGHT FORWARD FROM SHEET NO. <u>28</u> | 672 | 18 | 435 | 2 | 5 | 113 | 1 | 8 | 126 | 0 | 27 |  |  |  |  |  |
| (12) TOTALS TO DATE                           | 724 | 19 | 478 | 2 | 5 | 118 | 1 | 8 | 131 | 0 | 27 |  |  |  |  |  |

(13) THIRD NAME OF OPERATIONS OFFICER CERTIFYING  
CLINTON R. MANN

(14) CERTIFIED CORRECT - SIGNATURE OF OPERATIONS OFFICER  
*/s/ Clinton R. Mann*

(15) GRADE  
1st Lt.







RESTRICTED

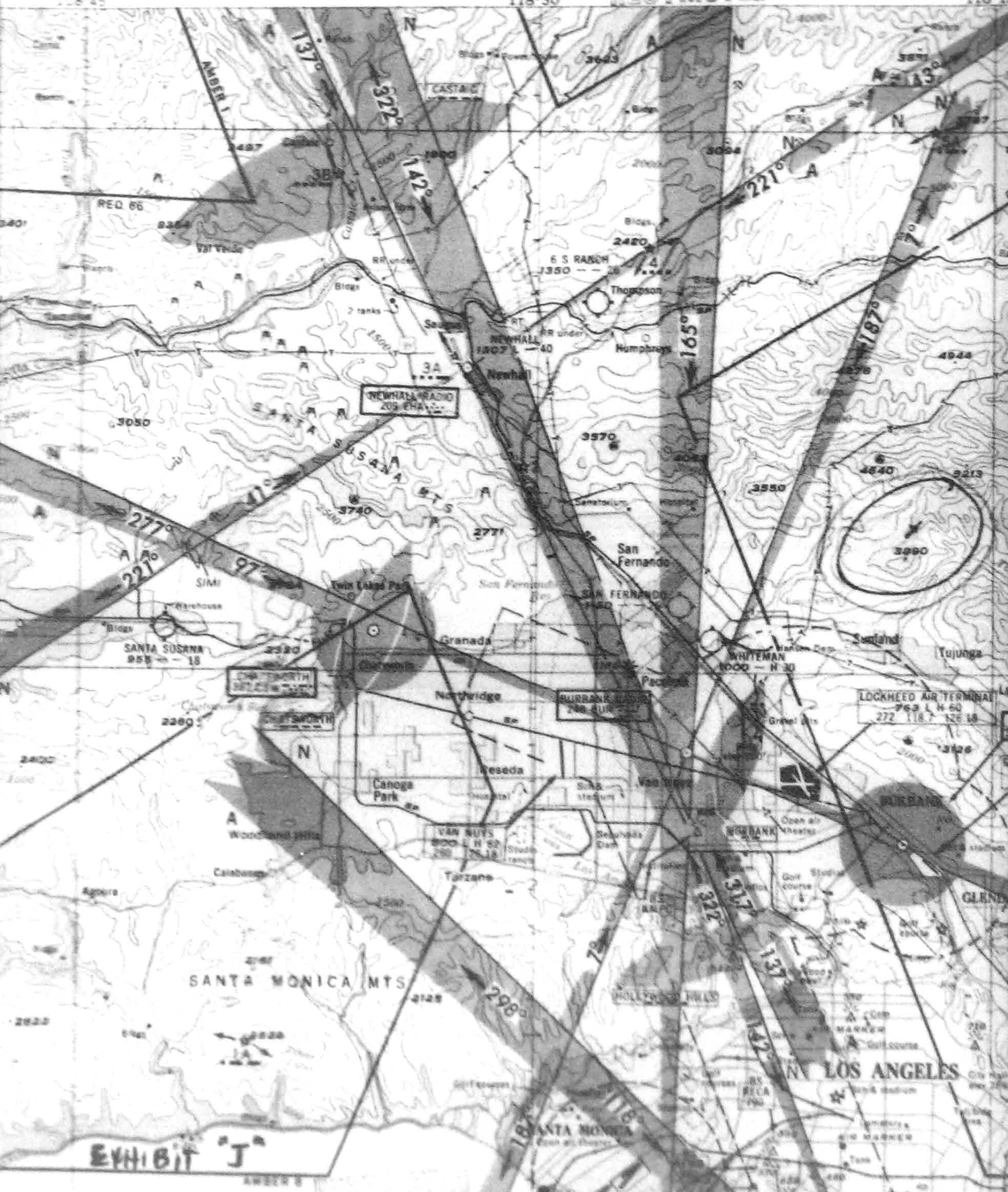
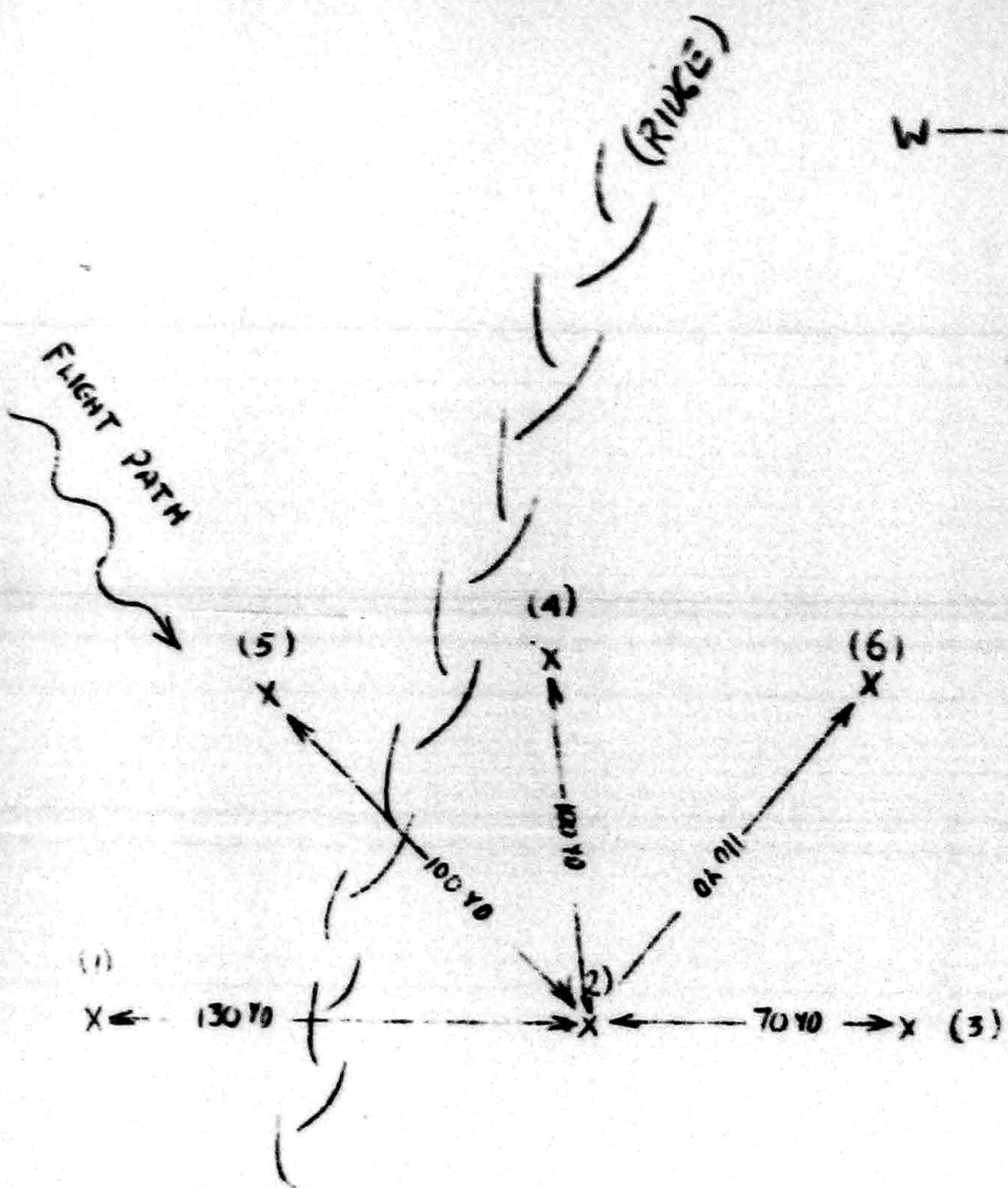
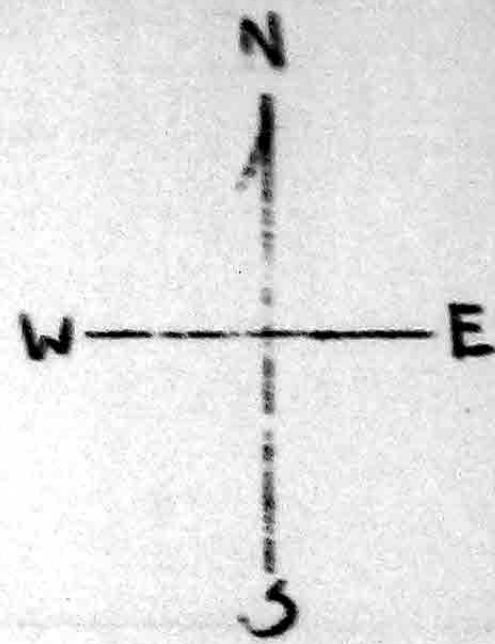


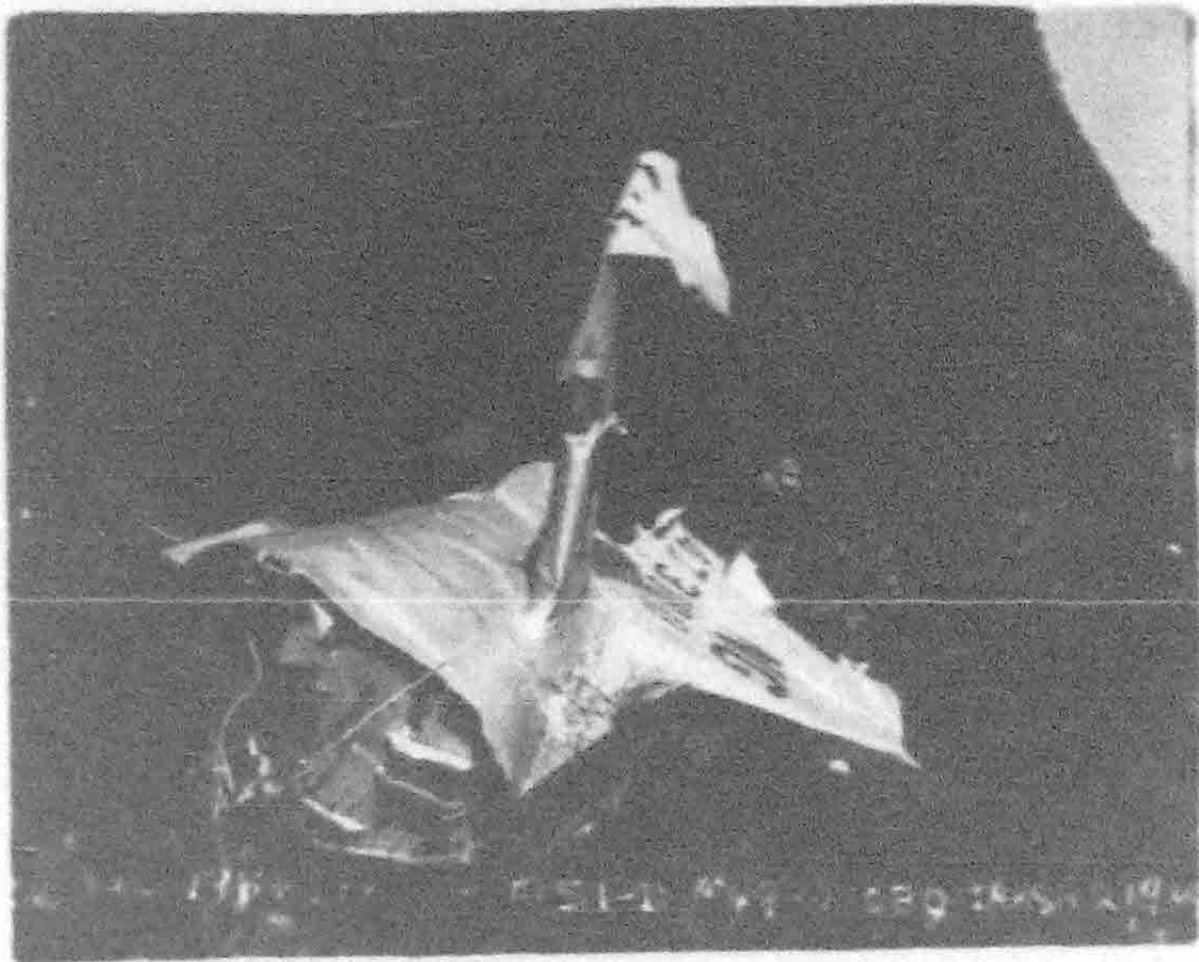
EXHIBIT "J"





- 1 LEFT WING
- 2 ENGINE-COCKPIT
- 3 EMPENNAGE
- 4 RIGHT WING
- 5 OXYGEN TANK
- 6 OXYGEN TANK

EXHIBIT "K"





RESTRICTED

Spannage 70 yards from fuselage section.

EXHIBIT "F"

RESTRICTED



1917 - 1918 - 1919 - 1920 - 1921 - 1922 - 1923 - 1924 - 1925 - 1926 - 1927 - 1928 - 1929 - 1930 - 1931 - 1932 - 1933 - 1934 - 1935 - 1936 - 1937 - 1938 - 1939 - 1940 - 1941 - 1942 - 1943 - 1944 - 1945 - 1946 - 1947 - 1948 - 1949 - 1950 - 1951 - 1952 - 1953 - 1954 - 1955 - 1956 - 1957 - 1958 - 1959 - 1960 - 1961 - 1962 - 1963 - 1964 - 1965 - 1966 - 1967 - 1968 - 1969 - 1970 - 1971 - 1972 - 1973 - 1974 - 1975 - 1976 - 1977 - 1978 - 1979 - 1980 - 1981 - 1982 - 1983 - 1984 - 1985 - 1986 - 1987 - 1988 - 1989 - 1990 - 1991 - 1992 - 1993 - 1994 - 1995 - 1996 - 1997 - 1998 - 1999 - 2000 - 2001 - 2002 - 2003 - 2004 - 2005 - 2006 - 2007 - 2008 - 2009 - 2010 - 2011 - 2012 - 2013 - 2014 - 2015 - 2016 - 2017 - 2018 - 2019 - 2020 - 2021 - 2022 - 2023 - 2024 - 2025 - 2026 - 2027 - 2028 - 2029 - 2030 - 2031 - 2032 - 2033 - 2034 - 2035 - 2036 - 2037 - 2038 - 2039 - 2040 - 2041 - 2042 - 2043 - 2044 - 2045 - 2046 - 2047 - 2048 - 2049 - 2050 - 2051 - 2052 - 2053 - 2054 - 2055 - 2056 - 2057 - 2058 - 2059 - 2060 - 2061 - 2062 - 2063 - 2064 - 2065 - 2066 - 2067 - 2068 - 2069 - 2070 - 2071 - 2072 - 2073 - 2074 - 2075 - 2076 - 2077 - 2078 - 2079 - 2080 - 2081 - 2082 - 2083 - 2084 - 2085 - 2086 - 2087 - 2088 - 2089 - 2090 - 2091 - 2092 - 2093 - 2094 - 2095 - 2096 - 2097 - 2098 - 2099 - 2100

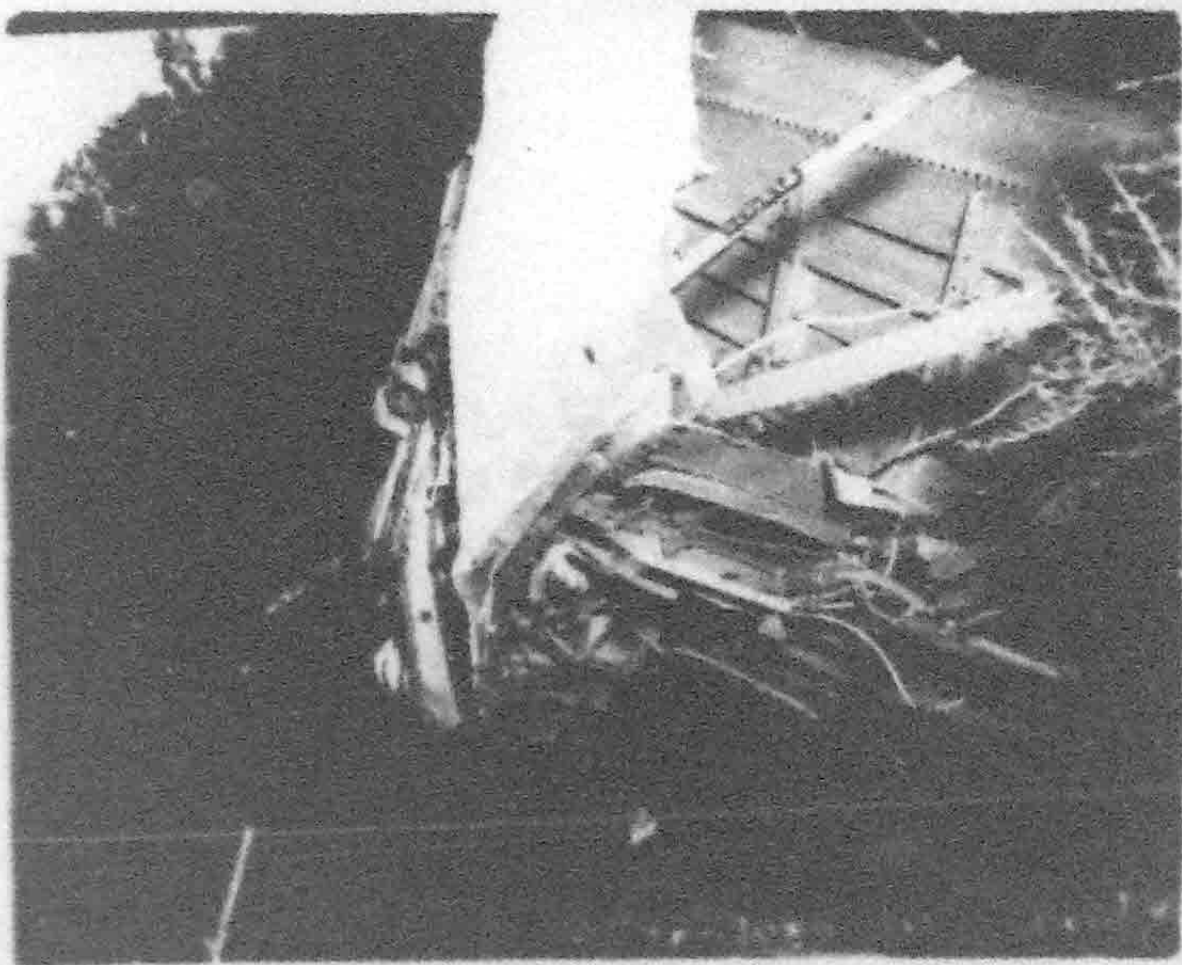


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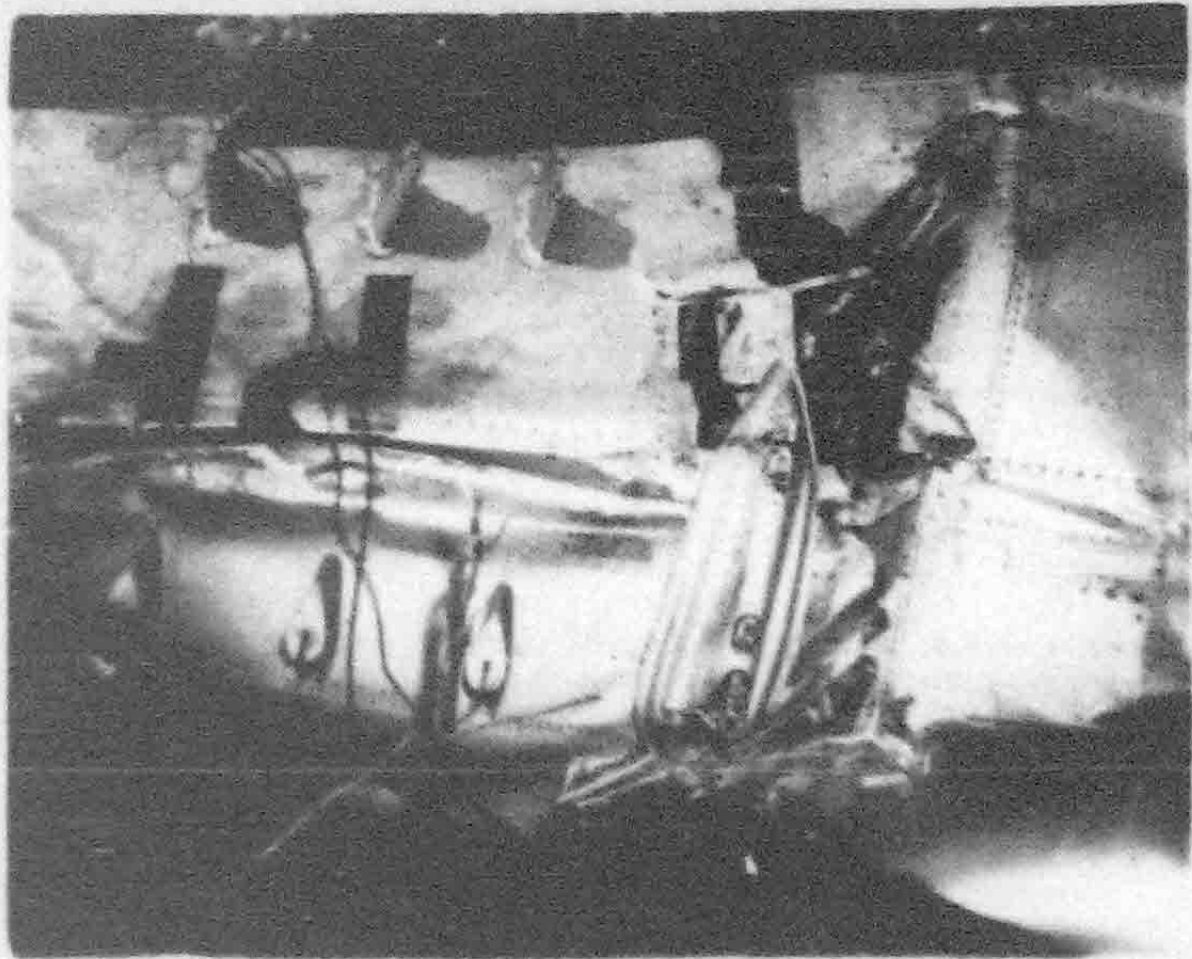
Area of impact - fuselage and engine section. Small parts which were remaining were scattered through the heavy underbrush for a radius of 75 yards.

EXHIBIT "G"

RESTRICTED







Left wing - fuselage end, leading edge down.

Left wing - bottom.

EXHIBIT "H"



**EXHIBITS**

"A" Statement of Witness  
"B" Operations Order No. 256, 21 Sep 49  
"C" Operator's Form 5  
"D" Local Clearance  
"E" Form 1-A 17 Sep 49  
"F" Photographs  
"G" Photographs  
"H" Photographs  
"I" Weather Reports  
"J" Map  
"K" Diagram

1949  
2-5

**CALIFORNIA AIR NATIONAL GUARD**

**Headquarters 146th Fighter Group**

**Metropolitan Airport, Box 432**

**Van Nuys, California**

360,33

30 September 1949

**SUBJECT: Crash, F-51-D, 44-73080**  
**21 Sep 49, 1st Lt W.H. Hardwick**

**TO : HQ, USAF Field Office of the Air Inspector**  
**Flying Safety Division**  
**Langley Air Force Base**  
**Hampton, Virginia**

1. Attached herewith, original copy Form 14 and all enclosures covering above subject crash. Distribution is made in accordance with AF Reg 62-14 dtd 20 Oct 44 and NGB Air Memo 62-4 dtd 14 Jan 49.

**FOR THE COMMANDING OFFICER:**



**ROBERT L. WOOD**  
**Major, AF CAL NG**  
**Station Accident Officer**



ACCIDENT INFORMATION CHECK LIST

FOR ACCIDENT NO. 49-9-21-5

| TO: |               | DATE: | CHECKED BY: | DATE:    |
|-----|---------------|-------|-------------|----------|
|     | BOMBER        |       |             |          |
| ✓   | FIGHTER       | 11/16 | EW          | 11-17-47 |
|     | CARGO         |       |             |          |
|     | TRAINER       |       |             |          |
|     | MISCELLANEOUS |       |             |          |
|     | FACILITIES    |       |             |          |
|     | CODE SECTION  |       |             |          |

SUBJECT:

- 62-21 Letter
- Additional Accident Information
- Supplemental Accident Report
- Crash Fire Report
- Unsatisfactory Report
- Disassembly Inspection Report
- AMC Letter

REMARKS:



**RESTRICTED**

**CALIFORNIA AIR NATIONAL GUARD**

**Headquarters 146th Fighter Group**

**Metropolitan Airport, Box 432**

**Van Nuys, California**

30 September 1949

OCT 12 1949

NO 4th AIR FORCE

**SUBJECT: Crash, F-51-D, 44-73080, 21 Sep 49, 1st Lt W.H Hardwick**

**TO : Commanding Officer  
146th Fighter Group  
Van Nuys, California**

1. Enclosed herewith two (2) copies of AF Form 14 Covering subject accident. Distribution has been made in accordance with AF Reg 62-14 and NGB Air Memo 62-4.

2. Unit Commander's indorsement will be forwarded to Senior Instructor, 62d Fighter Wing.



*Robert L. Wood*

**ROBERT L. WOOD  
Major AF CAL NG  
Station Accident Officer**

*77713-360.93 - copy  
(30 Sept 49)*

**1st Ind**

**HQ, 146TH FIGHTER GROUP, P. O. Box 432, Van Nuys, Calif, 30 Sep 49**

**TO: CG, 62nd Ftr Wg, 3905 Empire Avenue, Burbank, Calif**

1. The recommendations contained in attached Report of Major Accident are concurred in.

2. Immediate action is being taken to insure that all pilots receive instruction in characteristics of thunderstorms with emphasis on effect of high gust loads on military aircraft and pilots. In addition all pilots will receive refresher instructions in the operation of oxygen systems and early recognition of anoxia. Action to obtain crash helmets for wear of all personnel flying fighter type aircraft will be initiated at once.

*Clarence A. Shoup*

**CLARENCE A. SHOUP  
Colonel, AF,  
Commanding**

**Incl: AF Form No 14 (dupl)**



**RESTRICTED**




● RESTRICTED ●

Hq 146th Ftr Gp, Van Nuys (30 Sep 49) 2d Ind  
SUBJ: Crash, F-51-D, 44-73080,  
21 Sep 49, 1st Lt W H Hardwick

CG, HQ 62D FIGHTER WING, CAL NG, 3905 Empire Ave, Burbank, Calif, 6 Oct 49

TO: Senior Air Instructor, Hq 62d Fighter Wing, Burbank, Calif.

Concur in findings and recommendations.



LEONARD E. THOMAS  
Brigadier General, NG US  
Commanding

Incl n/c

RESTRICTED

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Subj: Crash, P-51-D, 44-73080, 21 Sep 49,  
1st Lt W. H. Hardwick

30 Sep 49

3d Ind

OFFICE OF THE SENIOR AIR INSTRUCTOR, 62D WING, ANG, 3905 Empire Avenue,  
Burbank, California, 6 October 1949.

TO: The Adjutant General, State of California, P O Box 1139, Sacramento,  
California.

1. Concur in the general analysis of this report.
2. Lt. Hardwick was cleared for a local flight on a controlled VFR clearance. Although the clearance was marginal due to a low level smog and haze condition it is not considered possible that this limited low level visibility could have been a contributing factor to the pilots entry at high level into the cumulo-nimbus clouds fringing on the mountainous terrain bordering on our local flying area.
3. It is recommended that all pilots be thoroughly briefed once again and then periodically on the following subjects:
  - a. The inadvisability of an IFR flight of any type in F-51 type aircraft.
  - b. Characteristics of thunderheads and the expected turbulence and gust factors in and around them and the points against ever going into such an area.
  - c. Warning signs of anoxia and action to be taken.
4. The 146th Fighter Group commander has already initiated action to effect the desired results.
5. Further, it is recommended that all pilots be equipped with and be required to use crash helmets, pilot protective, P-1, authorized and required by TO 00-30-1A and TO 00-30-41. Requisition was submitted in June 1949 and answer from Hq AMC dated 13 September 1949 said to reorder in 100 days, which would make reorder date 22 December 1949.

Incl a/c

*H. A. Schmid*

H. A. SCHMID  
Colonel, USAF  
Sr Air Instructor

NOV 10 1949

# RESTRICTED



RESTRICTED

NGGCT-A

4th Ind

RRS/1-1

(Hq. 146 Ftr Gp, 30 Sept 49)

Subj: Crash F-51-D, 44-73080,

21 Sep 49, Lt W.H.Hardwick

Office of The Adjutant General, Sacramento, California, 10 October 1949

TO: Commanding General, 4th Air Force, Hamilton AFB, Hamilton, Calif.

Concur in findings and recommendations of the Board, and action taken by the Commanding Officer, 146th Ftr Gp.

FOR THE ADJUTANT GENERAL:

N. O. THOMAS  
Col, GSC, CAL NG  
Admin Officer

Incls:  
n/c

16433

NO 4th Air Force  
360  
OCT 12 1949

RESTRICTED

**RESTRICTED**

Crash, F-51-D, 44-73080, 21 Sep 49, 1st Lt W.H. Hardwick  
OF 360.33 (30 Sep 49) 5th Ind

147  
4 OCT 1949

Headquarters, Fourth Air Force, Hamilton AFB, Hamilton, California

TO: Commanding General, Continental Air Command, Mitchel Air Force Base,  
New York

1. A review of the Aircraft Accident Report indicates that the cause of subject accident is unknown.
2. Recommend that the policy referred to in letter, this headquarters, subject, Flying Safety, dated 26 Sep 49, inclosed, (Incl 2) be adopted by headquarters, NGB and be implemented by Air National Guard Units operating single place aircraft.
3. Do not concur with the recommendations of the Senior Air Instructor, paragraph 3a, 3rd indorsement. Recommend that headquarters, NGB or Flying Safety Division, Headquarters, USAF publish a letter on the subject of flying the F-51 type aircraft during instrument conditions.
4. This accident will be brought to the attention of all rated pilots under the command and supervision of this Headquarters.

- 2 Incls:  
1. AF Form 14 w/exhibits.  
2. Ltr, Hq 4AF, subj Fly Safety, 26 Sep 49.

  
HUGO P. BUSH  
Brigadier General, USAF  
Vice Commander

19218

**RESTRICTED**



RESTRICTED

air

360.33 (30 Sep 49)  
Crash, F-51D, 44-73080, 21 Sep 49, 1st Lt W.H Hardwick

31 OCT 1949

FS360.33 (30 Sep 49)

6th Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

THRU: Chief, National Guard Bureau, Washington 25, D. C.

TO : Chief, Flying Safety Division, Office of Air Inspector, 1001st  
Inspector General Unit, Langley Air Force Base, Virginia

1. Reference is made to AF Form 14, Report of Major Aircraft  
Accident in the case of 1st Lt William H. Hardwick in F-51D #44-73080  
near Van Nuys, California on 21 September 1949.

2. This headquarters concurs with the findings of the aircraft  
accident investigating board and with the preventive action taken.

3. Further, this headquarters concurs with the recommendations  
of the Commanding General, Fourth Air Force in paragraphs 2 and 3, 5th  
Indorsement.

FOR THE COMMANDING GENERAL:

*Herbert B. Thatcher*  
HERBERT B. THATCHER  
Brig. General, USAF  
Deputy for Operations

- 1 Incl
- 1. w/d
- 2. n/c

360.33 - 30 Sept 49 - call

3249A

SUBJECT: Crash, F-51D 44-73080, 21 Sept 49, 1st Lt W. E. Hardwick. 30 Sept 49

CSNGB-AFOTO 360.33 Calif (30 Sept 49) 7th Ind.

Hqs., Depts of the Army and the Air Force, National Guard Bureau,  
Washington 25, D. C. 8 November 1949

TO: Chief of Staff, United States Air Force, Flying Safety Division,  
Langley Air Force Base, Virginia

1. The National Guard Bureau requests that an educational flying safety bulletin covering "Instrument Flight in Fighter Type Aircraft" be published and disseminated to all air units.
2. The National Guard Bureau concurs with the recommendations of the Aircraft Accident Board as contained in Section N, Paragraph 2, "Recommendations," of the Form 14.
3. It is pointed out that 1st Lt Hardwick had a total of 246.7 hours in the F-51 aircraft, plus 47.5 hours within the last 90 days, and 12.25 hours within the last 30 days. Therefore, Lt Hardwick's proficiency is well above the minimum pro rated budgetary minimums and those required by NGB Air Memorandum 60-9. Therefore, the attached letter has no bearing on the accident.
4. Past experience in Air National Guard accidents has revealed that a proficient fighter pilot, indoctrinating a new pilot, too often forces the pilot on initial and transition training to exceed his capabilities. In addition to this factor, the present budgetary limitations on flying time make it impossible to force instructor pilots to expend their flying time in this questionable manner.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

*Green, Col. A. F.*  
 752: PETER H. REMINGTON  
 Colonel, USAF  
 Chief, Air Ogn & Eng Gp  
 Air Force Division  
 National Guard Bureau

1 Incl:  
n/c

RESTRICTED

R.S.  
360.33 Calif (30 Sept 49) 7th Ind.



COPY  
HEADQUARTERS FOURTH AIR FORCE  
HAMILTON AIR FORCE BASE  
HAMILTON, CALIFORNIA

RESTRICTED

IN REPLY REFER TO:

26 Sept 1949

OF 360.351

SUBJECT: Flying Safety

TO: Each State Adjutant General, ANG  
Fourth Air Force Area

1. Recent aircraft accidents incurred by ANG units, Fourth Air Force area, in F-51 type aircraft indicate that the majority of the pilots involved were receiving transition training. Aircraft Accident Investigating Boards have been faced with the problem of determining the cause of fatal crashes with no evidence other than the demolished aircraft.

2. In view of these accidents, it is recommended the following policy be adopted by ANG units of your office:

a. Pilots receiving initial and transition training in fighter type aircraft will be accompanied in flight by another aircraft operated by an instructor pilot.

3. This policy has been used by various units with a great deal of success. Student pilots encountering conditions beyond their scope of ability in a new type aircraft have ready assistance to advise them of correct action.

4. Comments on the recommendations contained in par 2a are requested.

FOR THE COMMANDING GENERAL:

/s/ H. L. Fuller  
/t/ H. L. FULLER  
Lt Col USAF  
Adjutant General

COPY

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