

NUMBER: 10000  
 CODE: 0  
 DATE: 18 January 1945

PILOT'S NAME, RANK, & SERVICE GROUP: PARKER, Milo J., Jr., USAF  
 LOCATION: At sea  
 PURPOSE: Rocket attack on towed spar

VELOCITY	2500'	15	335	25	—	—
DATE OF PILOT RATING	727.6	TOTAL HOURS THIS MODEL	39.7	TOTAL HRS LAST 1 MONTH	95.0	HRS THIS MODEL LAST 1 MONTH
FLYING LAST 24 HOURS	0	PREVIOUS ACCIDENT RECORD				

PREVIOUS ACCIDENT RECORD: Killed instantly, Crashed attempting to bail out following mid-air collision.

NAME & RANK OF OTHER PERSONNEL: NONE

*appears to me that Parker was mainly responsible for collision*

AIRCRAFT MODEL & NO: Y4U-1D #57606

DAMAGE	A	B	C	D	E	DAMAGE DESCRIPTION & REMARKS
AIRCRAFT	X					Bank at sea.
ENGINE	X					

GEN. NATURE: A

SPECIFIC CAUSES: *collision during evasive action*

SPECIFIC CAUSES: *poor flight clearance during evasive action. Failed to observe.*

GENERAL CAUSES: *None*

PERCENTAGE EACH CAUSE: 50% P.E. (poor technique); 50% O.P.

GENERAL NATURE OF ACCIDENT: 1455  
 PRIMARY-BOTTOM ROW: 1-65  
 SECONDARY-TOP ROW: 2 hr. 10 min.

LOCATION: At sea	HEIGHT: 2500'	WIND: 15	WAVE: 335	SEA: 25	OTHER: —
CAUSE: Broken ceiling	between 2500 & 3500'				
CLEARANCE: 4000'	Post-attack Rendezvous - 3500'				

ANALYSIS: Following a rocket attack on a towed spar, VF aircraft engaged on group attack climbed thru broken ceiling to rendezvous point. Left hand turn, Ens. Parker, section leader was joining on his section leader and was about 100' behind him. Ens. Sherman and his wingman were outboard of Ens. Parker on his beam, and were gliding across the rendezvous circle to expedite joining the main group. Ens. Sherman's wingman saw Ens. Parker and his section leader and ducked out of the way when he saw a collision was imminent. Ens. Sherman did not see either Parker or his section leader until the collision. It is doubtful that Parker saw Sherman and his wingman as they were under his right wing. Following the collision, Parker's section leader saw him open his hood and stand up to jump. He got partially out of the cockpit when the engine appeared to start again. He was then seen to drop back into the cockpit, the plane went into a sharp spiral and dove into the sea practically vertically. Ens. Parker was struck from underneath. Ens. Sherman's plane was damaged on the left wing, cockpit canopy and propeller. The latter fell off necessitating an immediate water landing.

RECOMMENDATIONS: The extreme danger of hesitating or changing decision once action has been taken has been emphasized to all pilots of this command. Particularly in bailing out is it necessary to come to a quick decision and follow it thru expeditiously.

TALLY: *Edward on Pilot's Card*

B	N	A	S	O	AIRCRAFT ACCIDENT CARD FORM NAVALAV 88 C 1-45	B	N	A	S	OTHER
✓	✓	✓				X	X	A		

SPECIFIC TYPE OF ACCIDENT - (SEE INSTRUCTIONS)