

WEAPONS

FIRING

&

QUALIFICATION

SHEETS

Air to Air Combat20 Thousand Feet

<u>Flight</u>	<u>Rounds</u> <u>Loaded</u>	<u>Rounds</u> <u>Fired</u>	<u>Hits</u>	<u>%</u>	
1	11/3/59	Comms			
2	11/4/59	"			
3	4/15/60	"			
4	4/18/60	"			
5	4/19	100	100	0	0
6	4/20	100	80	0	0
7	4/22	100	96	16	16.7
8	4/25	70	44	0	0
9	4/26	140	93	11	12
10	4/27	140	48	0	0
11	4/28	140	110	10	9
12					
13					
14					
15					

30 Thousand Feet

1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

HOWE

.....

.....
1	4/21	8	7		
2	4/25	8	8	18	42' 71'
3	4/29	8	8		
4					
5					

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..... 11/5/60

FLIGHT

CRITIQUE

SHEETS

MISSILE FLIGHT CRITIQUE SHEET

Observer	Sat	Unsat	Remarks
W/PT T/O	✓		Very good
Visual form	✓		
Launch site and air set up	✓		
Launch	✓		
Launch Pattern	✓		
Landing Pattern	✓		

Comments:

Good job

Howe C
(last name & initials)

Side-3
(flight)

23 Nov 59
(date)

[Signature]
(chase pilots signature)

CWP

STANDARD CHECKLIST SHEET

Category	Sub.	Result	Remarks
Pre-flight			
Start & Take-off	✓		
Circuit Location	✓		
Approach	✓		Very good
Land	13		missed first run
Departure	✓		Very good
Alt/GCA	-		
Clear/GCA	-		
Wind. Pattern	-		Good

Comments: Strong x-wind, #4 man in flight. Beginning to consider this pilot one of our better aviators

Howe

(last name & initials)

Qual Staff 5 Nov 59

(flight)

(date)

W. C. Jefferson

(check pilot's signature)

RM

AIR-TO-AIR GUNNERY CHECK SHEET

Maneuver	Sat.	Unsat.	Remarks
TAKE OFF	✓		Blew tire on section wing T.O.
GET-UP	—		
APPROX	✓		Camera - flying a little tight but
WINS	about 20		pilot was just trying to get feel of pattern
HITS	camera		
ROUNDS FIRED	—		
PERCENTAGE	—		
FIELD PATTERN			
LANDING PATTERN			Good

REMARKS: 30 minutes late for brief
Blown tire landing handled nicely

HOWE C
(last name & initials)

G-7 3 Nov 59
(flight) (date)
U. P. H. Afferman
(chase pilot signature)

STRAFING CRITIQU SHEET

Maneuver	Sat	Unset	Remarks
Maxi & Take-off			Not Obs
Target Location	✓		
Time			Flat & Long
Notes			Not scored
Information	✓		
AOI/GCA			
Wacan/GCA			
Band. Pattern			SINK IN Grove More altitude to high

Comments:

Stripe pattern too wide and deep. Last run satisfactory

HOWE,
(Last name & initials)

STRAFE
(Flight)

26 Oct
(date)

(Signature)
(Strike pilots signature)

NAVIGATION REPORT

Event	Sat	In-Stat	Remarks
Pre-Planning	✓		
Departure			
Route Tracking	✓		
Position Reports	✓		
Arrival			
Station			
Post-App.			
Link & Landing			OK

Comments: Low level (1000-3-5M)

Position 110° position at Dallas

Howe C
(Pilot's Initials)

LAZ
(Flight)

25 Oct 51
(date)

NAV HOP

[Signature]
(Check pilot's signature)

Time	Dist	Country	Remarks
10:00 AM	✓		
10:30 AM	✓		
11:00 AM	✓		
11:30 AM	✓		
12:00 PM			
12:30 PM			
1:00 PM			
1:30 PM			
2:00 PM			
2:30 PM			
3:00 PM			
3:30 PM			
4:00 PM			
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9:00 PM			
9:30 PM			
10:00 PM			
10:30 PM			
11:00 PM			
11:30 PM			
12:00 AM			

Cross country flight
 N2S to Dallas - Good
 Hop

House

Initials

LAL
 (11-43)

23 Oct 59
 (date)

H. P. Wagon
 Telephone No. _____
 Signature

BASIC QUALITY CONTROL CHECK

Observer	Sub.	Inst.	Remarks
Wind & Sect. T/C			Taxi ok/No ^{fact} T/C
Slide Form.	✓		Good flight position
Reel Form.			
Inst. Cruise	✓		
Slide Tail Chase	✓		GOOD, LOST IN SUN ONCE.
Hook & Tend.	✓		RADIO OUT. PROPER PROCEDURE
Inst. Tail Chase	✓		
NAV/ICI GCA			
Field Pattern	✓		GOOD PATTERN & ALT.

Comments:

HOWIE C.
(last name & initials)

I-Ref 9/1/59
(flight) (date)

RMoran

BASIC INST. CRITERIA SHEET

Maneuver	Sat	Unsat	Remarks
Clearance	✓		
Taxi & Take-off	✓		
Power/Att. changes	✓		
8S" & Turn Pattern			
Aerobatics			
GCA Procedures	✓		
Communications	✓		
Attitude	✓		
Basic Air Work	✓		

Comments: OK - Good inst-check -
 Needs to speak louder on the
 Radio - Good voice procedures
 for GCI - GCA.
 Good top - satisfactorily
 completed inst phase.

Howe, C.
 (last name & initials)

I-7
 (flight)

7 May 59
 (date)

Longel by CWQ
 (chase pilots signature)

BASIC INST. CHECK OFF SHEET

Maneuver	Sat	Unsat	Remarks
Clearance	✓		
Taxi & Take-off	✓		
Power/Att. changes	✓		
180° & Turn Pattern			
Acrobatics			
MAN Procedures	✓		
Constrations	✓		
Passes	* ✓		
Final Air Work	✓		

Comments: * Flew very good
GCA passes -

Howe, C.
(last name & initials)

I-6
(flight)

4 MAY
(date)

Heidt by CWD
(chase pilots signature)

BASIC INST. CRITERIA REPORT

Maneuver	Sat	Unsat	Remarks
Clearance	✓		
Taxi & Take-off	✓		* Dropped nose on wing transition after T.O.
Power/Att. changes	—		
CR & Turn Pattern	✓		
Acrobatics			
MAN Procedures	✓		
Constrains	✓		
CLAS			
Radio Air Work	* ✓		

Comments: Needs work on voice reports - miscalling ALT., reporting points and call signs - Seemed slow in reacting to instructions given by app. control, then would make radical corrections. Executed sawoff departure without contact or permission of departure control.

Howe
(last name & initials)

I-5
(flight)

29 Apr 59
(date)

McFeeley by CWP
(chase pilots signature)

FIVE FLIGHT CRITERIA SHEET

Maneuver	Sat	Unsat	Remarks
Pre-flight	✓		
Taxi & Take-off	✓		Good
Air work	* ✓		
Speed runs	✓		
Slow flight			
Maneuvers	✓		
Field Pattern	✓		
Land. Pattern	* ✓		

Comments: * Didn't cut to inside
 far enough on rendezvous turn -
 formation work good.
 * Pattern good.

Good work -

Howe
 (last name & initials)

F-5
 (flight)

15 Apr
 (date)

Approved by CWO
 (check pilots signature)

FLY FLIGHT CHECKLIST SHEET

Maneuver	Sat	Unsat	Remarks
Pre-flight	✓		
taxi & take-off	*✓		
Air work	✓		
Speed runs			
Slow flight			
Aerobatics	✓		
Field Pattern	✓		
Land. Pattern	*✓		

Comments: * Called for T.O. with wingman's canopy open. Pulled up too sharply AFTER T.O. Had to push nose back over

* Landing pattern very good
ALS and ALT. control

Howe, C.
(last name & initials)

F-9
(flight)

15 Apr 59
(date)

Read by CWD
(check pilot's signature)

FAM FLI WIT CRITIQUE SHEET

Maneuver	Sat	Unsat	Remarks
Pre-flight	✓		Good
Tari & Take-off	✓		GOOD
Air work	✓		GOOD
Speed Runs	✓		
Slow Flight	✓		
Aerobatics	✓		LITTLE STIFF
Field Pattern	✓		
Land. Pattern	✓		

Comments: CHASE PILOT LOST RADIO TRANSMISSION ADDING SOME CONFUSION BUT FLIGHT GENERALLY GOOD. PILOT COULD IMPROVE WING OVERTS CONSIDERABLY BY JUST RELAXING A LITTLE MORE IT APPEARED.

Howe, C
(lost name & initials)

F-3
(flight)

14 APR 57
(date)

HEFFERNAN
(chase pilots signature)

Maneuver	Sat	Unsat	Remarks
Pre-flight	✓		
Taxi & Take-off	✓		
Air work	✓		
Speed runs	N/R		
Slow flight	✓		
Aerobatics	N/R		
Field Pattern	✓		
Land. Pattern	✓		①

Comments: ① OK 180 TO 90 BUT FROM 90 TO 45 HE WAS LETTING SPEED BUILD UP TO 150K- COMING BACK ON POWER SO THAT HE WAS GLIDING IN THEN IN FINAL COMING BACK ON WITH POWER, YUMA HIGH 180° POSITION CONTRIBUTING, PILOT BRIEFED ON PROPER PROCEDURE. LANDINGS GOOD, STILL A LITTLE RELUCTANT TO PICK UP NOSE ON ROLL OUT, BUT FINAL WAS VERY GOOD.

HOWE. C
(last name & initials)

F-2
(Flight)

13 Apr 59
(date)

HEFFERNAN

PART EIGHT C LIMITED SKILL

Maneuver	Set	Unset	Remarks
Pre-flight	✓		
taxi & Take-off	✓		TAD ROUGH
Air work	✓		VERY GOOD
Speed runs	N/R		
Slow Flight	✓		
Aerobatics	N/R		
Field Pattern	✓		SEE ②
Land. Pattern	✓		

Comments:

- ① VOICE IS WEAK ON RADIO
- ② WIDE 180° HIGH THROUGH 90°
SPEED CONTROL TENDED TO BE LOW
(135 BETWEEN 180 & 90) BUT MADE
GOOD CORRECTIONS. NOT LANDING
FAR ENOUGH DOWN RW AS A RULE.
- ③ GENERALLY GOOD HOP!

Howe, C
(last name & initials)

F-1
(Flight)

12 APR 54
(date)

1/4 PEARD

FLIGHT OFFICE, OPERATIONS DEPARTMENT
U. S. MARINE CORPS AIR STATION
MANTORO (SANTA ANA) CALIFORNIA

DATE

9 Sept 1960

1. This is to certify that this date I flight-checked:

(Rank & Name) Lt CARSON HOWE (SERNO) 073857

in (Type A/C) SNB-5 (Bureau No.) 67120

and found him to be safe for (~~solo~~, ~~co-pilot~~, plane commander).

Flight-time during Flight Check-out was 1 hr.. At least five (5)

full-stop landings were made.

Signed

David L. May

(Rank)

Lt

(Ser No)

075035

MCAAS Pilot Loses Canopy But Saves Jet

MCAAS YUMA — First Lieutenant Carson Howe of Marine Fighter Squadron 323 could count himself among the lucky yesterday afternoon after losing the canopy on his F8U-1 "Crusader" near Blythe, Calif.

Flying at 36,000 feet at some 500 knots, the canopy suddenly blew off, immediately arming the ejection seat. Sitting on a loaded 37 mm shell, Lt. Howe rode the aircraft back to MCAAS, some 65 miles.

“It sounded like an explosion in the cockpit and from what I was able to see it appeared the canopy blew straight back,” Lt. Howe stated.

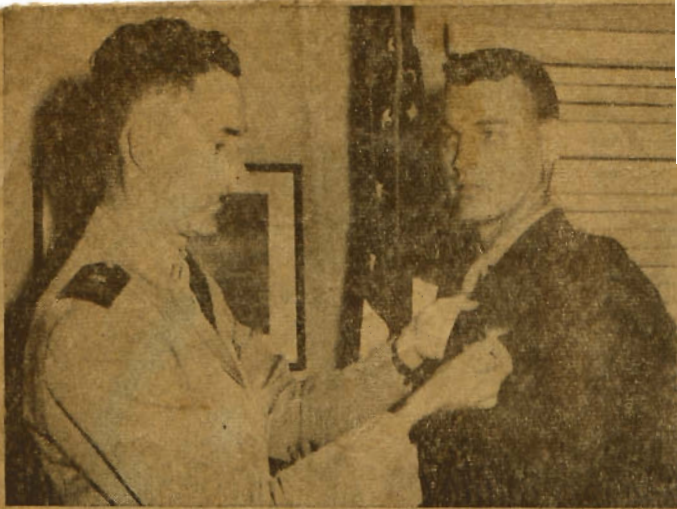
“Actually there wasn't too much sweat; I reduced airspeed to 200 knots and brought her back home. The only problem I faced was a smooth landing. You just have to keep it smoooooth, that's all,” he concluded.

The Lieutenant was not injured and even had the presence of mind to snatch his baseball cap, the proud symbol of every pilot, before it blew out of the cockpit. Cause of the freak accident is not known at this time.

VMF-323 is deployed to MCAAS from the Marine Corps Air Station El Toro for three weeks of air-to-air gunnery practice. The save of the Crusader keeps the squadron's safety record intact. They have had five quarters of accident free flying.



AIR CONDITIONED—Marine Lieutenant Carson Howe of VMF-323 looks over the cockpit of his F8U-1 "Crusader" after losing the canopy yesterday afternoon near Blythe, Calif. The Lieutenant drove the plane home, minus the canopy and sitting in an armed ejection seat, some 65 miles to MCAAS. (MCAAS Photo)



PINNED — Marine 2nd Lt. Carson Howe, son of Mr. and Mrs. Carson Howe of Hunt Street, Hampton, Ark., has his "Wings of Gold" of a Naval Aviator pinned on by his instructor, Lt. Charles P. Hill, at the Naval Auxiliary Air Station, Kingsville, Tex. He received his wings upon completion of advanced flight training.

FLIGHT REQUEST
(10-59)

REFERENCE: OPNAV INST. 3720.2 (Latest revision)

NAME (Last, first, initial) Carson		RANK 1stLt.	SERVICE NO. 073857	ORGANIZATION SOES	
APPLICANT'S TITLE		DATE OF APPLICATION 200ct60	CURRENT RATING None	<input checked="" type="checkbox"/> FIXED WING <input type="checkbox"/> HELICOPTER ONLY	APPLICANT'S BIRTHDATE 30Sept30
Application is hereby made for a		<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> STANDARD	Instrument Rating in <input checked="" type="checkbox"/> FIXED WING <input type="checkbox"/> HELICOPTER ONLY		

EXAMINATION - This is to certify that the above applicant SATISFACTORILY UNSATISFACTORILY completed the written examination for an instrument rating as required by OPNAV Instruction 3720.2A or latest revision.

EXAMINATION	DATE	GRADE	EXAMINER'S NAME, RANK, AND UNIT
FIRST	70ct60	2.75	J. J. P. Reddy, Capt.
SECOND	140ct60	3.8	EXAMINER'S SIGNATURE <i>verified [Signature]</i>
THIRD			

REQUIREMENTS AND QUALIFICATIONS				INSTRUMENT QUALIFICATIONS IN AIRCRAFT MODELS SNB
PILOT EXPERIENCE	LAST 6 MONTHS	LAST 12 MONTHS	TOTAL	
FLIGHT HOURS			714.1	TOTAL YEARS FLYING EXPERIENCE (Military & commercial) 3
ACTUAL INSTRUMENTS	4.6	8.4	14.4	
SIMULATED INSTRUMENTS	10.2	20.6	83.3	
RADAR APPROCHES (ASR OR PAR)	11			
OTHER APPROCHES		22		APPLICANT'S SIGNATURE <i>[Signature]</i> Carson Howe
JET PENETRATIONS		12		
ACTUAL WEATHER				

FLIGHT TEST			
DATE CONDUCTED	ACFT MODEL	BUREAU NO.	FLIGHT CONDITIONS UNDER WHICH FLOWN

PART ONE - BASIC
(Not required when Part Two is conducted under Actual Instrument conditions)

MANEUVER OR PROCEDURE	SAT.	UNSAT.	MANEUVER OR PROCEDURE	SAT.	UNSAT.
INSTRUMENT TAKE-OFF (Optional)			RADIO RANGE ORIENTATION (When feasible)		
CLIMBING, DESCENDING & TIMED TURNS	<input checked="" type="checkbox"/>		POSITIONING ON VOR/TACAN RADIAL	<input checked="" type="checkbox"/>	
STEEP TURNS	<input checked="" type="checkbox"/>		AURAL NULL ORIENTATION (Optional)		
RECOVERY FROM UNUSUAL ATTITUDES	<input checked="" type="checkbox"/>		PARTIAL PANEL AIRWORK	<input checked="" type="checkbox"/>	

PART TWO - AIRWAYS

MANEUVER OR PROCEDURE	SAT.	UNSAT.	MANEUVER OR PROCEDURE	SAT.	UNSAT.
FLIGHT PLANNING	<input checked="" type="checkbox"/>		INSTRUMENT APPROACHES (All types)	<input checked="" type="checkbox"/>	
VOICE PROCEDURE	<input checked="" type="checkbox"/>		KNOWLEDGE OF COMM. & NAV. EQUIPMENT	<input checked="" type="checkbox"/>	
AIRWAYS FLIGHT	<input checked="" type="checkbox"/>		EMERGENCIES (All types)	<input checked="" type="checkbox"/>	

FLIGHT EXAMINER'S REMARKS

H. How satisfactorily planned and executed a simulated instrument flight following airways. During the two hours and fifteen minutes of flight, he demonstrated his ability to cope with emergency situations as well as normal IFR flight. Any Omani Approach to GCA was performed at the discretion of the flight.

FLIGHT EXAMINER'S NAME, RANK AND TITLE William L. M. Fehele Capt. Cadavoff	FLIGHT EXAMINER'S SIGNATURE <i>[Signature]</i>
INSTRUMENT RATING ISSUED	ISSUING AUTHORITY OR SENIOR MEMBER OF INST. FLT. BD.

MARINE FIGHTER SQUADRON 323
 Marine Aircraft Group 33, 3d Marine Aircraft Wing
 Aircraft, Fleet Marine Force, Pacific
 Marine Corps Air Station, El Toro
 California

dt 30 AUG 59

NAME: Howe Carson (M) 1st LT
 (Last) (First) (Middle) (Rank)

073857 7333 USMC
 (File No) (MOS) (Adv. MOS) (USMC/USNCR) (If not release into)

6 Feb 59 ATV 202 8 June 59 24 Jan 59
 (Date Joined) (Last Organization) (Date Commissioned) (Date designated rank)

CHRONOLOGICAL SUMMARY OF ALL PAST FLIGHT EXPERIENCE

392 220 16
 (Total Pit Hrs) (Total Jet Hrs) (Nite Hrs. this Fiscal Yr) (Inst Hrs this Fiscal Yr)

STD 30 SEPT 59
 (Type Inst Card) (Date of card exp)

FROM	TO	MODEL A/C	UNIT	STATION	VF, VA, etc	O, P, C	REMARKS
9-1-57	11-1-57	T-34	VMT-1K	SAFELY	VMT	5	
11-1-57	4-1-58	SNJ	BASIC	COFFEY		5	
4-1-58	5-1-58	Beech	BASIC	BARIN		5	
5-1-58	24-2-59	T-29	ATV 202	KIDSSVILLE	VF	5	
3-1-59	3-2-59	F-92-BT	VMT	EL TORO	VF	5	

* Use additional sheet if required.

CURRENT AIRCRAFT

MODEL A/C	HRS ON FILE	HOURS IN LAST 6 MOS	TOTAL HRS FICEN	REMARKS (ETC, P2P, etc)
F8U-1	400	55	55	
T-29	400	15	75	
F-92-B	400	20	20	

FOR SWORD

Receipt

No. GS-106

Date Sept. 5, 1959

Messrs Lt. C. Howe

Received the sum of US\$32.30



--- US Dollars Thirty two and thirty only

JAPAN SWORD CO., LTD.

80 TOMOE-CHO SHIBA TOKYO

TEL: 43-2271 2256 0654

Howe

MONTHLY REPORT (AIR WAPT)

1960

PROJECT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Flight Plan Fact. Rev.		1.0		1.0							
Chart. Rev.				1.0							
Limit. Rev.				1.0							
Control Rev.				1.0							
Seasons Rev.				1.0							
Operations											
Reviews	.5	.5	.5	.5							
RNA Rev.											
Flight Safety	1.0	1.0	1.0	1.0		1.0					
As V											
V	.5	.5	.5	.5							
Doctrine	1.0		1.0	1.0							
			1.0	1.0							
Man. Rev.											
Emergency Proc.	1.0	1.0									
Inst.											
Flight Planning		1.0				1.0					
Flight Physiology		1.0				1.0					
Ejection Proc.	1.0				1.0						
Approach Proc.	1.0		1.0								
Code of Conduct						1.0					
Air servicing						1.0					

