

DATE 10 December 1946		APPROX LOCATION Vicinity of Toledo		PURPOSE Transporting passengers		SERIAL NO.	
PILOT'S NAME, RANK, & SERVICE BRANCH & OFFICE REILLY, Robert V., Maj, USMC		FLYING INSTRUCTIONS None		WEATHER Unknown		TYPE OF CLEARANCE None	
FLYING INSTRUCTIONS None		TYPE OF CLEARANCE None		WEATHER None		TYPE OF CLEARANCE None	
PREVIOUS ACCIDENT RECORD None		INSTRUMENT TO FLY None		WEATHER None		TYPE OF CLEARANCE None	
GENERAL CAUSES OF ACCIDENT MISSING		NAME & RANK OF OTHER PERSONNEL		ANALYSIS - Maj. Reilly was pilot of R5C #39528 on authorized flight between NCAS, Miramar, Calif. and NAS, Seattle, Wash. Pilot, crew and all passengers were missing as result of disappearance of aircraft. Pilot of subject a/c reduced his altitude from 10,000 to 9,000' in accordance with instructions received from Civil Aeronautics Communication Station at Eugene, Ore at about 1530 on 10 Dec. The last radio transmission was to Toledo Radio at Toledo Airport Washington at 1616 and was in substance a request for clearance to fly at an altitude of 500' above overcast. At this time pilot stated that he was 30 mi S of Toledo picking up ice at 9000'. The existing weather system over Portland-Seattle area was such that wind from NW with velocity exceeding 50 mph were present at last reported altitude of subject a/c and further that ice was present in degrees from light to probably severe. Seattle Air-Ways Traffic Control tried to contact subject a/c at 1635 for purpose of delivering a clearance; they were unable to make contact. NAS Seattle Wash. started lost plane procedure at approx. 1700, and organized a search utilizing Army, Navy, Coast Guard, and civilian facilities and is continuing.		TALLY	
SPECIFIC CAUSES OF ACCIDENT		AIRCRAFT MODEL & NO. R5C-1 #39528		DAMAGE DESCRIPTION & REMARKS Unknown		OTHER	
OTHER		CLASSIFICATION OF ACCIDENT CAUSES Unknown		MATERIAL		GENERAL NATURE OF ACCIDENT	
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DATE 10 December 1946 LOCATION Approx vicinity of Toledo, Ohio PURPOSE Transporting passengers PILOT'S NAME, RANK & SERVICE GROUP & UNIT SMILLIN, Robert V., Maj USMC WEATHER BY TIME OF ACCIDENT Unknown WINDS BY TIME OF ACCIDENT 1-60 50-65 No CONTACT <input checked="" type="checkbox"/> INSTRUMENT <input type="checkbox"/> PREVIOUS ACCIDENT RECORD <table border="1"> <tr> <th>TYPE MODEL</th> <th>NO. MONTHS</th> <th>NO. THIS MODEL LAST 3 MONTHS</th> <th>NO. THIS MODEL LAST 6 MONTHS</th> <th>NO. THIS MODEL LAST 12 MONTHS</th> </tr> <tr> <td>Standard 2125</td> <td>300</td> <td>50</td> <td>50</td> <td>6-8 hrs</td> </tr> </table>		TYPE MODEL	NO. MONTHS	NO. THIS MODEL LAST 3 MONTHS	NO. THIS MODEL LAST 6 MONTHS	NO. THIS MODEL LAST 12 MONTHS	Standard 2125	300	50	50	6-8 hrs	INJURIES TO PILOT MISSING NAME & RANK OF OTHER PERSONNEL ROBERTSON, Alben C., Lt. Col, USMC NA BLONINA, Wallace J., MGt USMC ABBOTT, Duane R., Pvt, USMC ANDERSON, Robert A., Pvt USMC PAINTER, Joe E., Pvt SIMMONS, L. R. Pvt SKINNER, Harry E., Pvt SMITH, Lawrence E., Pvt SNEILING, Buddy E., Pvt STAFFORD, Bobby J., Pvt St. CLAIR, William D., Pvt STEWART, Walter J. Pvt USMC STONE, John C., Pvt (Additional Pass. on Back)		ANALYSIS - Maj. Reilly was pilot of R5C #39528 on authorized flight between NCAE, Miramar, Calif. and NAS, Seattle, Wash. Pilot, crew and all passengers missing as result of disappearance of aircraft. Pilot of subject a/c reduced his altitude from 10,000 to 9,000' in accordance with instructions received from Civil Aeronautics Communication Station at Eugene, Ore at about 1530 on 10 Dec. The last radio transmission was to Toledo Radio at Toledo Airport Washington at 1616 and was in substance a request for clearance to fly at an altitude of 500' above overcast. At this time pilot stated that he was 30 mi S of Toledo picking up ice at 9000'. The existing weather system over Portland-Seattle area was such that winds from NW with velocity exceeding 50 mph were present at last reported altitude of subject a/c and further that ice was present in degrees from light to probably severe. Seattle Air-Ways Traffic Control tried to contact subject a/c at 1635 for purpose of delivering a clearance; they were unable to make contact. NAS Seattle Wash. started lost plane procedure at approx. 1700, and organized a search utilizing Army, Navy, Coast Guard, and civilian facilities and is continuing.		CLASSIFICATION OF ACCIDENT CAUSES Unknown		TALLY <table border="1"> <tr> <td>D</td> <td>R</td> <td>A-S</td> <td>O</td> <td>D</td> <td>H</td> <td>A-S</td> <td>OTHER</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>D</td> <td>R</td> <td></td> <td></td> </tr> </table>		D	R	A-S	O	D	H	A-S	OTHER					D	R		
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