4

R&DP-20-1(1/68)

MOR Coded 10-6-69 PC-1

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: BJ 28/5/69 REVIEWED: ck LOGGED: JH PUNCHED: D VERIFIED: P

28 MAY 1969

CARD 1

Field	Columns	Entry
RECORD IDENTIFICATION – Date – Cal. Yr.	01 02	6 9
Date – Mo.	03 04	0 3
Date – Day	05 06	0 7
Type Report	07	1
Log Line Number	08 09	0 2
Aircraft Number	10 11	0 1
Source	12	1
Don't Count	13	
Enemy Action	14	
Aircraft Model – Mission Modif.	15 16	
Aircraft Model – Basic Mission	17	A
Aircraft Model – Design Number	18 19 20	0 0 6
Aircraft Model – Series Symbol	21	A
Model Code	22 23	0 3
AIRCRAFT BUREAU NUMBER	24 25 26 27 28 29	1 5 2 8 9 7
Reporting Custodian	30 31 32	2 0 2
Type Duty	33 34 35	3 2 1
Major Command	36	2
Time of Mishap – CONDITION	37	2
Time of Mishap – LOCAL TIME	38 39 40 41	1 0 5 8
Acdt. Dmg.	42	A
Acft. Dmg.	43	A
Acdt. Inj.	44	A
Acft. Inj.	45	A
Hull Number	46 47 48	
Kind of Flight	49 50 51	1 A 2
Clearance	52	1
Location – NAME CODE	53 54 55 56 57 58 59	A V A
Location – Bearing From	60 61	
Location – Dist. From	62	
FAC. RWAY DESCRIP. – Distance	63	
FAC. RWAY DESCRIP. – Area	64	
FAC. RWAY DESCRIP. – Runway Heading	65 66	
FAC. RWAY DESCRIP. – Length	67	
WAS DUTY RWY USED?	68	
FAC. SHIP DESCRIP. – Ship Type	69	
FAC. SHIP DESCRIP. – Ship Course	70 71	
FAC. SHIP DESCRIP. – Ship Speed	72 73	
LOC'N – Initial Contact	74	
LOC'N – Final Rest	75	
	76	
Trans. Code	77	A
Card Number	78 79 80	0 1 0

CARD 2

Field	Columns	Entry
RELATIVE WIND – Direction	12 13	
RELATIVE WIND – Velocity	14 15	
Density Altitude	16 17 18	
Alt. of Emergency – Above Terrain	19 20 21	0 0 3
Alt. of Emergency – Pressure Altitude	22 23 24	0 1 5
Acft. Gross Weight	25 26 27 28	0 0 3 9
	29 30	
Fiscal Year	31 32	6 9
Fleets and Maws.	33 34	
	35–49	
	50 51 52	
PROPERTY DAMAGE COST – Gov't.	53 54 55	0 0 0
PROPERTY DAMAGE COST – Non Gov't.	56 57 58	0 0 2
Total Occupants This Acft.	59 60	0 2
Aircraft Injury Summary – TOTAL INJURIES "A" "U" "L" – Navy	61 62	0 2
TOTAL INJURIES – Non Navy	63 64	
"A" Injuries – Navy	65 66	0 2
"A" Injuries – Non Navy	67 68	
"U" Injuries – Navy	69 70	
"U" Injuries – Non Navy	71 72	
"L" Injuries – Navy	73 74	
"L" Injuries – Non Navy	75 76	
Trans. Code	77	A
Card Number	78 79 80	0 2 0

AIRCRAFT 1 OF 2

CODE SHEET 1 OF 16 cards for file

CLOSED 30 JUN 1970

R&DP-20-2(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CARD 1

RECORD IDENTIFICATION											Aircraft Injury Summary (cont'd)																														
Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		"B" Injuries Navy		"B" Injuries Non Navy		"C" Injuries Navy		"C" Injuries Non Navy		"D" Injuries Navy		"D" Injuries Non Navy		"E" Injuries Navy		"E" Injuries Non Navy		"F" Injuries Navy		"F" Injuries Non Navy		"G" Injuries Navy		"G" Injuries Non Navy		Total Injuries Navy		Total Injuries Non Navy		No. Occupants All Acft. Involved		
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
6	9	0	3	0	7	1	0	2																											0	2			0	0	4

ESCAPE SYS. DATA: Sys.	Component		Spec. Data														Component Separated From Aircraft		Pri Acdt Type		Pri Phase of Operation			1st Acdt Type		1st Phase of Operation			2nd Acdt Type		2nd Phase of Operation			Trans. Code	Card No.		
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
B	∅	∅	A																A	1	4	3	A	A	1	4	3	A	G	3	4	7	∅	A	1	3	1

CARD 2

		3rd Acdt Type		3rd Phase of Operation			Type Operations		Contributing Causes								Pilot Error Causal Fac: First		Second		Third		Pilot Factor After Fact		Other Personnel Causal Factor: First		Second		Third		Other Pers Factor After Fact		Inv. Mat. Comp. 1st Causal Factor: Cross Ref	Component	Ass'y		Sub Ass'y	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
		F	/	A			2	1										0	5																		

Involved Mat Comp. (cont'd.) 2nd Causal Factor: Cross Ref	Component	Ass'y		Sub Ass'y		3rd Causal Factor: Cross Ref	Component	Ass'y		Sub Ass'y		Material Fact After Fact: Cross Ref	Component	Ass'y		Sub Ass'y		Acft Design Comp Causal Factor: Cross Ref	Component	Ass'y		Sub Ass'y		DESIGN C.F.: Special Equipment Pilot Equipment			Trans. Code	Card No		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																											A	∅	4	∅

1 of 2

CODE SHEET ____ OF ____

R&DP-20-3(1/68)

AVNNAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD B

RECORD IDENTIFICATION											Weather Causal Factor																		Cause + Factor Primary							Cause + Factor 1st Possible						
Date											Environ. Factor																		Misc							Misc.						
Cal. Yr.	Mo.	Day				Type Report	Log Line Number		Aircraft Number								Facility Causal Factor / Facility Fact. After Fact												Wx					Fact		Wx					Fact
																													Pers					Factor		Pers					Factor
																													Mat	X Ref	COMP	Ass'y.		Sub Ass'y.		Mat	X Ref	COMP	Ass'y.		Sub Ass'y.
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
6	9	0	3	0	7	1	0	2	0	1																		1					0	1							

Cause + Factor 2nd Possible							Cause + Factor 3rd Possible							Cause + Factor 4th Possible							Special Data and Conditions																			
Misc							Misc							Misc																												
Wx						Fact	Wx						Fact	Wx						Fact																						
Pers						Factor	Pers						Factor	Pers						Factor																						
Mat	X Ref	COMP	Ass'y.		Sub Ass'y.		Mat	X Ref	COMP	Ass'y.		Sub Ass'y.		Mat	X Ref	COMP	Ass'y.		Sub Ass'y.		Special Attention																Trans. Code		Card Number		
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80					
																						A	8	D	J	G								A	8	6	8					

CARD A

Material Special Data																																										
								First				Second				Third				Fourth				Fifth				Maneu. Prior To Occur. OPERATOR INCAPACITATED C.F.												
								Code				Code				Code				Code				Code																		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49					
																												N														

																												Multi-Occurrences			Multi-Maintenance Problems			Trans. Code		Card Number						
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80												
																											A	8	6	8												

AIRCRAFT 1 OF 2

CODE SHEET ____ OF ____

R&DP-20-4(1/68)

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 9

RECORD IDENTIFICATION													Aircraft Data																												
Date						Type Report	Log Line Number			Aircraft Number	1st Flight After Maint.	D. L. R.	Tour	Hours Since Acceptance				Since Last Insp.						Since Last Par/O'Haul						Power Plant Model Number									
Cal. Yr.		Mo.		Day														Type	Hours			Days		Activity	Hours			Months													
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39		
6	9	Ø	3	Ø	7	1	Ø	2	Ø	1		2																												

Power Plant Serial Number										Primary Involved Material Component																																		
										Manufacturers Part Number														Total Hours						Since Last Par/O'Haul							Trans. Code	Card Number		
																														Activity	Number	Hours									
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																					A	Ø	9	Ø

CARD 10

Pri. Inv. Mat. Comp. (cont'd)						Possible or Secondary Involved Material Component																																			
Since Last Check Perf.																														Since Last Par/O'Haul						Since Last Check Perf.					
Type	Hours			Days		Manufacturers Part Number																		Total Hours				Activity	Number	Hours				Type	Hours			Days			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49				

																												Trans. Code	Card Number												
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80											
																												1	Ø	Ø											

AIRCRAFT 1 OF 2

CODE SHEET ____ OF ____

R&DP-20-6(1/68)

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 11

RECORD IDENTIFICATION										
Date						Type Report	Log Line Number		Aircraft Number	
Cal. Yr.		Mo.		Day						
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	2	1

Controlling LSO's Carrier Pass Description																											
Start							Middle							In-Close							Ramp						
Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39

C L C P D (cont'd)																																								
TOUCH-DOWN																																								
Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position																															Trans. Code	Card Number		
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																						1	1	Ø

CARD 12

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

												File or Serial Number (Pilot)							Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												[redacted]							5	2	6	1	A	1	A	2	A	1	2	Ø

AIRCRAFT 1 OF 2

CODE SHEET ____ OF ____

R&DP-20-7(1/68)

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 13

RECORD IDENTIFICATION																																															
Date																																															
Cal. Yr.		Mo.		Day		Type Report		Log Line Number		Aircraft Number		Pilot Factor Inv.		Service Tour		Instrument Card		Emerg. Syst. Train. Last 6 Months		Emerg. Syst. Train. Last 12 Months		Instrument Trainer Last 6 Months		Instrument Trainer Last 12 Months		Time All Models Total		Time All Models Last 3 Months		Time This Model Total		Time This Model Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of → Total		Number of → Day		Number of → Nite		Number of → Total Day This Model	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41							
6	9	0	3	0	7	1	0	2	0	1	1		2			1	2					0	5	0	7	2	3	0	7	0	9	3	3	5	0	4	3	1	2	4							

Carrier Landings																																															
Total Nite This Model		This Model Day Last 30 Days		This Model Nite Last 30 Days														File or Serial Number (Co-Pilot)																													
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80									
8	9																																		A	1	3	1									

CARD 14

Emerg. Syst. Train. Last 6 Months		Emerg. Syst. Train. Last 12 Months		Instrument Trainer Last 6 Months		Instrument Trainer Last 12 Months		Time All Models Total		Time All Models Last 3 Months		Time This Model Total		Time This Model Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Landings Total		Number of Carrier Landings Day		Number of Carrier Landings Nite		Number of Carrier Landings Total Day This Model		Number of Carrier Landings Total Nite This Model		Number of Carrier Landings This Model Day Last 30 Days		Number of Carrier Landings This Model Nite Last 30 Days											
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49										

File or Serial Number (Instr. Plt. in Other A/C)												Rank/Rate		Br. of Service		Age		Yrs. D.N.A.		Status		Position		Inj. to Indiv.		Abandon A/C		Pilot Factor Involved		Service Tour		Instr. Card						Trans. Code		Card Number							
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																	
																												1	4	1																	

AIRCRAFT 1 OF 2

CODE SHEET ____ OF ____

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION											Emerg. Syst. Train.				Instrument Trainer				Time All Models				Time This Model										Number of Carrier →					
Date						Type Report	Log Line Number		Aircraft Number		Last 6 Months		Last 12 Months		Last 6 Months		Last 12 Months		Total		Last 3 Months		Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total	Day	Nite	Total Day This Model		Total Nite This Model	
Cal. Yr.		Mo.		Day																																		
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
0	9	0	3	0	1	1	0	2	0	1																													

Landings																																							
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.			Name (Instr. Plt. in Other Acft.)																				Number of Personnel Records							Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																													0	2						A	1	5	0

CARD 16

P								File or Serial Number (All Persons)							Name										Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6) [redacted]							C	O	L	E	S	T	O	C	K		5	2	6	1	A	1	A	2	6	5			

Equip 1						Equip 2						Equip 3						Equip 4														
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed Special Data				Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																									0	1	A	1	6	0

PERSONNEL 1 OF 2

AIRCRAFT 1 OF 1

CODE SHEET ____ OF ____

RADP-20-B(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

RECORD IDENTIFICATION

Number of Carrier

Landings

Name

File or Serial Number (All Persons)

Name

(b) (6) [redacted]

Equip 1

Equip 2

Equip 3

Equip 4

Card Number

PERSONNEL 2 OF 2

AIRCRAFT 1 OF 2

CODE SHEET OF

R&DP-20-1(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ SEVERED: ____ PROOFED: ____ PUNCHED: ____ VERIFIED: ____

CARD 1

RECORD IDENTIFICATION: Date: Cal. Yr.	Mo.	Day	Type Report	Log Line Number	Aircraft Number	Source	Don't Count	Enemy Action	Aircraft Model: Mission Modif.	Basic Mission	Design Number	Series Symbol	Model Code	AIRCRAFT BUREAU NUMBER	Reporting Custodian	Type Duty	Major Command	Time of Mishap: CONDITION	LOCAL TIME
01 02	03 04	05 06	07	08 09	10 11	12	13	14	15 16	17	18 19 20	21	22 23	24 25 26 27 28 29	30 31 32	33 34 35	36	37	38 39 40 41
69	03	07	1	02	02	1				A	006	A	03	15264	3	202	3	2	1058

Acdt. Dmg.	Acft. Dmg.	Acdt. Inj.	Acft. Inj.	Hull Number	Kind of Flight	Clearance	Location: NAME CODE	Bearing From	Dist. From	FAC. RWAY DESCRIP.: Distance	Area	Runway Heading	Length	WAS DUTY RWY USED?	FAC. SHIP DESCRIP.: Ship Type	Ship Course	Ship Speed	LOC'N: Initial Contact	Final Rest	Trans. Code	Card Number
42	43	44	45	46 47 48	49 50 51	52	53 54 55 56 57 58 59	60 61	62	63	64	65 66	67	68	69	70 71	72 73	74	75 76	77	78 79 80
A	A	A	A		1A2	1	A V A													A	0 1 0

CARD 2

RELATIVE WIND: Direction	Velocity	Density Altitude	Alt. of Emergency: Above Terrain	Pressure Altitude	Acft Gross Weight	Fiscal Year	Fleets and Maws.
12 13	14 15	16 17 18	19 20 21	22 23 24	25 26 27 28	29 30 31 32	33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49
			003	015	0039	69	

PROPERTY DAMAGE COST: Gov't	Non Gov't.	Total Occupants This Acft	Aircraft Injury Summary: TOTAL INJURIES A U L: Navy	Non Navy	"A" Injuries: Navy	Non Navy	"U" Injuries: Navy	Non Navy	"L" Injuries: Navy	Non Navy	Trans. Code	Card Number
50 51 52 53 54 55	56 57 58	59 60	61 62	63 64	65 66	67 68	69 70	71 72	73 74	75 76	77	78 79 80
000	002	02	01		01						A	0 2 0

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

R&DP-20-2(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ___ REVIEWED: ___ INPUT: ___ PUNCHED: ___ VERIFIED: ___

CARD 1

RECORD IDENTIFICATION											Aircraft Injury Summary (cont'd)																												
Date											"B" Injuries				"C" Injuries		"D" Injuries		"E" Injuries		"F" Injuries		"G" Injuries		Total Injuries														
Cal. Yr.		Mo.		Day		Type Report	Log Line Number			Aircraft Number	Navy		Non Navy		Navy	Non Navy	Navy	Non Navy	Navy	Non Navy	Navy	Non Navy	Navy	Non Navy	Navy	Non Navy													No. Occupants All Acft. Involved		
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
6	9	8	3	0	7	1	0	2	0	2											0	1													0	2			0	0	4

ESCAPE SYS. DATA																																									
Sys.		Comp-onent		Spec. Data															Component Separated From Aircraft		Pri Acdt. Type		Pri Phase of Operation		1st Acdt Type		1st Phase of Operation		2nd Acdt. Type		2nd Phase of Operation		Trans. Code		Card No.			
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80				
B	0	4	A																					A	1	4	3	4	6	3	4	7	0	A	1	3	1				

CARD 2

		3rd Acdt. Type		3rd Phase of Operation			Type Operations		Contributing Causes							Pilot Error Causal Fac								Other Personnel Causal Factor								Inv. Mat. Comp. 1st Causal Factor					
																First		Second		Third		Pilot Factor After Fact		First		Second		Third		Other Pers. Factor After Fact		Cross Ref.	Compo-nent	Assy.	Sub Assy.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49		
		B	1	A	2		3		2															E	1														

Involved Mat. Comp. (cont'd.)												Material Fact After Fact				Acft Design Comp. Causal Factor																	
2nd Causal Factor						3rd Causal Factor																		DESIGN C F									
Cross Ref.	Compo-nent	Assy.		Sub Assy.		Cross Ref.	Compo-nent	Assy.		Sub Assy.		Cross Ref.	Compo-nent	Assy.		Sub Assy.	Cross Ref.	Compo-nent	Assy.		Sub Assy.			Special Equipment	Pilot Equipment		Trans. Code		Card No.			
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80			
																											A	0	4	0			

CARDS USED ___ 2 ___ OF ___ 2 ___

CODE SHEET ___ OF ___

R&DP-20-3(1/68)

AVNNAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 6

RECORD IDENTIFICATION											Weather Causal Factor / Facility Causal Factor / Facility Fact. After Fact / Environ. Factor	Cause + Factor Primary (Misc / Wx Fact / Pers Factor / Mat, X Ref, COMP, Ass'y, Sub Ass'y)	Cause + Factor 1st Possible (Misc. / Wx Fact / Pers Factor / Mat, X Ref, COMP, Ass'y, Sub Ass'y)
Cal. Yr.		Date Mo.		Day		Type Report	Log Line Number		Aircraft Number				
01	02	03	04	05	06	07	08	09	10	11	12–28	29–35	36–42
6	9	0	3	8	7	1	0	2	0	2			

Cause + Factor 2nd Possible	Cause + Factor 3rd Possible	Cause + Factor 4th Possible	Special Attention	Special Data and Conditions						Trans. Code	Card Number		
43–49	50–56	57–63	64	65	66	67	68	69	70–76	77	78	79	80
				8	A	D	J	G		A	Ø	6	Ø

CARD 8

	Material Special Data: First Code	Second Code	Third Code	Fourth Code	Fifth Code	Maneu. Prior To Occur.	OPERATOR INCAPACITATED C.F.	
12–19	20–23	24–27	28–31	32–35	36–39	40	41	42–49
						N		

	Multi. Occurrences			Multi. Maintenance Problems		Trans. Code	Card Number		
50–71	72	73	74	75	76	77	78	79	80
						A	Ø	8	Ø

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

NAVSAFECEN MISHAP CODE SHEET

R&DP-20-6(1/68)

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 11

RECORD IDENTIFICATION										
Date						Type Report	Log Line Number		Aircraft Number	
Cal. Yr.		Mo.		Day						
01	02	03	04	05	06	07	08	09	10	11
6	9	0	3	8	7	1	0	2	0	2

Controlling LSO's Carrier Pass Description																											
Start							Middle							In-Close							Ramp						
Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39

C L C P D (cont'd) TOUCH-DOWN																																							
Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position																															Trans. Code	Card Number		
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																						1	1	∅

CARD 12

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

												File or Serial Number (Pilot)							Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												(b) (6) [redacted]							5	2	6	1	A	1	A	2	A	1	2	∅

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

R&DP-20-7(1/68)

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 13

RECORD IDENTIFICATION: Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		Pilot Factor Inv.	Service Tour	Instrument Card	Emerg. Syst. Train.: Last 6 Months		Last 12 Months		Instrument Trainer: Last 6 Months		Last 12 Months		Time All Models: Total		Last 3 Months		Time This Model: Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of →: Total	Day	Nite	Total Day This Model	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
6	9	0	3	0	7	1	4	2	0	2	2					1	2					0	4	4	6	1	7	0	6	0	6	2	8	4	5	5	4	0	1	6

Carrier Landings: Total Nite This Model		This Model Day Last 30 Days		This Model Nite Last 30 Days		File or Serial Number (Co-Pilot)																	Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Pilot Factor Involved	Service Tour	Instr. Card		Trans. Code	Card Number		
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
0	8																																		7	1	3	∫

CARD 14

Emerg. Syst. Train.: Last 6 Months		Last 12 Months		Instrument Trainer: Last 6 Months		Last 12 Months		Time All Models: Total		Last 3 Months		Time This Model: Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Landings: Total	Day	Nite	Total Day This Model		Total Nite This Model		This Model Day Last 30 Days		This Model Nite Last 30 Days						
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

File or Serial Number (Instr. Plt. in Other A/C)												Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Pilot Factor Involved	Service Tour	Instr. Card					Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																												1	4	∫

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

R&DP-20-8(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LAYED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION											Emerg. Syst. Train.				Instrument Trainer				Time All Models				Time This Model										Number of Carrier →						
Date																																							
Cal. Yr.		Mo.		Day		Type Report		Log Line Number		Aircraft Number	Last 6 Months		Last 12 Months		Last 6 Months		Last 12 Months		Total		Last 3 Months		Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total		Day		Nite		Total Day This Model		Total Nite This Model	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36		37	38	39	40
6	9	0	3	0	7	1	0	2	0	2																													

Landings																																									
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.		Name (Instr. Plt. in Other Acft.)																					Number of Personnel Records								Trans. Code		Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																													0	2						A	1	5	∅

CARD 16

P								File or Serial Number (All Persons)							Name											Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6) [redacted]							L U F K I N T				P	5	2	6	1		A	1	A	2					6	5			

Equip 1						Equip 2						Equip 3						Equip 4											
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Person Sequence Number		Trans. Code		Card Number	
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																									0	1	A	1	6	∅

PERSONNEL 1 OF 2

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

R&DP-20-8(1/68)

AVN NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 1S

RECORD IDENTIFICATION											Emerg. Syst. Train.				Instrument Trainer				Time All Models				Time This Model												Number of Carrier →						
Date																																									
Cal. Yr.		Mo.		Day		Type Report		Log Line Number		Aircraft Number	Last 6 Months		Last 12 Months		Last 6 Months		Last 12 Months		Total		Last 3 Months		Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total		Day		Nite		Total Day This Model		Total Nite This Model	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36		37		38		39	
6	9	0	3	8	7	1	8	2	8	2																															

Landings																																									
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.			Name (Instr. Plt. in Other Acft.)																				Number of Personnel Records								Trans. Code		Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76		77		78		79	80
																																							1		5	Ø

CARD 1R

P								File or Serial Number (All Persons)							Name										Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6) [redacted]							(b) (6) [redacted]										L	2			M	2	F	2	6	5			

Equip 1						Equip 2						Equip 3						Equip 4										
Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data			Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																									02		A	1	6	Ø

PERSONNEL 2 OF 2

AIRCRAFT 2 OF 2

CODE SHEET ____ OF ____

NAVSAFECEN 3750/7 (Rev. 4/69)

1

1

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

FROM: Rec DEPT

DATE 11/18/69

TO: (1) CODING SECT HP8
(2) REC CONT BRANCH
(3) ADPE DIV BBR
(4) REC CONT BRANCH

1

TRANSACTION CODES

D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).

M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.										
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER		AIRCRAFT NUMBER	
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	1

Colestock
Lufkin

Count A

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS				PERSON SEQ NUMBER		FIELD LENGTH		DATA TO BE INSERTED (LEFT JUSTIFIED)										TAPE REC DIV NO.		TRANS CODE
				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
1				Ø	5	6	3	Ø	Ø	1	Ø	Ø	1	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø			
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47			
2				Ø	5	7	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø			
				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	77
3				Ø	5	8	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6)

[redacted]

ORIGINATOR'S SIGNATURE

NAVSAFECEN 3750/7 (Rev. 4/69)

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

FROM: Rec DEPT

DATE 11/17/69

TO: (1) CODING SECT
(2) REC CONT BRANCH
(3) ADPE DIV 20 NOV 1969
(4) REC CONT BRANCH

(2)

TRANSACTION CODES
D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).
M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.									AIRCRAFT NUMBER	
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER			
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	1

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS				PERSON SEQ NUMBER		FIELD LENGTH		DATA TO BE INSERTED (LEFT JUSTIFIED)										TAPE REC DIV NO.	TRANS CODE
				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		
1				Ø	5	9	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø		
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47		
2				Ø	6	Ø	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø		
				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	77
3				Ø	6	1	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6)
[redacted]

OR

NAVSAFECEN 3750/7 (Rev. 4/69)

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

FROM: Rec DEPT

DATE 11/18/69

TO: (1) CODING SECT
(2) REC CONT BRANCH
(3) ADPE DIV
(4) REC CONT BRANCH

NOV 1969

TRANSACTION CODES
D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).
M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.									AIRCRAFT NUMBER	
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER			
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	2

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS	PERSON SEQ NUMBER	FIELD LENGTH	DATA TO BE INSERTED (LEFT JUSTIFIED)	TAPE REC DIV NO.	TRANS CODE
1				12 13 14 15	16 17	18 19	20 21 22 23 24 25 26 27 28 29		
				Ø 5 6 3	Ø Ø	1 Ø	Ø 1 Ø Ø Ø Ø Ø Ø Ø Ø		
2				30 31 32 33	34 35	36 37	38 39 40 41 42 43 44 45 46 47		
				Ø 5 7 3	Ø Ø	1 2	Ø Ø Ø Ø Ø Ø Ø Ø Ø Ø		
3				48 49 50 51	52 53	54 55	56 57 58 59 60 61 62 63 64 65	66 67	77
				Ø 5 8 3	Ø Ø	1 Ø	Ø Ø Ø Ø Ø Ø Ø Ø Ø Ø	Ø 1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATOR'S SIGNATURE

NAVSAFECEN 3750/7 (Rev. 4/69)

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

FROM: Rec DEPT

DATE 11/18/69

TO: (1) CODING SECT
(2) REC CONT BRANCH
(3) ADPE DIV
(4) REC CONT BRANCH 20 NOV 1969

TRANSACTION CODES
D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).
M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.									AIRCRAFT NUMBER	
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER			
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	2

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS				PERSON SEQ NUMBER		FIELD LENGTH		DATA TO BE INSERTED (LEFT JUSTIFIED)										TAPE REC DIV NO.	TRANS CODE
				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		
1				Ø	5	9	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø		
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47		
2				Ø	6	Ø	3	Ø	Ø	1	Ø	Ø	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø		
				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	77
3				Ø	6	1	3	Ø	Ø	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATOR'S SIGNATURE

NAVSAFECEN 3750/7 (Rev. 4)

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

FROM: Records DEPT

injuries conversion error

DATE 11/14/69

TO: (1) CODING SECT ah
(2) REC CONT BRANCH
(3) ADPE DIV 07 NOV 1969
(4) REC CONT BRANCH

TRANSACTION CODES
D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).
M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.										
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER		AIRCRAFT NUMBER	
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	1

Colestock Lupkin

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS				PERSON SEQ NUMBER		FIELD LENGTH		DATA TO BE INSERTED (LEFT JUSTIFIED)										TAPE REC DIV NO.		TRANS CODE
				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
1	injuries	2	41	Ø	5	6	3	Ø	Ø	Ø	5	Ø	1	Ø	1									
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47			
2																								
				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	77
3																						Ø	1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATOR'S SIGNATURE

NAVSAFECEN 3750/7 (Rev. 4)

REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

Conversion error

FROM: Records DEPT

DATE 11/14/69

TO: (1) CODING SECT Gh
(2) REC CONT BRANCH
(3) ADPE DIV 8 BC 17 NOV 1969
(4) REC CONT BRANCH

TRANSACTION CODES
D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).
M-Modifying contents of any Master Record field. Use "ØØ" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

IDENTIFICATION NO.									AIRCRAFT NUMBER	
YEAR		MONTH		DAY		TYP-RPT	LOG NUMBER			
01	02	03	04	05	06	07	08	09	10	11
6	9	Ø	3	Ø	7	1	Ø	2	Ø	2

	FIELD NAME	CARD NUMBER	CARD COL OF FLD START ADD.	FIELD'S STARTING ADDRESS				PERSON SEQ NUMBER		FIELD LENGTH		DATA TO BE INSERTED (LEFT JUSTIFIED)										TAPE REC DIV NO.		TRANS CODE
				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
1	injuries	2	41	Ø	5	6	3	Ø	Ø	Ø	5	Ø	1	Ø	1									
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47			
2																								
				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	77
3																						Ø	1	M

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST form.

(b) (6) [redacted]

ORIGINATOR'S SIGNATURE

R&DP-20-16(1/68)

I.D. Number	69	Ø3	Ø7	1Ø2	1	N N N	1				18	A
	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Seq	10 Tyr Brief	11 Man	14 Mac	15 I.D.	69 Cl.	70 71 72 73 Orig. Unit	75 76 Tar Code	77 78 Trans. Code

Common Fields to All Cards

CLASS CODE
1 - Non-Class
2 - Conf

TYPE BRIEFS
CODES
1 - GEN. MISHAP
2 - BIO-MED
3 - SAF-SURV
4 - PSYCHO

CARD NO. CODED MK 5/7/69 REVIEWED dl KEY PUNCHED VERIFIED

11 12

01 MID-AIR COLL/EJT. FLT OF 3 DEPARTED ON INDIVIDUAL IFR
02 CLNCS FOR PRACTICE SYS BOMBING MISSION. ALL ACFT CAN
03 CELLED IFR CLNCS ON COMPLETION BOMBING & COMMENCED RA
04 DAR NAV FLT SINGLY PER BRIEFING OPTION. B/N IN 643 @
05 35Ø FT & 345 KTS OBSR 897 IN TIGHT STBD PARADE POSIT.
06 FLT CONTINUED 2 MINUTES WHEN 897 OBSR TO GAIN 3Ø FT
07 ALT & START PORT TURN. AFTER 45 DEG BANK SLIGHT NOSE
08 DROP WITH INCREASE OF BANK TO 8Ø DEG. 643 B/N CALLED
09 DIVE TO HIS PLT WHEN COLL IMMINENT. IMMED COLL WITH P
10 ORT WING 897 IMPACTING 643 IN STBD FUS SPD BRAKE AREA
11 . B/N 643 SUCCESSFUL EJT, PICKED UP BY MOTORIST. BOTH
12 PLTS UNSUCCESSFUL EJT, B/N 897 NO EJT. BOTH ACFT EXP
13 LO ON GND IMPACT, PRIVATE PROPERTY DAM. DIR OF AVAILA
14 BLE HYD & ELEC COMPONENTS FLT CONT SYS OF 897 REVLD N
15 O DISCREP. PRI- PLT 897- VIOLATION GEN AIR DISCIPLINE
16 BY PERFORMING NON-STD FORMATION BREAKAWAY. CONTRIB-
17 PLT 897- VIOLATION SOP BY NON-BRIEFED JOIN UP & JOIN
18 UP WITHOUT INFORMING PLT 643.
19
20

11 12
CARD NO.

COLESTOCK

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION DIRECTOR CARD

NAVSAFECEN 3750 – 1/20 (NEW 3/69)

(COMMON TO BOTH CARDS) CODED: REVIEWED: LOGGED: PUNCHED: VERIFIED: 31 OCT 1969

RECORD IDENTIFICATION																														
Date						Type Report	Log Line Number		Aircraft Number			Trans Code	No. of Aircraft in Mishap																
Cal. Yr.		Mo.		Day																										
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
6	9	0	3	0	7	1	0	2	0	4		A	0	2															

Corrected Mishap Identification Number

AIRCRAFT 1 OF 2

CODE SHEET 1 OF 30

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 1(ACFT)

NAVSAFECEN 3750-1/21 (New 3/69)

(COMMON TO BOTH CARDS) CODED: BL REVIEWED: ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

Card 1

RECORD IDENTIFICATION																																							
Date																									Model Acft														
Cal. Yr.		Mo.		Day		Type Report	Log Line Number			Aircraft Number		Format No.	Trans Code	Card Number			Reporting Custodian			Acft. Damage	Total Pers. This Acft		Mission Modif.		Basic Mission	Design No.			Series Symbol	Aircraft Bureau Number					
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
6	9	Ø	3	Ø	7	1	Ø	2	Ø	1	1	A	B	1		2	Ø	2	A	Ø	2			A	Ø	Ø	6	A	1	5	2	8	9	7

Altitude of Emergency															Time At Alt.								Time of Mishap						
Terrain Clearance					Cabin Altitude					Ambient Altitude					At Cabin Altitude			At Ambient Altitude			Place in Formation	Cloud Condition	Horizon	Condition	DURATION OF FLIGHT		
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63
Ø	1	3	Ø	Ø	Ø	1	3	Ø	Ø	Ø	1	3	Ø	Ø							W	1	1	2	Ø	1	2

Card 2

Format No.	Trans Code	Card Number		Kind of Flight			Narrative Identification: Safety and Survival					Narrative Identification: Bio Med						Combat Environment	Primary Cause	Enemy Action
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	A	B	2		1	A	2	X	X					Ø	C						1	

AIRCRAFT 1 OF 2

CODE SHEET 2 OF 30

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 1(ACFT)

NAVSAFECEN 3750-1/21 (New 3/69)

(COMMON TO BOTH CARDS) CODED: PL REVIEWED: ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

Card 1

RECORD IDENTIFICATION																																									
Date																																									
Cal. Yr.		Mo.		Day		Type Report		Log Line Number			Aircraft Number		Format No.	Trans Code	Card Number			Reporting Custodian			Acft. Damage	Total Pers. This Acft		Model Acft: Mission Modif.		Basic Mission	Design No.			Series Symbol	Aircraft Bureau Number					
01	02	03	04	05	06	07	08	09	10	11			12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
6	9	Ø	3	Ø	7	1	Ø	2	Ø	2			1	A	8	1		2	Ø	2	A	Ø	2			A	Ø	Ø	6	A	1	5	2	6	4	3

Altitude of Emergency																Time At Alt.																					
Terrain Clearance					Cabin Altitude					Ambient Altitude						At Cabin Altitude				At Ambient Altitude			Place in Formation	Cloud Condition	Horizon	Time of Mishap: Condition	DURATION OF FLIGHT		
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63										
Ø	1	3	Ø	Ø	Ø	1	3	Ø	Ø	Ø	1	2	Ø	Ø							L	1	1	2	Ø	1	2										

Card 2

Format No.	Trans Code	Card Number		Kind of Flight			Narrative Identification: Safety and Survival						Narrative Identification: Bio-Med						Combat Environment	Primary Cause	Enemy Action
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	A	8	2		1	A	2															

AIRCRAFT 2 OF 2

CODE SHEET 3 OF 30

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	69	03	07	1	02	01	2	A	01	19
	Yr.	Mo.	Day	Typ.	Log	A.C. NO.	Former No.	Transaction	Pers. Sequence	Tot. No. Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/10 (REV 2/69) CODE SHEET 4 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED [illegible] REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED ____

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
01		13		FILE SERVICE NO.	0022	07	(b) (6) [redacted]
		13		NAME	0029	07	COLESTO
		09		NAME COUNT	0036	03	CK
		07		RANK RATE	0039	01	5
02		07		BRANCH OF SERVICE	0040	01	2
		07		STATUS	0041	01	A
		07		INJURY	0042	01	A
		07		DISPOSITION	0043	01	F
		08		DAYS HOSPITALIZED	0044	02	
		08		DAYS QUARTERS	0046	02	
		08		DAYS GROUNDED	0048	02	
		09		DIAGNOSIS	0050	03	
		08		AMNESIA	0053	02	1
		08		EXPOSURE SHOCK	0055	02	1
03		13		INJURY NO. 1 BODY PART	0057	07	3770.1TA
		13		INJURY NO. 1 DIAGNOSIS	0064	07	8705164
		13		INJURY NO. 1 CAUSE	0071	07	8020145
		13		INJURY NO. 2 BODY PART	0078	07	0010000
04		13		INJURY NO. 2 DIAGNOSIS	0085	07	9949784
		13		INJURY NO. 2 CAUSE	0092	07	8020145

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		13		INJURY NO. 3 BODY PART	0099	07	
		13		INJURY NO. 3 DIAGNOSIS	0106	07	
		13		INJURY NO. 3 CAUSE	0113	07	
		13		INJURY NO. 4 BODY PART	0120	07	
		13		INJURY NO. 4 DIAGNOSIS	0127	07	
		13		INJURY NO. 4 CAUSE	0134	07	
		13		INJURY NO. 5 BODY PART	0141	07	
		13		INJURY NO. 5 DIAGNOSIS	0148	07	
		13		INJURY NO. 5 CAUSE	0155	07	
1		12		LABORATORY TEST NO. 1	0162	06	A YYYA
		12		LABORATORY TEST NO. 2	0168	06	
		12		LABORATORY TEST NO. 3	0174	06	
		12		LABORATORY TEST NO. 4	0180	06	
		12		LABORATORY TEST NO. 5	0186	06	
		12		LABORATORY TEST NO. 6	0192	06	
		12		LABORATORY TEST NO. 7	0198	06	
		12		LABORATORY TEST NO. 8	0204	06	
		08		X RAY	0210	02	
		09		PRE EXISTING DISEASE NO. 1	0212	03	
		09		PRE EXISTING DISEASE NO. 2	0215	03	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

NAVSAFECEN 3750 1/11 (REV 2/69) CODE SHEET 5 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED ___ REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards
	69	03	07	1	02	01	2	A	01	

COMMON FIELDS TO ALL CARDS

CD. NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		PRE EXISTING DISEASE NO 3	0218	03	
		08		AUTOPSY	0221	02	M1
05		10		MATERIAL TO AFIP	0223	04	12
		07		AFIP REPORT	0227	01	V
		11		ADDITONAL INJURY NO 1	0228	05	
		11		ADDITIONAL INJURY NO 2	0233	05	
		11		ADDITIONAL INJURY NO 3	0238	05	
		11		ADDITIONAL INJURY NO 4	0243	05	
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 1	0248	05	E1ØAD
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 2	0253	05	[illegible]
06		11		PSYCHOPHYSIOLOGICAL FACTOR NO 3	0258	05	[illegible]
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 4	0263	05	8Ø9-S
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 5	0268	05	
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 6	0273	05	
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 7	0278	05	
		11		PSYCHOPHYSIOLOGICAL FACTOR NO 8	0283	05	
		08		ROLE OF INDIVIDUAL	0288	02	A1
		12		LEAVE INFO DATE LAST LEAVE	0290	06	[illegible]
07		09		LEAVE INFO NO OF DAYS TYPE	0296	03	15A
		12		DATE LAST PREV FLIGHT	0299	06	[illegible]

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		HOURS FLOWN LAST 24	0305	03	Ø37
		09		HOURS FLOWN LAST 48	0308	03	Ø61
08		10		MISSIONS FLOWN LAST 24 (2)/48 (2)	0311	04	Ø2Ø3
		12		HOURS WORKED LAST 24 (3)/48 (3)	0315	06	
		12		HOURS SLEPT LAST 24 (3)/48 (3)	0321	06	
		09		HOURS DUTY PRIOR TO MISHAP	0327	03	
		09		HOURS AWAKE PRIOR TO MISHAP	0330	03	
		09		HOURS DURATION LAST SLEEP	0333	03	
		08		TIME IN COCKPIT PRIOR TO MISHAP	0336	02	
		12		PHYSIOLOGICAL TRAINING NO 1	0338	06	LØ468Ø
		12		PHYSIOLOGICAL TRAINING NO 2	0344	06	
		12		PHYSIOLOGICAL TRAINING NO 3	0350	06	
		12		PHYSIOLOGICAL TRAINING NO 4	0356	06	
		12		PHYSIOLOGICAL TRAINING NO 5	0362	06	
		12		PHYSIOLOGICAL TRAINING NO 6	0368	06	
		08		AGE	0374	02	25
		08		HEIGHT	0376	02	7Ø
09		09		WEIGHT	0378	03	159
		09		SITTING HEIGHT	0381	03	362
		09		TRUNK HEIGHT	0384	03	242

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

I.D. Number	69	Ø3	Ø7	1	Ø2	Ø1	2	Ø	Ø1		
	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/I NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/12 (REV 2-69)

CODE SHEET 6 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED ✓ REVIEWED ____ LOGGED ____ PUNCHED: ____ VERIFIED: ____

CD. NO. 16 17	CU. FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		FUNCTIONAL REACH	0387	03	
5		09		BUTTOCK KNEE LENGTH	0390	03	523
10		09		LEG LENGTH	0393	03	431
		09		SHOULDER WIDTH	0396	03	772
		13		EQUIPMENT NO 1	0399	07	2911611
		12		EQUIPMENT NO 1 CONTINUED	0406	06	6ØP
		10		EQUIPMENT NO 1 CONTINUED	0412	04	
11		13		EQUIPMENT NO 2	0416	07	9999ØIA
		12		EQUIPMENT NO 2 CONTINUED	0423	06	
		10		EQUIPMENT NO 2 CONTINUED	0429	04	
		13		EQUIPMENT NO 3	0433	07	18Ø7Ø2I
		12		EQUIPMENT NO 3 CONTINUED	0440	06	
		10		EQUIPMENT NO 3 CONTINUED	0446	04	
		13		EQUIPMENT NO 4	0450	07	
		12		EQUIPMENT NO 4 CONTINUED	0457	06	
		10		EQUIPMENT NO 4 CONTINUED	0463	04	
		13		EQUIPMENT NO 5	0467	07	
		12		EQUIPMENT NO 5 CONTINUED	0474	06	
		10		EQUIPMENT NO 5 CONTINUED	0480	04	
		13		EQUIPMENT NO 6	0484	07	

CD. NO. 16 17	CU. FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		12		EQUIPMENT NO 6 CONTINUED	0491	06	
		10		EQUIPMENT NO 6 CONTINUED	0497	04	
		13		EQUIPMENT NO 7	0501	07	
		12		EQUIPMENT NO 7 CONTINUED	0508	06	
		10		EQUIPMENT NO 7 CONTINUED	0514	04	
		13		EQUIPMENT NO 8	0518	07	
		12		EQUIPMENT NO 8 CONTINUED	0525	06	
		10		EQUIPMENT NO 8 CONTINUED	0531	04	
		13		EQUIPMENT NO 9	0535	07	
		12		EQUIPMENT NO 9 CONTINUED	0542	06	
		10		EQUIPMENT NO 9 CONTINUED	0548	04	
		13		EQUIPMENT NO 10	0552	07	
		12		EQUIPMENT NO 10 CONTINUED	0559	06	
		10		EQUIPMENT NO 10 CONTINUED	0565	04	
		13		EQUIPMENT NO 11	0569	07	
		12		EQUIPMENT NO 11 CONTINUED	0576	06	
		10		EQUIPMENT NO 11 CONTINUED	0582	04	
		13		EQUIPMENT NO 12	0586	07	
		12		EQUIPMENT NO 12 CONTINUED	0593	06	
		10		EQUIPMENT NO 12 CONTINUED	0599	04	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

4

NAVSAFECEN 1750.1-13 (REV 2/68)

CODE SHEET 7 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED ✓ REVIEWED ____ LOGGED ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr	3 4 Mo	5 6 Day	7 Type	8 9 Line	10 11 AK No	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards
	6 9	0 3	0 7	1	0 2	0 1	2	14	0 1	

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		EQUIPMENT NO 13	0603	07	
		12		EQUIPMENT NO 13 CONTINUED	0610	06	
		10		EQUIPMENT NO 13 CONTINUED	0616	04	
		13		EQUIPMENT NO 14	0620	07	
		12		EQUIPMENT NO 14 CONTINUED	0627	06	
		10		EQUIPMENT NO 14 CONTINUED	0633	04	
		13		EQUIPMENT NO 15	0637	07	
		12		EQUIPMENT NO 15 CONTINUED	0644	06	
		10		EQUIPMENT NO 15 CONTINUED	0650	04	
		13		EQUIPMENT NO 16	0654	07	
		12		EQUIPMENT NO 16 CONTINUED	0661	06	
		10		EQUIPMENT NO 16 CONTINUED	0667	04	
		13		EQUIPMENT NO 17	0671	07	
		12		EQUIPMENT NO 17 CONTINUED	0678	06	
		10		EQUIPMENT NO 17 CONTINUED	0684	04	
		13		EQUIPMENT NO 18	0688	07	
		12		EQUIPMENT NO 18 CONTINUED	0695	06	
		10		EQUIPMENT NO 18 CONTINUED	0701	04	
		13		EQUIPMENT NO 19	0705	07	
		12		EQUIPMENT NO 19 CONTINUED	0712	06	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		10		EQUIPMENT NO 19 CONTINUED	0718	04	
		13		EQUIPMENT NO 20	0722	07	
		12		EQUIPMENT NO 20 CONTINUED	0729	06	
		10		EQUIPMENT NO 20 CONTINUED	0735	04	
		10		EQUIPMENT NO 21	0739	04	0603
5		10		EQUIPMENT NO 22	0743	04	0901
12		10		EQUIPMENT NO 23	0747	04	0101
		10		EQUIPMENT NO 24	0751	04	0802
		10		EQUIPMENT NO 25	0755	04	1201
		10		EQUIPMENT NO 26	0759	04	1302
13		10		EQUIPMENT NO 27	0763	04	1602
		10		EQUIPMENT NO 28	0767	04	1703
		10		EQUIPMENT NO 29	0771	04	1901
		10		EQUIPMENT NO 30	0775	04	1925
14		10		EQUIPMENT NO 31	0779	04	1909
		10		EQUIPMENT NO 32	0783	04	1917
		10		EQUIPMENT NO 33	0787	04	2201
		10		EQUIPMENT NO 34	0791	04	2202
15		10		EQUIPMENT NO 35	0795	04	2002
		10		EQUIPMENT NO 36	0799	04	2501

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

5

NAVSAFECEN 3750-1/14 (REV 2/69)

CODE SHEET 8 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED ___ REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

I.D. Number	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 ACC NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot. No Cards
	69	03	07		02	01	2	A	01	

COMMON FIELDS TO ALL CARDS

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
5		10		EQUIPMENT NO. 37	0803	04	2502
		10		EQUIPMENT NO. 38	0807	04	2602
16		10		EQUIPMENT NO. 39	0811	04	2501
		0		EQUIPMENT NO. 40	0815	04	
		11		LOCATION IN AIRCRAFT	0819	05	11411
		09		METHOD OF ESCAPE	0824	03	1
		07		INTENT FOR ESCAPE	0827	01	1
17		07		EXIT USED	0828	01	2
		07		COCKPIT CONDITION	0829	01	
		08		ORDER OF ESCAPE	0830	02	01
		09		REASON FOR ESCAPE	0832	03	F
		08		COMMUNICATION OR TO ESCAPE	0835	02	2
		10		NUMBER OF PREVIOUS ESCAPES	0837	04	
18		09		TERRAIN OF CANOPY OR CRASH SITE	0841	03	TU
		13		AIRCRAFT ATTITUDE	0844	07	Z
		08		AIRCRAFT ATTITUDE CONTINUED	0851	02	
		14		EJT TRAINING OF PILOT	0853	07	14687
		14		EJT TRAINING FORMS	0860	07	
		14		EJT TRAINING UNARMED SEAT	0867	07	
		14		EJT TRAINING ARMED SEAT	0874	07	14687

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0881	03	
		12		EGRESS DIFF BEFORE PROB 1 & 2	0884	06	
		12		EGRESS DIFF BEFORE PROB 3 & 4	0890	06	
		12		EGRESS DIFF DURING PROB 1 & 2	0896	06	
		12		EGRESS DIFF DURING PROB 3 & 4	0902	06	
		12		EGRESS DIFF AFTER PROB 1 & 2	0908	06	
		12		EGRESS DIFF AFTER PROB 3 & 4	0914	06	
		11		TIME FROM EMER UNTIL ESCAPE ATTEM	0920	05	
		09		REASON FOR DELAY	0925	03	
		11		TERRAIN CLEAR AT ESCAPE	0928	05	
		11		TERRAIN CLEAR AT PRCHT OPENING	0933	05	
		09		AIR SPEED	0938	03	
		09		GROUND SPEED	0941	03	
19		07		PRCHT DID NOT OPEN	0944	01	1
		17		PROTECTIVE HELMET CHINSTRAP/VISOR	0945	06	
		08		CHIN STRAP NAPE STRAP	0951	02	
		08		ZERO LANYARD	0953	02	
		07		AUTO LAP BELT RELEASE	0955	01	
		10		ACFT CANOPY REMOVAL	0956	04	
		09		EJECTION	0960	03	119

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

NAVSAFECEN 3750-1/15 (REV 2/69)

CODE SHEET 9 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 2

CODED 1 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards
	6 9	0 3	0 7	1	0 2	0 1	2	A	0 1	

COMMON FIELDS TO ALL CARDS

CD. NO 16 17	CU. FWD.	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		10		BODY POSITION	0963	04	
		09		SEAT POSITION/SEPAR TYPE SEPARATION	0967	03	00
		12		Parachute Data Deploy:Open Shock/Oscillat	0970	06	0
		10		PARACHUTE DAMAGE	0976	04	
		10		PARACHUTE DAMAGE CAUSE	0980	04	
		07		DIRECTION FACED AT CHUTE LANDING	0984	01	
		11		LANDING CONDITIONS (WEIGHT WINDS)	0985	05	
		09		DRAGGED BY CHUTE DISTANCE DRAGGED	0990	03	
		10		LANDING POSITION	0993	04	
		09		DEPLOYED BEFORE LANDING	0997	03	
		07		CANOPY DEFLATION POCKETS	1000	01	
		11		SURVIVAL TRAINING SWIM	1001	05	
		11		SURVIAL TRAINING DILBERT DUNK	1006	05	
		11		PARACHUTE DRAG	1011	05	
		11		SURVIVAL TRAIN IMMERSED COCKPIT	1016	05	
		11		SURVIVAL TRAIN IMMERSED SEAT	1021	05	
		11		SURVIVAL TRAIN JUNGLE	1026	05	
		11		SURVIVAL TRAIN ARCTIC	1031	05	
		11		SURVIVAL TRAIN DESERT	1036	05	
		11		SURVIVAL TRAIN MOUNTAIN	1041	05	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		11		SURVIVAL TRAINING GENERAL	1046	05	
		13		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1051	07	
		10		CONDITION AT SITE CONT. (WAVES)	1058	04	
		10		CONDITION AT SITE CONT. (TERRAIN WEATHER)	1062	04	
		11		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1066	05	
		10		TIME LAPSE OTHER ASSIST NO. 1	1071	04	
		10		TIME LAPSE OTHER ASSIST NO. 2	1075	04	
		11		TIME LAPSE ALERT TO DEPART (RESC VEH)	1079	05	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1084	04	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1088	04	
		11		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1092	05	
		10		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1097	04	
		10		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1101	04	
		11		TIME LOCATE TO REACH (RESCUE VEHICLE)	1105	05	
		10		LOCATE TO REACH (ASSIST NO. 1)	1110	04	
		10		LOCATE TO REACH (ASSIST NO. 2)	1114	04	
		11		TIME LAPSE MISHAP TO RESCUE/ABANDON	1118	05	
		10		TIME LAPSE MISHAP TO RESCUE COMPLETE	1123	04	
		10		TIME IN WATER	1127	04	
		10		TIME IN RAFT	1131	04	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	69	03	07	12	01	2	A	02	16
	Yr	Mo	Day	Typ	Log	A.C. NO			

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 2750.1.10 (REV 2/69) CODE SHEET 10 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

CODED 22 REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED: ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
01		13		FILE SERVICE NO	002207		[redacted]
		13		NAME	002901		YOUNG E
		09		NAME (CONT)	003603		J
		07		RANK PAY	003901		5
02		07		BRANCH OF SERVICE	004001		2
		07		STATUS	004101		A
		07		INJURY	004201		A
		07		DISPOSITION	004301		F
		08		DAYS HOSPITALIZED	004402		
		08		DAYS QUARTERS	004602		
		08		DAYS DIAGNOSIS	004802		
		09		INJURY CODE	005003		
		08		APPROVAL	005302		
		08		EXPIRATION SHIP	005502		
03		13		INJURY NO 1 BODY PART	005707		[illegible]
		13		INJURY NO 1 DIAGNOSIS	006407		[illegible]
		13		INJURY NO 1 CAUSE	007107		[illegible]
		13		INJURY NO 2 BODY PART	007807		
		13		INJURY NO 2 DIAGNOSIS	008507		
		13		INJURY NO 2 CAUSE	009207		

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		INJURY NO 3 BODY PART	009907		
		13		INJURY NO 3 DIAGNOSIS	010607		
		13		INJURY NO 3 CAUSE	011307		
		13		INJURY NO 4 BODY PART	012007		
		13		INJURY NO 4 DIAGNOSIS	012707		
		13		INJURY NO 4 CAUSE	013407		
		13		INJURY NO 5 BODY PART	014107		
		13		INJURY NO 5 DIAGNOSIS	014807		
		13		INJURY NO 5 CAUSE	015507		
5		12		LABORATORY TEST NO 1	016206		H YYYA
		12		LABORATORY TEST NO 2	016806		
		12		LABORATORY TEST NO 3	017406		
		12		LABORATORY TEST NO 4	018006		
		12		LABORATORY TEST NO 5	018606		
		12		LABORATORY TEST NO 6	019206		
		12		LABORATORY TEST NO 7	019806		
		12		LABORATORY TEST NO 8	020406		
		08		X RAY	021002		
		09		PRE EXISTING DISEASE NO 1	021203		
		09		PRE EXISTING DISEASE NO 2	021503		

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

CD Number	Yr	Mo	Day	Time	Log	Acc No	Acc Date	Acc Time	Acc Time Reported	Acc Time Reported
	6	1	3	1	2	1	1	1	1	1

COMMON FIELDS TO ALL CARDS

NAVSAFECEN OBJECTIVE CODE CODE SHEET 11 OF 38

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 2 REVIEWED LOGGED PUNCHED VERIFIED

CD NO 16,17	CU FWD	ADD	CO	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		0 9		[illegible]	0 2 1 8	0 3	
04		0 8		[illegible]	0 2 2 1	0 2	
		1 0		[illegible]	0 2 2 3	0 4	
		0 7		[illegible]	0 2 2 7	0 1	
		1 1		[illegible]	0 2 2 8	0 5	
		1 1		[illegible]	0 2 3 1	0 5	
		1 1		[illegible]	0 2 3 8	0 5	
		1 1		[illegible]	0 2 4 1	0 5	
		1 1		[illegible]	0 2 4 8	0 5	
		1 1		[illegible]	0 2 5 1	0 5	
		1 1		[illegible]	0 2 5 8	0 5	
		1 1		[illegible]	0 2 6 1	0 5	
		1 1		[illegible]	0 2 6 8	0 5	
		1 1		[illegible]	0 2 7 1	0 5	
		1 1		[illegible]	0 2 7 8	0 5	
		1 1		[illegible]	0 2 8 1	0 5	
		0 8		[illegible]	0 2 8 8	0 2	
05		1 2		[illegible]	0 2 9 0	0 6	
		0 9		[illegible]	0 2 9 6	0 3	
		1 2		[illegible]	0 2 9 9	0 6	

CD NO 16,17	CU FWD	ADD	CO	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		0 9		[illegible]	0 2 0 5	0 3	
06		0 9		[illegible]	0 3 0 8	0 3	
		1 0		[illegible]	0 3 1 1	0 4	
		1 2		[illegible]	0 3 1 5	0 6	
		1 2		[illegible]	0 3 2 1	0 6	
		0 9		[illegible]	0 3 2 7	0 3	
		0 9		[illegible]	0 3 3 0	0 3	
		0 9		[illegible]	0 3 3 3	0 3	
		0 8		[illegible]	0 3 3 6	0 2	
		1 2		[illegible]	0 3 3 8	0 6	
		1 2		[illegible]	0 3 4 4	0 6	
		1 2		[illegible]	0 3 5 0	0 6	
		1 2		[illegible]	0 3 5 6	0 6	
		1 2		[illegible]	0 3 6 2	0 6	
		1 2		[illegible]	0 3 6 8	0 6	
		0 8		[illegible]	0 3 7 4	0 2	
07		0 8		[illegible]	0 3 7 6	0 2	
		0 9		[illegible]	0 3 7 8	0 3	
		0 9		[illegible]	0 3 8 1	0 3	
		0 9		[illegible]	0 3 8 4	0 3	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers. Sequence	20 21 Tot. No. Cards
	69	03	07	1	2	1	2	A	12	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/12 (REV 2/69) CODE SHEET 12 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

CODED ___ REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CD. NO. 16 17	CU. FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
08		09		FUNCTIONAL REACH	0387	03	262
		09		BUTTOCK KNEE LENGTH	0390	03	222
		09		LEG LENGTH	0393	03	422
		09		SHOULDER WIDTH	0396	03	271
09		13		EQUIPMENT NO. 1	0399	07	9[illegible]
		12		EQUIPMENT NO. 1 CONTINUED	0406	06	
		10		EQUIPMENT NO. 1 CONTINUED	0412	04	
		13		EQUIPMENT NO. 2	0416	07	
		12		EQUIPMENT NO. 2 CONTINUED	0423	06	
		10		EQUIPMENT NO. 2 CONTINUED	0429	04	
		13		EQUIPMENT NO. 3	0433	07	
		12		EQUIPMENT NO. 3 CONTINUED	0440	06	
		10		EQUIPMENT NO. 3 CONTINUED	0446	04	
		13		EQUIPMENT NO. 4	0450	07	
		12		EQUIPMENT NO. 4 CONTINUED	0457	06	
		10		EQUIPMENT NO. 4 CONTINUED	0463	04	
		13		EQUIPMENT NO. 5	0467	07	
		12		EQUIPMENT NO. 5 CONTINUED	0474	06	
		10		EQUIPMENT NO. 5 CONTINUED	0480	04	
		13		EQUIPMENT NO. 6	0484	07	

CD. NO. 16 17	CU. FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		12		EQUIPMENT NO. 6 CONTINUED	0491	06	
		10		EQUIPMENT NO. 6 CONTINUED	0497	04	
		13		EQUIPMENT NO. 7	0501	07	
		12		EQUIPMENT NO. 7 CONTINUED	0508	06	
		10		EQUIPMENT NO. 7 CONTINUED	0514	04	
		13		EQUIPMENT NO. 8	0518	07	
		12		EQUIPMENT NO. 8 CONTINUED	0525	06	
		10		EQUIPMENT NO. 8 CONTINUED	0531	04	
		13		EQUIPMENT NO. 9	0535	07	
		12		EQUIPMENT NO. 9 CONTINUED	0542	06	
		10		EQUIPMENT NO. 9 CONTINUED	0548	04	
		13		EQUIPMENT NO. 10	0552	07	
		12		EQUIPMENT NO. 10 CONTINUED	0559	06	
		10		EQUIPMENT NO. 10 CONTINUED	0565	04	
		13		EQUIPMENT NO. 11	0569	07	
		12		EQUIPMENT NO. 11 CONTINUED	0576	06	
		10		EQUIPMENT NO. 11 CONTINUED	0582	04	
		13		EQUIPMENT NO. 12	0586	07	
		12		EQUIPMENT NO. 12 CONTINUED	0593	06	
		10		EQUIPMENT NO. 12 CONTINUED	0599	04	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

4

I.D. Number	6	9	9	3	9	1	1	1	2	0	1	2									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	Yr		Mo		Day					AC NO											

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 1750.1 (1) (REV 2-69) CODE SHEET 13 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

CODED 2 2 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 3		EQUIPMENT NO. 11	0 6 0 3	0 7	
		1 2		EQUIPMENT NO. 11 CONTINUED	0 6 1 0	0 6	
		1 0		EQUIPMENT NO. 11 CONTINUED	0 6 1 6	0 4	
		1 3		EQUIPMENT NO. 12	0 6 2 0	0 7	
		1 2		EQUIPMENT NO. 12 CONTINUED	0 6 2 7	0 6	
		1 0		EQUIPMENT NO. 12 CONTINUED	0 6 3 3	0 4	
		1 3		EQUIPMENT NO. 13	0 6 3 7	0 7	
		1 2		EQUIPMENT NO. 13 CONTINUED	0 6 4 4	0 6	
		1 0		EQUIPMENT NO. 13 CONTINUED	0 6 5 0	0 4	
		1 3		EQUIPMENT NO. 14	0 6 5 4	0 7	
		1 2		EQUIPMENT NO. 14 CONTINUED	0 6 6 1	0 6	
		1 0		EQUIPMENT NO. 14 CONTINUED	0 6 6 7	0 4	
		1 3		EQUIPMENT NO. 15	0 6 7 1	0 7	
		1 2		EQUIPMENT NO. 15 CONTINUED	0 6 7 8	0 6	
		1 0		EQUIPMENT NO. 15 CONTINUED	0 6 8 4	0 4	
		1 3		EQUIPMENT NO. 16	0 6 8 8	0 7	
		1 2		EQUIPMENT NO. 16 CONTINUED	0 6 9 5	0 6	
		1 0		EQUIPMENT NO. 16 CONTINUED	0 7 0 1	0 4	
		1 3		EQUIPMENT NO. 17	0 7 0 5	0 7	
		1 2		EQUIPMENT NO. 17 CONTINUED	0 7 1 2	0 6	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 0		EQUIPMENT NO. 17 CONTINUED	0 7 1 8	0 4	
		1 3		EQUIPMENT NO. 18	0 7 2 2	0 7	
		1 2		EQUIPMENT NO. 18 CONTINUED	0 7 2 9	0 6	
		1 0		EQUIPMENT NO. 18 CONTINUED	0 7 3 5	0 4	
9		1 0		EQUIPMENT NO. 21	0 7 3 9	0 4	0 0 0 3
		1 0		EQUIPMENT NO. 22	0 7 4 3	0 4	0 0 0 1
		1 0		EQUIPMENT NO. 23	0 7 4 7	0 4	0 1 0 1
10		1 0		EQUIPMENT NO. 24	0 7 5 1	0 4	0 8 0 2
		1 0		EQUIPMENT NO. 25	0 7 5 5	0 4	1 2 0 1
		1 0		EQUIPMENT NO. 26	0 7 5 9	0 4	1 3 0 2
		1 0		EQUIPMENT NO. 27	0 7 6 3	0 4	1 0 0 2
11		1 0		EQUIPMENT NO. 28	0 7 6 7	0 4	1 2 0 3
		1 0		EQUIPMENT NO. 29	0 7 7 1	0 4	1 8 0 1
		1 0		EQUIPMENT NO. 30	0 7 7 5	0 4	1 9 0 1
		1 0		EQUIPMENT NO. 31	0 7 7 9	0 4	1 9 0 2
12		1 0		EQUIPMENT NO. 32	0 7 8 3	0 4	1 9 1 9
		1 0		EQUIPMENT NO. 33	0 7 8 7	0 4	2 8 0 1
		1 0		EQUIPMENT NO. 34	0 7 9 1	0 4	2 2 0 1
		1 0		EQUIPMENT NO. 35	0 7 9 5	0 4	2 2 0 2
13		1 0		EQUIPMENT NO. 36	0 7 9 9	0 4	2 0 0 2

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

5

I.D. Number	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A.P. No	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	[illegible]	[illegible]	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/14 (REV 2/69)

CODE SHEET 14 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

CODED ___ REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		10		EQUIPMENT NO 37	0803	04	[illegible]
		10		EQUIPMENT NO 38	0807	04	[illegible]
		10		EQUIPMENT NO 39	0811	04	[illegible]
14		0		EQUIPMENT NO 40	0815	04	[illegible]
		11		LOCATION IN AIRCRAFT	0819	05	[illegible]
		09		METHOD OF ESCAPE	0824	03	[illegible]
		07		INTENT FOR ESCAPE	0827	01	
		07		EXIT USED	0828	01	
		07		COCKPIT CONDITION	0829	01	4
		08		ORDER OF ESCAPE	0830	02	
		09		REASON(S) FOR ESCAPE	0832	03	
		08		COMMUNICATION PRIOR TO ESCAPE	0835	02	
		10		NUMBER OF PRESSURE ESCAPES	0837	04	
		09		TERRAIN OF [illegible] OR CRASH SITE	0841	03	
		13		AIRCRAFT AT EXIT TIME	0844	07	
		08		AIRCRAFT AT EXIT TIME CONTINUED	0851	02	
15		14		EJT TRAINING LECTURE	0853	07	[illegible]
		14		EJT TRAINING FILMS	0860	07	
		14		EJT TRAINING UNARMED SEAT	0867	07	
		14		EJT TRAINING ARMED SEAT	0874	07	[illegible]

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0881	03	
		12		EGRESS DIFF BEFORE PROB 1 & 2	0884	06	
		12		EGRESS DIFF BEFORE PROB 3 & 4	0890	06	
		12		EGRESS DIFF DURING PROB 1 & 2	0896	06	
		12		EGRESS DIFF DURING PROB 3 & 4	0902	06	
		12		EGRESS DIFF AFTER PROB 1 & 2	0908	06	
		12		EGRESS DIFF AFTER PROB 3 & 4	0914	06	
		11		TIME FROM EMER UNTIL ESCAPE ATTEM	0920	05	
		09		REASON FOR DELAY	0925	03	
		11		TERRAIN CLEAR AT ESCAPE	0928	05	
		11		TERRAIN CLEAR AT PRCHT OPENING	0933	05	
		09		AIR SPEED	0938	03	
		09		GROUND SPEED	0941	03	
		07		PRCHT DID NOT OPEN	0944	01	
		12		PROTECTIVE HELMET CHINSTRAP VISOR	0945	06	
		08		CHIN STRAP NAPE STRAP	0951	02	
		08		ZERO LANYARD	0953	02	
		07		AUTO LAP BELT RELEASE	0955	01	
		10		ACFT CANOPY REMOVAL	0956	04	
		09		EJECTION	0960	03	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

NAVSAFECEN 3750 1/15 (REV 2/69)

CODE SHEET 15 OF 30

AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

CODED 1 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ.	8 9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers. Sequence	20 21 Tot. No. Cards
	6 9	0 3	0 7	1	0 2	0 1	2	-	1 0	

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 0		BODY POSITION	0 9 6 3	0 4	
		0 9		SEAT POSITION/SEPAR TYPE SEPARATION	0 9 6 7	0 3	
		1 2		Parachute Data Deploy Open Shock/Oscillat	0 9 7 0	0 6	
		1 0		PARACHUTE DAMAGE	0 9 7 6	0 4	
		1 0		PARACHUTE DAMAGE CAUSE	0 9 8 0	0 4	
		0 7		DIRECTION FACED AT CHUTE LANDING	0 9 8 4	0 1	
		1 1		LANDING CONDITIONS (WEIGHT WINDS)	0 9 8 5	0 5	
		0 9		DRAGGED BY CHUTE DISTANCE DRAGGED	0 9 9 0	0 3	
		1 0		LANDING POSITION	0 9 9 3	0 4	
		0 9		DEPLOYED BEFORE LANDING	0 9 9 7	0 3	
		0 7		CANOPY DEFLATION POCKETS	1 0 0 0	0 1	
5		1 1		SURVIVAL TRAINING SWIM	1 0 0 1	0 5	
		1 1		SURVIVAL TRAINING DILBERT DUNK	1 0 0 6	0 5	
		1 1		PARACHUTE DRAG	1 0 1 1	0 5	
		1 1		SURVIVAL TRAIN IMMERSED (COCKPIT)	1 0 1 6	0 5	
		1 1		SURVIVAL TRAIN IMMERSED SEAT	1 0 2 1	0 5	
		1 1		SURVIVAL TRAIN JUNGLE	1 0 2 6	0 5	
		1 1		SURVIVAL TRAIN ARCTIC	1 0 3 1	0 5	
		1 1		SURVIVAL TRAIN DESERT	1 0 3 6	0 5	
		1 1		SURVIVAL TRAIN MOUNTAIN	1 0 4 1	0 5	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
16		1 1		SURVIVAL TRAINING GENERAL	1 0 4 6	0 5	0 0 6 0 0
		1 3		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1 0 5 1	0 7	
		1 0		CONDITION AT SITE CONT (WAVES)	1 0 5 8	0 4	
		1 0		CONDITION AT SITE CONT (TERRAIN WEATHER)	1 0 6 2	0 4	
		1 1		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1 0 6 6	0 5	
		1 0		TIME LAPSE OTHER ASSIST NO. 1	1 0 7 1	0 4	
		1 0		TIME LAPSE OTHER ASSIST NO. 2	1 0 7 5	0 4	
		1 1		TIME LAPSE ALERT TO DEPART (RESC VEH)	1 0 7 9	0 5	
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1 0 8 4	0 4	
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1 0 8 8	0 4	
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 9 2	0 5	
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1 0 9 7	0 4	
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1 1 0 1	0 4	
		1 1		TIME LOCATE TO REACH (RESCUE VEHICLE)	1 1 0 5	0 5	
		1 0		LOCATE TO REACH (ASSIST NO. 1)	1 1 1 0	0 4	
		1 0		LOCATE TO REACH (ASSIST NO. 2)	1 1 1 4	0 4	
		1 1		TIME LAPSE MISHAP TO RESCUE/ABANDON	1 1 1 8	0 5	
		1 0		TIME LAPSE MISHAP TO RESCUE COMPLETE	1 1 2 3	0 4	
		1 0		TIME IN WATER	1 1 2 7	0 4	
		1 0		TIME IN RAFT	1 1 3 1	0 4	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	Yr	Mo	Day	Type	Log	A.C. NO	Format No.	Format Sec.	Field Designator	Tot. No. Cards
	6 9	0 3	0 7	1	2	2	2		A	23

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 7750.1.10 (REV 2/69) CODE SHEET 16 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

CODED ____ REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
01		13		FICE/SERVICE NO	002201		(b) (6) [redacted]
		13		NAME	002901		LAFKIN
		09		NAME (CONT)	003603		T H
		07		RANK/RATE	003901		5
02		07		BRANCH OF SERVICE	004001		2
		07		STATUS	004101		A
		07		INJURY	004201		A
		07		DISPOSITION	004301		F
		08		DAYS HOSPITALIZED	004402		
		08		DAYS QUARTERS	004602		
		08		DAYS OFF DUTY	004802		
		09		OFF DUTY CODE	005003		
		08		AMPUTATION	005302		
		08		LABORATORY CODE	005502		
03		13		INJURY NO 1 BODY PART	005701		351 0 0 2 A
		13		INJURY NO 1 DIAGNOSIS	006401		8 0 5 5 4 7 4
		13		INJURY NO 1 CAUSE	007101		8 0 2 0 1 4 5
		13		INJURY NO 2 BODY PART	007801		5 2 2 0 0 A A
04		13		INJURY NO 2 DIAGNOSIS	008501		0 0 2 1 1 1 3
		13		INJURY NO 2 CAUSE	009201		8 0 2 0 1 4 5

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
5		13		INJURY NO 3 BODY PART	009907		8 9 1 0 0 L A
		13		INJURY NO 3 DIAGNOSIS	010607		8 2 3 1 2 6 3
		13		INJURY NO 3 CAUSE	011307		8 0 2 0 1 4 5
		13		INJURY NO 4 BODY PART	012007		
		13		INJURY NO 4 DIAGNOSIS	012707		
		13		INJURY NO 4 CAUSE	013407		
		13		INJURY NO 5 BODY PART	014107		
		13		INJURY NO 5 DIAGNOSIS	014807		
		13		INJURY NO 5 CAUSE	015507		
05		12		LABORATORY TEST NO 1	016206		A Y Y Y A
		12		LABORATORY TEST NO 2	016806		
		12		LABORATORY TEST NO 3	017406		
		12		LABORATORY TEST NO 4	018006		
		12		LABORATORY TEST NO 5	018606		
		12		LABORATORY TEST NO 6	019206		
		12		LABORATORY TEST NO 7	019806		
		12		LABORATORY TEST NO 8	020406		
5		08		X-RAY	021002		1 5
		09		PRE EXISTING DISEASE NO 1	021203		
		09		PRE EXISTING DISEASE NO 2	021503		

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

NAVSAFECEN 3750-1/11 (REV 2-69)

CODE SHEET 17 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

CODED ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot Nu Cards
	6 9	0 3	1 7	1	0 2	0 2	2	A	0 1	

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		PRE EXISTING DISEASE NO 3	0218	03	
5		08		AUTOPSY	0221	02	01
06		10		MATERIAL TO AFIP	0223	04	1234
		07		AFIP REPORT	0227	01	
		11		ADDITONAL INJURY NO 1	0228	05	
		11		ADDITIONAL INJURY NO 2	0233	05	
		11		ADDITIONAL INJURY NO 3	0238	05	
		11		ADDITIONAL INJURY NO 4	0243	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 1	0248	05	4475
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 2	0253	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 3	0258	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 4	0263	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 5	0268	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 6	0273	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 7	0278	05	
		11		PSYCHOPHYISIOLOGICAL FACTOR NO 8	0283	05	
		08		ROLE OF INDIVIDUAL	0286	02	
5		12		LEAVE INFO DATE LAST LEAVE	0290	06	0716
		09		LEAVE INFO NO OF DAYS/TYPE	0296	03	16W
07		12		DATE LAST PREV FLIGHT	0299	06	0603

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
5		09		HOURS FLOWN LAST 24	0305	03	032
		09		HOURS FLOWN LAST 48	0308	03	057
		10		MISSIONS FLOWN LAST 24 (2)/48 (2)	0311	04	1203
		12		HOURS WORKED LAST 24 (3)/48 (3)	0315	06	
		12		HOURS SLEPT LAST 24 (3)/48 (3)	0321	06	
		09		HOURS DUTY PRIOR TO MISHAP	0327	03	
		09		HOURS AWAKE PRIOR TO MISHAP	0330	03	
		09		HOURS DURATION LAST SLEEP	0333	03	
		08		TIME IN COCKPIT PRIOR TO MISHAP	0336	02	
08		12		PHYSIOLOGICAL TRAINING NO 1	0338	06	060808
		12		PHYSIOLOGICAL TRAINING NO 2	0344	06	
		12		PHYSIOLOGICAL TRAINING NO 3	0350	06	
		12		PHYSIOLOGICAL TRAINING NO 4	0356	06	
		12		PHYSIOLOGICAL TRAINING NO 5	0362	06	
		12		PHYSIOLOGICAL TRAINING NO 6	0368	06	
		08		AGE	0374	02	25
		08		HEIGHT	0376	02	66
		09		WEIGHT	0378	03	165
09		09		SITTING HEIGHT	0381	03	350
		09		TRUNK HEIGHT	0384	03	243

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

NAVSAFECEN 3750-1/12 (REV 2/69) CODE SHEET 18 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

CODED ✓✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards
	69	03	07	1	02	02	2	A	01	

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		FUNCTIONAL REACH	0387	03	
		09		BUTTOCK KNEE LENGTH	0390	03	223
		09		LEG LENGTH	0393	03	292
10		09		SHOULDER WIDTH	0396	03	180
		13		EQUIPMENT NO 1	0399	07	2602 10I
		12		EQUIPMENT NO 1 CONTINUED	0406	06	49T45I
		10		EQUIPMENT NO 1 CONTINUED	0412	04	60P
11		13		EQUIPMENT NO 2	0416	07	1271 22A
		12		EQUIPMENT NO 2 CONTINUED	0423	06	
		10		EQUIPMENT NO 2 CONTINUED	0429	04	
		13		EQUIPMENT NO 3	0433	07	1501 17I
		12		EQUIPMENT NO 3 CONTINUED	0440	06	06I
		10		EQUIPMENT NO 3 CONTINUED	0446	04	
		13		EQUIPMENT NO 4	0450	07	1508 06I
		12		EQUIPMENT NO 4 CONTINUED	0457	06	
		10		EQUIPMENT NO 4 CONTINUED	0463	04	
		13		EQUIPMENT NO 5	0467	07	
		12		EQUIPMENT NO 5 CONTINUED	0474	06	
		10		EQUIPMENT NO 5 CONTINUED	0480	04	
		13		EQUIPMENT NO 6	0484	07	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		12		EQUIPMENT NO 6 CONTINUED	0491	06	
		10		EQUIPMENT NO 6 CONTINUED	0497	04	
		13		EQUIPMENT NO 7	0501	07	
		12		EQUIPMENT NO 7 CONTINUED	0508	06	
		10		EQUIPMENT NO 7 CONTINUED	0514	04	
		13		EQUIPMENT NO 8	0518	07	
		12		EQUIPMENT NO 8 CONTINUED	0525	06	
		10		EQUIPMENT NO 8 CONTINUED	0531	04	
		13		EQUIPMENT NO 9	0535	07	
		12		EQUIPMENT NO 9 CONTINUED	0542	06	
		10		EQUIPMENT NO 9 CONTINUED	0548	04	
		13		EQUIPMENT NO 10	0552	07	
		12		EQUIPMENT NO 10 CONTINUED	0559	06	
		10		EQUIPMENT NO 10 CONTINUED	0565	04	
		13		EQUIPMENT NO 11	0569	07	
		12		EQUIPMENT NO 11 CONTINUED	0576	06	
		10		EQUIPMENT NO 11 CONTINUED	0582	04	
		13		EQUIPMENT NO 12	0586	07	
		12		EQUIPMENT NO 12 CONTINUED	0593	06	
		10		EQUIPMENT NO 12 CONTINUED	0599	04	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

4

I.D. Number	69	03	07	1	02	02	2	A	01	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Designation	20 21 Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1-13 (REV 2/69)

CODE SHEET 19 OF 30

AIRCRAFT 2 OF 2

PERSONNEL 1 OF 2

CODED ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		EQUIPMENT NO 13	0603	07	
		12		EQUIPMENT NO 13 CONTINUED	0610	06	
		10		EQUIPMENT NO 13 CONTINUED	0616	04	
		13		EQUIPMENT NO 14	0620	07	
		12		EQUIPMENT NO 14 CONTINUED	0627	06	
		10		EQUIPMENT NO 14 CONTINUED	0633	04	
		13		EQUIPMENT NO 15	0637	07	
		12		EQUIPMENT NO 15 CONTINUED	0644	06	
		10		EQUIPMENT NO 15 CONTINUED	0650	04	
		13		EQUIPMENT NO 16	0654	07	
		12		EQUIPMENT NO 16 CONTINUED	0661	06	
		10		EQUIPMENT NO 16 CONTINUED	0667	04	
		13		EQUIPMENT NO 17	0671	07	
		12		EQUIPMENT NO 17 CONTINUED	0678	06	
		10		EQUIPMENT NO 17 CONTINUED	0684	04	
		13		EQUIPMENT NO 18	0688	07	
		12		EQUIPMENT NO 18 CONTINUED	0695	06	
		10		EQUIPMENT NO 18 CONTINUED	0701	04	
		13		EQUIPMENT NO 19	0705	07	
		12		EQUIPMENT NO 19 CONTINUED	0712	06	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		10		EQUIPMENT NO 19 CONTINUED	0718	04	
		13		EQUIPMENT NO 20	0722	07	
		12		EQUIPMENT NO 20 CONTINUED	0729	06	
		10		EQUIPMENT NO 20 CONTINUED	0735	04	
12		10		EQUIPMENT NO 21	0739	04	0601
		10		EQUIPMENT NO 22	0743	04	0701
		10		EQUIPMENT NO 23	0747	04	0901
		10		EQUIPMENT NO 24	0751	04	0101
13		10		EQUIPMENT NO 25	0755	04	0802
		10		EQUIPMENT NO 26	0759	04	1302
		10		EQUIPMENT NO 27	0763	04	1602
		10		EQUIPMENT NO 28	0767	04	1703
14		10		EQUIPMENT NO 29	0771	04	1807
		10		EQUIPMENT NO 30	0775	04	1901
		10		EQUIPMENT NO 31	0779	04	1917
		10		EQUIPMENT NO 32	0783	04	2201
15		10		EQUIPMENT NO 33	0787	04	2202
		10		EQUIPMENT NO 34	0791	04	2002
		10		EQUIPMENT NO 35	0795	04	2501
		10		EQUIPMENT NO 36	0799	04	2502

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

5

I.D. Number	69	03	07	1	02	02	2	A	01	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Loc	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/14 (REV 2/69) CODE SHEET 20 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

CODED ___ REVIEWED ___ LOGGED ___ PUNCHED ___ VERIFIED ___

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
16		10		EQUIPMENT NO 37	0803	04	1925
		10		EQUIPMENT NO 38	0807	04	2201
		10		EQUIPMENT NO 39	0811	04	1121
		0		EQUIPMENT NO 40	0815	04	1949
17		11		LOCATION IN AIRCRAFT	0819	05	11411
		09		METHOD OF ESCAPE	0824	03	1
		07		INTENT FOR ESCAPE	0827	01	1
		07		EXIT USED	0828	01	2
		07		COCKPIT CONDITION	0829	01	
18		08		ORDER OF ESCAPE	0830	02	12
		09		REASONING FOR ESCAPE	0832	03	F
		08		COMMUNICATION PRIOR TO ESCAPE	0835	02	1
		10		NUMBER OF PRIOR ESCAPES	0837	04	
		09		TERRAIN OF LANDING OR CRASH SITE	0841	03	TU
19		13		AIRCRAFT ATTITUDE	0844	07	00
		08		AIRCRAFT ATTITUDE CONTINUED	0851	02	
		14		EJT TRAINING LECTURES	0853	07	06687
		14		EJT TRAINING FILMS	0860	07	
		14		EJT TRAINING UNARMED SEAT	0867	07	
		14		EJT TRAINING ARMED SEAT	0874	07	06687

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0881	03	
5		12		EGRESS DIFF BEFORE PROB 1 & 2	0884	06	13A
		12		EGRESS DIFF BEFORE PROB 3 & 4	0890	06	
20		12		EGRESS DIFF DURING PROB 1 & 2	0896	06	30A48A
		12		EGRESS DIFF DURING PROB 3 & 4	0902	06	
		12		EGRESS DIFF AFTER PROB 1 & 2	0908	06	
		12		EGRESS DIFF AFTER PROB 3 & 4	0914	06	
		11		TIME FROM EMER UNTIL ESCAPE ATTEM	0920	05	01
		09		REASON FOR DELAY	0925	03	
		11		TERRAIN CLEAR AT ESCAPE	0928	05	01100
		11		TERRAIN CLEAR AT PRCHT OPENING	0933	05	
		09		AIR SPEED	0938	03	350
		09		GROUND SPEED	0941	03	
21		07		PRCHT DID NOT OPEN	0944	01	2
		12		PROTECTIVE HELMET CHINSTRAP/VISOR	0945	06	111111
		08		CHIN STRAP NAPE STRAP	0951	02	
		08		ZERO LANYARD	0953	02	
		07		AUTO LAP BELT RELEASE	0955	01	
		10		ACFT CANOPY REMOVAL	0956	04	
		09		EJECTION	0960	03	113

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

6

I.D. Number	6 9	4 3	4 7	1 4	2	2 2	2	A	4 1	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3760 1/15 (REV 2/69)

CODE SHEET 21 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

CODED ____ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 0		BODY POSITION	0 9 6 3	0 4	
5		0 9		SEAT POSITION/SEPAR TYPE SEPARATION	0 9 6 7	0 3	9 8
22		1 2		Parachute Data Deploy/Open Shock/Descent	0 9 7 0	0 6	6
		1 0		PARACHUTE DAMAGE	0 9 7 6	0 4	
		1 0		PARACHUTE DAMAGE CAUSE	0 9 8 0	0 4	
		0 7		DIRECTION FACED AT CHUTE LANDING	0 9 8 4	0 1	
		1 1		LANDING CONDITIONS (WEIGHT WINDS)	0 9 8 5	0 5	
		0 9		DRAGGED BY CHUTE DISTANCE DRAGGED	0 9 9 0	0 3	N
		1 0		LANDING POSITION	0 9 9 3	0 4	
		0 9		DEPLOYED BEFORE LANDING	0 9 9 7	0 3	
		0 7		CANOPY DEFLATION POCKETS	1 0 0 0	0 1	
		1 1		SURVIVAL TRAINING SWIM	1 0 0 1	0 5	15L17
		1 1		SURVIVAL TRAINING DILBERT DUNK	1 0 0 6	0 5	15V29
		1 1		PARACHUTE DRAG	1 0 1 1	0 5	
		1 1		SURVIVAL TRAIN IMMERSED COCKPIT	1 0 1 6	0 5	
		1 1		SURVIVAL TRAIN IMMERSED SEAT	1 0 2 1	0 5	
		1 1		SURVIVAL TRAIN JUNGLE	1 0 2 6	0 5	
		1 1		SURVIVAL TRAIN ARCTIC	1 0 3 1	0 5	
		1 1		SURVIVAL TRAIN DESERT	1 0 3 6	0 5	
		1 1		SURVIVAL TRAIN MOUNTAIN	1 0 4 1	0 5	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
23		1 1		SURVIVAL TRAINING GENERAL	1 0 4 6	0 5	15680
		1 3		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1 0 5 1	0 7	
		1 0		CONDITION AT SITE CONT (WAVES)	1 0 5 8	0 4	
		1 0		CONDITION AT SITE CONT (TERRAIN WEATHER)	1 0 6 2	0 4	
		1 1		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1 0 6 6	0 5	
		1 0		TIME LAPSE OTHER ASSIST NO. 1	1 0 7 1	0 4	
		1 0		TIME LAPSE OTHER ASSIST NO. 2	1 0 7 5	0 4	
		1 1		TIME LAPSE ALERT TO DEPART (RESC VEH)	1 0 7 9	0 5	
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1 0 8 4	0 4	
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1 0 8 8	0 4	
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 9 2	0 5	
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1 0 9 7	0 4	
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1 1 0 1	0 4	
		1 1		TIME LOCATE TO REACH (RESCUE VEHICLE)	1 1 0 5	0 5	
		1 0		LOCATE TO REACH (ASSIST NO. 1)	1 1 1 0	0 4	
		1 0		LOCATE TO REACH (ASSIST NO. 2)	1 1 1 4	0 4	
		1 1		TIME LAPSE MISHAP TO RESCUE/ABANDON	1 1 1 8	0 5	
		1 0		TIME LAPSE MISHAP TO RESCUE COMPLETE	1 1 2 3	0 4	
		1 0		TIME IN WATER	1 1 2 7	0 4	
		1 0		TIME IN RAFT	1 1 3 1	0 4	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	69	03	07	1	02	02	2	A	02	23
	Yr	Mo	Day	Tyb	Log	A.C. NO	Format No	Transaction	Pers Sequence	Tot. No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/10 (REV 2/69) CODE SHEET 22 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 26 REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
01		13		FILE/SERVICE NO	0022	07	(b) (6) [redacted]
		13		NAME	0029	07	(b) (6) [redacted]
		09		NAME (CONT)	0036	03	(b) (6) [redacted]
		07		RANK/RATE	0039	01	4
02		07		BRANCH OF SERVICE	0040	01	2
		07		STATUS	0041	01	M
		07		INJURY	0042	01	F
		07		DISPOSITION	0043	01	G
		08		DAYS HOSPITALIZED	0044	02	
		08		DAYS QUARTERS	0046	02	
03		08		DAYS ORDINARY	0048	02	03
		09		UNCONSCIOUS	0050	03	
		08		AMNESIA	0053	02	
		08		EXPOSURE SHOCK	0055	02	
		13		INJURY NO 1 BODY PART	0057	07	4130[illegible]
		13		INJURY NO 1 DIAGNOSIS	0064	07	2201302
		13		INJURY NO 1 CAUSE	0071	07	8020145
		13		INJURY NO 2 BODY PART	0078	07	
		13		INJURY NO 2 DIAGNOSIS	0085	07	
		13		INJURY NO 2 CAUSE	0092	07	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		INJURY NO 3 BODY PART	0099	07	
		13		INJURY NO 3 DIAGNOSIS	0106	07	
		13		INJURY NO 3 CAUSE	0113	07	
		13		INJURY NO 4 BODY PART	0120	07	
		13		INJURY NO 4 DIAGNOSIS	0127	07	
		13		INJURY NO 4 CAUSE	0134	07	
		13		INJURY NO 5 BODY PART	0141	07	
		13		INJURY NO 5 DIAGNOSIS	0148	07	
		13		INJURY NO 5 CAUSE	0155	07	
		12		LABORATORY TEST NO 1	0162	06	
		12		LABORATORY TEST NO 2	0168	06	
		12		LABORATORY TEST NO 3	0174	06	
		12		LABORATORY TEST NO 4	0180	06	
		12		LABORATORY TEST NO 5	0186	06	
		12		LABORATORY TEST NO 6	0192	06	
		12		LABORATORY TEST NO 7	0198	06	
		12		LABORATORY TEST NO 8	0204	06	
04		08		X RAY	0210	02	25
		09		PRE EXISTING DISEASE NO 1	0212	03	
		09		PRE EXISTING DISEASE NO 2	0215	03	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

NAVSAFECEN 3750-1/11 (REV 2/69)

CODE SHEET 23 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot Nu Cards
	6 9	Ø 3	9 7	1	9 2	9 2	2	H	9 2	

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		0 9		PRE EXISTING DISEASE NO 3	0 2 1 8	0 3	
		0 8		AUTOPSY	0 2 2 1	0 2	
		1 0		MATERIAL TO AFIP	0 2 2 3	0 4	
		0 7		AFIP REPORT	0 2 2 7	0 1	
		1 1		ADDITONAL INJURY NO 1	0 2 2 8	0 5	
		1 1		ADDITIONAL INJURY NO 2	0 2 3 3	0 5	
		1 1		ADDITIONAL INJUR NO 3	0 2 3 8	0 5	
		1 1		ADDITIONAL INJUR NO 4	0 2 4 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 1	0 2 4 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 2	0 2 5 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 3	0 2 5 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 5	0 2 6 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO 8	0 2 8 3	0 5	
		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	N
		1 2		LEAVE INFO DATE LAST LEAVE	0 2 9 0	0 6	[illegible]
		0 9		LEAVE INFO NO OF DAYS/TYPE	0 2 9 6	0 3	[illegible]
Ø5		1 2		DATE LAST PREV FLIGHT	0 2 9 9	0 6	Ø6Ø369

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		0 9		HOURS FLOWN LAST 24	0 3 0 5	0 3	Ø3Ø
		0 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	Ø6Ø
		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	Ø2Ø2
Ø6		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	Ø38Ø63
		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	Ø5Ø15
		0 9		HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3	Ø4Ø
		0 9		HOURS AWAKE PRIOR TO MISHAP	0 3 3 0	0 3	Ø5Ø
Ø7		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	Ø5Ø
		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	
		1 2		PHYSIOLOGICAL TRAINING NO 1	0 3 3 8	0 6	L12660
		1 2		PHYSIOLOGICAL TRAINING NO 2	0 3 4 4	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO 3	0 3 5 0	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO 4	0 3 5 6	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO 5	0 3 6 2	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO 6	0 3 6 8	0 6	
		0 8		AGE	0 3 7 4	0 2	(b) (6) [redacted]
		0 8		HEIGHT	0 3 7 6	0 2	[redacted]
Ø8		0 9		WEIGHT	0 3 7 8	0 3	[redacted]
		0 9		SITTING HEIGHT	0 3 8 1	0 3	[redacted]
		0 9		TRUNK HEIGHT	0 3 8 4	0 3	[redacted]

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

NAVSAFECEN 3750.1/12 (REV 2-80)

CODE SHEET 24 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED ✓ REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED ____

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	0 3	0 7	1	0 2	0 2	2	2	0 2	

COMMON FIELDS TO ALL CARDS

CD NO. 16 17	CU FWD.	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
1		0 9		FUNCTIONAL REACH	0 3 8 7	0 3	[redacted] (b) (6)
09		0 9		BUTTOCK KNEE LENGTH	0 3 9 0	0 3	
		0 9		LEG LENGTH	0 3 9 3	0 3	
		0 9		SHOULDER WIDTH	0 3 9 6	0 3	
		1 3		EQUIPMENT NO 1	0 3 9 9	0 7	06 12 14 I
10		1 2		EQUIPMENT NO 1 CONTINUED	0 4 0 6	0 6	14 I
		1 0		EQUIPMENT NO 1 CONTINUED	0 4 1 2	0 4	
		1 3		EQUIPMENT NO 2	0 4 1 6	0 7	12 17 14 I
		1 2		EQUIPMENT NO 2 CONTINUED	0 4 2 3	0 6	
		1 0		EQUIPMENT NO 2 CONTINUED	0 4 2 9	0 4	
		1 3		EQUIPMENT NO 3	0 4 3 3	0 7	15 17 14 M
		1 2		EQUIPMENT NO 3 CONTINUED	0 4 4 0	0 6	
		1 0		EQUIPMENT NO 3 CONTINUED	0 4 4 6	0 4	
		1 3		EQUIPMENT NO 4	0 4 5 0	0 7	
		1 2		EQUIPMENT NO 4 CONTINUED	0 4 5 7	0 6	
		1 0		EQUIPMENT NO 4 CONTINUED	0 4 6 3	0 4	
		1 3		EQUIPMENT NO 5	0 4 6 7	0 7	
		1 2		EQUIPMENT NO 5 CONTINUED	0 4 7 4	0 6	
		1 0		EQUIPMENT NO 5 CONTINUED	0 4 8 0	0 4	
		1 3		EQUIPMENT NO 6	0 4 8 4	0 7	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 2		EQUIPMENT NO 6 CONTINUED	0 4 9 1	0 6	
		1 0		EQUIPMENT NO 6 CONTINUED	0 4 9 7	0 4	
		1 3		EQUIPMENT NO 7	0 5 0 1	0 7	
		1 2		EQUIPMENT NO 7 CONTINUED	0 5 0 8	0 6	
		1 0		EQUIPMENT NO 7 CONTINUED	0 5 1 4	0 4	
		1 3		EQUIPMENT NO 8	0 5 1 8	0 7	
		1 2		EQUIPMENT NO 8 CONTINUED	0 5 2 5	0 6	
		1 0		EQUIPMENT NO 8 CONTINUED	0 5 3 1	0 4	
		1 3		EQUIPMENT NO 9	0 5 3 5	0 7	
		1 2		EQUIPMENT NO 9 CONTINUED	0 5 4 2	0 6	
		1 0		EQUIPMENT NO 9 CONTINUED	0 5 4 8	0 4	
		1 3		EQUIPMENT NO 10	0 5 5 2	0 7	
		1 2		EQUIPMENT NO 10 CONTINUED	0 5 5 9	0 6	
		1 0		EQUIPMENT NO 10 CONTINUED	0 5 6 5	0 4	
		1 3		EQUIPMENT NO 11	0 5 6 9	0 7	
		1 2		EQUIPMENT NO 11 CONTINUED	0 5 7 6	0 6	
		1 0		EQUIPMENT NO 11 CONTINUED	0 5 8 2	0 4	
		1 3		EQUIPMENT NO 12	0 5 8 6	0 7	
		1 2		EQUIPMENT NO 12 CONTINUED	0 5 9 3	0 6	
		1 0		EQUIPMENT NO 12 CONTINUED	0 5 9 9	0 4	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

4

I.D. Number	69	03	07	1	02	02	2	A	02	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Park Sequence	20 21 Tot. No. Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/13 (REV 2/69)

CODE SHEET 25 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 48 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		EQUIPMENT NO 11	0603	07	
		12		EQUIPMENT NO 11 CONTINUED	0610	06	
		10		EQUIPMENT NO 11 CONTINUED	0616	04	
		13		EQUIPMENT NO 14	0620	07	
		12		EQUIPMENT NO 14 CONTINUED	0627	06	
		10		EQUIPMENT NO 14 CONTINUED	0633	04	
		13		EQUIPMENT NO 15	0637	07	
		12		EQUIPMENT NO 15 CONTINUED	0644	06	
		10		EQUIPMENT NO 15 CONTINUED	0650	04	
		13		EQUIPMENT NO 16	0654	07	
		12		EQUIPMENT NO 16 CONTINUED	0661	06	
		10		EQUIPMENT NO 16 CONTINUED	0667	04	
		13		EQUIPMENT NO 17	0671	07	
		12		EQUIPMENT NO 17 CONTINUED	0678	06	
		10		EQUIPMENT NO 17 CONTINUED	0684	04	
		13		EQUIPMENT NO 18	0688	07	
		12		EQUIPMENT NO 18 CONTINUED	0695	06	
		10		EQUIPMENT NO 18 CONTINUED	0701	04	
		13		EQUIPMENT NO 19	0705	07	
		12		EQUIPMENT NO 19 CONTINUED	0712	06	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		10		EQUIPMENT NO 19 CONTINUED	0718	04	
		13		EQUIPMENT NO 20	0722	07	
		12		EQUIPMENT NO 20 CONTINUED	0729	06	
		10		EQUIPMENT NO 20 CONTINUED	0735	04	
1		10		EQUIPMENT NO 21	0739	04	0901
11		10		EQUIPMENT NO 22	0743	04	0101
		10		EQUIPMENT NO 23	0747	04	0802
		10		EQUIPMENT NO 24	0751	04	1302
		10		EQUIPMENT NO 25	0755	04	1602
12		10		EQUIPMENT NO 26	0759	04	1703
		10		EQUIPMENT NO 27	0763	04	1901
		10		EQUIPMENT NO 28	0767	04	1929
		10		EQUIPMENT NO 29	0771	04	1917
13		10		EQUIPMENT NO 30	0775	04	1909
		10		EQUIPMENT NO 31	0779	04	2201
		10		EQUIPMENT NO 32	0783	04	2202
		10		EQUIPMENT NO 33	0787	04	2002
14		10		EQUIPMENT NO 34	0791	04	2501
		10		EQUIPMENT NO 35	0795	04	2502
		10		EQUIPMENT NO 36	0799	04	2602

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

5

NAVSAFECEN 3750 1 14 (REV 2 69)

CODE SHEET 26 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 2 REVIEWED ____ LOGGED ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	69	03	07	1	02	02	2	A	02	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 AV NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
1		10		EQUIPMENT NO 37	0803	04	2911
15		10		EQUIPMENT NO 38	0807	04	2911
		10		EQUIPMENT NO 39	0811	04	[illegible]
		0		EQUIPMENT NO 40	0815	04	
		11		LOCATION IN AIRCRAFT	0819	05	21511
		09		METHOD OF ESCAPE	0824	03	1
16		07		INTENT FOR ESCAPE	0827	01	
		07		EXIT USED	0826	01	2
		07		DESKPIT CONDITION	0829	01	
		08		ORDER OF ESCAPE	0830	02	1
		09		REASON FOR ESCAPE	0832	03	F
17		08		COMMAND ACTION PRIOR TO ESCAPE	0835	02	0
		10		NUMBER OF PRECEDING ESCAPES	0837	04	
		09		TERRAIN OF CONTINUING OR CRASH SITE	0841	03	TU
		13		AIRCRAFT [illegible]	0844	07	00
		08		AIRCRAFT AT [illegible] CONTINUE	0851	02	
		14		EJT TRAINING LECTURE	0853	07	12462
		14		EJT TRAINING FILMS	0860	07	
		14		EJT TRAINING UNARMED SEAT	0867	07	
18		14		EJT TRAINING ARMED SEAT	0874	07	12362

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0881	03	
		12		EGRESS DIFF BEFORE PROB 1 & 2	0884	06	
		12		EGRESS DIFF BEFORE PROB 3 & 4	0890	06	
		12		EGRESS DIFF DURING PROB 1 & 2	0896	06	
		12		EGRESS DIFF DURING PROB 3 & 4	0902	06	
		12		EGRESS DIFF AFTER PROB 1 & 2	0908	06	
		12		EGRESS DIFF AFTER PROB 3 & 4	0914	06	
		11		TIME FROM EMER UNTIL ESCAPE ATTEM	0920	05	01
		09		REASON FOR DELAY	0925	03	
		11		TERRAIN CLEAR AT ESCAPE	0928	05	01100
		11		TERRAIN CLEAR AT PRCHT OPENING	0933	05	
		09		AIR SPEED	0938	03	350
		09		GROUND SPEED	0941	03	
		07		PRCHT DID NOT OPEN	0944	01	
19		12		PROTECTIVE HELMET CHINSTRAP/VISOR	0945	06	112112
		08		CHIN STRAP NAPE STRAP	0951	02	
		08		ZERO LANYARD	0953	02	
		07		AUTO LAP BELT RELEASE	0955	01	
		10		ACFT CANOPY REMOVAL	0956	04	0
		09		EJECTION	0960	03	112

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

NAVSAFECEN 3750 1/15 (REV 2/69)

CODE SHEET 27 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 2 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

I.D. Number	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 Tot No Cards	21
	6 9	0 3	0 7	1	0 2	0 2	2	4	0 2		

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
5		10		BODY POSITION	0 9 6 3	0 4	1 1 1 1
20		09		SEAT POSITION SEPAR TYPE SEPARATION	0 9 6 7	0 3	3 4 3
		12		Parachute Data Deploy/Open Shock/Oscillat	0 9 7 0	0 6	2 1 1 2 2
		10		PARACHUTE DAMAGE	0 9 7 6	0 4	
		10		PARACHUTE DAMAGE CAUSE	0 9 8 0	0 4	
		07		DIRECTION FACED AT CHUTE LANDING	0 9 8 4	0 1	
		11		LANDING CONDITIONS (WEIGHT WINDS)	0 9 8 5	0 5	
		09		DRAGGED BY CHUTE DISTANCE DRAGGED	0 9 9 0	0 3	N
		10		LANDING POSITION	0 9 9 3	0 4	3
21		09		DEPLOYED BEFORE LANDING	0 9 9 7	0 3	N N N
		07		CANOPY DEFLATION POCKETS	1 0 0 0	0 1	
		11		SURVIVAL TRAINING SWIM	1 0 0 1	0 5	
		11		SURVIVAL TRAINING DILBERT DUNK	1 0 0 6	0 5	1 2 6 6 4
		11		PARACHUTE DRAG	1 0 1 1	0 5	
		11		SURVIVAL TRAIN IMMERSED COCKPIT	1 0 1 6	0 5	
		11		SURVIVAL TRAIN IMMERSED SEAT	1 0 2 1	0 5	
		11		SURVIVAL TRAIN JUNGLE	1 0 2 6	0 5	
		11		SURVIVAL TRAIN ARCTIC	1 0 3 1	0 5	
		11		SURVIVAL TRAIN DESERT	1 0 3 6	0 5	
		11		SURVIVAL TRAIN MOUNTAIN	1 0 4 1	0 5	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		11		SURVIVAL TRAINING GENERAL	1 0 4 6	0 5	
		13		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1 0 5 1	0 7	
		10		CONDITION AT SITE CONT (WAVES)	1 0 5 8	0 4	
		10		CONDITION AT SITE CONT (TERRAIN WEATHER)	1 0 6 2	0 4	2 2
		11		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1 0 6 6	0 5	0 0 0 0 2
		10		TIME LAPSE OTHER ASSIST NO. 1	1 0 7 1	0 4	
		10		TIME LAPSE OTHER ASSIST NO. 2	1 0 7 5	0 4	
22		11		TIME LAPSE ALERT TO DEPART (RESC VEH)	1 0 7 9	0 5	0 0 0 0 2
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1 0 8 4	0 4	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1 0 8 8	0 4	
		11		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 9 2	0 5	
		10		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1 0 9 7	0 4	
		10		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1 1 0 1	0 4	
		11		TIME LOCATE TO REACH (RESCUE VEHICLE)	1 1 0 5	0 5	
		10		LOCATE TO REACH (ASSIST NO. 1)	1 1 1 0	0 4	
		10		LOCATE TO REACH (ASSIST NO. 2)	1 1 1 4	0 4	
		11		TIME LAPSE MISHAP TO RESCUE/ABANDON	1 1 1 8	0 5	
		10		TIME LAPSE MISHAP TO RESCUE COMPLETE	1 1 2 3	0 4	
		10		TIME IN WATER	1 1 2 7	0 4	
		10		TIME IN RAFT	1 1 3 1	0 4	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

7

I.D. Number	69	03	07	1	02	02	2	A	02	
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot. No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/16 (REV 2/69) CODE SHEET 28 OF 30

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

CODED 11 REVIEWED ____ LOGGED ____ PUNCHED ____ VERIFIED ____

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		12		RESCUE VEHICLES DISTANCE TO SCENE	1135	06	
		13		RESCUE VEHICLE PERS	1141	07	LY
		12		RESCUE VEHICLE (PERSONNEL CONT	1148	06	1112
		10		OTHER VEHICLES/PERSONNEL	1155	04	
		10		OTHER VEHICLES/PERSONNEL	1159	04	
		10		STAND BY PICK UP VEHICLES	1163	04	
		10		NO SEARCH/RESCUE HRS ACTUAL RESCUE CTR	1167	04	
		10		TOTAL SEARCH RESCUE HRS ALL VEHICLES	1171	04	
		10		RESCUE EQUIPMENT USED	1175	04	
		10		RESCUE EQUIPMENT USED	1179	04	
		10		RESCUE ALERT MEANS	1183	04	AF
		08		[illegible] PROBLEMS	1187	02	
		08		DEPARTURE DELAYS	1189	02	
		08		PROBLEMS ENROUTE	1191	02	
		10		PROBLEMS LOCATING (OR KEEPING IN SIGHT)	1193	04	
23		12		LOCATOR MEANS	1197	06	04
		10		LOCATOR MEANS CONT	1203	04	
		12		SURVIVORS PROBLEMS	1207	06	
		10		SURVIVORS PROBLEMS CONT	1213	04	
		10		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1217	04	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		12		RESCUE PROBLEMS	1221	06	
		10		RESCUE PROBLEMS CONT	1227	04	
		10		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1231	04	
		12		RESCUE PROBLEMS	1235	06	
		10		RESCUE PROBLEMS CONT	1241	04	
		10		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1245	04	
		12		RESCUE PROBLEMS	1249	06	
		10		RESCUE PROBLEMS CONT	1255	04	
		10		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1259	04	
		12		RESCUE PROBLEMS	1263	06	
		10		RESCUE PROBLEMS CONT	1269	04	
		08		SURVIVORS CONDITION	1273	02	1A
		12		FACTORS HELPFUL TO RESCUER	1275	06	
		13		SOCIAL SECURITY NO	1281	07	
		08		SOCIAL SECURITY NO (CONT)	1288	02	
		07		FORM	1290	01	L

AVN NAVSAFECEN MISHAP NARRATIVE CODE SHEET PERSONNEL SECTION FORMAT NO. 3

I.D. Number	6 9 Ø 3 7 7 1 Ø 2		3	A	2 3
	1 2 Yr / 3 4 Mo / 5 6 Day / 7 / 8 9 Log		12 Format No	13 Trans Code	18 19 Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750.1/19 (REV 2/69) CARD 29 OF 30

CODED _____ REVIEWED _____

PUNCHED _____ VERIFIED _____

CARD NO. 14 15 16 — 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

CARD NO.	
01	ACFT ON TRAINING FLT WERE INVOLVED IN MID AIR COLL
02	WHEN WING ACFT ATTEMPTED AN OVERHEAD CROSSOVER OF
03	LEAD ACFT. THE LEAD ACFT B/N WAS THE ONLY SURVIVOR
04	. THE LEAD ACFT PLT EJT USING ALTERNATE HANDLE BUT
05	DUE TO AN APPARENT MISALIGNED PRCHT IT FAILED TO OP
06	EN. HE PULLED THE MANUAL D-RING BUT TOO LATE. HE
07	RECD FATAL INJ. THE WING ACFT PLT EJT OUTSIDE THE
08	ENVELOPE & HIS B/N MADE NO ATTEMPT TO EJT.
09	PLT & B/N OF LEAD ACFT EJT AT 1100 FT 350 KTS
10	. EVIDENCE INDICATES THE PLT PULLED THE FACE
11	CURTAIN, IT FAILED TO FIRE THE SEAT & HE THEN EJT
12	BY ALT HANDLE. THE SEAT FUNCTIONED PROPERLY EXCEPT
13	THE UPPER BLOCK ASSY FAILED TO DISCONNECT. THE COM
14	MUNICATIONS WIRES WERE PULLED OUT & D2 HOSE BROKE.
15	THIS HAD NO EFFECT ON THE PRCHT OPENING FAILURE.
16	THE SURVIVOR WAS PICKED UP BY LOCAL CIVILIANS WITH
17	MINOR INJ. INVES OF PLT'S SEAT OF WING ACFT INDICAT
18	ED THE INTERMEDIATE PILTON HOLE WITH INNER BARREL
19	REACHED FULL EXTENSION. SIMULTANEOUSLY THE SEAT WA
20	S TORN FROM THE INNER BARREL ALLOWING THE GASES TO

14 15 16 — 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

AVN NAVSAFECEN MISHAP NARRATIVE CODE SHEET PERSONNEL SECTION FORMAT NO. 3

NAVSAFECEN 3750-1/19 (REV 2/69)

CARD 30 OF 30

CODED: _____ REVIEWED: _____

PUNCHED: _____ VERIFIED: _____

I.D. Number	69	Ø3	Ø7	1	Ø2		3	A		
	1 2 Yr.	3 4 Mo.	5 6 Day	7	8 9 Log		12 Format No	13 Trans Code	18 19 Tot. No. Cards	

COMMON FIELDS TO ALL CARDS

CARD NO. 14 15 16

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

2. 01 ESCAPE THUS PRECLUDING INNER BARREL EXTENSION. THI

02 S REDUCED EJT VELOCITY APPROX 50%. PLT WAS STILL

03 IN SEAT UPON GND IMPACT.

04

05

06

07

08

09

10

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

11

12

13

14

15

16

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14 15 16

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	6 9	4 3	1 7	1	4 2	1 1	2	C	4 1	0 1
	Yr	Mo	Day	Typ	Log	A.C. NO	Format No	Transaction	Pers Sequence	Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 1750 1/10 (REV 2-69) CODE SHEET ____ OF ____

AIRCRAFT ____ OF ____ PERSONNEL ____ OF ____

CODED ____ REVIEWED ____ LOGGED 3/June PUNCHED ____ VERIFIED ____

03 AUG 1970

CD NO 16-17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 3		FILE SERVICE NO	0 0 2 2	0 7	
		1 3		NAME	0 0 2 9	0 7	
		0 9		NAME COND	0 0 3 6	0 3	
		0 7		RANK HAND	0 0 3 9	0 1	
		0 7		BRANCH OF SERVICE	0 0 4 0	0 1	
		0 7		STATE	0 0 4 1	0 1	
		0 7		INJURY	0 0 4 2	0 1	
		0 7		DISPOSITION	0 0 4 3	0 1	
		0 6		DATA HOSP (FACILITY)	0 0 4 4	0 2	
		0 8		DATA CARTERS	0 0 4 6	0 2	
		0 8		DATA ORIGINAL	0 0 4 8	0 2	
		0 9		[illegible]	0 0 5 0	0 3	
		0 8		[illegible]	0 0 5 3	0 2	
		0 8		[illegible]	0 0 5 5	0 2	
01		1 3		INJURY NO 1 BODY PART	0 0 5 7	0 7	7 1 1 Δ Δ Δ Δ
		1 3		INJURY NO 1 DIAGNOSIS	0 0 6 4	0 7	8 7 1 1 1 6 1
		1 3		INJURY NO 1 CAUSE	0 0 7 1	0 7	
		1 3		INJURY NO 2 BODY PART	0 0 7 8	0 7	1 1 1 Δ Δ Δ Δ
		1 3		INJURY NO 2 DIAGNOSIS	0 0 8 5	0 7	7 9 6 5 7 8 6
		1 3		INJURY NO 2 CAUSE	0 0 9 2	0 7	

CD NO 16-17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1 3		INJURY NO 3 BODY PART	0 0 9 9	0 7	
		1 3		INJURY NO 3 DIAGNOSIS	0 1 0 6	0 7	
		1 3		INJURY NO 3 CAUSE	0 1 1 3	0 7	
		1 3		INJURY NO 4 BODY PART	0 1 2 0	0 7	
		1 3		INJURY NO 4 DIAGNOSIS	0 1 2 7	0 7	
		1 3		INJURY NO 4 CAUSE	0 1 3 4	0 7	
		1 3		INJURY NO 5 BODY PART	0 1 4 1	0 7	
		1 3		INJURY NO 5 DIAGNOSIS	0 1 4 8	0 7	
		1 3		INJURY NO 5 CAUSE	0 1 5 5	0 7	
		1 2		LABORATORY TEST NO 1	0 1 6 2	0 6	
		1 2		LABORATORY TEST NO 2	0 1 6 8	0 6	
		1 2		LABORATORY TEST NO 3	0 1 7 4	0 6	
		1 2		LABORATORY TEST NO 4	0 1 8 0	0 6	
		1 2		LABORATORY TEST NO 5	0 1 8 6	0 6	
		1 2		LABORATORY TEST NO 6	0 1 9 2	0 6	
		1 2		LABORATORY TEST NO 7	0 1 9 8	0 6	
		1 2		LABORATORY TEST NO 8	0 2 0 4	0 6	
		0 8		X RAY	0 2 1 0	0 2	
		0 9		PRE EXISTING DISEASE NO 1	0 2 1 2	0 3	
		0 9		PRE EXISTING DISEASE NO 2	0 2 1 5	0 3	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	69	03	17	12	01	2	C	02	01
	1 2 Yr	3 4 Mo	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot No Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/10 (REV 2/69) CODE SHEET ____ OF ____

AIRCRAFT ____ OF ____ PERSONNEL ____ OF ____

CODED ____ REVIEWED ____ LOGGED 9/dye 26/21 PUNCHED ____ VERIFIED 03 AUG 1970

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		FILE SERVICE NO	0022	07	
		13		NAME	0029	07	
		09		NAME (CONT)	0036	03	
		07		RANK RATE	0039	01	
		07		BRANCH OF SERVICE	0040	01	
		07		STATE	0041	01	
		07		INJURY	0042	01	
		07		DISPOSITION	0043	01	
		08		DAYS HOSPITALIZED	0044	02	
		08		DAYS QUARTERS	0046	02	
		08		DAYS GROUNDED	0048	02	
		09		UNCLASSIFIED	0050	03	
		08		AMNESIA	0053	02	
		08		EXECUTIVE STORY	0055	02	
01		13		INJURY NO 1 BODY PART	0057	07	1111
		13		INJURY NO 1 DIAGNOSIS	0064	07	996.8982
		13		INJURY NO 1 CAUSE	0071	07	
		13		INJURY NO 2 BODY PART	0078	07	
		13		INJURY NO 2 DIAGNOSIS	0085	07	
		13		INJURY NO 2 CAUSE	0092	07	

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		INJURY NO 3 BODY PART	0099	07	
		13		INJURY NO 3 DIAGNOSIS	0106	07	
		13		INJURY NO 3 CAUSE	0113	07	
		13		INJURY NO 4 BODY PART	0120	07	
		13		INJURY NO 4 DIAGNOSIS	0127	07	
		13		INJURY NO 4 CAUSE	0134	07	
		13		INJURY NO 5 BODY PART	0141	07	
		13		INJURY NO 5 DIAGNOSIS	0148	07	
		13		INJURY NO 5 CAUSE	0155	07	
		12		LABORATORY TEST NO 1	0162	06	
		12		LABORATORY TEST NO 2	0168	06	
		12		LABORATORY TEST NO 3	0174	06	
		12		LABORATORY TEST NO 4	0180	06	
		12		LABORATORY TEST NO 5	0186	06	
		12		LABORATORY TEST NO 6	0192	06	
		12		LABORATORY TEST NO 7	0198	06	
		12		LABORATORY TEST NO 8	0204	06	
		08		X RAY	0210	02	
		09		PRE EXISTING DISEASE NO 1	0212	03	
		09		PRE EXISTING DISEASE NO 2	0215	03	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	69	03	07	1	02	02	2	C	01	02
	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO	12 Format No	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/10 (REV 2/69) CODE SHEET ____ OF ____

AIRCRAFT ____ OF ____ PERSONNEL ____ OF ____

CODED: ____ REVIEWED ____ LOGGED 3/dwe 06/2 PUNCHED 9 VERIFIED ____ 03 AUG 197

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		13		FILE/SERVICE NO	0022	07	
		13		NAME	0029	07	
		09		NAME (CONT)	0036	03	
		07		RANK/RATE	0039	01	
		07		BRANCH OF SERVICE	0040	01	
		07		STATUS	0041	01	
		07		INJURY	0042	01	
		07		DISPOSITION	0043	01	
		08		DAYS HOSPITALIZED	0044	02	
		08		DAYS QUARTERS	0046	02	
		08		DAYS GROUNDED	0048	02	
		09		UNCONSCIOUS	0050	03	
		08		AMNESIA	0053	02	
		08		EXPOSURE/SHOCK	0055	02	
01		13		INJURY NO. 1 BODY PART	0057	07	PC2ΔΔΔΔ
		13		INJURY NO. 1 DIAGNOSIS	0064	07	8060261
		13		INJURY NO. 1 CAUSE	0071	07	
		13		INJURY NO. 2 BODY PART	0078	07	2020ΔΔΔ
		13		INJURY NO. 2 DIAGNOSIS	0085	07	8023111
		13		INJURY NO. 2 CAUSE	0092	07	

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
02		13		INJURY NO. 3 BODY PART	0099	07	L11ΔΔΔΔ
		13		INJURY NO. 3 DIAGNOSIS	0106	07	8230261
		13		INJURY NO. 3 CAUSE	0113	07	
		13		INJURY NO. 4 BODY PART	0120	07	
		13		INJURY NO. 4 DIAGNOSIS	0127	07	
		13		INJURY NO. 4 CAUSE	0134	07	
		13		INJURY NO. 5 BODY PART	0141	07	
		13		INJURY NO. 5 DIAGNOSIS	0148	07	
		13		INJURY NO. 5 CAUSE	0155	07	
		12		LABORATORY TEST NO. 1	0162	06	
		12		LABORATORY TEST NO. 2	0168	06	
		12		LABORATORY TEST NO. 3	0174	06	
		12		LABORATORY TEST NO. 4	0180	06	
		12		LABORATORY TEST NO. 5	0186	06	
		12		LABORATORY TEST NO. 6	0192	06	
		12		LABORATORY TEST NO. 7	0198	06	
		12		LABORATORY TEST NO. 8	0204	06	
		08		X RAY	0210	02	
		09		PRE-EXISTING DISEASE NO. 1	0212	03	
		09		PRE-EXISTING DISEASE NO. 2	0215	03	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	0 3	0 7	1	0 2	0 2	2	C	0 2	0 1

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/10 (REV 2/69) CODE SHEET ____ OF ____

AIRCRAFT ____ OF ____ PERSONNEL ____ OF ____

CODED: ____ REVIEWED ____ LOGGED 3/ due 2/21 PUNCHED: ____ VERIFIED: 03 AUG 1970

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN. TAPE POS.	FLD SIZE	CODES
		1 3		FILE/SERVICE NO.	0 0 2 2	0 7	
		1 3		NAME	0 0 2 9	0 7	
		0 9		NAME (CONT)	0 0 3 6	0 3	
		0 7		RANK/RATE	0 0 3 9	0 1	
		0 7		BRANCH OF SERVICE	0 0 4 0	0 1	
		0 7		STATUS	0 0 4 1	0 1	
		0 7		INJURY	0 0 4 2	0 1	
		0 7		DISPOSITION	0 0 4 3	0 1	
		0 8		DAYS HOSPITALIZED	0 0 4 4	0 2	
		0 8		DAYS QUARTERS	0 0 4 6	0 2	
		0 8		DAYS GROUNDED	0 0 4 8	0 2	
		0 9		UNCONSCIOUS	0 0 5 0	0 3	
		0 8		AMNESIA	0 0 5 3	0 2	
		0 8		EXPOSURE/SHOCK	0 0 5 5	0 2	
0 1		1 3		INJURY NO. 1 BODY PART	0 0 5 7	0 7	P 0 5 Δ Δ Δ Δ
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	X 8 0 0 3 0 C
		1 3		INJURY NO. 1 CAUSE	0 0 7 1	0 7	
		1 3		INJURY NO. 2 BODY PART	0 0 7 8	0 7	
		1 3		INJURY NO. 2 DIAGNOSIS	0 0 8 5	0 7	
		1 3		INJURY NO. 2 CAUSE	0 0 9 2	0 7	

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 3		INJURY NO. 3 BODY PART	0 0 9 9	0 7	
		1 3		INJURY NO. 3 DIAGNOSIS	0 1 0 6	0 7	
		1 3		INJURY NO. 3 CAUSE	0 1 1 3	0 7	
		1 3		INJURY NO. 4 BODY PART	0 1 2 0	0 7	
		1 3		INJURY NO. 4 DIAGNOSIS	0 1 2 7	0 7	
		1 3		INJURY NO. 4 CAUSE	0 1 3 4	0 7	
		1 3		INJURY NO. 5 BODY PART	0 1 4 1	0 7	
		1 3		INJURY NO. 5 DIAGNOSIS	0 1 4 8	0 7	
		1 3		INJURY NO. 5 CAUSE	0 1 5 5	0 7	
		1 2		LABORATORY TEST NO. 1	0 1 6 2	0 6	
		1 2		LABORATORY TEST NO. 2	0 1 6 8	0 6	
		1 2		LABORATORY TEST NO. 3	0 1 7 4	0 6	
		1 2		LABORATORY TEST NO. 4	0 1 8 0	0 6	
		1 2		LABORATORY TEST NO. 5	0 1 8 6	0 6	
		1 2		LABORATORY TEST NO. 6	0 1 9 2	0 6	
		1 2		LABORATORY TEST NO. 7	0 1 9 8	0 6	
		1 2		LABORATORY TEST NO. 8	0 2 0 4	0 6	
		0 8		X-RAY	0 2 1 0	0 2	
		0 9		PRE-EXISTING DISEASE NO. 1	0 2 1 2	0 3	
		0 9		PRE-EXISTING DISEASE NO. 2	0 2 1 5	0 3	

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

111B1/kg
3750/2
Ser 1231
16 June 1969

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Attack Squadron THIRTY-FIVE

Subj: VA-35 AAR ser 1-69A concerning A-6A's BuNo's 152897/152643 accident occurring 7 March 1969, pilots COLESTOCK/LUFKIN

1. The subject report and all endorsements have been reviewed. Concur with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

2. The cause factors contributing to this accident have been recorded as follows:

a. PILOT--BuNo 152897:

*(1) Violation general air discipline by performing non-standard formation breakaway.

(2) Violation standard operating procedures:

(a) Non-briefed join-up.

(b) Join-up without informing other pilot.

*Primary

(b) (6)
[redacted]

By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMNAVAIRLANT
COMFAIRNORFOLK
NAVPRO BETHPAGE
CO NAVAERORECOVFAC
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FOR OFFICIAL USE ONLY

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

135/we
10 April 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAVSAFECEN INVESTIGATION 48-69

Ref: (a) NAVAIREWORKFAC Norfolk spdltr Code 316/WRA/131/13700/4 of 7 Apr 1969

1. INTRODUCTION

a. The Accident. A-6A, BUNO 152643, piloted by LTJG T. F. LUFKIN, USNR, (b) (6) [redacted] with LT (b) (6) [redacted] USNR, (b) (6) [redacted] as Bombardier/Navigator (B/N) collided in flight with A-6A, BUNO 152897, piloted by LTJG J. M. COLESTOCK, USNR, (b) (6) [redacted], with LTJG E. J. YOUNG, USNR, (b) (6) [redacted] as B/N. The collision occurred at 1057(R) on 7 March 1969, at 1100 feet AGL, three miles west-northwest of Boydton, Virginia. LT (b) (6) [redacted] ejected successfully and received minor injuries. All others were fatally injured. Both aircraft were assigned to ATTACK SQUADRON THIRTY-FIVE (VA-35) and were destroyed (ALFA). There were no civilian injuries and damage to private property was minor.

b. Synopsis of Flight. A-6A, BUNO 152643, departed NAS Oceana, Virginia, at 0946(R) on a radar system bombing and navigation flight. At 0948(R), A-6A, BUNO 152897, also launched from NAS Oceana on an identical mission. As stated by LT (b) (6) [redacted] BUNO 152643 completed the practice bombing requirement of its flight and had departed on the navigational portion when BUNO 152897 approached from their six o'clock position and joined in an unbriefed formation flight. After approximately two minutes in parade position, BUNO 152897 pulled up and started over BUNO 152643. During the crossover, the left wing of BUNO 152897 struck the other aircraft near the right fuselage speed brake. Bureau Number 152897 descended rapidly and crashed while BUNO 152643 flew uncontrolled for approximately one mile before impacting with the ground.

2. INVESTIGATION AND ANALYSIS

a. History

(1) Pilot (BUNO 152643). LTJG LUFKIN, age 25, was designated a Naval Aviator in April 1968 and had a total of 461 hours. Of these, 437 were in jet aircraft, including 162 in the A-6.

(2) Pilot (BUNO 152897). LTJG COLESTOCK, age 25, was designated a Naval Aviator in January 1968 and had a total of 522 hours. Of these, 496 were in jet aircraft, including 225 in the A-6. His general pilot ability was considered above average with one known instance of an unauthorized maneuver (canopy roll) since reporting to the squadron. He had no record of any flight violations.

(3) Bombardier/Navigator (BUNO 152643). LT (b) (6) [redacted], age 26, was designated a Naval Flight Officer in September 1966 and had 868 flight hours, 731 of which were in the A-6.

(4) Bombardier/Navigator (BUNO 152897). LTJG YOUNG, age 25, was designated a Naval Flight Officer in February 1968 and had 311 flight hours, 104 of which were in the A-6.

(5) Aircraft

(a) A-6A, BUNO 152643, had been flown 727 hours since acceptance by the Navy in December 1966. One progressive aircraft rework (PAR) was completed in February 1968 at Naval Air Rework Facility (NAVAIREWORKFAC) Norfolk. A total of 191 hours had been flown since PAR. A major calendar check was completed in November 1968 and the aircraft had subsequently been flown 112 hours.

(b) A-6A, BUNO 152897, had been flown 765 hours since acceptance by the Navy in February 1967. One PAR was completed in August 1968 at NAVAIREWORKFAC Norfolk, A total of 289 hours had been flown since PAR. A major calendar check was completed in January 1969 and the aircraft had subsequently been flown 110 hours.

(6) Engines

(a) BUNO 152643

	PORT	STARBOARD
MODEL	J52-P-8A	J52-P-8A
SERIAL NO.	P661314	P660702
DATE ACCEPTED	MAR 1968	SEP 1966
HRS SINCE ACCEPTANCE	208	440
LAST OVHL	DEC 1968	JAN 1968
HRS SINCE OVHL	65	434
LAST CHECK	CAL MAJOR	CAL MAJOR
LAST CHECK COMPLETED	DEC 1968	SEP 1968
HRS SINCE CHECK	65	191

(b) BUNO 152897

	PORT	STARBOARD
MODEL	J52-P-8A	J52-P-8A
SERIAL NO.	P660943	P660898
DATE ACCEPTED	AUG 1967	MAY 1967
HRS SINCE ACCEPTANCE	497	534
LAST OVHL	APR 1968	NOV 1967
HRS SINCE OVHL	292	350
LAST CHECK	CAL MAJOR	CAL MAJOR
LAST CHECK COMPLETED	JAN 1969	JAN 1969
HRS SINCE LAST CHECK	110	110

Engine performance is not considered a factor in this mishap.

(7) Weather. The weather at the crash scene was as follows: Ceiling 4000 feet scattered, variable to broken, visibility 12 miles and moderate turbulence. Weather is not considered a factor in this accident.

b. Field Investigation. The following was established from LT (b) (6) [redacted] statement, witnesses' statements and examination of the crash sites:

(1) Bureau Number 152897 (the crossing aircraft) severed approximately eight feet of its left wing in the collision.

(2) Immediately following contact between the two aircraft, a fuel cell explosion occurred in BUNO 152897. The estimated time lapse from collision to ground contact for this aircraft is two seconds. Angle of impact was 40 degrees nose down, wings level attitude.

(3) Both crewmembers of BUNO 152897 remained in the aircraft although the pilot had initiated ejection. Examination of the bombardier/navigator's seat revealed no ejection was attempted.

(4) LT (b) (6) [redacted] B/N of BUNO 152643, warned his pilot of the impending collision and observed the pilot with his hands on the face curtain handle. LT (b) (6) [redacted] then ejected using the face curtain. This aircraft flew approximately one mile from the collision point before impacting the ground in an inverted 45 degree, nose down attitude.

(5) The wreckage pattern was strewn on a westerly course and was typical of that found in a mid-air collision. At the easternmost

point, portions of the left wing of BUNO 152897 were found. One-half mile to the west was its impact crater, with BUNO 152643 impacting an additional mile west of this position.

(6) On 6 March 1969, the following discrepancy was noted by a pilot who flew BUNO 152897: "STAB AUG rolled violently to left." The corrective action completed was to null the Automatic Flight Control System (AFCS) amplifier. The aircraft then flew another flight prior to the collision flight with no comment on performance of the AFCS. A check of yellow sheets for a period of six months prior to the mishap revealed no other discrepancies on the AFCS or flight control system.

c. Safety Engineering Investigation. All available hydraulic and electrical components of the flight control system were disassembled as specified in reference (a). The AFCS amplifier was not recovered. A detailed inspection of the available flight control system actuators failed to disclose any inconsistency which would account for the rolling maneuver of BUNO 152897.

d. Other Investigation. Intensive investigation into all aspects surrounding LTJG LUFKIN's unsuccessful parachute deployment revealed the following:

(1) He attempted ejection with the face curtain but probably did not extend the curtain far enough to initiate the ejection sequence.

(2) The alternate handle was used and a successful ejection was made from the aircraft at approximately 1000 feet straight and level.

(3) Both drogue chutes deployed but were unable to remove the personnel chute from its container. This is substantiated by a 180 degree bend in that section of the ripcord between the two ripcord pins holding the main chute. This bend matches the exact shape of the slide disconnect pin. There are broken strands of wire in the ripcord and matching scratches on the slide disconnect pin.

(4) The slide disconnect pin was somehow misrouted underneath the ripcord at a point between the two rip pins, thus misdirecting the force needed to remove the pins. This rigging error is of such magnitude that the possibility of it being committed by a parachute rigger is remote. A possible explanation is that someone less

knowledgeable than a parachute rigger disturbed the parachute during the course of his work and then replaced the slide pin in what he thought to be the proper manner.

(5) As a last effort, the pilot pulled his D-ring, thus releasing the main chute. It had just streamed as he contacted the ground.

(6) The Martin-Baker representative concurs regarding this chain of events.

3. CONCLUSIONS

a. The most probable cause of this accident was that the pilot of BUNO 152897 displayed a lack of judgment in joining in an unbriefed formation flight and attempted a rolling maneuver which resulted in a mid-air collision.

b. The in-flight explosion of a fuel cell in BUNO 152897 most probably resulted in incapacitation of both crewmembers, thus delaying or preventing their ejection.

4. ACTION PENDING. The Naval Safety Center will disseminate an article in an appropriate publication emphasizing the needless, tragic loss of lives, and material that can result from impulsive maneuvers and non-professional airmanship.

5. ACTION COMPLETED. Attack Squadron Thirty-Five Safety UR message 102324Z April 1969 recommends to Naval Air Systems Command Headquarters that the preflight and daily MRC decks be changed. This modification would require that all items relating to the seat and parachute inspection be performed by AMEs rather than plane captains.

Distribution:
List "A"
CNO (OP-05F)(OP-098)

R&DP-8 (11-67)

DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER
ON ORIGINAL REVIEW

NOTE: 1. Negative report is required.
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
3. Attach additional sheets if more space is required.

M&M DEPARTMENT: None

NO 126
INITIAL/CODE

AERO-MED DEPARTMENT:

831 No Comment file

No Comment /82

INITIAL/CODE

R&DP-7 (11-67)

COMPLETION SHEET

Action to: Correction to:		Action Required	Completed Code/Date
3750-1			/
DIR			/
Misc Items for Action or Correction			
To Code	From Code/Date	Coded 5/1/69 BD	
	/		/
	511 / 5-20-69	ORIGINAL REC'D dh	/
511	512D / 6-29-70	Final review completed	/
	/	and document ready for	/
	/	the closed file!	/
	/	(b) (6) [redacted]	/
	/		/
	/		/
	/		/
	30 JUN 1970	CLOSED	/
	/		/
	/		/
	/		/
	/		/
	/		/
	/		/

R&DP-27(4/68)

UNIT VA-35
MODEL AGA/AGA
BUNO 152643/152877

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING:
	M&M		6-2-69	[illegible]	
	AERO-MED	2 JUN			

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:
REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NAVAVNSAFECEN 20 JUN 1969
EXTENSIONS

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER-DEPT ROUTING
AOA	[illegible]		13 June	[illegible]	

NAVAVNSAFECEN ENDORSEMENT ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT
1	R&DP			
2	M&M			
3	ADMIN			

[illegible] 6/17/69

ROUTING AFTER CLOSE-OUT

DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING
AERO-MED				

NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder.

2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.

3. Any department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

U. S. NAVAL AEROSPACE RECOVERY FACILITY
EL CENTRO, CALIFORNIA 92243

IN REPLY REFER TO:
ENF-4/15/cc
PA06
Ser 935

25 JUL 1969

From: Commanding Officer, Naval Aerospace Recovery Facility
To: Commander, Naval Safety Center, Naval Air Station, Norfolk, Virginia 23511

Subj: Inspection of Parachute Assembly Ser A416284

Ref: (a) VA-35 ltr FF12/VA-35/20/mn 3750 Ser 338 of 10 Apr 69
(b) NAVAIRINST 13480.1A
(c) VA-35 AAR 1-69

Encl: (1) Equipment received LAP 29266
(2) Drogue line assemblies LAP 29274
(3) Withdrawal line and rip pins LAP 29275
(4) Pilot parachute and connector cord LAP 29272
(5) Pilot connector cord and canopy apex LAP 29269
(6) Connector links and cross connector straps LAP 29273

1. As requested by reference (a) and authorized by reference (b), this Facility conducted an inspection of the subject parachute assembly. Disassembly inspection request control number LANT A6-0003-95 applies.

2. Enclosure (1) photographs depict the equipment as received for inspection. The following comments are offered as a result of that inspection:

a. The knots of the withdrawal lines and suspension lines of the controller drogue and the stabilizer drogue were tight and hard; this indicated loading of the assemblies during deployment (enclosure (2)).

b. The cable between the locking pins was bent 180 degrees and had a flattened surface and several broken strands (enclosure (3)).

c. The knot of the pilot parachute connector cord was very tight and hard which indicated a loading of the pilot parachute when deployed (enclosure (4)).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

d. The knot of the pilot connector cord at the apex of the main canopy was in the normal condition as when packed and showed no indication of load or tension (enclosure (5)).

e. All of the suspension lines were cut approximately 24 inches from the connector links and showed no load tightening of the knots. The cross connector straps showed no evidence of load or stress (enclosure (6)).

f. There was only one connector link with an anti-squid line attached and only one anti-squid line tie at the apex of the canopy (enclosure (5)); the tie did not conform to Interim Air Crew System Bulletin No. 210 or NAVAIR 13-1-6.2 paragraph 3-104. The anti-squid line was of sufficient length to extend below the skirt of the canopy which indicated it was cut during the SAR (Search and Rescue) operation. (The line will normally break near the canopy apex when deployed.)

g. The main parachute canopy had a very small friction burn hole near the apex of gore 23 and another near the apex in gore 6. No additional damage was found.

h. The pilot parachute has small friction burn holes as well as small tears in the fabric that indicated damage while deployed.

3. Abrasion marks and a dent in the slide disconnect pin corresponded to the damaged locking pin cable as described in reference (c), enclosure (13), page 5, and indicated a possible mis-rigging of the assembly as shown in reference (c), enclosure (13), figure 15. The bend in the locking pin cable indicates that the withdrawal line pulled the starboard pin from the cone but did not pull the port pin.

4. In attempting to duplicate the sequence of operation a parachute assembly was mis-rigged and bench tested fifteen times. In approximately 50 percent of the tests the port pin would not pull from the cone. When the port pin remains in the cone the main canopy is prevented from deploying by the withdrawal line being routed around the port end of the closing flaps. The locking pin cable and withdrawal line of subject parachute was used in the tests.

ENF-4/15/cc
PA06

5. The absence of tears or rips in the main canopy, and the close grouping of the suspension lines as shown in reference (c), enclosure (2), indicates that the canopy exited the container at or near time of impact but was not deployed while descending through the trees and shrubs.

6. The non-recovery of the container precludes further analysis of operation of the assembly.

H. B. DAVIS
Acting

Copy to:
COMNAVAIRLANT (w/o encl)
COMFAIRNORFOLK (w/o encl)
Attack Squadron 35, FPO, New York,
New York 09501 (w/reference (c) enclosed)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

NAVED 3216/7 (REV. 6-48)

USE FOR URGENT LETTERS ONLY

NAVAL SPEEDLETTER

DO NOT CLEAR THROUGH COMMUNICATION OFFICE

(One box must be checked)

☒ REGULAR MAIL ☐ SPECIAL DELIVERY

☐ AIR MAIL ☐ REGISTERED MAIL

CLASSIFICATION

UNCLASSIFIED

IN REPLY REFER TO

Code NARF-316/WRA/131
13700/4

DATE

7 April 1969

TO: Naval Air Systems Command
Representative, Atlantic
Naval Air Station
Norfolk, Virginia 23511
Commander
Naval Safety Center
Naval Air Station
Norfolk, Virginia 23511

(Fold)

NAVAL SPEEDLETTER—

Permits dispatch or informal language.

May be sent (1) with enclosures, (2) in a window envelope (size 8¾" x 3⅞"), if contents are not classified as confidential or higher, (3) to both naval and nonnaval activities.

Subj: Safety Engineering Investigation/Accident Investigation, A-6A aircraft, BUNO 152643, and BUNO 152897, Control No. LANT A-6 0003-9S

Ref: (a) NAVAIRSYSCOMREPLANT 111924Z Mar 1969
(b) NAVAIRSYSCOMREPLANT 182154Z Mar 1969
(c) NARF NORVA msg 241910Z Mar 1969
(d) ATKRON THIRTY FIVE msg 241606Z Mar 1969

As requested by references (a) and (b), an engineering investigation was performed on a number of small parts and components recovered from the wreckage of A-6A, BUNO 152643 and 152897.

There were no significant findings which appeared related to the accident. Reference (c) provided preliminary report and indicated the detailed findings would be submitted at a later date.

The detailed findings on small parts and components is forwarded, enclosure (1). The material discussed in reference (d), analyzed as Items 21 and 22 in enclosure (1), was received for analysis subsequent to reference (c).

This report concludes local engineering action on the request of references (a) and (b).

COPY TO NAVAIRSYSCOMHQ
NAVAIRTECHSERVFAC
ATKRON THREE FIVE
CHNAVMAT
COMNAVAIRLANT

LOFKIN

ADDRESS: Commanding Officer
Naval Air Rework Facility
Naval Air Station
Norfolk, Virginia 23511

SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply hereon and return in window envelope (size 8¾" x 3⅞"), if not classified as confidential or higher.

CLASSIFICATION

UNCLASSIFIED

A-1637

Code NARF-316/WRA/131
13700/4

(b) (6) [redacted]

By direction

Encl:
(1) Summary of safety engineering investigation of numerous parts, components, and material recovered from wreckage of A-6A BUNOS 152643 and 152897

SUMMARY OF SAFETY ENGINEERING INVESTIGATION OF NUMEROUS PARTS, COMPONENTS, AND MATERIAL RECOVERED FROM WRECKAGE OF A-6A BUNOS 152643 AND 152897

1. Helmet fitting, (BUNO 152643). The green paint was zinc chromate primer.

2. Helmet visor cover, (BUNO 152897). The paint scrapings are remnants of black insignia background, blue overpaint, and gold coating.

3. Fuselage section (BUNO 152643). The paint smears on the exterior surfaces were insignia blue.

4. Wing tip section (BUNO 152897). The paint smears on the exterior surface were possibly insignia blue. Positive identification was not possible.

5. Starboard fuselage speed brake (BUNO 152643). External smears are primarily mechanical abrasion marks, including traces of a light colored paint, similar to the A-6 exterior paint materials. The direction of the smear could not be determined. Several smears on the aft section of the inner surface match the red paint from the speed brake actuating cylinder.

6. Metal skin from "turtle back" (BUNO 152897). The black paint smear is similar to the flat black paint of the canopy interior.

7. The small riveted aluminum skin section found in the starboard fuselage speed brake (BUNO 152643). Material gauge, rivet size, type and spacing match the lower section of an A-6 outboard flap trailing edge skin and rib at sta 178.496, or 186.621, or 242.496, or 250.621.

8. Autopilot roll channel capacitor, P/N CZ24BEB105K (BUNO 152897). Microscopic examination showed that the electrical leads to the capacitor failed in shear. Electrical test revealed that the capacitor was shorted by impact damage to the outer shell of the capacitors penetrating the paper dielectric and the foil plates.

9. Linear actuator, stabilizer trim, Model No. 1608M1, Serial No. 410 (BUNO 152897). The assembly received extensive impact damage. Both high and low speed electrical motors and actuating arm were missing. The gear box housing was intact. The gears and bearings were in good condition. A portion of the actuating arm assembly was attached to the worm gear. Measurements of the arm indicated that the position of the actuator would have caused the aircraft to be in a slight nose up position.

10. Linear actuator, rudder trim, Airesearch P/N 525918-3-1, Serial No. 26-672, (BUNO 152897). The unit was received without the actuating arm which sheared off at impact. The AC motor assy, P/N 516020-2, Serial No. 26-666, was electrically tested, and functioned normally. All gears

ENCLOSURE (1)

6905071--

and bearings were in correct position and in good condition. A portion of the actuating arm assy was still attached to the worm gear. This portion was located halfway between the extreme retract and extend position, and indicated that the actuator was in the neutral position at the time of impact.

11. Linear actuator, flaperon-trim, Airesearch P/N 525918-3-1, Serial No. 43-49 (BUNO 152897). The actuating arm was slightly bent. The electrical connector was missing, and the unit was discolored from high temperature from an external source. The AC motor, P/N 516020-2-1, Serial No. 45-527, was electrically tested and no defects were observed. Gears and bearings were in good condition. The actuator was received in a neutral position. It was determined that the actuator was in operating condition at impact.

12. AFCS NAV Computer, P/N 1782454 (BUNO 152897). The computer was too extensively damaged to check modules operationally. Many of the modules were dislocated or damaged due to impact. The Z600B motor amplifier, P/N 1782337-3, of the Z3000 roll computer amplifier, P/N 1782352-2, was marked on both sides in four places with the word "BAD". The capacitors and transistors of the board were checked and found to be in good condition. The Z2000, roll servo amplifier ohmmeter check was satisfactory.

13. Rudder transmitter, P/N 81J9PAY43, Serial No. 81733 (BUNO 152897). The damage consisted of a broken mounting foot, and broken external shaft. Approximately 3/16 inches of the shaft remained with the transmitter. The transmitter was placed in a PAR A-6 aircraft and operated electrically. The aircraft indicator indicated three units of right trim.

14. Normal accelerometer, Type T-789/ASW, P/N 615794-5, Serial No. BH5-26, (BUNO 152897). The electrical receptacle and part of the cable were missing. The remaining section of the cable indicated that the connector and had been pulled off by an externally applied force and subjected to high temperatures. The in-phase null measurements indicated a value of 0.82 volts, instead of 0.030 volts (maximum) specified by standard handbook. Examination of the coil assembly, indicated that its springs were bent from a severe external force. The bent spring caused excessive voltage.

15. Rate gyroscope, Type CN-694/ASW, P/N 1782137-2, Serial No. BH830, (BUNO 152897). The unit had been subjected to excessive heat and was charred internally. Fire damaged insulation of internal wiring prevented precise electrical resistance measurements.

16. Stabilizer actuator assy, P/N 21420-2, S/N 341023 (BUNO 152897). The actuator piston rod was extended 4.50 inches. Duplication of the position on another A-6 aircraft indicated a 1° nose up condition. The hydraulic fluid contained insignificant amounts of contamination. The hydraulic and electrical functional operation of the servo control valve was tested and found satisfactory. Solenoids, indicator, switch, and

position transducer were checked electrically and found satisfactory.

17. Rudder actuator assy, P/N 18400-6, S/N 328343, (BUNO 152897). The actuator piston rod was extended 7.75 inches. Duplication of the actuator position on an A-6 PAR aircraft indicated a 2° left rudder position. The hydraulic fluid contamination consisted of fine metal particles and fragments of "O" ring seals.

18. Starboard flaperon actuator, P/N 18420-22, S/N 361417, (BUNO 152897). The actuator piston rod was broken off flush with the actuator housing. Assuming that the rod end bearing was screwed on the rod approximately the same number of turns as on the port actuator, it was determined by comparison that the flaperon was in the retracted position. The hydraulic fluid indicated presence of sand, glass and metal.

19. Port flaperon actuator assy, P/N 18420-21, S/N 26118, (BUNO 152897). The actuator piston rod was extended 8.40 inches. The piston rod position was duplicated on an A-6 PAR aircraft and indicated 8° up (outboard panel), and 6° up (inboard panel). The hydraulic fluid contained a light quantity of sand. The inner wall of the actuator housing was polished from heavy side loadings of the piston rod and scored from fluid contaminants.

20. Flaperon auto/pilot actuator assy, P/N 21340-14, S/N 342894, (BUNO 152897). The electrical linear transducer actuating shaft was scored by the shaft support ball bushing. The hydraulic fluid contained light abrasive, metallic, and O-ring particles.

21. Time release mechanism, P/N MBEU733GRU5, S/N 11881, (BUNO 152897). The unit tested was within limits except the timing was 1.95 to 2.00 seconds. The correct timing is 1.75 ± .10 seconds. Dirt was found inside the unit. The spring, P/N MBEU 22110, was approximately .25" shorter than specified. The unit was cleaned, reassembled, and retested. The timing was 1.91 to 1.95 seconds. Slow timing was attributed to the short spring. It is concluded that the release unit operated slightly slow during the accident.

22. Time release mechanism, P/N MBEU733GRU5, S/N 18749, (BUNO 152749). Testing and disassembly revealed no discrepancies. It is concluded that the unit functioned normally during the accident.

DEPARTMENT OF THE NAVY
HEADQUARTERS
COMMANDER NAVAL AIR FORCE, U. S. ATLANTIC FLEET
U. S. NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

CNAL 002
Ser 3038

16 MAY 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on VA-35 accident serial 1-69A concerning A6A, BUNO 152897 and A6A, BUNO 152643 of 7 March 1969, pilots COLESTOCK and LUFKIN

From: Commander Naval Air Force, U. S. Atlantic Fleet
To: Commander Naval Safety Center

Subj: Aircraft Accident Report

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board and the comments of the first endorser.

(b) (6) [redacted]

By direction (b) (6) [redacted]

Copy to:
NAVPLANTREPO BETHPAGE
CO NAVAL AEROSPACE RECOVERY FAC EL CENTRO
DIR AFIP WASH. D. C.
CO NAVAIRSYSCOM AIR - 404
VA 35
COMFAIRNORFOLK

324:be
Ser 715
1 MAY 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SECOND ENDORSEMENT on VA-35 Aircraft Accident, ser 1-69A, concerning A6A BuNo. 152897, pilot COLESTOCK, and A6A BuNo 152643, pilot LUFKIN.

From: Commander Fleet Air Norfolk
To: Commander, Naval Safety Center
Via: Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Aircraft Accident; comments concerning

1. Forwarded, concurring with the conclusions and recommendations of the board as expanded by subsequent endorsers.

John R. Kincaid

John R. KINCAID

Copy to:
NAVPLANTREPO BETHPAGE
CO NAVAL AEROSPACE RECOVERY FAC EL CENTRO
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VA 35

ORIGINAL

FF12/VA-35/20/mn
3700
Ser: 349
11 April 1968

FIRST ENDORSEMENT on CO, VA-35, ARR-1-LF-A, 7 March 1968, BUNO 152577, Pilot LTJG John H. COLESTOCK, (b) (6) USNR and BUNO 152643, Pilot LTJG Thomas P. LUFKIN, (b) (6) USNR

From: Commanding Officer, Attack Squadron THIRTY-FIVE
To: Commander, Naval Aviation Safety Center

Via: (1) Commander Fleet Air Norfolk
(2) Commander Naval Air Force, U. S. Atlantic Fleet

1. Forwarded.

2. It is clear that the investigating board has completed a thorough investigation and analysis of this accident. Conclusions and recommendations are for the most part based on fact and appear very sound. The board, based on extensive debriefings of Lieutenant (b) (6) eyewitness reports and the evidence obtained from aircraft wreckage and its disposition at the crash scene, rightly ruled out the possibility of an attempted canopy roll. The board's statement that Raygun 503 was attempting a breakaway over the top is probably a correct assumption.

3. The ultimate goal of naval aviation should be to achieve maximum combat readiness with the minimum losses in personnel and material. This can only be accomplished by careful continuous screening of aircrew personnel in all phases of their flight training from the training command through the Readiness Training Squadron and finally in the fleet squadrons themselves. In addition to the need for aviators with exceptional natural and highly developed flying ability, heavy emphasis must be placed upon exceptional professional knowledge and character traits such as maturity, responsibility and sound judgement. Those found seriously lacking in any one or more of these areas require special attention and in all likelihood should be screened out of the program. To accomplish this, training squadrons must be staffed with highly selected personnel in order that individuals undergoing training may receive the closest scrutiny by the most qualified professionals. In addition fleet squadron commanding officers must pursue an aggressive program which will enable them to detect aircrew weaknesses at the earliest possible time. Attack Squadron THIRTY-FIVE continually stresses individual aircrew responsibility and has established a system to facilitate early detection of irresponsible and immature tendencies. Each individual in this command has been directed by the Commanding Officer to make known, either by local anymous report or by direct communication with the Safety Officer, Operations Officer, Executive Officer or Commanding Officer, any evidence of unsafe flying practices or noncompliance with NATOPS and standard squadron operating procedures.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

ORIGINAL

FF12/VA-35/20/bt
3700
11 April 1969

Subj: Aircraft Accident Report

4. A briefing guide, which incorporates the NATOPS briefing check list and further supplemented by additional squadron requirements is utilized by all flight leaders. Because of weather or other unforeseen reasons the execution of the primary mission is not always possible, therefore it is squadron policy to brief an alternate mission. Execution of non-briefed flying or maneuvers cannot and will not be tolerated. This command will continue to implement these requirement by ensuring compliance with existing directives and absolute use of standardized procedures while operating naval aircraft.

5. All flight crews have been re-briefed concerning the wing-tip and downwash system and its effect upon aircraft flying in close proximity. Although no maneuver such as the one which caused this mid-air collision should be attempted without nose-to-tail clearance, there are required flight evolutions such as night air to air refueling and night hung ordnance checks wherein these forces may be encountered. For example aircrews are requested by CVA personnel to assertain if arming wires are in place prior to hung ordnance recovery aboard ship. To determine that an aircraft has hung ordnance is relatively simple task, but to attempt to ascertain whether or not the arming wires are in place is considered to be an unsafe practice. It was the policy of this squadron not to attempt to check the positioning of arming wires at night but to inform the CVA that hung ordnance was aboard but it was impossible to determine if arming wires were in place. It is recommended that all squadron commanding officers review the effects of the wingtip vortex and down-wash system with aircrew members.

6. The use of oxygen masks from take-off until landing is OPNAV and command policy and deviation by aircrew members will not be tolerated.

7. The investigation revealed the need for modification of the preflight inspection cards pertinent to the A6A ejection system. A detailed study in this area has been completed and Attack Squadron THIRTY-FIVE Safety UR 0044, confidential message date time group 102324Z APR 69 has been submitted recommending changes.

8. This command concurs with conclusions and recommendations made in the report prepared by the Martin Baker Representative (Enclosure (13) to basic AAR)) with one exception. It has not been definitely established that LTJG LUFKIN parachute with-drawal line was misrouted. Although examination of the slide disconnect and rip pins indicate this possibility, interrogation of maintenance personnel concerned has not produced further evidence to support the conclusion of the Martin Baker Repre-sentative. This command is awaiting the results of the analysis to be made by the Naval Aerospace Facility.

H.L. Turk

ORIGINAL H.L. TURK

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance
Para. 66, OPNAV INSTRUCTION 3750.6, [illegible] edition

OPNAV REPORT 3750-

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: C.O. ATKRON 35
2. SERIAL NO.: 1-69A
3. DTG (LOCAL) OF MISHAP: 7 1058R MAR
4. MODEL AIRCRAFT: A6A
5. BUREAU NUMBER: 152897
6. TO: Commander, Naval Aviation Safety Center
8. LOCATION OF MISHAP: 3 miles N.W. of BOYDTON, Vir
10. DAMAGE: ALFA
7. VIA: COMFAIRNORFOLK, COMLAVAIRLANT
11. TIME OF DAY: DAY
12. TIME IN FLIGHT: 1 + 10
13. FLIGHT CODE: 1A22/72
14. CLEARED FROM: NAS Oceana TO: NAS Oceana
16. TYPE CLEARANCE: Local/IFR
18. AIRSPEED: 345 "B/N"
17. A/C WEIGHT: 39000 lbs
19. BRIEF DESCRIPTION OF MISHAP: Midair collision in formation
18. ELEVATION AT TIME OF MISHAP: S.L. 1500 MSL TERRAIN 350 Ft
20. LIST MODEL, BUNO REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): 152643, A6A, VA-35, ALFA

SECTION B. CONTRIBUTING FACTORS

★	✓	FACTOR	✓	FACTOR	✓	FACTOR
	X	1. PILOT ERROR IN TECHNIQUE/JUDGMENT		9. SERVICING PERSONNEL		17. WEATHER
	X	2. PILOT DEVIATION FROM NATOPS PROCEDURES		10. LANDING SIGNAL OFFICER		18. DESIGN AIRCRAFT
		3. PILOT INCORRECT OPERATION OF A/C SYSTEM		11. OTHER PERSONNEL (Specify)		19. DESIGN CREW EQUIPMENT
		4. PILOT OTHER (Specify)		12. ADMINISTRATIVE		20. DESIGN OTHER (Specify)
		5. CREW		13. FACILITIES-RUNWAY, OVERRUN, TAXIWAY, FLIGHT DECK		21. ROLLING/PITCHING DECK ROUGH SEAS
		6. MAINTENANCE PERSONNEL		14. FACILITIES-NAV AIDS, LANDING AIDS (GCA, CCA, ILS, MOTHER)		22. MATERIAL FAILURE/MALFUNCTION
		7. MAINTENANCE SUPERVISORY PERSONNEL		15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)		23. UNDETERMINED
		8. SUPERVISORY OTHER (Specify)		16. FACILITIES OTHER (Specify)		24. OTHER (Specify)

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial) ★	2. RANK/DATE	3. FILE/SERVICE NO.	4. DESIG. DATE	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DNA	8. SQUADRON	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) COLESTOCK, John, M	LTJG	(b) (6) [redacted]	1315	USNR	25	1	Asst Wep Tr	Pilot	A
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		531	17. CV LANDINGS-DAY/NIGHT	ALL	36 / 10
				IN MODEL	24 / 9
12. ALL MODELS IN LAST 12 MONTHS		243	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	42 / 68
				IN MODEL	42 / 68
13. ALL MODELS IN LAST 3 MONTHS		78	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	9 / Ø
				IN MODEL	9 / Ø
14. ALL SERIES THIS MODEL	A/C	233	20. NIGHT HOURS LAST 3 MONTHS	ALL	33 /
	OPT/CPT	12 / Ø		IN MODEL	33 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	233	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		505
	OPT/CPT	12 /			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	78	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	6 MAR 69
	OPT/CPT	2.0 / Ø		DURATION	2.5
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		16 SEP 68/QUAL	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

★	25. NAME (Last, first, & middle initial)	26. DNA	27. RANK/DATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. SQUADRON	33. POSITION
	YOUNG, E.J.	-	LTJG	USNR	(b) (6) [redacted]	VA-35	A	PAO	B/N

OP-05F

ORIGINAL

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PER OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. PUR/AMPEUR
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☑ ACCOMPLISHED		10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS			

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/ENGP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS			

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPPUR SERIAL NUMBER N/A
2. DIR MESSAGE REQUEST DATE-TIME-GROUP VA-35 132038 *Info NASC on DIR request. See para. 80 OPNAVINST 3750.6.*
3. OTHER
4.

ORIGINAL

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED *in accordance* *Para. 66, OPNAV INSTRUCTION 3750.6, effective edition*

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT			NA				
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
E30	7	- -	-	-	-

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)
Moderate turbulence

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
2CC NAVAVNSAFECN DIRECT (AAR)
~~1CC SUNEPS DIRECT (AAR)~~
NAVPLANT REPO BETH
C.O. NAVAL AEROSPACE
RECOVERY FAC. EL CE
~~GNAL~~
DIRECTOR A.[illegible].I.P.
WASH., D.C.
CONAVAIRSYSCOM AIR4
~~COMFAIRNORFOLK~~

COST DAMAGE TO: 3. GOVERNMENT PROPERTY: NONE 4. PRIVATE PROPERTY: EST $2000.00 (3 claims)

5. DATE SUBMITTED TO CO: 7 APR 1969

PART IV SIGNATURES OF THE BOARD

1. SEN[redacted] (b) (6) [redacted] LCDR USN
VA-35 OPS UNIT BILLET

2. MEMBER (b) (6) [redacted] LCDR USN (b) (6) [redacted]
VA-35 SAFETY UNIT BILLET

3. FLIGHT SURGEON MEMBER (b) (6) [redacted] LCDR M.C. USNR
NAS OCEANA, VA.

4. MEMBER (b) (6) [redacted] LT, USN
VA-35 PERS UNIT BILLET

★ When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

5. MEMBER (b) (6) [redacted] LCDR, USN
VA-35 ASST OPS

4. MEMBER (b) (6) [redacted] LT, USN
VA-35 TRAIN UNIT BILLET

ORIGINAL

CP-OSF

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: C.O. ATKRON 35
2. SERIAL NO.: 1-69A
3. DTG (LOCAL) OF MISHAP: 7 1058R MAR
4. MODEL AIRCRAFT: A6A
5. BUREAU NUMBER: 152643
6. TO: Commander, Naval Aviation Safety Center
7. VIA: CONFAIRNORFOLK / COMNAVAIRLANT
8. LOCATION OF MISHAP: 3 Miles N.E. of BOYDTON, VIR
9. DIVISION: ALFA
10. TIME OF DAY: Day
11. TIME IN FLIGHT: 1 + 10
12. FLIGHT CODE: 1A22/72
13. CLEARED FROM: NAS Oceana TO: NAS Oceana
14. TYPE CLEARANCE: LOCAL/IFR
15. AIRSPEED: 345 KB/IAS
16. A/C WEIGHT: Approx 39000lb
17. BRIEF DESCRIPTION OF MISHAP: Midair collision in formation.
18. ELEVATION AT TIME OF MISHAP: 1500 MSL TERRAIN 350 ft
19. LIST MODEL, BUNO REPORTING CUSTODIAN AND DIVISION CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): A6A, 152897, VA-35, ALFA

SECTION B. CONTRIBUTING FACTORS

★	√	FACTOR	√	FACTOR	√	FACTOR
		1. PILOT ERROR IN TECHNIQUE/JUDGMENT		9. SERVICING PERSONNEL		17. WEATHER
		2. PILOT DEVIATION FROM NATOPS PROCEDURES		10. LANDING SIGNAL OFFICER		18. DESIGN AIRCRAFT
		3. PILOT INCORRECT OPERATION OF A/C SYSTEM		11. OTHER PERSONNEL (Specify)		19. DESIGN CREW EQUIPMENT
		4. PILOT OTHER (Specify)		12. ADMINISTRATIVE		20. DESIGN OTHER (Specify)
		5. CREW		13. FACILITIES-RUNWAY, OVERRUN TAXIWAY, FLIGHT DECK		21. ROLLING/PITCHING DECK ROUGH SEAS
		6. MAINTENANCE PERSONNEL		14. FACILITIES-NAV AIDS, LANDING AIDS (DCA, PCA, ILS, MIRROR)		22. MATERIAL FAILURE/MALFUNCTION
		7. MAINTENANCE SUPERVISORY PERSONNEL		15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)		23. UNDETERMINED
		8. SUPERVISORY OTHER (Specify)		16. FACILITIES OTHER (Specify)		24. OTHER (Specify)

1. NAME (Last, First, & middle initial)	2. RANK/RATE	3. FILE SERVICE NO.	4. DATE RATED	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DNA	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) LUFKIN, Thomas P.	LTJG	(b) (6)	1315	USNR	25	1	AE Branch	Pilot	A
CO-PILOT (Identify & submit separate DAN 3)									

SECTION C. PERSONNEL DATA — PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		475	17. CV LANDINGS DAY/NIGHT	ALL	44 / 8
				IN MODEL	16 / 8
12. ALL MODELS IN LAST 12 MONTHS		260	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	75 / 161
				IN MODEL	75 / 161
13. ALL MODELS IN LAST 3 MONTHS		60	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	5 / 1
				IN MODEL	5 / 1
14. ALL SERIES THIS MODEL	A/C	175	20. NIGHT HOURS LAST 3 MONTHS	ALL	28 /
	OFT/CPT	12/0		IN MODEL	28 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	175	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		451
	OFT/CPT	12/0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	60	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	6 Mar 69
	OFT/CPT	1.5/0		DURATION	2.1
23. DATE/COURSE LAST NATOPS STANDARDIZATION CHECK		3 NOV 68/QUAL	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

✓	25. NAME (Last, First, & middle initial)	26. DNA	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. RATE	31. INSTRUC.	32. BILLET	33. POSITION
	(b) (6)	-	LT	USNR	(b) (6)	VA-35	F	Asst Train	B/N

ORIGINAL

OP-827

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED *in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition*

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPEUR
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS *

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

N/A

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL		14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS		16. CAUSE OF SYMPTOMS				

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/SMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORTS

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPEUR SERIAL NUMBER N/A
2. DIR. MESSAGE REQUEST DATE-TIME-GROUP VA-35, 132038 *Info NASC on DIR request. See para. 86 OPNAVINST F3750.6*
3. OTHER
4.

ORIGINAL

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED *in accordance Para. 66, OPNAV INSTRUCTION 3750.6, effective edition*

OPNAV REPORT 3750-1

J. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING GRIDLE AND GRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT			N/A				
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
E 30	7	N/A	N/A	N/A	N/A

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)

Moderate turbulence.

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION

2CC NAVAVNSAFECN DIRECT (AAR)
~~1CC CNWEPS DIRECT (AAR)~~
NAVPLANTREPO BETH
CO NAVAL AEROSPACE
RECOVERY FAC EL CEN
DIR AFIP WASH D.C.
CO NAVAIRSYSCOM AIR
~~CNAL~~ 40
~~COMFAIRMORPOLK~~

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	Est $2000.00 (3 claims)	7 APR 1969

PART IV SIGNATURES OF THE BOARD

1. SEN[redacted] LCDR, USN
VA-35 OPS
UNIT BILLET

2. MEMBER
[redacted] LCDR, USN [redacted]
VA-35 SAFETY
UNIT BILLET

3. FLIGHT SURGEON MEMBER
[redacted] LCDR, M.C., USNR
[redacted] OCEANA, VA .

3. MEMBER [redacted] LT, USN,
VA-35 PERS.
UNIT BILLET

★ When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

5. [redacted] LCDR, USN
VA-35 ASST OPS

4. MEMBER [redacted] LT, USN
VA -35 TRAIN, UNIT BILLET

ORIGINAL

CP-OSF

PART V THE ACCIDENT

At 0946R, 7 March 1969, Lieutenant junior grade Thomas P. LUFKIN and his bombardier/navigator, Lieutenant (b) (6) [redacted] took off from NAS Oceana in A6A Buno 152643, MODEX RAYGUN 501, on a day IFR Dare Target departure for a practice system bombing mission on Navy Dare Target. At 0948, 7 March 1969, Lieutenant junior grade John M. COLESTOCK and his bombardier/navigator, Lieutenant junior grade Edward J. YOUNG took off from NAS Oceana in A6A Buno 152897, MODEX RAYGUN 503, also on a day IFR Dare Target departure for a practice system bombing mission on Navy Dare Target. Both aircraft made their respective individual instrument departures and were subsequently cleared into the Navy Dare restricted area to assume MARSA during their target time of 1000-1100R. A third aircraft, Buno 152645 MODEX 510, piloted by Lieutenant junior grade (b) (6) [redacted] and his bombardier/navigator, Lieutenant junior grade (b) (6) [redacted] took off at 0954R via similar procedures and joined RAYGUN 501 and 503 for their last system bombing runs on target. RAYGUN 501 and 503 completed their six system attacks first and departed the target area individually. The brief included a pilot option to cancel the IFR clearance and continue on a radar navigation flight in the local area if the weather were to improve as anticipated. All three aircraft utilized this option at the completion of their system runs on target and departed individually. 501 turned out to the west after clearing Dare Target and found an opening in the broken layer estimated at about 4500 to 5000 feet. They descended to 1500 feet AGL and proceeded westerly estimating a visibility of about 15 miles. 501 passed about twenty-five miles south of Cofield and entered their assigned radar navigation route approximately twenty-five miles west of Roanoke Rapids heading 289 degrees, 345 KTS at 1500 feet. 35 to 40 miles west of Roanoke Rapids, while LT (b) (6) [redacted] had his head in the hood, he heard the pilot of 503 say "LUF". LT (b) (6) [redacted] immediately came out of the hood and observed 503 in a tight stbd parade position on 501. There were a few verbal exchanges between the pilots like, "Hey, what are you doing here?" The pilot of 503 then said, "next time check your six." Both planes flew in parade for an estimated two minute interval after which LT (b) (6) [redacted] observed 503 to gain approximately 30 feet of altitude from his stbd parade position and then initiate a turn to the left. After 503 reached 45 degrees of bank, the nose dropped slightly and angle of bank increased to 80 degrees. LT (b) (6) [redacted] sensed an imminent collision calling out a warning to "DIVE" on the ICS. Immediately after this call, he felt a slight double-jar on his aircraft (501). Eight feet of 503's port wing impacted 501 in the area of the starboard fuselage speed brake.

Approximately four seconds later, 503 impacted with a 40 degree impact angle. 501 flew for approximately nine seconds and impacted inverted with a 36 degree impact angle. The B/N from 501 ejected successfully. The pilots of both aircraft initiated unsuccessful ejections and the B/N of 503 did not eject. The location of the accident was about 36-36N 78-26W (approximately 3 miles N.W. of Boydton, Virginia.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA 35 1-69A

ORIGINAL

PART VI DAMAGE TO AIRCRAFT

Both aircraft sustained ALPA damage with extensive aircraft breakup. The wreckage distribution diagram (enclosure 1) shows both impact craters and relative position of the major components. The fuel load for both aircraft at the time of the accident was estimated at 12,000 lbs and fire damage was extensive at both impact areas.

Upon mid-air collision, eight feet of the left outboard wing of 503 (enclosure 2) separated and fell to the ground. Evidence of in-flight fire of 503 was apparent from the burned turtleback (enclosure 3 & 4) found 1035 feet short of 503's impact crater. Examination of wreckage recovered from 501 indicated the possibility of inflight fire along the under aft fuselage area. The Possibility exists that control linkage leading to the tail was damaged or jammed as a result of the in-flight collision. Aircraft 503 impacted with a 40 degree impact angle at an estimated airspeed of 350 KTS. (enclosure 5). Aircraft attitude was upright, right wing slightly low.

Aircraft 501 impacted inverted with a 36 degree impact angle at an estimated 350 KTS. (enclosure 5). The position of 503's speedbrakes and the large dispersal of aircraft underside components, confirm that 503 impacted in an inverted attitude.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 VA 35 1-69A

ORIGINAL

PART VII INVESTIGATION AND ANALYSIS

GENERAL

The board had at its disposal one survivor of this mid-air collision and the wreckage of two A6 aircraft spread out over two separate heavily wooded areas. The fact that the accident occured over one hundred and twenty-five miles from home base in a fairly remote area was a hindrance to the investigation. It was over 3½ hours before members of the board were on the crash scene. State and local authorities made every attempt to keep local residents clear of the crash area but a large crowd of people managed to penetrate the crash scene perimeter before naval personnel arrived. Photographs taken of the crash sites by the state police and local news media later revealed that a number of items from the two aircraft and crewmembers survival gear had been tampered with and/or removed completely. A few of these items have not been recovered prior to this report. In determining the cause, two areas received considerable attention; pilot factors and material malfunctions as discussed below under their applicable sections. Of the three fatalities, two attempted ejection, therefore it is of utmost importance to ascertain why they were unsuccessful. Because the flight surgeon assigned is almost entirely unfamiliar with A6A equipment and ejection capability, the accident board, with the assistance of highly qualified technical personnel from Martin Baker, Grumman Aircraft Corporation and the Naval Safety Center, has thoroughly analyzed the actions of each crew member after the mid-air collision.

On the morning of 7 March 1969 at approximately 1055 local, RAYGUN 503 made an unauthorized unbriefed airborne rendezvous on RAYGUN 501. Both aircraft should have been executing a single aircraft radar/navigation training mission (enclosures 7, 8 and 9). After announcing his join up the pilot of RAYGUN 503 pulled up and attempted to break away over the top of RAYGUN 501 (enclosure 10). From damaged parts of the recovered wreckage and LT (b) (6) [redacted] statement it is concluded that the port wing of 503 struck the starboard aft fuselage of 501 in the area of the starboard fuselage speed brake forward of the horizontal stabilizer. Eight feet of the port wing of 503 sheared off and these parts were found considerably short of 503's impact crater. 503 is believed to have continued over the top of 501 and entered a dive, contacting the ground upright at a 40 degree impact angle, slightly right wing low. 501 impacted the ground in a nearly inverted 36 degree dive approximately 5000 feet from the mid-air collision point.

Immediately after the mid-air collision it was determined that three out of four of the crew members initiated an ejection from their respective aircraft. An ejection sequence for each crewmember follows:

SUCCESSFUL EJECTION THE B/N IN ~~503~~ 501

Upon observing the imminent collision of 503 and the aircraft he was in, LT (b) (6) [redacted] immediately grasped his secondary ejection seat firing handle. He then felt the impact of the two aircraft and glanced at his pilot. The pilot had his hands on his primary ejection handle, though the aircraft appeared straight and level and not out of control. LT (b) (6) [redacted] then changed from the secondary to the primary handle and ejected. The seat actuation was not

SPECIAL HANDLING WITH GRNAVINST Pursuant VA 32 ... DIN ACCORDANCE

ORIGINAL

as severe as anticipated. LT (b) (6) [redacted] was not certain he had been ejected and released the face curtain to reach for his secondary handle. He then began to hear wind go by and his arms began flailing around him. He estimates that he tumbled twice before the seat stabilized, and his chute deployed. LT (b) (6) [redacted] noticed the crash site of 503 and the large volume of black smoke arising. His initial thought was he would land in the fire itself but then noticed his path moving rapidly to the east. During this eastward movement LT (b) (6) [redacted] passed through the smoke from this explosion and experienced severe turbulence. An attempt to slip the chute toward an open field was initiated but was halted because of an obvious overshoot. During descent he noticed that his helmet, mask and glasses were missing. Observing the numerous trees he had to penetrate LT (b) (6) [redacted] elected to keep his seat belt attached to retain the raft and seat survival pack for protection. He folded his arms in front of his face and dropped through the branches to a soft landing. He had no difficulty disconnecting himself from his chute which he left in the trees to aid in SAR spotting. He then tried to contact someone for about 1-2 minutes utilizing his survival radio. He heard voices so he put his radio away and headed in their direction.

LT (b) (6) [redacted] suffered [redacted] and the back of his [redacted] (b) (6) [redacted] (b) (6) [redacted] LT (b) (6) [redacted] O_2 mask was hanging from one side of his face, his night visor was down and his helmet strap was moderately tight prior to ejection.

THE SEQUENCE OF THE B/N in 503

The Bombardier/Navigator of aircraft 503 did not eject as evidenced by the many small pieces of his seat strewn over a large area. Additionally the ejection gun was recovered still intact, and had not been fired.

The reasons that precluded his ejection are unknown but the possibility that his canopy area may have suffered damage in the mid-air cannot be over looked. Paint markings on his helmet visor cover (enclosure 11) in all probability were the remains of the Navy Wings decal on the visor cover.

THE EJECTION SEQUENCE OF THE PILOT IN 503

COLESTOCK

The pilot of 503 ejected from his aircraft by pulling his face curtain but did not survive. The intermediate piston tube with inner barrel contained, reached full extension which takes .25 seconds. At this point in time, the seat was torn from the inner barrel allowing the gases to escape precluding extension of the barrel, thereby reducing ejection velocity from 80 FPS to about 40 FPS. This parting of the seat from the ejection gun was accomplished

Yes!

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by a twisting or jarring movement forward and to the left. The ejection seat with the pilot was then clear of the aircraft, and traveling at a reduced gun velocity. The pilot's drogue gun fired and the timer release mechanism activated (enclosure 11).

All seat sequences appear to have been normal, all pins were properly retracted and the pilot's personal services blocks were disconnected. The ejection seat impacted the ground with the pilot retained only by his sticker clips. Six more inches of lanyard travel were needed until full drogue chute tension would have been placed on the main chute rip pins. The pilots kneeboard (enclosure 12) and helmet ear phone chord were found approximately 300 feet short of his ground impact. The kneeboard was badly bent and appeared to have been torn from his leg. The helmet cord also showed evidence of being torn from his helmet which was found forty feet short of where he impacted the ground. The board feels that due to the deceleration of the ejection gun, the injuries sustained by 503's pilot, and the pieces of his personal equipment found short of his impact, a distinct possibility exists of a collision with foreign objects during his egress from the cockpit.

THE EJECTION SEQUENCE OF THE PILOT IN 501 Lufkin

The pilot pulled his face curtain slightly left across his helmet, (enclosure 13, figure 8) but did not fire the seat. He then pulled his secondary firing handle which did fire the seat. The secondary firing handle pulled from it's stowage slot in the seat and the cuts on the bottom of the face curtain handle (enclosure 13, figure 7) are evidence of this actuation. In that the secondary cable fired the seat it can be reasonably assumed the pilot did not pull the face curtain out far enough or that the primary face curtain was not hooked up. The latter should have been detected by the AME morning pre-flight or the pilot on his pre-flight inspection of his seat.

The time release unit was run locally by the Martin Baker Representative and it checked at 1.74 seconds, .01 seconds early which is well within limits. It was later sent for DIR to positively rule out any malfunction. No discrepancy was found. The seat itself functioned properly except for the personnel services (oxygen/communications) disconnect. The electrical wires pulled from the block and the oxygen hose was broken off. (enclosure 13, figure 9).

The controller drogue and stabilizer drogue chutes deployed properly and they in turn pulled the main chute from its container. The two squid lines sheared, the chute streamed but did not fully blossom and the pilot separated from the seat prior to impact with the ground, coming to rest 12 feet short of his seat in a heavily wooded area.

The "D" ring had been pulled and the "D" ring cable was bent 180°. (enclosure 13 figure 14). Examination of the chute, pins and cables revealed that the rip pins were bent, the connecting cable between the rip pins was bent 180°, with a moderately flattened surface on the inside of the curve, (encl. 13, Fig. 10 & Encl. 14) The slide disconnect was scratched and grooved, (enclosure 13, figures 11 & 12) and the static line disconnect cable was missing. Also

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the anchor plate was bent 13 degrees (enclosure 13, figure 14). No trace of thread was found on the end rip pin connecting cable or on the slide disconnect. It was also noted that the manual override lever (emergency harness release handle) had not been actuated. The main parachute container was not recovered.

Warrant Officer [redacted] from the Naval Safety Center was one of the highly qualified consultants the board obtained to examine the seat/chute evidence. He is an experienced rigger and aided in performing seat/chute tests at the Naval Parachute Test Facility at El Centro, California. His statement is included as (enclosure 15).

Had the chute/seat functioned properly the pilot of 501 should have been within the safe envelope of the seat because: (1) The distance for the successful B/N ejection seat to this pilot's seat was only 356 feet, thus indicating they could have ejected less than 1 second apart, (2) their aircraft traveled 2140 feet past the pilot's seat impact point.

Therefore additional assistance from the Grumman A6A seat engineer was requested, as Grumman Aircraft Cooporation conducted the Martin Baker seat tests that produced the GRU-5 minimum ejection altitudes chart. The analysis of this engineer, that the pilot was within the safe envelope of the seat, is included as (enclosure 16).

In an attempt to determine the malfunction, the chute, pilots harness and associated components have been forwarded to the Naval Aerospace Recovery Facility at El Centro, California for a detailed inspection and analysis. This inspection report will be forwarded direct to the Naval Safety Center under separate cover letter, when completed, as an addendum to this report.

The source of the zinc chromate primer found on this pilot's helmet oxygen cup fitting could not be determined. A randum examination of squadron helmets revealed over 50% had visible traces of zinc chromate primer.

For clarification purposes the following statements are included: While enclosure (13) was being completed the board located the 7 day inspection card which showed that the parachute in aircraft 501 had been inspected on 5 March 1969. Aircraft 503 was due to be inspected by midnight 7 March 1969.

Page 5 of enclosure (13) indicates that portions of the drouge lines had been cut on the ground. Photos taken by a state trooper showed these lines intact upon his arrival at the scene. Therefore it is concluded that they were cut by rescue personnel attempting to cut the pilot free of his chute.

A. PERSONNEL FACTORS

1. PILOT FACTORS

Both LTJG LUFKIN and LTJG COLESTOCK were considered to be in good health with no outstanding personal problems that might lead to an occurance of this nature.

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O_2 samples were not taken in that the LOX converters were demolished or riddled with shrapnel. Anoxia or hypoxia is not considered a factor in that flight above 10,000 feet was momentary for aircraft 501 only, and his pressure altitude would, at that time not exceed 7000'. Except for entry procedures for Dare Target, all the aircraft remained below 6000 feet MSL.

LTJG COLESTOCK (Pilot of 503) was considered to be an agressive aviator with above average ability. The board ascertained that this particular pilot had previously executed a canopy roll about another squadron aircraft at an altitude of 4500 feet. This roll was commenced from a cruise position on the port wing of the aircraft he was rolling about. He initially raised the nose about 25 degrees and commenced the roll arriving at the inverted position 200 to 250 feet above the other aircraft. Continuing from the inverted he passed through the altitude of the other aircraft 90 to 110 degrees of bank and 1000 to 1500 feet abeam. He lost a minimum of 1000 feet altitude below the aircraft about which he was rolling before arriving at a wings level upright attitude. This unauthorized maneuver was not reported to anyone in the squadron until one week after the accident and was not considered to be a successfully executed maneuver.

The type maneuver performed in this accident is not representative of a canopy roll even though it was initially considered similar. The statement of LT (b) (6) [redacted] alone is considered sufficient to rule out a canopy roll. For the following reasons the most logical explanation of the maneuver is that LTJG COLESTOCK in 503 was breaking away from the formation with a hard left break over the top of 501.

a. The initiation of a canopy roll has a much higher nose attitude than that described by eyewitnesses (enclosures 9, 10 & 17). To initiate a canopy roll, the nose is raised a estimated 20 degrees on initial pull up prior to rolling. Aircraft 503 merely elevated himself 30 feet without the necessary nose high attitude to commence a roll maneuver.

b. The angle of bank at time of collision was close to 90 degrees. At this position in a canopy roll the wings would be inverted or close to it. Even a poorly executed canopy roll would achieve more altitude separation and more than 90 degrees of bank.

c. The aircraft were on individual radar navigation routes and 503's next probable navigation check point on his assigned route was approximately 7 miles to the left of the mid-air collision, it is feasible that 503 was breaking from the formation to return to his radar navigation route.

d. The low altitude at which the aircraft were flying would tend to deter a pilot from attempting a roll, especially about another aircraft after the pilot knew he had lost a great deal of altitude in a previous roll.

The most probable cause of the collision is the failure of LTJG COLESTOCK to use sound standardized procedures when breaking away from a formation

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flight. His maneuver, as attempted, would have been aggravated by the aerodynamic property called the Wing Vortex System. Consultation with the aerodynamics department of the Aviation Safety School, Monterey California, revealed that this system, producing wing tip vortices and downwash, would cause an increased roll rate and associated drop in nose attitude of the wingman's aircraft. This vortex system would be present in an area extending about one half a wing span distance around the wing and up to two wing spans distance immediately aft from the tip. Beginning the maneuver from thirty feet of step up, the wing of 503 would definitely enter this area when the left bank was initiated. The pilot of 503 obviously failed to recognize the magnitude of the Wing Vortex System and the dangers involved in crossing in close proximity over another aircraft.

The following cannot be ruled out as possible contributing factors to the accident:

a. The accident could have been precipitated by the wingmans inattention, due perhaps to looking to clear himself to port (momentary preoccupation), thus allowing his nose to drop.

b. After his initial turn was commenced, he could have received an erroneous auto pilot (stab aug) input which may have aggravated the maneuver.

c. After his initial turn was commenced, turbulence could have aggravated the situation.

d. The possibility does exist that 501 could have climbed slightly as 503 was turning. This would be a normal tendency if the pilot of 501 was watching 503 climb slightly in preparation for the breakaway. Not knowing that 503 was going to breakaway, an inadvertant climb by 501 would be highly possible. The pilot's hands of aircraft 501 were on the face curtain almost simultaneously with impact which indicates he must have observed 503 about to collide.

A question that cannot be ignored is the reason why LTJG COLESTOCK joined 501, unbriefed and without a radio transmission. It has already been stated that LTJG COLESTOCK was a competent aggressive aviator. A young aviator of this nature naturally enjoys formation flying and has a tremendous desire to participate in all forms of formation work including tactics. For the two and one half months preceeding this accident, formation and tactics work had been virtually eliminated from the training syllabus except on rare occasions, due to a limitation of funds available. Because of the decreased funding, flying time was spent exercising the A6A DIANE system on radar navigation and bombing as directed by higher authority. This meant that a high percentage of every crews flying hours was spent in straight and level, single aircraft flight. It is normal for the pilot of a jet aircraft to desire to fly formation, after spending hours on repetitious, straight and level flights. Though poor judgement was exercised by LTJG COLESTOCK, the tendecny to join in formation would be present under the circumstances.

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2. MAINTENANCE PERSONNEL FACTORS

Both aircraft were in an up status with no unincorporated airframes Service Changes that would have had an effect on this accident. (enclosure 21). The pre-flight, daily and weekly inspections of the parachute and ejection seat had been completed (enclosure 20).

The pilot's ejection seat/chute of 501 definitely did not function properly. Improper linkage adjustment of the personal services disconnect (oxygen/communication) was present. Suspect areas are chute mis-rigging and seat installation.

3. SUPERVISORY FACTORS

The following areas of supervisory factors were investigated.

a. Crew qualification and proficiency. Both crews were qualified for the mission assigned. LT [redacted] (b) (6) (B/N of 501) is a highly qualified and experienced Bombardier/Navigator with one recent combat cruise to Southeast Asia. LTJG LUFKIN (the pilot of 501) completed RAG training on 23 November 1968 and had completed approximately 40% of the pre-deployment squadron training syllabus. LTJG COLESTOCK (pilot of 503) completed RAG training in 13 SEP 1968 and had completed approximately 60% of the squadron training syllabus. His performance in the aircraft was considered above average. LTJG YOUNG (B/N of 503) completed RAG B/N training in 17 January 1968 and had completed approximately 15% of the squadron syllabus.

b. Flight Leader Briefing

The flight was briefed by LTJG [redacted] (b) (6) (enclosure 8) and the operations officer had assigned LT [redacted] (b) (6) to monitor the completeness and content of the brief. LTJG [redacted] (b) (6) finished RAG training in 11 September 1968 and had completed approximately 60% of the squadron training/syllabus.

The brief was conducted in the ready room utilizing the squadron briefing guide. The flight plan (DD 175) of 501 was inspected by the assistant operations officer and weather was checked by both the operations officer and the assistant operations officer. After reviewing weather forecasts, the operations officer instructed the flight to conduct the all-weather bombing portic of the flight, check weather forecasts again, and then cancel IFR and complet the radar navigation portion of the flight if weather was suitable.

Formation flight was not scheduled or briefed. The policy of the Command concerning unbriefed formation or tactics practices had been briefed in AOM's It had been clearly stated that all formation or tactics would be pre-briefed

B. MATERIAL FAILURES OR MALFUNCTIONS

a. The right hand personnel services disconnect malfunctioned in the ejection sequence of the pilot in RAYGUN 501. The oxygen hose and electrical wires were severed instead of the entire block assembly being released in a

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normal manner. (enclosure 13 figure 9).

2. Auto Pilot malfunction

The pilot who flew 503 two flights prior to the accident experienced a left wing down input on two different occasions while flying in the stab aug mode. (enclosure 18). Because of this auto pilot discrepancy on 503, particular emphasis was given to the auto pilot electrical inputs, actuators, and control surface actuators. The pilot easily controlled the auto pilot malfunction by disengaging the stab aug mode. The discrepancy was written up as a downing gripe by the pilot and read "Stab aug roll violently to the left." and was augmented by a verbal debrief to the auto pilot maintenance personnel. Prior to the final flight the discrepancy was worked off by nulling the yaw, pitch and roll channels of the auto pilot. This maintenance action satisfies the discrepancy as written but was not necessarily the corrective action for the verbal debrief. When an auto pilot is out of null, it should cause abrupt control inputs each time the auto pilot is engaged. This type malfunction would not show up sporadically after twenty to thirty minutes of flight. The proper maintenance action was not taken on this auto pilot discrepancy due to the abbreviated yellow sheet write up and a lack of communications between maintenance personnel.

The board recovered all flight and auto pilot control actuators and major auto pilot components of aircraft 503.

DIR of control actuators (enclosure 11) from 503 indicated the actuators were functioning properly. The horizontal stabilizer was about 1 degree nose up, the rudder 2 degrees left, the starboard flaperon down and the port flaperon outboard section 8 degrees up and the inboard section of the port flaperon 6 degrees up. The port wing of 503 struck 501 in the aft fuselage area and sheared off 8 feet of the wing, which included 1/3 of the outboard flaperon, thus probably jamming the flaperon in the intermediate position indicated.

Auto pilot actuators were also subject to a DIR with no discrepancies found other than a possible sluggish action in the flaperon actuator caused by a foreign piece of O ring. This mode of the auto pilot was not being utilized at the time of the accident.

The auto pilot gyro was recovered, and DIR was attempted but nothing could be determined due to its badly burned condition.

The AFCS NAV Computer was too extensively damaged to perform an operational check. The DIR report (enclosure 11, page 2 para 12) states that the word "BAD" was written in four places on this motor amplifier.

Investigation revealed that the SACE shop does mark the various components in such a manner. After the repair has been effected, it is sometimes reissued without crossing out or removing the word "BAD".

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C. FACILITIES

NIL.

D. NATOPS

The flight leader briefed his flight utilizing the squadron briefing guide which conforms to the format contained in the NATOPS FLIGHT MANUAL. Formation or join up was not briefed. The join up by the pilot of aircraft 503 was not in accordance with NATOPS procedures or squadron doctrine since no formation had been briefed. The pilot of 501 was unaware 503 was in parade position because 503 did not make an initial radio transmission indicating his intention to join up. After join-up the maneuver by 503 causing the accident was not in accordance with squadron doctrine or sound flight discipline.

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PART VIII CONCLUSIONS

I. It is concluded that the primary cause of the accident is poor judgement by the pilot of 503. Several errors in judgment were made.

A. He joined in formation on another aircraft without a formation brief.

B. This close parade join up was executed without the leader's knowledge. (no radio transmissions were made prior to join up).

C. The breakaway from formation was non-standard in that it was attempted without nose to tail clearance. In addition breakaway was made without a radio transmission or "kiss off" hand signal.

D. The maneuver was executed so close to the lead aircraft that wing tip vortices and downwash had an effect on roll rate and nose attitude. (b) (5) [redacted] (b) (5) (b) (5) [redacted]

II. Possible contributing cause factors are:

A. Momentary inattention during the maneuver while clearing the area to the left.

B. Moderate turbulence was reported at low altitudes in the area. This could have effected the pilot's ability to control the aircraft.

C. A sporadic auto pilot input could have aggravated the maneuver.

D. 501 could have inadvertently climbed as the maneuver of 503 was performed.

III. Conclusions concerning the unsuccessful ejections are as follows:

A. LTJG YOUNG (B/N of 503) did not initiate ejection. The reason for no ejection attempt is not known but (b) (5) [redacted] (b) (5) [redacted]

B. LTJG COLESTOCK (Pilot of 503) initiated ejection by pulling the face curtain at the perimeter of the ejection envelope. Aircraft impact with the ground was estimated to be 3-4 seconds after collision. The time required to acquire a blossomed chute is at least 3 to 3.5 seconds from ejection. The ejection sequence was interrupted by a force which caused the separation of the seat from the gun at the primary breech. This prevented extension of the inner piston tube due to the escape of gases at the breech end. The effect of the partial ejection velocity on the survivability of the occupant is unknown. Therefore, this individual's chances of survival were extremely marginal.

C. LTJG LUFKIN ejected within the ejection envelope of the seat by actuating the alternate firing handle.

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The following malfunctions were determined:

1. The personnel services disconnect did not function properly due to a probable faulty linkage adjustment.

2. The face curtain was either mis-rigged or was not pulled to full extension by the pilot.

3. The main personal parachute never fully bi-reefed. The pilot actuated the manual "D" ring in an attempt to obtain a good chute which was not achieved automatically. The precise cause of the malfunction has not been determined, but all evidence points to a mis-rigging in the area of the parachute rip pins. The reason for this malfunction may become known upon receipt of the detailed inspection and analysis addendum report requested from the Naval Aerospace Recovery Facility at El Centro, California.

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PART IX RECOMMENDATIONS

1. Continued emphasis should be placed on sound judgement and the utilization of standard procedures by all flight crews.

2. Rebrief all flight crews concerning the wing tip vortex system. Particular emphasis should be placed upon the hazardous forces existing between the two aircraft in close formation flight.

3. It is recommended that the oxygen mask be attached on both sides of the helmet at all times for both breathing and communications purposes. The need for immediate intelligible communications may arise at any moment and should be available to all flight crew members.

4. It is recommended that the Pre-Flight inspection cards (NAVAIR 01-85 ADA-6-1) include a parachute rigger's inspection to insure proper conditions and rigging. Additionally the plane captains and AME pre-flight and daily inspection cards should be modified to prohibit them from entering the riggers' area of responsibility. URs are being submitted with specific change recommendations.

5. The board concurs with recommendations a,b and c of enclosure 13. The board is not in complete concurrence with recommendation d of enclosure 13 pending the results of the detailed inspection and analysis addendum report requested from the Naval Aerospace Recovery Facility.

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ENCLOSURES

1. Wreckage Diagram.
2. Reconstructed port wing section of 503.
3. Turtle back of 503, top view.
4. Turtle back of 503, bottom view.
5. Aerial view of crash site of 503.
6. Aerial view of crash site of 501.
7. Excerpt from the Daily Flight Schedule.
8. LTJG (b) (6) [redacted] Statement.
9. LT (b) (6) [redacted] Statement.
10. Mr. (b) (6) [redacted] Statement
11. Safety engineering investigation report.
12. Kneeboard of the pilot in 503.
13. Martin-Baker Representative Investigation Report.
14. Damaged rip pin and cable from the pilot of 501's chute.
15. Statement of WO (b) (6) [redacted]
16. The analysis of Martin TOMEY GAEC for the Martin-Baker Ejection Seat.
17. Statement of Mrs. (b) (6) [redacted]
18. Statement of LT (b) (6) [redacted]
19. Resume of Pilot Experience, LTJG J. M. COLESTOCK.
20. Statement of the Aviation Equipment Branch Officer.
21. Statement of the Maintenance Officer.
22. Medical Officer's Report

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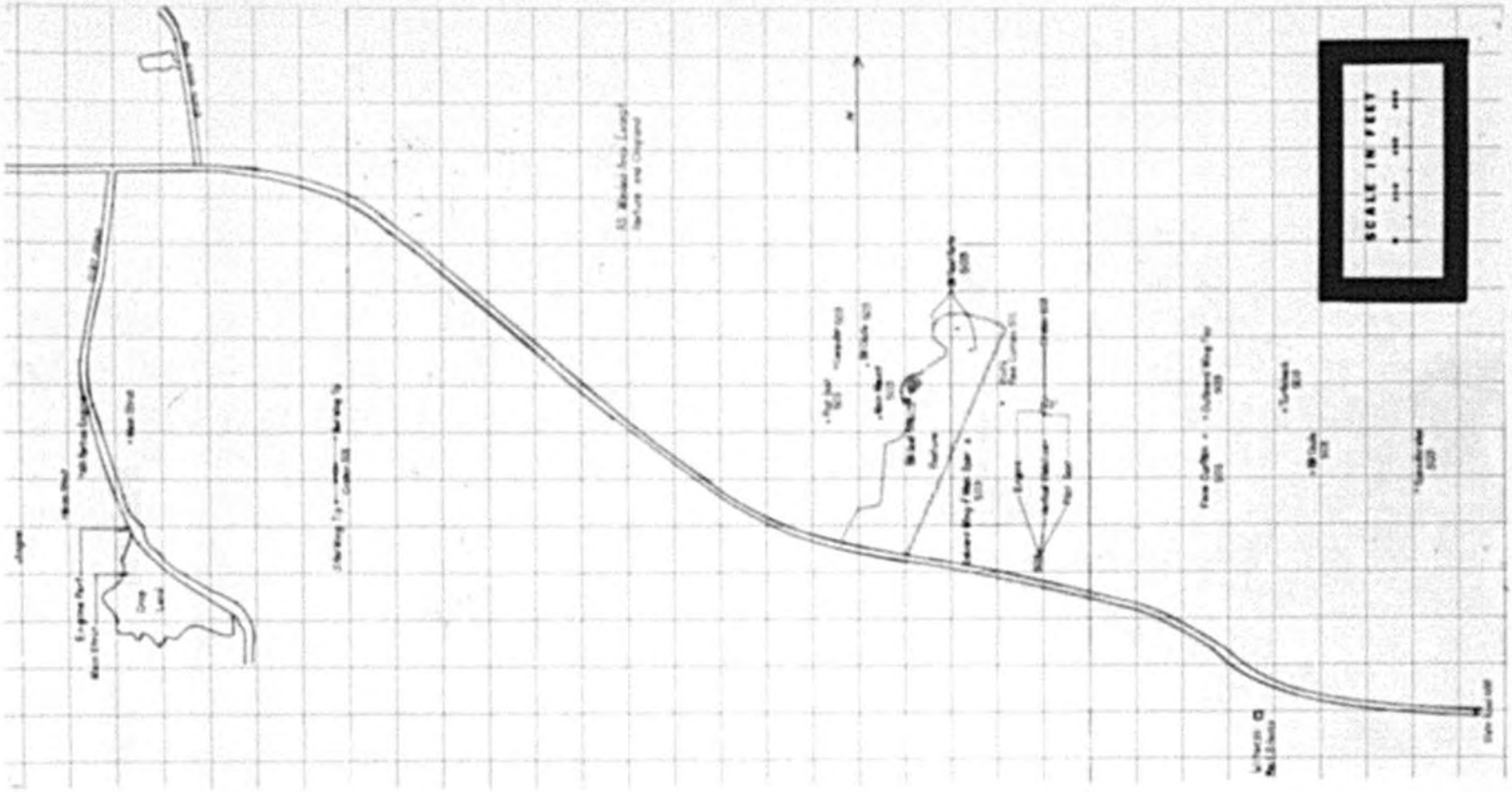

ENCLOSURE (1)

(VA-35 1-69A)

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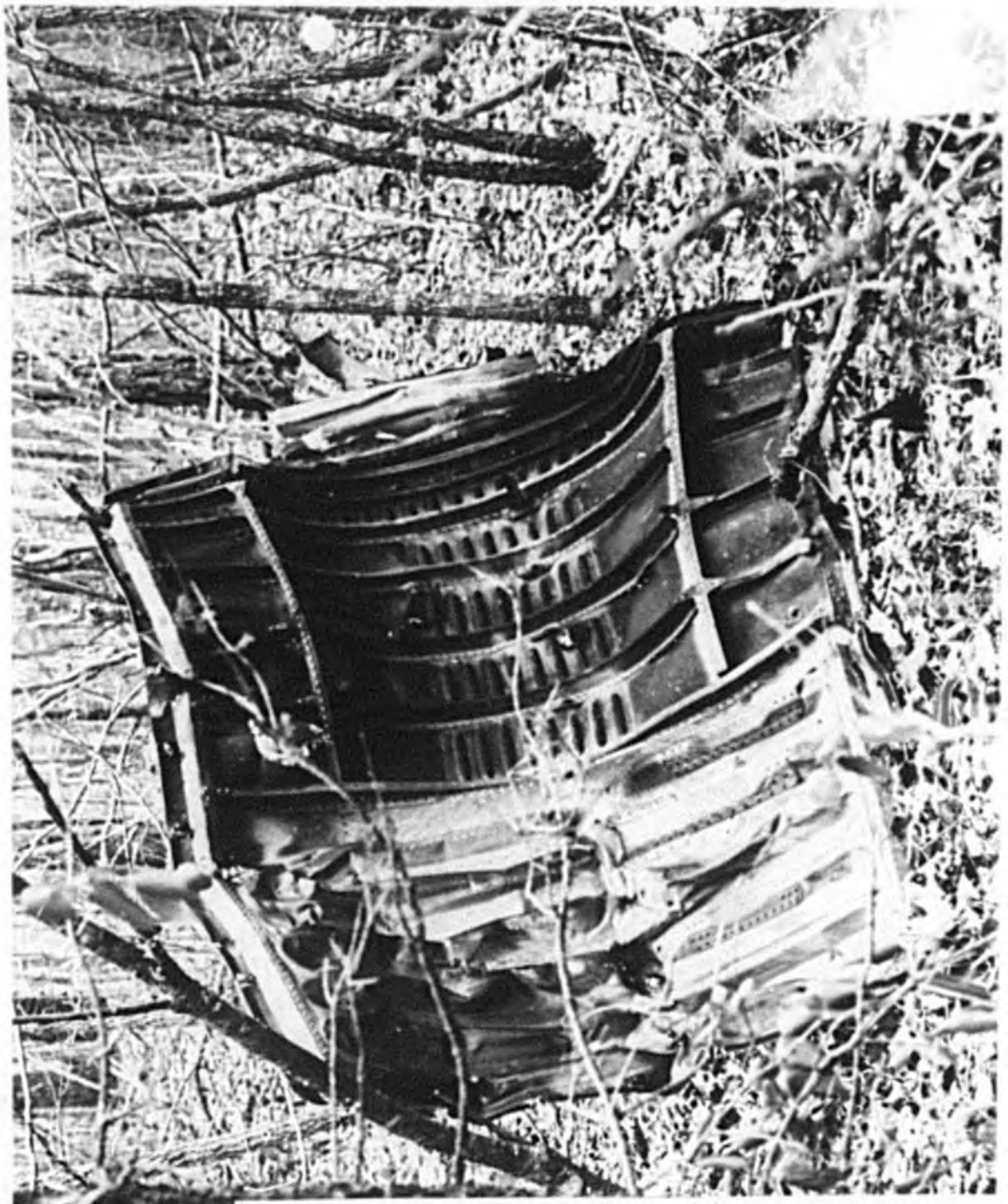
Wreckage distribution diagram (both a/c)

#2960 ENCLOSURE (2)
SPECIAL HANDLING REQUIRED
OPNAVINST 3750.6 series Severed portion of port wing of 503 (VA-35 1-69A)

#2959
SPECIAL HANDLING REQUIRED
OPNAVINST 3750.6 series

ENCLOSURE (3)

Top view of 503's Turtleback (WA-35 1-69A)



#2944
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OPNAVINST 3750.6 series

ENCLOSURE (F)

Bottom view of 503's Turtleback (NA-55 1-69A)

#2965
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EXCLUSIVE (C)

(Va-35 1-69A)

The aerial view of the crash site of 531

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EXCERPT FROM VA-35
DAILY FLT SCHEDULE

FRIDAY
DATE: 7 MARCH 1969
Sunrise: 0627
Sunset : 1804

FADO: LT (b) (6) [redacted]
SDO : CWO (b) (6) [redacted]

EVENT	BRIEF T.O. LAND	CREW	MISSION	FUEL	ORD	REMARKS
1A	0700	LUFKIN (b) (6) [redacted]	RTI-26A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1
1B	0830	COLESTOCK (b) (6) [redacted]	RTI-28A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1
1C	1100	(b) (6) [redacted]	RTI-24A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1
2A	0730	*CDR FRICK [redacted]	RTI-25A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1
2B	0900	(b) (6) [redacted]	RTI-22A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1
2C	1130	[redacted]	RTI-30A	20.0	6 MK-76/7, 2.75 RKTS	NOTE 1

(b) (6) [redacted]

NOTES: 1. 1000-1100 DARE TGT
2. 1400-1530 PALMETTO TGT
3. SDO SET HERO 0800-1430

NATOPS: Negative "G" flight is limited to how long

Submitted: /s/ (b) (6) [redacted]
Flight Officer

Approved: /s/ J.F. FRICK, XO
H.L. TURK
Commanding Officer

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ENCLOSURE (7)
(VA-35 1-69A)

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Statement of
LTJG [redacted]

On the morning of 7 March 1969, I, LTJG [redacted] was assigned the duties of briefing officer for event number one on VA-35 daily flight schedule. The crews were LTJG John COLESTOCK and LTJG [redacted] who was replaced by LTJG Edward YOUNG, LTJG Thomas LUFKIN and LTJG [redacted] and myself and LTJG [redacted] The brief commenced at approximately 0720 as I was delayed in arriving and LTJG COLESTOCK was awaiting a ride from LT [redacted] LTJG LUFKIN had been notified of the delays and was checking the weather. The weather on the weather vision was varying from 2 to 4 2 RF. I delayed the brief as the forecast was for continuing IFR conditions both at Oceana and Dare County Target; and our target time was for 1000-1100RZ. Each crew filled out individual DD 175's with LTJG LUFKIN in NK 501 filing for 15000', LTJG COLESTOCK in NK 503 filing for 16000' and myself filing in NK 510 for 17000'. LTJG LUFKIN obtained the weather brief over the weather vision and the three crews used the same weather brief. There was some questic as to the availability of GCA equipment on Runway 32 but this was rectified by a phone call to operations. At about 0815 the weather seemed to be dissapating but was still forecasted to be IFR at Oceana and Dare County so I commenced the brief for an All weather bombing hop in accordance with VA-35 brief guide and the Dare County departure brief cards. The flight plans were given to the duty officer CWO [redacted] for delivery to Operations. There was [illegible] briefing for rendezvousing, formation or the flying of the RTI portion of the hop as the forecasted weather was below minimums for this type mission. It was decided to make 3 SPH runs and 3 general mode deliverys. The emergency brief listed on the flight schedule was covered and each crew then manned the assigned aircraft, we then departed individually on our hops.

NK 501 was the first aircraft airborne with NK 503 being second. I, in NK 510, was the last aircraft airborne hence the last aircraft into the target. Upon contacting Dare County Target, I was instructed to join the pattern with the other RAYGUN aircraft and did so. Upon arrival in the target pattern, I was informed that the aircraft were following the VFR pattern as the weather was 20 and about 6 miles visibility. NK 501 was the first aircraft to depart and stated his intentions to fly the RTI route which had been assigned on the flight schedule. NK 503 was next to depart and stated that he would also fly his RTI route. Upon leaving the target area, I contacted Oceana approach control and extended my EFC for the weather was rapidly improving in the area, I also heard NK 503 cancel his clearance and proceed VFR. About 10 minutes later I overheard several comments by LTJG LUFKIN asking where LTJG COLESTOCK had come from. This was the last transmission that I heard between the aircraft. I flew the remainder of my hop and contacted approach control who informed me that the squadron wanted me to contact them on tactical frequency. I contacted the base and was told of the mid-air, I was given an approximate location and attempted to contact any of the crew or any SAR aircraft. I was unable to contact or locate either of the above mentioned personnel. I then headed back to Oceana and made contact with Blackstone radio enroute. Blackstone was given VA-35 SDO's phone extension and was asked to contact them.

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Upon reaching base, I was informed that both LTJG COLESTOCK and LTJG LUFKIN had informed base that they would be continuing on the RTI portion of the hop.

/s/ (b) (6) [redacted]
LTJG USN

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
Senior Member

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ENCLOSURE 8

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Statement of
LT (b) (6) [redacted]
Bombardier/Navigator
of aircraft 501

1. Began brief 0725, 25 minutes late. Brief was somewhat broken due to fluxuating weather conditions. Finally briefed Dare County departure with pilots option, after bombing, weather permitting, to cancel IFR and go VFR around appropriate RTI route. Launched 0948 normal Dare County departure in restricted area 5314. Dropped six MK 76's, as per schedule. During these runs system degradation consisted of loss of track radar, oscillating INS altitude and velocity (about 280 knots), and no Data Freeze. After release of sixth weapon, continued east for about 30 seconds, then began climbing turn to climb-out heading 310 on the 130 radial Cofield (Channel 91). Passing 7000 feet, LTJG LUFKIN asked me to call and cancel IFR. At this time I called Oceana ground and requested Oceana weather. Ground informed me Oceana was VFR and expecting to improve within the next hour and a half. I then called Approach Control and informed them we were canceling IFR and our EFC time. They acknowledged, and before switching tactical heard NK 503 call requesting cancelling IFR. Position this time approximately 10,500 feet, heading west, 10 miles east Edenton Bridge. Tops to clouds appeared to be about 4,500 to 5,000 feet. Headed west looking for a clear area. Then proceeded to descend to 1,500 feet. Cloud layer was approximately .4 scattered to broken, visibility underneath above 15 miles. As we passed approximately 25 miles south of Cofield, pilots VDI began to jitter, checking INS box, found constant ready-light and fine align. Called base, LT (b) (6) [redacted] suggested that I secure INS, which I did. Ready-light went out, fine align did not. All circuit breakers in. At this time computer went idiot and I was forced to go MAG VGI and DR NAV. Entered RTI route approximately 25 miles west Roanoke Rapids, heading 289 degrees, 345 knots, 1,500 feet. At approximately 35 to 40 miles west of Roanoke Rapids, I was attempting to obtain crystal current on the radar, which had just failed, when I heard LTJG COLESTOCK say "Luf". At this time I pulled my head out of the scope and noticed LTJG COLESTOCK's aircraft in parade position on our starboard side. LTJG LUFKIN, over the UHF said something like, "Hey, what are you doing here?" Some bandying of conversation went back and forth for maybe 30 seconds, I am unable to remember just what was said. After approximately two minutes of flying parade, LTJG COLESTOCK's aircraft, NK 503, began to climb and pass from right to left. It appeared as if he was about to perform a canopy roll. As the aircraft began to move across us, I noticed the nose drop through, and I felt that we were going to collide. I yelled in the ICS, "Dive" I felt no "G" on the aircraft and almost immediately after my yell, 503's port wing, approximately 6 feet of it, struck our aircraft at a point I estimate to be approximately 5 to 10 feet in front of the tail. I felt a slight double-jar and then with one hand on secondary firing handle, turned around to look at LTJG LUFKIN. At this time our aircraft appeared to be flying straight and level. LTJG LUFKIN had both hands on his primary handle. At this time I disregarded my secondary handle, and pulled my

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primary face curtain. I felt a slight jolt, then could hear what sounded like air flowing past an open car window. I felt myself tumble twice and noted my hands were flopping around in the air. I had evidently released the face curtain. Then there was a slight cushioning effect and I found myself with a full chute, no more than 2 to 3 seconds after pulling the face curtain. I found myself facing east. The doppler wind before impact had read about 285/25. I passed over the site of one of the burning aircraft, turbulence was extremely bad. Spotted a clearing with a road south of it. Tried to adjust my descent to land in the clearing. It immediately became obvious that I was going to overshoot several hundred yards. At this time I began to think about impact, decided not to release my seat-pack since I was going to land in the trees, and wanted all the protection I could get. Just prior to impact I placed my arms over my face as a shield. Noticed that I was missing my hard hat with chin-strap medium tight, night-visor down, and oxygen mask hooked on the left side of the hard hat. Impacted almost immediately, very lightly, had felt passing through several limbs. Felt myself all-over, shoulders were sore, however had free movement. Some minor cuts back of both right and left hands, even though covered by gloves. Blood streaming from right eyebrow, did not seem too bad. Then pulled out my survival radio and tried contacting some one for about a minute. No prior MAYDAY calls were made. I could then hear voices off in the distance. Replaced radio and set out in that direction. Came upon a series of three farmhouses, no phones available, and no adults. Proceeded to the road where a passing car picked me up and took me to the scene of the crash. County Sheriffs were on the scene and I advised them not to allow photography and that there was a possibility that there could be secondary explosions and to keep people away. I then informed them of the possibility that there could be four ejections. They told me two chutes had been sighted descending. One man was known to still be in an aircraft. I then asked to be taken to a phone, the sheriff's deputy took me to the Boydton Sheriff's office where I made my phone call to squadron. Location of impact approximately two miles west of Boydton. Time: 1050. Then examined by doctor, (b) (6) [redacted] Nothing further happened.

/s/ (b) (6) [redacted]
LT USNR
B/N of A/C 501

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] LCDR
(b) Senior Member

ENCLOSURE 9

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Eyewitness Statement of
(b) (6) [redacted]

1. Mr. (b) (6) [redacted] has no aviation experience. [redacted]
(b) (5) [redacted]

2. I was standing outside of the Doydum jail when these two planes came over flying close together. I yelled into the jail, "Hey you in there, you all come on out here." One plane was flying ahead of the other and very close like this. (Indicated with two card board models that they were in parade position). Then the one on the right flew into the other like this. (Indicated with the models that the port wing of the right plane hit the fuselage of the lead plane aft of the wing). The plane on the right flipped over the top and went down there and the other one went over yonder. (Upon further questioning, (b) (6) [redacted] revealed that there were huge amounts of smoke white and black at the time of collision and an explosion and a lot of black smoke as each aircraft hit the ground. He then noticed one parachute with a man floating down.)

[redacted]
(b) (6) [redacted]
Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] LCDR
(b) (6) [redacted] Senior Member

ENCLOSURE 10

ORIGINAL

The following is a DIR message from Naval Air Rework Facility.

Subj: Safety Engineering Investigation/Accident Investigation, A6A aircraft, BUNO 152643, and BUNO 152897, Control No. LANT A-6 0003-9S

Ref : (a) NAVAIRSYSCOMREPLANT 111924Z Mar 1969
(b) NAVAIRSYSCOMREPLANT 182154Z Mar 1969
(c) NARF NORVA msg 241910Z Mar 1969
(d) ATKRON THIRTY FIVE msg 241606Z Mar 1969

As requested by references (a) and (b), an engineering investigation was performed on a number of small parts and components recovered from the wreckage of A-6A, BUNO 152643 and 152897.

There were no significant findings which appeared related to the accident. Reference (c) provided preliminary report and indicated the detailed findings would be submitted at a later date.

The detailed findings on small parts and components is forwarded, enclosure (1). The material discussed in reference (d), analyzed as Items 21 and 22 in enclosure (1), was received for analysis subsequent to reference (c).

This report concludes local engineering action on the request of references (a) and (b).

R.H. KOCH

Encl:

(1) Summary of safety engineering investigation of numerous parts, components, and material recovered from wreckage of A-6A BUNOS 152643 and 152897.

Authenticated (b) (6) [redacted]

Senior Member

ENCLOSURE 11

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 5510.1 VA 35 1-69A

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SUMMARY OF SAFETY ENGINEERING INVESTIGATION OF NUMEROUS PARTS, COMPONENTS, AND MATERIAL RECOVERED FROM WRECKAGE OF A-6A BUNOS 152643 AND 152897

1. Helmet fitting, (BUNO 152643). The green paint was zinc chromate primer.

2. Helmet visor cover, (BUNO 152897). The paint scrapings are remnants of black insignia background, blue overpaint, and gold coating.

3. Fuselage section (BUNO 152643). The paint smears on the exterior surfaces were insignia blue.

4. Wing tip section (BUNO 152897). The paint smears on the exterior surface were possibly insignia blue. Positive identification was not possible.

5. Starboard fuselage speed brake (BUNO 152643). External smears are primarily mechanical abrasion marks, including traces of a light colored paint, similar to the A-6 exterior paint materials. The direction of the smear could not be determined. Several smears on the aft section of the inner surface match the red paint from the speed brake actuating cylinder.

6. Metal skin from "turtle back" (BUNO 152897). The black paint smear is similar to the flat black paint of the canopy interior.

7. The small riveted aluminum skin section found in the starboard fuselage speed brake (BUNO 152643). Material gauge, rivet size, type and spacing match the lower section of an A-6 outboard flap trailing edge skin and rib at sta 178.496, or 186.621, or 242.496, or 250.621.

8. Autopilot roll channel capacitor, P/N CZ24BEB105K (BUNO 152897). Microscopic examination showed that the electrical leads to the capacitor failed in shear. Electrical test revealed that the capacitor was shorted by impact damage to the outer shell of the capacitors penetrating the paper dielectric and the foil plates.

9. Linear actuator, stabilizer trim, Model No. 1608M1, Serial No. 410 (BUNO 152897). The assembly received extensive impact damage. Both high and low speed electrical motors and actuating arm were missing. The gear box housing was intact. The gears and bearings were in good condition. A portion of the actuating arm assembly was attached to the worm gear. Measurements of the arm indicated that the position of the actuator would have caused the aircraft to be in a slight nose up position.

10. Linear actuator, rudder trim, Airesearch P/N 525918-3-1, Serial No. 26-672, (BUNO 152897). The unit was received without the actuating arm which sheared off at impact. The AC motor assy, P/N 516020-2, Serial No. 26-666, was electrically tested, and functioned normally. All gears and bearings were in correct position and in good condition. A portion of the actuating arm assy was still attached to the worm gear. This portion was located halfway between the extreme retract and extend position, and indicated that the actuator was in the neutral position at the time of impact.

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11. Linear actuator, flaperon-trim, Airesearch P/N 525918-3-1, Serial no. 45-49 (BUNO 152897). The actuating arm was slightly bent. The electrical connector was missing, and the unit was discolored from high temperature from an external source. The AC motor, P/N 516020-2-1, Serial No. 45-527, was electrically tested and no defects were observed. Gears and bearings were in good condition. The actuator was received in a neutral position. It was determined that the actuator was in operating condition at impact.

12. AFCS NAV Computer, P/N 1782454 (BUNO 152897). The computer was too extensively damaged to check modules operationally. Many of the modules were dislocated or damaged due to impact. The Z600B motor amplifier, P/N 1782337-3, of the Z3000 roll computer amplifier, P/N 1782352-2, was marked on both sides in four places with the word "BAD". The capacitors and transistors of the board were checked and found to be in good condition. The Z2000, roll servo amplifier ohmmeter check was satisfactory.

13. Rudder transmitter, P/N 8TJ9PAY43, Serial No. H1732 (BUNO 152897). The damage consisted of a broken mounting foot, and broken external shaft. Approximately 3/16 inches of the shaft remained with the transmitter. The transmitter was placed in a PAR A-6 aircraft and operated electrically. The aircraft indicator indicated three units of right trim.

14. Normal accelerometer, Type T-789/ASW, P/N 615794-5, Serial No. BHS-26, (BUNO 152897). The electrical receptacle and part of the cable were missing. The remaining section of the cable indicated that the connector end had been pulled off by an externally applied force and subjected to high temperatures. The in-phase null measurements indicated a value of 0.82 volts, instead of 0.030 volts (maximum) specified by standard handbook. Examination of the coil assembly, indicated that its springs were bent from a severe external force. The bent spring caused excessive voltage.

15. Rate gyroscope, Type CN-694/ASW, P/N 1782137-2, Serial No. BHS30, (BUNO 152897). The unit had been subjected to excessive heat and was charred internally. Fire damaged insulation of internal wiring prevented precise electrical resistance measurements.

16. Stabilizer actuator assy, P/N 21420-2, S/N 341023 (BUNO 152897). The actuator piston rod was extended 4.50 inches. Duplication of the position on another A-6 aircraft indicated a 1° nose up condition. The hydraulic fluid contained insignificant amounts of contamination. The hydraulic and electrical functional operation of the servo control valve was tested and found satisfactory. Solenoids, indicator, switch, and position transducer were checked electrically and found satisfactory.

17. Rudder actuator assy, P/N 18400-6, S/N 328343, (BUNO 152897). The actuator piston rod was extended 7.75 inches. Duplication of the actuator position on an A-6 PAR aircraft indicated a 2° left rudder position. The hydraulic fluid contamination consisted of fine metal particles and fragments of "O" ring seals.

18. Starboard flaperon actuator, P/N 18420-22, S/N 361417, (BUNO 152897). The actuator piston rod was broken off flush with the actuator housing. Assuming that the rod end bearing was screwed on the rod approximately the same number of turns as on the port actuator, it was determined by comparison that the flaperon was in the retracted position. The hydraulic fluid indicated presence of sand, glass and metal.

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19. Port flaperon actuator assy, P/N 18420-21, S/N 26118, (BUNO 152897). The actuator piston rod was extended 8.40 inches. The piston rod position was duplicated on an A-6 PAR aircraft and indicated 8° up (outboard panel), and 6° up (inboard panel). The hydraulic fluid contained a light quantity of sand. The inner wall of the actuator housing was polished from heavy side loadings of the piston rod and scored from fluid contaminants.

20. Flaperon auto/pilot actuator assy, P/N 21340-14, S/N 342894, (BUNO 152897). The electrical linear transducer actuating shaft was scored by the shaft support ball bushing. The hydraulic fluid contained light abrasive, metallic, and O-ring particles.

21. Time release mechanism, P/N MBEU733GRU5, S/N 11881, (BUNO 152897). The unit tested was within limits except the timing was 1.95 to 2.00 seconds. The correct timing is 1.75 ± .10 seconds. Dirt was found inside the unit. The spring, P/N MBEU 22110, was approximately .25" shorter than specified. The unit was cleaned, reassembled, and retested. The timing was 1.91 to 1.95 seconds. Slow timing was attributed to the short spring. It is concluded that the release unit operated slightly slow during the accident.

22. Time release mechanism, P/N MBEU733GRU5, S/N 18749, (BUNO 152749). Testing and disassembly revealed no discrepancies. It is concluded that the unit functioned normally during the accident.

ENCLOSURE 11

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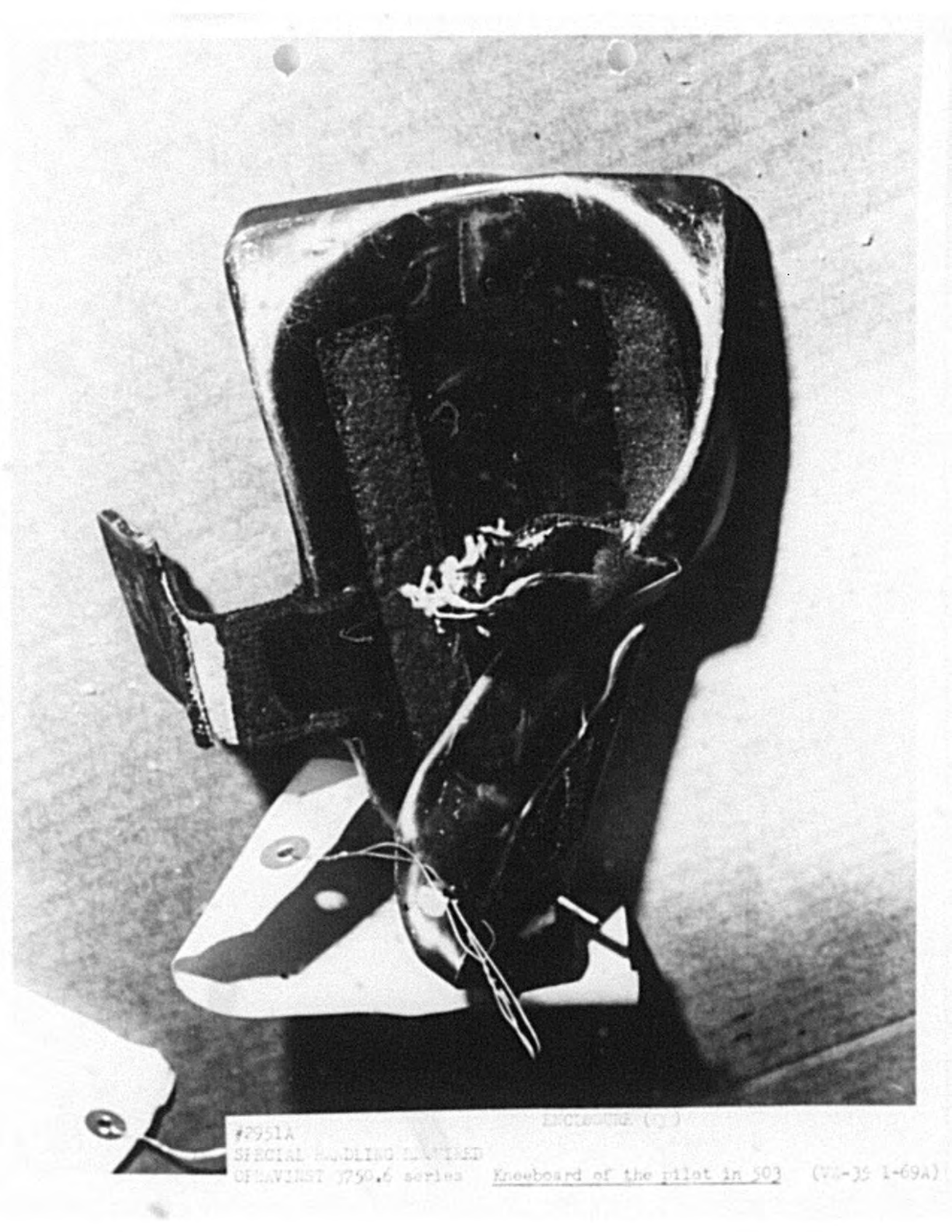

ENCLOSURE (5)

#2951A
SPECIAL HANDLING REQUIRED
OPNAVINST 5750.6 series Kneeboard of the pilot in 303 (VA-35 1-69A)

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MARTIN-BAKER Representative Investigation of Ejection Seat

Introduction:

On 7th March an A6A Intruder buno 152643 of VA-35 departed the Mechlinburg Bombing Range after completing its runs. Approximately two minutes later another A6A, buno 152897, left the range and formated, unseen, upon the leading A6A '643. After an exchange of communication between the two pilots the A6A's flew westwards at 350 KIAS at 1100 feet AGL in a "parade" formation (echelon starboard). After a short time lapse '897 was seen by the Bombardier/Navigator of '643 to draw abreast of his aircraft, climb approximately thirty feet and commence a roll to the left across the top of his aircraft '643. As the rolling A6A approached a wings vertical attitude it's nose was seen to drop and the B/N realized that a collision was inevitable. Keying his microphone pedal, the B/N Lt.j/g (b) (6) [redacted] USNR, shouted to his pilot, Lt. j/g Thomas P. Lufkin USNR, to dive. Lufkin did not respond prior to the collision and the near vertical port wing of aircraft '897 sliced into the rear fuselage of Lufkin's aircraft at the starboard speedbrake position. Aircraft '897 continued it's roll over '643 and entered a near vertical dive into the ground, the pilot, Lt. j/g John M. Colestock USNR, ejecting but striking the ground prior to parachute deployment. The B/N in '897, Lt. j/g Edward J. Young USNR, did not eject and was killed on aircraft impact.

After observing the collision, (b) (6) [redacted] reached for his alternate ejection handle but as he was about to eject he saw that his aircraft was still flying straight and level and he therefore looked at his pilot for direction; Lufkin was in the act of pulling the face curtain. Seeing this, Wigand immediately pulled his own face curtain and ejected successfully, being recovered without injury. Although Lufkin ejected immediately after his B/N he struck the ground on a developing parachute and was killed upon striking his chin on a tree limb.

Because both pilots had ejected but neither had survived, this representative was requested to investigate the accident and report his findings.

Pilot of A6A Buno 152897, Lt. j/g John M. Colestock USNR

This pilot had ejected from his aircraft by pulling the face curtain firing handle, the alternate handle still being in it's stowage. Initiation had been normal and the inner and intermediate firing tubes had extended, moving the seat out of the cockpit. As the two piston tubes reached the end of their travel within the outer cylinder tube, the seat had torn away from the gun at the primary breech, the cartridge case showing deformation which indicated that the seat had moved forwards and to the left on separation.

The sudden loss of gun pressure had arrested the piston tube extention and the top fitting of the cylinder tube was found, with the top latch intact, (fig 1) and the intermediate tube fully extended but with the inner piston tube still within the intermediate tube. (fig 2) Despite the abbreviated gun stroke the seat cleared the aircraft normally and the drogues were deployed 1.00 second after ejection (post accident tests revealed that the Drogue Gun operated at 1.00, 1.01, 1.00 seconds on consecutive tests; the

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limits are 1 second ± 0.1 sec.) Seat stabilization had occurred on fully developed drogues and Time Release operation had taken place. The drogues had separated from the seat, the headbox pins had been extracted and tension had come upon the rip-pins at the same instant as the pilot struck the ground. The impact had arrested seat operation and the rip-pins had not been extracted. (fig 3) Colestock's body (b) (6) [redacted] was laying close by the seat which was lodged against two trees. The drogue chutes were draped over the trunk of a tree which had been felled by the aircraft impact and the rigging lines were over clay which had been spattered on the tree trunk by the impact explosion. However the body, seat and drogues were partially buried under loose earth. It therefore seems apparent that Colestock struck the ground after the aircraft impact and explosion, his drogues, etc. being on top of the impact explosion damage, but that it had then been partially buried by the topsoil which had been blown into the air by the explosion and had then fallen to earth covering the body.

Colestock had ejected either during the collision or during the post collision gyration (his aircraft had lost much of it's port wing and was in a spiral) as the gun break-up was definitely the result of high acceleration loadings upon the gun during the ejection gun stroke. Colestock's ejection was undoubtedly a last ditch attempt under impossible ejection conditions. It has been calculated that Colestock's aircraft struck the ground some three seconds after collision and as the seat requires longer than this to put the ejectee on a parachute it will be appreciated that Colestock was in a hopeless situation.

B/N of A6A buno 152897, Lt. j/g Edward J. Young USNR.

Lt. j/g Young had not ejected from his aircraft and was killed on aircraft impact. (b) (6) [redacted] (b) (6) [redacted] This established that the B/N was still in his normal cockpit position at aircraft impact. As additional evidence the B/N's ejection gun was found crushed in it's unfired condition proving that seat firing had not taken place prior to aircraft impact.

Pilot of A6A buno 152643, Lt. j/g Thomas P. Lufkin USNR

The ejection seat was laying on it's back some 15 feet from the pilot's body. The seat was devoid of all personnel equipment and separation had apparently been clean and normal. The scissor shackle had struck the ground and had been forced forward and downwards crushing the shackle stop. The scissor schackle and ejection gun firing head were caked with earth and roots. The ejection gun firing pin was fully descended and the primary cartridge was fully expended. The gun had been forced down in the seat top crossbeam causing distortion but not failure of the Piston Tube Retaining Collar; this damage apparently occurred on ground impact. The drogue sleeve was extracted from the container, the container was clean and undamaged and the drogue flaps were normal. The top latch was still locked to the inner piston breech (although the piston tube had separated from the breech). Powder burns from the muzzle of the drogue gun barrel were noted on the top latch housing. The drogue gun was still secured correctly to the seat beam and had fired.

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Drogue Gun Serial No. 7687

The drogue gun was removed from the seat and the barrel was removed. The cartridge had received a good strike and the cartridge was fully expended. The drogue gun was checked for timing and ran consistently between 0.98 and 0.985 seconds (limits 1 second ± 0.1 second)

The Headbox Assembly was undamaged and the Headbox Pin Lugs bore only the marks of normal use. The Parachute Withdrawal Line Clip on the rear face of the port Harness Reel Housing was undamaged as was the Slide Disconnect Static Line Anchor Fitting. The protective "cup" which is mounted immediately below the Anchor Fitting was bent downwards so that it's upper edge was bent downwards at approximately 45 degrees instead of being horizontal. The cup was otherwise undamaged although the paint had worn from it's upper edge and some of it's underside, but this was noted to be normal on all GRU-5 seats inspected at NAS Oceana. Many tests were conducted in an attempt to see if this distortion of the cup had any bearing upon the accident but all tests were negative and it was noted that the Parachute Withdrawal Line which is adjacent to this cup, bore no witness marks of any such hang-up. The seat bucket had dislodged from it's upper attachment points and had tilted forwards approximately ten degrees until it's upper forward edge struck the rear of the Parachute Back Rest. This had resulted in the distortion of the Torque rods controlling lower harness and leg line release. The starboard rod was bent but intact but the port rod had broken from it's Main Beam Attachment Bracket although the linkage was intact. The port seat bucket attachment plunger had torn from it's guide but the damage was not very severe indicating that the bucket attachment plunger had been in only marginal engagement with it's guide. The starboard guide bore no significant mark and it would appear that the seat bucket attachment on that side was virtually non-existant. It therefore seems likely that the seat bucket dropped forward from it's upper guides and came to rest against the rear of the Parachute Backrest at the time of ejection when the seat bucker was subjected to the downward inertia loading of the pilot. Again tests were conducted to attempt to determine if such a displacement could have adversely affected the operation of the seat. Once more the tests were negative and indeed the seat harness linkage still operated normally on the subject seat when the Time Release was recocked and fired.

The left hand and forward edge of the seat bucket had received very extensive damage, the port thigh support only being attached by a few threads of it's fibreglass cloth. (fig 4 and 5) The adjacent area of the survival kit was examined and did not bear evidence of extensive damage which would have been inflicted had the kit been in the seat at the time this damage occurred. (fig 6).

It can therefore be positively stated that this damage to the seat bucket was incurred after seat/man separation and therefore had no bearing on the outcome of this ejection. The alternate firing handle had been fully extracted from it's stowage and bore no evidence which might indicate that it had been snagged. The Face Curtain, which was found 750 feet from the seat, had several cuts on the underside of it's plastic covered handle. (fig 7) Marks from the rubber handle stops found on Lufkin's helmet (fig 8) positively determined that the pilot had pulled his face curtain handle but had not apparently fired the seat by this means as the cuts on the underside of the handle

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show that the handle had blown back over the top of the seat prior to ejection and that the exposed underside was cut upon the penetration of the transparency. It is therefore concluded that the pilot ejected by means of the Alternate Handle. It was noted that the Alternate Firing Cable Conduit had been pulled from its clips over its upper end and tests were conducted to see if a hang-up could have caused this damage, again the tests were negative and closer inspection revealed that the one kink in the conduit was the result of engaging a branch when the seat fell through the trees. All harness locks were open and the corresponding lugs on the pilot's harness bore no evidence of unusual loading such as would occur on a hang-up. The only exception to this was the Personnel Equipment Connector Upper Block to the starboard side of the seat which had detached from it's hose (fig 9). This whole equipment connector assembly is CFE which is installed on the seat at the Prime Contractor. NARF Norfolk has recently reported instances where this block has not released on a simulated ejection because of shortcomings in the official linkage adjustment technique in the handbook; it is believed that the NARF has taken appropriate action. It would appear that such a release failure occurred in this instance resulting in the breaking off of the upper block, however, this would not have detrimentally affected the ejection as the upper end of the oxygen hose is secured to the pilot's torso suit and therefore the breakaway force is absorbed by the pilots torso harness. This separation failure is not to be dismissed however and it is recommended that immediate action be taken to functionally check the seats for clean separation upon time release operation. The Parachute Pack Restraint Straps, which remai: with the seat, were undamaged and had been cleanly released.

The Time Release Unit Serial No. 18749

This was checked on the seat and operated correctly. It was then bench checked and operated at 1.74 seconds (limits 1.75 ± 0.1 seconds) The altitude test checked out at 10400 feet to 10800 feet consecutively (limits 10000 - 0 + 3000 feet) The G Limiter operated consecutively at 3.8g (limits 3-4½g) The Time Release was then subjected to PDIR examination at NARF Norfolk who confirmed the bench test figures and conducted a progressive disassembly inspection which proved that the TRU was in perfect working order and was fully modified.

The Emergency Harness Release Handle had not been used.

Drogue Parachute Assembly:

The firing of the drogue gun at 0.98 seconds had deployed the drogues. The drogue gun piston had separated from the Drogue Withdrawal Line and was missing; this is not uncommon on normal ejections. The Drogue Flap Closure Pin had been forcefully removed from the Drogue Flaps causing the tearing of the pin attachment stitching, distortion of the pin and opening of the flaps. The knot attaching the Drogue Withdrawal Line to the apex of the Controller Drogue was tight, indicating forceful extraction of the Controller Drogue by the Drogue Gun Piston. Examination of the Controller Drogue serial no. C1164, revealed no damage. It was apparent that the 22 inch diameter Controller Drogue had extracted the five feet diameter Stabilizer Drogue because the knots in the Drogue Connecting Strap were noted to be very tight. Examination of the Stabilizer Drogue serial no. C1164 revealed that it was entirely undamaged. The Drogue Lifting Line from the Stabilizer to the Scissor Scackle had been under tension and creeping of the line through the

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wrapping tape and bruising of the Drogue Shackle Securing Bolt was noticed, both are indicative of normal drogue stabilization loading. Upon Scissor Shackle release the drogues had pulled away from the seat, the Headbox Pins had been extracted apparently normally from their lugs although the pins had been cut from the Link Line by persons unknown. Had the pins torn from the line it is to be expected that they would have remained in their lugs or at least damaged the lugs. As previously stated this evidence was not found. The static line Anchor Pin was in perfect condition and had withdrawn cleanly and as it is withdrawn at the same time as the port headbox pin, it substantiates that the headbox pins were cut away on the ground. The nylon cuts are also consistent with severing with a sharp knife. The plastic sheath over the drogue link line was entirely undamaged and bore no evidence of unusual deployment. The Link Line Connector was tightly secured.

Personnel Parachute Assembly:

The slide disconnect pin was still fastening the Link Line and Parachute Withdrawal Line. The Static Line was not attached to the Slide Disconnect Pin as it should have been on an automatic separation and the Static Line retaining spring was undamaged and bore no marks of forceful removal of the Static Line. The parachute rip-pins were very badly distorted, the starboard pin being bent through 180 degrees to superimpose the port pin. The pin connecting cable was bent and flattened and several strands of wire had broken in the inside of the curve. The port pin was splayed some 30 degrees as was the starboard pin the direction of pin bending indicated that the connecting cable had been pulled upwards. (fig 10) Examination of the Slide Disconnect Pin revealed a dent in the rear edge of the pin tubular section and a cable abrasion mark which matched the pin connecting cable (figs 11 and 12) By matching up the witness marks the condition shown in fig 13 was found to result with the Slide Disconnect pin pulling through the rip-pin connecting cable. The rip-pin backing plate and manual "D" ring cable were also distorted. (fig 14) It was noted that the manual "D" ring had been pulled apparently by the pilot and photographs of the body taken minutes after the accident show the handle dangling on it's cable.

Tests were conducted using a different but identical parachute and link line and by routing the Parachute Withdrawal Line under the rip-pin connecting cable a hang-up was produced which was cleared by pulling the "D" ring handle. Although loads in excess of 80 lbs. (the balance limit) were recorded damage to the pins was not nearly as severe as that noted on Lufkin's parachute. However if the hang-up were more serious and the loads consequently much higher then it is reasonable to expect the distortion of the pins to be correspondingly worse, which appears to be the case here.

Examination of the personnel canopy revealed only a very minor friction burn hole and black paint at the apex of gore 23. Both antisquid lines had broken, indicating that the parachute had fully deployed and the line stretch condition had been attained. The Parachute Container and Ventilated Back Pad were missing and despite an extensive search of the site and investigation by the State Police and FBI this equipment was not recovered.

Reported Injuries Received by Pilot:

(b) (6)

[redacted]

Enclosure 13

ORIGINAL

(b) (6)

[redacted]

Probable Sequence of Events:

The pilot was seen to reach for his face curtain prior to the B/N's ejection. He pulled the handle but was either undecided or did not pull hard enough as seat firing did not take place. The pilot then released the face curtain at about the time the B/N ejected, the windblast from the broken canopy causing the face curtain to blow back over the seat. The pilot then grasped and pulled his alternate handle which resulted in a normal ejection. At 0.98 seconds after ejection the drogue gun fired and seat stabilization commenced. At approximately 1.74 seconds, including a fractional delay due to the intervention of the g Limiter, the Time Release operated and the pilot was released from the seat although he was still retained in the seat by the lower harness sticker clips (which is normal) and the incorrectly adjusted upper oxygen block on the starboard side of the seat. The drogues pulled away from the seat and the Headbox and Static Line Anchor Pins were withdrawn. The Slide Disconnect Pin was snapped into engagement with the rip-pins and a hang-up occurred due to the misrouting. As the pilot's Seat Bucket was in a high position it is quite likely that the backpad was jammed down the back of the seat cushion (a condition which has also been reported by the NARF) and seat/man separation was further impeded. Thus the pilot continued to descend in the seat with the drogues pulling at his jammed rip-pins but unable to affect deployment of the parachute. The pilot had used the alternate handle to fire the seat and, presuming he did not have his eyes shut, he must have been visually aware of his situation. After a delay of some four seconds he would have realized that he was not going to get a parachute and so pulled the "D" ring rather than separate and then pull the "D" ring - time was obviously running out. Pulling the "D" ring cleared the rip-pin hang-up and the drogues pulled away, streaming the canopy past the seat causing the hole in gore 23. The deploying parachute broke the seat free of the pilot and the pilot entered the tree tops. As he entered the trees he struck his chin on a limb [redacted] (b) (6) [redacted] Descending into the trees the drogues and chute caught on branches and the pilot struck the ground at a survivable speed (b) (6) [redacted] Total time from ejection to impact was of the order of 8½ seconds, the aircraft having been straight and level at 1100 feet at about 350 KIAS.

Conclusion:

It would appear that the parachute misrigging was not the work of escape equipment personnel but more likely the result of an inadvertant parachute deployment by other personnel working in the cockpit; certainly the repacker did not know what he was doing. Figs 15 and 16 show that when misrigged the parachute pack does not appear unusual when installed. The seven day parachute rip-pin inspection was introduced to prevent just such an accident, unfortunately the pack was due for inspection the day of the accident.

Recommendations:

Many tests and emergency ejections have proved the efficiency and reliability of the GRU-5 ejection seat IF RIGGED CORRECTLY and the investigation has not

Enclosure 13

ORIGINAL

revealed any design problem areas. However, the following recommendations are submitted for consideration:

a. Adjustment of the upper seat bucket plungers should be reviewed to provide more positive engagement.

b. Adjustment and functional checks for the release of the personal equipment connector be implemented to preclude upper block hang-up.

c. Urgent action to resolve Back-Pad and Seat Cushion jamming which whilst not affecting automatic operation, could prejudice a manual separation.

d. Prevention of the misrouting problem which is the crux of this accident can only be realized by the diligent application of responsibility by <u>all</u> ground crew personnel.

(b) (6) [redacted]
Martin-Baker Technical Representative
Atlantic Fleet

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] Senior Member

Enclosure 13

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5510.1 69A

ORIGINAL

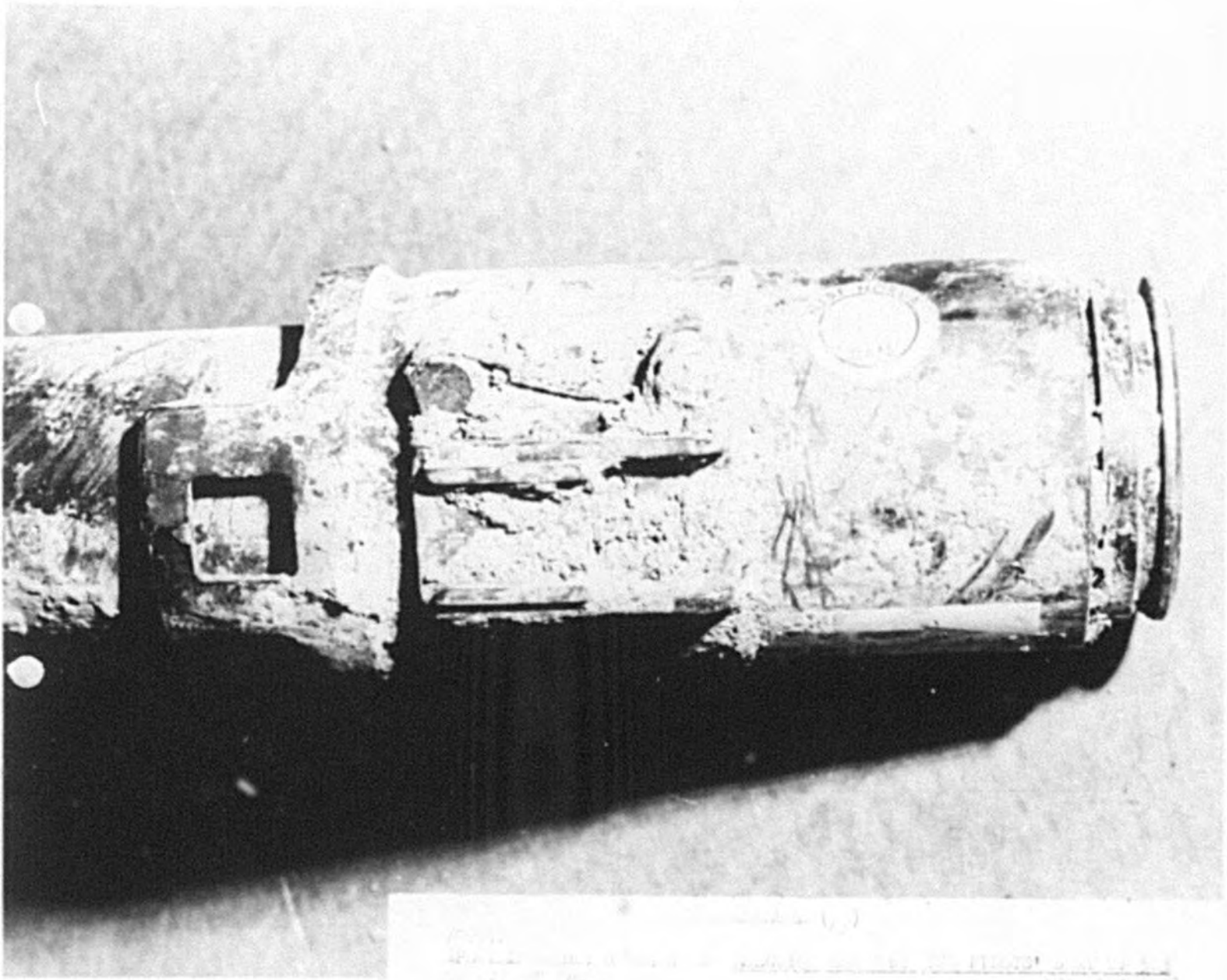
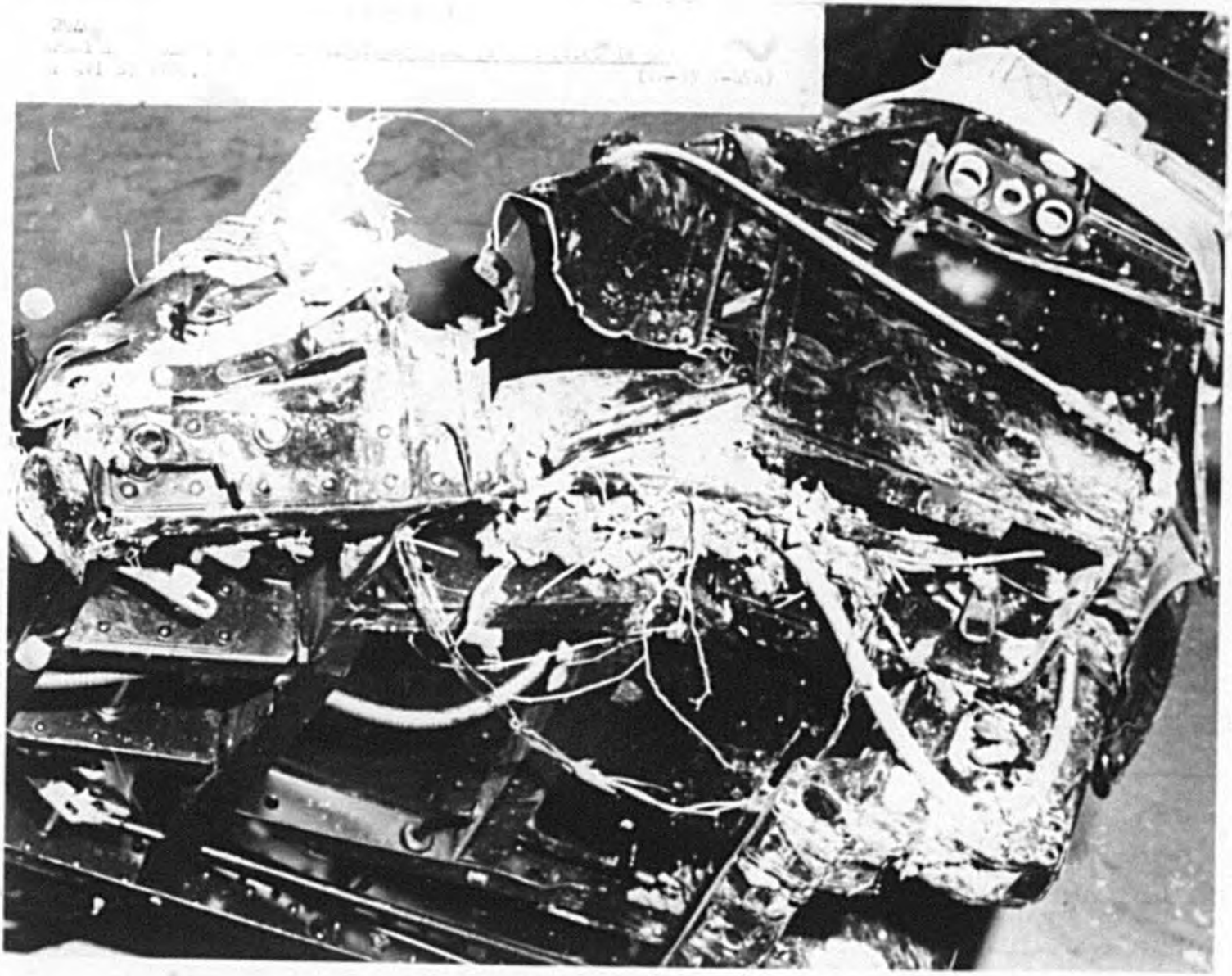
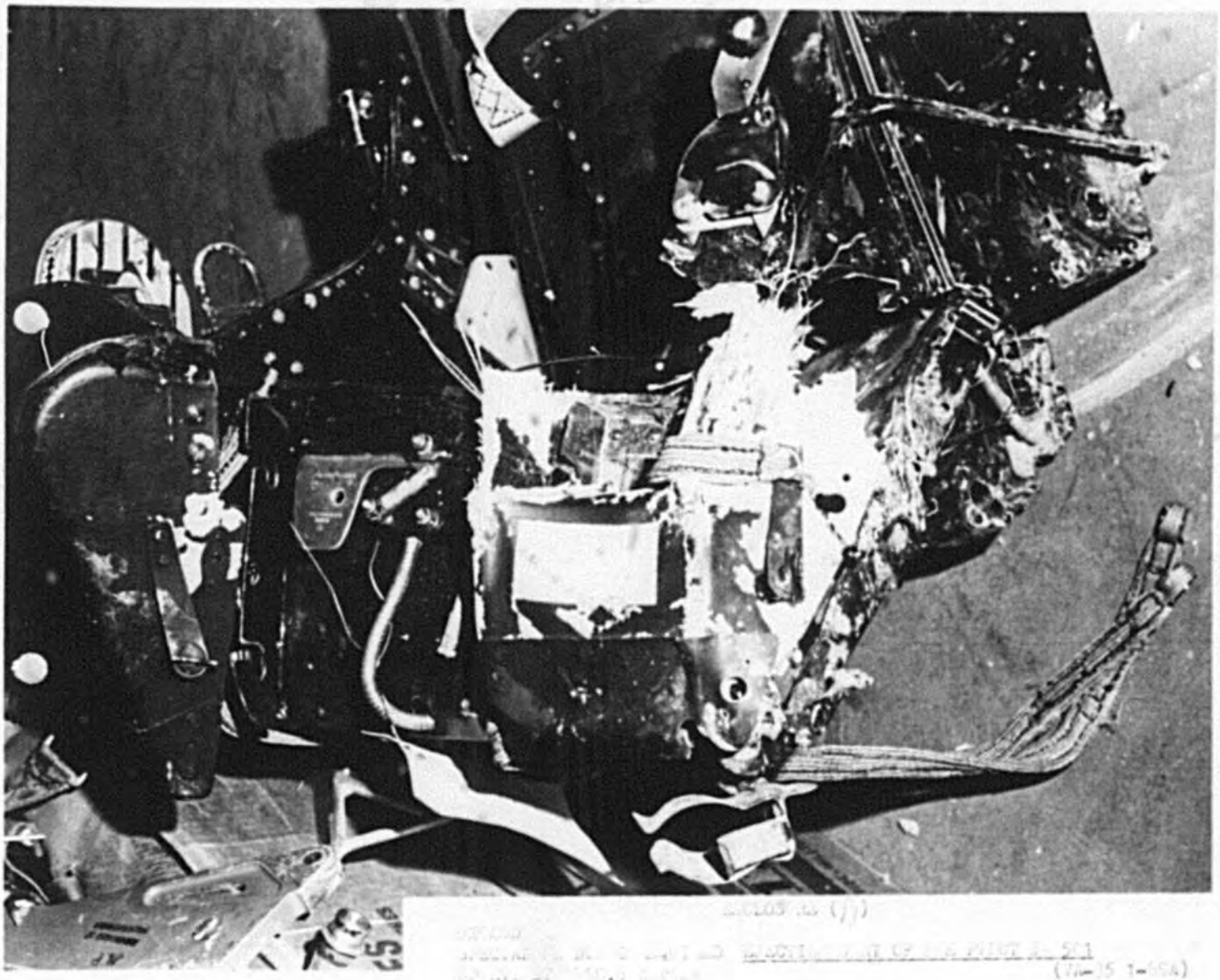


FIG 2

ENCLOSURE (17)

J 29458
SPECIAL HANDLING REQUIRED EJECTION GUN FRO. THE PILOTS' SEAT OF 503
OPNAVINST 3750.6 series (VA-35 1-69A)





ENCLOSURE (j)

[illegible] EJECTION [illegible] OF [illegible] 501

[illegible] (7A-35 1-694)

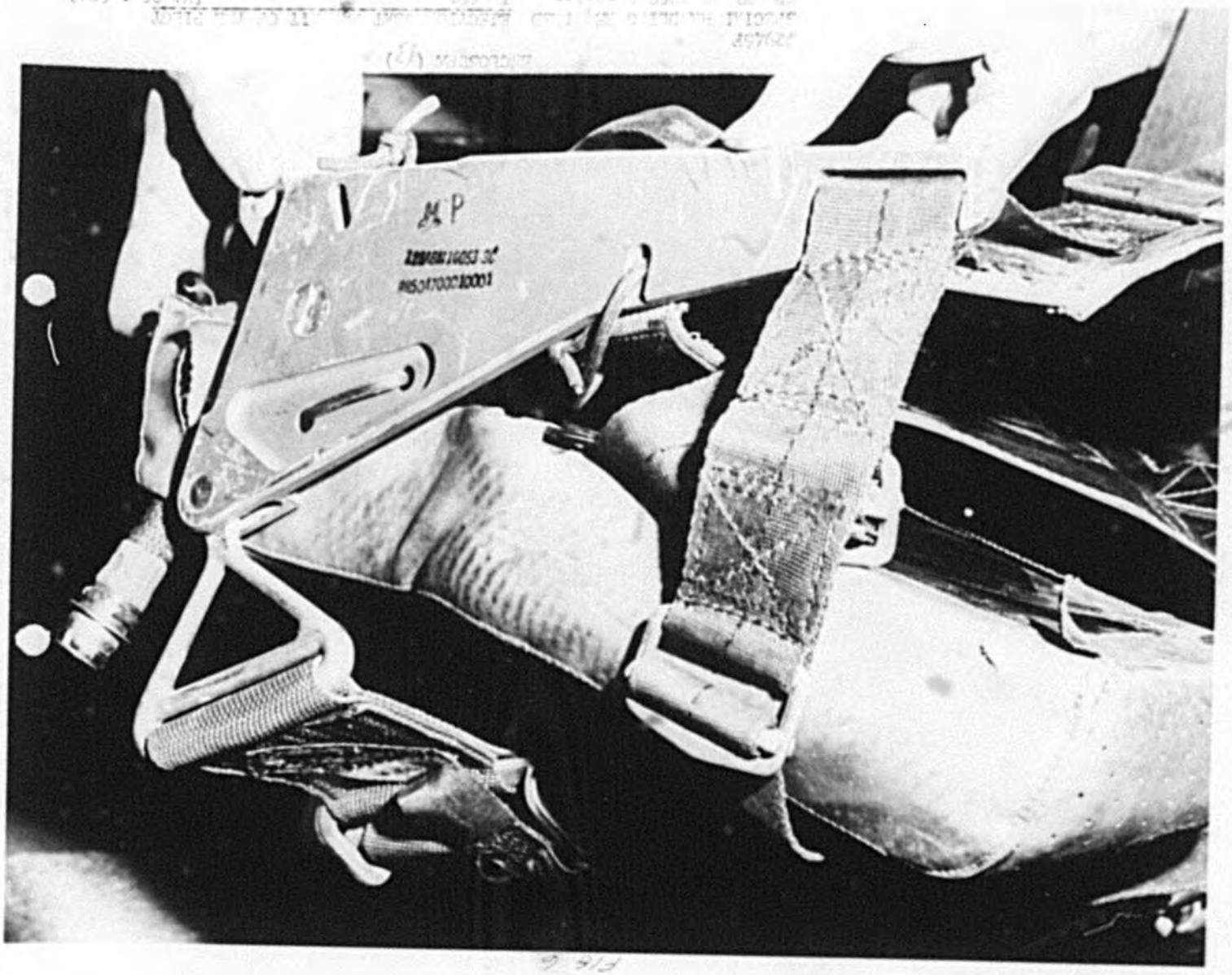
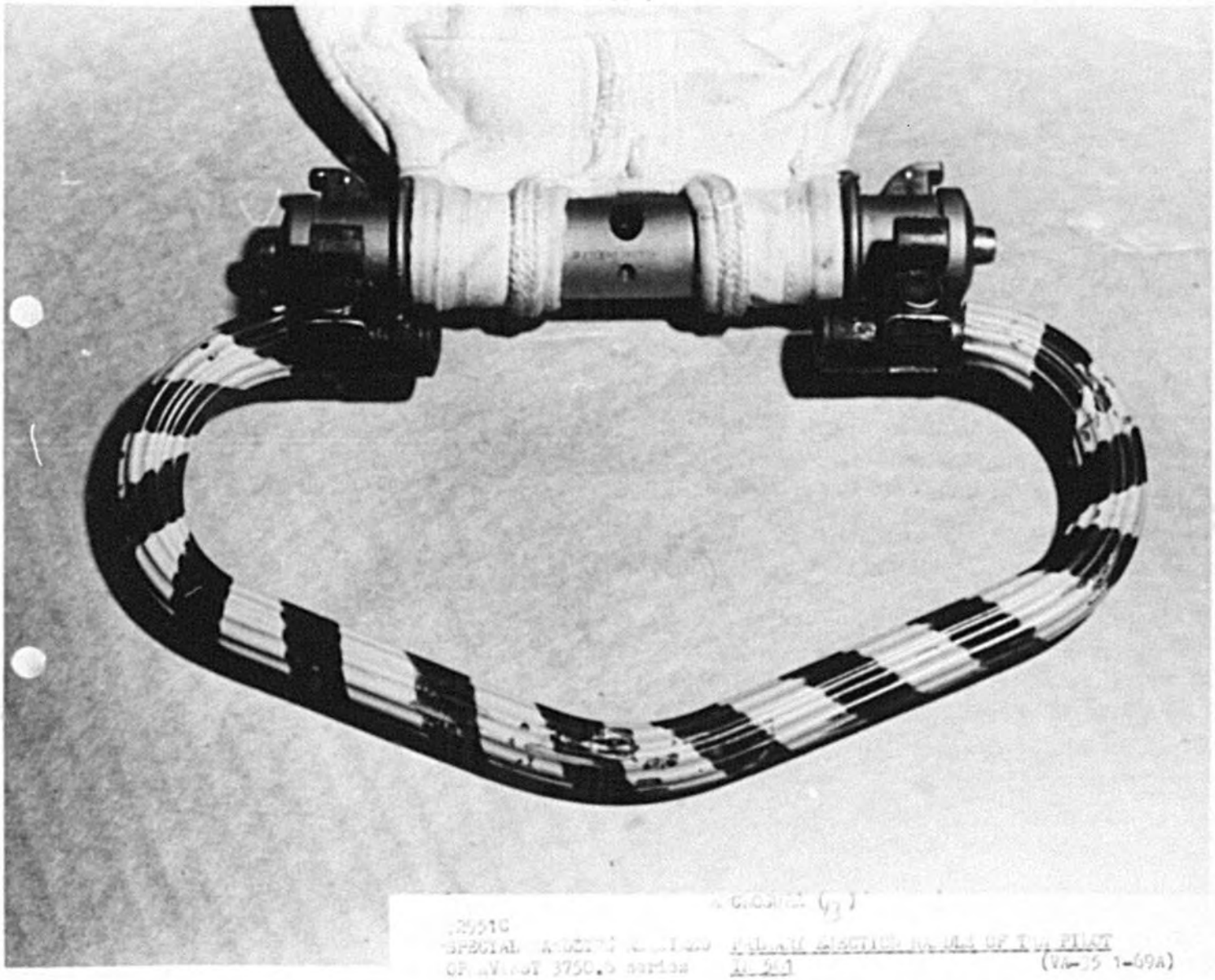


Fig 6

FIG. 7



A CROSSWIND (93)

.2951C
SPECIAL [illegible] PRIMARY EJECTION HANDLE OF THE PILOT
OF [illegible] 3750.5 series [illegible] (VA-35 1-69A)

FIG. 8

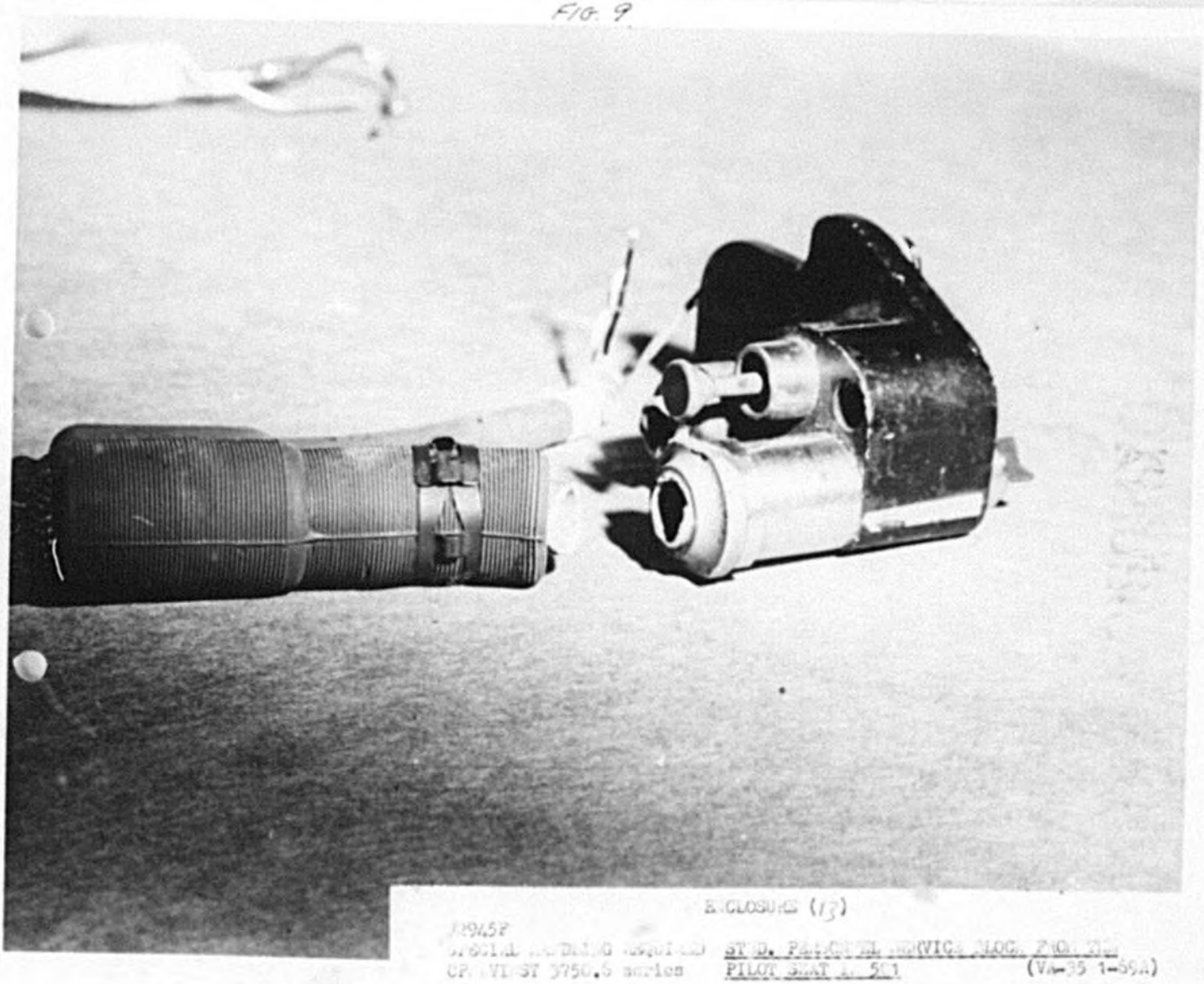
ENCLOSURE (1)

#2951D
SPECIAL [illegible] REQUIRED
OPNAVINST 3750.6 series

[illegible]
PILOT [illegible] 501

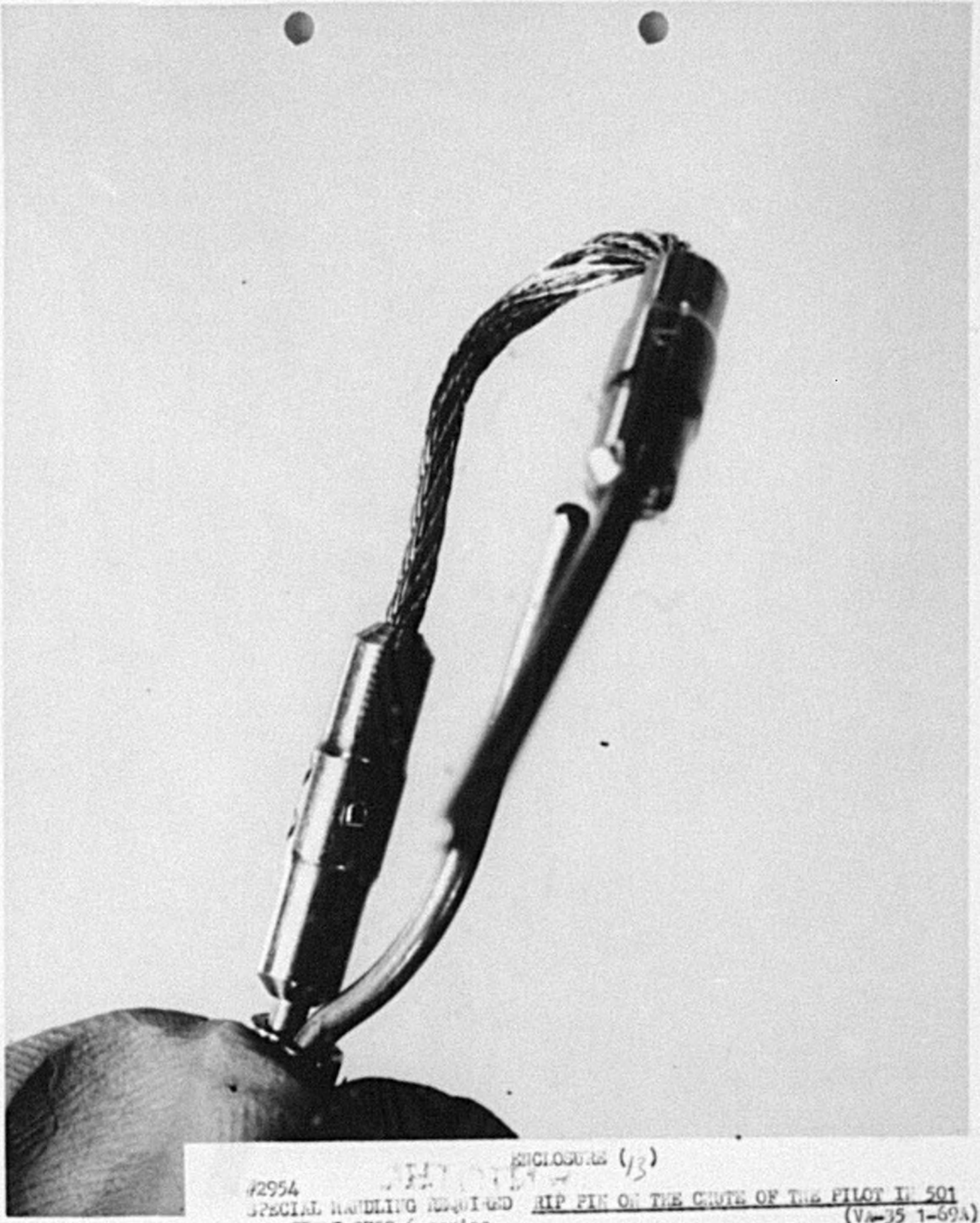
(VA-35 1-69A)

FIG. 9



ENCLOSURE (13)

J2945F
SPECIAL HANDLING REQUIRED STD. PERSONNEL SERVICE BLOCK FROM THE
CP. AVIST 3750.6 series PILOT SEAT [illegible] 5[illegible]1 (VA-35 1-69A)



ENCLOSURE (13)

#2954
SPECIAL HANDLING REQUIRED RIP PIN ON THE CHUTE OF THE PILOT IN 501
OPNAVINST 3750.6 series (VA-35 1-69A)

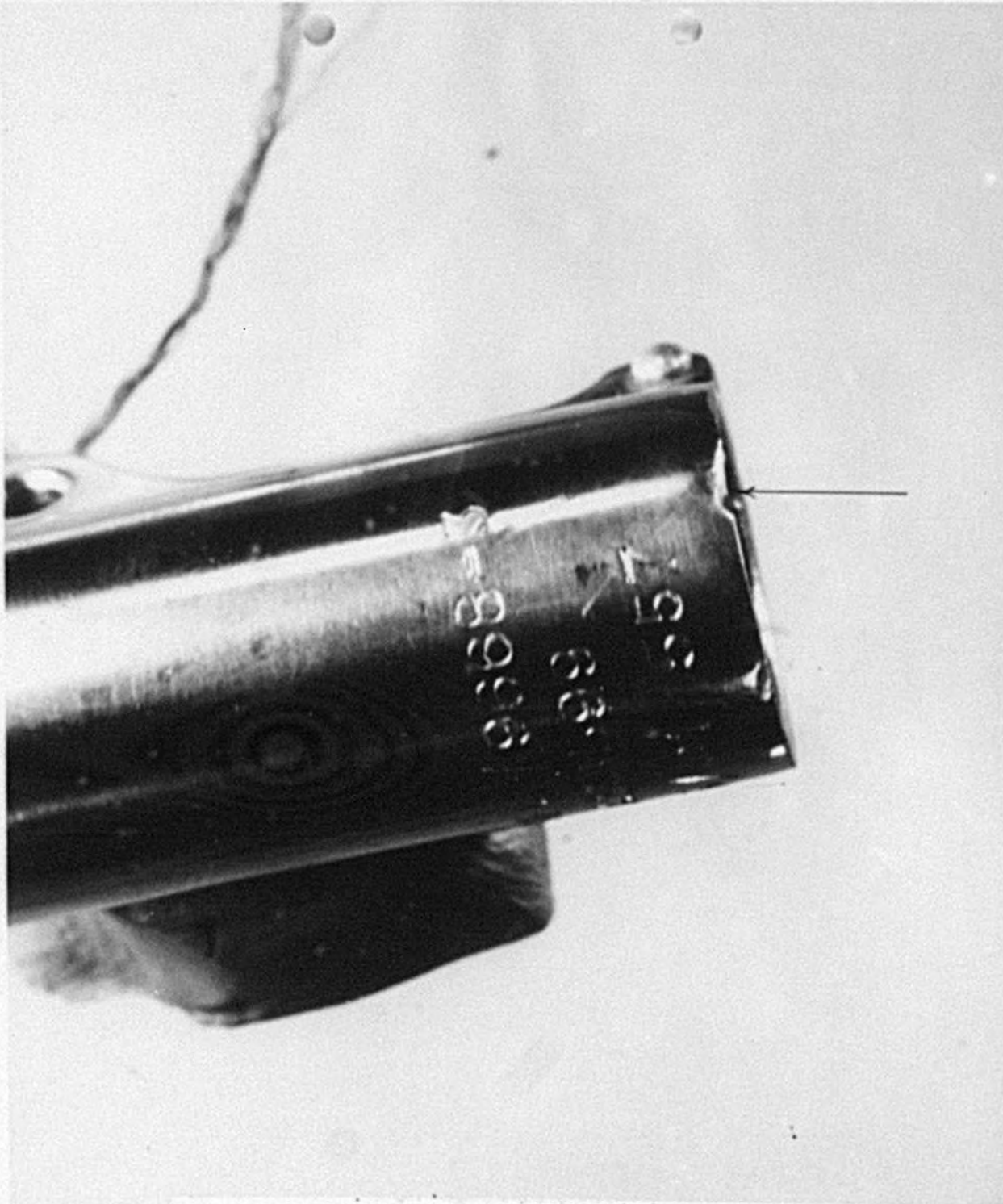
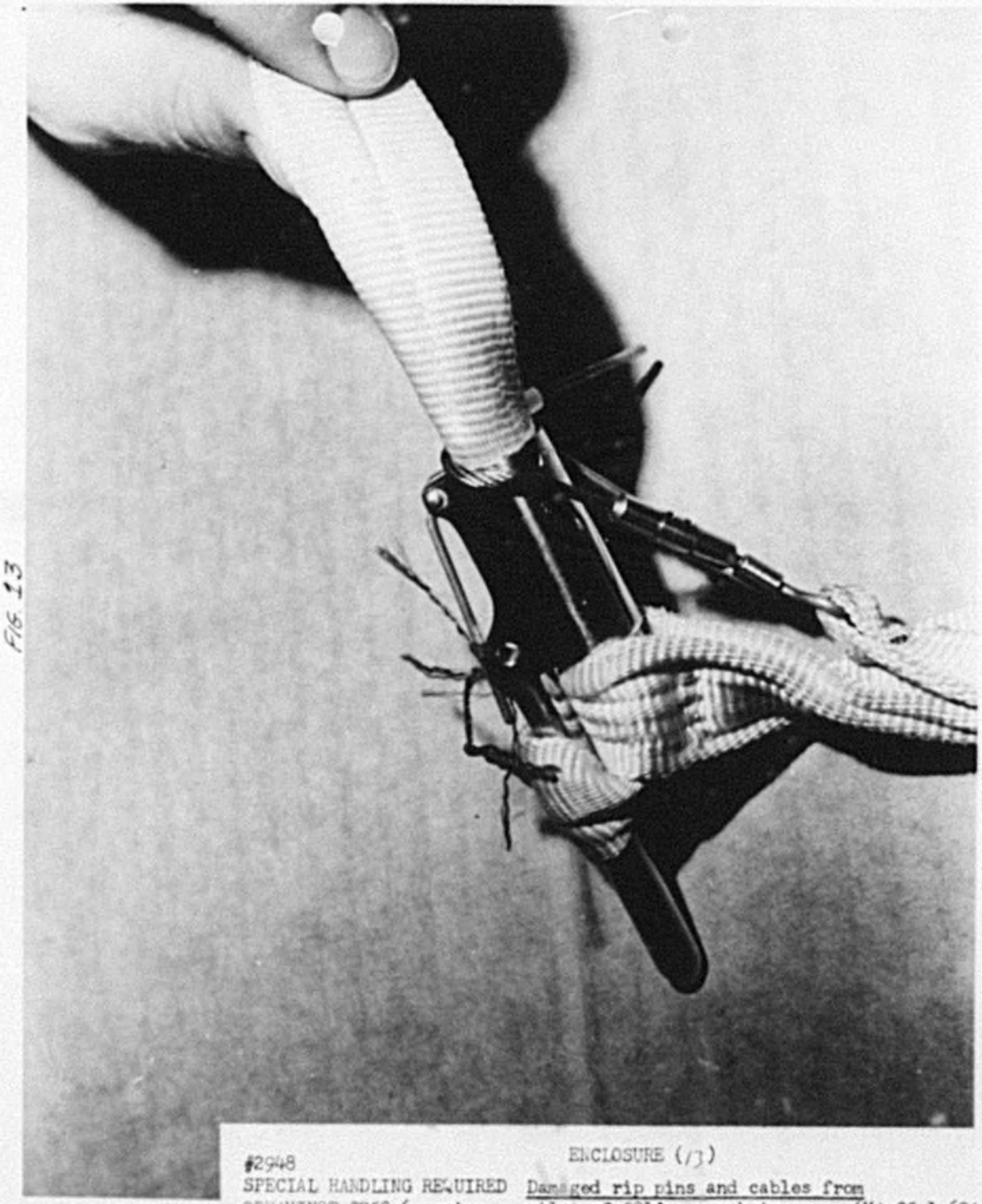


FIG. 11

ENCLOSURE (B)

#2952
SPECIAL HANDLING REQUIRED SLIDE DISCONNECT ON THE CURVE OF THE

FIG. 13

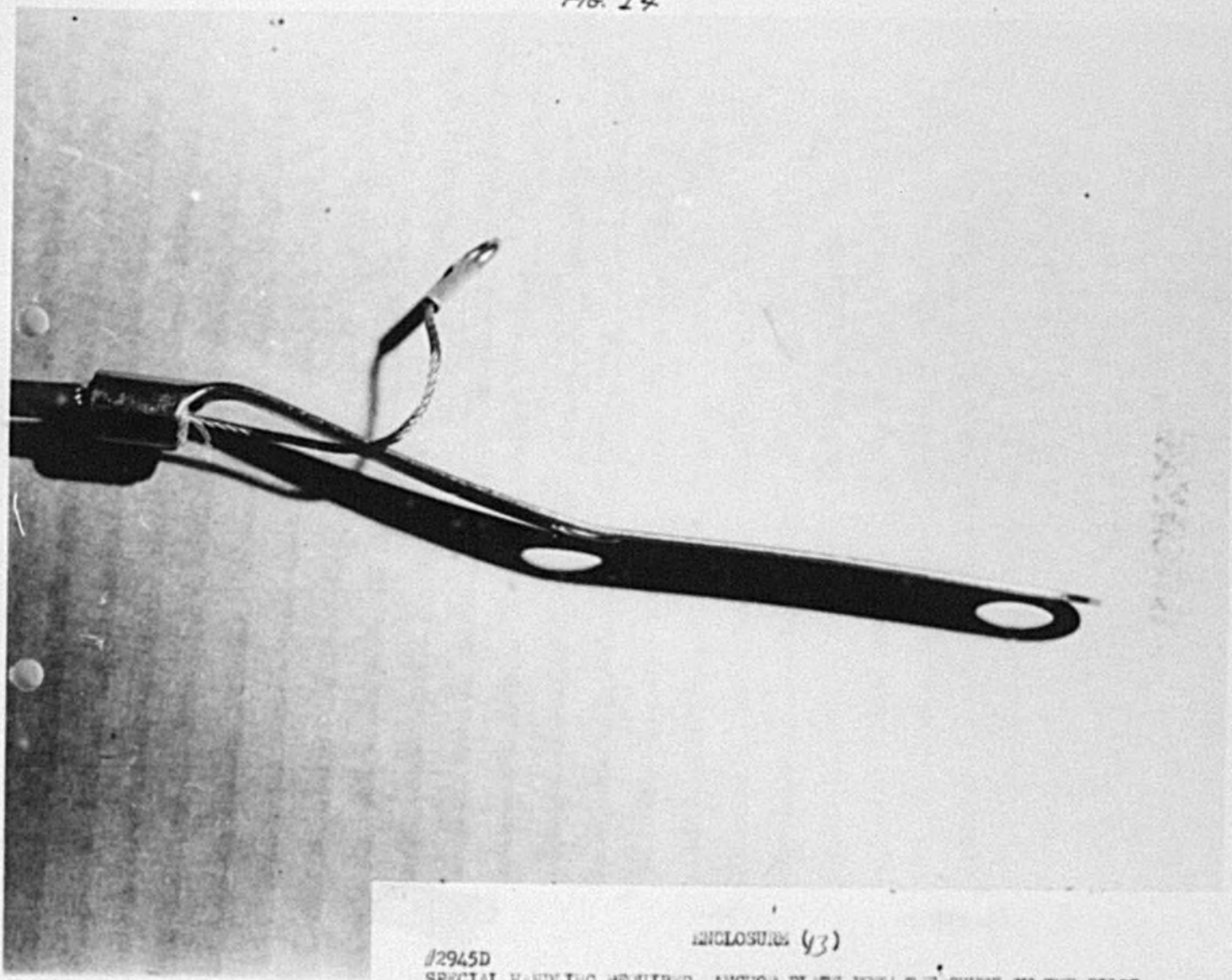


#2948
SPECIAL HANDLING REQUIRED
OPNAVINST 3750.6 series

ENCLOSURE (13)

Damaged rip pins and cables from pilot of 501's parachute. (VA-35 1-69A)

FIG. 14



ENCLOSURE (43)

#2945D
SPECIAL HANDLING REQUIRED ANCHOR PLATE FROM THE CHUTE OF THE PILOT
OPNAVINST 3750.6 series, IN 301 (VA-35 1-69A)

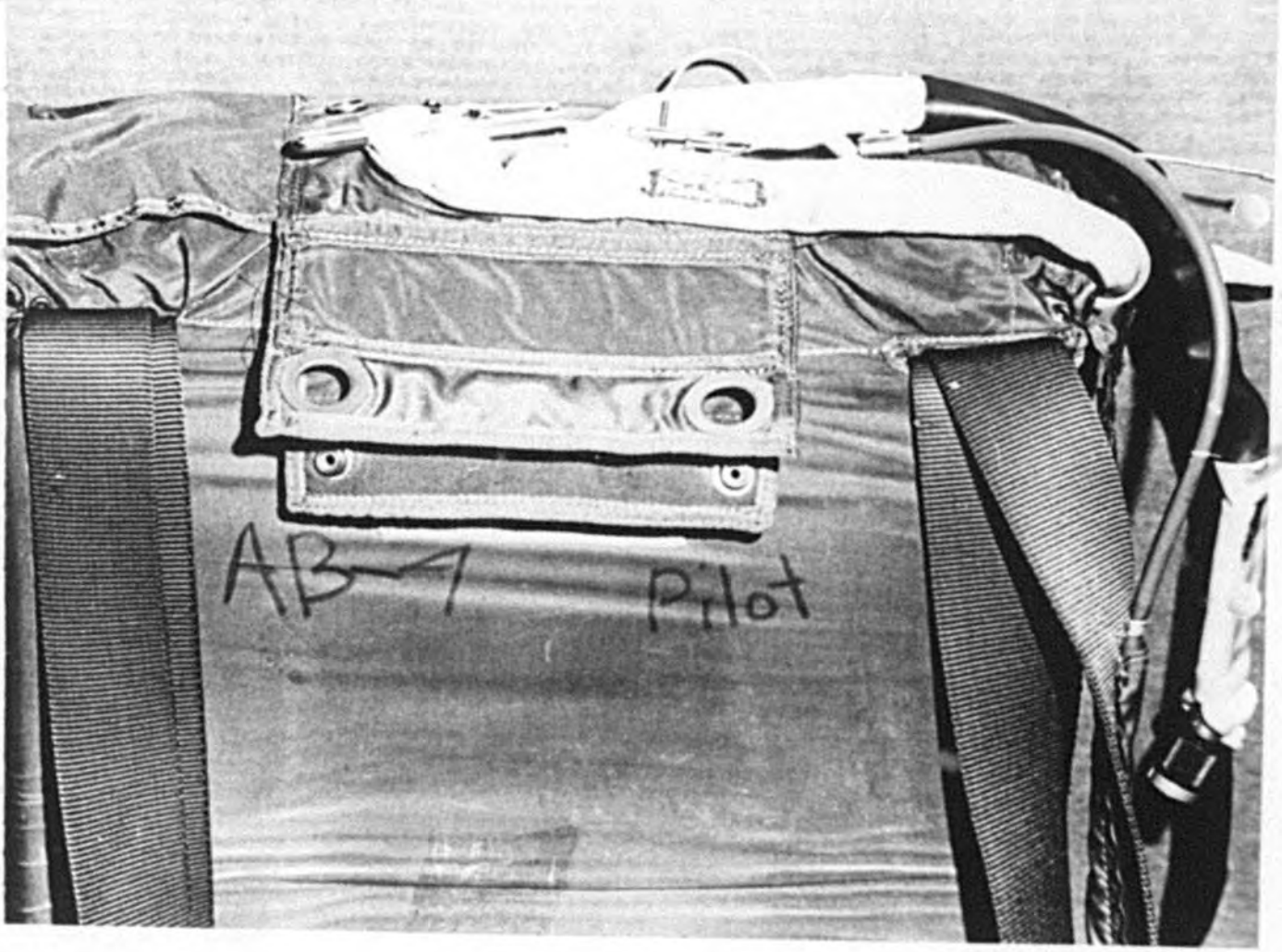
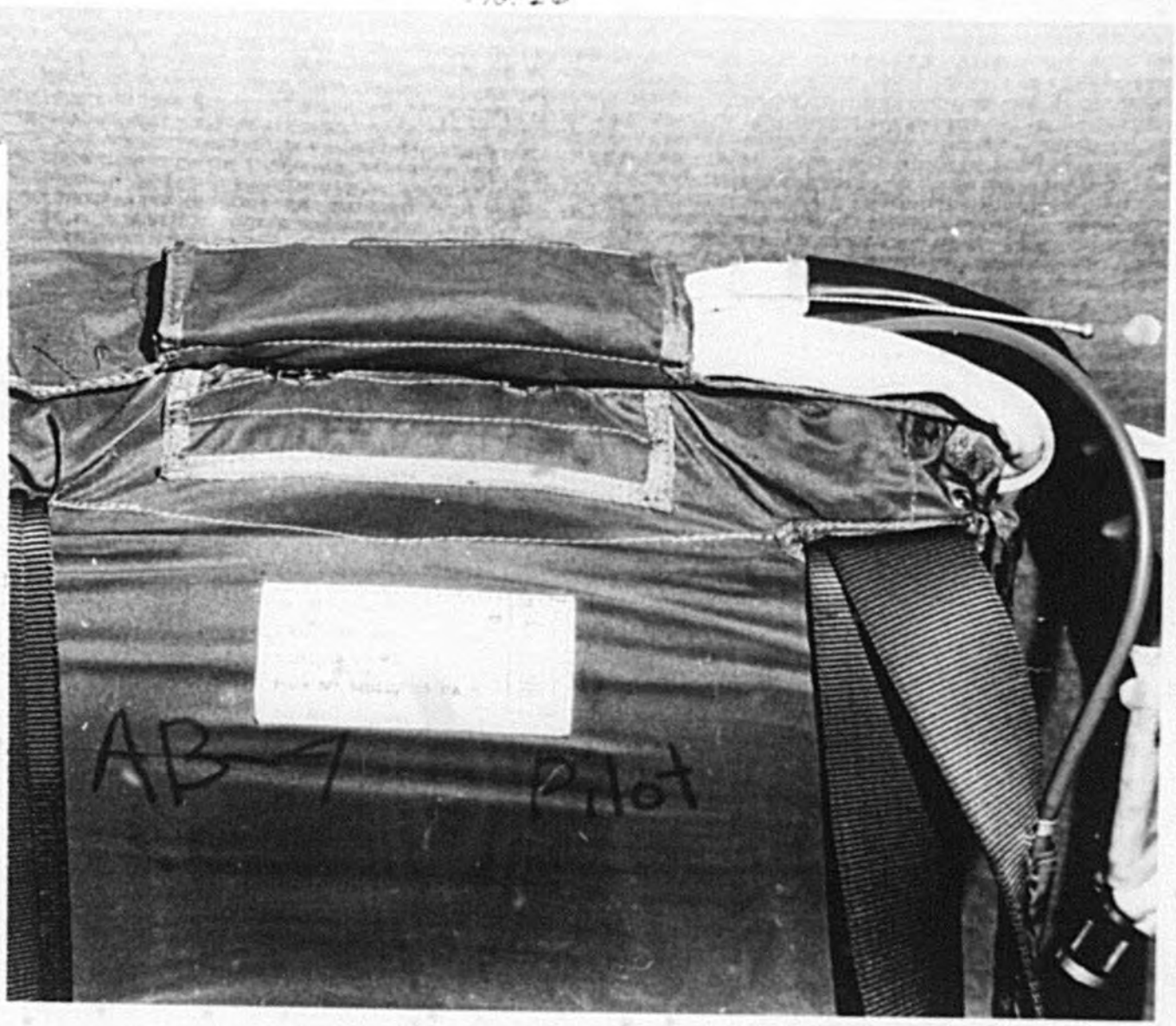
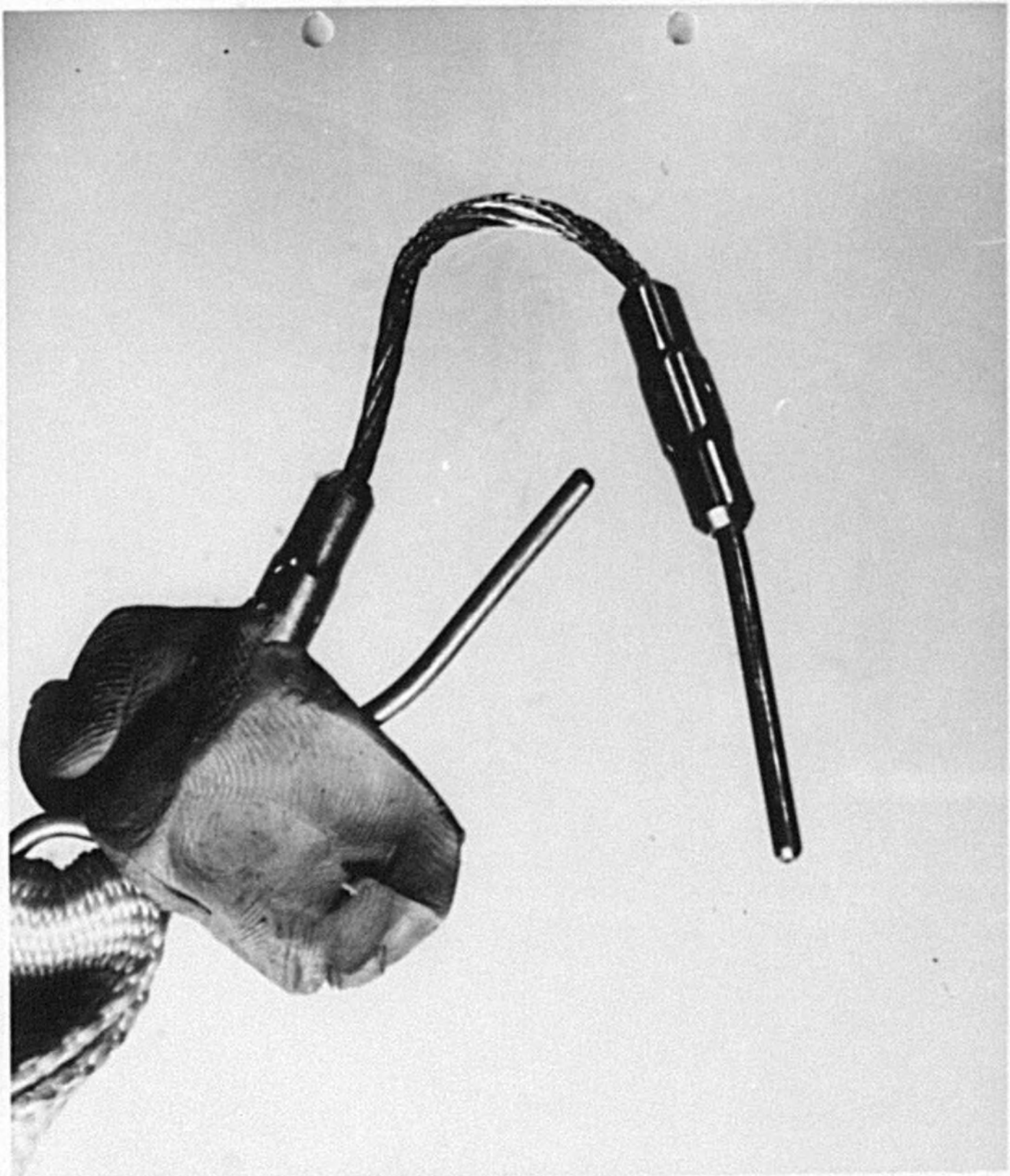

AB-1
Pilot

FIG. 26





ENCLOSURE (A/)

#2955
SPECIAL HANDLING REQUIRED
OPNAVINST 3750.6 series

Damaged rip pins and cables from pilot of 501's parachute.

(VA-35 1-69A)

FOR OFFICIAL USE ONLY

Statement of
WO [redacted] USN, [redacted]

1. WO [redacted] has extensive experience as a Parachute Rigger and in parachute jump testing.

2. My evaluation of the parachute assembly is that a possibility exists that the parachute was mis-rigged. The bend in the locking pin cable indicates that the withdrawal line, including the slide disconnect, was routed under the locking pin cable and between the pins. Scars on the slide disconnect could have been made by the locking pin cable.

3. Misrouting of the withdrawal line by itself would not cause the parachute to fail to open. The second locking pin would have had to have been safety-tied with a material much stronger than the specified safety-tie thread. Cause of the parachute not opening cannot be determined in my opinion since the parachute container was not recovered.

/s/ [redacted]
WO USN

Statement of W.O. [redacted] following examination of parachute of Pilot 501 (LTJG LUFKIN).

Authenticated
[redacted]
[redacted]
[redacted] Senior Member

ENCLOSURE 15

SPECIAL HANDLING [illegible] ACCORDANCE WITH OPNAVINST [illegible] VA 35 1-69A

ORIGINAL

The accompanying chart was constructed from data furnished by LCDR [redacted] (b) (6) and LT [redacted] (b) (6)

The trajectories were derived from data based on the NATOPS minimum ejection charts. The purpose of the subject chart is to show what the writer feels happened during the ejection. The worst case line represents what is felt to be the worst case for aircraft trajectory. Following this trajectory, if the pilot had ejected at this dive angle, inverted, he would have a fully deployed parachute 500' above the ground. Therefore, under any circumstances, the ejection should have been a success.

The above statement concerning the ejection sequence of aircraft 501 was received from Mr. [redacted] (b) (6), Grumman Aircraft Engineer for the Martin Baker A6A Ejection Seat.

[redacted] (b) (6)

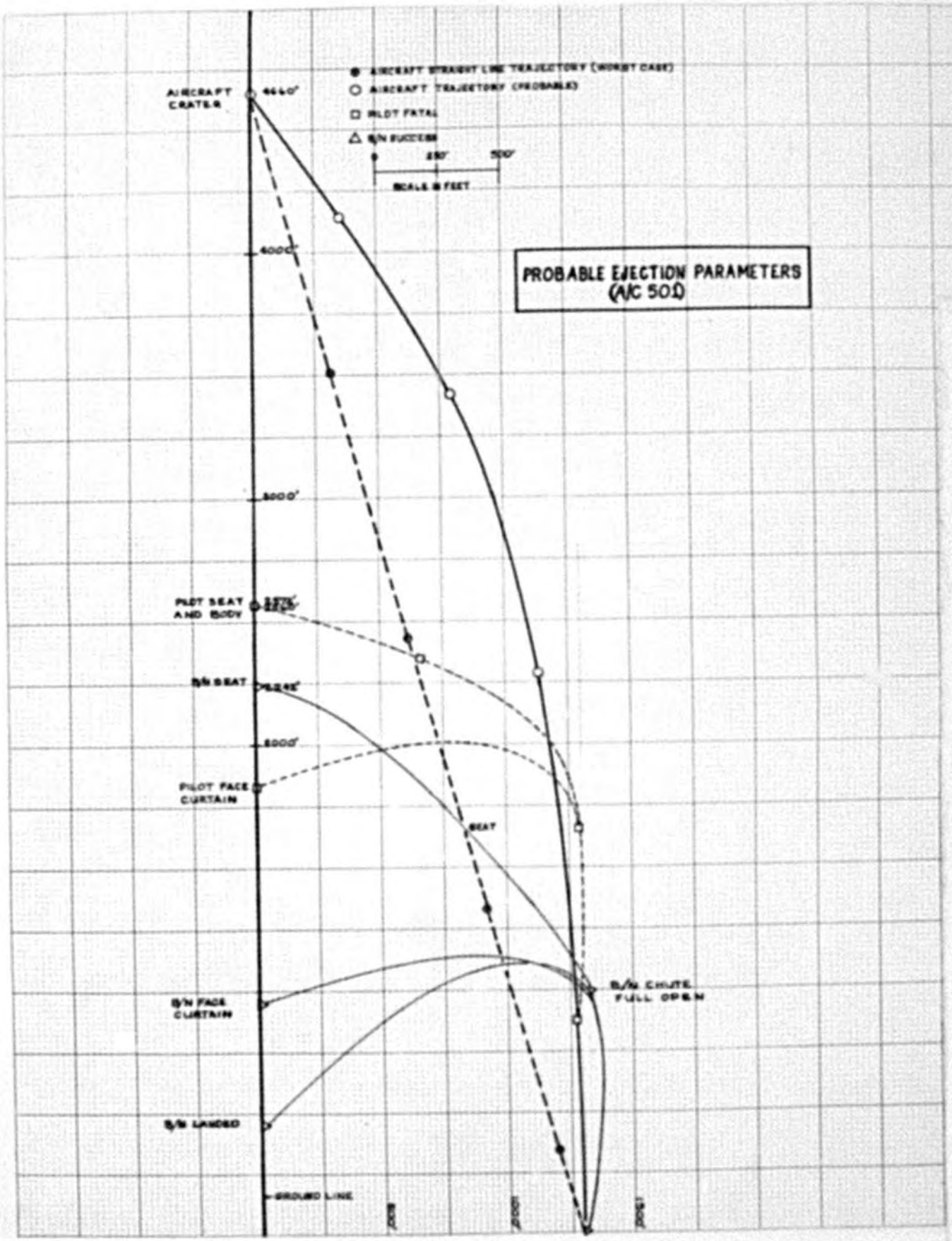
[redacted] (b) (6) LCDR

Senior Member

ENCLOSURE 16

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST PARAGRAPH VA 35 1-69A

ORIGINAL



ENCLOSURE (16)

SPECIAL HANDLING REQUIRED PROBABLE EJECTION PARAMETERS (A/C 501)
OPNAVINST 3750.6 series (VA-35 1-69A)

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Eyewitness Statement of
Mrs. (b) (6) [redacted]

1. Mrs. (b) (6) [redacted] has no aviation experience. It is the opinion of the Board that Mrs. (b) (6) [redacted] is a credible witness.

2. I first noticed the aircraft appearing to my right and they were slightly higher then the roof of my house. The first aircraft was closest to me. The second aircraft was very close to the one in front. The aircraft were proceeding in a westerley direction moving from my right to left. At the position of the pear tree in my yard, the second aircraft seemed to turn into the one in front, and hit its tail with its nose, (indicating the nose of 503 struck the tail of 501). I couldn't believe what I was seeing, I closed my eyes for just a minute, so upon looking back I saw small pieces falling from the planes and got the impression the tail was peeling off of the first aircraft. I noticed one large piece, that seemed to float down, drifting with the wind. Just past the pear tree several things appeared to happen almost simultaneously. A man came flying out of the aircraft. A huge explosion seemed to occur beneath the aircraft, making a large fireball that drifted almost back to the house, and both the aircraft seemed to explode. I heard three explosions. As I watched the man his chute opened and I noticed he was being blown east and I continued to watch the aircraft. The first aircraft was trailing smoke, appeared to be slightly nose down and was traveling much faster than the second aircraft. The first aircraft disappeared behind a row of pines. The second aircraft was falling toward the ground, also burning, it hit the ground and exploded. I saw a fireball from the first aircraft after it hit the ground even though it passed behind the trees and out of my field of vision. I then called the Sheriff and also stopped a car on the road and sent a man to look for the pilot that parachuted. (The car Mrs. (b) (6) [redacted] stopped was driven by a Mr. (b) (6) [redacted] who subsequently picked up LT (b) (6) [redacted].

Mrs. (b) (6) [redacted]

Authenticated (b) (6) [redacted]

(b) (6) [redacted]

(b) (6) [redacted]
Senior Member

ENCLOSURE 17

VA 35 1-69A

ORIGINAL

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Statement of

LT (b) (6) [redacted]

I flew RAYGUN 503 on 6 March 1969. After takeoff, stab aug was engaged at about 2500' and seemed to be functioning normally until 20 minutes after takeoff. At an altitude of 2500' MSL and 360 KTS, I felt a sharp jerk in roll to the left. The aircraft rolled about 5° at which time I disengaged stab aug and returned to level flight. It felt like hitting moderate turbulence. I re-engaged stab aug with no apparent signs of further problems. Approximately 20 minutes later I experienced another roll to the left. I thought the aircraft rolled about 30°. I was at the time flying at about 2000' MSL and 360 KTS with hands off the controls. I'm not sure whether I disengaged stab aug when I grabbed the stick or it disengaged by itself. I flew the rest of the hop with stab aug off.

Upon landing I explained the gripe to the Maintenance Chief on duty. An auto pilot debriefer was called and I explained the auto pilot gripe to him. I then put the write up on the yellow sheet. There was then a discussion about whether the descrepancy was a downing one or not. It was decided to be a downing gripe and if it could not be fixed the auto pilot would be disconnected prior to the next flight.

/s/ (b) (6) [redacted]
LT USN

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] LCDR
Senior Member

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P5510.1H VA 35 1-69A

ENCLOSURE 18

ORIGINAL

RESUME OF PILOT EXPERIENCE, LTJG J.M. COLESTOCK

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	CV LDGS DAY/NIGHT	OPERATIONAL/PROFICIENCY
NAVAL AIR TRAINING	NOV 1966 TO FEB 1968	T-34	26.	NONE	OPERATIONAL
		T-2A/B	126.	4/0	OPERATIONAL
		T-F9J	138.	5/0	OPERATIONAL
ATKRON 42 NAS OCEANA	MARCH 1968 - SEP 1968	TA4F	10.	NONE	
		A6A	104.	14/5	OPERATIONAL
ATKRON 35 NAS OCEANA	SEPT 1968 - MAR 1969	A6A	129.	7/2	OPERATIONAL

Authenticated (b) (6) [redacted]

(b) (6) [redacted]

(b) (6) [redacted] LCDR

Senior Member

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P5510.1H VA 35 1-69A

ENCLOSURE 19

ORIGINAL

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STATEMENT OF
LTJG (b) (6) [redacted]
Aviation Equipment Branch Officer

Higher directives state that periodic inspections will be performed at regular intervals. These consist for the Parariggers of seven day inspection of the parachute assembly and a daily inspection for the AME Shop. The substance of these inspections for the respective shops follows. These inspections were performed on 501 and 503 in accordance with directives and were current at the time of the last flights.

AME's Daily Inspection

Check for seat pins and canopy jettison pins installed. Leg restraint lines secured to deck and seat. Lap belt and sticker clips secure. Seat pan tight, shoulder harness secure. Bail-out bottle full. Sides of seat bucket secure for clamps and general hardware. Static disconnect cable and link line routed properly. The safety tie on the slide disconnect is checked for security. Drogue gun cocking indication on applicable aircraft protrudes proper amount. Dowel pin indicator flush to slightly recessed. Secondary and primary firing cables connected, thick on bottom, thin on top. Safety tie on sisors shackle secured. Primary firing mechanism safety wired and lead sealed. Seat in general for security and proper installation.

CHECK: Liquid oxygen gage reading. Air conditioning control panel for security. Safety valve for security. Check oxygen regulations for proper operation in both 100% and normal positions. Check canopy for security, loose rivits, manual release cables not actuated and canopy locked. Canopy jettison line for security. Canopy jettison gage in pilots boarding ladder push bleeder button to check for canopy jettison actuation.

THE AME's PROCEDURE AND RESPONSIBILITY FOR INSTALLING THE PARACHUTE AND SEAT PACK IN THE SEAT.

The parachute assembly is installed in the seat bucket by inserting the lower edge of chute in metal lip at lower part of seat back. The shoulder harness straps are routed through the rollers in the risers and inserted through the respective rings which are connected to the restraining straps fastened to the lower seat back. The shoulder harness fittings are then locked into the seat mechanism. The parachute restraining straps on the port side are snubbed up tight. The static line is then properly routed, the ball end is inserted, the drogue link line is fastened to the drogue chute, and the cotter pins is installed securing the static line. Any excess in the static line is tucked under the chute flap and the starboard chute restraining strap is tightened. The survival seat pack is inserted in the seat bucket, locked in place, the sticker clips inserted and the straps tightened to hold the seat pack tight to the seat bucket. The quick release buckle holding the survival pack in the seat is checked and proper routing of raft lanard is insured.

There is no preventative maintenance carried out on the parachute assembly by the parariggers since it does not corrode nor need lubrication.

ORIGINAL

There were no aircrew survival bulletin changes outstanding in the squadron aircraft at the time of the accident.

/s/ (b) (6) [redacted]
LTJG USNR

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] LCDR
(b) [redacted] Senior Member

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST P5755.6F VA 35 1 69A

ENCLOSURE 20

ORIGINAL

FOR OFFICIAL USE ONLY

STATEMENT OF
LCDR (b) (6) [redacted]
VA-35 MAINTENANCE OFFICER

A6A Bureau number 152897 was received from NARF Norfolk on 9-12-68. Prior to receiving strike damage on 7 March, the aircraft had accumulated 765.3 flight hours and 804 landings. A calendar inspection was completed on 1-10-69. There were no downing discrepancies existent at the time of flight. The last maintenance performed on the aircraft prior to flight was the correction of an auto-pilot discrepancy which read "Stab aug roll violently to left". The work was performed by (b) (6) AE3, and (b) (6) [redacted] AEAN, after instruction on (b) (6) [redacted] AE1. The roll and pitch channels of the AFCS adjusted at the AIRNAV Computer were found to be 1 volt out of null; the yaw channel was 2 volts out of null. All three channels were nulled to zero, and control surfaces checked for zero deflection upon engagement of the auto-pilot. There were no Airframe Changes or Bulletins outstanding at the time of flight which would have affected areas under investigation as possible cause of the accident.

A6A Bureau number 152643 was received from NARF Norfolk on 10-1-68. Prior to receiving strike damage on 7 March, the aircraft had accumulated 727.0 flight hours and 490 landings. A Calendar Inspection was completed on 22 November 1968. There were no downing discrepancies existent at the time of flight. The last maintenance performed on the aircraft prior to flight was the removal and replacement of the RT-541 Tacan Receiver/Transmitter, to correct a DME discrepancy. There were no Airframe Changes or Bulletins outstanding at the time of flight which would have affected areas under investigation as possible causes of the accident.

/s/ (b) (6) [redacted]
LCDR USN

Authenticated (b) (6) [redacted]
(b) (6) [redacted]
(b) (6) [redacted] LCDR
Senior Member

Enclosure 21

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DATA
OPNAV FORM 3750/8A (REV. 4-68) S/N 0107-731-8101

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

I. IDENTIFICATION

1. FROM (Name and mailing address of activity) VA 35 NAS OCEANA VIRGINIA BEACH VIRGINIA			2. MOR NUMBER 1-69A	3. DAMAGE CODE Alfa
4. TYPE OF MISHAP: [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	5. NO. OF OCCUPANTS 2	6. DATE 7 Mar 1969	7. MODEL A/C A6A	8. BUNO 152 897
9. MODEL OTHER A/C IF INVOLVED A6A		10. BUNO 152 643	11. NO. OF OCCUPANTS 2	12. DAMAGE CODE Alfa

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)	14. RANK RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
PILOT AT CONTROLS AT TIME OF MISHAP A. COLESTOCK John Maurice	LTJG	USNR	Pilot	A	F
CO-PILOT B. YOUNG Edward John Jr.	LTJG	USNR	B/N	A	F
C.					
D.					

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE	2. CABIN ALTITUDE	3. TIME AT CABIN ALTITUDE	4. AMBIENT ALTITUDE	5. TIME AT AMBIENT ALTITUDE
1300 FEET	1300 FEET	Never above 6000 ft except for a short time at 10000 ft.	1300 FEET	Never above 6000 ft except for a short time at 10000

6. PLACE IN FORMATION
- [ ] A - SINGLE AIRCRAFT
- [ ] L - LEAD
- [XX] W - WING
- T - OTHER (SPECIFY)

7. VISIBILITY
- [XX] 1 - DISTINCT
- [ ] 2 - OBSCURED
- X - OTHER (SPECIFY)

8. CLOUD CONDITIONS
- [ ] 0 - CLEAR
- [ ] 1 - OVERCAST
- [ ] 2 - UNDERCAST
- [ ] 3 - IN CLOUDS
- [ ] 4 - IN AND OUT OF CLOUDS
- 5 - OTHER (SPECIFY) Partly overcast

9. DURATION OF FLIGHT HOURS ONE MIN. TEN

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if necessary)

On March 7, 1969 around 0946 to 0948, two aircraft from VA-35 departed from Oceana on a training mission. It was a partly overcast day. Cloud base was 4,000 feet scattered and visibility 7 miles. After practice bombing runs these two aircraft elected to fly formation. At 1057 while flying formation they were involved in a midair collision 2 miles west of Boydton, Virginia. Their altitude was 1300 feet and their speed 350 knots. At that time the lead plane in which LUFKIN and (b) (6) [redacted] were present was hit by the A6 occupied by COLESTOCK and YOUNG which was flying right wing. The wing aircraft was attempting to break left over the top of the lead aircraft when it struck the lead aircraft on the aft fuselage ahead of the tail. The wing aircraft crashed within 3 to 4 seconds. The lead aircraft crashed in an inverted position 1/2 mile further along its path. The only survivor of the accident was the B/N of the lead aircraft who, upon seeing his pilot reaching for the face curtain, elected to eject. He sustained only minor injuries. The pilot of the lead aircraft ejected shortly after his B/N but was killed during this phase. It was determined that he ejected by means of the alternate handle after having pulled the face curtain. After he realized that he was not going to get a parachute he pulled the D ring but too late to fully deploy his chute prior to impact with the ground. The elapsed time between initiation of the ejection and impact with the ground was 8-1/2 seconds. The pilot of the second aircraft ejected but was outside the escape envelope. The B/N of the wing aircraft did not attempt to eject.

ENCLOSURES:
(1) Statement of LT (b) (6) [redacted] B/N
(2) Autopsy report, LTJG Thomas P. LUFKIN
(3) Autopsy report, LTJG John M. COLESTOCK
(4) Autopsy report, LTJG Edward J. YOUNG
(5) X-Rays of LTJG Thomas P. LUFKIN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DA
OPNAV FORM 3750/8A (REV. 4-68) S/N 0107-751-8101

REPORT SYMBOL 3750-7

See Section II of OPNAVINST 3750.6

I. IDENTIFICATION

1. FROM (Type and mailing address of activity) VA 35, NAS OCEANA VIRGINIA BEACH VIRGINIA			2. MOR NUMBER 1-69A	3. DAMAGE CODE Alfa
4. TYPE OF MISHAP [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	5. NO. OF OCCUPANTS 2	6. DATE 7 Mar 1969	7. MODEL A/C A6A	8. BUNO 152 643
9. MODEL OTHER A/C IF INVOLVED A6A		10. BUNO 152 897	11. NO. OF OCCUPANTS 2	12. DAMAGE CODE Alfa

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)	14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
PILOT AT CONTROLS TIME OF MISHAP A. LUFKIN Thomas Patrick	LTJG	USNR	Pilot	A	F
CO-PILOT B. (b) (6) [redacted]	LT	USNR	B/N	F	G
C.					
D.					

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE	2. CABIN ALTITUDE	3. TIME AT CABIN ALTITUDE	4. AMBIENT ALTITUDE	5. HIGHEST ALTITUDE ATTAINED
1300 FEET	1300 FEET	Never above 6000 ft except for a short time at 10000 ft	1300 FEET	Never above 6000 ft except for a short time at 10000

6. PLACE IN FORMATION
- [ ] A - SINGLE AIRCRAFT
- [X] L - LEAD
- [ ] W - WING
- Y - OTHER (SPECIFY)

7. VISIBILITY
- [X] 1 - DISTINCT
- [ ] 3 - OBSCURED
- 8 - OTHER (SPECIFY)

7. CLOUD CONDITIONS
- [ ] 0 - CLEAR
- [ ] 1 - OVERCAST
- [ ] 2 - UNDERCAST
- [ ] 3 - IN CLOUDS
- [ ] 4 - IN AND OUT OF CLOUDS
- 8 - OTHER (SPECIFY) Partly overcast

8. DURATION OF FLIGHT HOURS ONE MIN. TEN

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if necessary)

On March 7, 1969 around 0946 to 0948, two aircraft from VA-35 departed from Oceana on a training mission. It was a partly overcast day. Cloud base was 4,000 feet scattered and visibility 7 miles. After practice bombing runs these two aircraft elected to fly formation. At 1057 while flying formation they were involved in a midair collision 2 miles west of Boydton, Virginia. Their altitude was 1300 feet and their speed 350 knots. At that time the lead plane in which LUFKIN and (b) (6) [redacted] were present was hit by the A6 occupied by COLESTOCK and YOUNG which was flying right wing. The wing aircraft was attempting to break left over the top of the lead aircraft when it struck the lead aircraft on the aft fuselage ahead of the tail. The wing aircraft crashed within 3 to 4 seconds. The lead aircraft crashed in an inverted position 1/2 mile further along its path. The only survivor of the accident was the B/N of the lead aircraft who, upon seeing his pilot reaching for the face curtain, elected to eject. He sustained only minor injuries. The pilot of the lead aircraft ejected shortly after his B/N but was killed during this phase. It was determined that he ejected by means of the alternate handle after having pulled the face curtain. After he realized that he was not going to get a parachute he pulled the D ring but too late to fully deploy his chute prior to impact with the ground. The elapsed time between initiation of the ejection and impact with the ground was 8-1/2 seconds. The pilot of the second aircraft ejected but was outside the escape envelope. The B/N of the wing aircraft did not attempt to eject.

ENCLOSURES:
(1)Statement of LT (b) (6) [redacted] B/N
(2)Autopsy report, LTJG Thomas P. LUFKIN
(3)Autopsy report, LTJG John M. COLESTOCK
(4)Autopsy report, LTJG Edward J. Young
(5)X-rays of LTJG Thomas P. LUFKIN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/88 (REV. 4-68) S/N-0107-734-8201

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY

- [ ] 1 - NONE
- [ ] 2 - MINOR
- [ ] 3 - MAJOR
- [XX] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED
3. DAYS IN QUARTERS
4. DAYS GROUNDED
5. UNCONSCIOUS _____ HOURS _____ MIN.

6a. DISPOSITION: AUTOPSY

6b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6c. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DIDOC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:
DIAGNOSIS:
CAUSE:

Injuries multiple and severe due to impact with the ground at an excessive speed. Patient had managed to eject. See autopsy report and pictures.

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL	THE RESULTS	WILL BE FORWARDED	WHEN RECEIVED .	
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS: [ ] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (AS APPLICABLE)	
DIAGNOSIS	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY:

- [XX] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] T - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP:

- [XX] 1 - AUTOPSY REPORT
- [XX] 2 - FROZEN TISSUE
- [ ] 3 - PICTURES
- [ ] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS

Refer to autopsy report and pictures.

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

C-31-418

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 4-68) S/N 0105-735-8301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during midair collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landing)
R – Rescue

FACTOR IMPORTANCE
D – Definitely contributed
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS		A	E	S	R
1. SUPERVISORY FACTORS					
A. INADEQUATE BRIEFING	101				
B. ORDERED-LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS					
A. FAULTY FLIGHT PLAN	201				
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE-TRAINING FACTORS					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
D. COCKPIT LIGHTING	404				
E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407				
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOME-ITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z. OVERCONFIDENCE	626	S			
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION-DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RUNO
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F OA-35 1-69A

ORIGINAL

FACTORS		A	E	S	R
A. OTHER FACTORS TO BE CONSIDERED (Cont.)					
E. MISLEAD BY FAULTY INSTRUMENTS	805				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	806				
G. TASK OVERSATURATION	807				
H. INADEQUATE COORDINATION OR TIMING	808				
I. MISJUDGED SPEED OR DISTANCE	809	S			
J. SELECTED WRONG COURSE OF ACTION	810	D			

FACTORS		A	E	S	R
K. DELAY IN TAKING NECESSARY ACTION	811				
L. VIOLATION OF FLIGHT DISCIPLINE	812	D			
M. NAVIGATIONAL ERROR	813				
N. INADVERTENT OPERATION, SELF-INDUCED	814				
O. INADVERTENT OPERATION, MECHANICALLY INDUCED	815				
P. OTHER (SPECIFY)	899				

REMARKS: *(Indicate item and describe circumstances in detail as necessary.)*

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-723-8801

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

A. PRIMARY: [XX] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE
B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

II. BACKGROUND *(Complete for all pilots and others who possibly contributed to mishap)*

A. DATE LAST LEAVE ENDED: 2 Jan 69
B. DAYS DURATION LAST LEAVE: 5 Days
C. TYPE OF LEAVE LAST TAKEN: [XX] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN
D. DATE OF LAST PREVIOUS FLIGHT: 6 Mar 69
E. HOURS AND MINUTES FLOWN — IN LAST 24 HOURS: 3 MIN. 39
F. IN LAST 48 HOURS: 6 MIN. 07
G. MISSIONS FLOWN — IN LAST 24 HOURS: 2
H. IN LAST 48 HOURS: 3
I. HOURS AND MINUTES WORKED — IN LAST 24 HOURS: ____ MIN. ____
J. IN LAST 48 HOURS: ____ MIN. ____
K. HOURS SLEPT — IN LAST 24 HOURS: ____
L. IN LAST 48 HOURS: ____
M. CONTINUOUS DUTY PRIOR TO MISHAP: ____ HOURS ____ MIN. ____
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP: ____
O. DURATION OF LAST SLEEP PERIOD: ____ HOURS ____ MIN. ____
P. TIME IN COCKPIT PRIOR TO FLIGHT: ____ HOURS ____ MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING *(For all personnel)*

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure Chamber	NAS Norfolk Norfolk Virginia	April	1968	D

*For role in mishap, use following code:
0 – NO IMPORTANCE
1 – TRAINING DEFINITELY HELPED
2 – TRAINING POSSIBLY HELPED
3 – LACK OF TRAINING DEFINITELY A FACTOR
4 – LACK OF TRAINING POSSIBLY A FACTOR
9 – UNKNOWN

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH: DAY (b) (6) [redacted]
b. HEIGHT: 69.7 INCHES
c. WEIGHT: 159 POUNDS
d. SITTING HEIGHT: 36.5 INCHES
e. TRUNK HEIGHT: 24.6 INCHES
f. FUNCTIONAL REACH: NA INCHES
g. BUTTOCK-KNEE LENGTH: 23.7 INCHES
h. LEG LENGTH: 43.2 INCHES
i. SHOULDER WIDTH (BIDELTOID): 17.4 INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, co-pilots, and/or other persons in control of aircraft)*
a. No. ____ b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION: 16 Yrs.
3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, co-pilots, and/or persons possibly contributing to mishap)*

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-351-69A

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL SURVIVAL AND ESCAPE EQU NT
OPNAV FORM 3750 RT (REV. 3 68)

REPORT SYMBOL DD6 7

PAGE 1 OF 3

NOMENCLATURE AND MODEL DESIGNATION					REMARKS
1. PERSONAL HELMET (DESIGNATE DIRECT OR DIRECT FROM CONTRACTOR)					
APH-6A Helmet	X	X	X	X	
Regulation flight boots	X	X	X	X	
Nomex flight suit	X	X	X	X	
Waffle weave underwear	X	X	X	X	
Nomex gloves	X	X	X	X	
2. OXYGEN MASK A-13-A	X	X			
3. OXYGEN REGULATOR Bendix 29252-A1	X	X			
4. LIFE VEST MK-3C	X	X			
5. LIFE RAFT Para raft	X	X			
6. SURVIVAL RADIO AN/PRC 63	X	X			02
7. SIGNALLING DEVICES					
Distress signal MK-13 MOD 0	X	X			
Whistle	X	X			
Signal Mirror	X	X			
Pencil Flare Kit	X	X			
Stroub light	X	X			
8. SURVIVAL KIT (CONTAINER) Para raft emer. kit	X	X			
9. OTHER SURVIVAL GEAR					
Shroud cutter knife	X	X			
sheath, survival knife	X	X			
Seek II Kit	X	X			
Water storage bottles	X	X			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lap belt	X	X		X	
Leg restrints	X	X		X	
Integrated shoulder harness	X	X		X	
11. PARACHUTE TYPE Martin Baker (622 PA)	X	X		X	
12. PARACHUTE CANOPY RELEASE Koch fittings	X	X		X	
13. PARACHUTE OPENING DEPLOYMENT DEVICES Drogue	X	X		X	
14. SEAT TYPE Martin Baker (JRU-5)	X	X	X	X	(60) - 6.1
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

It was determined that this individual initiated the ejection sequence but was outside of the envelope when this was done. See autopsy report.

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	RATE	SQUAD
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-85 1-69A

ORIGINAL

01 - NOT AVAILABLE-SUPPLY PROBLEM
02 - NOT AVAILABLE-LEFT BEHIND
03 - DISCARDED
04 - LOST
05 - DAMAGED-MINOR
06 - DAMAGED-MAJOR
07 - BURNED-MINOR
08 - BURNED-MAJOR
09 - DESTROYED BY EXTREME FORCE/FIRE
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
11 - OPERATED PARTIALLY
12 - DIFFICULTY LOCATING
13 - BEYOND REACH
14 - CONNECTION/CLOSURE DIFFICULTY
15 - CONNECTION/CLOSURE FAILURE
16 - RELEASE/DISCONNECT DIFFICULTY
17 - RELEASE/DISCONNECT FAILURE
18 - INADVERTENT RELEASE/DISCONNECT
19 - INADVERTENT ACTUATION
20 - ACTUATION DIFFICULTY
21 - ACTUATION FAILURE
22 - ACTUATED BY OTHER PERSON
23 - RESTRAINT/ATTACHMENT INADEQUACY
24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
25 - IMPROPER USE (OTHER)
26 - UNFAMILIAR WITH USE
27 - COLD HAMPERED USE
28 - INJURY HAMPERED USE
29 - WATER HAMPERED USE
30 - OTHER EQUIPMENT INTERFERED
31 - DONNING/REMOVAL PROBLEM
32 - DISCOMFORT/BULKINESS
33 - POOR FIT
34 - LEAKED
35 - MATERIAL DEFICIENCY
36 - DESIGN DEFICIENCY
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES) MAJOR
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY) MINOR
40 - DRAGGING (PARACHUTE ONLY)
41 - NON-STANDARD CONFIGURATION
42 - AIDED IN LOCATION/RESCUE
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
44 - PREVENTED-MINIMIZED INJURY
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
49 - MAINTENANCE/INSTALLATION ERROR
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE-SELF INDUCED
52 - EQUIPMENT FAILURE-SELF INDUCED
60 - OTHER (SPECIFY)

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCI[illegible], INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIV[illegible]S
OPNAV FORM 3750/8F (Rev. 4-68) S/N-0107-731-8601

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [X] 1. COCKPIT OR PILOT'S COMPARTMENT
- [ ] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 8. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

C. LATERAL LOCATION
- [ ] 2. CENTER
- [XX] 4. LEFT SIDE
- [ ] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [X] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0. NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE *(More than one may apply)*

A. EJECTION
- [X] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [X] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 6. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE *(1st, 2nd, etc.)* _____

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [X] A. FIRE/EXPLOSION/SMOKE
- [X] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [X] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

6. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [x] 5. UNKNOWN
- [ ] 6. NONE

7. NUMBER OF PREVIOUS

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.)

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/BOG
- [x] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] P - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] T - UNKNOWN
- [ ] Z - OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Rolled in flight or other could, dive/bog, etc.)

- [ ] NOSE UP
- [ ] NOSE DOWN ____ DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK ____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [x] J. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE)

12. EJECTION SEAT PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS (IN TRAINING)	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS	1	18 Apr 68	9
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER	1	18 Apr 68	9
JUMP SCHOOL			X
PARASAIL TRAINING			
OTHER (SPECIFY) X			

*Use codes below to indicate role training played in this mishap

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place 1 in appropriate column)

B - Below D - During A - After

		DRYLAND B	DRYLAND D	DRYLAND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02		X						✓	
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY IS OTHERS	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

ORIGINAL

13. **EGRESS DIFFICULTIES** *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21							
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS—NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY-CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG WINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS—MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS—MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	96				96				96			

REMARKS OR CONTINUATION *(Index each remark with code from above)*

This individual was outside the escape envelope when he initiated ejection. The aircraft apparently struck the ground some three seconds after collision. The seat requires longer then this to save the man.

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK John Maurice	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69 A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDE INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-721-8701

REPORT SYMBOL 3750-7
See Section III of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS ____ MINUTES ____ SECONDS 0-1

2. DELAY IN INITIATING ESCAPE DUE TO:

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) ____ 2. PARACHUTE OPENING (FEET) ____

B. 1. AIRSPEED AT TIME OF ESCAPE ____ KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) ____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED			HELMET VISOR LOWERED		
	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY			X			X
2. DURING EGRESS			X			X
3. DURING CHUTE LANDING			X			X
4. CHIN STRAP FASTENED SNUGLY						X
5. NAPE STRAP FASTENED SNUGLY						X

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [ ] 1. INTENTIONAL
- [X] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [ ] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1				
FORWARD	2				
UPWARD	3				
LATERAL	4				
UNKNOWN	9	X	X	X	X

10. POSITION OF EJECTION SEAT

- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [X] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [ ] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK JOHN M.	(b) (6) [redacted]	A6A	152897

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69

12. TYPE OF SEAT SEPARATION

- [X] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [ ] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [X] 0. NOT DEPLOYED
- [ ] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [ ] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT				
B. DURING LANDING				

16. PARACHUTE DAMAGE *(Give number of)*

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS-MAJOR _____
4. TORN PANELS-MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD. *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [ ] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: _____ LBS

B. SURFACE WINDS _____ KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [ ] 0. NO

D. DISTANCE DRAGGED _____ YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [ ] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [ ] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [ ] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT			
B. LIFE RAFT			
C. LIFE VEST			

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [ ] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (REV. 4-68) S/N 0107-704-8000

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. SURVIVAL TRAINING
Use Code at right to indicate the role this person's training played in survival.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL					
	1. MAINTENANCE SWIM					
	2. DILBERT DUNKER					
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range.)*

A. WATER TEMPERATURE _____ °F
B. AIR TEMPERATURE _____ °F
C. SURFACE WINDS _____ KNOTS
D. WAVE HEIGHT _____ FEET
E. WAVE FREQUENCY _____ PER MIN

F. TERRAIN
- [ ] 1. OPEN GROUND
- [X] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [ ] 1. CLEAR
- [X] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Place time lapse in hours and minutes from time of mishap.)* NA

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually rescue this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED							
B. RESCUE VEHICLE DEPARTED							
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED							
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)							

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE _____ B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL _____ 2. LOCATION WHEN ALERTED _____ 3. DUTY WHEN ALERTED _____

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [ ] 1. YES [ ] 2. NO [ ] 9. UNKNOWN
IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 2)
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED _____

D. NUMBER SEARCH AND RESCUE HOURS _____

CONTINUED ON REVERSE SIDE

NAME	SSN	A/C	SURG
COLESTOCK JOHN M.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-6 SA

ORIGINAL

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET _____
- [ ] Y - OTHER (DESCRIBE) _____

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE) _____

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER _____

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER _____

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 99 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 99 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -
2. PARTIALLY ABLE TO ASSIST	2 -	B -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -
4. FATAL ON RECOVERY - DUE TO INJURIES		D - X
5. FATAL ON RECOVERY - DROWNED		E -
6. RECOVERED ALIVE - DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT - PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT - APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
COLESTOCK JOHN M.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/8B (REV. 4-68) S/N 0105-751-8301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY
- [ ] 1 - NONE
- [ ] 2 - MINOR
- [ ] 3 - MAJOR
- [X] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED
3. DAYS IN QUARTERS
4. DAYS GROUNDED
5. UNCONSCIOUS ____ HOURS ____ MIN.

6a. DISPOSITION: **AUTOPSY**

6b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6c. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Parts, Diagnosis and Cause of Injury.) (See DDHC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART: (b) (6) [redacted]
DIAGNOSIS:
CAUSE:
P / D / C

B. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

C. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

D. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

E. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL	RESULTS WILL BE FORWARDED WHEN RECEIVED.			
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS: [ ] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (AS APPLICABLE)	
DIAGNOSIS	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY
- [XX] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] F - FLIGHT SURGEON
- [ ] Y - OTHER
- [ ] PROTOCOL ATTACHED
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP
- [XX] 1 - AUTOPSY REPORT
- [XX] 2 - FROZEN TISSUE
- [ ] 3 - PICTURES
- [ ] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS

See pictures and autopsy report.

NAME	SERIAL NO.	A/C	BUNO
YOUNG Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/9C (REV. 4-68) S/N 0105-720-8301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTOR IMPORTANCE
D – Definitely contributed
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS		A	E	S	R
1. SUPERVISORY FACTORS					
A. INADEQUATE BRIEFING	101				
B. ORDERED/LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS					
A. FAULTY FLIGHT PLAN	201				
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE/TRAINING FACTORS					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
D. COCKPIT LIGHTING	404				
E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407				
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOMEITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z - OVERCONFIDENCE	626				
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION–WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
YOUNG Edward John Jr	[redacted] (b) (6)	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

OPNAV FORM 3750/8C (REV. 4-88) (Continued)

PAGE 2 OF 3

FACTORS		A	B	C	D	FACTORS		A	B	C	D
A. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	[illegible]					K. DELAY IN TAKING NECESSARY ACTION	[illegible]				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	[illegible]					L. VIOLATION OF FLIGHT DISCIPLINE	[illegible]				
G. TASK OVERSATURATION	[illegible]					M. NAVIGATIONAL ERROR	[illegible]				
H. INADEQUATE COORDINATION OR TIMING	[illegible]					N. INADVERTENT OPERATION, SELF-INDUCED	[illegible]				
I. MISJUDGED SPEED OR DISTANCE	[illegible]					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	[illegible]				
J. SELECTED WRONG COURSE OF ACTION	[illegible]					P. OTHER (SPECIFY)	[illegible]				

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE
B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

A. DATE LAST LEAVE ENDED: 29 Dec 1968
B. DAYS DURATION LAST LEAVE: 7 Days

C. TYPE OF LEAVE LAST TAKEN:
[XX] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION
[ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 5 Mar 69

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS 1 MIN. 10 F. IN LAST 48 HOURS 3 MIN. 15

MISSIONS FLOWN
G. IN LAST 24 HOURS 1 H. IN LAST 48 HOURS 2

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS ___ MIN. ___ J. IN LAST 48 HOURS ___ MIN. ___

HOURS SLEPT
K. IN LAST 24 HOURS ___ L. IN LAST 48 HOURS ___

M. CONTINUOUS DUTY PRIOR TO MISHAP ___ HOURS ___ MIN. ___
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP ___
O. DURATION OF LAST SLEEP PERIOD ___ HOURS ___ MIN. ___
P. TIME IN COCKPIT PRIOR TO FLIGHT ___ HOURS ___ MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure Chamber	Pensacola	Sept	1967	0

*For role in mishap, use following code:
0 – NO IMPORTANCE
1 – TRAINING DEFINITELY HELPED
2 – TRAINING POSSIBLY HELPED
3 – LACK OF TRAINING DEFINITELY A FACTOR
4 – LACK OF TRAINING POSSIBLY A FACTOR
9 – UNKNOWN

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH: DAY (b) (6) [redacted] b. HEIGHT 67.6 INCHES c. WEIGHT 155 POUNDS
d. SITTING HEIGHT 37.1 INCHES e. TRUNK HEIGHT 24.4 INCHES f. FUNCTIONAL REACH 26.5 INCHES
g. BUTTOCK-KNEE LENGTH 22.6 INCHES h. LEG LENGTH 42.5 INCHES i. SHOULDER WIDTH (BIDELTOID) 17.2 INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, co-pilots, and/or other persons in control of aircraft)
a. No. ___ b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION: 16 Yrs.

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap)

NAME	SERIAL NO.	A/C	BUNO
YOUNG Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/5E (REV. 4-68) S/N 0107-701-8001

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS (Indicate by code from list on reverse side)
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-6A Helmet	X	X	?	X	
Regulation flight boots	X	X	X	X	Inserts
Nomex flight suit	X	X	X	X	
Waffle weave underwear	X	X	X	X	
Nomex flight gloves	X	X	?	X	
2. OXYGEN MASK A-13-A	X	X		X	
3. OXYGEN REGULATOR Bendix 29252-A	X	X		X	
4. LIFE VEST MK-3C	X	X			
5. LIFE RAFT Para raft	X	X			
6. SURVIVAL RADIO(S) AN/PRC 63	X	X			
7. SIGNALLING DEVICES					
Distress signals MK-13 MOD 0	X	X			
Whistle	X	X			
Signal Mirror	X	X			
Stroub light	X	X			
Pencil Flare Kit	X	X			
8. SURVIVAL KIT (CONTAINER) Para raft emer. kit	X	X			
9. OTHER SURVIVAL GEAR					
Shroud cutter knife	X	X			
Sheath survival knife	X	X			
Seek II Kits	X	X			
Water storage bottles	X	X			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lap belt	X	X			
Leg restraints	X	X			
Integrated shoulder harness	X	X			
11. PARACHUTE TYPE Martin Baker (622 PA)	X	X			
12. PARACHUTE CANOPY RELEASE Koch fittings	X	X			
13. PARACHUTE OPENING (DEPLOYMENT DEVICES) Drogue	X	X			
14. SEAT TYPE Martin Baker (JRU-5)	X	X			
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

It was determined that this individual did not initate the ejection sequence.

CONTINUED ON REVERSE SIDE

NAME		A-C	BUNO
YOUNG Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 F-64A

ORIGINAL

01 - NOT AVAILABLE-SUPPLY PROBLEM		
02 - NOT AVAILABLE-LEFT BEHIND		
03 - DISCARDED		
04 - LOST		
05 - DAMAGED-MINOR	X	
06 - DAMAGED-MAJOR	X	X
07 - BURNED-MINOR	X	X
08 - BURNED-MAJOR	X	X
09 - DESTROYED BY EXTREME FORCE/FIRE	X	
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)		
11 - OPERATED PARTIALLY	X	
12 - DIFFICULTY LOCATING	X	
13 - BEYOND REACH		
14 - CONNECTION/CLOSURE DIFFICULTY		
15 - CONNECTION/CLOSURE FAILURE		
16 - RELEASE/DISCONNECT DIFFICULTY		
17 - RELEASE/DISCONNECT FAILURE		
18 - INADVERTENT RELEASE/DISCONNECT		
19 - INADVERTENT ACTUATION		
20 - ACTUATION DIFFICULTY		
21 - ACTUATION FAILURE		
22 - ACTUATED BY OTHER PERSON		
23 - RESTRAINT/ATTACHMENT INADEQUACY		
24 - RESTRAINT ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION		
25 - IMPROPER USE (OTHER)		
26 - UNFAMILIAR WITH USE		
27 - COLD HAMPERED USE		
28 - INJURY HAMPERED USE		
29 - WATER HAMPERED USE		
30 - OTHER EQUIPMENT INTERFERED		
31 - DONNING/REMOVAL PROBLEM		
32 - DISCOMFORT/BULKINESS		
33 - POOR FIT		
34 - LEAKED		
35 - MATERIEL DEFICIENCY		
36 - DESIGN DEFICIENCY		
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)		
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR		
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR		
40 - DRAGGING (PARACHUTE ONLY)		
41 - NON-STANDARD CONFIGURATION		
42 - AIDED IN LOCATION/RESCUE		
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)		
44 - PREVENTED/MINIMIZED INJURY		
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) ATTACTOR IN PRODUCING INJURY		
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)		
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE		
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)		
49 - MAINTENANCE/INSTALLATION ERROR		
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT		
51 - EQUIPMENT DAMAGE-SELF INDUCED		
52 - EQUIPMENT FAILURE-SELF INDUCED		
60 - OTHER (SPECIFY)		

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACC[illegible]T, INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDI[illegible]ALS
OPNAV FORM 3750/8F (Rev. 4-68) S/N-0107-731-8001

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [ ] 1. COCKPIT OR PILOT'S COMPARTMENT
- [X] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 6. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

C. LATERAL LOCATION
- [ ] 3. CENTER
- [ ] 4. LEFT SIDE
- [X] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [X] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0. NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SE[illegible]Y EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [X] 0. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 6. OTHER
- [X] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE (1st, 2nd, etc.) _____

7. REASON(S) FOR ESCAPE (More than one may apply)
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [ ] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL	A/C	BUNO
YOUNG Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 469A

ORIGINAL

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 5. UNKNOWN
- [ ] 6. NONE

9. NUMBER OF PREVIOUS

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) _____

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] T - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [ ] RIGHT BANK
- [ ] A. NOSE DOWN SPIN
- [ ] B. FLAT SPIN
- [ ] C. OSCILLATING SPIN
- [ ] D. ROLLING
- [ ] E. TUMBLING
- [ ] NOSE DOWN _____ DEGREES
- [ ] LEFT BANK _____ DEGREES
- [ ] F. DISINTEGRATION
- [ ] G. INVERTED
- [ ] H. MUSHING
- [ ] Z. UNKNOWN
- [ ] Y. OTHER (DESCRIBE) _____

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS	?	9 Sep 68	9
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER	?	9 Sep 68	9
JUMP SCHOOL			
PARASAIL TRAINING			X
OTHER (SPECIFY) X			

*Use codes below to indicate role training played in this mishap.

0 - NO IMPORTANCE
1 - TRAINING DEFINITE HELP
2 - TRAINING POSSIBLE HELP
3 - LACK OF TRAINING FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
5 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES (Place X in appropriate column)

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A		WATER B	WATER D	WATER A		AIR B	AIR D	AIR A
1. BUFFETING	01				01				01			
2. G FORCES	02				02				02			
3. WINDBLAST	03				03				03			
4. SEAT PINS NOT REMOVED	04				04				04			
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05				05				05		X	
6. HAMPERED BY CLOTHING	06				06				06			
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07				07				07			
8. HAMPERED BY INJURIES	08				08				08			
9. DIFFICULTY RELEASING CANOPY/HATCH	09				09				09			
10. FAILURE TO RELEASE CANOPY/HATCH	10				10				10			
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11				11				11			
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12				12				12			
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13				13				13			
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14				14				14			
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15				15				15			
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16				16				16			
17. CANOPY JETTISON PROBLEM	17				17				17			
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18				18				18			

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

13. EGRESS DIFFICULTIES *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS-NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS-MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	98				98				98			

REMARKS OR CONTINUATION: *(Indicate each remark with code from above.)*

NAME	SERIAL NO.	A/C	BUNO
YOUNG Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69D

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACC[illegible] T, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750-90 (REV. 4-80) S/N 0107-LF-[illegible]

REPORT SYMBOL 3750-7
[illegible]
PAGE 1 OF 2

(Complete for all flight accidents and incidents)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS ____ MINUTES ____ SECONDS 0-1

2. DELAY IN INITIATING ESCAPE DUE TO:

- [ ] 1. ATTEMPTING TO DIVERT PANELS
- [ ] 2. WORKING PORTA-STED AREA
- [ ] 3. WORKING UNAVAILABLE TERRAIN
- [ ] 4. CLIMBING ALTITUDE
- [ ] 5. LOOKING ALTITUDE
- [ ] 6. LOOKING OVERBOARD
- [ ] 7. OTHER
- [ ] 8. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) ____ 2. PARACHUTE OPENING (FEET) ____

B. 1. SLOPE AT TIME OF ESCAPE ____ DEG

2. GROUND FORWARD SPEED OF ACFT (KNOTS) ____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE OPENED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED			HELMET FROM LOOSED		
	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
2. DURING ESCAPE	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
3. DURING CRASH LANDING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
4. CHIN STRAP FASTENED (NOW?)				[ ]	[ ]	[ ]
5. NECK STRAP FASTENED (NOW?)				[ ]	[ ]	[ ]

5. ZERO LANYARD:

A. WAS CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 4. NOT AVAILABLE
- [ ] 5. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON SURVIVAL
- [ ] 3. FACTOR IN NON SURVIVAL
- [ ] 4. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY DURING CRASH
- [ ] 2. OPENED SEPARATELY
- [ ] 3. OPENED INADVERTANTLY
- [ ] 4. UNKNOWN HOW RELEASED
- [ ] 5. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. (RIER)
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. UNKNOWN

B. INITIATED BY
- [ ] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 3. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY (Continued)

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [ ] 1. ATTEMPTED
- [ ] 2. ATTEMPTED UNSUCCESSFULLY
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLATCHED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 7. UNKNOWN
- [ ] 8. OTHER (SPECIFY)

8. EJECTION No attempt to eject

A. (RIER)
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 3. UNKNOWN

B. INITIATED BY
- [ ] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 4. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT DISLODGED
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION (As compared to upright)

	A. HEAD	B. HIPS	C. FEET	D. ELBOWS
UPRIGHT 1				
FORWARD 2				
UPWARD 3				
LATERAL 4				
UNKNOWN 5				

10. POSITION OF EJECTION SEAT

- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [ ] 4. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [ ] 4. PERSONNEL PARACHUTE
- [ ] 5. OTHER
- [ ] 6. UNKNOWN

FOR FAILED OR ABORTED USE

NAME: YOUNG, Edward John Jr.

SERIAL NO: [redacted]

RANK:

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P375.1F OR 55 7-49A

ORIGINAL

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [ ] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [ ] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [ ] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT				
B. DURING LANDING				

16. PARACHUTE DAMAGE *(Give number of)*

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS-MAJOR _____
4. TORN PANELS-MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD. *(Air Force form only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [ ] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE _____ LBS

B. SURFACE WINDS _____ KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [ ] 0. NO

D. DISTANCE DRAGGED _____ YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [ ] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [ ] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [ ] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT			
B. LIFE RAFT			
C. LIFE VEST			

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [ ] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

(b) (6) [redacted]

ORIGINAL

MEDICAL OFFICER'S REPORT OF A C ACCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE

REPORT FORM NO. [illegible]

PAGE 1 OF 3

1. SURVIVAL TRAINING

TYPE TRAINING	COURSE AND GRADE	PLACE ACCOMPLISHED	COMPLETED MONTH	COMPLETED YEAR	GRADE
1. BASIC SURVIVAL					
a. [illegible]			Sep	1968	0
b. [illegible]			Sep	1968	0
c. [illegible]					
d. [illegible]					
e. [illegible]					
f. [illegible]					
2. JUNGLE SURVIVAL					
3. ARCTIC SURVIVAL					
4. DESERT SURVIVAL					
5. MOUNTAIN SURVIVAL					
6. TOWERS (OTHERWISE)			AUG	1968	0

2. CONDITIONS PREVAILING AT SURVIVAL RESCUE SITE (Include details, with dates)

a. [illegible]		a. [illegible]	a. [illegible]	a. [illegible]
b. [illegible]		b. [illegible]	b. [illegible]	b. [illegible]
c. [illegible]	[illegible]	X c. [illegible]	X c. [illegible]	c. [illegible]
d. [illegible]	[illegible]	d. [illegible]	d. [illegible]	d. [illegible]
e. [illegible]	[illegible]	e. [illegible]	e. [illegible]	e. [illegible]
		f. [illegible]	f. [illegible]	f. [illegible]
			g. [illegible]	

NA

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give date, hour in hours and minutes, both day of month)

	ACTUAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
a. RESCUE PERSONNEL NOTIFIED THAT MISSION HAS BEGUN							
b. RESCUE VEHICLE DEPARTED							
c. THE INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
d. THE INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
e. THE INDIVIDUAL ACTUALLY BROUGHT BY RESCUE VEHICLE TO DEPOT OR ACTUAL RENDEZVOUS							
f. RESCUE COMPLETED (PERSON RETURNED TO STATION HOSPITAL ETC.)							

a. TIME THE INDIVIDUAL SPENT IN WATER [illegible] b. TIME THE INDIVIDUAL SPENT ON LIFE RAFT [illegible]

4. AT TIME OF RESCUE ALERT DISTANCE IN MILES FROM MISHAP SITE TO

a. ACTUAL RESCUE VEHICLE [illegible] b. NEAREST ADJUST RESCUE VEHICLE [illegible]

5. PERSONNEL VEHICLES PARTICIPATING IN RESCUE

a. VEHICLE PERSONNEL ACTUAL PICKUP OF THE PERSON

1. [illegible] 2. [illegible] 3. [illegible]

b. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? ☐ 1. YES ☐ 2. NO ☐ 3. UNKNOWN

IF YES, WHO?

☐ 1. PARAMEDICS ☐ 2. [illegible] ☐ 3. [illegible]

☐ 2. [illegible] ☐ 5. [illegible] ☐ 6. OTHER

c. LIST OTHER OF THE PARTICIPATING IN RESCUE EFFORT (OTHER ASSETS IN ITEM 3)

OTHER AIRCRAFT STAND BY READY TO RENDER ASSISTANCE IF REQUIRED

6. [illegible] AND OTHER [illegible]

CONTROLLER OR OFFICER [illegible]

[redacted] (b) (6) A6A 152897

YOUNG EDWARD JOHN JR.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UN-34 1-6-70

ORIGINAL

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - BOAT
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WELDING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET _____
- [ ] Y - OTHER (DESCRIBE) _____

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE) _____

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER _____

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER _____

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1	A -
2. PARTIALLY ABLE TO ASSIST	2	B -
3. IMMOBILE OR UNCONSCIOUS	3	C -
4. FATAL ON RECOVERY-DUE TO INJURIES		D - X
5. FATAL ON RECOVERY-DROWNED		E -
6. RECOVERED ALIVE-DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	SUND
YOUNG, Edward John Jr.	(b) (6) [redacted]	A6A	152897

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT/INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/8B (REV. 4-68) S/N 0107-711-8201

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY

- [ ] 1 - NONE
- [ ] 2 - MINOR
- [ ] 3 - MAJOR
- [X] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED
3. DAYS IN QUARTERS
4. DAYS GROUNDED
5. UNCONSCIOUS _____ HOURS _____ MIN.

5a. DISPOSITION: **AUTOPSY**

5b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5c. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DODDC, NAVMED P-3002.)

LEAVE THESE COLUMNS BLANK

A. BODY PART: (b) (6) [redacted]
DIAGNOSIS:
CAUSE:

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

P / D / C

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL	Results will be forwarded when received.			
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS
[X] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP — DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS APPLICABLE): AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY:

- [XX] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [✓] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] T - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP:

- [XX] 1 - AUTOPSY REPORT
- [XX] 2 - FROZEN TISSUE
- [XX] 3 - PICTURES
- [XX] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS.

NAME	SERIAL NO.	A/C	RANK
LUFKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 4-68) S/N 0105-735-6301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

F – DEGREE OF IMPORTANCE
D – Definitely contributing
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS		A	E	S	R
1. SUPERVISORY FACTORS					
A. INADEQUATE BRIEFING	101				
B. ORDERED/LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS					
A. FAULTY FLIGHT PLAN	201				
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE/TRAINING FACTORS					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
D. COCKPIT LIGHTING	404				
E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407		D		
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOMEITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z. OVERCONFIDENCE	626				
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS					
A. ACCELERATION FORCES, IN FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION–WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
LUPKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-701-8401

REPORT SYMBOL 3750-7
See Section III of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE
B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE
[ ] 8. NONE [ ] 9. UNKNOWN

II. BACKGROUND *(Complete for all pilots and others who possibly contributed to mishap)*

A. DATE LAST LEAVE ENDED: 9 Jan 1969
B. DAYS DURATION LAST LEAVE: 12 Days
C. TYPE OF LEAVE LAST TAKEN:
[XX] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION
[ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN
D. DATE OF LAST PREVIOUS FLIGHT: 6 Mar 1969

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS 3 MIN. 13 F. IN LAST 48 HOURS 5 MIN. 43

MISSIONS FLOWN
G. IN LAST 24 HOURS 2 H. IN LAST 48 HOURS 3

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS ____ MIN. ____ J. IN LAST 48 HOURS ____ MIN. ____

HOURS SLEPT
K. IN LAST 24 HOURS ____ L. IN LAST 48 HOURS ____

M. CONTINUOUS DUTY PRIOR TO MISHAP ____ HOURS ____ MIN. ____
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP ____
O. DURATION OF LAST SLEEP PERIOD ____ HOURS ____ MIN. ____
P. TIME IN COCKPIT PRIOR TO FLIGHT ____ HOURS ____ MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING *(For all personnel)*

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure Chamber	NAS Norfolk Norfolk Virginia	JUN	1968	0

*For role in mishap, use following code:
0 – NO IMPORTANCE
1 – TRAINING DEFINITELY HELPED
2 – TRAINING POSSIBLY HELPED
3 – LACK OF TRAINING DEFINITELY A FACTOR
4 – LACK OF TRAINING POSSIBLY A FACTOR
9 – UNKNOWN

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH: DAY (b) (6) [redacted] b. HEIGHT 65.7 INCHES c. WEIGHT 165 POUNDS
d. SITTING HEIGHT 34.9 INCHES e. TRUNK HEIGHT 24.8 INCHES f. FUNCTIONAL REACH N.A. INCHES
g. BUTTOCK-KNEE LENGTH 22.8 INCHES h. LEG LENGTH 39.6 INCHES i. SHOULDER WIDTH (SIDE TO SIDE) 18.1 INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, navigators, and/or other persons in control of aircraft)*
a. No. ____ b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION: 16 Yrs.
3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, navigators, and/or persons possibly contributing to mishap)*

NAME	SERIAL NO.	A/C	RANK
LUFKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-721-4501

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS (Indicate by code from list on reverse side)
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-5A Helmet Dual Vision Kit	X	X	X	X	
Regulation flight boots	X	X	X	X	
Nomex flight suit	X	X	X	X	
Waffle weave underwear	X	X	X	X	
Nomex flight gloves	X	X	X	X	
2. OXYGEN MASK A-13-A	X	X	NO		IN HIS LAP
3. OXYGEN REGULATOR Bendix 29252-A-1	X	X			
4. LIFE VEST MK-3C	X	X			
5. LIFE RAFT PARA RAFT	X	X			
6. SURVIVAL RADIO(S) AN/PRC 63	X	X			
7. SIGNALLING DEVICES Destress signal (MK-13	X	X			
Whistle modo)	X	X			
Signal Mirror	X	X			
Survival (Pencil Flare Kit)	X	X			
Vest (Stroub Light)	X	X			
8. SURVIVAL KIT (CONTAINER) Para Raft Emerg kit	X	X			
9. OTHER SURVIVAL GEAR Shroud cutter knife	X	X			
Survival Sheath survival knife	X	X			
Vest Seek II Kit	X	X			
Water storage bottles	X	X			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lap Belts	X	X	X	X	
Leg restraints	X	X	X	X	
Integrated shoulder harness	X	X	X	X	
11. PARACHUTE TYPE Martin Baker 622 PA	X	X	X	X	---------- SEE COMMENTS IN EJECTION
12. PARACHUTE CANOPY RELEASE Koch fittings	X	X	X	X	SECTION.
13. PARACHUTE OPENING/DEPLOYMENT DEVICES Drogue	X	X	X	X	------- ----------
14. SEAT TYPE (JRU-5) Martin Baker Seat	X	X	X	X	
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RANK
LUFKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F JA-35 1-69A

ORIGINAL

01 - NOT AVAILABLE - SUPPLY PROBLEM
02 - NOT AVAILABLE - LEFT BEHIND
03 - DISCARDED
04 - LOST
05 - DAMAGED - MINOR
06 - DAMAGED - MAJOR
07 - BURNED - MINOR
08 - BURNED - MAJOR
09 - DESTROYED BY EXTREME FORCE/FIRE
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
11 - OPERATED PARTIALLY
12 - DIFFICULTY LOCATING
13 - BEYOND REACH
14 - CONNECTION/CLOSURE DIFFICULTY
15 - CONNECTION/CLOSURE FAILURE
16 - RELEASE/DISCONNECT DIFFICULTY
17 - RELEASE/DISCONNECT FAILURE
18 - INADVERTENT RELEASE/DISCONNECT
19 - INADVERTENT ACTUATION
20 - ACTUATION DIFFICULTY
21 - ACTUATION FAILURE
22 - ACTUATED BY OTHER PERSON
23 - RESTRAINT/ATTACHMENT INADEQUACY
24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
25 - IMPROPER USE (OTHER)
26 - UNFAMILIAR WITH USE
27 - COLD HAMPERED USE
28 - INJURY HAMPERED USE
29 - WATER HAMPERED USE
30 - OTHER EQUIPMENT INTERFERED
31 - DONNING/REMOVAL PROBLEM
32 - DISCOMFORT/BULKINESS
33 - POOR FIT
34 - LEAKED
35 - MATERIEL DEFICIENCY
36 - DESIGN DEFICIENCY
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY) MAJOR
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY) MINOR
40 - DRAGGING (PARACHUTE ONLY)
41 - NON STANDARD CONFIGURATION
42 - AIDED IN LOCATION/RESCUE
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
44 - PREVENTED/MINIMIZED INJURY
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
49 - MAINTENANCE/INSTALLATION ERROR
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE - SELF INDUCED
52 - EQUIPMENT FAILURE - SELF INDUCED
60 - OTHER (SPECIFY)

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
OPNAV FORM 3750/8F (Rev. 4-68) S/N-0107-731-8601

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [XX] 1. COCKPIT OR PILOT'S COMPARTMENT
- [ ] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 6. L -ER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

C. LATERAL LOCATION
- [ ] 2. CENTER
- [X] 4. LEFT SIDE
- [ ] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [X] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0. NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION
- [X] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [X] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE (1st, 2nd, etc.)

7. REASON(S) FOR ESCAPE (More than one may apply)
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [X] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
LUFKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 9. UNKNOWN
- [X] 0. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.)

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [X] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [X] N - IN TREES
- [X] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [ ] NOSE DOWN ____ DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK ____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE)

Airplane flying straight

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS		13 JUN 68	9
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER		13 JUN 68	9
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES *(Place X in appropriate column)*

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13								X	
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

13. EGRESS DIFFICULTIES *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30								XX	
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32									
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35									
36. FLAILING - LOWER EXTREMITIES	36									
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39									
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48								XX	
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	98									

REMARKS OR CONTINUATION (Index each remark with code from above)

It was determined that this individual pulled his face curtain but that there was no respouse. The individual exited from his aircraft via the alternate handle at approximately 1100 ft. altitude. (b) (5) [redacted] (b) (5) [redacted] (see picture of broken limb in flight path of ejection- AAR) (b) (5) [redacted] (b) (5) [redacted] He hit the ground with his chute not fully deployed. Refer to the written statement of the Martin Baker representative in the AAR. It was determined that there was misrigging of the parachute.

NAME	SERIAL NO.	A/C	BUNO
LUFKIN Thomas Patrick	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-731-8701

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS ___ MINUTES ___ SECONDS 0-1

2. DELAY IN INITIATING ESCAPE DUE TO:

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) 1100 X 2. PARACHUTE OPENING (FEET) X

B. 1. AIRSPEED AT TIME OF ESCAPE 350 KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) ___ K

C. [ ] 1. PARACHUTE DID NOT OPEN [X] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED YES	NO	UNK	HELMET VISOR LOWERED YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS	X			X		
3. DURING CHUTE LANDING	X			X		
4. CHIN STRAP FASTENED SNUGLY						
5. NAPE STRAP FASTENED SNUGLY						

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [ ] 1. INTENTIONAL
- [X] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [X] 1. ACCOMPLISHED
- [/] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [X] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [X] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1	X	X	X	X
FORWARD	2				
UPWARD	3	DONT KNOW			
LATERAL	4				
UNKNOWN	9				

10. POSITION OF EJECTION SEAT

- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [X] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [X] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SEAT	A/C	BUNO
LUFKIN THOMAS P	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5375.6F VA-35 1-69

ORIGINAL

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [ ] 3. PARACHUTE
- [ ] 4. SHUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [ ] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [X] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [X] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT				
B. DURING LANDING				

16. PARACHUTE DAMAGE *(Give number of)* NA

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS-MAJOR _____
4. TORN PANELS-MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [X] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD *(Air Force form only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [ ] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: _____ LBS

B. SURFACE WINDS _____ KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [X] 0. NO

D. DISTANCE DRAGGED _____ YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [ ] 2. LOOKING DOWN
- [ ] 8. OTHER
- [X] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [ ] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [X] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [ ] 8. OTHER
- [X] 9. UNKNOWN

D.
- [ ] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [X] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING NA

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT			
B. LIFE RAFT			
C. LIFE VEST			

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [ ] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS

(b) (6) [redacted]

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (REV. 4-68) S/N 0107-703-8800

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. SURVIVAL TRAINING

Use Code at right to indicate the role this person's training played in survival.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM			May	1968	0
	2. DILBERT DUNKER			May	1968	0
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)			May	1968	0

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE ____ °F
B. AIR TEMPERATURE N/A °F
C. SURFACE WINDS 25-gusting to 30 knots
D. WAVE HEIGHT ____ FEET
E. WAVE FREQUENCY ____ PER MIN

F. TERRAIN
- [ ] 1. OPEN GROUND
- [X] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [ ] 1. CLEAR
- [X] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)* NA

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED							
B. RESCUE VEHICLE DEPARTED							
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED							
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)							

4. A. TIME THIS INDIVIDUAL SPENT IN WATER ____ HRS. ____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT ____ HRS. ____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE ____ B. NEAREST ASSIST RESCUE VEHICLE ____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

TYPE/MODEL ____ 2. LOCATION WHEN ALERTED ____ 3. DUTY WHEN ALERTED ____

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? (IF SO, HOW?)
- [ ] 1. YES
- [ ] 2. NO
- [ ] 9. UNKNOWN

- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT. (OTHER ASSISTS IN ITEM 3) ____

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED ____

D. NUMBER SEARCH AND RESCUE HOURS ____

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A.C.	RANK
LUFKIN THOMAS P.	(b) (6) [redacted]	A6A	152643

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 A-6A

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WIRING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] Y - OTHER (DESCRIBE) _____
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET _____

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY DAY CALL
- [ ] Y - OTHER (DESCRIBE) _____
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE -CRASH SCENE

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] Y - OTHER _____
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER _____

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

(b) (6)

OPNAVINST FORM 3750/8H (REV. 4-68) (Continued)

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] #1 - INADEQUATE FLOTATION GEAR
- [ ] #2 - INADEQUATE COLD WEATHER GEAR
- [ ] #3 - LACK OF SIGNALLING EQUIPMENT
- [ ] #4 - LACK OF OTHER EQUIPMENT
- [ ] #5 - ENTANGLEMENT (PARACHUTE)
- [ ] #6 - DRAGGING (PARACHUTE)
- [X] #7 - PARACHUTE HARDWARE PROBLEM
- [ ] #8 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] #9 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] #1 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] #2 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] #3 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] #4 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] #5 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] #6 - INADEQUATE MEDICAL EQUIPMENT
- [ ] #7 - INADEQUATE MEDICAL FACILITIES
- [ ] #8 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] #9 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1	A -
2. PARTIALLY ABLE TO ASSIST	2	B -
3. IMMOBILE OR UNCONSCIOUS	3	C -
4. FATAL ON RECOVERY - DUE TO INJURIES		D - X
5. FATAL ON RECOVERY - DROWNED		E -
6. RECOVERED ALIVE - DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT - PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT - APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
LUFKIN THOMAS P.	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

D-4680

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750-9B (REV. 4-68) S/N 0107-775-6301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY

- [ ] 1 - NONE
- [X] 2 - MINOR
- [ ] 3 - MAJOR
- [ ] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED
3. DAYS IN QUARTERS
4. DAYS GROUNDED 3 Days
5. UNCONSCIOUS _____ HOURS _____ MIN.

5A. DISPOSITION: Full duty in 3 days

5B. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5C. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DODIC, NAVMED, P-5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART: (b) (6) [redacted]
DIAGNOSIS:
CAUSE:

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

P							
D							
C							
P							
D							
C							
P							
D							
C							
P							
D							
C							
P							
D							
C							

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

8. X-RAY RESULTS: [X] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP

DIAGNOSIS	METHOD OF DISCOVERY: SPECIAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS ACCLICABLE): AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY:

- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] T - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP:

- [ ] 1 - AUTOPSY REPORT
- [ ] 2 - FROZEN TISSUE
- [ ] 3 - PICTURES
- [ ] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS.

NAME	SERIAL NO.	A/C	ROOM
(b) (6) [redacted]		A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 /-6TA

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 4-68) S/N 0105-701-8301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTOR IMPORTANCE
D – Definitely contributed
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS		A	E	S	R
1. SUPERVISORY FACTORS					
A. INADEQUATE BRIEFING	101				
B. ORDERED/LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS					
A. FAULTY FLIGHT PLAN	201				
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE/TRAINING FACTORS					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
D. COCKPIT LIGHTING	404				
E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407				
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOMEITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z. OVERCONFIDENCE	626				
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION–WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RANK
(b) (6) [redacted]	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

FACTORS		A	E	S	R	FACTORS		A	E	S	R
8. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	805					K. DELAY IN TAKING NECESSARY ACTION	811				
F. VISUAL RESTRICTION BY EQUIPMENT (STRUCTURES	806					L. VIOLATION OF FLIGHT DISCIPLINE	812				
G. TASK OVERSATURATION	807					M. NAVIGATIONAL ERROR	813				
H. INADEQUATE COORDINATION OR TIMING	808					N. INADVERTENT OPERATION, SELF-INDUCED	814				
I. MISJUDGED SPEED OR DISTANCE	809					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	815				
J. SELECTED WRONG COURSE OF ACTION	810					P. OTHER (SPECIFY)	899				

REMARKS: *(Indicate item and describe circumstances in detail as necessary.)*

(b) (6) [redacted]

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-721-8401

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE
B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 7. NONE [ ] 8. UNKNOWN

II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

A. DATE LAST LEAVE ENDED: 27 Dec 1968
B. DAYS DURATION LAST LEAVE: 4 Days

C. TYPE OF LEAVE LAST TAKEN
[XX] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION
[ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 7. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 6 Mar 1969

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS 3 MIN. 45 F. IN LAST 48 HOURS 6 MIN. 20

MISSIONS FLOWN
G. IN LAST 24 HOURS 2 H. IN LAST 48 HOURS 3

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS 3 MIN. 45 J. IN LAST 48 HOURS 6 MIN. 20

HOURS SLEPT
K. IN LAST 24 HOURS 5 L. IN LAST 48 HOURS 10½

M. CONTINUOUS DUTY PRIOR TO MISHAP HOURS 4 MIN.
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP 5
O. DURATION OF LAST SLEEP PERIOD HOURS 5 MIN.
P. TIME IN COCKPIT PRIOR TO FLIGHT HOURS MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP	*For role in mishap, use following code:
Pressure Chamber	NAS Norfolk Norfolk Virginia	DEC	1966	0	0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 5 - UNKNOWN

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH DAY (b) (6) [redacted] b. HEIGHT (b) (6) [redacted] INCHES c. WEIGHT (b) (6) [redacted] POUNDS
d. SITTING HEIGHT (b) (6) [redacted] INCHES e. TRUNK HEIGHT (b) (6) [redacted] INCHES f. FUNCTIONAL REACH [redacted] INCHES
g. BUTTOCK-KNEE LENGTH [redacted] INCHES h. LEG LENGTH [redacted] INCHES i. SHOULDER WIDTH (BIDELTOID) [redacted] INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, co-pilots, and/or other persons in control of mishap)

a. No. _____ b. DESCRIBE TYPE(S)

2. TOTAL YEARS OF FORMAL EDUCATION 16 Yrs.

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap)

4 Mar 69 Worked until 1700
Dinner- manicotti, ravioli, ice cream and coke.
Movie- popcorn and coke

5 Mar 69 Bed 0030
Arose 0630
Coffee
1200- Lunch- Beef stew, bronnie, 2 cokes.
1730- Left work
Dinner- Steak, boiled potatoes, green beans, and orange juice.
2000- Bowling- thereafter O club, nothing to drink

6 Mar 69- Bed 0100
Arose 0630
Coffee- several cups in morning.
1200- Lunch - roast beef sandwich and one glass of beer.
1800- Dinner - manicotti, ravioli, brown bread and milk.
Evening- Movie and one drink of vodka and two orange drinks and popcorn. (over

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]		A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

7 Mar 69- Bed 0100
Arose 0600
Brief for hop 0700
Takeoff 0948
Accident.

(b) (6) [redacted]

(b) (6) [redacted]

(b) (6) [redacted]

(b) (6) [redacted]

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-731-2501

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS (Indicate by code from list on reverse side)
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-6A Helmet	X	X	X	X	04 24
Regulation flight boots	X	X	X	X	
Nomex flight suit (summer)	X	X	X	X	
Waffle weave underwear	X	X	X	X	
Nomex flight gloves	X	X	X	X	
2. OXYGEN MASK A-13-A	X	X	X	X	04
3. OXYGEN REGULATOR Bendix 29252-A-1	X	X	X	X	
4. LIFE VEST MK-3C	X	X			
5. LIFE RAFT Para Raft	X	X			
6. SURVIVAL RADIO(S) AN/PRC 68	X	X	X		24 m
7. SIGNALLING DEVICES					
Distress signal MK-13 MOD-0	X	X			
Whistle	X	X			
Signal Mirror	X	X			
Stroub light	X	X			
Pencil Flare Kit	X	X			
8. SURVIVAL KIT (CONTAINER) Para raft emer. kit	X	X			
9. OTHER SURVIVAL GEAR					
Shroud cutter knife	X	X			
Survival kit — Survival knife	X	X			
Seek II Kit	X	X			
Water storage bottle	X	X			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lab belt	X	X	X	X	
Leg restraints	X	X	X	X	
Integrated shoulder harness	X	X	X	X	
11. PARACHUTE TYPE MBEU 622 PA	X	X	X	X	—
12. PARACHUTE CANOPY RELEASE Koch Fittings	X	X	X	X	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES Drogue	X	X	X	X	
14. SEAT TYPE MBEU JRU-5	X	X	X	X	
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

Lost helmet and o2 mask on ejection (Helmet chin strap loose)

CONTINUED ON REVERSE SIDE

NAME (b) (6) [redacted] | SERIAL NO. | A/C A6A | BUNO 152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

01 - NOT AVAILABLE-SUPPLY PROBLEM
02 - NOT AVAILABLE-LEFT BEHIND
03 - DISCARDED
04 - LOST
05 - DAMAGED-MINOR
06 - DAMAGED-MAJOR
07 - BURNED-MINOR
08 - BURNED-MAJOR
09 - DESTROYED BY EXTREME FORCE/FIRE
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
11 - OPERATED PARTIALLY
12 - DIFFICULTY LOCATING
13 - BEYOND REACH
14 - CONNECTION/CLOSURE DIFFICULTY
15 - CONNECTION/CLOSURE FAILURE
16 - RELEASE/DISCONNECT DIFFICULTY
17 - RELEASE/DISCONNECT FAILURE
18 - INADVERTENT RELEASE/DISCONNECT
19 - INADVERTENT ACTUATION
20 - ACTUATION DIFFICULTY
21 - ACTUATION FAILURE
22 - ACTUATED BY OTHER PERSON
23 - RESTRAINT/ATTACHMENT INADEQUACY
24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
25 - IMPROPER USE (OTHER)
26 - UNFAMILIAR WITH USE
27 - COLD HAMPERED USE
28 - INJURY HAMPERED USE
29 - WATER HAMPERED USE
30 - OTHER EQUIPMENT INTERFERED
31 - DONNING/REMOVAL PROBLEM
32 - DISCOMFORT/BULKINESS
33 - POOR FIT
34 - LEAKED
35 - MATERIEL DEFICIENCY
36 - DESIGN DEFICIENCY
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
40 - DRAGGING (PARACHUTE ONLY)
41 - NON-STANDARD CONFIGURATION
42 - AIDED IN LOCATION/RESCUE
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
44 - PREVENTED/MINIMIZED INJURY
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
49 - MAINTENANCE/INSTALLATION ERROR
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE, SELF INDUCED
52 - EQUIPMENT FAILURE-SELF INDUCED
99 - OTHER (SPECIFY)

(b) (6) [redacted]

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACC[illegible]T, INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIV[illegible]ALS
OPNAV FORM 3750/9F (Rev. 4-68) S/N 0107-731-[illegible]

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [ ] 1. COCKPIT OR PILOT'S COMPARTMENT
- [X] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 6. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 9. SECTION UNKNOWN

C. LATERAL LOCATION
- [ ] 3. CENTER
- [ ] 4. LEFT SIDE
- [X] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [X] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0. NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION
- [X] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [X] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 6. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE (1st, 2nd, etc.)

7. REASON(S) FOR ESCAPE (More than one may apply)
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [X] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] L. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

RANK	SERIAL NO.	A/C	RUN
(b) (6) [redacted]		AMA	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69

ORIGINAL

[illegible] FORM 1700 OF [illegible] AND [illegible]

PAGE 1 OF 1

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. [illegible]
- [ ] 2. [illegible]
- [ ] 3. EMERGENCY OFF (MANUAL)
- [ ] 4. EMERGENCY OFF (AUTOMATIC)
- [ ] 5. [illegible]
- [x] 6. NONE

9. NUMBER OF PREVIOUS

EJECTIONS: 0 EMERGENCY BAILOUTS: 0

OTHER PARACHUTE JUMPS (TRAINING, [illegible], ETC.):

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(Mark [illegible] as applicable)

- [ ] A. OPEN SEA
- [ ] B. LARGE LAKE
- [ ] C. RIVER
- [ ] D. DEEP WATER, OTHER
- [ ] E. SHALLOW WATER
- [ ] F. DEEP [illegible]
- [ ] G. [illegible]
- [ ] H. [illegible]
- [x] I. HARD GROUND
- [ ] J. SOFT GROUND
- [ ] K. [illegible]
- [ ] L. FLIGHT DECK
- [ ] M. [illegible]
- [x] N. IN TREES
- [x] O. THROUGH TREES
- [ ] P. [illegible]
- [ ] Q. ROCKS
- [ ] R. [illegible]
- [ ] S. DESERT
- [ ] T. UNKNOWN
- [ ] Z. OTHER

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Mark as [illegible] on other [illegible], [illegible], etc.)

- [ ] NOSE UP
- [ ] RIGHT BANK
- [ ] A. NOSE DOWN SPIN
- [ ] B. FLAT SPIN
- [ ] C. OSCILLATORY SPIN
- [ ] D. ROLLING
- [ ] E. TUMBLING
- [ ] NOSE DOWN — DEGREES
- [ ] LEFT BANK — DEGREES
- [ ] F. [illegible]
- [ ] G. INVERTED
- [ ] H. [illegible]
- [ ] I. UNKNOWN
- [ ] X. OTHER (DESCRIBE):

Airplane Flying straight

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to fly [illegible])

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	RELE[illegible]
LECTURES/DEMONSTRATIONS	7	15 Dec 66	2
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER	7	15 Dec 66	2
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY):			

*Use codes below to indicate how training played in this mishap:

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 5 - TRAINING SOLE CAUSE

13. EJECTION DIFFICULTIES (Table 3 in Accident [illegible])

B. Before D. During A. After		UNARMED B	UNARMED D	UNARMED A	ARMED B	ARMED D	ARMED A	JUMP B	JUMP D	JUMP A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT FAIL[illegible] REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY ILL STRUCTURE	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MODE)	18									

(CONTINUED ON NEXT PAGE)

ORIGINAL

(b) (6) [redacted]

(b) (6) [redacted]

13. EGRESS DIFFICULTIES *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A		WATER B	WATER D	WATER A		AIR B	AIR D	AIR A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS—NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS—MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS—MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	99				99				99			

REMARKS OR CONTINUATION *(Index each remark with code from above)*

This individual sucessfully ejected from the lead aircraft. He sustained (b) (6) [redacted] (b) (6) [redacted] probably occurred while he was descending through the trees.

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	(b) (6) [redacted]	A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-720-8701

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS ____ MINUTES ____ SECONDS 0-1

2. DELAY IN INITIATING ESCAPE DUE TO:

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) 1100 2. PARACHUTE OPENING (FEET) ____

B. 1. AIRSPEED AT TIME OF ESCAPE 350 KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) ____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED			HELMET VISOR LOWERED		
	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS	X			X		
3. DURING CHUTE LANDING		X			X	
4. CHIN STRAP FASTENED SNUGLY						
5. NAPE STRAP FASTENED SNUGLY						

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [ ] 1. INTENTIONAL
- [X] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY:
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [X] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1	X	X	X	X
FORWARD	2				
UPWARD	3				
LATERAL	4				
UNKNOWN	9				

10. POSITION OF EJECTION SEAT

- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [X] 3. INTERMEDIATE POSITION
- [ ] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [X] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [X] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME (b) (6) [redacted] SERIAL NO. A/C A6A BUNO 152643

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (Rev. 4-68) S/N 0107-724-8900

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6
PAGE 1 OF 3

1. SURVIVAL TRAINING
Use Code at right to indicate the role this person's training played in outcome.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
5 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM					
	2. SILBERT DUNKER			Dec	66	
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE ____ °F
B. AIR TEMPERATURE ____ °F
C. SURFACE WINDS ____ KNOTS
D. WAVE HEIGHT ____ FEET
E. WAVE FREQUENCY ____ PER MIN

F. TERRAIN
- [ ] 1. OPEN GROUND
- [X] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [ ] 1. CLEAR
- [X] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)* NA

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually rescue this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED							
B. RESCUE VEHICLE DEPARTED							
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED							
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)							

4. A. TIME THIS INDIVIDUAL SPENT IN WATER ____ HRS. ____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT ____ HRS. ____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE ____ B. NEAREST ASSIST RESCUE VEHICLE ____

6. PERSONNEL VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL: ____ 2. LOCATION WHEN ALERTED ____ 3. DUTY WHEN ALERTED ____

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? IF SO, HOW?
- [ ] 1. YES
- [ ] 2. NO
- [ ] 3. UNKNOWN
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: ____

D. NUMBER SEARCH AND RESCUE HOURS ____

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]		A6A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 169

ORIGINAL

7. RESCUE EQUIPMENT USED (Fill in number as other required)

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - DRAGNET
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET
- [ ] Y - OTHER (DESCRIBE) _____

8. RESCUE ALERTING MEANS (Fill in number as other required)

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RADIO RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAYDAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AURAL SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE/CRASH SCENE
- [ ] Y - OTHER (DESCRIBE) _____

9. ALERTING COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/EF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER _____

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - FOGS
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER _____

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and their audio frequency ranges. Fill in number to indicate sequence of observation.

GENERAL	PYROTECHNICS	ELECTRONIC DIGITAL DEVICES	BALLISTICS	AURAL	VISUAL

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

(b) (6) [redacted]

ORIGINAL

OPNAV FORM 1710-50 (REV. 2-88) (Continued)

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARNESS PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 09 - OTHER _____
- [ ] 10 - PULLED DOWN BY DRAGGING PARACHUTE
- [ ] 11 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 12 - UNFAMILIAR WITH PROCEDURES, EQUIPMENT
- [ ] 13 - CONFUSED, DAZED, DISORIENTED
- [ ] 14 - INCAPACITATED BY INJURY
- [ ] 15 - POOR PHYSICAL CONDITION
- [ ] 16 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 17 - FATIGUE
- [ ] 18 - WEATHER
- [ ] 19 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 20 - DARKNESS
- [ ] 21 - THROWN OUT OF RAFT
- [ ] 22 - HAMPERED BY HELO DOWNWASH
- [ ] 23 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 24 - THIRST
- [ ] 25 - HUNGER
- [ ] 26 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 27 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (DROP, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATION FACTOR (SEA PROCEDURE)
- [ ] 09 - RESCUE COVERAGE ASSIST RESISTANCE
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT — AIR RAFT
- [ ] 12 - PHYSICAL LIMITATIONS — RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 15 - OTHER _____
- [ ] 16 - PERS/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 17 - RESCUE VEHICLE ACCIDENT
- [ ] 18 - COMMUNICATIONS PROBLEMS
- [ ] 19 - DRAG ENTANGLEMENT BY EMPLOYED PARACHUTE
- [ ] 20 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 21 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 22 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 23 - WEATHER
- [ ] 24 - DARKNESS
- [ ] 25 - WEIGHT DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 26 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 27 - FLOATING DEBRIS
- [ ] 28 - PERSONS RESCUED DELAYED WAITING FOR/LE ATTEMPTS BY OTHER RESCUERS
- [ ] 29 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1	A
2. PARTIALLY ABLE TO ASSIST	2	B
3. IMMOBILE OR UNCONSCIOUS	3	C
4. FATAL OR RECOVERY DUE TO INJURIES		D

	DURING RESCUE	AFTER RESCUE
5. FATAL OR RECOVERY, DROWNED		E
6. RECOVERED ALIVE, DIED FROM INJURIES		F
7. LOST DURING RESCUE ATTEMPT, PRESUMED DROWNED		G
8. LOST DURING RESCUE ATTEMPT, APPARENTLY INJURED OR DROWNED		H

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES & FEATURES
- [ ] 5 - RESCUE PROCEDURES PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO	A/C	DATE
(b) (6) [redacted]	(b) (6) [redacted]	A/A	152643

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA 35 1-69

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

I. This unfortunate accident serves to point out facts which are well known to all. Poor judgement and nonadherence to NATOPS resulted in the midair collision in which three men in their prime lost their lives.

II. Upon review of the accident one wondered why the pilot of the lead aircraft did not survive although well within the escape envelope. It was determined that misrigging of his parachute resulted in his demise. Again this serves to point out the importance of ground personnel in enhancing the safety of aviation.

III. It was pointed out by the pathologist that ease in identification of individuals would be enhanced if toe prints were obtained on aircrewmen. Boots usually have an excellent chance of surviving an aircraft accident.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	NO. OF HOURS SPENT	DATE OF REPORT
☐ YES ☐ NO		
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	NO. OF HOURS SPENT	NO. REPORTS PREPARED
☐ YES ☐ NO		
FLIGHT SURGEON'S NAME AND GRADE	DUTY STATION	SIGNATURE
(b) (6) [redacted] LCDR MC USN	NAS OCEANA	(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F JA-35 169A

ORIGINAL

7 March 1969

STATEMENT OF LT (b) (6) [redacted]

Occurences for previous 72 hours prior to ejection:

Tuesday, 4 March 69: Worked until 1700. Lunch consisted of submarine sandwich, beef stew, chocolate milk, fudge brownie. Dinner consisted of manicotti and ravioli, ice cream, and coke. Went to a movie where I also had a box of buttered popcorn and coke. Went to bed 0030.

Wednesday, 5 March 69: Arose 0630, had several cups of coffee prior to lunch. Lunch consisted of beef stew, brownie and coke. Left work at 1730 and ate dinner of steak, boiled potatoes, green beans and orange juice. At 2000 went bowling, bowled in a league a total of four games. Following completion of bowling went to the "O" club where I had nothing to drink. In bed 0100.

Thursday, 6 March 69: Arose 0630. Had several cups coffee before lunch. Had lunch at the club where I ate a roast beef and cheese sandwich, and one glass of beer. Ate dinner 1800 of manicotti and ravioli, brown bread and milk. Went to see "Lion in Winter", a movie, in the evening. Before leaving for show I had one moderate vodka on the rocks. At show I had two orange drinks and a box of buttered popcorn. In bed 0100.

I would like to say that I have averaged 5-6 hours sleep for the last eight years, I feel anything further is a waste of time.

Friday, 7 March 69: Up 0600 for hop 0700. Manned aircraft NK501 and took off at 0948. One hour after take-off NK503 joined us in parade formation on our right wing. After approximately 2 minutes of formation flying (with communication between pilots) NK503 climbed to a position approximately 30 feet above our aircraft and commenced a left roll as if going over the top in a break away. After about 45° the nose began to drop through and NK503 began to descend. Her wing struck ours aft of the wing root. Within two seconds after impact, I ejected. Very light kick then air flowing by. Felt myself tumble twice and noticed that my hands and arms were flailing; I had evidently released the face curtain although I cannot remember doing so. Chute opened with me facing downwind within two seconds of pulling the face curtain. As the chute opened I saw a fire ball below Me and smoke billowed above me. As I passed over the explosion I was violently thrown about by air currents. Oscillations felt as bad as 50° from vertical. After passing through the smoke I saw a clearing ahead of me and tried to adjust the risers so that I would land in it. It immediately became obvious that I wasn't even going to be close so I gave up the attempt. I elected at this time to leave my seat pan on as I was going to land among the trees and I wanted all the protection available. Reached up and crossed my arms over my face and for the first time noticed that I had lost my hard hat, with night visor down and oxygen mask attached to left side of helmet. The chin

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

ENCLOSURE (1)

strap had not been completely loose but was by no means tight. Struck the trees lightly and sustained a very light impact with the ground. On impact rolled forward and to the right. Checked myself over for injuries and found that I had light scratches on the backs of both gloved hands, cut over right eye which was bleeding mildly and a stiffness and soreness around both shoulders along with a very mild sprain in my right wrist. Tried my survival radio for approximately a minute, then heard voices in the distance. Elected to leave my chute in the tree for spotting from the air and set out in the direction of the voices. Contacted a road and obtained a ride to the scene of the impact. Two sheriffs were already present and I advised them of other three ejections and proper care of accident scene. They then took me to the Boydton sheriff's office where I called home base. At the office a doctor looked me over (b) (6) [redacted] (b) (6) [redacted] so I was taken to the hospital where the stitches were made and X-rays taken of my neck, back and right wrist.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

ENCLOSURE (1)

Standard Form 503
Revised August 1954
Bureau of the Budget
Circular A-52 (Rev.)
[illegible]

CLINICAL RECORD	AUTOPSY PROTOCOL				
DATE AND HOUR DIED D.O.A. A. M. P. M.	DATE AND HOUR AUTOPSY PERFORMED March 8 1969 A. M. P. M.	CHECK ONE			
		FULL AUTOPSY	HEAD ONLY	TRUNK ONLY	
PROSECTOR (b) (6) [redacted] LT MC USNR	ASSISTANT	X			

CLINICAL DIAGNOSES (Including operations)

Aircraft Accident

PROVISIONAL PATHOLOGICAL DIAGNOSIS

PATHOLOGICAL DIAGNOSES

(b) (6) [redacted]

(b) (6) [redacted] LT MC USNR

APPROVED—SIGNATURE
(b) (6) [redacted] CDR MC USN

MILITARY ORGANIZATION (If this applies)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
	25	Male	Cauc.(1)		

PATIENT'S IDENTIFICATION (For typed or written entries give: Name—last, first, middle, grade; date; hospital or medical facility)

LUFKIN, Thomas Patrick

REGISTER NO.	WARD NO.
	D.O.A.

AUTOPSY PROTOCOL
Standard Form 503
503-104

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

ENCLOSURE (2)

External Examination: The body is that of an adult Caucasian male in a flight suit. The name on the flight helmet is "LUFKIN" There are lacerations on the face. They will be described in greater detail. A green flight suit is present. A "harness" is present. An oxygen hose is strapped to the harness. Beneath the flight suit there is a white knit suit, and beneath it a blue T-shirt. White shorts are present. White socks with red and blue stripes are present. Boots are on both feet, size 7½ W. There is attached to the body a portion of seat pan assembly. Also present with the body is a "raft". A radio, T-63, is present and is numbered by a red and white tag as No. 18. A watch (Seik) is present and it is running. A wedding band inscribed "L. J. H. T. P. L. (b) (6) " is on the left fourth finger.

(b) (6)

[redacted]

Internal Examination: [redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69A

ORIGINAL

(b) (6) [redacted]

(b) (6) [redacted] LT MC USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3/[illegible] VA-35 1494

ORIGINAL

FLIGHT SURGEON'S STATEMENT

Lufkin, Thomas Patrick
Born (b) (6) [redacted] Weight: 165 Height: 65.7 inches
Squadron VA 35 NAS Oceana, Virginia
Blood Type & Rh factor - (b) (6) [redacted]
Hair: Blond Eyes: Blue

This 25 year-old A6A pilot was in the lead plane when he was involved in a midair collision on March 7, 1969 at 1100, 2 miles west of Boulton, Virginia. (b) (6) [redacted] His B/N successfully ejected with minor injuries.

(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3... VA-35 1-69 A

ORIGINAL

Standard Form 503
Revised August 1954
Bureau of the Budget
Circular A-32 (Rev.)
[illegible]

CLINICAL RECORD	AUTOPSY PROTOCOL				
DATE AND HOUR DIED A. M. P. M.	DATE AND HOUR AUTOPSY PERFORMED A. M. P. M.	CHECK ONE			
D. O. A.	March 8, 1969	FULL AUTOPSY	HEAD ONLY	TRUNK ONLY	
PROSECTOR (b) (6) [redacted]	ASSISTANT	X			

CLINICAL DIAGNOSES (Including operations)

Airplane Accident

FINAL PATHOLOGICAL DIAGNOSIS

PATHOLOGICAL DIAGNOSES

(b) (6) [redacted]

(b) (6) [redacted]

AP[redacted]

(b) (6) [redacted] CDR, MC USN

MILITARY ORGANIZATION (Where required)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
					A69-40

PATIENT'S IDENTIFICATION (For typed or written entries give: Name—last, first, middle, grade, date, hospital or medical facility)	REGISTER NO.	WARD NO.
Colestock, Thomas Patrick		D.O.A.

AUTOPSY PROTOCOL
Standard Form 503
503-104

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P375.6F UA-35 1-69A

ENCLOSURE (3)

ORIGINAL

THE AUTOPSY REPORT

A69-40

GROSS DESCRIPTION:

External Examination: The body is that of a (b) (6) [redacted] adult, Caucasian male in a flight suit. Around the waist there is present a belt with Koch fittings. The flight suit is green, beneath it is a knitted suit, beneath it there is a T-shirt and size 34 Arrow, white and blue striped shorts. Boots are on both lower extremities, size 8W. [redacted] (b) (6) [redacted] (A tag is present identifying this body as that of YOUNG).

Internal Examination: [redacted] (b) (6) [redacted]

Prosector's Comments: This body is identified by the prosector by using marks and scars made avaiable in the Health Record of John Maurice Colestock, as being that of John Maurice Colestock. [redacted] (b) (6) [redacted] (No rings are present on either hand. Dog tags are absent. No wallet or military ID card are present).

N. A. D'AMATO,
CDR MC USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3/5 6F UA-35 1-69A

ORIGINAL

FLIGHT SURGEON'S STATEMENT

Colestock, Thomas Patrick LT3C

Born [redacted] (b) (6)	Weight: 159	Height: 69.7 inches
Squadron-VA35	NAS Oceana, Va.	
Blood Type [redacted] (b) (6)	Hair:Blond	Eyes: Blue

This 25 year-old A6A pilot was flying wing when his plane was involved in a midair collision on March 7, 1969 at 1100 2 miles west of Boydton, Virginia. The speed of the aircraft was approximately 320 knots. The pilot did not eject. [redacted] (b) (6) (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible] VA-35 1694

ORIGINAL

690307102

ARMED FORCES INSTITUTE OF PATHOLOGY
WASHINGTON, D.C. 20305

PATIENT IDENTIFICATION	PLEASE USE AFIP ACCESSION NUMBER IN ALL CORRESPONDENCE
COLESTOCK, JOHN NH PORTSMOUTH VA 23708 5 MAY 69 A40-69 A FROZEN T RUSH L2	(b) (6) [redacted]

CJS/EJC/ee

Chief, Laboratory Service
U. S. Naval Hospital
Portsmouth, Virginia 23708

ADDRESS REPLY TO THE DIRECTOR
ATTN: MEDEM - PF

24 MAY 1969

RECEIPT AND REPORT OF PATHOLOGY MATERIAL

cc: NAVSAFECEN, Norfolk, Virginia 23511 ✓
CNO, OP-05F, Washington, D. C. 20360

AFIP DIAGNOSIS

1. Aircraft accident, A6A, 152897, midair, A6A, 152643, air-to-ground, pilot
2. (b) (6) [redacted]
3.
4.
5.

COMMENT: Slides, blocks, tissue and autopsy protocol, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

FOR THE DIRECTOR:

(b) (6) [redacted]
Commander, MC, USN
Chief, Military Environmental Pathology Division

Examination and report by:

CDR (b) (6) [redacted] MC, USN/RRM

84-B

AFIP F/L 61 (1 Nov 68)

2. You are hereby authorized to perform a complete post-mortem examination on the remains of

JOHN M. COLESTOCK
(Name of deceased)

Authority is also granted for the preservation and study of any and all tissues which may be removed. This authority shall be limited only by the conditions expressly stated below:

(NO LIMITATIONS INCLUDING THE BRAIN)

Signature of witness _____ Signature H L Turk
(Person authorized to consent)

Address _____ Address _____

Authority to consent _____

The performance of the autopsy specified above is approved. APPROVED: L. T. Brown

Signature H L Turk CDR USN L. T. BROWN CAPT MC USN

Title COMMANDING OFFICER VA-35 EXECUTIVE OFFICER

Date 7 MARCH 1969 8 MARCH 1969

PATIENT'S IDENTIFICATION (For typed or written entries give: Name - last, first, middle, grade, date, hospital or medical facility)
COLESTOCK, JOHN M.
LTJG USN (b) (6) [redacted]

REGISTER NO. | WARD NO.

AUTHORIZATION FOR POST MORTEM
Standard Form 523

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

[redacted]

Standard Form 503
Revised August 1954
Bureau of the Budget
Circular A-12 (Rev.)

CLINICAL RECORD	AUTOPSY PROTOCOL				
DATE AND HOUR DIED	A. M. / P. M.	DATE AND HOUR AUTOPSY PERFORMED	A. M. / P. M.	CHECK ONE	
D. O. A.		March 8, 1969		FULL AUTOPSY	HEAD ONLY / TRUNK ONLY
PROSECTOR (b) (6) [redacted]		ASSISTANT (b) (6) [redacted]		X	

CLINICAL DIAGNOSIS (including operations)

Airplane Accident

Standard Form 503
Revised August 1954
Bureau of the Budget
Circular A-12 (Rev.)

CLINICAL RECORD	AUTOPSY PROTOCOL

DATE AND HOUR DIED	A. M. / P. M.	DATE AND HOUR AUTOPSY PERFORMED	A. M. / P. M.	CHECK ONE: FULL AUTOPSY	HEAD ONLY	TRUNK ONLY
D. O. A.		March 8, 1969				
PROSECTOR: (b) (6) [redacted]		ASSISTANT: HM 1 (b) (6) [redacted]		X		

CLINICAL DIAGNOSES (Including operations)

Airplane Accident

FINAL PATHOLOGICAL DIAGNOSIS

PATHOLOGICAL DIAGNOSES

Multiple massive and destructive injuries

APPROVED (b) (6) [redacted]

(b) (6) [redacted] CDR, MC USN

MILITARY ORGANIZATION (If this applies)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
					A69-39

PATIENT'S IDENTIFICATION (For typed or written entries give Name—last, first, middle; grade; date; hospital or medical facility)	REGISTER NO.	WARD NO.
Young, Edward John Jr.		D.O.A.

AUTOPSY PROTOCOL
Standard Form 503
503-104

ENCLOSURE (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F UA-35 1-69 A

ORIGINAL

THE AUTOPSY REPORT

A69-39 Young, Edward John Jr.

GROSS DESCRIPTION

External Examination: Description as follows are on remains that have been tagged as John Colestock. A tag bearing this name is present with the remains and it is not signed. The remains are those of an adult, Caucasian, in all likelihood male. [redacted]

(b) (6)

[redacted]

Prosector's Comment: Specific identification of these remains cannot be made by the prosector with material available.

(b) (6) [redacted]
CDR MC USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F VA-35 1-69A

ORIGINAL

FLIGHT SURGEON'S STATEMENT

Young, Edward John Jr. Weight: 155 Height: 67.6 inches
Born (b) (6) [redacted] NAS Oceana, Va.
Blood type and Rh factor - (b) (6) [redacted]

This 25 year-old A6A bombadier/navigator was in the wing plane with his pilot (Colestock) when involved in a midair collision on March 7, 1969 at 1100 2 miles west of Boydton, Virginia. This man did not eject when the plane impacted with the ground at 320 knots. (b) (6) [redacted]
(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6F
VA-35 1-69D

ORIGINAL

Standard Form 523
Revised August 1964
Bureau of the Budget
Circular A-83 (1964)

CLINICAL RECORD | **AUTHORIZATION FOR POST-MORTEM EXAMINATION**

In the event authorization for post-mortem examination is obtained by letter, telegram, or mechanically recorded telephone call, paragraphs 1 and 2 shall be completed by hospital authorities and the letter, telegram, or memorandum confirming telephone call of authorization attached to this form for permanent file.

NAME AND LOCATION OF HOSPITAL | DATE

1. NAVAL HOSPITAL, PORTSMOUTH, VIRGINIA | 7 MARCH 1969

2. You are hereby authorized to perform a complete post-mortem examination on the remains of

EDWARD J. YOUNG JR.
(Name of deceased)

Authority is also granted for the preservation and study of any and all tissues which may be removed. This authority shall be limited only by the conditions expressly stated below:

(NO LIMITATIONS INCLUDING THE BRAIN)

Signature of witness _____ Signature H L Turk
(Person authorized to consent)

Address _____ Address _____

Authority to consent _____

The performance of the autopsy specified above is approved.

Signature H L Turk CDR USN

Title COMMANDING OFFICER VA-35

Date 7 MARCH 1969

APPROVED:
L. T. Brown
L. T. BROWN, CAPT MC USN
EXECUTIVE OFFICER
8 MARCH 1969

PATIENT'S IDENTIFICATION (For typed or written entries give: Name, last, first, middle, grade, date, hospital or medical facility) | REGISTER NO. | WARD NO.

YOUNG, EDWARD J. JR.
LTJG USN (b) (6) [redacted]

AUTHORIZATION FOR POST-MORTEM
Standard Form 523

SPECIAL HANDLING [illegible] IN ACCORDANCE WITH OPNAVINST [illegible] VA-35 1649A

ORIGINAL

Jim-Dr

NNNNE

XZCNASCA235CZCSLB310
RTTEZYUW RUCILNA5941 1371713-EEEE--RUCILSA.
ZNY EEEEE
ZDN2 NRTT TRTT KNSC NALD
RUMFZFF T USS KITTY HAWK
ATKRON SIX FIVE
RUYNICN T USS ENTERPRISE
RULYSDJ T USS AMERICA
ZOC
R 171713Z MAY 69
FM CONNAVAIRLANT
TO AIG TWO SIX
XNT ATKRON THREE FIVE
R 132254Z MAY 69
FM NAVAIRSYSCOMHQ
TO CONNAVAIRLANT
CONNAVAIRPAC
ATKRON THREE FIVE
INFO NAVAIRSYSCOMREPLANT
NAVAERORECOVFAC ELCENTRO
NAVSAFECEN
NAVAIRTESTCEN EISO PAXRIV
NAVPRO BETHPAGE
ATKRON FOUR TWO
NAVAIREWORKFAC NORVA
BT
UNCLAS E F T O
EISO PAXRIV PASS TO MEAD
VA-35 SAFETY UR: INFO CONCERNING
A. ATKRON THREE FIVE 132324Z APR 69 PASEP
B. NAVAIRSYSCOMHQ 241959Z APR 69 NOTAL
C. ATKRON THREE FIVE 311855Z MAY 69 PASEP
1. FROM AIR-4111. AS A RESULT OF VA-35 ACCIDENT REPORT OF

(CORRECTED COPY)

ZFG - FILE

03	01	011	012	013	014	015	02	02A	023	05	051
1	1		1	1			1			1	

TOR: _____ CHANNEL NUMBER 235B

INIT: On DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	1	1	A	1				1			

PAGE TWO RUCILNA5941 UNCLAS E F T O
7 MAR 9, REF A RECOMMENDED MOD MRC PROCEDURES. REF B CITES
REASONS REF A NOT CONSIDERED FEASIBLE. ADDITIONAL AMPLIFYING
FACTORS FOR THIS DECISION ARE AS FOLLOWS:
A. NAVAIRSYSCOMHQ UNAWARE OTHER INCIDENTS OF MISRIGGING
MBEU-622PA PARACHUTE LANYARD.
B. AN ADDITIONAL FOURTEEN WOULD BE ADDED TO EA PRE-
FLIGHT INSP. MIM
C. PRESENT PROCEDURES CONSIDERED ADECUATE.
2. CONNAVAIRLANT/CONNAVAIRPAC: RQ REVIEW RECOMMENDATIONS IN REFS
A AND C AND SUBMIT COMMENTS/RECOMMENDATIONS TO NAVAIRSYSCOMHQ.
3. VA-35: ACTION ON PARA 3, REF C BEING WITHELD PENDING
RECEIPT OF FORMAL LETTER REFERRED TO IN PARA 4, REF C.
BT AGA/162603 VA-35 1-69A 3/7/69 MAY 91 71713Z
AGA/162697

2ie - Ln

NNNNZCZCNASCA853CZCSLA272
RTTUZYUW RUEBBHB4393 1340041-UUUU--RUCILSA.
ZNR UUUUU
R 132254Z MAY 69
FM NAVAIRSYSCOMHQ
TO RUCILMA/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
RUEBEDA/ATKRONTHREE FIVE
INFO RUCILWA/NAVAIRSYSCOMREPLANT
RUWJNTA/NAVAERORECOVFAC EL CENTRO
RUCILSA/NAVSAFECEN
RUEBEEA/NAVAIRTESTCEN EISO PAXRIV
RUEDDQA/NAVPRO BETHPAGE
RUEBEDA/ATKRON FOUR TWO
RUCILSA/NAVAIREWORKFAC NORVA
BT
UNCLAS
EISO PAXRIV PASS TO HEAD
VA-35 SAFETY UR; INFO CONCERNING
A. ATKRON THREE FIVE 102324Z APR 69 PASEP
B. NAVAIRSYSCOMHQ 241959Z APR 69 NOTAL
C. ATKRON THREE FIVE 011355Z MAY 69 PASEP
1. FROM AIR-4111. AS A RESULT OF VA-35 ACCIDENT REPORT OF

00	01	011	012	013	014	015	02	02A	023	05	051
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TOR: 14 MAY 69 22 13Z CHANNEL NUMBER 853B

INIT: Am DATE

055	10	11	12	13	20	30	40	50	60	70	80
	1	1	A	1				1			A

PAGE TWO RUEBBHB4393 UNCLAS
7 MAR 9, REF A RECOMMENDED MOD MRC PROCEDURES. REF B CITES REASONS REF A NOT CONSIDERED FEASIBLE. ADDITIONAL AMPLIFYING FACTORS FOR THIS DECISION ARE AS FOLLOWS:
A. NAVAIRSYSCOMHQ UNAWARE OTHER INCIDENTS OF MISRIGGING NBEU-622PA PARACHUTE LANYARD.
B. AN ADDITIONAL FOURTEEN MIN WOULD BE ADDED TO EA PRE-FLIGHT INSP.
C. PRESENT PROCEDURS CONSIDERED ADEQUATE.
2. COMNAVAIRLANT/COMNAVAIRPAC: RQ REVIEW RECOMMENDATIONS IN REFS A AND C AND SUBMIT COMMENTS/RECOMMENDATIONS TO NAVAIRSYSCOMHQ.
3. VA-35: ACTION ON PARA 3, REF C BEING WITHHELD PENDING RECEIPT OF FORMAL LETTER REFERRED TO IN PARA 4, REF C.
BT
#4393

LUFKIN
COLESTOCK
MAY

A6A/152643
A6A/152897
VA-35 1-69A 3/7/69
1322547

PTTEZYUW RUEBEDA0319 1002324-EEEE--RUCILSA.
ZNY EEEEE
P 102324Z APR 69
FM ATKRON THREE FIVE
TO RUEBBHE/NAVAIRSYSCOMHQ
INFO RUEBBHB/CHNAVMAT
RUEBNBA/COMFAIRNORFOLK
RUCILSA/NAVSAFCEN
RUEOHRA/NAVAIRTECHSERVFAC
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO BETH
RUCILSA/NAVAIREWORKFAC NORVA
RUCILWA/NAVAIRSYSCOMREPLANT
RUWJNTA/NAVAIRRECFAC EL CENTRO
RUEBBHB/NAVAIRENGCEN ACEL
RUEBEEA/MEAB PAX RIV
BT

00	01	011	012	013	014	015	02	02A	023	05	051
1	1		1	1			1			1	

TOR: _____ CHANNEL NUMBER 567B

INIT: DJ DATE _____

055	10	11	12	13	20	33	43	53	63	73	83
	1	1	A	1				1			1

UNCLAS E F T O FOR OFFICIAL USE ONLY
SAFETY UR
NAVAIRINST 4700.2
1. VA35 SAFETY UR 0044
2. SEE VA35 AAR-1-69A
3. SEE VA35 AAR-1-69A

11 Apr 69 02 052

PAGE TWO RUEBEDA0319 UNCLAS E F T O
4. LANT A-6 0003-9S
5. NA
6. NA
7. DURING A RECENT AIRCRAFT ACCIDENT INVESTIGATION, IT WAS DISCOVERED THAT POSSIBLE MISRIGGING OF ONE CREW MEMBERS PARACHUTE MAY HAVE CAUSED DELAY IN PERSONNEL PARACHUTE CANOPY DEPLOYMENT.
8. MBU-622-PA PARACHUTE
9. NA
10. NA
11. INVESTIGATION REVEALED THAT THE CREWMEMBER EJECTED WELL WITHIN THE MK-GRU5 ENVELOPE BUT DID NOT GET FULL CHUTE DEPLOYMENT EVEN THOUGH THE CREWMEMBER HAD TIME TO PULL THE D RING. FURTHER INVESTIGATION REVEALED THAT THERE IS A STRONG POSSIBILITY THAT THE SLIDE DISCONNECT WAS ROUTED UNDER THE PARACHUTE RIP PINS. SUCH MISROUTING COULD HAVE INHIBITED AUTOMATIC CHUTE DEPLOYMENT, AND CAUSED DAMAGE TO RELATED EQUIPMENT. SIMILAR TO THAT FOUND AT EHE ACCIDENT SCENE. INSPECTION OF THIS AREA OF THE SEAT BY QUALIFIED PERSONNEL IS MANDATORY FOR EACH PREFLIGHT.NACCORDINGLY, IT IS RECOMMENDED THAT THE FOLLOWING CHANGES BE MADE TO THE APPLICABLE PREFLIGHT AND DAILY MRC DECKS:
A. PREFLIGHT CARD 1.1 PARA 4 OF NA 01-85ADA-6-1. DELETE ITEMS B C D E F G H AND I IN THAT THE REQUIRED ACTION SHOULD BE PERFORMED BY AME'S RATHER THAN PLANE CAPTAINS.
B. INCORPORATE DAILY CARDS 2, 2-1, 2-2 AND 2-3 OF NA-01-85ADA-6-3 INTO THE PREFLIGHT DECK UNDER AME COGNIZANCE.
12. EQUIPMENT AND REQUEST FOR INVESTIGATION OF RELATED PARTS MAILED TO NAVAL AEROSPACE RECOVERY FACILITY, EL CENTRO UNDER COVER OF VA35 LTR SER 341 OF 10 APR 69.
13. YES WITH VA35 AAR 1-69A
14. YES
15. SEE PARA 12
16. (b) (6) [redacted] LCDR VA35 SPECIAL PROJECTS 423-2222 EXT 476 HOME AREA CODE 703-497-3696
17. FURTHER DETAILS AVAILABLE IN VA35 AAR 1-69A
BT
0319 A6A/152643 A6A/152844 VA-35 1-69A 3-7-69

APR
1023242

[illegible]
RTTEZYUW RUCILMA9034 0861355-EEEE--[illegible]
ZNY EEEEE
R 271355Z MAR 69
FM COMNAVAIRLANT
TO RUCREGZ/ATKRON [illegible] FIVE
INFO RUCICBZ/NAVSAFECEN
RUEBNDA/COMFAIR NORFOLK
BT
UNCLAS E F T O
FOR OFFICIAL USE ONLY
3750 ACCIDENT REPORTING
A. YOUR [illegible] MAR 69
1. EXTENSION REQUESTED REF A GRANTED.
BT
9038

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TOR: 1503Z CHANNEL NUMBER 847A
INIT: [illegible] DATE 27 MAR 1969

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]
071355Z

NNNNU

00	01	011	012	013	014	015	02	02A	02B	05	051
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TOR: _____ CHANNEL NUMBER Ø65 B

INIT: _____ DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	1	1	1	1				A	1	1	1

HSWZFRLFGUJAQCZCSLA947
RTTEZYUW RUEBEDA0619 0351812-EEEE--RUCILSA.
ZNY EEEEE
R 261812Z MAR 69
FM ATKRON THREE FIVE
TO RUCILMA/COMNAVAIRLANT
RUEBNBA/COMFAIRNORFOLK
RUCILSA/NAV SAFETY CENTER
BT
UNCLAS E F T O
3750 FLIGHT SAFETY AND ACCIDENT ANALYSIS
A. OPNAV INST 3750.6F
B. MY 241354Z MAR
1. REQ 10 DAY EXTENSION AAR AWAITING DIR REPORT AND ASSISTANCE

REQUESTED REF B.
BT
#0619

RECEIVED NAVAL SAFETY CENTER
MAR 69 01 17Z

MAR 261812Z

RECEIVED
NAVAL SAFETY
CENTER

NNNNCZANZCNASCA943CZCSLB243
RTTEZYUW RUCILWA0141 0842103-EEEE--RUCILSA.
ZNY EEEEE
R 252024Z MAR 69
FM NAVAIRSYSCOMREPLANT
TO RUEDDQA/NAVPRO BETHPAGE
INFO RUEBNBA/COMFAIRNORVA
RUCILMA/COMNAVAIRLANT
RUEBEDA/ATKRON THREE FIVE
RUCILSA/NAVSAFECEN
RUEBEDA/NAS OCEANA
BT
UNCLAS E F T O
FLIGHT SAFETY ACCIDENT INVESTIGATION
A. ATKRON THREE FIVE 241354Z MAR 69 NOTAL
B. COMFAIRNORVA 242156Z MAR 69 NOTAL
1. REQUEST TAKE REF A AND B FOR ACTION. REPRESENTATIVE TO REPORT TO COMMANDING OFFICER ATKRON THREE FIVE TO ASSIST NAVSAFECEN ACCIDENT INVESTIGATOR.
2. PROVIDE NAME, CLEARANCE AND ETA ALCON
BT
#0141

	21	011	012	013	014	015	02	02A	02B	05	051
1	1		1	1			1			1	

TOR: _____ CHANNEL NUMBER 943 B

INIT: NJ DATE _____

055	10	11	12	13	20	30	40	50	60	70	71
	A	1	1	1				1	1		

MAR
252024Z

A6A/152643
A6A/152897 . YA-35 1-69A 3-7-69

MESSAGE DRAFT
SND 4452 (Rev. 7-68)

CLASSIFICATION
UNCLASSIFIED

DATE: 28 MARCH 1969

FROM	DRAFTED BY	DEPT.	RELEASED
NAVAL SAFETY CENTER	LCDR (b) (6) [redacted]	A.I.	CDR (b) (6) [redacted]

ACTION	V PRECEDENCE V			INFO
ATKRON THREE FIVE NAS OCEANA				NAVAIRSYSCOMHQ
		Mail		
		Night Message		
	X	Routine	X	
		Priority		
		Op Immed.		
		Emer.		
		Flash		

TEXT

UNCLAS E F T O

37ØØ

A-6A BUNOS 152643/152897 ACCIDENT

1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.

2. INSTRUCTIONS CONTAINED IN OPNAVINST 375Ø.6F, PAGE 2Ø, PARA 32D APPLY.

REFERENCE MESSAGE

COD 21242 D

A6A/152643
A6A/152897 VA-35 1-69A 3-7-69

TRANSMIT BY RADIO —	CLASS OF REF.	CWO	FOR COMM. OFFICE	DATE/TIME GROUP
				242122Z MAR

NNNNUHSWZFRLFGQ
UG

COMM DE NARF NR 030
RELEASED R H KOCH
SSN 9333

00	01	011	012	013	014	015	02	02A	02B	05	051
1	1		1	1			1			1	

TOR: _____ CHANNEL NUMBER 798B

INIT: MM DATE _____

055	10	11	12	13	20	31	09	09	03	70	80
	1	1	1	A				1	1	1	1

ZNY EEEEE
R 241910Z MAR 69
FM NAVAIREWORKFAC NAS NORVA
TO NAVAIRSYSCOMREPLANT
NAVSAFECEN
INFO NAVAIRSYSCOMHQ
ATKRON THREE FIVE
NATSF
CHNAVMAT
COMNAVAIRLANT
BT
UNCLAS E F T O (2 DIR)...
3750 SAFETY ENGINEERING INVESTIGATION/ACCIDENT INVESTIGATION,
A-6A ACFT BUNO 152643 AND BUNO 152897, CONTROL NR LANT
A6-0003-9S
A. NAVAIRSYSCOMREPLANT 182154Z MAR 1969
B. NAVAIRSYSCOMREPLANT 111924Z MAR 1969
1. ENGINEERING INVESTIGATION COMPLETED ON ALL COMPONENTS
SUBMITTED FROM ABOVE AIRCRAFT IAW REF A AND B.
2. NO SIGNIFICANT FINDINGS DETERMINED THAT COULD RELATE TO
CAUSE OF ACCIDENT.

PAGE TWO RUCILSA9333 UNCLAS E F T O
3. DETAILED FINDINGS WILL BE FORWARDED ASAP.
BT
#9333
A6A/152643
A6A/152897 VA-35 1-69A 3-7-69

MAR 241910Z

NAVAL AEROSPACE SAFETY CENTER
24 MAR 69 21 55Z

Jie

NNZCZCNASCA774CZCSLA333
RTTEZYUW RUEBEDA0337 0831354-EEEE-RUCILSA.
ZNY EEEEE
R 241354Z MAR 69
FM ATKRON THREE FIVE
TO RUEBNBA/COMFAIRNORFOLK
INFO RUCILMA/COMNAVAIRLANT
RUCILSA/NAVSAFECEN
RUEDDQA/NAVPLANTREPO BETHPAGE
BT
UNCLAS E F T O
3750 FLIGHT SAFETY AND ACCIDENT ANALYSIS
1. REQ ONE DAY SVCS COG GRUMMAN ENG FOR MARTIN BAKER
A5A EJECTION SEAT IN CONJUNCTION RECENT EJECTION THIS CMD.
2. MARTIN BAKER REP HAS INSPECTED SEAT AND CHUTE BUT DOES
NOT HAVE NECESSARY EJECTION PARAMETER GRAPHS WHICH WERE PREPARED
BY GRUMMAN. MORE DETAILED INFORMATION NEEDED THAN NATOPS CHART
PROVIDES.
EM SAFETY CENTER REP CONCURS.
BT
N3337 AB/A/152643
A/6A/152897 VA-35 1-69A 3-7-69 MAR 241354Z

00	01	011	012	013	014	015	02	02A	02B	05	051
/	/	.	/	/			/			/	

TOR: 0545Z CHANNEL NUMBER 774B

INIT: Cm DATE 24 MAR 69

055	10	11	12	13	20	30	40	50	60	70	80
	/	/	/	/				/			A

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TOR: CHANGE NUMBER 990A

INIT: JM DATE

055	10	11	12	13	70	30	40	50	60	70	80
	1	1	1	1				1	1		

NNNN

ZCZCNABCB990ZCSLA726
RTLEZYUW RUCILVA0163 0772348-EEEE--RUCILSA.
ZNY EEEEE
R 182152Z MAR 69
FM NAVAIRSYSCOMREPLANT
INFO RUCILSA/NAVSAFECEN
RUCILMA/COMNAVAIRLANT
R 180002Z MAR 69
FM ATKRON THREE FIVE
TO NAVAIRSYSCOMREPLANT
NAVAIREWORKFAC NORVA
BT
UNCLAS E F T O
A. 3750 FLIGHT SAFETY AND ACCIDENT ANALYSIS NAVAIRSYSCOMREPLANT
111924Z MAR 69
1. THE FOLLOWING COMPONENTS ARE BEING HAND CARRIED TO NAVAIREWORKFAC NORFOLK. REQUEST PRIORITY DIR FOR THE AIR DATA COMPUTER AND A PAINT ANALYSIS OF THE REMAINING ITEMS AS PER REF A:

NOMENCLAUTRE	SERIAL NUMBER	PART NUMBER
AIR DATA COMPUTER	AAM 67	560 T2-6
PORT WING SECTION	STRUCTURE ASSY	DRAWING NO 12BW10206
VISOR CORNER	NA	6601677
KNEE BOARD	NA	FNA-32HD
AIRCRAFT PARTS FROM BUSO 152643		
STBD FUSELAGE SPEEDBRAKE UNKNOWN	M	12BB10670-86
STBD AFT FUSELAGE SECTION NA		12BB10006-3
HELMET	NA	FSN 2RQ8475-078-4738
PIECE OF METAL FOUND IN STBD FUSELAGE NA		NA

BT
#0163

MAC
1821526
1800026

23

NNNNHSWZFRLFGUP
VCZCSLA733
RTTEZYUW RUCILWA0075 0702102-EEEE--RUCILSA.
ZNY EEEEE
R 111924Z MAR 69
FM NAVAIRSYSCOMREPLANT
TO RUEBEDA/ATKRON THREE FIVE
RUCILSA/NAVAIREWORKFAC NORVA
RUCILSA/NAVSAFECEN
INFO RUEBBHB/NAVAIRSYSCOMHQ
RUEOHRA/NAVAIRTECHSERVFAC
RUCILMA/COMNAVAIRLANT
RUEBEEA/NAVAIRTESTCEN
RUEBBHB/CHNAVMAT
RUEBEBA/SUPO NAS NORVA
BT
UNCLAS E F T O
SAFETY ENGINEERING INVESTIGATION /ACCIDENT INVESTIGATION/ A6A ACFT
BUNOS 152643 AND 152897. AUTO PILOT ROLL CHANNEL CAPACITOR P/N CZ24BEB105
A. NAVAIRINST 4730.5
B. ATKRON THREE FIVE 102142Z PASEP
1. REFER TO MY CONTROL NR LANT A6-0003-9S ALL RELATED CORRESPONDENCE.
COMPLY REFERENCE A.
2. ATKRON THREE FIVE. REQUEST FORWARD FAILED CAPACITOR CITED REFERENCE
B AND SUCH OTHER COMPONENTS AS DIRECTED BY THE ACCIDENT BOARD FOR THE
SUBJ ACFT ACCIDENT INVESTIGATION TO NAVAIREWORKFAC NORVA. NOTE.
SUBJ CAPACITOR BEING HAND DELIVERED. CLEARLY ARK SHIPPING CONTAINER
AND DOCUMENTS FOR ENGINEECSNG INVESTIGATION AND WITH ABOVE CONTROL NR.
ADCON MODE OF SHIPMENT AND RELATED DOC NRS.
3. NAVAIREWORKFAC NORVA UPON RECEIPT REQUEST INDUCT/ARRANGE FOR ENGINEERI
G
ANALYSIS AND ADCON RESULTS. UPON COMPLETION REQUEST DISPOSE OF MATERIAL
AS DIRECTED BY ACFT ACCIDENT BOARD.
BT
#0075

00	01	011	012	013	014	015	02	02A	02B	05	051
1	1		1	1			1			1	

TOR: _____ CHANNEL NUMBER B539

INIT: BW DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	1	1	A					1			

RECEIVED NAVAL SAFETY CENTER

A6A/152643
A6A/152897
VA-35 1-69A
S-769
MAR 111924Z

00	01	011	012	013	014	015	02	02A	02B	05	051
1	1		1	1			1		A	1	

TOR: _____ CHANNEL NUMBER 433B

INIT: MJ DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	1	1	A	1				1			

NNNNZCZCNASCA433ZCSLB154
PTTEZYUW RUEBEDA0266 0692142-EEEE--RUCILSA
ZNY EEEEE
P 102142Z MAR 69
FM ATKRON THREE FIVE
TO RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUCILMA/COMNAVAIRLANT
RUEBNDA/COMFAIRNORFOLK

RUCILSA/NAVSAFCEN
RUCILSA/NAVAIREWORKFAC NORVA
BT
UNCLAS E F T O

3750 - AIRCRAFT ACCIDENT INVESTIGATION

Lufkin
Colestock

A. PHON CON YOUR MR. (b) (6) [redacted] MY LCDR (b) (6) [redacted]
1. REQUEST PRI D.I.R. TO DETERMINE CONDITION OF LEADS AND CAPACITOR

P/N CZ24BEB135 PRIOR TO IMPACT OF A/C 152397. REF A ASSIGNED CONTROL NO. LANT A6-0003-9S. SUBJECT CAPACITOR WAS IN ROLL

CHANNEL OF A/C AUTOPILOT.
BT
#3266 A6A/152643 VA-35 1-69A 3-7-69 MAR 102142Z

RECEIVED NAVAL SAFETY CENTER 11 MAR 69 00 552

N

ZCZCNASCA330CZCSLA392
PTTEZYUW RUEBEDAJ173 0630134-EEEE--RUCILSA.
ZNY EEEEE
P R 090134Z MAR 69
FM ATKRON THREE FIVE
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN
RUEBBHB/NAVAIRSYSCOMHQ
INFO RULYSJJ/COMFIVE
RUCILMA/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
RUEBNNB/CG FMFLANT
RUHHFMA/CG FMFPAC
RUEBNBA/COMFAIRNOHFOLK
RUEDDGA/NAVPLANTREPO BETHPAGE
RUCLSKA/COMREDATKCARAIRWING FOUR
RUEDNKA/CINCLANTFLT
RUHHBRA/CINCPACFLT
RUEBJFA/CHNAVPERS
RUEBBHB/CHNAVMAT
RUEOJFA/JAG
RUEADWD/DIR AFIP
BT

SUPP AAR

00	01	011	012	013	014	015	02	02A	02B	05	051
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TOR: _____ CHANNEL NUMBER 33ØB

INIT: mj DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	A	1	1	1				1			A

RECEIVED NAVAL SAFETY CENTER 9 MAR 69 05 30Z

PAGE TWO RUEBEDAJ173 UNCLAS E F T O FOR OFFICIAL USE ONLY
UNCLAS E F T O FOR OFFICIAL USE ONLY
NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST P3750.6F
1. 7 MARCH 1969, 1100R DAY
2. 3 MILES N.W. OF BOYDTON, VIRGINIA
3. A6A 152643, A6A 152897
4. VA-35 1-69A
6. LUFKIN, THOMAS P., LTJG (b) (6) [redacted] SEAT USE; MGRU-5, ALTITUDE AND ATTITUDE UNKNOWN. EJECTION WAS ATTEMPTED. SEAT WAS INTACT WITH FACE CURTAIN MISSING. PILOT LANDED APPROXIMATELY 5FT FROM THE SEAT INDICATING POSSIBILITIES OF LATE EJECTION OR CHUTE STREAM. PRELIMINARY INSPECTION OF THE SEAT INDICATES NORMAL SEAT FUNCTIONING.
7. YOUNG, EDWARD J. LTJG, (b) (6) [redacted] EJECTION ATTEMPT DOUBTFUL
11. AIRCRAFT DEPARTED NAS OCEANA AT 0946R ON A DARE COUNTY IFR CLEARANCE. THE FLIGHT HAD BEEN BRIEFED TO COMPLY WITH THE IFR BOMBING PROCEDURE AND TO CANCEL IFR AND PROCEED ON THE PLANNED RADAR NAVIGATION ROUTES IF THE WEATHER CLEARED. UPON COMPLETION OF BOMBING AT DARE COUNTY TARGET BOTH AIRCRAFT CANCELED THEIR CLEARANCE IN VFR CONDITIONS AND PROCEEDED ON INDIVIDUAL NAVIGATION ROUTES. DEPARTURES FROM THE TARGET WERE SEPARATED BY APPROXIMATELY 2 MINUTES. AFTER

MAR 0901042

APPROXIMATELY 15 MINUTES ON THE NAVIGATION ROUTE, LT (b) (6) [redacted] IN 152643 OBSERVED 152897 JOINED ON THE RIGHT WING IN PARADE POSITION. LT (b) (6) [redacted] HEARD COMMUNICATION BETWEEN THE TWO PILOTS INDICATING LTJG LUFKIN SHOULD WATCH HIS SIX MORE CLOSELY BUT EXACT TRANSMISSIONS WERE NOT RECALLED. APPROXIMATELY 2 MINUTES OF LEVEL FORMATION WAS FLOWN ON A HEADING OF 289 DEGREES TRUE, 1100 FT AGL, 320 KTS GROUND SPEED. AIR COMBAT MANEUVERING WAS NOT PERFORMED. THEN WITHOUT TRANSMITTING HIS INTENTIONS, THE WINGMAN IN A/C BUNO 152897 WAS OBSERVED BY LT (b) (6) [redacted] TO PULL UP SLIGHTLY, CLIMB APPROXIMATELY 30 FT AND COMMENCE A SMOOTH LEFT TURN AS IF TO BREAK AWAY FROM FORMATION OVER THE TOP TO THE LEFT. AFTER COMPLETING APPROXIMATELY 45 DEGREES OF BANK LT (b) (6) [redacted] OBSERVED THE NOSE TO DROP. AFTER ABOUT 60-70 DEGREES OF BANK AND 20 DEGREES HEADING CHANGE, NOSE ATTITUDE APPEARED TO STABILIZE LOW. THE PORT WING OF 152897 THEN STRUCK THE AFTER FUSELAGE OF 152643 FORWARD OF THE EMPENNAGE. AT THAT TIME, ANGLE OF BANK WAS ABOUT 90 DEGREES AND IT IS ESTIMATED THAT THE OUTBOARD 6 FT STRUCK BETWEEN THE EMPENNAGE AND THE WING. TOTAL TIME OF THE EVOLUTION FROM INITIAL PULL UP TO IMPACT WAS APPROXIMATELY THREE SECONDS. WHEN LT (b) (6) [redacted] OBSERVED THE IMPENDING IMPACT, HE CALLED "DIVE" OVER THE ICS, BUT NO DIVE WAS INITIATED. IMPACT WAS ESTIMATED

TO BE VERY LIGHT. LT (b) (6) [redacted] THEN PUT HIS HAND ON THE ALTERNATE FIRING HANDLE AND OBSERVED LTJG LUFKIN'S HANDS UP ON THE FACE CURTAIN AS IF HE WAS ABOUT TO EJECT. LT (b) (6) [redacted] THEN EJECTED IMMEDIATELY UTILIZING THE FACE CURTAIN. AIRCRAFT ATTITUDE STILL APPEARED LEVEL. AFTER EJECTION, LT (b) (6) [redacted] WAS FACING EAST AND OBSERVED A LARGE FIREBALL ON THE GROUND DIRECTLY AHEAD. HE PASSED THROUGH THE SMOKE IN DESCENT AND LANDED IN A WOODED AREA ABOUT 500 YARDS EAST OF THE IMPACT AREA. THIS IMPACT WAS LATER DETERMINED TO BE 152897. LT (b) (6) [redacted] THEN REPORTED THE OCCURANCE BY PHONE TO THE SQUADRON. TWO SEPARATE IMPACT AREAS WERE DISCOVERED APPROXIMATELY 3 MILES APART. INVESTIGATION IS IN PROCESS.
13. POSSIBILITY AUTOPILOT LEFT WING DOWN SIGNAL CONTRIBUTED TO THE COLLISION. TWO FLIGHTS PREVIOUS AIRCRAFT BUNO 152897 EXPERIENCED TWO LEFT WING DOWN INPUTS WHICH WERE ATTRIBUTED TO AUTOPILOT MALFUNCTION. EACH TIME THE PILOT HAD BEEN FLYING BETWEEN 20 AND 30 MINUTES WITH STABILITY AUGMENTATION (STAB AUG) ONLY ENGAGED. THE PILOT IMMEDIATELY DISENGAGED AUTOPILOT. IN ONE INSTANCE THE AIRCRAFT ROLLED ABOUT 30 DEGREES BEFORE AUTOPILOT WAS DISENGAGED. IN EACH CASE THE PILOT WAS CAPABLE OF OVERRIDING THE AUTOPILOT. MAINTENANCE PERSONNEL CHECKED THE AUTOPILOT AND FOUND IT TO BE SLIGHTLY OUT OF NULL

IN EACH CHANNEL BUT WITHIN ACCEPTABLE TOLERANCE. HOWEVER, THE AUTOPILOT WAS NULLED TO ZERO AND PLACED IN AN UP STATUS.
16. REQUEST SAFETY CENTER INVESTIGATION ASSISTANCE.
BT
#0173

MAR
Ø9Ø1Ø42

MESSAGE DRAFT
[illegible] 41.2 (Rev. 7-68)

CLASSIFICATION
UNCLAS E F T O

DATE: 8 MARCH 69

FROM	DRAFTED BY	DEPT.	RELEASED
NAVAL SAFETY CENTER	CAPT. [redacted]	OOD	CAPT. [redacted] SMC, OOD

ACTION

ATKRON THREE FIVE

NAS OCEANA

	PRECEDENCE	
	Wall	
	Flash Message	
	Routine	
X	Priority	X
	Op Immed.	
	Deck	
	Flash	

INFO

CNO
NAVAIRSYSCOMHQ
NAVAIRSYSCOMREPLANT
COMNAVAIRLANT
NAVPLANTREPO BETHPAGE

TEXT

UNCLAS E F T O

A6A 152643/152897 ACCIDENT

1. CDR [redacted] USN, AND LCDR [redacted] USN BOTH CLEARED TOP SECRET WILL ARRIVE NAS OCEANA BY PRIVATE CONVEYANCE AFTERNOON, 8 MARCH 1969, TO CONDUCT NAVSAFECEN INVESTIGATION OF SUBJECT ACCIDENT.

2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 14, PARA 24B, AND PARA 32A, (PRESERVATION OF WRECKAGE) APPLY.

TOD | 1903Z
4273 | PM
533

REFERENCE MESSAGE

TRANSMIT BY RADIO—	CLASS OF REF.	CNO	TOR COMM. OFFICE	DATE/TIME GROUP
				081855Z MAR

TO RUCLMDF/EASTERN ARRC ROBINS AFB
INFO RUEDEEA/COMEAST[illegible]A COGARD
RUEPJGA/COMDT COGARD
RUEBNSA/COMFAIR NORVA
RUCILSA/NAVSAFETY CENTER
RUEBEDA/NAS OCEANA
RUEBFKA/SEYMOUR-JOHNSON AFB
RUHLAAA/LANGLEY AFB
RUEBJMA/MCAS QUANTICO
RUEOANA/FORT EUSTIS
RUEBHKA/COGARD AIRSTA ELIZ CITY
RUEBEDA/VA-35
BT
UNCLAS
ATTN: USAF: OPERATIONS DUTY OFFICERS
FORT EUSTIS: AHABE-GC
SITREP ONE AND FINAL NAVY A-6 CRASH BOYDTON, VA.
1. SITUATION:
A. [illegible] WASHINGTON ARTCC REPORTED VIA NORFOLK SARTEL 2 A/C CRASHED OVER BOYDTON, VA. ON FOL BEARINGS: SOUTH BOSTON VOR [illegible], LY [illegible] 137M, LAWRENCEVILLE 255M. LOCATION ON FARM OF MR. CARL GREGORY.
B. 1515Z VA. STATE POLICE HAVE ASSISTANCE ENROUTE FROM PRIOR INFO. VA. [illegible] A/C REPORTED ON SCENE.
C. 1620Z ALERTED EASTERN ARRC VIA ATLANTIC SARTEL.
D. 16[illegible] CGAS ELIZ CITY TO LAUNCH HU-16E. ALERTED SEYMOUR-JOHNSON [illegible] FOR HELO.
E. 1[illegible] ARRC ASSUMED CONTROL.
F. 16[illegible] 1 SURVIVOR HAD CALLED VIA FONE. STATE [illegible] SEVERAL RESCUE TEAMS ENR ON FOOT. 1 CHUTE VIS IN [illegible].
G. [illegible] SEYMOUR-JOHNSON AFB.
H. [illegible] 2 A/C MISSING FROM VA-35 WITH [illegible] 1 SURVIVOR AT SHERIFF OFFICE, 1 BODY IN [illegible], 1 [illegible] ACCOUNTED FOR, 1 MISSING.
I. [illegible] AF-4001 ENR FROM LANGLEY AFB.
J. [illegible] NAVY-945 ENROUTE NAS OCEANA TO FORT EUSTIS WITH ACCIDENT INVESTIGATING TEAM FROM VA-35.
K. [illegible] ON SCENE. ASSUMED OSC. POSIT 36-40.5N [illegible] FT SCATTERED, VISIBILITY 10 MI, HAZE. A-6 [illegible] OPERATING IN AREA AT TIME OF INCIDENT, WAS RELIEVED BY A-6 RAYGUN 502 WHICH WAS DIRECTING HELO MARINE-MX22 TO INVESTIGATE [illegible] SIGHTINGS.
L. 17[illegible] EASTERN ARRC PASSED REPORT OF SECOND CHUTE.
M. [illegible] OVER SECOND CHUTE.
N. [illegible] HELO MARINE-MX22 DEPARTED SCENE ENR RALEIGH.
O. 1[illegible] STATE POLICE REPORT A/C SPREAD OVER 1 MILE.
P. 1[illegible]55Z A-6 RAYGUN 502 ENR OCEANA.
Q. 19[illegible]Z A-6 RAYGUN 502 RETURNED TO SCENE.
R. 1928Z H-1 HELO ARMY-1012 ARR WITH ACCIDENT INVESTIGATORS. FLIGHT SURGEON DETERMINED FROM REMAINS THAT ALL POB ACCOUNTED FOR.
S. 1940Z H-21 HELO AF-4001 ENR LANGLEY AFB ETA 2100Z.
T. 1942Z EASTERN ARRC RELEASED CG-7209.
U. 1950Z HELO MARINE-MX22 RETURNED, RELEASED, ENR QUANTICO.
V. 2000Z HU-16 CG-7209 ENR CGAS ELIZ CITY.
W. 2041Z U CG-7209 ARR CGAS ELIZ CITY.
2. CASE CLOSED.
BT
#0402

00	01	011	012	013	014	015	02	024	03	0[illegible]
1	1		1	A			1			1

TOR: _____ CHANNEL NUMBER 999A

INIT: mj DATE _____

055	10	11	12	13	20	30	40	50	60	70
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RECEIVED NAVAL SAFETY CENTER 0 [illegible] 89 18 [illegible]

MAR 080644Z

NNNNZCZCNASCB927CZCSL/
PTTEZYUW RUEBEDA0068 066[illegible]26-EEEE--RUCILSA.
ZNY EEEEE
P P 272126Z MAR 69
FM ATKRON THREE FIVE
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN
RUEBHB/NAVAIRSYSCOMHQ
INFO RULYSJJ/COMFIVE
RUCILMA/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
RUEBNVA/CG FMFLANT
RUHHFMA/CG FMFPAC
RUEBNBA/COMFAIRNORFOLK
RUEDDGA/NAVPLANTREPO BETHPAGE
RUCLSKA/COMREDATKCARAIRWING FOUR
RUEDNKA/CINCLANTFLT
RUHHBRA/CINCPACFLT
RUEBJFA/CHNAVPERS
RUEBBHB/CHNAVMAT
RUEBJFA/JAG
RUEADWD/DIR AFIP
BT

/CORRECTED COPY/BT ADDED AFTER ADDEE HEADING/
/CORRECTED COPY # 2/ TO TO INFO ADDEE/

927A

ACTION

STRIKEAAR

DIR AVN SAFETY

RECEIVED NAVAL SAFETY CENTER 01 APR 69 00 152

PAGE TWO RUEBEDA0068 UNCLAS E F T O FOR OFFICIAL USE ONLY
NAVY PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST P3750.6F
1. 7 MARCH 1969, 1120R DAY
2. 3 MILES N.W. OF BOYDTON, VIRGINIA
3. AGA 152643, AGA 152897
4. VA-35 1-69A
5. ALFA, ALFA
6. A/C (b) (6) [redacted] LUFKIN, THOMAS P, LTJG, (b) (6) [redacted] USNR, 1315, ACTIVE, A, 461 TOTAL PILOT HRS, 162 AGA HRS, 52.4 LAST 90 DAYS, SEAT USE UNKNOWN.
A/C (b) (6) [redacted] COLESTOCK, JOHN M., LTJG (b) (6) [redacted] USNR, 1315, ACTIVE, A, 522 TOTAL PILOT HRS, 225 AGA HRS, 63.9 LAST 90 DAYS, SEAT USE UNKNOWN.
7. A/C (b) (6) [redacted] LTJG, USNR, (b) (6) [redacted] ACTIVE, F, MGRU-5, ALTITUDE 1500 FT, LEVEL, 320 KIAS
A/C (b) (6) [redacted] YOUNG, EDWARD J, LTJG, USNR, (b) (6) [redacted] ACTIVE, A, SEAT USE UNKNOWN.
8. NONE
9. LOW LEVEL RADAR NAVIGATION/ PRACTICE BOMBING FLIGHT.
10. FORMATION
11. MIDAIR COLLISION FURTHER FACTS UNKNOWN AT THIS TIME.

AGA 152643 A/AG
152897 A/OA OIF

PAGE THREE RUEBEDA0068 UNCLAS E F T O FOR OFFICIAL USE ONLY
12. 4000 SCATTERED VARIABLE BROKEN, VIS 12 MILES, TEMP 41, DEW POINT 31, WIND 315/15G25, MOD TURBULENCE IN AREA.
13. N/A
14. N/A
15. N/A
16. CRASH AND SALVAGE COMMENCING 0800 8 MAR 69.
17. (b) (6) [redacted] LCDR, ASST OPS, 486-3778
BT

AGA 152643 Lufkin USC VA 35 1-69A
AGA 152897 Colestock USC VA 35 1-69A

9030 7102

3-7-69

MAR 072126Z

00	01	011	012	013	014	015	02	02A	02B	05	051
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TOR: _____ CHANNEL NUMBER 909A

INIT: DM DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
FIVE	1	1	1	A				1	1	1	1

NNNNPOCNASCB909CZCSLB201
PTTEZYUW RUEBNBA0016 0662010-EEEE--RUCILSA.
ZNY EEEEE
P R 072010Z MAR 69
FM COMFAIRNORFOLK
TO RUEBEDA/NAS OCEANA
INFO RUEBEDA/ATKRON THREE
RUEBEDA/CFAD OCEANA
RUCILSA/NAVSAFECEN
RUCILMA/COMNAVAIRLANT
RULYSJJ/COMFIVE
BT
UNCLAS E F T O
3750 AIRCRAFT ACCIDENT ASSISTANCE
A. OPNAVINST 3750.6F
1. REQ YOU RENDER ASSISTANCE IAW PARA 17 REF A.
2. DIRLAUTH ATKRON THREE FIVE AND NAVSAFECEN.
BT
#0016

MAR
072010Z