AIRCRAFT ACCIDENT
IDENTIFICATION
NO.

5 10 01 1 27

10-1

11-3

ORIGINAL

NE:05:or

22 NOV 1955

FOURTH ENDORSEMENT on NATECHTRAU Pensacola AAR ser 2-55 concerning F9F-2P, 123628, accident occurring 1 October 1955, pilot WOLF

From: Chief of Naval Air Training
To: Chief of Naval Operations (Op-57)
Via: Director, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the comments indicated in paragraph 2 of the third endorsement.

2. Further comment is withheld pending receipt of the addendum to this Aircraft Accident Report.

J. C. West
J. C. WEST
By direction

Copy to:
BUAER (2)
CNATECHTRA
NATECHTRAU Pensacola
NAS Dallas

ORIGINAL

26
A25-1

14 NOV 1955

THIRD ENDORSEMENT on NAS Dallas AAR NATECHTRAU Pensacola ser 2-55 concerning F9F-2P, 123628, accident occurring 1 October 1955, pilot WOLF

From: Chief of Naval Air Technical Training
To: Chief of Naval Operations (Op-57)
Via: (1) Chief of Naval Air Training
(2) Director, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report serial 2-55; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, and the action indicated in the second endorsement.

2. It is noted that the aircraft made a three (3) plane section take-off with an 85 degree, left cross-wind of 15-20 knots. (b) (5)
(b) (5)
[redacted]

3. In Item 27 (Distribution by Commanding Officer) on page 1 of this report, it is noted that the Distribution was not indicated. Paragraph 1 of the second endorsement indicates that the correct action was taken. By copy of this endorsement the Commanding Officer, Naval Air Technical Training Unit, Pensacola, is directed to review his files and take corrective action if necessary.

4. In Item 28 on page 1 of this report, it is noted that the "Date Submitted to C.O." is 12 June 1955. This is evidently a clerical error and should be 12 October 1955.

D. B. Brokenshire

D. B. BROKENSHIRE
Chief of Staff

Copy to:
BUAER (2)
NATECHTRAU Pensacola
NAVAVSAFCEN (2)
NAS Dallas

ORIGINAL

(OT:jvj)
A4/A9-8

27 October 1955

SECOND ENDORSEMENT on NAS Dallas Aircraft Accident Report NATECHTRAU, NAS Pensacola Serial 2-55 concerning F9F-2P, BuNo 123628, accident occurring 1 October 1955, pilot WOLF

From: Commanding Officer, Naval Air Technical Training Unit, Naval Air Station, Pensacola, Florida
To: Chief of Naval Operations (OP-57)
Via: (1) Chief of Naval Air Technical Training
(2) Chief of Naval Air Training
(3) U. S. Naval Aviation Safety Activity, Norfolk, Virginia

Subj: Aircraft Accident Report Serial 2-55; forwarding of

1. Readdressed and forwarded in compliance with paragraph nine (9) of reference (a).

2. The recommendations indicated in paragraph thirty-three (33) of basic report ~~reference (a)~~ are being complied with at this Command; furthermore, all pilots are being instructed to take off and land with oxygen mask on and selector at 100% oxygen.

3. The following minor discrepancies are noted on page one (1) of this report and in enclosure six (6).

a. Item 12 - (Code) should read 1B1 vice B1B.

b. Photograph 16 - Misleading caption.

4. Further comment is withheld pending receipt of the addendum to this aircraft accident report.

Philip E. Souza

PHILIP E. SOUZA
Acting

Copy to:
BUAER (2)
NAVAVSAFACT (2)
BAR Bethpage, Long Island
CO, NAS, Dallas, Texas (less basic correspondence)

ORIGINAL

NA61-9-ss
A25-2
Ser OP- A256
14 OCT 1955

FIRST ENDORSEMENT on NAS Dallas Aircraft Accident Report NATECHTRAU, NAS Pensacola Serial 2-55 concerning F9F-2P, BuNo 123628, accident occurring 1 October 1955, pilot WOLF

From: Commanding Officer, U. S. Naval Air Station, Dallas, Texas
To: Commanding Officer, Naval Air Technical Training Unit, U. S. Naval Air Station, Pensacola, Florida

Subj: Aircraft Accident Report; submission of

Ref: (a) OPNAV INSTRUCTION 3750.6A

1. In accordance with paragraph 9.c. of enclosure (1) to reference (a), the original and all copies of subject aircraft accident report are submitted.

2. This command concurs with the conclusions and recommendations of the Aircraft Accident Board.

3. An addendum shall be submitted to this report upon receipt of the Disassembly and Inspection Report from the Overhaul and Repair Department, NAS, Corpus Christi, Texas.

T. H. Bookout
T. H. BOOKOUT
(Acting)

4

ORIGINAL

ORIGINAL

AIRCRAFT ACCIDENT REPORT

OPNAV FORM-3750-1 (REV. 3-51)

OPNAV REPORT-3750-1

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAR INSTRUCTIONS.

1. DATE OF ACCIDENT	HOUR	2. ACTIVITY SUBMITTING REPORT	3. AAR SERIAL NO.
1 October 1955	1120 MST	U. S. NAS, DALLAS, TEXAS	2-55

4. MODEL A/C	BUNO	CHECK DAMAGE TO A/C	5. REPORTING CUSTODIAN OF A/C
F9F-2P	123628	[X] A [ ] B [ ] C [ ] D [ ] E	NATECHTRAU, NAS, PENSACOLA

6. NAME OF UNIT OPERATING THE A/C	BASED AT	OPERATIONAL CHAIN OF COMMAND
NATECHTRAU	NAS, PENSACOLA, FLORIDA	CNATECTRA - CNATRA - CNO

7. LOCATION OF ACCIDENT	8. UNIT TO WHICH OPERATOR ATTACHED
EL PASO INTERNATIONAL AIRPORT, EL PASO, TEXAS	NATECHTRAU, PENSACOLA, FLORIDA

9. PERSONNEL INVOLVED (Including name and injury code of those injured, not occupants of A/C)

A FULL NAME, RANK, SERVICE, FILE NO. (List pilot in control first)	B AGE	C BILLET	D POSITION	E INJURY
Roger A. WOLF, CDR, USN, (b) (6) [redacted]	39	Pilot	Cockpit	A

3

10.

PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL
TOTAL HOURS	5392.7	146.8	144.4	25.7	13.0
INSTRUMENT HOURS			27.6	2.5	0.0
NIGHT HOURS			18.8	0.0	0.0
CV LANDINGS DAY/NITE		NOT	APPLICABLE		

INSTRUMENT RATE: Standard/No/No

PILOT'S AGE: 39

DATE DESIGNATED: 14 June 1940

11. ~~[illegible]~~ $225,762 ~~[illegible]~~

12. PURPOSE OF FLIGHT: CROSS COUNTRY — CODE: B1B

13. TIME IN FLIGHT: 00 + 01

14. TYPE OF ACCIDENT: COLLISION - GROUND — CODE: B

15. MANEUVER INVOLVED: TAKE - OFF

16. WEATHER: [X] VFR [ ] IFR — CEILING: 12,000' — VISIBILITY: 60 Miles — OF DARKNESS? [ ] YES [X] NO

18. CLEARANCE ISSUED: DVFR

19. WIND DIRECTION: 275° — FORCE: 20

20. ATTITUDE ON IMPACT: Level — ANGLE OF IMPACT: 3° — STOPPING DISTANCE: 1903' — SPEED ON IMPACT: 120 Knots

21. DID FIRE FOLLOW IMPACT? [X] YES [ ] NO

22. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure or malfunction, actual or suspected)

HISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LAST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
AIRCRAFT	3	5	2	145.7	1353.4	120	15.6	17
	MODEL ENGINE	SERIAL NO. OF ENGINE						
ENGINE 1	J42-P8	P400633	1	152.1	667.0	120	15.6	17
ENGINE 2								
ENGINE 3								
ENGINE 4								

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR? [ ] YES [X] NO — IF "YES", GIVE DATE(S) OF PREVIOUS ACCIDENT(S) — FORM SERIAL NUMBER OF THIS ACCIDENT, IF SUBMITTED

23. CONTRIBUTORY FACTORS (Check or fill in only one primary "P" factor, all others secondary "S")

P	S		P	S		P	S	
[ ]	[ ]	PILOT (OR CREW) ERROR	[X]	[ ]	MATERIAL FAILURE OR MALFUNCTION	[ ]	[ ]	
[ ]	[ ]	ERROR OF OTHER PERSONNEL						

24. CHECK CONDITIONS INVOLVED IN THIS ACCIDENT (Give other)

[ ] X-WIND, STACKWASH, SLIPSTREAM, TURBULENCE [ ] PITCHING OR ROLLING DECK [ ] COMMUNICATION DIFFICULTY [ ] AIRPORT HAZARD [ ] ROUGH SEAS [X] TERRAIN CONDITIONS

5

25. EMERGENCY CONDITIONS

[X] IMMEDIATE FORCED LANDING [ ] PRECAUTIONARY LANDING [ ] ENGINE FAILURE [ ] FUEL EXHAUSTION OR NEAR EXHAUSTION

26. PERSONNEL SAFETY EQUIPMENT USED

[X] PARACHUTE [ ] EJECTION SEAT [X] SHOULDER HARNESS [X] SAFETY BELT [ ] EXPOSURE SUIT [ ] G-SUIT [X] PROTECTIVE HELMET [ ] OXYGEN EQUIP.

[ ] LIST OTHERS

MEDICAL OFFICER REPORT SERIAL NUMBER: 5-55

27. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

CHECK	ENCLOSURES	CHECK	NO.	DISTRIBUTION BY COMMANDING OFF.
	STATEMENTS: PILOT		ORIG.	CNO (OP-57) VIA CHN. OF COMD.
	LSO		1CC	NAVAVSAFACT DIRECT
	ENG. OFF.		2CC	BUAER DIRECT
	CAT. OFF.			CHECK AND LIST OTHERS AS REQUIRED
X	WITNESSES			
X	OTHERS			
X	PHOTOGRAPHS			
X	DRAWINGS			
	WEATHER REPORT			
	LOADING MANIFEST			

(b) (6) [redacted]
(b) (6) [redacted] LT(JG), USNR R
Ass't. Medical Officer
(b) (6) [redacted]
(b) (6) [redacted] LT, USN
Ass't. Aircraft Maint. Officer
(b) (6) [redacted]
(b) (6) [redacted] LT, USN
Ass't. Operations Officer
(b) (6) [redacted]
(b) (6) [redacted] CDR, USN
Operations Officer

DATE SUBMITTED TO C.O.: 12 October 1955

ORIGINAL

(29) The Accident.

At about 1120 MST on 1 October 1955 a flight of three (3) F9F-2P aircraft from the Naval Air Technical Training Unit, NAS, Pensacola, Florida departed the El Paso International Airport on a DVFR flight plan for the Naval Air Station, Denver, Colorado. The flight made a formation take-off on runway 22 with Major (b) (6) [redacted], USMC as the flight leader, LT (b) (6) [redacted] USN flying the number two position, and CDR R. A. WOLF flying the number three position in BuNo 123628.

After becoming airborne, at an estimated altitude of 15 feet, CDR WOLF aborted his take-off and touched down to the right of the runway approximately 650 feet from the runway end. His aircraft continued approximately parallel to the runway for a distance of 1542 feet where it passed through a four strand barbed wire field boundary fence. The aircraft then continued across a highway immediately adjacent to the field boundary and through a sandy dune area coming to rest on a railroad spur track located on Fort Bliss property approximately 1903 feet from the point of initial touchdown.

The aircraft exploded and burst into flame upon impact in the dune area. Upon explosion the cockpit section was separated from the fuselage in the area of the main fuel cell and came to rest in an inverted position.

The pilot, CDR R. A. WOLF, (b) (6) [redacted] USN was killed by the explosion and ensuing fire.

(30) Damage to Aircraft.

After passing over the paved road adjacent to the field boundary, the aircraft struck a soft sand and dune area as shown in Photo 5 of enclosure (6). The main and nose gear were carried away approximately 1700 feet from the point of initial touchdown. Wreckage distribution is shown in enclosure (8).

During the final phase of the ground travel the aircraft rotated clockwise approximately 150 degrees and came to rest on a railroad spur track as shown in photos 6, 8 and 9 of enclosure (6).

Explosion in the area of the forward main fuel cell occurred as the aircraft came to rest, separating the cockpit section from the fuselage. (See photo 6 of enclosure (6)).

The aircraft was completely demolished by the crash, explosion and ensuing fire. The fuselage section and air intake ducts in the area of the main fuel cell were destroyed by explosion and fire (photo 7 of enclosure (6)). The fuselage underside and starboard wing were burned away as shown in photo 8 of enclosure (6). The after lower tail section was torn and buckled, as shown in photo 8 of enclosure (6), as the tail skag contacted the railroad track during the final part of the ground travel. The fuse-

(30) Damage to Aircraft. (continued)

lage spine was also buckled as the skag made contact (see photo 9 of enclosure (6)). The port wing root and skin on the left side of the fuselage were burned away in the area of the plenum chamber as shown in photo 10 of enclosure (6). Both tip tanks were ruptured.

The sliding nose section was carried away during the final phase of ground travel. Nose section camera equipment received extensive damage. The cockpit area received extensive fire damage as shown in photos 12, 14 and 16 of enclosure (6).

The lower left section of the compressor casing and the forward parts of two burner can jackets were partially burned away as shown in photo 17 of enclosure (6).

The aircraft engine has been shipped to the Overhaul and Repair Department of NAS, Corpus Christi, Texas for priority disassembly and inspection. The airframe is being salvaged by Biggs Air Force Base, Texas.

(31) The Investigation.

Investigation of the accident revealed the following facts:

a. CDR WOLF had a total of 146.8 hours in the F9F-2, 13.0 hours of which were in the past 3 months.

b. The aircraft involved in the accident, F9F-2P, BuNo 123628, had undergone a 120 hour check 17 days prior to the accident and had flown 15.6 hours since check.

c. No aircraft or engine discrepancies were reported by the pilot at El Paso International Airport.

d. At the time of take-off, the wind was approximately 275 degrees relative at 20 knots.

e. The pilot involved in this accident was not wearing an oxygen mask during take-off.

f. Take-off was made with the canopy in the closed position.

g. The throttle linkage at the fuel control unit was found to be in the "OFF" position. (See photo 16 of enclosure (6)).

h. The emergency brake air bottle pressure guage was inspected after the crash and showed a zero reading.

i. The right tire had worn completely through and blown. The left tire evidenced extreme wear.

(31) The Investigation. (continued)

j. A chalk-like deposit was found throughout the cabin pressurization ducting. Analysis proved this deposit to be asbestos subjected to extreme heat.

k. The line and coupling normally attached to the Vickers Hydraulic pump outlet fitting (P/N 106288) was missing. The outlet fitting was clean and threads were in good condition. The fitting showed no evidence of metal fused from the coupling or other damage as did all other fittings and couplings examined. (See photos 19 and 20 of enclosure (6)).

l. Maintenance history of the aircraft fails to reveal any discrepancy entailing hydraulic pump or line replacement.

m. Remaining fuel lines were checked and found to be reasonably intact. Although fire had burned away much of the line, all line metal webbing was intact and evidenced no damage prior to impact.

n. Engine burner cans were inspected and found to be free of damage except that two burner jackets had been partially burned away externally. (See photo 17 of enclosure (6)).

o. The after cockpit canopy section evidences explosive force from the underside. (See photo 11 and 12 of enclosure (6)).

p. The final resting position of the cockpit section was 33 feet from the fuselage section. (See enclosure (8) and photo 6 of enclosure (6)).

q. The seat ejection cartridge had fired. There was no indication of the firing pin having contacted the primer cap.

r. The lower section of the ejection seat frame and stirrups remained in the cockpit. (See photo 14 and [illegible] of enclosure (6)).

s. The back section of the ejection seat was located immediately adjacent to the cockpit and evidenced being torn away from the seat pan. (See photos 13 and 15 of enclosure (6)).

t. Both parts of the safety belt buckle were recovered about the cockpit area and found to be in the open position.

u. The pilot's parachute remained in the left side of the cockpit. Although the harness had been burned away, chest and leg strap fittings were found to be securely engaged.

(32) The Analysis.

It is considered likely that the pilot's decision to abort immediately after becoming airborne was prompted by, (a) A loss of power, (b) Evidence of fire as indicated by a warning light, or (c) Smoke and/or fumes in the cockpit.

(32) The Analysis. (continued)

From the condition of the hydraulic pump outlet fitting mentioned in paragraph 31 k. above, it is quite possible that the line coupling backed off from the fitting and allowed hydraulic fluid to be pumped into the lower left area of the plenum chamber. A sufficient quantity of this fluid may have entered the engine to have caused a definite loss of power.

If the coupling mentioned above had backed off in flight, then it is most probable that the pilot, not wearing an oxygen mask, would have noticed heavy hydraulic fumes in the cockpit; these fumes having entered the cockpit through the cabin pressurization system

The only indication of an in-flight fire lies in the asbestos deposit found in the cabin pressurization system ducting as mentioned in paragraph 31 j. above. It is considered that the compressor must have been operating to have subjected the ducting interior to intense heat. However, it is also possible that highly volatile hydraulic vapor may have been present in the ducting and was ignited by fire occurring after impact.

Maintenance history of the aircraft fails to reveal any recent hydraulic pump or line replacement. No discrepancy was reported at El Paso International and no hydraulic leaks were noted. Even though it is considered likely that a leak would have been evident for some time prior to the coupling backing off from the fitting at the hydraulic pump, there remains the possibility that the coupling may have been torqued insufficiently and did in fact back off or that the coupling may have been over-torqued and failure occurred during take-off.

However, in the absence of any conclusive proof of an in-flight fire or loss of power due to the introduction of hydraulic fluid into the engine, the engine is being shipped to the Overhaul and Repair Department of the Naval Air Station, Corpus Christi, Texas for disassembly and inspection.

After contact with the dune area, it is believed that the aircraft received sufficient impact forces to part fuel lines and cause the fire which resulted in the explosion in the area of the forward fuselage fuel tank.

That the cockpit section was still intact with the fuselage section at the time of the explosion is evidenced by the condition of the after cockpit canopy (See photos 11 and 12 of enclosure (6)). When explosion occurred in the area of the forward fuel cell, the cockpit section was separated and blown approximately 30 feet from the main fuselage section. When crash-rescue personnel arrived at the scene, the cockpit section was in an inverted position and on fire. Before fire could be extinguished, an explosion was noted in the cockpit area which nearly righted the cockpit section to a position as shown in photo 12 of enclosure (6). This explosion was determined to have been caused by the seat ejection charge "cooking-off" due to the heat of the fire. The pilot's body fell free of the cockpit as the cockpit section was righted.

(32) The Analysis. (continued)

That the seat ejection charge was detonated by heat is evidenced by the fact that the back of the seat was torn from the seat pan. (See photos 13, 14 and 15 of enclosure (6)). The seat pan and chute remained in the cockpit. There was no indication of the firing pin having contacted the primer cap.

Since both parts of the safety belt buckle were recovered and found to be unlocked, it is probable that the pilot attempted to free himself from the aircraft before being overcome by fire.

The pilot had placed the throttle in the OFF position and soon after touchdown had activated the emergency air brake system as evidenced in paragraph 31 g. and h. above.

The effectiveness of the safety belt, shoulder harness and protective helmet is evident in that there were no wounds or bruises on the pilot. However, as stated in the Medical Officer's Report, the pilot undoubtedly suffered pulmonary burns. It is possible that had the pilot been wearing an oxygen mask and had the cockpit canopy been open during take-off, he may have been able to extricate himself from the cockpit before suffering fatal burns.

(33) Conclusions and Recommendations.

It is the conclusion of the Aircraft Accident Board that this accident was precipitated due to a loss of power or the presence of smoke and/or fumes in the cockpit during take-off. A positive conclusion as to the cause of failure or malfunction cannot be made at this time, however, an addendum shall be submitted to this report upon receipt of the Disassembly and Inspection Report from the O & R activity.

As a possible means of minimizing the seriousness of future accidents of this nature, it is recommended that all pilots of jet type aircraft be required to wear oxygen masks during take-off and landing and that the cockpit canopy be placed in the OPEN position in the F9F during all take-offs and landings.

Statement of Witness concerning aircraft accident in case of F9F-2P, Bu No. 123628 on 1 October 1955, Pilot WOLF.

At 1220 CST on 1 October 1955 I had just landed on runway 17 of El Paso International Airport. Upon completing my roll out I was instructed to hold short of runway 22 as two jets were on a takeoff. When I reached the intersection of 17 and 22 runway I was cleared to taxi down runway 8 when the jets were clear. I noticed the three panthers just after they were airborne and number three man was lagging behind and appeared to be about 15 feet in the air. The nose appeared to be slightly nose high for a take-off but not unusually so. The aircraft appeared to be fairly close to a stall as it appeared that the aircraft was hard to hold level. Since I had just landed on 17 and knew the wind conditions I believe he was probably experiencing the wash from the other two aircraft. I cannot say that he actually stalled back to the runway, had a power failure, or aborted his flight at this time. The next instant he was back on the runway and appeared to be braking the aircraft at all times from about 1000 feet of runway travel until he hit the fence at the boundary of the field. I do not believe that the gear had retracted at all by the time he hit the fence. He appeared to be holding a steady course with brakes locked. From what I could see I believe that there is a small upgrade just prior to reaching the fence along the aircraft's path. Upon contact with the fence the plane appeared to be thrown slightly in the air and at this time I noticed a small amount of flame underneath the fuselage. The remainder of the run was partially obscured by obstructions, dust, etc., but I could see the tail sticking in the air after final impact. After crossing the highway the plane was enveloped in flame immediately on impact. I would estimate the speed as approximately 50 knots on hitting the fence. The surface wind was approximately 15 to 20 knots from the southeast. I can be contacted at any time if this statement is not complete enough at USNAS Corpus Christi, Texas (ATU-501).

I am not an experienced pilot in jet aircraft (only a few flights) and have no F9F time. My total flight time is just over 6000 hours in approximately 14 years of flying.

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

Authenticated:
(b) (6) [redacted]
(b) (6) [redacted] CDR, USN
Senior Member, KAR Board

11

ENCLOSURE (1)

Statement of Witness concerning aircraft accident in case of F9F-2P, BuNo 123628 on 1 October 1955, Pilot WOLF.

On Saturday, 2 October 1955, between 11:00 A.M. and 11:30 A.M. I went over to the fuel pits. I had just arrived there when I heard the siren. I turned around and saw a bunch of dust in front of the terminal building. I went immediately to the gate between the building and American Airlines hanger then I saw black smoke off the end of runway 22. I went as fast as possible to the fence by the Highway. I stopped and got out of the vehicle and the fire truck was right behind me. The truck broke the fence and I ran after it. It stopped close to the crash and I climbed to the turret on top of the truck. The tail section of the aircraft was on my left and the cockpit section on my right. I could not see the pilot. I sprayed foam on both sections, but concentrated mostly on the cockpit section. I had the fire pretty well down when there was an explosion. I ducked down, and nothing hit me so I got back up and saw the cockpit section rocking back and forth. Then I saw the pilot laying on the ground where the cockpit section had rolled off. He was not on fire and did not move. I covered him with foam and water. The flames from the tail section kept blowing over him and I tried to keep them away. The fuel from the aircraft had run along side of the fire truck. One hand line tried to keep it down, but it flashed back and I could not reach it with the turret so we pulled the truck back. Biggs' fire truck arrived as we were pulling back and took our place as we were about out of foam and water. I got on a hand line of the Biggs truck and went to the far side of the cockpit section. The flames were put out and I saw the pilot was dead. He was laying on his side with his back to the cockpit. I could not see his head. He was burn't but not charred. It looked like he did not have any gloves on. The right side of his body the clothes were torn and the flesh showing there was no sign of blood. It looked as if his shoe and foot was gone. I went to the ambulance and brought the Medics back to remove the body. The tail section was still burning. I then left the scene of the crash to secure fuel samples.

My name is (b) (6) [redacted] I am the ramp supervisor at the El Paso International Airport, El Paso, Texas. I have been employed here for the pase 5 years as the aircraft servicing supervisor.

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

Authenticated:

(b) (6) [redacted]
(b) (6) [redacted] CDR, USN
Senior Member, AAR Board

12

ENCLOSURE (2)

Statement of El Paso International Tower Chief concerning aircraft accident in case of F9F-2P, BuNo 123628 on 1 October 1955, Pilot WOLF.

V 708, flight of 3 F9F's, were given taxi instructions to runway 22, the wind was south-southeast one-seven. When take-off clearance was given the flight was advised the wind was south-southeast twenty and they would have cross wind.

The flight took off slightly in trail and when the number 3 aircraft was approximately 6500 feet down the 9000 foot runway, the aircraft had attained an altitude of approximately 50 to 60 feet. The aircraft then appeared to settle back to the runway, coming in contact with the runway approximately 1200 - 1500 feet from the southwest end. The aircraft did not hit the runway hard and the gear had not been retracted. The aircraft did not appear to bounce on this contact with the runway and continued to roll southwest. Reaching the end of the runway the aircraft continued across the dirt area to the west boundary of the airport, where a wire fence was knocked down, and came to a stop just west of airport road.

The aircraft started to burn twenty to thirty seconds after coming to a stop.

Time of accident was 11:02 MST.

When the aircraft settled back to the runway emergency procedures were envoked. Biggs Air Force Base and the City Police were notified.

Special El Paso weather taken 11:05 MST. Estimated twelve thousand broken, visibility sixty miles, and wind south-southeast one nine.

Personnel on duty: (b) (6) [redacted]

The pilot - R. A. WOLF, NAS, Pensacola, Florida was fatally injured.

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

Authenticated:

(b) (6) [redacted]

(b) (6) [redacted] CDR, USN
Senior Member, AAR Board

ENCLOSURE (3)

Statement of Flight Leader concerning aircraft accident in case of F9F-2P, BuNo 123628 on 1 October 1955, Pilot WOLF.

On 1 October 1955 our flight of three F9F-2P's with myself as leader, Commander Roger A. WOLF, USN ([redacted] (b) (6)) and Lieutenant [redacted] (b) (6) USN ([redacted] (b) (6)), were cleared for take-off on runway 22 (9300 feet in length) at El Paso International Airport. We had briefed for a three plane section take-off with LT [redacted] (b) (6) on the port and Commander WOLF on the starboard and consequently lined up in that order. The wind was approximately 20 knots varying from a 90 degree cross-wind from the left to a 45 degree cross-wind from the left.

Turn up was accomplished in a normal fashion though it seemed to me that Commander WOLF's plane may not have been functioning quite normally since there was more delay than usual in his signal that all was ready. He did finally give a thumbs-up and smiled whereupon I signalled the start by dropping my right hand.

I did not see Commander WOLF from that time on since I was concentrating on the take-off and staying in the center of the runway. The cross-wind was particularly noticeable at the beginning of the roll and it was necessary for me to use quite a bit of right brake in order to keep the aircraft from crabbing to port into the wind. Upon reaching about 70 knots, however, the rudder became completely effective and at about 125 knots I raised the nose-wheel and my aircraft came off the deck very nicely. I would judge that we were approximately 7000 feet down the runway at the time of lift off.

As we became airborne there was a noticeable tendency to drift to the right which I corrected by slightly lowering my left wing. I do not believe I drifted more than 5 or 10 feet to the right before correction as I was still well inboard of the right side of the runway as we passed the end.

Upon reaching 300 feet altitude I called, "Flaps up", and initiated a turn to the left in order not to fly over the populated area of east El Paso. At this time I noticed that Commander WOLF was missing, but assumed that he had possibly dropped behind on the turn until we were far enough around the turn to see the burning wreckage. There were no transmissions on the radio, either from Commander WOLF or the tower to inform us of the situation until an unidentified voice told us what we suspected.

I have approximately 2750 hours flight time primarily in single engined aircraft of which approximately 350 hours are in F9F-2 type jet aircraft. I am now stationed at the Naval Air Technical Training Unit, Naval Air Station, Pensacola, Florida and have [illegible] years military flying experience.

/s/ [redacted] (b) (6) Major USMC

Authenticated:

[redacted] (b) (6)
[redacted] (b) (6) CDR, USN
Senior Member, AAR Board

ENCLOSURE (4)

Statement of Wing-man concerning aircraft accident in case of F9F-2P, BuNo 123628 on 1 October 1955, Pilot WOLF.

I was the pilot of F9F-2P, BuNo 123496 on 1 October 1955 and was accompanying Major (b) (6) [redacted] leading, and Commander R. A. WOLFE on a VFR departure from El Paso International Airport, El Paso, Texas.

After turn up our flight, with Major (b) (6) [redacted] leading, was instructed to take-off on runway 22. All three aircraft took the active runway with CDR WOLF's aircraft on the right wing of Major (b) (6) [redacted] aircraft and my aircraft on the left wing of Major (b) (6) [redacted] On signal from the leader we all turned up to 100% prior to releasing our brakes for the take-off run. I noticed a definite delay after giving the "thumbs-up" before CDR WOLF acknowledged his readiness to roll. The initial part of the take-off roll required considerable right brake due to a 20 knot 90 degree left cross-wind. CDR WOLF and I both began to fall aft of the leader with CDR WOLF dropping aft of my position and out of my peripheral vision. The leader pulled off at approximately 135 knots and I followed. We climbed clear of the field traffic and only then did we realize our other wingman was not airborne.

I have approximately 3100 hours flight time, the major portion of which is single engine with 15 hours in F9F type. I have completed 7 years of military flying.

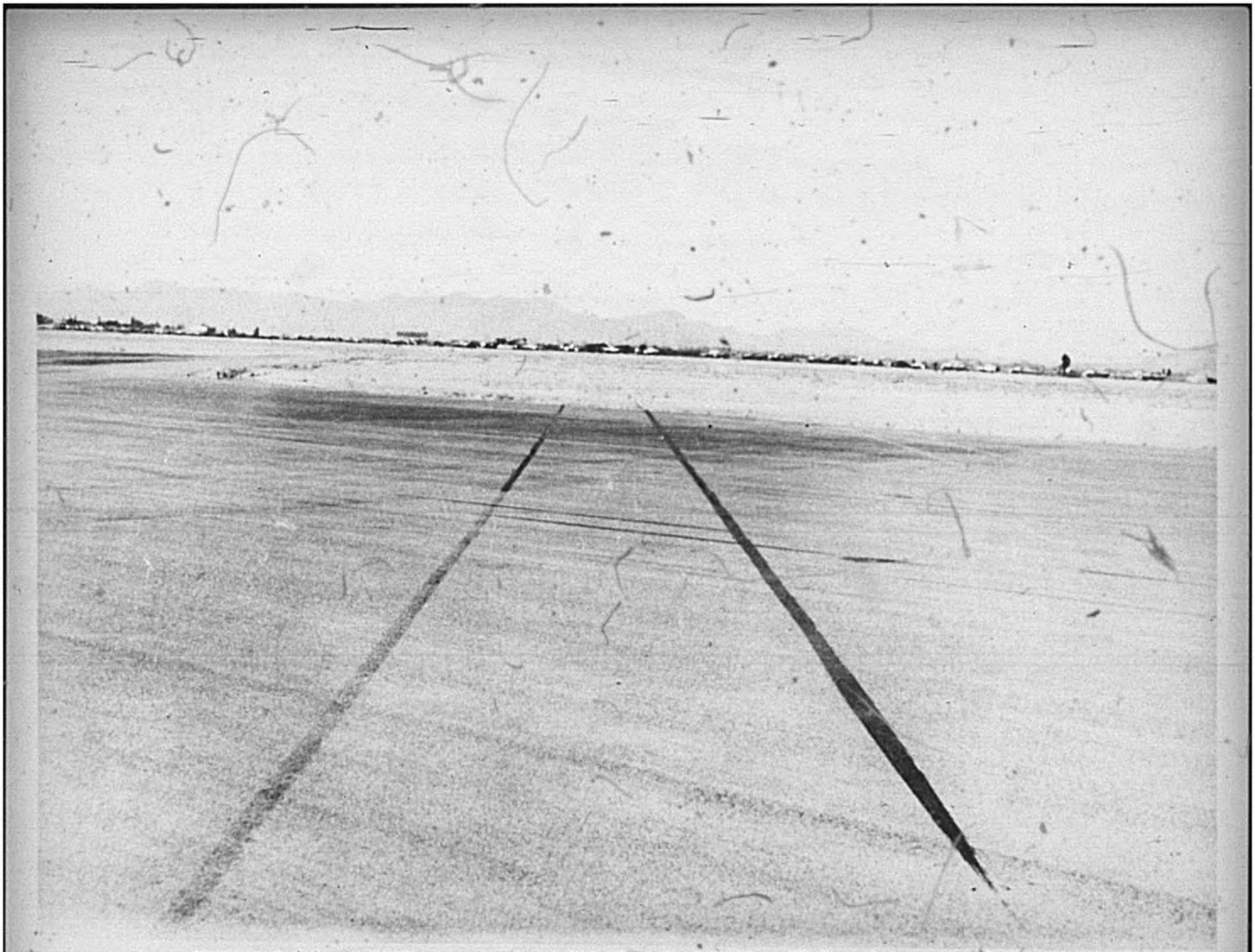
/s/ (b) (6) [redacted]
LT, USN

Authenticated:

(b) (6) [redacted]
(b) (6) [redacted] CDR, USN
Senior Member, AAR Board

ENCLOSURE (5)

ENCLOSURE (6) - PHOTO 1 : Crash of F9F-2P BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustration of initial touchdown of; A - Starboard main gear, B - Nose gear and C - Left main gear.



ENCLOSURE (6) - PHOTO 2 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustration of tire skid marks on runway 35.

ENCLOSURE (6) - PHOTO 3 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating impressions of, A - port main gear, B - nose gear, and C - right main gear.

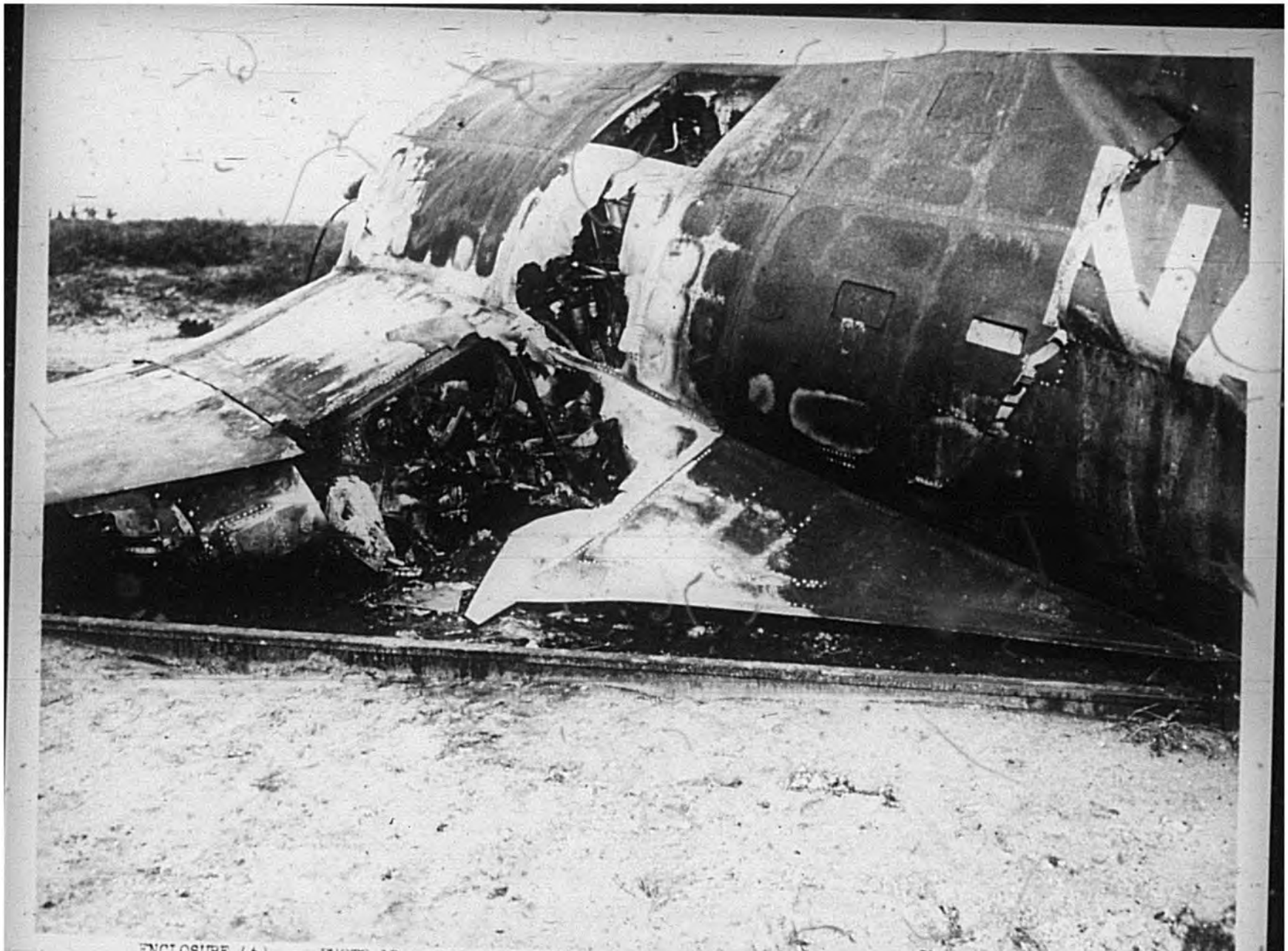
ENCLOSURE (6) - PHOTO 4 ; Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating landing gear impressions and damage to field boundary fence.

ENCLOSURE (6) - PHOTO 5 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating final resting position of, A - port main gear, B - starboard main gear, C - cockpit section, and D - fuselage section.

ENCLOSURE (6) - PHOTO 6 : Crash of F9F-2P, Bu No 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating relative position of cockpit and fuselage section in final resting position.

ENCLOSURE (6) - PHOTO 8 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating damage to fuselage and wing section.

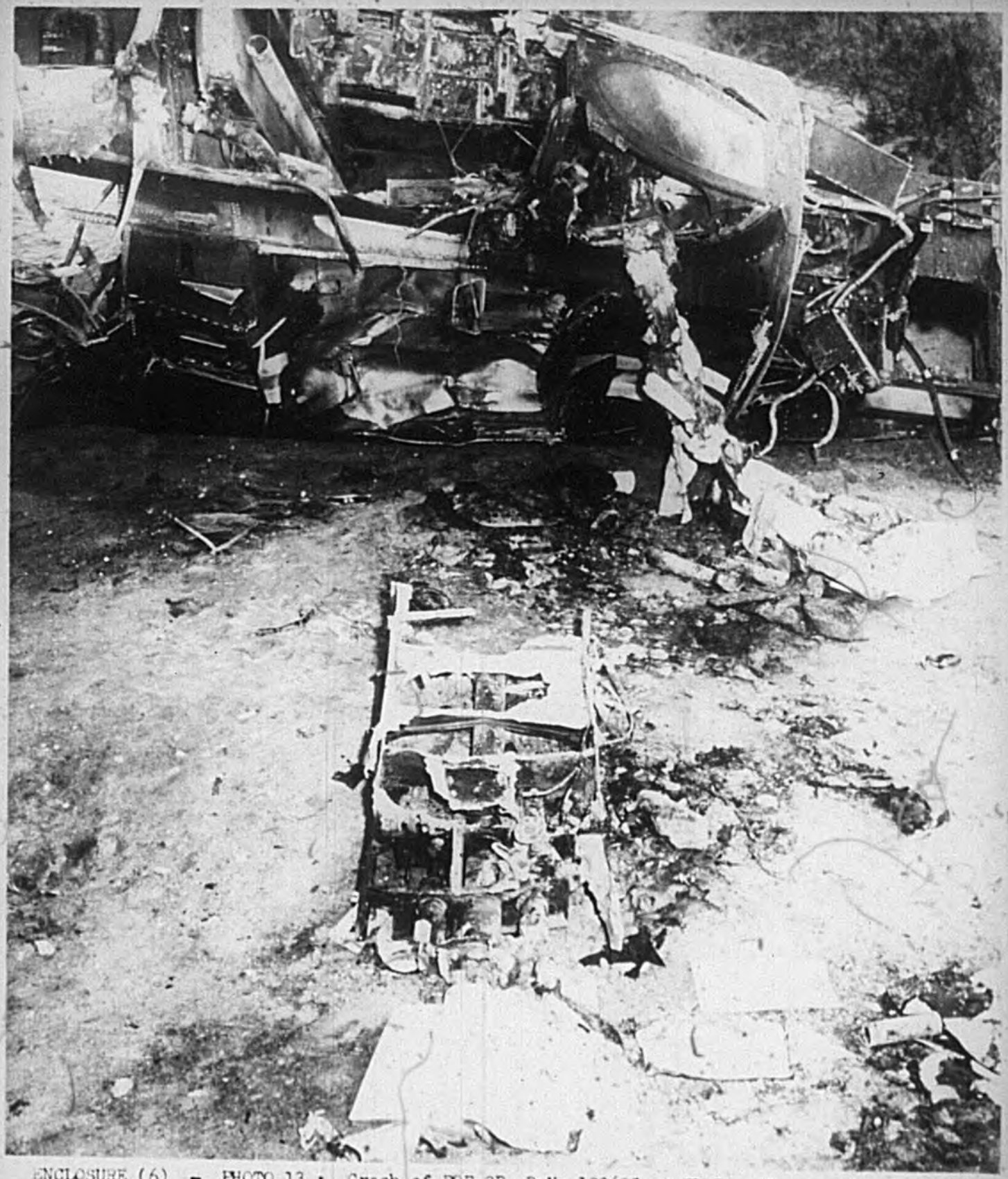
ENCLOSURE (6) - PHOTO 9 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Left side view illustrating damage to fuselage and left wing.



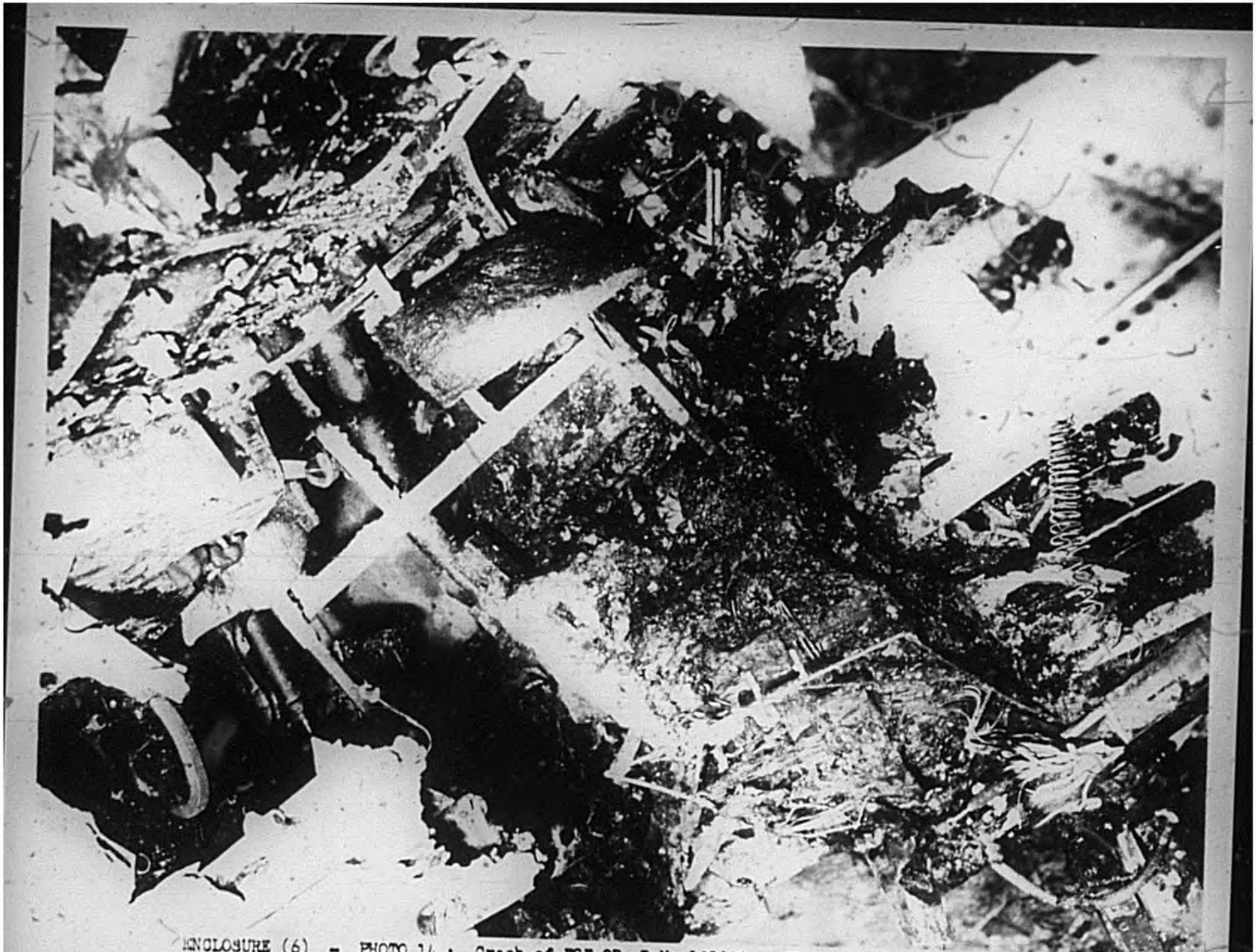
ENCLOSURE (6) - PHOTO 10 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Port quarter view illustrating fire damage to wing and fuselage center section area.

ENCLOSURE (6) - PHOTO 11 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955. Pilot WOLF : Illustrating damage to after section cockpit canopy.

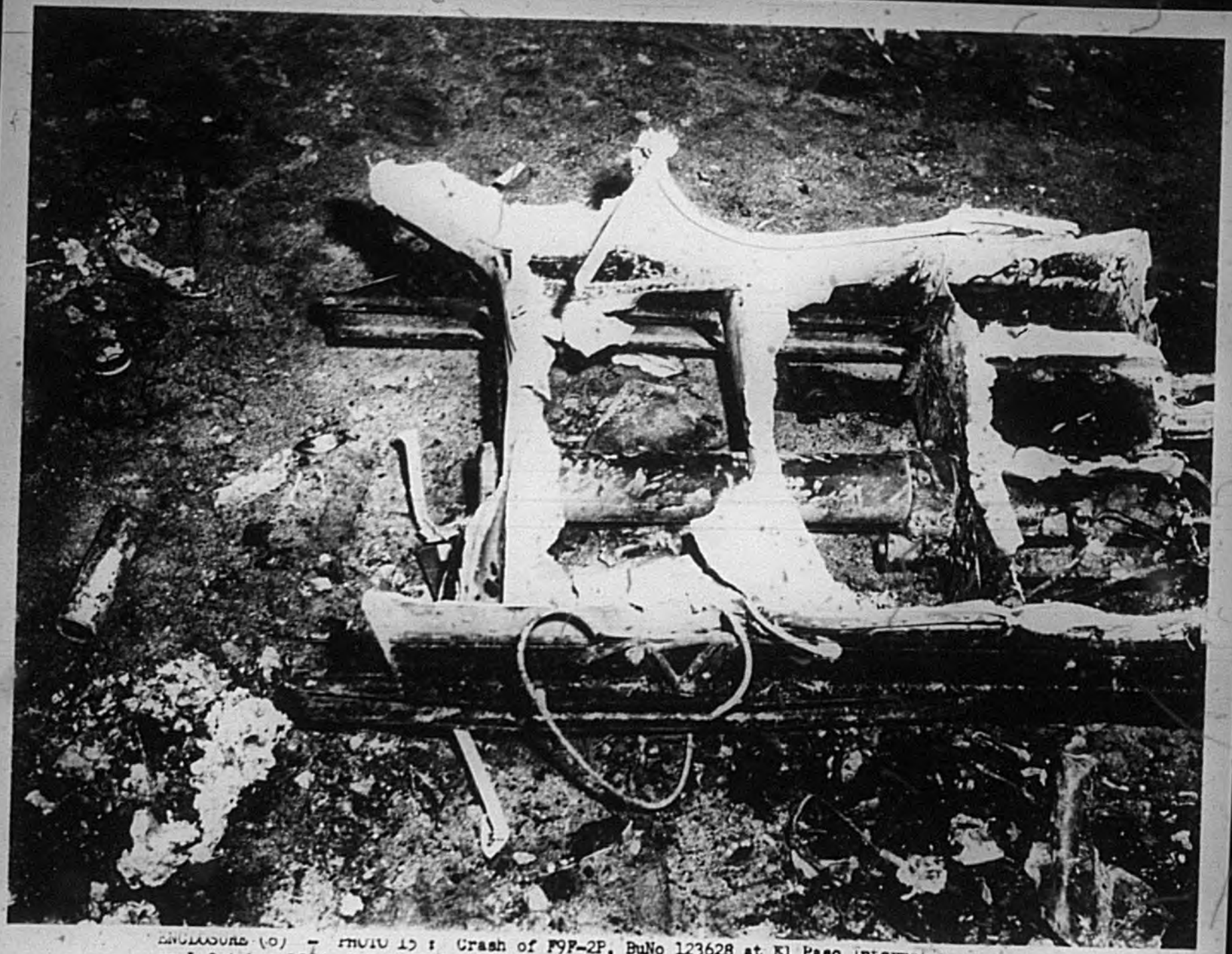
ENCLOSURE (6) - PHOTO 12 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating final resting position of cockpit section.



ENCLOSURE (6) - PHOTO 13 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating final position of cockpit section and back of ejection seat.



ENCLOSURE (6) - PHOTO 14 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating damage to cockpit area.



ENCLOSURE (8) - PHOTO 15 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating damage to ejection seat.

[illegible] at El Paso International Airport
[illegible] position of throttle linkage at full control valve.
[illegible]

ENCLOSURE (6) - PHOTO 18 Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF Illustrating damage to cockpit area and position of ejection seat lower frame.

ENCLOSURE (6) - PHOTO 19 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Illustrating hydraulic pump outlet fitting (PN 106288).

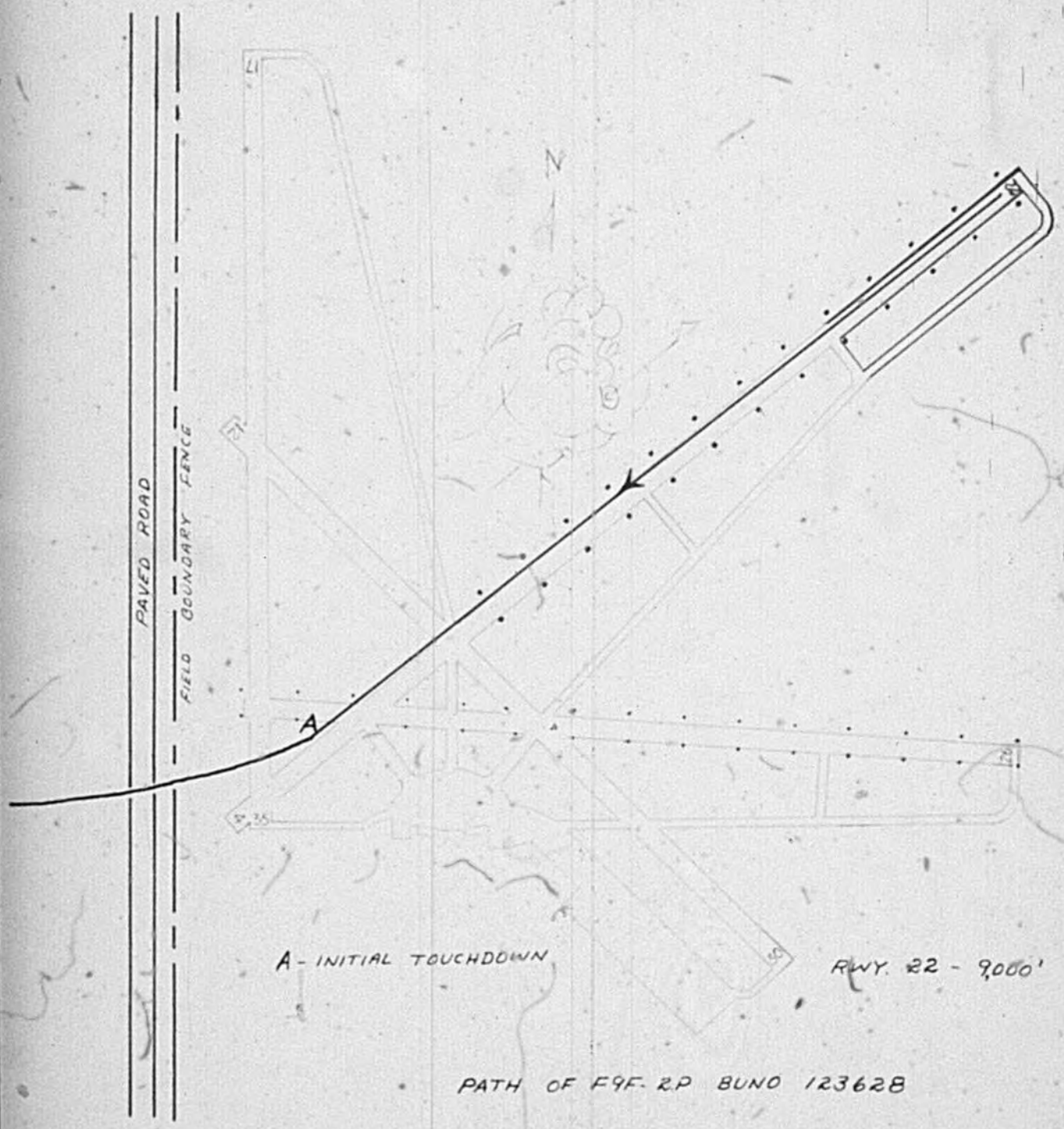
ENCLOSURE (6) - PHOTO 20 : Crash of F9F-2P, BuNo 123628 at El Paso International Airport on 1 October 1955, Pilot WOLF ; Close-up view of hydraulic pump outlet fitting (PN 106288).

FRED HERVEY
MAYOR

J. M. HERRERA
CITY CLERK

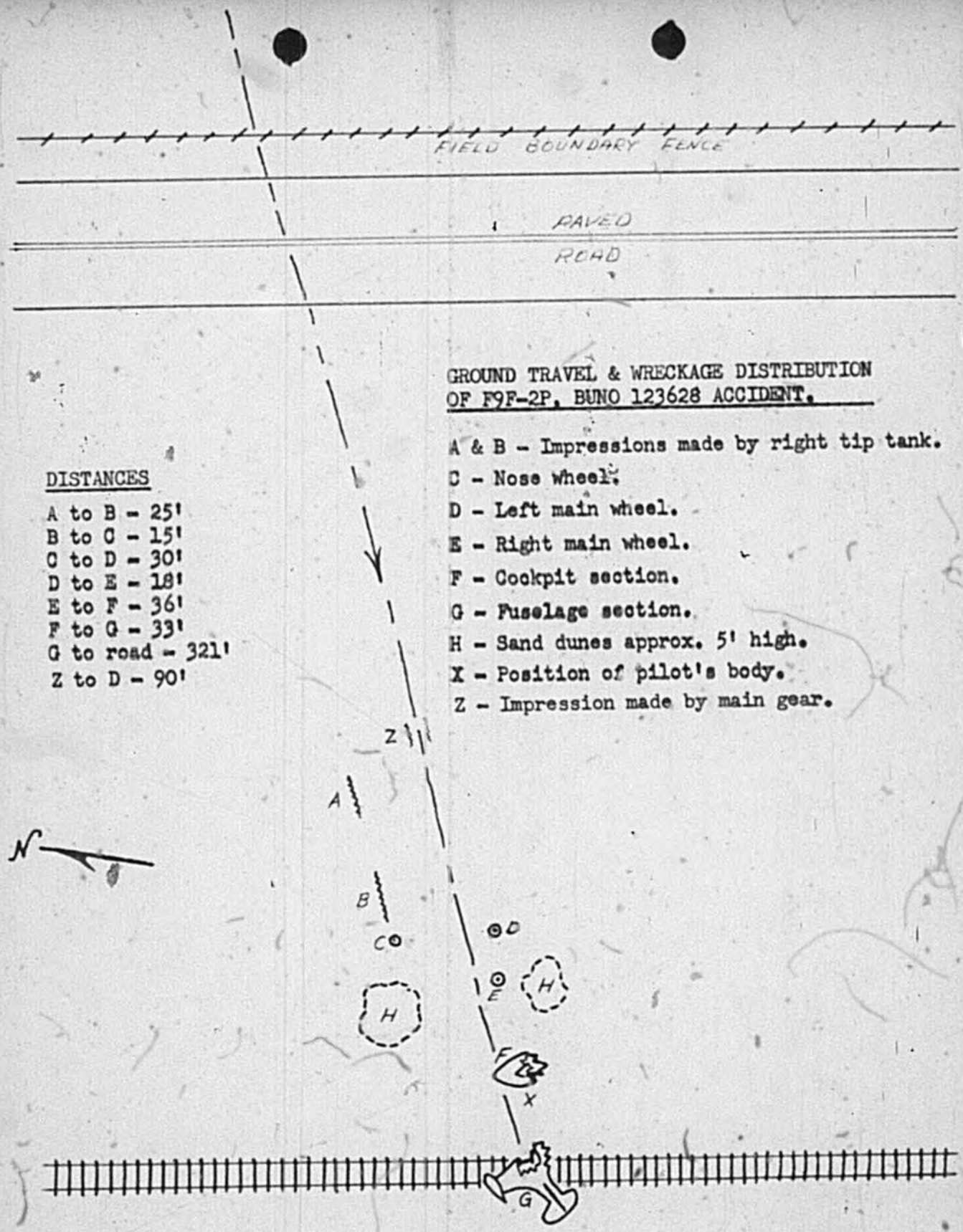
THE CITY OF EL PASO
TEXAS

ALDERMEN
C. W. HARPER
ERNEST PONCE
TOM BURNHAM
HAL E. DEAN



INTERNATIONAL AIRPORT
EL PASO, TEXAS

ENCLOSURE (7)



GROUND TRAVEL & WRECKAGE DISTRIBUTION
OF F9F-2P, BUNO 123628 ACCIDENT.

A & B - Impressions made by right tip tank.
C - Nose wheel.
D - Left main wheel.
E - Right main wheel.
F - Cockpit section.
G - Fuselage section.
H - Sand dunes approx. 5' high.
X - Position of pilot's body.
Z - Impression made by main gear.

DISTANCES

A to B - 25'
B to C - 15'
C to D - 30'
D to E - 18'
E to F - 36'
F to G - 33'
G to road - 321'
Z to D - 90'

ENCLOSURE (8)