AIRCRAFT ACCIDENT
IDENTIFICATION
NO.

908 25 103

R11-10P

AKP 10-28-69

AVN NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750-1/2 (Rev 3/69)

(COMMON TO BOTH CARDS) CODED: DY REVIEWED: [illegible] LOGGED: PS 10/29/69 PUNCHED: Ø VERIFIED: BR

30 OCT 1969

CLOSED

08 JUL 1970

Card 1

RECORD IDENTIFICATION: Date (Cal. Yr. 01-02, Mo. 03-04, Day 05-06), Type Report 07, Log Line Number 08-09, Aircraft Number 10-11; Source 12; Don't Count 13; Enemy Action 14; Aircraft Model: Mission Modif. 15-16, Basic Mission 17, Design Number 18-20, Series Symbol 21; Model Code 22-23; AIRCRAFT BUREAU NUMBER 24-29; Reporting Custodian 30-32; Squadron Class 33-34; Major Command 35-36; Time of Mishap: Condition 37, LOCAL TIME 38-41

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	Ø	8	2	5	1	Ø	3	Ø	1	12					F	Ø	Ø	4	J	1	3	1	5	3	7	9	4	1	5	7	4	2	2	Ø	2	1	4	1	7

Accident Damage 42; Aircraft Damage 43; Accident Injury 44; Aircraft Injury 45; Hull Number 46-48; Kind of Flight 49-51; Clearance 52; Location: NAME CODE 53-59, Bearing From 60-61, Dist. From 62; Fac Runway Descrip: Distance 63, Area 64, Runway Heading 65-66, Length 67, Was Duty Runway Used? 68; Fac Ship Descrip: Ship Type 69, Ship Course 70-71, Ship Speed 72-73, Loc'n: Initial Contact 74, Final Rest 75; MOR Coded 76; Trans. Code 77; Card Number 78-80

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	L	L				1	A	6	3	A	5	M	I	R	M	R	2	5	O														Y	A	Ø	1	Ø

10-27

Card 2

Relative Wind: Direction 12-13, Velocity 14-15; Density Altitude 16-18; Alt. of Emergency: Above Terrain 19-21, Pressure Altitude 22-24; Aircraft Gross Weight 25-29; 30; Fiscal Year 31-32; Fleets and MAWS 33-34; Property Damage Cost: Gov't 35-37, Non Gov't 38-40; "A" Injuries: NAVY DNA 41-42, OTHER 43-44; MARINE DNA 45-46, OTHER 47-48; OTHER 49-50

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	50
							1	1	5	1	1	5	Ø	Ø	3	8	5		7	Ø			Ø	Ø	Ø	Ø	Ø	Ø										

"U" Injuries: NAVY DNA 51-52, OTHER 53-54; MARINE DNA 55-56, OTHER 57-58; OTHER 59-60; "L" Injuries: NAVY DNA 61-62, OTHER 63-64; MARINE DNA 65-66, OTHER 67-68; OTHER 69-70; 71-76; Trans. Code 77; Card Number 78-80

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
										Ø	1															A	Ø	2	Ø

AIRCRAFT 1 OF 1

CODE SHEET 1 OF 5

AVN NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750-1/3 (Rev 3/69)

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

Card 3

RECORD IDENTIFICATION											"B" Injuries										"F" Injuries										"G" Injuries									
Date						Type Report	Log Line Number		Aircraft Number		NAVY				MARINE				OTHER		NAVY				MARINE				OTHER		NAVY				MARINE				OTHER	
Cal. Yr.		Mo.		Day							DNA		OTHER		DNA		OTHER				DNA		OTHER		DNA		OTHER				DNA		OTHER		DNA		OTHER			
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	Ø	8	2	5	1	Ø	3	Ø	1											Ø	1																		

Number Individuals Involved All Acft	ESCAPE SYS. DATA																																							
	System		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.			
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
Ø	Ø	2	B	4	Ø	A														D	3	4	4	7	D	3	4	4	7	B	3	4	4	7	A	Ø	3	Ø

Card 4

	3rd Acdt. Type			3rd Phase of Operation			Type Operations		Contributing Cause						Pilot Error Causal Fac.						Pilot Factor After Fact		Other Personnel Causal Factor						Other Pers. Factor After Fact	Inv. Mat. Comp 1st Causal Factor					
															First		Second		Third				First		Second		Third			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
							3		1							C	F																				

Involved Mat. Comp. (cont'd.)												Material Fact. After Fact						Acft. Design Comp. Causal Factor															
2nd Causal Factor						3rd Causal Factor																											
Cross Ref.	Component	Ass'y.		Sub Ass'y		Cross Ref.	Component	Ass'y		Sub Ass'y		Cross Ref.	Component	Ass'y		Sub Ass'y		Cross Ref.	Component	Ass'y		Sub Ass'y		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	Ø	4	Ø

AIRCRAFT 1 OF 1

CODE SHEET 2 OF 5

NAVSAFECEN 3750-1/4 (Rev 6-69)

NAVSAFECEN MISHAP CODE SHEET

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

CARD 6

RECORD IDENTIFICATION											Weather Causal Factor						Facility Causal Factor	Facility Factor After Fact	Environ. Factor									Cause + Factor Primary							Cause + Factor 1st Possible						
Date						Type Report	Log Line Number		Aircraft Number																			Misc							Misc						
Cal Yr.		Mo.		Day																								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	Ø	8	2	5	1	Ø	3	Ø	1																		1					C	F							

Cause + Factor 2nd Possible							Cause + Factor 3rd Possible							Cause + Factor 4th Possible							Special Attention	Special Data and Conditions												Trans. Code	Card Number		
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.																		
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	B	H										A	Ø	6	Ø

CARD 8

								Material Special Data																																	
								First				Second				Third				Fourth				Fifth				Maneuver Prior To Occurrence	Operator Incapacitated Cause Factor											
								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				

				1st Ground Support Equipment									2nd Ground Support Equipment																												
				Equipment				Component					Equipment				Component																								
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											
																												Ø	8	Ø											

AIRCRAFT 1 OF 1

CODE SHEET 3 OF 5

NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750 - 1/7 (Rev 3/69)

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

Card 12

RECORD IDENTIFICATION																																									
Date																																									
Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft 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	36	37	38	39	40	41	42
6	9	0	8	2	5	1	Ø	3	Ø	1																															

Pilot's Name										Pilot's Social Security Number									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		
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
C	H	A	M	B	E	R	S		J										(b) (6) [redacted]							2	1	M	J	E	1	L	1	A	1	2	Ø

AIRCRAFT 1 OF 1

CODE SHEET 4 OF 5

NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750 - 1/8 (Rev 3/69)

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

Card 13

Section	Field	Column(s)	Entry
RECORD IDENTIFICATION	Date – Cal. Yr.	01 02	6 9
RECORD IDENTIFICATION	Date – Mo.	03 04	Ø 8
RECORD IDENTIFICATION	Date – Day	05 06	2 5
RECORD IDENTIFICATION	Type Report	07	1
RECORD IDENTIFICATION	Log Line Number	08 09	Ø 3
RECORD IDENTIFICATION	Aircraft Number	10 11	Ø 1
	Pilot Factor Inv.	12	1
	Service Tour	13	
	Instrument Card	14	3
Emerg. Syst. Train.	Last 6 Months	15 16	
Emerg. Syst. Train.	Last 12 Months	17 18	
Instrument Trainer	Last 6 Months	19 20	
Instrument Trainer	Last 12 Months	21 22	Ø 2
Time All Models	Total	23 24	3 8
Time All Models	Last 3 Months	25 26	1 Ø
Time This Model	Total	27 28	6 3
Time This Model	Last 3 Months	29 30	Ø 4
	Inst. Hours Last 3 Months	31 32	Ø 7
	Nite Hours Last 3 Months	33 34	3 Ø
	Total Jet or Helo Time	35 36	9 9
Number of →	Total	37	B
Number of →	Day	38	B
Number of →	Nite	39	7
	Total Day This Model	40 41	9 9
Carrier Landings	Total Nite This Model	42 43	4 6
Carrier Landings	This Model Day Last 30 Days	44 45	
Carrier Landings	This Model Night Last 30 Days	46 47	
		48	
	Copilot's Social Security Number	49–57	
	File or Serial Number ~~(Copilot)~~ DNA	58–64	[redacted]
	Rank/Rate	65	4
	Br. of Service	66	1
	Age	67	A
	Yrs. D.N.A.	68	3
	Status	69	A
	Position	70	2
	Inj. to Indiv.	71	F
	Abandon A/C	72	2
	Pilot Factor Involved	73	4
	Service Tour	74	
	Inst. Card	75	2
		76	
	Trans Code	77	A
	Card Number	78 79 80	1 3 Ø

Card 14

Section	Field	Column(s)	Entry
Emerg. Syst. Train.	Last 6 Months	12 13	
Emerg. Syst. Train.	Last 12 Months	14 15	
Instrument Trainer	Last 6 Months	16 17	
Instrument Trainer	Last 12 Months	18 19	Ø 2
Time All Models	Total	20 21	1 2
Time All Models	Last 3 Months	22 23	Ø 8
Time This Model	Total	24 25	9 1
Time This Model	Last 3 Months	26 27	Ø 8
	Inst. Hours Last 3 Months	28 29	Ø 5
	Night Hours Last 3 Months	30 31	Ø 5
	Total Jet or Helo Time	32 33	9 9
Number of Carrier Landings	Total	34	B
Number of Carrier Landings	Day	35	B
Number of Carrier Landings	Night	36	5
Number of Carrier Landings	Total Day This Model	37 38	9 9
Number of Carrier Landings	Total Night This Model	39 40	5 7
Number of Carrier Landings	This Model Day Last 30 Days	41 42	
Number of Carrier Landings	This Model Night Last 30 Days	43 44	
	~~Copilot's Name~~ DNA	45–54	[redacted]
	File or Serial Number (Inst. Pts. in Other Acft)	55–61	
	Rank/Rate	62	
	Br. of Service	63	
	Age	64	
	Yrs. D.N.A.	65	
	Status	66	
	Position	67	
	Inj. to Indiv.	68	
	Abandon A/C	69	
	Pilot Factor Involved	70	
	Service Tour	71	
	Instr. Card	72	
		73–76	
	Trans Code	77	A
	Card Number	78 79 80	1 4 Ø

AIRCRAFT 1 OF 1

CODE SHEET 5 OF ____

NAVSAFECEN 3750-1/22 (REV. 5/69)

GENERAL DATA SECTION NARRATIVE BRIEF

I.D. Number	69	08	25	1	03	1	N N N	1				18	A
	12 Yr.	34 Mo.	56 Day	7 Typ	89 Log	10 Typ Brief	13 Narr 14 File 15 I.D.	69 Cl.	70 71 72 73 Orig. Use			75 76 Tot-Cds	77 78 Trans. Code

Common Fields to All Cards

CLASS CODE
1 - Non-Class
2 - Conf.

CARD NO. CODED _____ REVIEWED _____ KEY PUNCHED _____ VERIFIED _____

CARD NO.	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 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68
01	STALL/DEPARTURE DURING ACM TRNG. THE PLT WAS ON HIS F
02	IRST TACTICS FLT (REFRESHER TRNG AS PROSPECTIVE CAG-W
03	AS PREVIOUSLY XO/CO OF F4 SØDN). WHILE ATTEMPTING TO
04	INDUCE AN OVERSHOOT, HE ALLOWED TOO MUCH ANGLE OFF ON
05	THE BOGIE. HIS ENTRY INTO THE ROLLING SCISSORS WAS N
06	OT STARTED FROM OPTIMUM CONDITIONS. AFTER 2½ TURNS NO
07	SE HIGH AT 28Ø-32Ø KTS AT 11,5ØØ FT, WHILE ATTEMPTING
08	TO PULL THE ACFT TO THE RIGHT, ACFT DEPARTED TO THE
09	LEFT. RECOVERY WAS MADE FOL INSTRUCTIONS FROM INSTRUC
10	TOR IN REAR SEAT. THE PLT THEN PULLED NOSE UP & DEPAR
11	TED TO THE LEFT AGAIN AT 1Ø,5ØØ FT. RECOVERY WAS AGAI
12	N MADE-WINGS LVL AT 6ØØØ FT, NOSE CAME UP & ACFT DEPA
13	RTED A 3RD TIME. ACFT ROLLED INVERTED, 8Ø DEGS ND, PA
14	SSING 5M FT, INST CALLED EJECT 3 TIMES. HE WAITED FOR
15	PLT TO EJT & WHEN HE FAILED TO EJT, INSTRUCTOR EJT A
16	T 3M FT. ACFT CRASHED INTO WATER. PLT WAS NOT RECOVER
17	ED. PRI-PLT (IMPROPER RECOVERY TECHNIQUE FROM A DEPAR
18	TURE FROM CONTROLLED FLT).
19	
20	

CARD NO.

R&DP-30(6/68)

REQUEST FOR DELETION OF RECORD
OR CODING MODIFICATION FORM

FROM: R+DP DEPT

DATE 11/21/69

TO: (1) CODING SECT
(2) REC CONT BRANCH 04 DEC 1969
(3) ADPE DIV
(4) REC CONT BRANCH

Chambers

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	8	2	5	1	Ø	3	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	Source	1	12	Ø	Ø	1	2	Ø	Ø	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.

ORIGINATOR'S SIGNATURE

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

29 MAY 1971

1

I.D. Number	1 2	3 4	5 6	7	8 9	10 11	12	13	14 15	20 21
	69	08	25	1	03	01	2	C	02	01
	Yr.	Mo.	Day	Typ	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 ____ OF ____

AIRCRAFT ____ OF ____ PERSONNEL ____ OF ____

CODED: ____ REVIEWED ____ LOGGED: 6/1/71 PUNCHED: B VERIFIED: J

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	
		13		INJURY NO. 1 BODY PART	0057	07	
		13		INJURY NO. 1 DIAGNOSIS	0064	07	
01		13		INJURY NO. 1 CAUSE	0071	07	802008E
		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	

533

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

1

NAVSAFECEN 3750-1/10 (REV 2/69)

CODE SHEET _____ OF _____

AIRCRAFT _____ OF _____ PERSONNEL _____ OF _____

CODED: _____ REVIEWED _____ LOGGED _____ PUNCHED: _____ VERIFIED: 26 AUG 1970

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	Ø 8	2	5	1	2	C	Ø 1	Ø 1

COMMON FIELDS TO ALL CARDS

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	
Ø1		1 3		INJURY NO. 1 BODY PART	0 0 5 7	0 7	
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	
		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	

534

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

1

NAVSAFECEN 3750-1/10 (REV 2/69)

CODE SHEET _____ OF _____

AIRCRAFT _____ OF _____ PERSONNEL _____ OF _____

CODED: _____ REVIEWED _____ LOGGED _____ PUNCHED _____ VERIFIED _____

26 AUG 1970

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 8	2 5	1	0 3	0 1	2	C	0 2	0 1

COMMON FIELDS TO ALL CARDS

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	
01		1 3		INJURY NO. 1 BODY PART	0 0 5 7	0 7	R4AAAA
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	72014C
		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	L1AAAA
		1 3		INJURY NO. 2 DIAGNOSIS	0 0 8 5	0 7	5K0013GC
		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	

CHAMBERS —

AAR

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION DIRECTOR CARD

NAVSAFECEN 3750 – 1/20 (NEW 3/69)

24 NOV 1969

(COMMON TO BOTH CARDS) 10:27 CODED: DY REVIEWED: 11-10 LOGGED: ___ PUNCHED: BG VERIFIED: DY

RECORD IDENTIFICATION																														
Date						Type Report	Log Line Number		Aircraft Number			Trans Code	No. of Aircraft in Mishap								Corrected Mishap Identification Number									
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	8	2	5	1	0	3	0	0		0	0	1																

AIRCRAFT 1 OF 1

CODE SHEET 1 OF 15

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

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

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

Card 1

RECORD IDENTIFICATION																																		
Date					Type Report	Log Line Number		Aircraft Number		Format No	Trans Code	Card Number		Reporting Custodian				Acft Damage	Total Pers. This Acft		Model Acft							Aircraft Bureau Number					
Cal. Yr.		Mo.		Day																	Mission Modif		Basic Mission	Design No			Series Symbol						
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	0	8	2	5	1	0	3	0	1	1	H	Ø	1		1	5	7	2	2	2			F	0	0	4	J	1	5	3	7	9	4

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									
0	3	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	4	0	7	4	7	1	1	0	0	0	0									

Card 2

Format No	Trans Code	Card Number		Kind of Flight				Narrative Identification												Combat Environment	Primary Cause	Enemy Action
								Safety and Survival						Bio Med								
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	H	Ø	2		1	H	6	8	8		8			0	D	2	C				1	

AIRCRAFT 1 OF 1

CODE SHEET 2 OF 15

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	16 21 Tot. No. Cards
	6 9	0 8	2 5	1	0 3	0 1	2	A	0 1	18

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/10 (REV 2/69) CODE SHEET 3 OF 15

AIRCRAFT 1 OF 1 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		1 3		FILE/SERVICE NO	0 0 2 2	0 7	(b) (6)
		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	
02		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	
03		1 3		INJURY NO. 1 BODY PART	0 0 5 7	0 7	2 0 1 0 A 0 C
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	1 9 4 1 4 V 1
		1 3		INJURY NO. 1 CAUSE	0 0 7 1	0 7	0 0 5 1 6 A
		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		[illegible]	0 1 4 1	0 7	
		1 3		[illegible]	0 1 4 8	0 7	
		1 3		[illegible]	0 1 5 5	0 7	
		1 2		[illegible]	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		[illegible]	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)

2

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 8	2 5	1	0 2	0	2		1	

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

CODE SHEET 4 OF 15

AIRCRAFT _____ OF _____ PERSONNEL 1 OF 2

CODED _____ REVIEWED _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

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 INJURY NO. 3	0 2 3 8	0 5	
		1 1		ADDITIONAL INJURY NO. 4	0 2 4 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 1	0 2 4 8	0 5	
Ø4		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5	6 7 5 n s
Ø5		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5	
		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	
		1 2		LEAVE INFO DATE LAST LEAVE	0 2 9 0	0 6	
		0 9		LEAVE INFO NO. OF DAYS/TYPE	0 2 9 6	0 3	
Ø6		1 2		DATE LAST PREV. FLIGHT	0 2 9 9	0 6	

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	0 0 4
		0 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	0 0 4
		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	0 1 0 1
Ø7		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	0 8 0 0 8 0
		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	1 8 0 1 8 0
		0 9		HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3	0 2 0
		0 9		HOURS AWAKE PRIOR TO MISHAP	0 3 3 0	0 3	0 8 0
Ø8		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	0 2 0
		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	5 0
		1 2		PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6	L Ø 5 6 9 9
		1 2		PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6	G Ø 5 6 9 9
Ø9		1 2		PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6	F Ø 5 6 9 9
		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	4 1
		0 8		HEIGHT	0 3 7 6	0 2	7 4
		0 9		WEIGHT	0 3 7 8	0 3	1 7 0
1Ø		0 9		SITTING HEIGHT	0 3 8 1	0 3	
		0 9		TRUNK HEIGHT	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	08	25	1	03	01	2	H	01	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/12 (REV 2/69)

CODE SHEET 5 OF 15

AIRCRAFT 1 OF 1

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
5		09		FUNCTIONAL REACH	0387	03	372
5		09		BUTTOCK-KNEE LENGTH	0390	03	250
11		09		LEG LENGTH	0393	03	472
		09		SHOULDER WIDTH	0396	03	181
		13		EQUIPMENT NO. 1	0399	07	9999002A
		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	
		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)

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 Part Generator	20 21 Tot No. Cards
	6 9	0 8	2 5	1	0 3	0 1	2	A	0 1	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/13 (REV 2/69)

CODE SHEET 6 OF 15

AIRCRAFT ____ OF ____ 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 3		EQUIPMENT NO. 13	0 6 0 3	0 7	
		1 2		EQUIPMENT NO. 13 CONTINUED	0 6 1 0	0 6	
		1 0		EQUIPMENT NO. 13 CONTINUED	0 6 1 6	0 4	
		1 3		EQUIPMENT NO. 14	0 6 2 0	0 7	
		1 2		EQUIPMENT NO. 14 CONTINUED	0 6 2 7	0 6	
		1 0		EQUIPMENT NO. 14 CONTINUED	0 6 3 3	0 4	
		1 3		EQUIPMENT NO. 15	0 6 3 7	0 7	
		1 2		EQUIPMENT NO. 15 CONTINUED	0 6 4 4	0 6	
		1 0		EQUIPMENT NO. 15 CONTINUED	0 6 5 0	0 4	
		1 3		EQUIPMENT NO. 16	0 6 5 4	0 7	
		1 2		EQUIPMENT NO. 16 CONTINUED	0 6 6 1	0 6	
		1 0		EQUIPMENT NO. 16 CONTINUED	0 6 6 7	0 4	
		1 3		EQUIPMENT NO. 17	0 6 7 1	0 7	
		1 2		EQUIPMENT NO. 17 CONTINUED	0 6 7 8	0 6	
		1 0		EQUIPMENT NO. 17 CONTINUED	0 6 8 4	0 4	
		1 3		EQUIPMENT NO. 18	0 6 8 8	0 7	
		1 2		EQUIPMENT NO. 18 CONTINUED	0 6 9 5	0 6	
		1 0		EQUIPMENT NO. 18 CONTINUED	0 7 0 1	0 4	
		1 3		EQUIPMENT NO. 19	0 7 0 5	0 7	
		1 2		EQUIPMENT NO. 19 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. 19 CONTINUED	0 7 1 8	0 4	
		1 3		EQUIPMENT NO. 20	0 7 2 2	0 7	
		1 2		EQUIPMENT NO. 20 CONTINUED	0 7 2 9	0 6	
		1 0		EQUIPMENT NO. 20 CONTINUED	0 7 3 5	0 4	
1		1 0		EQUIPMENT NO. 21	0 7 3 9	0 4	0 6 0 3
12		1 0		EQUIPMENT NO. 22	0 7 4 3	0 4	0 1 0 1
		1 0		EQUIPMENT NO. 23	0 7 4 7	0 4	0 8 0 2
		1 0		EQUIPMENT NO. 24	0 7 5 1	0 4	0 9 0 1
		1 0		EQUIPMENT NO. 25	0 7 5 5	0 4	0 3 0 5
13		1 0		EQUIPMENT NO. 26	0 7 5 9	0 4	1 2 0 1
		1 0		EQUIPMENT NO. 27	0 7 6 3	0 4	1 3 0 4
		1 0		EQUIPMENT NO. 28	0 7 6 7	0 4	1 6 1 2
		1 0		EQUIPMENT NO. 29	0 7 7 1	0 4	1 7 0 3
14		1 0		EQUIPMENT NO. 30	0 7 7 5	0 4	1 8 1 4
		1 0		EQUIPMENT NO. 31	0 7 7 9	0 4	1 9 0 1
		1 0		EQUIPMENT NO. 32	0 7 8 3	0 4	1 9 2 5
		1 0		EQUIPMENT NO. 33	0 7 8 7	0 4	1 9 2 0
15		1 0		EQUIPMENT NO. 34	0 7 9 1	0 4	1 9 7 7
		1 0		EQUIPMENT NO. 35	0 7 9 5	0 4	2 2 0 1
		1 0		EQUIPMENT NO. 36	0 7 9 9	0 4	2 2 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/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	0 8	2 5	1	0 3	0 1	2	A	0 1	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/14 (REV 2/69) CODE SHEET 7 OF 15

AIRCRAFT ____ OF ____ 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		1 0		EQUIPMENT NO. 37	0 8 0 3	0 4	2 5 9 9
16		1 0		EQUIPMENT NO. 38	0 8 0 7	0 4	2 6 1 1
		1 0		EQUIPMENT NO. 39	0 8 1 1	0 4	3 8 9 1
		0		EQUIPMENT NO. 40	0 8 1 5	0 4	3 0 0 6
		1 1		LOCATION IN AIRCRAFT	0 8 1 9	0 5	1 1 2 1
17		0 9		METHOD OF ESCAPE	0 8 2 4	0 3	9 8
		0 7		INTENT FOR ESCAPE	0 8 2 7	0 1	4
		0 7		EXIT USED	0 8 2 8	0 1	
		0 7		COCKPIT CONDITION	0 8 2 9	0 1	
		0 8		ORDER OF ESCAPE	0 8 3 0	0 2	
		0 9		REASON(S) FOR ESCAPE	0 8 3 2	0 3	
		0 8		COMMUNICATION PRIOR TO ESCAPE	0 8 3 5	0 2	
		1 0		NUMBER OF PREVIOUS ESCAPES	0 8 3 7	0 4	
		0 9		TERRAIN OF LANDING OR CRASH SITE	0 8 4 1	0 3	A
		1 3		AIRCRAFT ATTITUDE	0 8 4 4	0 7	
		0 8		AIRCRAFT ATTITUDE CONTINUED	0 8 5 1	0 2	
		1 4		EJT. TRAINING/LECTURES	0 8 5 3	0 7	0 6 0 5
18		1 4		EJT. TRAINING/FILMS	0 8 6 0	0 7	0 2
		1 4		EJT. TRAINING/ UNARMED SEAT	0 8 6 7	0 7	0 2 0 5
		1 4		EJT. TRAINING/ ARMED SEAT	0 8 7 4	0 7	0 5

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		0 9		JUMP/PARASAIL/OTHER SCHOOL ROLE	0 8 8 1	0 3	
		1 2		EGRESS DIFF. BEFORE PROB. 1 & 2	0 8 8 4	0 6	
		1 2		EGRESS DIFF. BEFORE PROB. 3 & 4	0 8 9 0	0 6	
		1 2		EGRESS DIFF. DURING PROB. 1 & 2	0 8 9 6	0 6	
		1 2		EGRESS DIFF. DURING PROB. 3 & 4	0 9 0 2	0 6	
		1 2		EGRESS DIFF. AFTER PROB. 1 & 2	0 9 0 8	0 6	
		1 2		EGRESS DIFF. AFTER PROB. 3 & 4	0 9 1 4	0 6	
		1 1		TIME FROM EMER. UNTIL ESCAPE ATTEM.	0 9 2 0	0 5	
		0 9		REASON FOR DELAY	0 9 2 5	0 3	
		1 1		TERRAIN CLEAR AT ESCAPE	0 9 2 8	0 5	
		1 1		TERRAIN CLEAR AT CHUTE OPENING	0 9 3 3	0 5	
		0 9		AIR SPEED	0 9 3 8	0 3	
		0 9		GROUND SPEED	0 9 4 1	0 3	
		0 7		CHUTE DID NOT OPEN	0 9 4 4	0 1	
		1 2		PROTECTIVE HELMET CHINSTRAP/VISOR	0 9 4 5	0 6	
		0 8		CHIN STRAP NAPE STRAP	0 9 5 1	0 2	
		0 8		ZERO LANYARD	0 9 5 3	0 2	
		0 7		AUTO LAP BELT RELEASE	0 9 5 5	0 1	
		1 0		ACFT. CANOPY REMOVAL	0 9 5 6	0 4	
		0 9		EJECTION	0 9 6 0	0 3	

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
	69	08	25	1	02	01	2	A	01	31

NAVSAFECEN 3759 1/10 (REV 2/69) CODE SHEET 8 OF 15

AIRCRAFT ___ OF ___ PERSONNEL 2 OF 2

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
01		13		FILE/SERVICE NO.	0 0 2 2	0 7	(b) (6) [redacted]
		13		NAME	0 0 2 9	0 7	(b) (6) [redacted]
		09		NAME (CONT)	0 0 3 6	0 3	ON
		07		RANK/RATE	0 0 3 9	0 1	4
02		07		BRANCH OF SERVICE	0 0 4 0	0 1	1
		07		STATUS	0 0 4 1	0 1	A
		07		INJURY	0 0 4 2	0 1	F
		07		DISPOSITION	0 0 4 3	0 1	F
		08		DAYS HOSPITALIZED	0 0 4 4	0 2	
		08		DAYS QUARTERS	0 0 4 6	0 2	
		08		DAYS GROUNDED	0 0 4 8	0 2	
		09		UNCONSCIOUS	0 0 5 0	0 3	
		08		AMNESIA	0 0 5 3	0 2	1
03		08		EXPOSURE/SHOCK	0 0 5 5	0 2	1
		13		INJURY NO. 1 BODY PART	0 0 5 7	0 7	[illegible]
		13		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	[illegible]
		13		INJURY NO. 1 CAUSE	0 0 7 1	0 7	[illegible]
04		13		INJURY NO. 2 BODY PART	0 0 7 8	0 7	[illegible]
		13		INJURY NO. 2 DIAGNOSIS	0 0 8 5	0 7	[illegible]
		13		INJURY NO. 2 CAUSE	0 0 9 2	0 7	[illegible]

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		13		INJURY NO. 3 BODY PART	0 0 9 9	0 7	
		13		INJURY NO. 3 DIAGNOSIS	0 1 0 6	0 7	
		13		INJURY NO. 3 CAUSE	0 1 1 3	0 7	
		13		INJURY NO. 4 BODY PART	0 1 2 0	0 7	
		13		INJURY NO. 4 DIAGNOSIS	0 1 2 7	0 7	
		13		INJURY NO. 4 CAUSE	0 1 3 4	0 7	
		13		INJURY NO. 5 BODY PART	0 1 4 1	0 7	
		13		INJURY NO. 5 DIAGNOSIS	0 1 4 8	0 7	
		13		INJURY NO. 5 CAUSE	0 1 5 5	0 7	
		12		LABORATORY TEST NO. 1	0 1 6 2	0 6	
		12		LABORATORY TEST NO. 2	0 1 6 8	0 6	
		12		LABORATORY TEST NO. 3	0 1 7 4	0 6	
		12		LABORATORY TEST NO. 4	0 1 8 0	0 6	
		12		LABORATORY TEST NO. 5	0 1 8 6	0 6	
		12		LABORATORY TEST NO. 6	0 1 9 2	0 6	
		12		LABORATORY TEST NO. 7	0 1 9 8	0 6	
		12		LABORATORY TEST NO. 8	0 2 0 4	0 6	
1		08		X RAY	0 2 1 0	0 2	25
		09		PRE EXISTING DISEASE NO. 1	0 2 1 2	0 3	
		09		PRE EXISTING DISEASE NO. 2	0 2 1 5	0 3	

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

2

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 8	2 5	1	0 3	0 1	2	H	0 2	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 9 OF 15

AIRCRAFT 1 OF 1 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
		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 INJURY NO. 3	0 2 3 8	0 5	
		1 1		ADDITIONAL INJURY NO. 4	0 2 4 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 1	0 2 4 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYISIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5	
Ø5		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	
		1 2		LEAVE INFO DATE LAST LEAVE	0 2 9 0	0 6	
		0 9		LEAVE INFO NO. OF DAYS/TYPE	0 2 9 6	0 3	
		1 2		DATE LAST PREV. FLIGHT	0 2 9 9	0 6	

CD. NO. 16 17	CU FWD.	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
Ø6		0 9		HOURS FLOWN LAST 24	0 3 0 5	0 3	Ø Ø 3
		0 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	Ø Ø 3
		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	Ø 1 Ø 1
		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	Ø 6 Ø Ø 6 Ø
Ø7		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	Ø 7 Ø 1 3 Ø
		0 9		HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3	Ø 6 Ø
		0 9		HOURS AWAKE PRIOR TO MISHAP	0 3 3 0	0 3	Ø 8 Ø
		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	Ø 7 Ø
Ø8		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	3 Ø
		1 2		PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6	A 1 2 6 4 1
		1 2		PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6	L Ø 4 6 7 1
		1 2		PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6	N Ø 4 6 7 1
Ø9		1 2		PHYSIOLOGICAL TRAINING NO. 4	0 3 5 6	0 6	G Ø 4 6 7 1
		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	2 9
		0 8		HEIGHT	0 3 7 6	0 2	6 9
		0 9		WEIGHT	0 3 7 8	0 3	1 6 9
1Ø		0 9		SITTING HEIGHT	0 3 8 1	0 3	3 6 3
		0 9		TRUNK HEIGHT	0 3 8 4	0 3	3 6 1

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
	6 9	0 8	2 5	1	0 3	0 1	2	A	0 2	

COMMON FIELDS TO ALL CARDS

(NAVSAFECEN 3750-1/12 (REV 2/69)) CODE SHEET 10 OF 15

AIRCRAFT ____ OF ____ 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
		0 9		FUNCTIONAL REACH	0 3 8 7	0 3	
5		0 9		BUTTOCK-KNEE LENGTH	0 3 9 0	0 3	2 3 0
		0 9		LEG LENGTH	0 3 9 3	0 3	4 3 1
11		0 9		SHOULDER WIDTH	0 3 9 6	0 3	1 2 0
		1 3		EQUIPMENT NO. 1	0 3 9 9	0 7	2 8 0 1 1 2 I
		1 2		EQUIPMENT NO. 1 CONTINUED	0 4 0 6	0 6	
		1 0		EQUIPMENT NO. 1 CONTINUED	0 4 1 2	0 4	
		1 3		EQUIPMENT NO. 2	0 4 1 6	0 7	1 7 0 1 4 2 N
		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	[illegible]
12		1 2		EQUIPMENT NO. 3 CONTINUED	0 4 4 0	0 6	4 2 N
		1 0		EQUIPMENT NO. 3 CONTINUED	0 4 4 6	0 4	
		1 3		EQUIPMENT NO. 4	0 4 5 0	0 7	[illegible]
		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	2 6 1 1 3 9 N
		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	
		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	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 8	2 5	1	0 3	0 1	2	A	0 2

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1(13 (REV 2/69)

CODE SHEET 11 OF 15

AIRCRAFT 1 OF 1

PERSONNEL 2 OF 2

CODED: 4 REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 3		EQUIPMENT NO. 13	0 6 0 3	0 7	
		1 2		EQUIPMENT NO. 13 CONTINUED	0 6 1 0	0 6	
		1 0		EQUIPMENT NO. 13 CONTINUED	0 6 1 6	0 4	
		1 3		EQUIPMENT NO. 14	0 6 2 0	0 7	
		1 2		EQUIPMENT NO. 14 CONTINUED	0 6 2 7	0 6	
		1 0		EQUIPMENT NO. 14 CONTINUED	0 6 3 3	0 4	
		1 3		EQUIPMENT NO. 15	0 6 3 7	0 7	
		1 2		EQUIPMENT NO. 15 CONTINUED	0 6 4 4	0 6	
		1 0		EQUIPMENT NO. 15 CONTINUED	0 6 5 0	0 4	
		1 3		EQUIPMENT NO. 16	0 6 5 4	0 7	
		1 2		EQUIPMENT NO. 16 CONTINUED	0 6 6 1	0 6	
		1 0		EQUIPMENT NO. 16 CONTINUED	0 6 6 7	0 4	
		1 3		EQUIPMENT NO. 17	0 6 7 1	0 7	
		1 2		EQUIPMENT NO. 17 CONTINUED	0 6 7 8	0 6	
		1 0		EQUIPMENT NO. 17 CONTINUED	0 6 8 4	0 4	
		1 3		EQUIPMENT NO. 18	0 6 8 8	0 7	
		1 2		EQUIPMENT NO. 18 CONTINUED	0 6 9 5	0 6	
		1 0		EQUIPMENT NO. 18 CONTINUED	0 7 0 1	0 4	
		1 3		EQUIPMENT NO. 19	0 7 0 5	0 7	
		1 2		EQUIPMENT NO. 19 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. 19 CONTINUED	0 7 1 8	0 4	
		1 3		EQUIPMENT NO. 20	0 7 2 2	0 7	
		1 2		EQUIPMENT NO. 20 CONTINUED	0 7 2 9	0 6	
		1 0		EQUIPMENT NO. 20 CONTINUED	0 7 3 5	0 4	
5		1 0		EQUIPMENT NO. 21	0 7 3 9	0 4	0 1 0 1
13		1 0		EQUIPMENT NO. 22	0 7 4 3	0 4	0 8 0 2
		1 0		EQUIPMENT NO. 23	0 7 4 7	0 4	0 9 0 1
		1 0		EQUIPMENT NO. 24	0 7 5 1	0 4	0 3 0 5
		1 0		EQUIPMENT NO. 25	0 7 5 5	0 4	1 2 0 1
14		1 0		EQUIPMENT NO. 26	0 7 5 9	0 4	1 3 0 4
		1 0		EQUIPMENT NO. 27	0 7 6 3	0 4	1 6 0 3
		1 0		EQUIPMENT NO. 28	0 7 6 7	0 4	1 7 0 3
		1 0		EQUIPMENT NO. 29	0 7 7 1	0 4	1 8 1 4
15		1 0		EQUIPMENT NO. 30	0 7 7 5	0 4	1 9 2 5
		1 0		EQUIPMENT NO. 31	0 7 7 9	0 4	1 9 0 4
		1 0		EQUIPMENT NO. 32	0 7 8 3	0 4	1 9 2 9
		1 0		EQUIPMENT NO. 33	0 7 8 7	0 4	1 9 1 7
16		1 0		EQUIPMENT NO. 34	0 7 9 1	0 4	2 1 0 1
		1 0		EQUIPMENT NO. 35	0 7 9 5	0 4	2 2 0 1
		1 0		EQUIPMENT NO. 36	0 7 9 9	0 4	2 5 9 9

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/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	0 8	2 5	1	0 3	0 1	2	A	2 2	

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/14 (REV 2/69) CODE SHEET 12 OF 15

AIRCRAFT 1 OF 1 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
		1 0		EQUIPMENT NO. 37	0 8 0 3	0 4	3 0 0 6
17		1 0		EQUIPMENT NO. 38	0 8 0 7	0 4	0 6 0 3
		1 0		EQUIPMENT NO. 39	0 8 1 1	0 4	2 2 0 6
		0		EQUIPMENT NO. 40	0 8 1 5	0 4	
		1 1		LOCATION IN AIRCRAFT	0 8 1 9	0 5	1 3 2 1 1
		0 9		METHOD OF ESCAPE	0 8 2 4	0 3	1
18		0 7		INTENT FOR ESCAPE	0 8 2 7	0 1	
		0 7		EXIT USED	0 8 2 8	0 1	
		0 7		COCKPIT CONDITION	0 8 2 9	0 1	
		0 8		ORDER OF ESCAPE	0 8 3 0	0 2	2
		0 9		REASON(S) FOR ESCAPE	0 8 3 2	0 3	3
		0 8		COMMUNICATION PRIOR TO ESCAPE	0 8 3 5	0 2	0
		1 0		NUMBER OF PREVIOUS ESCAPES	0 8 3 7	0 4	
19		0 9		TERRAIN OF LANDING OR CRASH SITE	0 8 4 1	0 3	A
		1 3		AIRCRAFT ATTITUDE	0 8 4 4	0 7	G U R
		0 8		AIRCRAFT ATTITUDE CONTINUED	0 8 5 1	0 2	
		1 4		EJT. TRAINING/LECTURES	0 8 5 3	0 7	1 5 0 0 0 0 0
		1 4		EJT. TRAINING/FILMS	0 8 6 0	0 7	1 1 1 0 0 0 0
20		1 4		EJT. TRAINING/ UNARMED SEAT	0 8 6 7	0 7	0 0 0 0 0 1 0
		1 4		EJT. TRAINING/ ARMED SEAT	0 8 7 4	0 7	0 0 1 0 0 1 0

CD. NO. 16 17	CU. FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		0 9		JUMP/PARASAIL/OTHER SCHOOL ROLE	0 8 8 1	0 3	1
		1 2		EGRESS DIFF. BEFORE PROB 1 & 2	0 8 8 4	0 6	
		1 2		EGRESS DIFF. BEFORE PROB 3 & 4	0 8 9 0	0 6	
		1 2		EGRESS DIFF. DURING PROB 1 & 2	0 8 9 6	0 6	
		1 2		EGRESS DIFF. DURING PROB 3 & 4	0 9 0 2	0 6	
		1 2		EGRESS DIFF. AFTER PROB 1 & 2	0 9 0 8	0 6	
		1 2		EGRESS DIFF. AFTER PROB 3 & 4	0 9 1 4	0 6	
		1 1		TIME FROM EMER. UNTIL ESCAPE ATTEM	0 9 2 0	0 5	2 5
		0 9		REASON FOR DELAY	0 9 2 5	0 3	1
21		1 1		~~TERRAIN CLEAR~~ AT ESCAPE	0 9 2 8	0 5	0 3 0 0 0
		1 1		TERRAIN CLEAR AT PICHT OPENING	0 9 3 3	0 5	0 1 5 0 0
		0 9		AIR SPEED	0 9 3 8	0 3	2 7 5
		0 9		GROUND SPEED	0 9 4 1	0 3	
		0 7		PICHT DID NOT OPEN	0 9 4 4	0 1	
		1 2		PROTECTIVE HELMET CHINSTRAP/VISOR	0 9 4 5	0 6	1 1 1 1 1 1
22		0 8		CHIN STRAP NAPE STRAP	0 9 5 1	0 2	1 1
		0 8		ZERO LANYARD	0 9 5 3	0 2	
		0 7		AUTO LAP BELT RELEASE	0 9 5 5	0 1	
		1 0		ACFT. CANOPY REMOVAL	0 9 5 6	0 4	1 1 1 2
		0 9		EJECTION	0 9 6 0	0 3	1 1 2

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

6

I.D. Number	69	08	25	1	03	01	2	P	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 3750-1/15 (REV 2/69)

CODE SHEET 13 OF 15

AIRCRAFT 1 OF 1 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
1		10		BODY POSITION	0963	04	0111
23		09		SEAT POSITION/SEPAR TYPE SEPARATION	0967	03	313
		12		Parachute Data Deploy/Open Shock/Oscillat	0970	06	1 000
		10		PARACHUTE DAMAGE	0976	04	
		10		PARACHUTE DAMAGE CAUSE	0980	04	
		07		DIRECTION FACED AT CHUTE LANDING	0984	01	1
		11		LANDING CONDITIONS (WEIGHT-WINDS)	0985	05	00012
24		09		DRAGGED BY CHUTE DISTANCE DRAGGED	0990	03	1
		10		LANDING POSITION	0993	04	1221
		09		DEPLOYED BEFORE LANDING	0997	03	111
		07		CANOPY DEFLATION POCKETS	1000	01	1
		11		SURVIVAL TRAINING SWIM	1001	05	
		11		SURVIAL TRAINING DILBERT DUNK	1006	05	
25		11		PARACHUTE DRAG	1011	05	
		11		SURVIVAL TRAIN IMMERSED COCKPIT	1016	05	0461
		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
5		11		SURVIVAL TRAINING GENERAL	1046	05	01659
		13		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1051	07	6307506
26		10		CONDITION AT SITE CONT. (WAVES)	1058	04	05
		10		CONDITION AT SITE CONT. (TERRAIN WEATHER)	1062	04	A 1
		11		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1066	05	00002
		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	00022
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1084	04	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1088	04	
27		11		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1092	05	00172
		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	00012
		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	00252
		10		TIME LAPSE MISHAP TO RESCUE COMPLETE	1123	04	0050
28		10		TIME IN WATER	1127	04	0005
		10		TIME IN RAFT	1131	04	0020

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

NAVSAFECEN 3750 1/16 (REV 2/69)

CODE SHEET 14 OF 15

AIRCRAFT 1 OF 1 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 8	2 5	1	0 3	0 1	2		0 2	

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN. TAPE POS	FLD SIZE	CODES
5		1 2		RESCUE VEHICLES DISTANCE TO SCENE	1 1 3 5	0 6	0 2 0
		1 3		RESCUE VEHICLE/PERS.	1 1 4 1	0 7	1 3
29		1 2		RESCUE VEHICLE /PERSONNEL CONT.	1 1 4 8	0 6	0 5 0 2 1
		1 0		OTHER VEHICLES/PERSONNEL	1 1 5 5	0 4	
		1 0		OTHER VEHICLES/PERSONNEL	1 1 5 9	0 4	
		1 0		STAND-BY/BACK UP VEHICLES	1 1 6 3	0 4	1 2
		1 0		NO. SEARCH/RESCUE HRS. ACTUAL RESCUE \ EH	1 1 6 7	0 4	0 0 5 7
		1 0		TOTAL SEARCH/RESCUE HRS – ALL VEHICLES	1 1 7 1	0 4	0 0 5 8
30		1 0		RESCUE EQUIPMENT USED	1 1 7 5	0 4	2 2
		1 0		RESUCE EQUIPMENT USED	1 1 7 9	0 4	
		1 0		RESCUE ALERT MEANS	1 1 8 3	0 4	J
		0 8		ALERTING/COMMUNICATIONS PROBLEMS	1 1 8 7	0 2	2
		0 8		DEPARTURE DELAYS	1 1 8 9	0 2	
		0 8		PROBLEMS ENROUTE	1 1 9 1	0 2	
		1 0		PROBLEMS LOCATING (OR KEEPING IN SIGHT)	1 1 9 3	0 4	
		1 2		LOCATOR MEANS	1 1 9 7	0 6	2 5 3 6
		1 0		LOCATOR MEANS CONT.	1 2 0 3	0 4	
		1 2		SURVIVORS PROBLEMS	1 2 0 7	0 6	
		1 0		SURVIVORS PROBLEMS CONT.	1 2 1 3	0 4	
		1 0		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1 2 1 7	0 4	

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 2		RESCUE PROBLEMS	1 2 2 1	0 6	
		1 0		RESCUE PROBLEMS CONT.	1 2 2 7	0 4	
		1 0		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1 2 3 1	0 4	
		1 2		RESCUE PROBLEMS	1 2 3 5	0 6	
		1 0		RESCUE PROBLEMS CONT.	1 2 4 1	0 4	
		1 0		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1 2 4 5	0 4	
		1 2		RESCUE PROBLEMS	1 2 4 9	0 6	
		1 0		RESCUE PROBLEMS CONT.	1 2 5 5	0 4	
		1 0		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1 2 5 9	0 4	
		1 2		RESCUE PROBLEMS	1 2 6 3	0 6	
		1 0		RESCUE PROBLEMS CONT.	1 2 6 9	0 4	
31		0 8		SURVIVORS CONDITION	1 2 7 3	0 2	1 A
		1 2		FACTORS HELPFUL TO RESCUER	1 2 7 5	0 6	1 2 4 7
		1 3		SOCIAL SECURITY NO.	1 2 8 1	0 7	
		0 8		SOCIAL SECURITY NO. (CONT.)	1 2 8 8	0 2	
		0 7		FORM	1 2 9 0	0 1	L

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

I.D. Number	69	08	25	1	03		3	A	15	
	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 15 OF 15

CODED: [illegible] 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
01	PLT ON REFAMILIARIZATION FLT APPARENTLY OVER REACT
02	ED IN A DIVE RECOVERY & STALLED THE ACFT. IT [illegible]
03	ASSUMED AN INVERTED NOSE DOWN ATTITUDE AT AN ALT O
04	F 3M FT. THE INSTRUCTOR PLT CALLED FOR EJT BUT
05	THERE WAS NO RESPONSE FROM PLT. THE INSTRUCTOR EJT
06	& WAS RESCUED WITH MINOR INJ. THERE WAS NO
07	ATTEMPT BY PLT TO EJT & HE WAS LOST WITH THE ACFT.
08	THE MOR DOES NOT INDICATE ANY MEDICAL FACTORS
09	WHICH WOULD EXPLAIN THE LACK OF TTT ATTEMPT. IT IS
10	THEORIZED THAT THE PLT, WHO WAS TO BECOME AN AIR
11	WING COMMANDER, MAY HAVE STAYED WITH THE ACFT IN A
12	FUTILE ATTEMPT TO RECOVER
13	EJT OCCURRED AT APPROX 3M FT 275 KTS. EJT SEQ
14	AS ADVERTISED. WELL PLANNED & EFFECIENT HELO
15	RESCUE USING BILLY PUGH NET.
16	
17	
18	
19	
20	

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

111A2/kg
3750/2
Ser 2958
22 Dec 1969

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Fighter Squadron ONE TWO ONE

Subj: VF-121 AAR ser 1-70A concerning F-4J BuNo 153794 accident occurring 25 August 1969, pilot CHAMBERS

1. The subject report and all endorsements have been reviewed. Concur with the conclusions 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--TECHNIQUE:

(1) Induced uncontrolled flight.

*(2) Improper recovery from a departure.

*Primary

W. CARMAN
By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
COMRCVW-12
NAVPRO ST LOUIS
COMNAVAIRTESTCEN
CO NAVAERORECOVFAC

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

HW 1237
INITIAL/CODE

AERO-MED DEPARTMENT: To Dr. H

82/ Good AHK! Concur & command ejection from I.P. seat.

83 No additional comment

INITIAL/CODE

NAVSAFECEN 3750-9(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		
	5-121 [redacted]	advance coded	DZ 10-24-69
	511 / 11/19/69	ORIGINAL REC'D PS	/
511	512D / 7-7-70	Final review completed and	/
	/	document ready for the closed	/
	/	file [signature]	/
	/		/
	/		/
	/		/
	/	CLOSED	/
	08 JUL 1970		/
	/		/
	/		/
	/		/
	/		/
	/		/

NAVSAFECEN 3750-10 Rev. 3/69)

UNIT VF-121
MODEL F4J
BUNO 153794

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING:
	M&M		12-11-69		
	LSD				

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:
REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NAVSAFECEN 29 DEC 1969
EXTENSIONS

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER-DEPT ROUTING
AAD	12 Dec		13 Dec 69	dm	

NAVSAFECEN ENDORSEMENT ROUTING

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

ROUTING AFTER CLOSE-OUT

DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING
LSD				

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.

RESCUE REPORT
OPNAV FORM 3750-12 (3-63)

SPECIAL [redacted] TAG REQUIRED IN ACCORDANCE WITH OPNAVINST INSTRUCTIONS: SEE REVERSE

Chambers 8-25 1489
OPNAV REPORT CONTROL SYSTEM

1. FROM
Commanding Officer, FITRON 121

2. DATE OF MISHAP: 25 AUG 69
2A. DATE OF RESCUE: 25 AUG 69

3. LOCATION AND DATE OF RESCUE VEHICLE
310° Radial, Training mission with USS HIGBEE

4. RESCUE VEHICLE (Type/model)
SH-3D

5. NUMBER OF PERSONNEL
5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 6
5B. TO BE RESCUED: 1
5C. RESCUED: 1

6. RESCUE BACK UP AGENCY
COAST GUARD

7. TIME SEQUENCE OF EVENTS (Local Date Time Group)

7A. Alert Received	Method: UHF GUARD Frequency
1415	
7B. Vehicle Reported	Position to Scene
1417	Approximately 24 miles
7C. Decision Scene	Search Required
1437	Yes, for second pilot (not recovered)
7D. Located/Survivor	Method of Locating
1437	Visual/Smoke flare
7E. Began Retrieval	What Was Sighted First
1438	Survivor in raft
7F. Ended Retrieval	Subsequently
1440	
7G. Survivor(s) Disembarked	Location (If different from Item 3)
1513	NAS Miramar

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	8B. AIR TEMPERATURE	WIND VELOCITY
69 °F	73 °F	5-8

8C. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION
Smooth, Swell West 5ft, Open Sea

9. EQUIPMENTS ACTUALLY USED DURING RESCUE
"Billie Pugh" rescue net

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical conditions, ignorance of equipment, sea state, etc.)
(b) (6) [redacted]	Aircraft ejection	NONE

12. REMARKS (Training of rescue team or crew, communication equipment/techniques, retrieval equipment/techniques, rescue vehicle)

Both parties (Rescue team and survivor) specifically gave a "well done" to each other. All personnel involved were apparently well trained in their respective tasks.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICER
(b) (6) [redacted] Senior Member AAR Board

15. NAME AND TITLE OF FORWARDING OFFICIAL
HALLELAND H. L. Commanding Officer, FITRON 121

SIGNATURE OF FORWARDING OFFICIAL: (b) (6) [redacted]

3750
Ser 80/ 8995

10 NOV 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on VF-121 AAR ser 1-70A concerning F-4J
BuNo 153794 accident occurring 25 Aug 69, pilot CHAMBERS

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

Subj: VF-121 AAR ser 1-70A

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, and in the remarks contained in subsequent endorsements.

2. Recommendations contained in this report are within the purview of the reporting custodian.

3. Based on the contents of enclosure (2), the evidence tends to support pilot causal factor in this accident.

R A Volpi
R. A. VOLPI
Force Safety Officer

Copy to:
NAVAIRSYSCOMHQ
COMREDATKCARAIRWING TWELVE
COMFAIRMIRAMAR
CO FITRON ONE TWO ONE
NAVPLANTREPO ST LOUIS
CO NAVAERORECOVFAC EL CENTRO
DIR AFIP
COMNAVAIRTESTCEN

ORIGINAL

80
3750
Ser 1144
21 OCT 1969

THIRD ENDORSEMENT on VF-121 serial 1-70A concerning F4J BuNo 153794, accident occurring 25 August 1969, pilot CHAMBERS

From: Commander Fleet Air Miramar
To: Commander, Naval Safety Center
Via: Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report serial 1-70A; forwarding of

1. Forwarded, concurring in the comments and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements.

2. The 19 unit angle of attack recovery referred to in the first endorsement had been submitted as a NATOPS change prior to this mishap. Although not mentioned, VF-121 instructions for recovery from departed flight include to "unload" prior to establishing 19 units.

C. N. Conatsen

C. N. CONATSEN

Copy to:
NAVAIRSYSCOMHQ (AIR 09E)
COMNAVSAFSCEN (2)
COMSUVW-12
VF-121
NAVPLANTREPO, STL
DIR AFIP
NATC PAXRIV
NAVAEROSPACERECFAC EL CENTRO

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGIN

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

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COMRCVW-12:bdp
3750
Ser 80/791
8 October 1969

SECOND ENDORSEMENT on VF-121 Accident serial 1-70A, concerning F4J BuNo 153794 of 25 August 1969, Pilot CHAMBERS

From: Commander Readiness Attack Carrier Air Wing TWELVE
To: Commander, Naval Safety Center
Via: (1) Commander Fleet Air, Miramar
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report serial 1-70A

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board, as modified by the remarks of the first endorser.

2. Seldom in reconstructing the events leading to an accident in Naval Aviation are we fortunate enough to have an expert witness available who was actually in the aircraft prior to the mishap. I have personally interviewed LT [redacted] with regard to the chain of events leading up to this accident. His precise debrief leaves no doubt in this endorser's mind that the cause of the accident has been accurately recorded by the Accident Board.

3. As to the reason for CDR CHAMBERS failure to eject prior to impact, one can only speculate. COMRCVW TWELVE concurs with the first endorser's paragraph 4, in that there was little likelihood of a malfunction of the Martin Baker H-7 ejection seat. Logically, it then follows that pride in airmanship coupled with uncertainty of altitude, resulted in CDR CHAMBERS passing the point of extremis. Procedural changes as set forth in the first endorsement will prevent this happening in the future.

4. The Accident Board and first endorser are to be commended for their thorough investigation and analysis of this accident.

5. All recipients of this AAR are requested to make the following changes:

✓ a. Page 1, Section A block 16, add, "P".

✓ b. Page 1, Section A block 18, add, "and crashed at sea".

Corrections Served 11-5-69.

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc
3750

c. Page 1, Section A block 19, change "S.L. 11,500 TERRAIN 11,500" to read "S.L. 0 TERRAIN 0".

L. C. PAGE, JR.

Copy to:
NAVAIRSYSCOMHQ (AIR 09E)
COMNAVSAFECEN (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
CO NAVAEROSPACERECFAC, EL CENTRO
NAVPLANTREPO, STL
CO FITRON 121
COMNAVAIRTESTCEN, PAXRIV
INSTITUTE OF PATHOLOGY

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

ORIGINAL

VF-121/HLH:gac
3750
Ser 1615
24 SEP 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH CPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on VF-121 AAR serial 1-70A regarding F4J BUNO 153794 of 25 August 1969, pilot: CDR J. J. CHAMBERS.

From: Commanding Officer, Fighter Squadron ONE TWENTY-ONE
To: Commander Naval Safety Center
Via: (1) Commander Readiness Attack Carrier Air Wing TWELVE
(2) Commander Fleet Air Miramar
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 AAR serial 1-70A

1. Forwarded, concurring with the conclusions and recommendations of the board, subject to the following comments.

2. This instructional sortie was completely briefed by one of VF-121's best and most experienced Tactics Instructors. Special emphasis was placed on the possibilities of a departure being encountered while operating at the edge of the envelope and the characteristics of a departure along with the proper procedures to employ for recovery from the ensuing unusual attitude were fully briefed. CDR CHAMBERS' reaction to this portion of the brief was one of professional curiosity, thoroughly reflecting his test pilot background. It should also be noted that CDR CHAMBERS had extensive experience in all types of carrier aircraft, including two combat tours as XO/CO of an F4 squadron. In view of this experience it is difficult to account for the multiple departures to an extremum situation and the eventual tragic termination of the flight. CDR CHAMBERS' responses to LT (b) (6) [redacted] instruction during the first two departures indicate he was fully in command of his faculties during this period and up to the time of LT (b) (6) [redacted] ejection. Although it is also only conjecture, a possibility does exist that after CDR CHAMBERS initiated the proper recovery procedures for the second departure, then, due to his extensive experience, he transferred his attention from his instruments to outside the cockpit and inadvertently pulled into the third departure. The characteristic maneuvers described in the third departure are associated with an aileron input and excessive angle of attack. The 19 unit angle of attack, wings level recovery is the most effective and efficient way to recover from a departure situation. Although the aircraft will fly up to 30 units with wings level, any aileron input reduces this margin. Considering the speed of the first departure, 280-320 knots, it can be assumed that the speed was also slow during the initial portion of the second recovery. The ease of exceeding stabilator inputs unless strict attention is paid to the angle of attack instrument is a well known fact within the F4 community. Although it is conjecture with regards to this accident, this recovery procedure will receive additional emphasis in all phases of the flight syllabus and all briefing guides will be amended to reflect

ORIGINAL

this increased emphasis.

3. A continuing review and updating of all portions, with an emphasis on tactics training, of the syllabus has resulted in a carefully monitored training program designed to introduce and make the student proficient in employing the aircraft to its limits. As he becomes more confident and proficient he is then introduced to basic and then advanced air to air combat techniques. The validity of this approach and the necessity for this syllabus is not considered to have been faulted by this accident. After an extensive and thorough review of the tactics syllabus and the STP the following changes/additions have been incorporated:

a. On flights PP-1 and 2 (FAM), PW-2 (initial conventional weapons bombing) and PT-2 (student tactics demo) the command ejection selector valve will be set with the command position in the rear cockpit under the control of the instructor pilot.

b. During all tactics engagements, the first aircraft to reach minimum altitude will immediately transmit over UHF the following: "Minimum altitude, Knock it off," and immediately initiate a recovery to above the base altitude.

c. During any phase of flight where maximum changes of altitude are made, i.e. Tactics, Conventional Weapons and especially during departures or uncontrolled flight whenever the base altitude has been broken, the rear seat occupant will keep a running commentary going between both cockpits, keeping the pilot informed of his altitude in thousands of feet. This will continue until full recovery has been affected and the base altitude has been regained.

d. In an effort to receive maximum benefit from training while remaining within acceptable safety parameters, all engagements during tactics flights PT-1 through PT-5 will be immediately terminated following a departure from aerodynamic flight which exceeds either singly or both 20 degrees nose down or 135 degrees angle of bank. An immediate call will be made to knock it off and a recovery will be made to above base altitude. In addition, two consecutive departures even though not exceeding the above parameters, will dictate immediate disengagement and a recovery will be made to above base altitude. A reengagement will not be affected in these cases until a thorough debrief has been given by the instructor pilot/NFO.

4. This endorser does not fully concur with the support for the explanation as stated in PART VIII paragraph (b) (2). The front cockpit negative pressure with rear canopy gone is associated with high speed ejections, i.e. above 500 KCAS or .8 mach. The ejection speeds in this accident were well below those values and normal front canopy separation should have occured if ejection sequencing was initiated and normal. There is no known history of sequence interruption following rear canopy separation other than the negative pressure problem just discussed. Unsuccessful egress has resulted with the F4 sequence

system but was due to ejection being initiated outside the envelope and/or inside the required time delay.

5. It is the policy and purpose of this command to not only instruct but also to continually review all rules regarding flight and the capabilities of the aircraft and its related systems. Continued and increased emphasis will be placed in all of these most vital areas.

6. The Aircraft Accident Board's Seniority requirements in the case of CDR (b)(6) [redacted] have been waived by Commander Fleet Air Miramar.

7. FITRON 121's last accident prevention survey was completed on 14 May 1969.

H. L. HALLELAND

Copy to:
NAVSAFCEN (2)
NAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMFAIRMIRAMAR
COMRCVW-12
NAVPLANTREPO STL
NATC PAX RIV
CONAVAEROPCVFAC ELC

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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

SPECIAL HANDLING REQUIRED in accordance with Para 6A, OPNAV INSTRUCTION 3750.6, effective [illegible]

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD PRESIDENT NAME: C. O. FITRON 121
2. SERIAL NO.: 1-70A
3. DTG (LOCAL) OF MISHAP: 2514172 AUG 69
4. MODEL AIRCRAFT: F-4J
5. BUREAU NUMBER: 153794
6. TO: Commander, Naval Aviation Safety Center
7. VIA:
   C. O. FITRON 121
   COMCVW-12
   COMFAIR MIRAMAR
   COMNAVAIRPAC
8. LOCATION OF MISHAP: 2505/35 Miramar CH 33
9. TIME OF DAY: 14172 (day)
10. TIME IN FLIGHT: 0+25
11. FLIGHT CODE: 1A6
10. GAINSE: ALPHA
14. CLEARED FROM NAS Miramar TO NAS Miramar
15. TYPE CLEARANCE: LOCAL
16. AIRSPEED: 280-320 kts
17. A/C WEIGHT: 38,500 lb.
18. BRIEF DESCRIPTION OF MISHAP: Aircraft departed from controlled flight, and crashed on [illegible]
19. ELEVATION AT TIME OF MISHAP: 0 s. ~~11,500~~ TERRAIN ~~11,500~~
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)

Ejection Seat 11/5/69 per Accid Inv. JS.

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR
X	1 PILOT ERROR IN TECHNIQUE/ACCIDENT		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 PILOT(S) (Specify)		19 DESIGN PROVE EQUIPMENT
	4 PILOT OTHER (Specify)		12 ADMINISTRATIVE		20 DESIGN OTHER (Specify)
	5 CREW		13 HAZARDS PRIMARY TO PERSON INJURY (Specify)		21 ROLLING/PITCHING DECK ROUGH SEAS
	6 MAINTENANCE PERSONNEL		14 HAZARDS PRIMARY TO A/C (Specify)		22 MATERIAL FAILURE/MALFUNCTION
	7 MAINTENANCE SUPERVISORY PERSONNEL		15 HAZARDS PRIMARY TO ARRESTING GEAR (Ship or Field)	X	23 UNDETERMINED Unsuccessful recovery
	8 SUPERVISORY OTHER (Specify)		16 HAZARDS OTHER (Specify)		24 OTHER (Specify)

1 NAME (Last, first, & middle initial) PILOT (at controls at time of mishap)	2 [illegible]	3 [illegible]	4 [illegible]	5 [illegible]	6 [illegible]	7 [illegible]	8 [illegible]	9 [illegible]	10 [illegible]
CHAMBERS, John J.	CDR	[redacted] (b)	1330	[illegible]	41	17	student	front cockpit	A
CO-PILOT (Identify & submit separate page 1)									

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11 ALL MODELS		3839	17 ON LANDING SIGNAL OFFICER	ALL	383 / 78
				IN MODEL	177 / 46
12 ALL MODELS IN LAST 12 MONTHS		150	18 PILOT LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	102 / 103
				IN MODEL	47 / 59
13 ALL MODELS IN LAST 3 MONTHS		100	19 INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	3 / 4
				IN MODEL	1 / 2
14 ALL SERIES THIS MODEL	A/C	635	20 NIGHT HOURS LAST 3 MONTHS	ALL	30 /
	OPT CPT			IN MODEL	9 /
15 ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	44	21 TOTAL HOURS IN ACTS OF [illegible] AND HOURS (if two mishap)	2969	
	OPT CPT	0 / 3	22 LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	14 AUG 69
16 ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	44		DURATION	0.9
	OPT CPT	0 / 3	23 PYRE INSTRUMENT CARD		SPECIAL
23 DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		1 1 JAN 1967			

OTHER PERSONNEL

#	25 NAME (Last, first, & middle initial)	26 [illegible]	27 [illegible]	28 [illegible]	29 [illegible]	30 [illegible]	31 [illegible]	32 [illegible]	33 [illegible]

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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 within*

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
C. O. FITRON 121	1-70A	251417T AUG 69	F-4J	153794

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP

10. DAMAGE

7. VIA:

8.

11. TIME OF DAY

12. TIME IN FLIGHT

13. FLIGHT CODE

14. CLEARED FROM: TO:

15. TYPE CLEARANCE

16. AIRSPEED

17. A/C WEIGHT

18. BRIEF DESCRIPTION OF MISHAP

19. ELEVATION AT TIME OF MISHAP

S.L. TERRAIN

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)

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 (GCA, CCA, 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)

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. DATE/DAY	3. FLY SERVICING	4. SERIAL NO.	5. BRANCH OF SERVICE	6. AGE	7. HOURS OF DAY	8. BILLET	9. POSITION	10. PILOT CODE
PILOT [redacted] (b) (6)	LT	[redacted] (b)	1310	USN	29	3	INSTRUCTOR PILOT	AFT COCKPIT	F
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		1280	17. CV LANDINGS DAY/NIGHT	ALL	202 / 57
				IN MODEL	195 / 57
12. ALL MODELS IN LAST 12 MONTHS		303	18. FCLP LANDINGS LAST 5 MONTHS DAY/NIGHT	ALL	- / -
				IN MODEL	- / -
13. ALL MODELS IN LAST 3 MONTHS		89	19. INSTRUMENT HOURS LAST 5 MONTHS ACTUAL/SIMULATED	ALL	5 / -
				IN MODEL	3 / -
14. ALL SERIES THIS MODEL	A/C	917	20. NIGHT HOURS LAST 3 MONTHS	ALL	5 / -
	OFT/CPT	1 / 7		IN MODEL	5 / -
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	245	21. TOTAL HOURS IN ACTS (8 per mishap)		1230
	OFT/CPT	0 / 2			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	89	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	21 AUG 69
	OFT/CPT	0 / 0		DURATION	1.1
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		14 August 1969	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. DAY	27. DAMAGE RATE	28. BRANCH OF SERVICE	29. FLY SERVICE NO.	30. UNIT	31. BRANCH	32. BILLET	33. POSITION

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

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

OPNAV REPORT 3750-1

A. A/C HISTORY

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

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 OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. FOR/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/BMEP	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. AMPEUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ *Info BASIC on DIR reports. See para. 88 OPNAVINST 3750.6E*
3. OTHER Preliminary MSG RPT 260136Z AUG 69
4. Supplementary MSG RPT 262318Z AUG 69

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AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 4

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

OPNAV REPORT 3750-1

G. 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 BRIDLE AND BRIDLE ARRESTER	

10. CATAPULT/ARRESTING GEAR BULLETINS OR NORDGRAMS 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.)	RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify on landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	2. DAY HOURS/LANDINGS SINCE DEPLOYMENT	3. DAY HOURS/LANDINGS LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
3. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	4. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	5. 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
0	15				

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS
I	C	14	Previous OPT/CPT records not available.
I	C	23	In accordance with COMNAVAIRPAC INST 3510.4D (6 FEB 1969) para 9B, page 4, RCVW students are not considered NATOPS qualified until completion of RCVW training. CDR CHAMBERS completed 44 hours, approximately 75% of his scheduled F4 syllabus.

2. COPY DISTRIBUTION

200 NAV	SAFTEN DIRECT (AAR)
	NAVAIRSYSCOM (AIR-09E) ✓
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	COMRCVW-12 ✓
	NAVPLANTREPO STL ✓
	NATC PAX RIV ✓
	CONAVAEROROVFAC ELC ✓

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	0	0	16 September 1969

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER	2. MEMBER	3. MEMBER
CDR [redacted] (b) (6) PCOMCVW-11 UNIT BILLET	[redacted] (b) (6) AVIATION SAFETY UNIT BILLET	LT [redacted] (b) (6) TACTICS INSTRUCTOR 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.

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PART V - THE ACCIDENT

The PT-2 tactics flight was briefed at 1215T on 25 August 1969 for a scheduled 1400T launch. LT (b) (6) the flight leader, conducted the briefing. The flight consisted of NJ-168 (BUNO 153704) with CDR CHAMBERS (PCAW IN-TRAINING) in the front cockpit and LT (b) (6) (TACTICS INSTRUCTOR) in the rear, and NJ-108 with LCDR (b) (INSTRUCTOR UNDER TRAINING) in the front cockpit and LT (b) TACTICS INSTRUCTOR) in the rear cockpit. This was to be the first advanced tactics flight for CDR CHAMBERS and LCDR (b) the PT-1 (rear cockpit demonstration flight) having been waivered for both pilots due to prior experience in the F-4. The brief was exceptionally thorough in all respects and much more detailed than usual with regard to handling the F-4 at the limits of the flight envelope due to the waivered PT-1. CDR CHAMBERS requested that LT (b) (6) talk him through the maneuvers on the ICS because he had not flown for eleven (11) days. 10,000 feet MSL was briefed as the minimum maneuvering altitude.

Pre-flight, taxi and engine run-up were normal. CDR CHAMBERS led a section take-off in NJ-168 with LCDR (b) on his wing at 1350T from NAS Miramar. CDR CHAMBERS retained the lead for the initial part of the flight while NJ-108 flew combat spread, which includes hard offensive turns (inplace, cross, and splits). The lead was switched and CDR CHAMBERS flew through the same maneuvers. NJ-108 then took a perch position for offensive maneuvers against NJ-168 which was to be utilized as bogie. The bogie was restricted to basic engine and level turns at 15,000 feet MSL during the maneuvering. LCDR (b) made a perch initiated pass and utilized a yo-yo, barrel roll and lag pursuit to maintain the offensive position. From the lag pursuit position an overshoot was induced, as prebriefed, and both aircraft commenced a flat, level scissors, breaking it off after six (6) reversals. The lead was switched and CDR CHAMBERS made his perch initiated pass against NJ-108 with the same restrictions on the bogie as previously stated. CDR CHAMBERS performed a good yo-yo and barrel roll attack, however coming out of the barrel roll and while attempting to induce the overshoot he allowed too much angle off on the bogie, and the rolling scissors as prebriefed, was not started from optimum conditions. The vertical rolling scissors was entered, but after 2½ turns nose high at 280-320 KTS at approximately 12,500 feet, and while attempting to pull the aircraft to the right, NJ-168 departed to the left. CDR CHAMBERS recovered, following LT (b) (6) instructions, in a wings level 10° dive. He acknowledged the instructions by stating "OK, got it." The aircraft's nose then came up followed by a right roll back toward NJ-108 at approximately 10,500 feet when the aircraft departed to the left a second time, stabilizing 40°-50° nose down, 90°-120° left wing down. LT (b) (6) again gave recovery instructions. The aircraft came wings level at 6,000 feet and started nose up. After approximately 10° of nose rise the aircraft departed a third time, rolled inverted to the right, 80° nose down passing 5,000 feet. At this point LT (b) (6) very surprised, told the Commander to eject three times. LT (b) (6) then pulled the face curtain to near the canopy detent and waited for the Commander to eject them (Martin Baker H-7 sequence ejection system).

When CDR CHAMBERS did not respond or reply, LT (b) (6) ejected himself at approximately 3,000 feet AGL.

Ejection sequence and water entry were normal for LT (b) (6) During the descent he observed the aircraft crash, looked for CDR CHAMBERS' parachute (observed none) and checked his own survival gear. Following water entry and after entering his raft, LT (b) (6) paddled among the aircraft debris looking for signs of CDR CHAMBERS, his ejection seat, or flight gear. None was found. After approximately 15 minutes in the water a HS-4 helicopter, NT-314 arrived on the scene and picked up LT (b) (6) They remained on scene for approximately 10-15 minutes searching with one other Navy and two Coast Guard helicopters prior to departing for NAS Miramar. This series of events is derived from enclosures (2), (3), (4), (5), (6) and (7).

PART VI - THE DAMAGE

F4J BUNO 153794 sustained ALPHA damage as a result of water impact at a location approximately 250°, 35 miles from NAS Miramar (32°46' N 117°50'W). Salvage was neither attempted nor feasible due to the extreme water depth (1,000-1,200).

PART VII - THE INVESTIGATION AND ANALYSIS

The crash scene was thoroughly searched by both air and surface units. All floating debris was recovered, as feasible, and was typical for aircraft water impacts of this nature. It revealed no new evidence to the accident board.

The command ejection valve in the rear cockpit was in the normal (closed) position during the entire flight. This position does not allow the rear cockpit occupant to command eject the front cockpit. The handle must be pulled and cam rotated 90 degrees clockwise to select this option. It is not a function that can be easily accomplished in an "in-extremis" situation.

The investigation further revealed that at no time after the initial departure, 11,500 feet, was the pilot actually appraised of his altitude in thousands of feet. The number two aircraft broadcasted "watch your altitude" after the second departure and LT (b) (6) advised his to pull the nose up. The flight was briefed for 10,000' minimum altitude.

CDR CHAMBERS was flying his first flight in the advanced tactics phase having completed the basic phase during a previous Yuma weapons deployment. CDR CHAMBERS had not flown for eleven days prior to this flight. The PT-1 flight, which calls for the student pilot to be in the rear cockpit while the instructor pilot probes the edge of the flight envelope and demonstrates recommended techniques, was waived in his case. This is not unusual and is supervisory judgement based on an individual pilots background and prior experience.

(a) PERSONNEL FACTORS.

1. PILOT. CDR CHAMBERS reported to RCVW-12 on 6 MAY 1969 for temporary duty involving check-out and refresher training in the A-7 and F-4 aircraft as prospective Commander Attack Carrier Air Wing NINE. His previous squadron tour in F-4 aircraft was as XO/CO of VF-151 from SEPT 1965 to MAR 67 (enclosure (8)). He was an experienced, competent, mature and well qualified Naval Aviator.

On 12 MAY 1969, CDR CHAMBERS began Instrument Flight Training with VA-127 in TA-4F aircraft. Upon completion, he commenced A-7 training with VA-122 on 26 MAY. Due to the CVA CARQUAL schedule, CDR CHAMBERS interupted his A-7 training to report to ~~report to~~ VF-121 on 23 JUNE to commence F-4 training. He returned to VA-122 on 1 AUG to conduct FCLP and carrier qualifications in the A-7, completing day and night quals on 11 AUG. He flew two flights in the F-4, one on 13 AUG (0.9 hours)), one on 14 AUG (0.9 hours) and then had no further flights until the day of the accident, 25 AUGUST.

CDR CHAMBERS was not assigned to a class in VF-121 but was programmed for an abbreviated F-4 syllabus consisting of; ground training and Prior to Flight lectures presented by qualified flight leaders (enclosure (9)); a flight phase to consist of 2 Familiarization, 2 Instrument, 4 Radar Weapons, 16 Conventional Weapons, 10 Tactics and approximately 15 FCLP flights prior to day and night carrier qualifications (enclosure (10)).

Up to the day of the accident, CDR CHAMBERS had completed his F-4 training as follows:

a. Ground Training and Prior to Flight presented by LT (b) (6) on 26 JUNE including a complete check-out on the Martin Baker H-7 Ejection Seat on 27 JUNE. During this period he also completed three periods in the CCT (F-4 cockpit operational trainer) spending 3.0 hours reviewing normal and emergency procedures (enclosure (8)).

b. FAM, INST, and RADAR Weapons flights were completed 30JUN-10 JUL.

c. Approximately one half of the weapons phase completed due to a modified deployment schedule to MCAS, Yuma, Arizona 10-17 JULY. Basic tactics phase completed in conjunction with this deployment.

d. FCLP was completed 18-28 JULY and day carrier quals on 31 JULY. (night carrier qualification was not completed due to CCA radar problems aboard the CVA)

e. F-4 training interupted 1-11 AUGUST to conduct A-7 FCLP and carrier qualification as previously mentioned.

f. On 14 AUGUST CDR CHAMBERS flew the F-4 on the return leg of a cross country from NAS Lemoore, California. He then departed to the East Coast on personal business and returned to VF-121 on 21 AUGUST and received 3.5 hours of tactics lectures in preparation for the tactics flight phase.

g. At the time of the accident, CDR CHAMBERS had completed 44 hours (approximately 75%) of his programmed F-4 syllabus.

2. INSTRUCTOR PILOT. LT (b) (6) reported to VF-121 on 28 July 1968 after two combat tours with VF-21. He immediately became qualified as a tactics and conventional weapons instructor and has flown approximately 12 FT-2 rear seat training flights. LT (b) (6) is considered one of VF-121's most outstanding tactics instructors and is a member of VF-121's graduate level Naval Fighter Weapons Course staff.

3. MAINTENANCE SERVICING AND GROUND HANDLING PERSONNEL FACTORS. Not considered factors in the cause of this accident (enclosures (11), (12) and (13)).

4. SUPERVISORY FACTORS. Not considered factors in the cause of this accident.

(b) MATERIAL FAILURES OR MALFUNCTIONS. Not considered factors in the cause of this accident. However, due to the unsuccessful egress of CDR CHAMBERS from the front cockpit, a failure or malfunction in the ejection sequence is a possibility.

(c) FACILITIES. Not considered a factor in the cause of the accident.

(d) NATOPS. Not considered a factor in the cause of this accident. All NATOPS procedures were being complied with and no manual change is warranted.

PART VIII - CONCLUSIONS

The Aircraft Accident Board concludes that:

(a) The cause of this accident was improper pilot technique employed by CDR CHAMBERS while attempting to return to level flight after his second consecutive departure from aerodynamic flight. In his haste to arrest rate of descent he applied too much back pressure on the stick inducing a third, and more severe, departure. As to why an obviously well qualified and experienced aviator such as CDR CHAMBERS, would be motivated into over-correcting recovery from a 40-50 degree nose down, wings level attitude at 6,000 feet MSL is unknown. It must be pointed out that a strong possibility exists that he was not aware of his actual altitude in thousands of feet and upon hearing a call from the other aircraft: "watch your altitude", and from LT (b) (6) in his rear cockpit: "Full power, pull it up", he over reacted to the actual situation thinking himself to be much lower.

(b) The reason for CDR CHAMBERS' unsuccessful egress from the aircraft is unknown. He was informed three times by LT (b) (6) to eject and could still have successfully ejected immediately after he sensed LT (b) (6) leave the aircraft. The following reasons were discussed and are offered as possible explanations:

1. That CDR CHAMBERS made no attempt to eject and rode the aircraft to impact still attempting to salvage the aircraft and the situation. The main support for this explanation is conjecture based upon the psychological factors that may have been affecting CDR CHAMBERS. He had but a short time remaining until he was to take command of Air Wing NINE.

2. That CDR CHAMBERS did in fact attempt to eject and a sequence malfunction prevented his egress. The main support for this explanation is a review of some previous problems encountered in the F-4 ejection system (i.e. front cockpit negative pressure with rear canopy gone, interruption to sequence following rear canopy separation, etc.).

3. Possible incapacitation on the part of CDR CHAMBERS was considered at length and it is the conclusion of the board that, due to his apparent response to LT (b) (6) [redacted] instructions in controlling the previous departures, he was in charge of his mental faculties up to the time LT (b) (6) [redacted] ejected.

4. As stated before, there is absolutely no evidence, real or otherwise, to support any explanation for CDR CHAMBERS failure to successfully egress, and the reason remains unknown.

(c) The waivered PI-1 and recent layoff from flying was not considered a contributing factor to the cause of this accident. The PI-2 flight, with LT (b) (6) in the rear cockpit and loose duce maneuvering early in the flight, is considered sufficient for CDR CHAMBERS to have performed successfully in this case.

PART IX - RECOMMENDATIONS

The Aircraft Accident Board recommends that:

(a) The Commanding Officer of VF-121 review syllabus flights and establish a policy to set the command ejection selector valve in the rear cockpit to the command position, prior to take-off, for those selected flights where a well qualified instructor is occupying the rear cockpit.

(b) The Commanding Officer VF-121 establish a policy whereby a standard phraseology voice report be transmitted over UHF by the first aircraft on a tactics flight to reach the briefed minimum altitude. (i.e. "We are at minimum altitude, level your wings, knock it off", or words to that effect). Further, that on all flights where the pilot's attention is constantly directed outside the aircraft, the RIO/Rear seat occupant continually advise the pilot of his altitude in thousands of feet; especially during maneuvers where large changes of altitude are in progress. This is not to be construed in any way to relieve the pilot of his overall responsibility to continually monitor and be aware of his aircraft status and performance, but were to serve as a reminder in moments of stress.

(c) The Commanding Officer of VF-121 establish a policy whereby during early stages of the tactics syllabus, engagements be broken-off whenever the student pilot experiences a departure from aerodynamic flight, no matter how severe. This will allow the instructor time to discuss the departure and explain probable causes.

(d) That all aircrews be continually reminded of the rules regarding all phases of flight and the capability of the Martin Baker H-7 seat in a nose down situation.

INDEX OF ENCLOSURES

ENCLOSURES:

1. Medical Officer's Report.
2. Instructor Pilot's Statement (AFT Cockpit).
3. Wingman's Statement (Pilot).
4. Wingman's Statement (Instructor Pilot).
5. Outline of Pilots tactics phase flight #2 (PT-2).
6. Rescue Pilot's Statement.
7. Rescue Report.
8. Resume of Pilot's Flight experience and Synthetic Trainer.
9. Statement of Ground training Flight Leader.
10. CDR J. J. CHAMBERS recommended F-4 Syllabus.
11. Maintenance Officer's Statement.
12. Survival Officer's Statement.
13. Statement of Plane Captain (BUNO 153794).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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 0107-701-8101

REPORT SYMBOL 3750-7
See Section 8 of OPNAVINST 3750.6

I. IDENTIFICATION

1. Name (Ship and Squadron)	2. Hull Number	3. Damage Code
Fighter Squadron ONE TWENTY-ONE, NAS Miramar, Calif.	1	Alpha

4. Type of Mishap	5. No. of Occupants	6. Date	7. Model A/C	8. Bureau
[X] Accident [ ] Ground Accident [ ] Incident	2	25 AUG 1969	F-4J	153794

9. Model Other A/C if Involved	10. Bureau	11. No. of Occupants	12. Damage Code
NONE	—	—	—

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
A. CHAMBERS, John Joseph	CDR	USN	Student Pilot Alpha		U
B. [redacted]	LT	USN	Pilot	Foxtrot	I
C.					
D.					

II. FLIGHT DATA (Is Typical Flight)

1. Approximate Altitude	2. Time at Approx. Altitude	3. Time to Mishap	4. Approx. Airspeed	5. Time at Approx. Airspeed
3000 feet	3000 feet	hours 25 min.	3000 feet	hours 25 min.

6. Place in Formation
- [ ] A - Single Aircraft
- [ ] B - Lead
- [ ] C - Wing
- F - Other (Specify): Tactics Maneuver with other F-4J

7. Maneuver
- [X] 1 - Distinct
- [ ] 2 - Obscured
- 3 - Other (Specify):

8. Weather
- [X] 0 - Clear
- [ ] 1 - Overcast
- [ ] 2 - Undercast
- [ ] 3 - Haze-Glow
- 4 - Hand out of Cockpit
- 5 - Other (Specify):

9. Time of Mishap: hours min. 25

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

On 25 August 1969 at 14:17 hours on a tactics hop in F-4J aircraft while doing offensive tactical maneuvers, the aircraft involved went through a series of stalls between 11,000 and 3000 feet. The first two were recovered and the third resulted in an inverted, 80 degree nose down attitude at 3,000 foot altitude. CDR Chambers in the front was getting refresher training in F-4J aircraft using the extremes of the F-4 capability. LT [redacted] in the RIO's seat was instructing in the capacity of a naval aviator. Mr. [redacted] talked the commander through the first two stalls. But upon entering the third, there was no response from the commander - even when Mr. [redacted] yelled 'eject, Jesus Christ, eject, eject.' The instructor did eject himself with the face curtain and experienced a perfectly normal egress sequence. He was able to see the aircraft below him just as it hit the water and was not certain the front canopy was blown. Debris of the aircraft was seen floating in the area but no sign of CDR Chambers or of his survival gear was identified. No evidence was reported that would indicate either the commander was having physical difficulties or that he attempted ejection.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV. INST. 3750.6F

ENCLOSURE (1)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/88 (REV. 4-68) S/N 0107-771-8301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY
- [ ] 1 - NONE
- [ ] 2 - MINOR
- [ ] 3 - MAJOR
- [ ] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [X] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED: 0
3. DAYS IN QUARTERS: 0
4. DAYS GROUNDED: 0
5. UNCONSCIOUS: — HOURS — MIN.

8a. DISPOSITION: U

8b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

8c. 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 DSDIC, NAVMED P5083.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:
DIAGNOSIS:
CAUSE: UNKNOWN

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

7. LABORATORY TESTS

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	E. RESULT
CARBON MONOXIDE	NONE			
ALCOHOL	NONE			
LACTIC ACID	NONE			
OTHER (SPECIFY)	NONE			

8. X RAY RESULTS: [ ] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET. NONE

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP

DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (IF APPLICABLE): AUTHORITY	DATE
NONE KNOWN						

10. AUTOPSY CONDUCTED BY: NONE
- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] Y - 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:

Body not recovered.

NAME	SERIAL NO.	A/C	SUMO
CHAMBERS, John J.	(b) [redacted]	F-4J	153794

(b) (6)

(b) (6)

(b) (6)

(b) (6)

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MEDICAL OFFICER'S REPORT OF A C ACC[illegible]T, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750-8E (REV. 4-68) S/N 0107-733-8501

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750-8
PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS (Indicate the code from list on reverse side)
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-6	Y	Y			
Nomec Suit and Gloves	Y	Y			
Ironage Boots	Y	Y			
Mark-2 G Suit	Y	Y			
2. OXYGEN MASK A 13 A	Y	Y			
3. OXYGEN REGULATOR Minireg	Y	Y			
4. LIFE VEST Mark 3C	Y	Y			
5. LIFE RAFT LR-1	Y	Y			
6. SURVIVAL RADIOS URT-33	Y	Y			
7. SIGNALLING DEVICES					
Mark 13 MOD 0 Flare	Y	Y			
Mirror	Y	Y			
Mark 80 Pencil Flare	Y	Y			
Whistle	Y	Y			
Dye Marker	Y	Y			
Strobe Light	Y	Y			
8. SURVIVAL KIT (CONTAINER) EEC RSSK 1	Y	Y			
9. OTHER SURVIVAL GEAR					
Survival Knife	Y	Y			
MC-1 Knife	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Integrated Torso Harness	Y	Y			
11. PARACHUTE TYPE NES-8	Y	Y			
12. PARACHUTE CANOPY RELEASE Koch	Y	Y			
13. PARACHUTE OPENING DEPLOYMENT DEVICES					
14. SEAT TYPE H-7 Rocket Seat	Y	Y			
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

No survival gear recovered.

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
CHAMBERS, John J.	[redacted]	F-4J	153794

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 (NOT 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 OTHER IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE-SELF INDUCED
52 - EQUIPMENT FAILURE-SELF INDUCED
60 - OTHER (SPECIFY)

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 0107-751-6101

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 2

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.)					
T-Shirt Jock Shorts	Y	Y	AESR		
APH-6 Single Visor	Y	Y	AESR		
Nomec Suit, Gloves	Y	Y	AESR		
Ironage Boots	Y	Y	AESR		
Mark-2 G Suit	Y	Y	AE		
2. OXYGEN MASK A-13A	Y	Y	AE		
3. OXYGEN REGULATOR Minireg	Y	Y	AE		
4. LIFE VEST Mark 3C	Y	Y	SR		
5. LIFE RAFT LR-1	Y	Y	SR		
6. SURVIVAL RADIO(S) URT-33	Y	Y	-		
7. SIGNALLING DEVICES					
Mark 13 MOD 0 Flares	Y	Y	R		
Mirror	Y	Y	-		
Mark 80 Pencil Flare	Y	Y	-		
Whistle	Y	Y	-		
Dye Marker	Y	Y	S		19
Strobe Light	Y	Y	-		
8. SURVIVAL KIT (CONTAINER) EEC RSSK 1	Y	Y	SR		
9. OTHER SURVIVAL GEAR					
Survival Knife	Y	Y	-		
MC-1 Knife	Y	Y	S		
Ace Bandages		Y	-		
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Integrated Torso Harness	Y	Y	AESR		
11. PARACHUTE TYPE NES-8	Y	Y	E		
12. PARACHUTE CANOPY RELEASE Koch	Y	Y	E		
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE B-7 Rocket Seat					
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

7. Vest dye marker leaked in water without intentional deployment before helo. overhead.

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	(b) [redacted]	F-4J	153794

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
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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)
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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 3F (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)
- [ ] 6. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

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

C. LATERAL LOCATION
- [X] 2. CENTER
- [ ] 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
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [X] 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)
- [X] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [X] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [ ] 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)
- [ ] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [X] 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. MIDAIR 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
CHAMBERS, John J.	(b) [redacted]	F-4J	153794

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 5. UNKNOWN
- [X] 6. NONE

9. NUMBER OF PREVIOUS

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 0

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable) N.A.

- [ ] 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)
- [ ] I - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] O - 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.) N.A.

- [ ] 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	6 x	May 69	9
TRAINING FILMS	2	1965	9
UNARMED EJECTION SEAT	6 x	May 69	9
ARMED SEAT ON TOWER	5 x	1965	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
- 5 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES *(Place 1 in appropriate column)*

B - Before, D - During, A - After UNKNOWN

		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			
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

11. EGRESS DIFFICULTIES *(Place X in appropriate column)(Continued)* UNKNOWN

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. DROWNING/WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	98				98				98			

REMARKS OR CONTINUATION: (Index each remark with code from above)

NAME	SERIAL NO.	A/C	BUNO
CHAMBERS, John J.	(b) [redacted]	F-4J	153794

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 H 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)
- [ ] 6. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

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

C. LATERAL LOCATION
- [X] 2. CENTER
- [ ] 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 (TERMAIN)
- [ ] 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
- [ ] 4. STANDARD EMERGENCY GROUND EGRESS
- [ ] 5. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 6. DID NOT ESCAPE
- [ ] 7. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 8. CARRIED/ASSISTED OUT
- [ ] 9. BLOWN/THROWN OUT
- [ ] 0. JUMPED FROM A/C (AIRBORNE)
- [ ] 6. 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
- [X] 1. NORMAL EXIT
- [ ] 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)
- [ ] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [X] 9. UNKNOWN

6. ORDER OF ESCAPE *(1st, 2nd, etc.)* _____

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [ ] A. FIRE/EXPLOSION/SMOKE
- [X] 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
- [ ] X. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]		F-4J	153794

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 5. UNKNOWN
- [x] 6. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING ETC.) 0

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be underlined)

- [x] 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
- [ ] M. HARD GROUND
- [ ] J. SOFT GROUND
- [ ] K. BUILDING
- [ ] L. FLIGHT DECK
- [ ] M. DENSE WOODS
- [ ] N. IN TREES
- [ ] O. THROUGH TREES
- [ ] P. RAVINE/STEEP SLOPE
- [ ] Q. ROCKS
- [ ] R. 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
- [x] NOSE DOWN 80 DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [x] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. 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	4-5	APR 67	
TRAINING FILMS	2 x	DEC 65	
UNARMED EJECTION SEAT	4 x	APR 67	
ARMED SEAT ON TOWER	2 x	APR 67	
JUMP SCHOOL	—		
PARASAIL TRAINING	—		
OTHER (SPECIFY)			

*Use codes below to indicate role (name) 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

None Applicable

	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		
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]

OPNAV FORM 3750/SF (Rev. 4-68) (Continued)

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/FANIC/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									
31. UPPER EXTREMITIES/HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES/HIT COCKPIT STRUCTURES	32									
33. MAN/STRUCK CANOPY/CANOPY BOX	33									
34. STRUCK EXTERNAL SURFACE OR 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					X				
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
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	55									

REMARKS OR CONTINUATION (Indicate item number and line number)

#44. Several risers wrapped around leg while getting into raft. Were easily cut away.

NAME	SERIAL NO.	A	SLIND
(b) (6) [redacted]		F-4J	153794

(b) (6)

(b) (6)

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(b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

(b) (5), (b) (6)

PT-2 (REV 7/69)

PRACTICE
F4 MANEUVERING

HOURS 1.0
(1) FRP/IP
(2) FRP/IP

1. Departure
   a. High performance take-off (Scamp or VFR) 15 sec. interval between A/C
2. Climb
   a. MRT above 10M - climb to 20M
3. Mission Requirements MIN ALT 10,000'
   a. Comtat spread review (turns, hard turns, and breaks)
   b. One A/C performs:
      (1) Hi Yo Yo
      (2) Barrel roll/roll offs
      (3) Barrel roll attack
      (4) On last attack target perform hi "G" barrel roll.
      (5) Last ditch maneuvering
   c. Switch positions and repeat b.
   d. One A/C simulate MIG aircraft (no after burner) execute hard G reversals while:
      (1) Attacking A/C performs head on pass/reversals attacking A/C
      (2) Attacking A/C perform slash attacks from perch position.
   e. Switch positions and repeat (d)
   f. A/C split and perform following:
      (1) Vertical maneuver to rudder reversals (150-180 kts)
      (2) Optimum acceleration to max. Q
      (3) Practice use of rudder to turn/reverse A/C.
      (4) Explore Vn Diagram - buffet boundary - 6 avail. etc.
4. Objectives
   a. FRP learn techniques to maneuver F4 against low wing loaded A/C and learn basic 1 on 1 maneuvers.
5. Techniques
   a. Brief using tactics briefing guide.
   b. Review "G" limitations.
   c. Review spin recovery techniques and emphasis recognizing pre-spin warnings.
   d. Review poor longitudinal stability between 0.9 and 1.05 and method of prevention of P.I.O. and recovery from pitch oscillation at high "Q".
   e. Brief on prevention of "G" overstress and areas where this can occur.
   f. Emphasize the following:
      (1) Angle of Attack. 11 units = buffet onset.
      16 units = max. sustained maneuverability.
      20 units = max. instantanious maneuverability.
      (2) Use of angle of attack when maneuvering for maximum performance between 250 kts. and 420 kts.
      (3) Keeping speed above 250 kts except when necessary to execute ruddering reversals between 150-180 kts.
6. Recovery
   a. VFR individual using APCS
7. RRP WILL BRIEF FOLLOWING EMERGENCIES: ENGINE FAILURE DURING TAKE OFF
   AIRSTART PROCEDURES

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES
ENCLOSURE (5)

(b) (5), (b) (6)

RESCUE REPORT

OPNAV FORM 3750-13 (3-63)

SPECI[illegible]LING REQUIRED IN ACCORDANCE WITH OPNAVINST[illegible]0.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-13

1. FROM: Commanding Officer, FITRON 121

2. DATE OF MISHAP: 25 AUG 69

3A. DATE OF RESCUE: 25 AUG 69

3. LOCATION AND DUTIES OF RESCUE VEHICLE: 12 NM NAS NORTH ISLAND TACAN 310° Radial, Training mission with USS HIGBEE

4. RESCUE VEHICLE (Type/model): SH-3D

5. NUMBER OF PERSONNEL: 6

5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 6

5B. TO BE RESCUED: 1

5C. RESCUED: 1

6. RESCUE BACK UP BEARS: COAST GUARD

7. TIME SEQUENCE OF EVENTS (Local Date Time Group)

7A. Alert Received: 1415	Method: UHF GUARD Frequency
7B. Vehicle Departed: 1417	Distance to Scene: Approximately 24 miles
7C. Arrived on Scene: 1437	Search Required: Yes, for second pilot (not recovered)
7D. Located Survivor: 1437	Method of Locating: Visual/Smoke flare
7E. Begin Retrieval: 1438	What Was Sighted First: Survivor in raft
7F. Ended Retrieval: 1440	Subsequently:
7G. Survivor(s) Disembarked: 1513	Location (If different from Item 1): NAS Miramar

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
69 °F	73 °F	5-8

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: Smooth, Swell West 5ft, Open Sea

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: "Billie Pugh" rescue net

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL):

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Personal condition, ignorance of equipment, sea state, etc.)
[redacted] (b) (6)	Aircraft ejection	NONE

12. REMARKS: (Training of rescue team or crews, communication equipments/techniques, retrieval equipments/techniques, rescue vehicle)

Both parties (Rescue team and survivor) specifically gave a "well done" to each other. All personnel involved were apparently well trained in their respective tasks.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving, Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL: [redacted] (b) (6) Senior Member AAR Board

SIGNATURE: [redacted] (b) (6)

15. NAME AND TITLE OF COMMANDING OFFICIAL: HALLELAND H. L. Commanding Officer, FITRON 121

SIGNATURE OF COMMANDING OFFICIAL: H L Halleland

Enclosure (7)

CDR J. J. CHAMBERS FLIGHT RESUME FOR PRECEDING 5 FISCAL YEARS

Command Attached	Period Assigned	Model Aircraft	Flight Hours	CV Landings D/N	Operational Proficiency
Pacific Missile Range	July - 64	TF9J	15		
	Sept - 65	A-4	93		
		F-8	38		
		F-4	95	15/6	Operational
XO VF-151	Sept - 65	F-4 A/B	492	128/40	Operational
	April - 66				
CO VF-151	April - 66				
	March - 67				
COMCARDIV-7 STAFF	April - 67	C-1A	24		Proficiency
	May - 69	C-45J	15		
		U-11A	32		
		T-33B	47		
		A-4	2		
		F-4B	5		
RCVW-12 STAFF	May - 69	T-28	5		Operational
	Aug - 69	TA4F	40		
		A7 A/B	30	10/6	
		F4J/B	44	12/0	

RESUME OF SYNTHETIC FLIGHT TRAINER FOR PRECEDING 12 MONTHS

DATE	TYPE TRAINER	MISSION	TIME LOGGED	TYPE AIRCRAFT
22 May	OFT	Cockpit FAM	2.0	A-7
28 May	WST	Emergency procedures	1.5	A-7
27 June	OFT	Cockpit FAM	1.5	F-4
27 June	OFT	Emergency procedures	1.5	F-4

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (8)

(b) (5), (b) (6)

FIGHTER SQUADRON ONE TWENTY-ONE
NAVAL AIR STATION
MIRAMAR, CALIFORNIA 92145

FITRON 121/DLA:pm
1520
26 June 1969

From: Commanding Officer, Fighter Squadron ONE TWENTY-ONE
To: Commander Readiness Attack Carrier Air Wing Twelve

Subj: Recommended Syllabus for CDR J. J. CHAMBERS Prospective Commander Attack Carrier Air Wing Nine

1. It is recommended that CDR CHAMBERS receive the following ground training:
   a. In house F-4 systems NAMO/PRIOR to flight (LT (b) [redacted] 26 JUN) (LT HILL 27 JUN)
   b. Conventional weapons lectures (all)
   c. Tactics lectures (all)
   d. In house AWG-10 course
   e. Radar weapons
   f. Carrier qualifications lectures (all)
   g. Open book exam
   h. Closed book exam
   i. STAN evaluation

2. It is recommended that CDR CHAMBERS fly the following sorties:
   a. Aircraft fam (30 JUN) PF-3,4
   b. Instruments PI-2, 3
   c. CW deployment (Yuma 14-24 JUL)
   d. FMLP (Yuma 14-24 JUL) (4 day 8 night)
   e. Carrier qualifications (25 JUL-1 AUG CORAL SEA)
   f. Tactics (4-14 AUG) PT-1-10
   g. Radar weapons PS-2,5, 7, 9
   h. In-flt-re-fueling (1 day)

(b) (6) [redacted]

By direction

Copy to:
OPS TRAINING (5)
PLANS & PROGRAMS (2)
TACTICS PHASE (1)
INTERCEPT TRAINING PHASE (1)
CQ PHASE (1)
CW PHASE (1)
CDR CHAMBERS (1)
LT SAWATZKY (1)
LT HILL (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (10)

(b) (6), (b) (5)

(b) (5), (b) (6)

(b) (5), (b) (6)

Change Inquiry to
A'3' vice F'2'

MNBNMBCNASCB975CZCSLB137
PTTUZYUW RUWJAPA0292 2382318-UUUU--RUCILSA.
ZNR UUUUU
P R 262318Z AUG 69
FM FITRON ONE TWO ONE NAS MIRAMAR CALIF
TO RUENAAA/CNO WASH DC
RUCILSA/NAVSAFECEN NAS NORFOLK VA
INFO RULSSDE/NAVAIRSYSCOMHQ WASH DC
RUNDSAA/COMELEVEN SAN DIEGO CALIF
RUWJPSA/COMNAVAIRPAC NAS NORTH ISLAND SAN DIEGO CALIF
RUCINSA/NAVPLANTREPO ST LOUIS MO
RULSSSE/CNNAVMAT WASH DC
ZEN/COMFAIRMIRAMAR NAS MIRAMAR CALIF
RUCLSKA/COMRESDATRCARAIRWING FOUR NAS CECIL FIELD FLA
RUEBFDA/DIR AFIP WASH DC
RUHHGSA/CINCPACLFT OAHU HAWAII
RUEBJFA/CNNAVPERS WASH DC
RUWJABA/DAS NORTON AFB SAN BERNARDINO CALIF
BT
UNCLAS FOR OFFICIAL USE ONLY
NAVY SUPPLEMENTARY MSG RPT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 25 AUG 69, 1417T, DAY

SUPP AAR

03	04	07	012	013	014	015	02	02A	02B	05	051
1	1		1	1			1			1	

CHANGE TO 975A

20	21	22	23	24	25	26	27	28	29	30	31
	A	1	1	1	8			1	1	1	1

PAGE TWO RUWJAPA0292 UNCLAS FOUO
2. APPROX 250 DEGREE RADIAL, 35 NAUTICAL MILES ON NAVY MIRAMAR TACAN CH-31
3. F4J 153794
4. VF-121 1-78A
6. CHAMBERS, JOHN J., CDR, [redacted] USN, 1510, ACTIVE, ALPHA TOTAL HRS 3831, F4 HRS 635, HRS LAST 90 DAYS 100
7. [redacted] LT., [redacted] USN, 1310, ACTIVE, FOXTROT, INSTRUCTOR PILOT, TOTAL HRS 1287, F4 HRS 930, HRS LAST 90 DAYS 80, MARTIN BAKER MK H-7, AIRCRAFT ALT 3000 FT. NOSE DOWN ATTITUDE, 80 DEGREES NOSE LOW INVERTED, AIRSPEED 275 KTS.
11. AFTER APPROX 25 MINUTES OF FLIGHT DURING A PREBRIEFED TACTICS MANEUVER, AIRCRAFT DEPARTED FROM CONTROLLED FLIGHT AT APPROX 11,500', 280-320 KTS. AIRCRAFT DEPARTED SECOND TIME IN SAME DIRECTION (LEFT) FOLLOWING COMPLETE RECOVERY AND DURING A TURN BACK TO STARBOARD TOWARD THE BOGIE AIRCRAFT. RECOVERY FROM NOSE LOW ATTITUDE WAS INITIATED BUT AIRCRAFT DEPARTED THIRD TIME IN OPPOSITE DIRECTION (RIGHT) TO AN ATTITUDE 80 DEGREES NOSE LOW INVERTED, APPROX 5000 AGL. INSTRUCTOR PILOT IN AFT COCKPIT INFORMED PILOT TO EJECT THREE TIMES WITH NO RESPONSE. INSTRUCTOR PILOT EJECTED AT APPROX 5000' AGL.
16. AIRCRAFT CRASHED AT SEA. SAR EFFORT TERMINATED 262000T AUG 69.
17. [redacted] LCDR, AVIATION SAFETY OFFICER, 271-3173/2.
BT
#0292 245/153794 VF-121 1-78A Orig 262318Z

PTTUZYUW RUWJAPA0192 2380136-UUUU--RUCILSA.
ZNR UUUUU
P R 260136Z AUG 69
FM FITRON ONE TWO ONE NAS MIRAMAR CALIF
TO RUENAAA/CNO WASH DC
RUCILSA/NAVSAFECEN NAS NORFOLK VA
INFO RULSSDE/NAVAIRSYSCOMHQ WASH DC
RUWDSAA/COMELEVEN SAN DIEGO CALIF
RUWMMUA/COMNAVAIRPAC NAS NORTH ISLAND SAN DIEGO CALIF
RUCIHHA/NAVPLANTREPO ST LOUIS MO
RULSSDE/CHNAVMAT WASH DC
ZEN/COMFAIRMIRAMAR NAS MIRAMAR CALIF
ZEN/COMRED ATKCARAIRWING TWELVE NAS MIRAMAR CALIF
RUCLSKA/COMRED ATKCARAIRWING FOUR NAS CECIL FIELD FLA
RUHHBRA/CINCPACFLT OAHU HAWAII
RUEBJFA/CHNAVPERS WASH DC
RUWLABA/DAS NORTON AFB SAN BERNARDINO CALIF
BT
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NAVY PRELIMINARY MSG RPT OF AIRCRAFT ACCIDENT
A. (P)NAVINST 3750.6F
1. 25 AUG 69, 1417T, DAY

PAGE TWO RUWJAPA0192 UNCLAS FOUO
2. APPROX 250 DEGREE RADIAL, 35 NAUTICAL MILES ON NAVY MIRAMAR TACAN CH-31
3. F-4J 153794
4. VF-121 1-70A
5. ALFA, AIRCRAFT COLLISION WITH WATER
6. CHAMBERS, JOHN J., CDR, (b)(6) USN, 1310, ACTIVE, TOTAL HRS 3831, F-4 HRS 635, HRS LAST 90 DAYS 100
7. (b)(6) [redacted], LT., (b) [redacted] USN, 1310 ACTIVE, FOXTROT, INSTRUCTOR PILOT. MARTIN BAKER MK H-7, AIRCRAFT ALT 3000 FT. NOSE DOWN ATTITUDE, 80 DEGREES INVERTED, AIRSPEED 275 KTS.
8. N/A
9. 0 PLUS 25, VFR, LOCAL, MIRAMAR, TACTICS
10. EXECUTING TACTICS MANEUVER
11. AFTER APPROX 25 MINUTES OF FLIGHT DURING A PREBRIEFED TACTICS MANEUVER, AIRCRAFT DEPARTED FROM CONTROLLED FLIGHT AT APPROXIMATELY 11,500 FT., 325 KNOTS INDICATED AIRSPEED.
12. 0 CLEAR 15 MILES VISIBILITY
13. NOT APPLICABLE
14. NOT APPLICABLE
15. NONE

PAGE THREE RUWJAPA0192 UNCLAS FOUO
16. AIRCRAFT CRASHED AT SEA. SEARCH AND RESCUE STILL IN PROGRESS.
17. (b)(6) [redacted] LCDR, AVIATION SAFETY OFFICER, 271-3173/2
BT
#0192

AUG 260136Z
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245/153794 VF-121 1-70A 8/25/69