AVN NAVSAFECEN MISHAP CODE SHEET

1-22P

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

11 FEB 1970

(COMMON TO BOTH CARDS) CODED: REVIEWED: LOGGED: 2-11-70 PUNCHED: VERIFIED: D

Card 1

RECORD IDENTIFICATION															Aircraft Model																							Time of Mishap				
Date						Type Report	Log Line Number	Aircraft Number	Source	Don't Count	Enemy Action	Mission Modif.	Basic Mission	Design Number			Series Symbol	Model Code	AIRCRAFT BUREAU NUMBER					Reporting Custodian			Squadron Class		Major Command		Condition	LOCAL TIME			
Cal. Yr.		Mo.		Day																																						
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
6	9	1	1	2	2	1	0	4	0	1	X					F	0	0	8	J	1	7	1	4	9	2	1	2	1	3	2	4	2	2	0	2	0	8	2	5

Accident Damage	Aircraft Damage	Accident Injury	Aircraft Injury	Hull Number	Kind of Flight		Location				Fac Runway Descrip					Fac Ship Descrip						MOR Codes	Trans. Code	Card Number		
							NAME CODE		Bearing From	Dist. From	Distance	Area	Runway Heading	Length	Was Duty Runway Used?	Ship Type	Ship Course	Ship Speed	Loc'n Initial Contact	Loc'n Final Rest						
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
A	A	A	F				1	A	1	3	A	S	E	L	C	T	R	2	8	0														Y	A	0	1	0

Card 2

Relative Wind				Density Altitude			Alt. of Emergency			Aircraft Gross Weight				Fiscal Year	Fleets and MAWS		Property Damage Cost				"A" Injuries										
Direction		Velocity					Above Terrain		Pressure Altitude								Gov't		Non Gov't.		NAVY		MARINE		OTHER						
																					DNA	OTHER	DNA	OTHER							
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
							0	8	5	1	1	0	0	0	2	4	5		7	0			1	0	0	0	0	0										

"U" Injuries						"L" Injuries																																			
NAVY		MARINE		OTHER		NAVY		MARINE		OTHER																															
DNA	OTHER	DNA	OTHER			DNA	OTHER	DNA	OTHER																																
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80												
																										A	0	2	0												

CLOSE 09 JUL 1970

AIRCRAFT 1 OF 2

CODE SHEET 1 OF 10

AVN NAVSAFECEN MISHAP CODE SHEET

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

(COMMON TO BOTH CARDS) CODED: 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	1	1	2	2	1	0	4	0	1											0	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
0	0	3	B	0	0	A														A	4	4	3	6	A	4	4	3	6	G	6	4	7	3	A	∅	3	∅

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
		B	1	A	2		3		1	2						2	3							E	1												

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	∅	4	∅

AIRCRAFT 1 OF 2

CODE SHEET 2 OF 10

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

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] 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						
																												Wx					Fact		Wx						Fact
																												Pers					Factor		Pers						Factor
Cal Yr.		Mo.		Day																								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	1	1	2	2	1	9	4	0	1																		1					L	3							

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	M	G									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																																
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											

Multi Occurrences | Multi Maintenance Problems | Trans. Code | Card Number

AIRCRAFT 1 OF 2

CODE SHEET 3 OF 10

NAVSAFECEN MISHAP CODE SHEET

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

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

Card 12

RECORD IDENTIFICATION					
Date			Type Report	Log Line Number	Aircraft Number
Cal. Yr.	Mo.	Day			
69	11	22	1	04	01

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
(b) (6) [redacted]		061639 2	3	1	F	A	A	1	F	2	A	12

AIRCRAFT 1 OF 2

CODE SHEET 4 OF 10

NAVSAFECEN MISHAP CODE SHEET

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

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED: ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

Card 13

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

Carrier Landings: Total Nite This Month		This Model Day Last 30 Days		This Model Night Last 30 Days			Copilot's Social Security Number										File or Serial Number (Copilot)						Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Pilot Factor Involved	Service Tour	Inst. Card		Trans. Code	Card Number		
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
9	9																																		A	1	3	Ø

Card 14

Emerg. Syst. Train.: Last 6 Months		Last 12 Months		Instrument Trainer: Last 6 Months		Last 12 Months		Time All Models: Total		Last 3 Months		Time This Model: Total		Last 3 Months		Inst. Hours Last 3 Months		Night Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Landings: Total	Day	Night	Total Day This Model		Total Night This Model		This Model Day Last 30 Days		This Model Night Last 30 Days		Copilot's Name									
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	51	52	53	54

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

AIRCRAFT 1 OF 2

CODE SHEET 5 OF 10

AVN NAVSAFECEN MISHAP CODE SHEET

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

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

Card 1

Group	Field	Columns	Entry
RECORD IDENTIFICATION – Date	Cal. Yr.	01 02	6 9
RECORD IDENTIFICATION – Date	Mo.	03 04	1 1
RECORD IDENTIFICATION – Date	Day	05 06	2 2
RECORD IDENTIFICATION	Type Report	07	1
RECORD IDENTIFICATION	Log Line Number	08 09	Ø 4
RECORD IDENTIFICATION	Aircraft Number	10 11	Ø 2
	Source	12	2
	Don't Count	13	
	Enemy Action	14	
Aircraft Model	Mission Modif.	15 16	
Aircraft Model	Basic Mission	17	F
Aircraft Model	Design Number	18 19 20	Ø Ø 4
Aircraft Model	Series Symbol	21	B
	Model Code	22 23	1 3
	AIRCRAFT BUREAU NUMBER	24 25 26 27 28 29	1 5 Ø 4 7 3
	Reporting Custodian	30 31 32	D 1 3
	Squadron Class	33 34	9 3
	Major Command	35 36	2 3
Time of Mishap	Condition	37	2
Time of Mishap	LOCAL TIME	38 39 40 41	Ø 8 2 5
	Accident Damage	42	A
	Aircraft Damage	43	A
	Accident Injury	44	A
	Aircraft Injury	45	A
	Hull Number	46 47 48	
	Kind of Flight	49 50 51	1 A 1
	Clearance	52	2
Location	NAME CODE	53 54 55 56 57 58 59	A S E L C T R
Location	Bearing From	60 61	2 8
Location	Dist. From	62	Ø
Fac Runway Descrip	Distance	63	
Fac Runway Descrip	Area	64	
Fac Runway Descrip	Runway Heading	65 66	
Fac Runway Descrip	Length	67	
Fac Runway Descrip	Was Duty Runway Used?	68	
Fac Ship Descrip	Ship Type	69	
Fac Ship Descrip	Ship Course	70 71	
Fac Ship Descrip	Ship Speed	72 73	
Fac Ship Descrip – Loc'n	Initial Contact	74	
Fac Ship Descrip – Loc'n	Final Rest	75	
	MOR Coded	76	
	Trans. Code	77	A
	Card Number	78 79 80	Ø 1 Ø

Card 2

Group	Field	Columns	Entry
Relative Wind	Direction	12 13	
Relative Wind	Velocity	14 15	
	Density Altitude	16 17 18	
Alt. of Emergency	Above Terrain	19 20 21	Ø 8 5
Alt. of Emergency	Pressure Altitude	22 23 24	1 1 Ø
	Aircraft Gross Weight	25 26 27 28	Ø Ø 3 7
		29 30	Ø
	Fiscal Year	31 32	7 Ø
	Fleets and MAWS	33 34	1 Ø
Property Damage Cost	Gov't	35 36 37	Ø Ø Ø
Property Damage Cost	Non Gov't.	38 39 40	Ø Ø Ø
"A" Injuries – NAVY	DNA	41 42	
"A" Injuries – NAVY	OTHER	43 44	
"A" Injuries – MARINE	DNA	45 46	Ø 1
"A" Injuries – MARINE	OTHER	47 48	
"A" Injuries	OTHER	49 50	
"U" Injuries – NAVY	DNA	51 52	
"U" Injuries – NAVY	OTHER	53 54	
"U" Injuries – MARINE	DNA	55 56	
"U" Injuries – MARINE	OTHER	57 58	
"U" Injuries	OTHER	59 60	
"L" Injuries – NAVY	DNA	61 62	
"L" Injuries – NAVY	OTHER	63 64	
"L" Injuries – MARINE	DNA	65 66	
"L" Injuries – MARINE	OTHER	67 68	
"L" Injuries	OTHER	69 70	
		71 72 73 74 75 76	
	Trans. Code	77	A
	Card Number	78 79 80	Ø 2 Ø

AIRCRAFT 2 OF 2

CODE SHEET 6 OF 10

AVN NAVSAFECEN MISHAP CODE SHEET

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

(COMMON TO BOTH CARDS) CODED: 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	1	1	2	2	1	0	4	0	2																											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	3	B	Ø	Ø	A																			A	4	4	7	3	F	A	4	7	3	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.	Compo-nent	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
		B	1	A	2		3		1	2						L	3							E	1												

Involved Mat. Comp. (cont'd.)												Material Fact. After Fact				Acft. Design Comp. Causal Factor													
2nd Causal Factor				3rd Causal Factor																									
Cross Ref.	Compo-nent	Ass'y.	Sub Ass'y	Cross Ref.	Compo-nent	Ass'y	Sub Ass'y					Cross Ref.	Component	Ass'y.	Sub Ass'y	Cross Ref.	Component	Ass'y	Sub Ass'y	Special Equipment	Pilot's 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 2 OF 2

CODE SHEET 2 OF 10

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

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible initials] REVIEWED: ______ LOGGED: ______ PUNCHED: ______ VERIFIED: ______

CARD 6

RECORD IDENTIFICATION: Date (Cal Yr., Mo., Day), Type Report, Log Line Number, Aircraft Number

Weather Causal Factor; Facility Causal Factor; Facility Factor After Fact; Environ. Factor

Cause + Factor Primary: Misc, Wx, Fact, Pers, Factor, Mat, X Ref, Comp, Ass'y, Sub Ass'y

Cause + Factor 1st Possible: Misc, Wx, Fact, Pers, Factor, Mat, X Ref, Comp, Ass'y, Sub Ass'y

01	02	03	04	05	06	07	08	09	10	11
6	9	1	1	2	2	1	0	4	0	2

Columns 12–42: blank.

Cause + Factor 2nd Possible; Cause + Factor 3rd Possible; Cause + Factor 4th Possible (Misc, Wx, Fact, Pers, Factor, Mat, X Ref, Comp, Ass'y, Sub Ass'y); Special Attention; Special Data and Conditions; Trans. Code; Card Number

64	65	66	67	77	78	79	80
	8	B	M	A	Ø	6	Ø

Columns 43–63 and 68–76: blank.

CARD 8

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

40	41
N	4

Columns 12–39 and 42–49: blank.

1st Ground Support Equipment (Equipment, Component); 2nd Ground Support Equipment (Equipment, Component); Multi Occurrences; Multi-Maintenance Problems; Trans. Code; Card Number

77	78	79	80
A	Ø	8	Ø

Columns 50–76: blank.

AIRCRAFT 2 OF 2

CODE SHEET 8 OF 10

NAVSAFECEN MISHAP CODE SHEET

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

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

Card 12

RECORD IDENTIFICATION					
Date			Type Report	Log Line Number	Aircraft Number
Cal. Yr.	Mo.	Day			
01 02	03 04	05 06	07	08 09	10 11
69	11	22	1	04	02

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
SAUER W C		009231	2	4	6	7	3	A	1	A	1	A	1 2 ∅

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AIRCRAFT 2 OF 2

CODE SHEET 9 OF 10

NAVSAFECEN MISHAP CODE SHEET

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

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

Card 13

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

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

Card 14

Emerg. Syst. Train.				Instrument Trainer				Time All Models				Time This Model				Inst. Hours Last 3 Months		Night Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Landings										Copilot's Name									
Last 6 Months		Last 12 Months		Last 6 Months		Last 12 Months		Total		Last 3 Months		Total		Last 3 Months								Total	Day	Night	Total Day This Model	Total Night This Model	This Model Day Last 30 Days		This Model Night Last 30 Days										
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54

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

AIRCRAFT 2 OF 2

CODE SHEET 10 OF 10

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

GENERAL DATA SECTION NARRATIVE BRIEF

I.D. Number	69	11	22	1	04	1	N N N	1	17	A
	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 Typ Brief	13 14 15 Narr File 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 _____

11 12	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	MID-AIR COLLISION BETWN F8J & F4B. A FLT OF 2 F-8'S W
02	ERE IN A COMBAT SPREAD. THE FLT LEADER WAS APPROX 1 M
03	ILE TO THE RT, SLIGHTLY FWD & 1M FT HIGHER THAN WINGM
04	AN. THE FLT LEADER PASSED THE LEAD & STARTED A LEFT T
05	URN TO POSIT HIS ACFT IN TRAIL POSIT. PLT OF F-4 WAS
06	DEMOSTRATING A STALL IN THE DIRTY CONFIG. WHEN HIS RIO
07	CALLED A BOGEY AT 10 O'CLOCK LOW (F-8 WINGMAN). THE
08	F-8 WINGMAN ALSO SPOTTED THE F-4 & CALLED FLT LEADER
09	THAT THERE WAS AN "AIRCRAFT BETWN US". FLT OF F-4 STA
10	RTED CLEANING UP HIS ACFT. THE F-8 FLT LEADER LOOKED
11	TO HIS LEFT BUT DID NOT SEE THE F-4, HE THEN BANKED R
12	T & SAW THE F-4 75-100 FT AWAY. THE F-8 PLT PULLED UP
13	BUT THE F-4 CONTACTED THE UNDERSIDE OF F-8 FUS JUST
14	AFT OF T/E OF STBD WING. F-4 PLT SAW F-8 JUST PRIOR T
15	O IMPACT. RIO EJT & F-8 PLT EJT. F-4 PLT APPARENTLY K
16	ILLED WHEN ACFT COLLIDED. PRI-PLTS OF BOTH ACFT (FAIL
17	ED TO MAINTAIN ADEQ LOOKOUT).
18	
19	
20	

11 12 CARD NO.

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

1

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

COMMON FIELDS TO ALL CARDS

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

CODE SHEET _____ 4 SEP 1970

AIRCRAFT _____ OF _____ PERSONNEL _____ OF _____

CODED: _____ REVIEWED _____ LOGGED 2/2/71 PUNCHED: ✓ VERIFIED _____

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	Δ Δ Δ Δ
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	5 2 C
		1 3		INJURY NO. 1 CAUSE	0 0 7 1	0 7	
		1 3		INJURY NO. 2 BODY PART	0 0 7 8	0 7	
		1 3		INJURY NO. 2 DIAGNOSIS	0 0 8 5	0 7	
		1 3		INJURY NO. 2 CAUSE	0 0 9 2	0 7	

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

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

1

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

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/10 (REV 2/69) CODE SHEET 4 SEP 1970 OF _____

AIRCRAFT _____ OF _____ PERSONNEL _____ OF _____

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

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	B 1 3 0 0 0 0
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4	0 7	9 2 8 0 1 4 C
		1 3		INJURY NO. 1 CAUSE	0 0 7 1	0 7	
		1 3		INJURY NO. 2 BODY PART	0 0 7 8	0 7	B 1 4 0 0 0 0
		1 3		INJURY NO. 2 DIAGNOSIS	0 0 8 5	0 7	9 2 7 4 1 4 C
		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 5 2	0 6	
		1 2		LABORATORY TEST NO. 2	0 1 6 8	0 6	
		1 2		LABORATORY TEST NO. 3	0 1 7 4	0 6	
		1 2		LABORATORY TEST NO. 4	0 1 8 0	0 6	
		1 2		LABORATORY TEST NO. 5	0 1 8 6	0 6	
		1 2		LABORATORY TEST NO. 6	0 1 9 2	0 6	
		1 2		LABORATORY TEST NO. 7	0 1 9 8	0 6	
		1 2		LABORATORY TEST NO. 8	0 2 0 4	0 6	
		0 8		X-RAY	0 2 1 0	0 2	
		0 9		PRE-EXISTING DISEASE NO. 1	0 2 1 2	0 3	
		0 9		PRE-EXISTING DISEASE NO. 2	0 2 1 5	0 3	

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

14 JUN 1971

1

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

CODE SHEET _____ OF _____

AIRCRAFT _____ OF _____ PERSONNEL _____ OF _____

CODED: _____ REVIEWED _____ LOGGED DU PUNCHED: C VERIFIED: J

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	1 1	2 2	1	Ø 4	Ø 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	
		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	
Ø1		1 3		INJURY NO. 2 CAUSE	0 0 9 2	0 7	8 Ø 2 Ø 1 4 5

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

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION DIRECTOR CARD

CRM

NAVSAFECEN 3750 – 1/20 (NEW 3/69)

(COMMON TO BOTH CARDS) CODED: ___ REVIEWED: AP LOGGED: ___ PUNCHED: J VERIFIED: O

11 FEB 1970

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	1	1	3	2	1	0	4	0	0		A	0	2															

AIRCRAFT 1 OF 2

CODE SHEET 1 OF 24

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																																									
Cal. Yr.		Mo.		Day		Type Report	Log Line Number			Aircraft Number		Format No.	Trans Code	Card Number			Reporting Custodian			Acft. Damage	Total Pers. This Acft		Mission Modif.		Basic Mission	Model Acft: Design No.			Series Symbol	Aircraft Bureau Number					
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
6	9	1	1	2	2	1	0	4	0	1	1	A	Ø	1		1	3	2	A	0	1			F	0	0	8	J	1	4	9	2	1	2

Altitude of Emergency															Time At Alt.																										
Terrain Clearance					Cabin Altitude					Ambient Altitude					At Cabin Altitude			At Ambient Altitude			Place in Formation	Cloud Condition	Horizon	Time of Mishap: Condition	DURATION OF FLIGHT														
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63														
0	7	0	0	0						1	1	0	0	0				0	0	5	W	0	1	2	0	0	7														

Card 2

Format No.	Trans Code	Card Number		Kind of Flight	Narrative Identification: Safety and Survival							Narrative Identification: Bio-Med						Combat Environment	Primary Cause	Enemy Action
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
1	A	Ø	2		1	A	1	8	5		4			E	A						1	

AIRCRAFT 1 OF 2

CODE SHEET 2 OF 24

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	1	1	2	2	1	0	4	0	2	1	A	Ø	1		D	1	3	A	0	2			F	0	0	4	B	1	5	0	4	7	3

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	8	0	0	0	0	8	0	0	0	1	4	5	0	0	0	0	2	0	0	2	A	0	1	2	0	0	7							

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	A	Ø	2		1	A	1															

AIRCRAFT 2 OF 2

CODE SHEET 3 OF 24

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

1

I.D. Number	1 2 Yr.	3 4 Mn.	5 6 Day	7 8 Typ	9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	1 1	2 2	1	4	0 1	2	A	0 1	28

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 4 OF 24

AIRCRAFT 1 OF 2

PERSONNEL 1 OF 1

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

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

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	
		08		X-RAY	0 2 1 0	0 2	2 S
		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

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

CODE SHEET 5 OF 24

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 1

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

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		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		ADDITIONAL 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	
05		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 1	0 2 4 8	0 5	6 2 5 A D
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5	5 1 5 A D
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5	6 2 1 A S
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5	
		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	A 1
06		1 2		LEAVE INFO DATE LAST LEAVE	0 2 9 0	0 6	0 2 0 9 6 9
		0 9		LEAVE INFO NO. OF DAYS/TYPE	0 2 9 6	0 3	3 7 A
		1 2		DATE LAST PREV. FLIGHT	0 2 9 9	0 6	0 1 1 6 9

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 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	
1		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	0 2 0 4
07		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	1 2 0 3 4 0
		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	0 7 0 1 3 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 3 1
08		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	0 7 0
		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	1 5
		1 2		PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6	1 0 2 6 9 0
		1 2		PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6	1 0 2 6 9 0
		1 2		PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 4	0 3 5 6	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 5	0 3 6 2	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 6	0 3 6 8	0 6	
09		0 8		AGE	0 3 7 4	0 2	5 0
		0 8		HEIGHT	0 3 7 6	0 2	(b) (6) [redacted]
		0 9		WEIGHT	0 3 7 8	0 3	
		0 9		SITTING HEIGHT	0 3 8 1	0 3	
10		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
	6 9	1 1	2 2	1	Ø 4	Ø 1	2	A	Ø 1	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 6 OF 24

AIRCRAFT 1 OF 2

PERSONNEL 1 OF 1

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	(b) (6) [redacted]
		0 9		BUTTOCK KNEE LENGTH	0 3 9 0	0 3	
		0 9		LEG LENGTH	0 3 9 3	0 3	
		0 9		SHOULDER WIDTH	0 3 9 6	0 3	
11		1 3		EQUIPMENT NO. 1	0 3 9 9	0 7	3V16728
		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	19Ø148W
		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	ØØØ24HM
		1 2		EQUIPMENT NO. 3 CONTINUED	0 4 4 0	0 6	
		1 0		EQUIPMENT NO. 3 CONTINUED	0 4 4 6	0 4	
		1 3		EQUIPMENT NO. 4	0 4 5 0	0 7	
		1 2		EQUIPMENT NO. 4 CONTINUED	0 4 5 7	0 6	
		1 0		EQUIPMENT NO. 4 CONTINUED	0 4 6 3	0 4	
		1 3		EQUIPMENT NO. 5	0 4 6 7	0 7	
		1 2		EQUIPMENT NO. 5 CONTINUED	0 4 7 4	0 6	
		1 0		EQUIPMENT NO. 5 CONTINUED	0 4 8 0	0 4	
		1 3		EQUIPMENT NO. 6	0 4 8 4	0 7	

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

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

4

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

CODE SHEET 7 OF 24

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 1

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	1 1	2 2	1	Ø 4	Ø 1	2	A	Ø 1	

COMMON FIELDS TO ALL CARDS

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

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		10		EQUIPMENT NO. 19 CONTINUED	0718	04	
		13		EQUIPMENT NO. 20	0722	07	
		12		EQUIPMENT NO. 20 CONTINUED	0729	06	
		10		EQUIPMENT NO. 20 CONTINUED	0735	04	
1		10		EQUIPMENT NO. 21	0739	04	Ø1Ø1
12		10		EQUIPMENT NO. 22	0743	04	Ø9Ø1
		10		EQUIPMENT NO. 23	0747	04	Ø399
		10		EQUIPMENT NO. 24	0751	04	Ø8Ø2
		10		EQUIPMENT NO. 25	0755	04	28Ø1
13		10		EQUIPMENT NO. 26	0759	04	Ø299
		10		EQUIPMENT NO. 27	0763	04	25Ø8
		10		EQUIPMENT NO. 28	0767	04	13Ø4
		10		EQUIPMENT NO. 29	0771	04	16Ø3
14		10		EQUIPMENT NO. 30	0775	04	17Ø1
		10		EQUIPMENT NO. 31	0779	04	18 14
		10		EQUIPMENT NO. 32	0783	04	22Ø1
		10		EQUIPMENT NO. 33	0787	04	22Ø2
15		10		EQUIPMENT NO. 34	0791	04	25Ø2
		10		EQUIPMENT NO. 35	0795	04	25Ø1
		10		EQUIPMENT NO. 36	0799	04	25Ø6

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 Loc	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	6 9	1 1	2 2	1	6 4	0 1	2	A	0 1	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 8 OF 24

AIRCRAFT 1 OF 2

PERSONNEL 1 OF 1

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

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
1		10		EQUIPMENT NO. 37	0 8 0 3	0 4	2 6 1 1
		10		EQUIPMENT NO. 38	0 8 0 7	0 4	
		10		EQUIPMENT NO. 39	0 8 1 1	0 4	
		0		EQUIPMENT NO. 40	0 8 1 5	0 4	
		11		LOCATION IN AIRCRAFT	0 8 1 9	0 5	
16		09		METHOD OF ESCAPE	0 8 2 4	0 3	1
		07		INTENT FOR ESCAPE	0 8 2 7	0 1	1
		07		EXIT USED	0 8 2 8	0 1	
		07		COCKPIT CONDITION	0 8 2 9	0 1	
		08		ORDER OF ESCAPE	0 8 3 0	0 2	
		09		REASON(S) FOR ESCAPE	0 8 3 2	0 3	F
		08		COMMUNICATION PRIOR TO ESCAPE	0 8 3 5	0 2	0
17		10		NUMBER OF PREVIOUS ESCAPES	0 8 3 7	0 4	1
		09		TERRAIN OF LANDING OR CRASH SITE	0 8 4 1	0 3	P Q
		13		AIRCRAFT ATTITUDE	0 8 4 4	0 7	D 0 3 0
		08		AIRCRAFT ATTITUDE CONTINUED	0 8 5 1	0 2	
		14		E/T. TRAINING/LECTURES	0 8 5 3	0 7	
		14		E/T. TRAINING/FILMS	0 8 6 0	0 7	
		14		E/T. TRAINING/ UNARMED SEAT	0 8 6 7	0 7	
		14		E/T. TRAINING/ ARMED SEAT	0 8 7 4	0 7	

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0 8 8 1	0 3	
5		12		EGRESS DIFF. BEFORE PROB. 1 & 2	0 8 8 4	0 6	0 2 0 1 1 0
		12		EGRESS DIFF. BEFORE PROB. 3 & 4	0 8 9 0	0 6	
18		12		EGRESS DIFF. DURING PROB. 1 & 2	0 8 9 6	0 6	3 3 0
		12		EGRESS DIFF. DURING PROB. 3 & 4	0 9 0 2	0 6	
		12		EGRESS DIFF. AFTER PROB. 1 & 2	0 9 0 8	0 6	
		12		EGRESS DIFF. AFTER PROB. 3 & 4	0 9 1 4	0 6	
		11		TIME FROM EMER UNTIL ESCAPE ATTEM.	0 9 2 0	0 5	0 0 0 0 1
		09		REASON FOR DELAY	0 9 2 5	0 3	1
		11		TERRAIN CLEAR AT ESCAPE	0 9 2 8	0 5	0 5 0 0 0
19		11		TERRAIN CLEAR AT PRCHT. OPENING	0 9 3 3	0 5	0 5 0 0 0
		09		AIR SPEED	0 9 3 8	0 3	3 0 0
		09		GROUND SPEED	0 9 4 1	0 3	
		07		PRCHT. DID NOT OPEN	0 9 4 4	0 1	
		12		PROTECTIVE HELMET CHINSTRAP/VISOR	0 9 4 5	0 6	1 1 1 1 1 1
		08		CHIN STRAP NAPE STRAP	0 9 5 1	0 2	3 3
		08		ZERO LANYARD	0 9 5 3	0 2	
		07		AUTO LAP BELT RELEASE	0 9 5 5	0 1	
20		10		ACFT. CANOPY REMOVAL	0 9 5 6	0 4	1 1 1 3
		09		EJECTION	0 9 6 0	0 3	1 1 2

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

6

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

CODE SHEET 9 OF 24

AIRCRAFT 1 OF 2 PERSONNEL 1 OF 1

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

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	69	11	22	1	04	01	2	0	01	

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
1		10		BODY POSITION	0963	04	4431
		09		SEAT POSITION/SEPAR TYPE SEPARATION	0967	03	143
21		12		Parachute Data Deploy/Open Shock/Oscillat	0970	06	1 100
		10		PARACHUTE DAMAGE	0976	04	
		10		PARACHUTE DAMAGE CAUSE	0980	04	
		07		DIRECTION FACED AT CHUTE LANDING	0984	01	0
		11		LANDING CONDITIONS (WEIGHT WINDS)	0985	05	21505
		09		DRAGGED BY CHUTE DISTANCE DRAGGED	0990	03	0
22		10		LANDING POSITION	0993	04	2231
		09		DEPLOYED BEFORE LANDING	0997	03	NNJ
		07		CANOPY DEFLATION POCKETS	1000	01	
		11		SURVIVAL TRAINING SWIM	1001	05	09680
		11		SURVIAL TRAINING DILBERT DUNK	1006	05	09684
23		11		PARACHUTE DRAG	1011	05	09630
		11		SURVIVAL TRAIN IMMERSED COCKPIT	1016	05	09680
		11		SURVIVAL TRAIN IMMERSED SEAT	1021	05	09684
		11		SURVIVAL TRAIN JUNGLE	1026	05	
		11		SURVIVAL TRAIN ARCTIC	1031	05	
		11		SURVIVAL TRAIN DESERT	1036	05	
		11		SURVIVAL TRAIN MOUNTAIN	1041	05	08662

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		11		SURVIVAL TRAINING GENERAL	1046	05	
24		13		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1051	07	08005
		10		CONDITION AT SITE CONT. (WAVES)	1058	04	
		10		CONDITION AT SITE CONT. (TERRAIN WEATHER)	1062	04	3 1
		11		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1066	05	00122
		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	00002
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1084	04	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1088	04	
25		11		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1092	05	00002
		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	00052
		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	01202
		10		TIME LAPSE MISHAP TO RESCUE COMPLETE	1123	04	0536
		10		TIME IN WATER	1127	04	
		10		TIME IN RAFT	1131	04	

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

7

NAVSAFECEN 3750-1/16 (REV 2/69)

CODE SHEET 10 OF 24

AIRCRAFT 1 OF 2

PERSONNEL 1 OF 1

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	1 1	2 2	1	0 4	0 1	2	A	0 1	

COMMON FIELDS TO ALL CARDS

CD NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
26		12		RESCUE VEHICLES DISTANCE TO SCENE	1 1 3 5	0 6	0 2 8
		13		RESCUE VEHICLE/PERS.	1 1 4 1	0 7	1 2
		12		RESCUE VEHICLE /PERSONNEL CONT.	1 1 4 8	0 6	0 9 A D
		10		OTHER VEHICLES/PERSONNEL	1 1 5 5	0 4	
		10		OTHER VEHICLES/PERSONNEL	1 1 5 9	0 4	
		10		STAND-BY/BACK UP VEHICLES	1 1 6 3	0 4	
		10		NO. SEARCH/RESCUE HRS. ACTUAL RESCUE VEH	1 1 6 7	0 4	0 1 2 4
27		10		TOTAL SEARCH/RESCUE HRS - ALL VEHICLES	1 1 7 1	0 4	0 1 2 4
		10		RESCUE EQUIPMENT USED	1 1 7 5	0 4	
		10		RESCUE EQUIPMENT USED	1 1 7 9	0 4	
		10		RESCUE ALERT MEANS	1 1 8 3	0 4	A J
		08		ALERTING/COMMUNICATIONS PROBLEMS	1 1 8 7	0 2	
		08		DEPARTURE DELAYS	1 1 8 9	0 2	
		08		PROBLEMS ENROUTE	1 1 9 1	0 2	
		10		PROBLEMS LOCATING (OR KEEPING IN SIGHT)	1 1 9 3	0 4	
		12		LOCATOR MEANS	1 1 9 7	0 6	0 5 2 7
		10		LOCATOR MEANS CONT.	1 2 0 3	0 4	
		12		SURVIVORS PROBLEMS	1 2 0 7	0 6	1 8
		10		SURVIVORS PROBLEMS CONT.	1 2 1 3	0 4	
28		10		RESCUE PROBLEMS (VEHICLE/PERSONNEL)	1 2 1 7	0 4	1 B

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

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

1

I.D. Number	Yr.	Mo.	Day	Typ	Log	A/C NO.	Format No.	Transaction	Rec Sequence	Tot. No. Cards
	69	11	22	1	Ø4	Ø2	2	A	Ø1	16

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3760-1/10 (REV 2/69)

CODE SHEET 11 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 1 OF 2

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

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN. TAPE POS.	FLD SIZE	CODES 9
Ø1		13		FILE/SERVICE NO.	002207		(b) (6) [redacted]
		13		NAME	002907		SAGER W
		09		NAME (CONT)	003603		C
		07		RANK/RATE	003901		7
Ø2		07		BRANCH OF SERVICE	004001		G
		07		STATUS	004101		A
		07		INJURY	004201		H
		07		DISPOSITION	004301		E
		08		DAYS HOSPITALIZED	004402		
		08		DAYS QUARTERS	004602		
		08		DAYS GROUNDED	004802		
		09		UNCONSCIOUS	005003		
		08		AMNESIA	005302		
		08		EXPOSURE/SHOCK	005502		
Ø3		13		INJURY NO. 1 BODY PART	005707		ØØ1ØØØC
		13		INJURY NO. 1 DIAGNOSIS	006407		9485994
		13		INJURY NO. 1 CAUSE	007107		8ØØ517A
		13		INJURY NO. 2 BODY PART	007807		
		13		INJURY NO. 2 DIAGNOSIS	008507		
		13		INJURY NO. 2 CAUSE	009207		

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

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

2

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

CODE SHEET 12 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

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

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		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		PSYCHOPHYSIOLOGICAL FACTOR NO. 1	0 2 4 8	0 5	2 2 2 A 2
Ø4		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5	2 2 2 A 2
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5	2 1 2 A 2
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5	
		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	A 1
		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
		0 9		HOURS FLOWN LAST 24	0 3 0 5	0 3	
		0 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	
		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	
S		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	0 0 0 1 5 0
		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	
Ø5		0 9		HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3	0 1 0
		0 9		HOURS AWAKE PRIOR TO MISHAP	0 3 3 0	0 3	0 2 0
		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	0 5 0
		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	1 5
Ø6		1 2		PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6	P 1 1 6 9 1
		1 2		PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6	1 1 1 6 9 1
		1 2		PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6	1 1 1 6 9 1
		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	2 0
Ø7		0 8		HEIGHT	0 3 7 6	0 2	2 0
		0 9		WEIGHT	0 3 7 8	0 3	(b) (6) [redacted]
		0 9		SITTING HEIGHT	0 3 8 1	0 3	[redacted]
		0 9		TRUNK HEIGHT	0 3 8 4	0 3	[redacted]

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

3

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	1 1	2	3 1	Ø1	Ø2	2	A	Ø1

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 13 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 1 OF 2

CODE: _____ 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	(b) (6)
Ø8		0 9		BUTTOCK-KNEE LENGTH	0 3 9 0	0 3	
		0 9		LEG LENGTH	0 3 9 3	0 3	
		0 9		SHOULDER WIDTH	0 3 9 6	0 3	
		1 3		EQUIPMENT NO. 1	0 3 9 9	0 7	
		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 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	
		1 2		EQUIPMENT NO. 3 CONTINUED	0 4 4 0	0 6	
		1 0		EQUIPMENT NO. 3 CONTINUED	0 4 4 6	0 4	
		1 3		EQUIPMENT NO. 4	0 4 5 0	0 7	
		1 2		EQUIPMENT NO. 4 CONTINUED	0 4 5 7	0 6	
		1 0		EQUIPMENT NO. 4 CONTINUED	0 4 6 3	0 4	
		1 3		EQUIPMENT NO. 5	0 4 6 7	0 7	
		1 2		EQUIPMENT NO. 5 CONTINUED	0 4 7 4	0 6	
		1 0		EQUIPMENT NO. 5 CONTINUED	0 4 8 0	0 4	
		1 3		EQUIPMENT NO. 6	0 4 8 4	0 7	

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

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

4

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

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 14 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 1 OF 2

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

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		13		EQUIPMENT NO. 12	0 6 0 3	0 7	
		12		EQUIPMENT NO. 13 CONTINUED	0 6 1 0	0 6	
		10		EQUIPMENT NO. 13 CONTINUED	0 6 1 6	0 4	
		13		EQUIPMENT NO. 14	0 6 2 0	0 7	
		12		EQUIPMENT NO. 14 CONTINUED	0 6 2 7	0 6	
		10		EQUIPMENT NO. 14 CONTINUED	0 6 3 3	0 4	
		13		EQUIPMENT NO. 15	0 6 3 7	0 7	
		12		EQUIPMENT NO. 15 CONTINUED	0 6 4 4	0 6	
		10		EQUIPMENT NO. 15 CONTINUED	0 6 5 0	0 4	
		13		EQUIPMENT NO. 16	0 6 5 4	0 7	
		12		EQUIPMENT NO. 16 CONTINUED	0 6 6 1	0 6	
		10		EQUIPMENT NO. 16 CONTINUED	0 6 6 7	0 4	
		13		EQUIPMENT NO. 17	0 6 7 1	0 7	
		12		EQUIPMENT NO. 17 CONTINUED	0 6 7 8	0 6	
		10		EQUIPMENT NO. 17 CONTINUED	0 6 8 4	0 4	
		13		EQUIPMENT NO. 18	0 6 8 8	0 7	
		12		EQUIPMENT NO. 18 CONTINUED	0 6 9 5	0 6	
		10		EQUIPMENT NO. 18 CONTINUED	0 7 0 1	0 4	
		13		EQUIPMENT NO. 19	0 7 0 5	0 7	
		12		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
		10		EQUIPMENT NO. 19 CONTINUED	0 7 1 8	0 4	
		13		EQUIPMENT NO. 20	0 7 2 2	0 7	
		12		EQUIPMENT NO. 20 CONTINUED	0 7 2 9	0 6	
		10		EQUIPMENT NO. 20 CONTINUED	0 7 3 5	0 4	
Ø9		10		EQUIPMENT NO. 21	0 7 3 9	0 4	Ø1Ø1
		10		EQUIPMENT NO. 22	0 7 4 3	0 4	Ø9Ø1
		10		EQUIPMENT NO. 23	0 7 4 7	0 4	Ø399
		10		EQUIPMENT NO. 24	0 7 5 1	0 4	Ø8Ø2
1Ø		10		EQUIPMENT NO. 25	0 7 5 5	0 4	Ø6Ø2
		10		EQUIPMENT NO. 26	0 7 5 9	0 4	Ø799
		10		EQUIPMENT NO. 27	0 7 6 3	0 4	2Ø8
		10		EQUIPMENT NO. 28	0 7 6 7	0 4	13Ø4
11		10		EQUIPMENT NO. 29	0 7 7 1	0 4	16Ø3
		10		EQUIPMENT NO. 30	0 7 7 5	0 4	17Ø3
		10		EQUIPMENT NO. 31	0 7 7 9	0 4	18 1 4
		10		EQUIPMENT NO. 32	0 7 8 3	0 4	19Ø1
12		10		EQUIPMENT NO. 33	0 7 8 7	0 4	22Ø1
		10		EQUIPMENT NO. 34	0 7 9 1	0 4	22Ø2
		10		EQUIPMENT NO. 35	0 7 9 5	0 4	23Ø2
		10		EQUIPMENT NO. 36	0 7 9 9	0 4	25Ø1

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 Loc	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	9	1 1	2 2	1	0 4	0 2	2	A	0 1	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 15 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 1 OF 2

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

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
13		1 0		EQUIPMENT NO. 37	0 8 0 3	0 4	2 5 0 6
		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	2 5 1 1
		0		EQUIPMENT NO. 40	0 8 1 5	0 4	3 0 0 6
14		1 1		LOCATION IN AIRCRAFT	0 8 1 9	0 5	1 1 2 1 1
		0 9		METHOD OF ESCAPE	0 8 2 4	0 3	3
		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	
		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	4 5
		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 1 0 0 0 0 1
		1 4		EJT. TRAINING/FILMS	0 8 6 0	0 7	
15		1 4		EJT. TRAINING/ UNARMED SEAT	0 8 6 7	0 7	0 1 1 0 0 0 1
		1 4		EJT. TRAINING/ ARMED SEAT	0 8 7 4	0 7	0 1 1 0 0 0 1

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 PRCHT. 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		PRCHT. 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)

6

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	1 1	2 2	1	4 4	0 2	2	1	0 1	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 16 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 1 OF 2

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

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

5/16

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

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

1

I.D. Number	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	12	22	1	4	02	2	A	02	25

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/10 (REV 2/69)

CODE SHEET 17 OF 24

AIRCRAFT 3 OF 3 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
01		13		FILE/SERVICE NO.	002207		(b) (6) [redacted]
		13		NAME	002907		
		09		NAME (CONT)	003603		
		07		RANK/RATE	003901		5
02		07		BRANCH OF SERVICE	004001		6
		07		STATUS	004101		7
		07		INJURY	004201		8
		07		DISPOSITION	004301		9
		08		DAYS HOSPITALIZED	004402		
		08		DAYS QUARTERS	004602		
		08		DAYS GROUNDED	004802		
		09		UNCONSCIOUS	005003		
		08		AMNESIA	005302		
		08		EXPOSURE/SHOCK	005502		
		13		INJURY NO. 1 BODY PART	005707		
		13		INJURY NO. 1 DIAGNOSIS	006407		
		13		INJURY NO. 1 CAUSE	007107		
		13		INJURY NO. 2 BODY PART	007807		
		13		INJURY NO. 2 DIAGNOSIS	008507		
		13		INJURY NO. 2 CAUSE	009207		

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		13		INJURY NO. 3 BODY PART	009907		
		13		INJURY NO. 3 DIAGNOSIS	010607		
		13		INJURY NO. 3 CAUSE	011307		
		13		INJURY NO. 4 BODY PART	012007		
		13		INJURY NO. 4 DIAGNOSIS	012707		
		13		INJURY NO. 4 CAUSE	013407		
		13		INJURY NO. 5 BODY PART	014107		
		13		INJURY NO. 5 DIAGNOSIS	014807		
		13		INJURY NO. 5 CAUSE	015507		
		12		LABORATORY TEST NO. 1	016206		
		12		LABORATORY TEST NO. 2	016806		
		12		LABORATORY TEST NO. 3	017406		
		12		LABORATORY TEST NO. 4	018006		
		12		LABORATORY TEST NO. 5	018606		
		12		LABORATORY TEST NO. 6	019206		
		12		LABORATORY TEST NO. 7	019806		
		12		LABORATORY TEST NO. 8	020406		
03		08		X-RAY	021002		S
		09		PRE-EXISTING DISEASE NO. 1	021203		
		09		PRE-EXISTING DISEASE NO. 2	021503		

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

2

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

CODE SHEET 18 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

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

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		0 9		PRE-EXISTING DISEASE NO. 3	0 2 1 8	0 3	
		0 8		AUTOPSY	0 2 2 1	0 2	
		1 0		MATERIAL TO AFIP	0 2 2 3	0 4	
		0 7		AFIP REPORT	0 2 2 7	0 1	
		1 1		ADDITONAL INJURY NO. 1	0 2 2 8	0 5	
		1 1		ADDITIONAL INJURY NO. 2	0 2 3 3	0 5	
		1 1		ADDITIONAL INJURY NO. 3	0 2 3 8	0 5	
		1 1		ADDITIONAL INJURY NO. 4	0 2 4 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 1	0 2 4 8	0 5	1 6 3 A D
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5	1 2 2 A 3
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5	
		1 1		PSYCHOPHYSIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5	
		0 8		ROLE OF INDIVIDUAL	0 2 8 8	0 2	N
04		1 2		LEAVE INFO DATE LAST LEAVE	0 2 9 0	0 6	1 2 A 6 7
		0 9		LEAVE INFO NO. OF DAYS/TYPE	0 2 9 6	0 3	1 2 A
		1 2		DATE LAST PREV. FLIGHT	0 2 9 9	0 6	1 9 1 1 2 9

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 0
05		0 9		HOURS FLOWN LAST 48	0 3 0 8	0 3	0 0 0
		1 0		MISSIONS FLOWN LAST 24 (2)/48 (2)	0 3 1 1	0 4	0 0 0 0
		1 2		HOURS WORKED LAST 24 (3)/48 (3)	0 3 1 5	0 6	0 3 0 1 0 0
		1 2		HOURS SLEPT LAST 24 (3)/48 (3)	0 3 2 1	0 6	0 3 0 1 0 0
06		0 9		HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3	0 0 5
		0 9		HOURS AWAKE PRIOR TO MISHAP	0 3 3 0	0 3	0 1 4
		0 9		HOURS DURATION LAST SLEEP	0 3 3 3	0 3	0 8 0
		0 8		TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2	3 0
07		1 2		PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6	0 0 4 6 9 0
		1 2		PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 4	0 3 5 6	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 5	0 3 6 2	0 6	
		1 2		PHYSIOLOGICAL TRAINING NO. 6	0 3 6 8	0 6	
		0 8		AGE	0 3 7 4	0 2	2 6
		0 8		HEIGHT	0 3 7 6	0 2	(b) (6) [redacted]
		0 9		WEIGHT	0 3 7 8	0 3	
		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	69	11	22	1	04	02	2	A	02	
	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/12 (REV 2/69) CODE SHEET 19 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

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

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		09		FUNCTIONAL REACH	0387	03	
		09		BUTTOCK-KNEE LENGTH	0390	03	
		09		LEG LENGTH	0393	03	
		09		SHOULDER WIDTH	0396	03	
Ø8		13		EQUIPMENT NO. 1	0399	07	3ØØ672A
		12		EQUIPMENT NO. 1 CONTINUED	0406	06	
		10		EQUIPMENT NO. 1 CONTINUED	0412	04	
		13		EQUIPMENT NO. 2	0416	07	26114Øm
		12		EQUIPMENT NO. 2 CONTINUED	0423	06	
		10		EQUIPMENT NO. 2 CONTINUED	0429	04	
		13		EQUIPMENT NO. 3	0433	07	
		12		EQUIPMENT NO. 3 CONTINUED	0440	06	
		10		EQUIPMENT NO. 3 CONTINUED	0446	04	
		13		EQUIPMENT NO. 4	0450	07	
		12		EQUIPMENT NO. 4 CONTINUED	0457	06	
		10		EQUIPMENT NO. 4 CONTINUED	0463	04	
		13		EQUIPMENT NO. 5	0467	07	
		12		EQUIPMENT NO. 5 CONTINUED	0474	06	
		10		EQUIPMENT NO. 5 CONTINUED	0480	04	
		13		EQUIPMENT NO. 6	0484	07	

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

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

4

I.D. Number	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	11	22	1	44	42	2	A	42	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 20 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 2 OF 2

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

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

CD. NO. 16 17	CU. FWD	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		10		EQUIPMENT NO. 19 CONTINUED	0718	04	
		13		EQUIPMENT NO. 20	0722	07	
		12		EQUIPMENT NO. 20 CONTINUED	0729	06	
		10		EQUIPMENT NO. 20 CONTINUED	0735	04	
5		10		EQUIPMENT NO. 21	0739	04	0101
		10		EQUIPMENT NO. 22	0743	04	0201
09		10		EQUIPMENT NO. 23	0747	04	0399
		10		EQUIPMENT NO. 24	0751	04	0402
		10		EQUIPMENT NO. 25	0755	04	0602
		10		EQUIPMENT NO. 26	0759	04	0799
10		10		EQUIPMENT NO. 27	0763	04	2508
		10		EQUIPMENT NO. 28	0767	04	1304
		10		EQUIPMENT NO. 29	0771	04	1709
		10		EQUIPMENT NO. 30	0775	04	1214
11		10		EQUIPMENT NO. 31	0779	04	1701
		10		EQUIPMENT NO. 32	0783	04	2501
		10		EQUIPMENT NO. 33	0787	04	2208
		10		EQUIPMENT NO. 34	0791	04	2502
12		10		EQUIPMENT NO. 35	0795	04	2501
		10		EQUIPMENT NO. 36	0799	04	2506

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 Loc	10 11 A/C NO.	12 Format No.	13 Transaction	14 15 Pers Sequence	20 21 Tot. No. Cards
	69	11	22	1	4	42	2	A	42	

COMMON FIELDS TO ALL CARDS

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

CODE SHEET 21 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

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

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		10		EQUIPMENT NO. 37	0803	04	2241
		10		EQUIPMENT NO. 38	0807	04	
		10		EQUIPMENT NO. 39	0811	04	
		0		EQUIPMENT NO. 40	0815	04	
		11		LOCATION IN AIRCRAFT	0819	05	2231
13		09		METHOD OF ESCAPE	0824	03	1
		07		INTENT FOR ESCAPE	0827	01	1
		07		EXIT USED	0828	01	
		07		COCKPIT CONDITION	0829	01	
		08		ORDER OF ESCAPE	0830	02	
		09		REASON(S) FOR ESCAPE	0832	03	F
		08		COMMUNICATION PRIOR TO ESCAPE	0835	02	4
		10		NUMBER OF PREVIOUS ESCAPES	0837	04	
14		09		TERRAIN OF LANDING OR CRASH SITE	0841	03	S
		13		AIRCRAFT ATTITUDE	0844	07	A D15
		08		AIRCRAFT ATTITUDE CONTINUED	0851	02	
		14		EJT. TRAINING/LECTURES	0853	07	46471691
		14		EJT. TRAINING/FILMS	0860	07	46471691
15		14		EJT. TRAINING/ UNARMED SEAT	0867	07	43471691
		14		EJT. TRAINING/ ARMED SEAT	0874	07	41471691

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		09		JUMP/PARASAIL/OTHER SCHOOL ROLE	0881	03	
		12		EGRESS DIFF. BEFORE PROB. 1 & 2	0884	06	
		12		EGRESS DIFF. BEFORE PROB. 3 & 4	0890	06	
		12		EGRESS DIFF. DURING PROB. 1 & 2	0896	06	
		12		EGRESS DIFF. DURING PROB. 3 & 4	0902	06	
		12		EGRESS DIFF. AFTER PROB. 1 & 2	0908	06	
		12		EGRESS DIFF. AFTER PROB. 3 & 4	0914	06	
		11		TIME FROM EMER. UNTIL ESCAPE ATTEM.	0920	05	0001
		09		REASON FOR DELAY	0925	03	
		11		TERRAIN CLEAR AT ESCAPE	0928	05	1000
16		11		TERRAIN CLEAR AT PRCHT. OPENING	0933	05	0000
		09		AIR SPEED	0938	03	160
		09		GROUND SPEED	0941	03	
		07		PRCHT. DID NOT OPEN	0944	01	
		12		PROTECTIVE HELMET CHINSTRAP/VISOR	0945	06	1111
		08		CHIN STRAP NAPE STRAP	0951	02	12
		08		ZERO LANYARD	0953	02	
		07		AUTO LAP BELT RELEASE	0955	01	
17		10		ACFT. CANOPY REMOVAL	0956	04	1113
		09		EJECTION	0960	03	113

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

6

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

CODE SHEET 22 OF 24

AIRCRAFT 2 OF 2

PERSONNEL 2 OF 2

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

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
5		10		BODY POSITION	0963	04	3 1 2 1
		09		SEAT POSITION/SEPAR TYPE SEPARATION	0967	03	1 1 3
18		12		Position Body Deploy/Open Shock/Deploy	0970	06	1 1 1 0 0
		10		PARACHUTE DAMAGE	0976	04	
		10		PARACHUTE DAMAGE CAUSE	0980	04	
		07		DIRECTION FACED AT CHUTE LANDING	0984	01	2
		11		LANDING CONDITIONS (WEIGHT WINDS)	0985	05	2 1 0 5
		09		DRAGGED BY CHUTE DISTANCE DRAGGED	0990	03	1
19		10		LANDING POSITION	0993	04	3 2 1
		09		DEPLOYED BEFORE LANDING	0997	03	1 1 1
		07		CANOPY DEFLATION POCKETS	1000	01	
		11		SURVIVAL TRAINING SWIM	1001	05	0 3 1 2 4
		11		SURVIVAL TRAINING DILBERT DUNK	1006	05	
		11		PARACHUTE DRAG	1011	05	
		11		SURVIVAL TRAIN IMMERSED COCKPIT	1016	05	
		11		SURVIVAL TRAIN IMMERSED SEAT	1021	05	
		11		SURVIVAL TRAIN JUNGLE	1026	05	0 3 6 9 0
		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
20		11		SURVIVAL TRAINING GENERAL	1046	05	0 3 6 9 0
		13		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1051	07	0 0 0 0 5
		10		CONDITION AT SITE CONT. (WAVES)	1058	04	
		10		CONDITION AT SITE CONT. (TERRAIN WEATHER)	1062	04	1 0 1
		11		TIME LAPSE MISHAP TO ALERT (RESCUE VEH)	1066	05	0 0 1 2 2
		10		TIME LAPSE OTHER ASSIST NO. 1	1071	04	
		10		TIME LAPSE OTHER ASSIST NO. 2	1075	04	
21		11		TIME LAPSE ALERT TO DEPART (RESC VEH)	1079	05	0 0 0 3 2
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1084	04	
		10		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1088	04	
		11		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1092	05	0 0 0 0 0
		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	0 0 0 5 2
		10		LOCATE TO REACH (ASSIST NO. 1)	1110	04	0 0 1 1
		10		LOCATE TO REACH (ASSIST NO. 2)	1114	04	
22		11		TIME LAPSE MISHAP TO RESCUE/ABANDON	1118	05	0 1 0 0 2
		10		TIME LAPSE MISHAP TO RESCUE COMPLETE	1123	04	0 2 3 6
		10		TIME IN WATER	1127	04	
		10		TIME IN RAFT	1131	04	

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

7

NAVSAFECEN 3750-1/16 (REV 2/69)

CODE SHEET 23 OF 24

AIRCRAFT 2 OF 2 PERSONNEL 2 OF 2

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

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

COMMON FIELDS TO ALL CARDS

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN. TAPE POS	FLD SIZE	CODES
		1 2		RESCUE VEHICLES DISTANCE TO SCENE	1 1 3 5	0 6	0 1 0
		1 3		RESCUE VEHICLE/PERS.	1 1 4 1	0 7	1 2
23		1 2		RESCUE VEHICLE /PERSONNEL CONT.	1 1 4 8	0 6	0 9 0 2 N
		1 0		OTHER VEHICLES/PERSONNEL	1 1 5 5	0 4	3 5
		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 0		NO. SEARCH/RESCUE HRS. ACTUAL RESCUE VEH.	1 1 6 7	0 4	0 1 5 0
		1 0		TOTAL SEARCH/RESCUE HRS. - ALL VEHICLES	1 1 7 1	0 4	0 1 2 0
		1 0		RESCUE EQUIPMENT USED	1 1 7 5	0 4	
		1 0		RESUCE EQUIPMENT USED	1 1 7 9	0 4	
24		1 0		RESCUE ALERT MEANS	1 1 8 3	0 4	A J
		0 8		ALERTING/COMMUNICATIONS PROBLEMS	1 1 8 7	0 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	0 5 0 3
		1 0		LOCATOR MEANS CONT.	1 2 0 3	0 4	
		1 2		SURVIVORS PROBLEMS	1 2 0 7	0 6	1 8
		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	
1		0 8		SURVIVORS CONDITION	1 2 7 3	0 2	1 A
25		1 2		FACTORS HELPFUL TO RESCUER	1 2 7 5	0 6	0 9
		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	122	04		3	A	20
	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 24 OF 24

CODED: CWP 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 MIDAIR COLL BETWEEN AN F8 ON A 2 PLANE TRA FLT + A
02 N F4B ON A 1 PLANE TRA FLT WHICH WERE UNREL. THE
03 F4 STRUCK THE F8 BROADSIDE AFT THE RT WING. RIO IN
04 THE F4 REPTS HE OBSR THE FWD SECTION OF ACFT CATCH
05 FIRE PRIOR TO HIS SUCCESSFUL EJT. PLT OF F8 SUCCES
06 SFULLY EJT. BOTH SURVIVORS RECD VERY MINOR INJ.
07 PLT OF F4 REMAINED IN ACFT + WAS CARBONIZED FOLLOW
08 ING CRASH. MOR IND THAT ACDT WAS PROB CAUSED BY
09 LACK OF PROPER LOOKOUT DOCTRINE BY BOTH PLTS, AND
10 THAT A POSSIBLE CONTRIB CAUSE WAS FAULTY INFO

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

11 TRANS BY F8 PLTS WINGMAN. FLT SURG NOTES A DELAY O
12 F 72 HRS IN NOTIFICATION THAT HE WAS THE ONLY FLT
13 SURG ON THE BOARD.
14
15 THE F-4 RIO EJT AT 3M FT 160 KTS, THE F-8 PLT
16 AT 5M FT 300 KTS. ALL EQUIP WORKED AS ADVERTISED.
17 DUE TO G-FORCES THE RIO WAS UNABLE TO REACH THE FA
18 CE CURTAIN SO USED THE SEAT FIRING HANDLE. RESCUE
19 EFFECTED BY USCG HELO. A LACK OF SAR CAPABILITY IN
20 THE YUMA/EL CENTRO AREA WAS NOTED.

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

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

111A1/lg
3750/2
Ser 1239
13 Apr 1970

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

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

Subj: VF-124/VMFAT-101 AAR ser's 3-70A concerning F-8J/F-4B BuNo's 149212/150473 accident occurring 22 November 1969, pilots (b) (6) [redacted] /SAUER

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--F-8J (improper lookout doctrine).

*b. PILOT--F-4B (improper lookout doctrine).

*Primary

(b) (6) [redacted]

By direction

Copy to:
CMC (AAP)
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMNAVAIRPAC
CGFMFPAC
CGTHIRDMAW
COMFAIRMIRAMAR
CO MCAS YUMA
COMRCVW-12
CO MAG-33
CO VMFAT-101
NAVPRO DALLAS
NAVPRO ST LOUIS
COMNAVAIRTESTCEN
CO NAVAEROREGOVFAC
DIR AFIP

ok

FOR OFFICIAL USE ONLY

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 DPEARTMENT: None

1237
INITIAL/CODE

AERO-MED DEPARTMENT:

83 No comment

84 AI comm should stress the need for the responsibility to be established to conform to existing medical direction.

87 No comment

INITIAL/CODE

EL CENTRO SAR

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		
All concerned	512 / 3-17-70	This SSR has been forwarded through 2 different chains of command with each chain apparently being under the impression that they were endorsing the only ORIGINAL report, consequently some commands have endorsed this same report more than once. In an effort to include all of the available information and make the best use of it all endorsements have been arranged in chronological order and renumbered accordingly. VR GTB	/
511	512D / 7-9-70	Final review completed and document ready for the closed file. [illegible]	/
	09 JUL 1970	CLOSED	

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	Hard-coded 1-7-70 bp	
all	512A / 2/10/70 -	for new ¢1 acft will be F8 - per AAD - per Mr Sott/Hassell	/
	511 / 3/2/70	ORIGINAL REC'D FS	/
512	511 / 3/2/70	~~The copy of AAR submitted as an ORIGINAL accepted as such by Mr. Sykes (See note bottom of page 3, OPNAV form 3750-1.) MCRS from Coded Adv. Copy married with ORIG. AND FIFTH IND. FROM MCAS YUMA. Also married with ORIG. document. List of discrepancies attached. This note deleted as ORIG. AAR (Completed as required by 3750-1) was received 3 Mar. 1970~~ D. Ewing	/
		VR D. Ewing	/

Page 1 of 2

NAVSAFECEN 3750-10 (Rev 3/69)

COUNTY

UNIT VF 124 / VMFAT 101

MODEL F8J / F4B

BUNO 149312 / 150473

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING:
	M&M		3-26-70	O	
	LSD				

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:

REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NAVSAFECEN 10 APR 1970

EXTENSIONS

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER-DEPT ROUTING
AAD	27 Mar		~~[illegible]~~	~~[illegible]~~	
			10 apr	LSD	

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				

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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.

3750
Ser 80/ 1497

27 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

~~SIXTH~~ TENTH ENDORSEMENT on VF-124 AAR ser 3-70A concerning F-8J BuNo 149212 accident occurring 22 Nov 69, pilot (b) (6) [redacted] and SAUER .

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

Subj: VF-124 AAR ser 3-70A

Ref: (a) OPNAVINST 3750.6F

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, and in the remarks contained in subsequent endorsements, particularly paragraph 4 of COMRCVW TWELVE'S endorsement.

2. The third endorsement from the Commanding Officer, Marine Aircraft Group 33 indicates that the AAR has been readdressed via the VMFAT-101 operational chain-of-command. A telephone inquiry at Third Marine Aircraft Wing indicated that no additional endorsements would be made. Paragraph 39a(2)(3) on page 28 of reference (a) applies.

(b) (6) [redacted]

By direction

Copy to:
COMNAVAIRSYSCOM
CMC (CODE AAP)
CG FMFPAC
CG 3RD MAW
CO MAG THREE THREE
COMREDATKCARAIRWING ONE TWO
COMFAIRMIRAMAR
CO FITRON ONE TWO FOUR
CO NAVAEROSPACERECFAC
CO MCAS YUMA
CO VMFAT ONE ZERO ONE
NAVPLANTREPO DALLAS
NAVPLANTREPO ST LOUIS
DIR AFIP

3750
Ser 80/ 1273

19 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

~~EIGHTH~~ NINTH ENDORSEMENT on VF-124 AAR ser 3-70A, VMFAT-101 AAR ser 3-70A concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 Nov 69, pilots (b) (6) and SAUER

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

Subj: VF-124 AAR ser 3-70A

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsements, subject to the following comments:

a. Both aircraft had an equal responsibility for maintaining effective lookout doctrine, and when all circumstances are assessed, there appears to be equal fault in this aspect.

b. For a long period, COMNAVAIRPAC has attempted to improve the SAR facilities at NAF, El Centro. The helicopter and personnel assets have been approved, and in the very near future the SAR capability at NAF, El Centro should be substantially improved.

2. During the course of endorsing this report, the numerical assignments of endorsements of COMREDATKCARAIRWING TWELVE and COMFAIRMIRAMAR were changed from third and fourth endorsements to sixth and seventh endorsements, respectively. In the process of addressing this report, for some unknown reason the numerical sequence of the endorsements became confused. All holders of this report and the endorsements are requested to make the changes indicated in the first sentence of this paragraph.

(b) (6) [redacted]

Force Safety Officer

Copy to:
COMNAVAIRSYSCOM
CMC (CODE AAP)
CG FMFPAC
CG 3RD MAW
CO MAG THREE THREE
COMFAIRMIRAMAR
COMREDATKCARAIRWING TWELVE
CO FITRON ONE TWO FOUR
NAVPLANTREPO ST LOUIS
NAVPLANTREPO DALLAS
CO NAVAERORECOVFAC EL CENTRO
DIR AFIP CO
CO MCAS YUMA
CO MARFITATKTRARON ONE ZERO ONE

ORIGINAL

OP:RCH:cja
3750
Ser
10 FEB 1970

~~FIFTH~~ EIGHTH ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F-8J BuNo 149212, F-4B BuNo 150473, accident occurring 22 Nov 1969, pilots (b) (6) and SAUER

From: Commanding Officer, Marine Corps Air Station, Yuma, Arizona 85364
To: Commander, Naval Safety Center
Via: Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded.

2. This command has concurred for many years with the well documented requirement for a SAR unit at NAF El Centro. One UH-34 aircraft was transferred from MCAS Yuma to NAF El Centro on 8 December 1969 for the purpose of establishing a SAR unit at that site, and should become operational when qualified pilots are assigned to fly the aircraft.

W. J. Sims

W. J. SIMS

Copy to:
NAVSAFCEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
CMC (Code AAP)
DIR AFIP
NAVAIRTESTCEN PAXRIV
NAVPLANTREPO DALLAS
NAVAEROSPACERECFAC
CG FMFPAC
CG 3RD MAW
MAG-33
VMFAT-101
VF-124
RCVW-12
COMFAIR MIRAMAR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

30A/ced
3750
2 FEB 1970

SEVENTH ~~FIFTH~~ ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots (b) (6) [redacted] and SAUER

From: Commanding General, Fleet Marine Force, Pacific
To: Commander, Naval Safety Center
Via: Commander, Naval Air Forces, Pacific

Subj: VF-124 Aircraft Accident Report, Serial 3-70A; forwarding of

1. Forwarded, concurring in the conclusion and recommendations of the Aircraft Accident Board and subsequent endorsers.

(b) (6)
[redacted]

By direction

Copy to:
COMNAVSAFECEN (2 ADVANCE)
CMC (CODE AAP)
COMNAVAIRSYSCOMHQ (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIRWING-12
COMFAIRMIRAMAR
CG, 3RD MAW
DIR, AFIP
CO, MAG-33
CO, VMFAT-101
CO, VF-124
CO, MCAS YUMA
CO, NAVAEROSPACERECFAC
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

ORIGINAL

31
3750
Ser 103

30 JAN 1970

SIXTH ~~FOURTH~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F8J BuNo 149212. F4B BuNo 150473, accident occurring 22 November 1969, pilots (b) (6) and SAUER

From: Commander Fleet Air Miramar
To: Commander Naval Safety Center
Via: (1) Commanding Officer MCAS Yuma
(2) Commander Naval Air Force, U.S. Pacific Fleet

Subj: VF-124, VMFAT-101 Aircraft Accident Report serial 3-70A; forwarding of

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsements, subject to the following comments and exceptions:

a. This accident could have been avoided had the pilots of the aircraft directly involved in the mid-air collision maintained an effective lookout doctrine. There existed, of course, a responsibility for the F4 RIO and the F8 wingman to accurately and quickly analyze and report any potentially dangerous traffic situation. However, the final responsibility for this accident must rest with the pilots of the aircrafts involved in the collision.

b. Both the right-of-way rules (FAR part 91.67) and the "see and avoid" section of reference (b) would have been applicable had either participant in the accident maintained an adequate lookout and seen the other aircraft in time for these concepts to become operative.

c. The urgent need for a SAR unit at NAF El Centro has been recognized by higher authorities and is in the process of being established.

2. It is noted that Commander Readiness Attack Carrier Air Wing TWELVE and Commanding Officer, Marine Aircraft Group THREE THREE have each submitted a third endorsement to the AAR. Additionally, the latter endorser has apparently routed a copy of the accident report via U.S. Marine Channels to Commander Naval Air Force, U.S. Pacific Fleet. It is requested that COMNAVAIRPAC rectify this administrative discrepancy when all endorsements have been received.

C. H. Conatser
C. H. CONATSER

Copy to:

COMNAVSAFCEN (2)	COMNAVAIRTESTCEN PAX RIV	CG THIRD MAW
COMNAVAIRSYSCOM (AIR-09E)	NAVPLANTREPO DALLAS	MAG-33
COMNAVAIRPAC	NAVAEROSPACEREGFAC	VMFAT-101
CMC (Code AAP)	NAVPLANTREPO ST LOUIS	VF-124
DIR AFIP	CG FMFPAC	RCVW-12

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

~~18~~ 20

ORIGINAL

ORIGINAL

25:JMV:dwn
3750

21 JAN 1970

Fifth
~~FOURTH~~ ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots (b) (6) [redacted] and SAUER

From: Commanding General, 3d Marine Aircraft Wing
To: Commander, Naval Safety Center
Via: (1) Commanding General, Fleet Marine Force, Pacific
(2) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: VF-124 Aircraft Accident Report, Serial 3-70A

Ref: (a) OPNAVINST 3710.7D

1. Forwarded.

2. Paragraph 3 of the Second Endorsement is substantiated by the board's flight path analysis (enclosure (6)) and is in accordance with paragraph 110 of reference (a). It is clear from enclosure (2) that F-8J BuNo 149212 was being maneuvered as an individual aircraft within the meaning of paragraph 616 of reference (a) pursuant to the change of tactical lead effected immediately before the collision. Accordingly the contention that it was incumbent on the pilot of F-8J 149212 to alter course so as to avoid F-4B 150473 is a correct conclusion.

R. G. Owens Jr.
R. G. OWENS, Jr.

Copy to:
COMNAVSAFCEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIRWING-12
COMFAIRMIRAMAR
CMC (CODE AAP)
CG, FMFPAC
DIR, AFIP
CO, MAG-33
CO, VMFAT-101
CO, VF-124
CO, MCAS YUMA
CO, NAVAEROSPACERECFAC
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

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ORIGINAL

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc
3750
Ser 80/ 42
19 JAN 1970

Fourth ~~THIRD~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A concerning F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969, Pilots (b) (6) [redacted] and SAUER

From: Commander Readiness Attack Carrier Air Wing TWELVE
To: Commander Naval Safety Center
Via: (1) Commander Fleet Air, Miramar
(2) Commanding Officer, Marine Corps Air Station, Yuma, Arizona
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

Ref: (a) OPNAVINST 3750.6 (series)
(b) OPNAVINST 3710.7 (series)

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsements, subject to the following comments and exceptions.

2. The AAR Board in part VII E states that NATOPS was violated. COMRCVW TWELVE agrees most emphatically with this in that proper lookout doctrine was not maintained. The AAR Board did not cite this as a factor in part I section B2 pages 1 and 4. It is therefore recommended, that this NATOPS violation be considered a causal factor.

3. COMRCVW TWELVE does not agree with paragraph 3 of the first endorsement. If proper lookout doctrine and correct radio/ICS transmissions had been made, this accident could have been avoided. Any action or set of circumstances that can prevent or modify an accident must be considered as a factor. Training of replacement pilots and RIOs must emphasize the importance of proper lookout doctrine.

4. COMRCVW TWELVE does not desire to comment on degree of responsibility as to which aircraft/pilot had the right-of-way. This type of comment does not readily adapt itself to corrective action and merely confuses the situation. Reference (b) paragraph 551c clearly points out that under any circumstances "See and Avoid" is the basic premise involved.

5. The MOR states that a properly documented MOR could not be completed on Captain SAUER. In this case, proper coordination was lacking. This omission is not felt to derrogate the findings of the AAR Board.

6. COMRCVW TWELVE strongly concurs that action by higher command must be taken to remedy the lack of SAR facilities in the El Centro area. Repeated recommendations have been made to establish an adequate SAR facility to cover this area. It is incongruous to endanger the survivor of an accident

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc
3750

because proper SAR facilities are not available in an area so highly utilized.

7. In accordance with reference (a) and by copy of this endorsement, the Commanding Officer, Fighter Squadron ONE TWO FOUR is requested to forward a copy of this AAR and subsequent endorsements to Commander Naval Air Test Center, Patuxent River.

8. The following administrative errors are noted:

a. Date submitted to Commanding Officer, block 5 Part III should read "15 December 1969".

b. The second endorsement page numbers should be 14 and 15.

c. The first and second endorsement distribution list should include:

COMNAVSAFECEN (2)	COMFAIRMIRAMAR	COMRCVW TWELVE
COMNAVAIRPAC	COMNAVAIRTESTCEN PAXRIV	CO MCAS YUMA

L. C. PAGE, JR.

Copy to:
COMNAVSAFECEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
CMC (CODE AAP)
DIR AFIP
COMNAVAIRTESTCEN PAXRIV
COMFAIRMIRAMAR
NAVPLANTREPO DALLAS
CO NAVAEROSPACERECFAC
NAVPLANTREPO STL
CG FMFPAC
CG THIRD MAW
CO MAG-33
CO MCAS YUMA
CO VMFAT-101
CO VF-124

ORIGINAL

25:FTB:mcl
3750
12 JAN 1970

THIRD ENDORSEMENT on VF-124 accident, serial 3-70A, VMFAT-101 accident, serial 3-70A, concerning F8J BuNo 149212, F4B BuNo 150473, of 22 November 1969, pilots (b) (6) and SAUER

From: Commanding Officer, Marine Aircraft Group 33
To: Commander, Naval Safety Center
Via: (1) Commanding General, Third Marine Aircraft Wing
(2) Commanding General, Fleet Marine Force, Pacific
(3) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsers subject to the following comments.

2. Captain SAUER was on a scheduled syllabus flight which required maneuvers to be performed within the W-291 area. This area, however, was covered with a low overcast and the pilot therefore elected to conduct the required stalls over land. Although the area chosen by Captain SAUER was not prohibited, he might have been more prudent in choosing an area clear of airways.

3. This Headquarters has always stressed and will continue to stress that all overhead and syllabus maneuvers be performed in the W-291 area. In addition, this Headquarters will continue to stress the requirement to adhere to the proper flight cruising altitudes when operating under Visual Flight Rules.

F. N. PIPPIN

Copy to:

COMNAVSAFECN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIRWING ONE TWO
COMFAIRMIRAMAR
CMC (CODE AAP)
CG, FMFPAC
CG, THIRD MAW
CO, MAG-33
CO, VMFAT-101
CO, VF-124
CONAVAEROSPACERECFAC
DIR AFIP
CO, MCAS YUMA
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

3:RWK:rej
3570
22 December 1969

SECOND ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A, concerning F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969, Pilots (b) (6) and SAUER.

From: Commanding Officer, Marine Fighter/Attack Training Squadron-101
Marine Aircraft Group-33, 3d Marine Aircraft Wing, FMFPac
MCAS, El Toro (Santa Ana), California 92709
To: Commander, Naval Safety Center
Via: (1) Commander, Readiness Attack Carrier Air Wing-12
(2) Commander, Fleet Air Miramar
(3) Commanding Officer, Marine Corps Air Station, Yuma Arizona
(4) Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring with the comments and recommendations contained in the basic co-espondence and the first endorsement except as follows.

2. The investigation established that shortly before impact SB-03 was not more than 25° right of the nose of NJ-412 whereas NJ-412 was 90° or more to the left of the nose of SB-03. Therefore the pilot of NJ-412 must assume major responsibility in that he failed to maintain proper surveillance to avoid collision.

3. SB-03 was to the right of and flying at one-half the speed of NJ-412. As defined in FAR Part 91, SB-03 was the aircraft being converged upon and the aircraft being overtaken, therefore it was incumbent upon the pilot of NJ-412 to avoid SB-03.

4. It is acknowledged that the pilot of SB-03 was performing a maneuver which, although not prohibited, should more prudently have been executed off airways. However, had SB-03 been a civil or commercial aircraft transiting the area via V-458 an ever greater disaster would have occurred. It is therefore recommended that aircrews again be reminded to either avoid airways under VFR conditions or to cross them at right angles with wings level.

5. In this era of high speed flight, clearing turns are at best marginally effective. The FAA sponsored "Near Midair Collision Report of 1968" substantiates this fact. Therefore the recommendation concerning such turns is not considered valid in this accident.

6. In addition to normal civil/commercial traffic, ten major military airfields contribute to air traffic congestion in the Southern California area. This accident not only occured near an airway but was within 10 miles of the NAS Miramar "LAGUNA IAF" and within 18 miles of the March

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

14 ORIGINAL

AFB "HENSHAW LAF". It is recommended that future tactical maneuvering and acrobatic flight be conducted in an area such as W-291.

7. It is further recommended that a dynamic educational review of aircrew lookout requirements, citing this accident as example, be instituted at all commands operating in the Southern California air-space complex.

8. It is recommended that a Southern California, all service, major command aviation safety council be established to exchange pertinent information concerning operating areas, air traffic density/control and mutual or individual problem areas.

R. W. KRON
LtCol USMC

Copy to:
FITRON-124
COMNAVAIRSYSCOM (AIR-09E)
NAVPLANTREPO DALLAS
CONAVAEROSPACERECFAC
DIR AFIP
CO, MAG-33
CG, THIRD MAW
CG, FMFPAC
COMMANDANT MARINE CORPS (CODE AAP)
NAVPLANTREPO ST LOUIS
COMNAVSAFCEN (2)
CNAP
ComFAIR MIRAMAR
COMNAVAIRTESTCEN PAXRIV
ComRCVW-Twelve
Co, MCAS Yuma

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

VF-124/20:rt
3570
Ser 2047
DEC 19 1969

FIRST ENDORSEMENT on VF-124 serial 3-70A, VMFAT 101 serial 3-70A, concerning F8J BUNO 149[illegible], F4B, BUNO 150473 of 22 NOV 1969, pilots (b) (6) [redacted] and SAUER

From: Commanding Officer, Fighter Squadron 124 (VF-124)
Naval Air Station, Miramar, California 92145
To: Commander, Naval Safety Center
Via: Commanding Officer, Fighter - Attack Training Squadron 101 (VMFAT 101)
Commander Readiness Attack Carrier Air Wing TWELVE
Commander Fleet Air Miramar
Commanding Officer, Marine Corps Air Station, Yuma, Arizona
Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring with the conclusions and recommendations of the board with the following exceptions and comments.

2. The preoccupation of the pilots of NJ412 and SB03 with items inside the cockpit and failure to maintain adequate lookout directly resulted in the accident. Therefore the pilots of NJ412 and SB03 share equal responsibility in that they failed to maintain adequate lookout so as to avoid collision.

3. The pilot of NJ413 and the RIO of SB03 while required to maintain lookout so as to avoid collision acted in an advisory capacity only. The pilot of NJ413 visually detected a threatening aircraft and notified the pilot of NJ412 as it was his duty to do. The pilot of NJ412 and SB03 were in command of their aircraft and therefore charged with the responsibility for the safe operation of those aircraft. Therefore I do not agree that the action by the pilot of NJ413 and the RIO of SB03 were a contributing factor to this accident.

4. It is noted that the Board failed to comment on the geographic position of the collision point. When plotted on a low altitude airways chart (L-3) it falls directly in the center of V458 airway. Although stalls do not fall in the category of acrobatics they are maneuvers that degrade aircraft control and seriously limit forward visibility from the airplane performing the maneuver. It is therefore recommended that stalls be performed clear of airways.

5. In the RIO statement enclosure (1), no mention is made of clearing turns by the pilot of SB03 prior to performing the stall maneuvers. It is recommended that clearing turns be made prior to commencing any maneuver restricting forward visibility. I feel that this recommendation is especially valid in the crowded airspace of Southern California.

6. Adequate lookout doctrine and contact reporting is absolutely vital to the survival of the fighter pilot in the hostile air environment. It is constantly stressed and is considered an essential part of the training of a fighter pilot.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

7. This command has unfortunately had aircraft involved in accidents in the same general geographic area as this one over the last few years in which the services of a helo were required for rescue operations. On each of those occasions as on this one there was excessive delay in effecting rescue because the rescue helo had to proceed to the crash site from MCAS Yuma. It is therefore strongly recommended that a rescue helo unit be based at NAF El Centro.

8. The last Safety Survey was completed on 11 October 1969.

W. I. PARRISH

Copy to:
COMNAVAIRSYSCOM (AIR-09E)
NAVPLANTREPO DALLAS
CONAVAEROSPACERECFAC
DIR AFIP
CO, MAG 33
CG THIRD MAW
CG FMFPAC
COMMANDANT MARINE CORPS (CODE AAP)
NAVPLANTREPO ST LOUIS
COMNAVSAFCEN (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
COMNAVAIRTESTCEN PAXRIV
COMRCVW-Twelve
CO, MCAS, YUMA

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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

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

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, VF-124 — VF124 3-70 / VF4T101 3-70
3. DTG (LOCAL) OF MISHAP: 0825U22 NOV 69
4. MODEL AIRCRAFT: F8J
5. BUREAU NUMBER: 149212
6. TO: Commander, Naval Aviation Safety Center
9. LOCATION OF MISHAP: 280°R 48NM IMPERIAL TACAN
10. DIVISION: ALFA
7. VIA: CO, VMFAT 101 / RCVW-12 / CONFAIRMIRAMAR / CO, NCAS YUMA / CONNAVAIRPAC
8. RC
11. TIME OF DAY: DAY
12. TIME IN FLIGHT: 0 + 50
13. FLIGHT CODE: 1A1
14. CLEARED FROM: NAF EL CENTRO TO: NAF EL CENTRO
15. TYPE CLEARANCE: LOCAL
16. AIRSPEED: 300KE
17. A/C WEIGHT: 24,500
18. BRIEF DESCRIPTION OF MISHAP: MID AIR COLLISION
19. ELEVATION AT TIME OF MISHAP: S.L. 11,000 TERRAIN 8500'E
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND SERVICE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): F4B, 150473, VMFAT 101 ALFA

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR
X	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	X	11. OTHER PERSONNEL (Specify): Pilot of NJ413		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)

1. NAME (Last, first, & middle initial)	2. RANK/RATE	3. REG. SERVICE NO.	4. SERVICE CLASS	5. DURATION OF SERVICE	6. AGE	7. YEARS NAVAL AVIATION	8. BILLET	9. STATION	10. SECTION CODE
PILOT (at moment of time of mishap) (b) (6) [redacted]	LCDR	(b) (6) [redacted]		USN	34	12	PILOT	COCKPIT	F
CO-PILOT (identify & extent separate page 1)									

SECTION C. PERSONNEL DATA — PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		3473	17. CV LANDINGS DAY/NIGHT	ALL	351 / 101
				IN MODEL	341 / 101
12. ALL MODELS IN LAST 12 MONTHS		234	18. HOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		81	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	8 / 0
				IN MODEL	2 / 0
14. ALL SERIES THIS MODEL	A/C	1920	20. NIGHT HOURS LAST 3 MONTHS	ALL	7 /
	OFT/CPT	/		IN MODEL	1 / 0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	129	21. TOTAL HOURS IN JETS (if jet mishap)		2372
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	48	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	21 NOV 69
	OFT/CPT	/		DURATION	1.4
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		MAY 69 QUALIFIED	24. TYPE INSTRUMENT CARD		SPECIAL

OTHER PERS

25. NAME (Last, first, & middle initial)	26. RANK	27. RATE/RATE	28. BRANCH OF SERVICE	29. REG. SERVICE NO.	30. UNIT	31. PLANT	32. BILLET	33. STATION

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PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

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

B. ENGINE HISTORY

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

C. COMPONENT HISTORY

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

D. INCIDENTS & GROUND ACCIDENTS*

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

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. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ *Info NASC on DIR report. See para. 3a OPNAVINST P3750.6E*
3. OTHER VF-124 PRELIMINARY REPORT OF AIRCRAFT ACCIDENT P222222Z NOV 69
4. VF-124 SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT P230234Z NOV 69
5. VMF-101 P232030Z NOV 69
6. CO THIRD MAW REPORT OF DEATH P230222Z NOV 69

OP-OSF

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SPECIAL HANDLING REQUIRED *in accordance with Para. 65, OPNAV INSTRUCTION 3750.6, effective edition*

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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 NOMOGRAMS USED

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

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

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

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

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
0	40		48°F	38°F	

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
III		2	COPY DISTRIBUTION ICC CO MAG 33 ICC CG THIRD MAW ICC CG FMFPAC ICC CO VMFAT 101 ICC COMMANDANT MARINE CORPS (CODE AAP) ICC NAVPLANTREPO ST LOUIS	2CC NAVAVNSAFECN DIRECT (AAR) ~~XXXXXXXXXXXXXXXX~~ COMNAVAIRSYSCOM(AIR-09E) COMNAVAIRPAC COMREADATKARAIRWING-1 COMFAIRMIRAMAR NAVPLANTREPO DALLAS CONAVAEROSPACERECFAC DIR AFIP MCAS YUMA

COST DAMAGE TO: 3. GOVERNMENT PROPERTY: NONE 4. PRIVATE PROPERTY: NONE 5. DATE SUBMITTED TO CO: 15 DEC 1969

PART IV SIGNATURES OF THE BOARD

(b) (6) [redacted]	2. [signature] H. G. MILLER, JR., MAJ, USMC
(b) (6) [redacted] LCDR, USN	
VF-124 MAINTENANCE OFFICER — UNIT BILLET	VMFAT-101 EXECUTIVE OFFICER — UNIT BILLET
(b) (6) [redacted] USNR	3. (b) (6) [redacted] (b) (6) [redacted] LCDR, USN
VF-124 FLIGHT SURGEON	VF-124 SAFETY OFFICER — 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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OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, VF-124	VF124 3-70A / VMFAT101 3-70A	3. DTG (LOCAL) OF MISHAP: 220825U NOV 69	4. MODEL AIRCRAFT: F4B	5. BUREAU NUMBER: 150473
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 280/48 IPL TACAN		10. DAMAGE: ALPHA
7. VIA:	8.	11. TIME OF DAY: DAY	12. TIME IN FLIGHT: 0 + 40	13. FLIGHT CODE: 1A1
		14. CLEARED FROM: NZI TO: NZJ		
		15. TYPE CLEARANCE: LOCAL	16. AIRSPEED: 140"E"	17. A/C WEIGHT: 37,000 LBS.
18. BRIEF DESCRIPTION OF MISHAP: MID AIR COLLISION			19. ELEVATION AT TIME OF MISHAP: 29% MAC; S.L. 11,000' TERRAIN 8500'	

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
X	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)
X	5. CREW RIO		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, PAR, ILM)		22. MATERIAL FAILURE/MALFUNCTION
	7. MAINTENANCE SUPERVISORY PERSONNEL		15. FACILITIES-CATAPULT, ARRESTING GEAR (Cable or field)		23. UNDETERMINED
	8. SUPERVISORY OTHER (Specify)		16. FACILITIES OTHER (Specify)		24. OTHER (Specify)

1. NAME (Last, first, & middle initial)	2. GRADE/RATE	3. SERVICE NO.	4. SERVICE RATING	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. TOW	8. BILLET	9. POSITION	10. ACTIVITY CODE
PILOT (at controls at time of mishap) SAUER, WILLIAM C.	CAPT	(b) (6) [redacted]		USMCR	26	3	PILOT	FWD C/P	"A"
CO-PILOT (identify & sum it separate page 1)		692391							

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		932	17. CV LANDINGS DAY/NIGHT	ALL	11/0
				IN MODEL	0/0
12. ALL MODELS IN LAST 12 MONTHS		296	18. FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0/0
				IN MODEL	0/0
13. ALL MODELS IN LAST 3 MONTHS		21	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	5/3
				IN MODEL	5/3
14. ALL SERIES THIS MODEL	A/C	637	20. NIGHT HOURS LAST 3 MONTHS	ALL	4
	OFT/CFT	39/		IN MODEL	4
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	296	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		907
	OFT/CFT	2/			
16. SERIES THIS MODEL LAST 3 MONTHS	A/C	21	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	11/20/69
	OFT/CFT	2/		DURATION	1.5
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK			24. TYPE INSTRUMENT CARD		

OTHER REPS

25. NAME (Last, first, & middle initial)	26. DNA	27. GRADE/RATE	28. BRANCH OF SERVICE	29. SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
(b) (6) [redacted]		1/LT	USMCR	(b) (6) [redacted]	VMFAT101	"F"	RIO	AFT C/P

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PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

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

B. ENGINE HISTORY

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

C. COMPONENT HISTORY

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

D. INCIDENTS & GROUND ACCIDENTS

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

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/HMEP	23. FUEL FLOW PRESSURE	24. O'L PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS					

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ *Info NASC on DIR request. See para. 30 OPNAVINST P8700.6*
3. OTHER
4.

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AIRCRAFT ACCIDENT REPORT

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SPECIAL HANDLING REQUIRED *in accord[illegible]ish*

Form 66, OPNAV INSTRUCTION 3750.6, effective edition

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G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR
2. PRESSURE SETTING
3. WIND OVER DECK
4. RELATIVE WIND
5. APPROACH/ENG SPEED
6. MARK NUMBER
7. MODEL NUMBER
8. LOCATION OF SHIP
9. LAUNCHING BRIDLE AND BRIDLE ARRESTER
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

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

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

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

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING
2. VISIBILITY
3. RELATIVE WIND DIRECTION AND VELOCITY
4. TEMPERATURE RUNWAY ____ OUTSIDE AIR ____
5. DEW POINT
6. ALTIMETER SETTING
7. OTHER WEATHER CONDITIONS *(winds aloft, wind level, sea state, density altitude, as appropriate)*

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION

2CC NAVAVNSAFECN DIRECT (AAR)

[redacted]

COMAG 33

CG 3M MAW

CG, FMFPAC

CO, VMFAT-101

COST DAMAGE TO: 3. GOVERNMENT PROPERTY 4. PRIVATE PROPERTY

5. DATE SUBMITTED TO CO

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER — UNIT BILLET
2. MEMBER — UNIT BILLET
3. FLIGHT SURGEON MEMBER
3. MEMBER — 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 accident involved a flight of two (2) Navy F8J's and a single Marine F4B. The Marine F4B (SB-03) aircrew briefed at 0600 and launched at 0748 on 22 November 1969 in VFR conditions from MCAS El Toro. The F8J's (NJ-412, 413) briefed at 0630 and took off at 0735 in VFR conditions from NAF El Centro on 22 November 1969. SB-03 was scheduled for a syllabus RIO training mission which included local area familiarization and flight characteristics demonstrations of the F4B. SB-03 had flown to the Yuma area and was returning to El Toro via El Centro remaining south of R2510 thence direct on an approximate heading of 290°M. The pilot of SB-03 had demonstrated a clean stall and was in the process of demonstrating a dirty stall with gear and flaps down at approximately 150 KIAS, when the RIO called a bogey at 10 o'clock low (NJ413). The pilot acknowledged the stranger by "TALLY HO" and commenced to recover the aircraft by adding power. Almost simultaneously NJ412, in a left bank and nose slightly high, appeared directly in front of SB-03. Enclosure (1).

The section of Navy F8J's, NJ412 and 413, were scheduled for a Formation I mission which involves parade formation practice, combat spread, tactical positioning and individual acrobatic maneuvering. The formation work was completed and the section was proceeding in combat spread on a heading of approximately 030° at 300 KIAS toward Borrego Desert Valley. NJ412 passed the lead to NJ413 and commenced a left turn to position himself in trail from a position approximately one (1) mile slightly forward of, and 1000' higher than the new leader.

NJ413 called "Knight I, aircraft between us". Enclosure (2). NJ412 increased his bank to look for the F4B and not seeing the unknown aircraft to the left, started to roll out of the bank and scanned to the right. He immediately saw the F4B at two o'clock level and closing, and pulled back on the stick, but was too late to avoid a mid-air collision.

The F4B contacted the F8J on the underside of the fuselage just aft of the trailing edge of the wing. Enclosure (3). The F4B RIO stated that he saw only the bottom side of the F8J and never saw the cockpit. The nose cone and front cockpit of the F4B were severely damaged on the initial impact of the two aircraft, incapacitating the pilot. The RIO lurched forward then back and pulled the alternate ejection handle on his backward movement. He stated there was smoke, fire, and debris coming back from the front cockpit as he ejected. Enclosure (1).

NJ412 had momentary nose control of the F8J and then the aircraft nosed over uncontrollably. He ejected very shortly there after.

The F8J engine, vertical stabilizer, horizontal stabilizer, ventral fins, and afterburner came apart from the violent impact and landed in a semicircular pattern on the desert floor. The forward fuselage and wing impacted nose first in a small valley. Enclosure (4).

The F4B descended in a flat spin and exploded on impact in a small arroyo. Parts distribution of the F4B was very compact; confined to within 100 yards of the shallow crater created by impact with the ground. The pilot's remains and all significant components of the Martin Baker Escape Unit were found in

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the wreckage. There was no apparent attempt by the pilot to eject and there was positive evidence that an automatic sequence ejection was not utilized.

The F8J pilot landed in very rugged mountainous terrain and sustained minor contusions. The F4B RIO landed in rather flat terrain, but suffered multiple abrasions from cactus cuts as he was dragged by the chute.

PART VI DAMAGE TO AIRCRAFT.

Marine F4B BUNO 150473 sustained major structural damage upon colliding with F8J BUNO 149212. It entered uncontrolled flight, struck the ground in a flat spin, burned and sustained STRIKE damage.

Navy F8J BUNO 149212 sustained STRIKE damage as the tail aft of FS595 was torn from the fuselage upon collision with the F4B. The fuselage with wing impacted the ground about two miles from the point of the collision and burned. Enclosure (4).

PART VII THE INVESTIGATION AND ANALYSIS

The investigation orginally centered around statements and interviews of surviving aircrewmen, civilian witnesses on the ground, and a thorough search of the area bounded by wreckage of both aircraft. Interviews with civilian witnesses determined that while several saw the two aircraft falling to the ground, none actually saw the collision. Distribution of aircraft parts corroborated the statements of LCDR (b) (6) (NJ412) and 1/LT (b) (6) (SB-03) concerning the collision of both aircraft and their diverging flight paths to impact with the desert floor. The F4B crash site was immediately investigated to ascertain the reason for no apparent attempt by Captain SAUER (SB-03) to eject.

Significant components of the Martin Baker Escape Unit were salvaged to positively establish that there was no attempt by the pilot to eject nor was automatic seat sequencing involved. The pilot of the F4B was incapacitated by collision with the F8 and the RIO states that he did not set the ejection seat sequence valve for automatic ejection of the front seat.

A. PERSONNEL FACTORS

Due to the number of aircrewmen involved, it will be necessary to analyze each individual seperately. All had had ample rest and nourishment during the 48 hour period preceeding the accident.

1. Pilot/RIO Factors

A summary of Captain SAUER's flight experience is shown in Enclosure (5). Captain SAUER and 1/LT (b) (6) briefed for a standard RIO FAM 2, scheduled at 0600 on 22 November 1969. The hop was uneventful up to the time of the collision with NJ412. Captain SAUER was in the process of demonstrating a dirty stall when he was alerted to an F8 in close proximity,

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

low, at 10 o'clock. He acknowledged the warning with "TALLY HO" and commenced recovery. His nose high attitude, no doubt restricting his visibility, coupled with a possible preoccupation with getting his aircraft under better control and keeping the aforementioned F8 in sight, prevented his seeing the second F8 until moments before impact. However, prior to collision, F8J, NJ412 was never in a position where Captain SAUER's view of it would have been obstructed. Enclosure (6). In the dirty configuration the F4B's maneuverability is severely limited. This preoccupation with so many factors is considered the reason for failure to see the impending collision with NJ412.

2. First Lieutenant (b) (6) was on his third flight in the F4B and was also preoccupied with many tasks such as: changing TACAN channels, noting airspeed, attitude and several other cockpit presentations. His sighting of the F8 (NJ413) and his concern as to the dangerous proximity thereto, shows that some lookout doctrine was being used and his head was out of the cockpit sometime prior to impact. LT (b) (6) flight experience is 130 hours total of which 2 hours are in F4 aircraft. On this area FAM he was more concerned with looking at the ground as opposed to concentrating on airborne targets. The radar was inoperative prior to take off and he was instructed not to use it. LT (b) (6) readily admits to his apprehension in flying in the back seat of the F4B where he has no means to control the aircraft. He stated that prior to the accident he was enjoying a hop for the first time. This accident is his second "close call" and his apprehension seems to be mounting. His lack of experience is considered a factor in his weak lookout doctrine in that when he saw one F8 he did not scan the sky for a wingman.

3. LCDR (b) (6) is well versed in proper lookout doctrine. He has considerable experience in tactical formation flying, with about 2000 hours of F8 Flight time and is his second tour as a RCVW instructor. Enclosure (7).

Marine F4B, SB03, was never farther than 25° from the nose of Navy F8J, NJ412. This can be verified geometrically by comparing the two to one speed advantage for NJ412 with the difference in heading of 100° for the two aircraft. Enclosure (6).

There are two reasons why LCDR (b) (6) lookout was derogated to the point where he did not see the F4B. Neither reason can justify the failure to maintain an adequate lookout doctrine. First, within a minute prior to the collision, LCDR (b) (6) was trouble shooting a minor lateral trim discrepancy in NJ412. Enclosure (2). This diverted the pilot momentarily to a head-in-the-cockpit situation. When this troubleshooting was completed, LCDR (b) (6) looked to his left to resecquire visual contact with his wingman, F8J, NJ413. He passed the lead to that wingman and started a left turn manuever to reposition his aircraft astern of the new flight leader. These two situations, troubleshooting a minor trim discrepancy and passing the lead to the other F8J, diverted LCDR (b) (6) scan from the right side of his extended flight path so that he did not see the F4 until just prior to collision.

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4. LTJG (b) (6) the pilot of F8J NJ413 saw the F4B prior to the collision and transmitted to NJ412 that there was a bogey between the two F8's. Enclosure (2). This would have put the F4B on the port side of NJ412. Actually the F4B, SB03, was to the right side of NJ412. As a result of this call, the pilot of NJ412 looked to his left and not seeing a bogey increased his left bank angle in order to look farther astern. When he could see no bogey, he started to level his wings and switched his scan to the right. As soon as he did this, he saw the F4B, SB03, but it was too late to avoid the collision.

LTJG (b) (6) position relative to NJ412 was about one mile distant, 10°-15° aft of the beam position and 1000' low. The sun was level and slightly ahead of NJ412, creating a visibility problem for LTJG (b) (6) Since the F4B is larger than an F8, and since LTJG (b) (6) was not experienced in comparing the two aircraft together, he interpreted the F4B as being between and below the F8's, rather than level and at a greater range than NJ412.

B. SUPERVISORY FACTORS

Both flight schedules allowed ample time for flight briefings. Enclosures (8) and (9). It is apparent, however, that the full time allowed was not utilized effectively. Lookout doctrine was stressed and conduct of the flight was formulated, but some shortcuts must have manifested themselves due to take-off times. The board strongly urges all flight activities to utilize complete flight briefings covering all aspects of flight safety and procedures.

C. MATERIAL

Not a factor.

D. FACILITIES

Rescue of the survivers was accomplished by a USCG Station, San Diego helicopter. Retrieval of the remains of Captain SAUER was accomplished by MCAS Yuma Helicopter 1 hour and 40 minutes after the accident. This area is under the SAR responsibility of MCAS Yuma, which is 95NM from the site of the accident. NAF El Centro is 48NM from the site.

Inadequate response time of SAR facilities in this high density training area is considered absolutely unsatisfactory. Had one of the surviving crewmen been severly injured he might have succumbed prior to the arrival of the SAR helocopter. The board strongly concures with the statement of LT COL. (b) (6) operations officer at MCAS Yuma in paragraph 12 of enclosure (10).

E. NATOPS

All NATOPS require proper lookout doctrine be maintained. This basic

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tenet was violated. Proper radio procedures were also violated by the wingman (NJ413). Enclosure (2). Although no changes to NATOPS are recommended, consideration should be given to standard procedures regarding automatic seat sequence ejection in F-4 aircraft.

PART VIII CONCLUSIONS

A. The primary cause factor of this accident is pilot error. The pilots of F8J NJ412 and F4B SB03 failed to maintain an adaquate lookout doctrine.

B. The pilot of F8J NJ413 is considered a contributing factor in this accident in that he made an improper radio transmission as to the whereabouts of F4B, SB03.

C. The RIO of F4B, SB03 is considered a contributing factor in this accident in that he became preoccupied when he saw F8J, NJ413 and failed to maintain a proper lookout.

PART IX RECOMMENDATIONS

A. That lookout doctrine, proper voice terminology and inflight safety procedures be reemphasised in all preflight briefings.

B. That SAR facilities be established at NAF El Centro to decrease the SAR response time in this area.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

INDEX OF ENCLOSURES

1. Statement of RIO, 1/LT (b) (6) [redacted]
2. Statement of F8J, NJ412, pilot, LCDR (b) (6) [redacted]
3. Artist sketch of aircraft at moment of impact
4. Photograph showing crash sites and wreckage distribution
5. Resume of Captain SAUER's flight experience
6. Diagram showing estimated relative positions of the aircraft prior to collision
7. Resume of LCDR (b) (6) [redacted] flight experience
8. VF-124 DET El Centro flight schedule
9. VMFAT 101 Flight Schedule
10. MCAS Yuma Rescue report
11. WSCC Air Station, San Diego rescue report
12. MOR, Captain SAUER
13. MOR, LCDR (b) (6) [redacted]
14. MOR, 1/LT [redacted]
15. Statement of CWO4 (b) (6) [redacted]
16. Statement of Captain (b) (6) [redacted]
17. Statement of LTJG (b) (6) [redacted]

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Statement of 1st Lieutenant (b) (6) [redacted], USMCR, RIO of F-4B, VMFAT 101, concerning VF-124 AAR 3-70A. VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots (b) (6) [redacted] and SAUER.

At 0600 Saturday morning the 22 of November Captain SAUER briefed for an area FAM hop. We planned originally to fly to Yuma using the Blythe and Thermal TACAN facilities. After reaching Yuma, Captain SAUER was going to show me the prominent landmarks in the area along the border with Mexico. We had originally planned to shoot a TACAN approach at NAS Miramar and then proceed into the W-291 area for acrobatics.

After reading 10 previous yellow sheets on the aircraft and noting that the radar was down, we manned the aircraft and took-off. Captain SAUER, noting the squadron policy of not turning on a downed radar system, specifically told me not to turn on the radar. Our take-off time was 0748.

We flew directly to Yuma and along the way Captain SAUER pointed out some of the bombing practice areas connected with the facility. We flew over the air station and at the time he noted that the airfield was a joint military and civilian field. After leaving Yuma, we flew along the border and he pointed out several small towns. He then told me that we would skip the TACAN approach at Miramar. I assumed it was because of fuel. We next headed for El Centro and upon reaching the air station he pointed out the runways. He then said as we headed toward the mountains that we would do the stalls that were called for as part of this flight's training. We proceeded to do a clean stall. He was very definitive during the stall calling out angle of attack units and their subsequent effect in the plane. After the clean stall he said we were going to do a dirty stall. At this point Captain SAUER asked me to dial in the El Toro TACAN. I proceeded to do so at that time. As he put the wheels and flaps down he asked me to note their position. As I started to move my head forward from looking at the left flap, I saw an F-8 about 10 o'clock low. I immediately notified Captain SAUER and he said "TALLY HO". I felt at this point that we might be in some danger of hitting that aircraft. Just prior to my sighting the first F-8, Captain SAUER had notified me that we had 19 units angle of attack.

Immediately after saying "TALLY HO" Captain SAUER begain trying to recover the aircraft from its almost stalled attitude by nosing the aircraft down. The next thing I saw was another F-8 cross directly in front of us. Captain SAUER then said "Oh Shit". We hit the second F-8 broad side low. It appeared to me that he was turning and possibly trying to gain altitude. Upon impact I was knocked forward but my inertial reel was locked and as I snapped back up, I could see the front cockpit caving-in and filling with smoke. There was fire immediately after contact. I pulled my lower ejection handle and was ejected from my aircraft. As I was going up I could see the F-8 on fire going across a mountain and my aircraft in a flat spin, on fire, falling below me. On the way down I could see another parachute and I assumed it to be that of Captain SAUER. As I was coming down I was pulling on my parachute risers trying to avoid being blown by the wind into the mountain which was to my left. I then noticed that I was heading toward the fire from my aircraft.

Enclosure (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

I again began using my risers to avoid the fire. As I got closer to the ground, I realized that I was going to land in an area covered with cactus. I noted a few houses and a highway to my right about one half mile away. When I landed, I was unable to get up right away because of the cactus which was stuck in me. In about 10 minutes several civilians had made their way to me and helped me up. I saw a flare on the mountain, first white and then orange so I assumed Captain SAUER was conscious. Soon after this, a Coast Guard helicopter arrived and picked me up. On of the civilians had a pair of pliers and he had pulled most of the cactus out of my body. I showed the helicopter pilot where I had seen the flare and he proceeded to the area. I then saw that it was not Captain SAUER who had landed on the mountain. We searched the area looking for another parachute and then one of the helicopter crewman was lowered to walk into the crash site. When we picked him up again, he notified me that Captain SAUER's body was in the wreckage. We then proceeded to NAS Miramar. I have had approximately 120 hours in the air and a little under two hours in the F4-B.

(b) (6) [redacted]

1st/LT USMCR

Enclosure (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LCDR (b) (6) [redacted], USN, (b) (6) [redacted], pilot of Navy F8J BUNO 149212, Call Sign NJ412, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212 F4B 150473 pilots (b) (6) [redacted] and SAUER

I briefed with LTJG (b) (6) [redacted] for a FF-1 Saturday morning at approximately 0630. We manned aircraft 412 and 413 at about 0715 and made a 0735 take-off. After pre-briefed rendezvous we proceeded westerly at 10,500 feet with LTJG (b) (6) [redacted] practicing his formation flying. We stayed in the vicinity of Miramar for 30 minutes performing three break-up air rendezvous and flying formation. About 0810 I decided to have NJ413, call sign Knight II, practice some combat spread. After pointing out the right position I did about six 90° turns allowing Knight II to maneuver for position. During these turns I noticed that my aircraft, NJ412, took excessive amount of left trim to hold the right wing up. (Approximately 2°-3°) I found that putting the aileron in neutral and letting go of the stick the aircraft would roll fairly rapidly to the right and if left alone would approach the inverted position. After assuming the lead and having my wingman keep me in sight, I tested the aircraft further. With the roll stab off and rudder trim knob neutral, the aircraft rolled left as rapidly as it did to the right with the roll stab on. Satisfied with the aircraft performance, I instructed my wingman who was flying slightly sucked left combat spread position to take the lead and proceed to the acrobatic area for the purpose of performing his pre-briefed maneuvers, (It was my intent to orbit the area while he performed his overheads - at the completion we would return to El Centro and land.) Our position at lead switch was approximately 30 miles NE of Miramar about 11,000 feet, heading approximately 030° (fuel states were approximately 4500 - 4800 pounds fuel; speed 300 kts).

Knight II assumed the lead and continued straight ahead as I turned left to fall in behind in tactical wing (our lateral separation at lead shift was approximately 1 mile and I was about 1000' above Knight II). Almost immediately after starting the left turn, I heard Knight II say fairly rapidly, "Knight I, aircraft between us" (or words to that effect)! I knew, I didn't see him in the vicinity of my wingman, so I started to roll out of my left turn and looked right. Immediately at my two o'clock position level, I saw an F-4 aircraft at about 75-100' away and heading west or about 90° heading difference from me. I immediately pulled the nose up in an attempt to miss the aircraft but to no avail (the aircraft responded correctly in all respects during this evasive maneuver). At impact my aircraft violently pitched nose down and the nose went to the right - this pinned me to the left side of the cockpit. At this same time, I noticed lights illuminate in the cockpit (unable to remember which ones) however, it seemed that I got control of the aircraft and pulled backstick which brought the nose back to the horizon. At that time I felt all pressure leave the stick (the stick was like a piece of rope). About that time the nose pitched down and started to turn to the right. I tried to reach for the face curtain with both hands but could only get a hold of the right handle for my body and left arm was up against the left side of the cockpit. When the seat fired, I had my right hand on the one handle and I believe my left hand in my lap. The seat and parachute functioned properly in all respects. I felt myself do one somersault at which time the chute

Enclosure (2)

opened. Directly below me I saw my aircraft engulfed in flames and in what I thought was a right hand flat spin.

After gaining my senses I looked around and saw another parachute slightly SE of me about two miles away. The descent was uneventful and while descending I tightened my helmet chin strap, and decided to leave the seat pan attached for I was about to land in the mountains. I unhooked the right hand side of my face mask. My visor was down throughout the entire hop and parachute descent. I landed going backwards in a ravine about 200 feet from the top of a mountain. It was very rocky and I landed on the seat pan and rolled backwards hitting the back of my helmet on a rock. I got up, took stock of myself and finding nothin broken, signaled with a flare to the orbiting aircraft that I was OK. I than proceeded down the mountain and subsequent rescue.

I have been a designated naval aviator for 12½ years, have a total of 3400 hours of which 2400 are single engine jet, 1900 being in the F8 Crusader.

Obviously look-out doctrine was the main cause factor of this accident. Had my look-out scan included the area to my right, I could have spotted the F4 sooner thus evading the aircraft and preventing this fatal mid-air collision.

For NATOPS procedures I recommend that it be continually stressed to keep the pilots helmet on and the seat pan connected for the pilots parachute landing. Had I not had both on, I believe I would have received serious if not fatal injuries in my landing.

This statement is true and correct as I remember it to have happened.

(b) (6) [redacted]

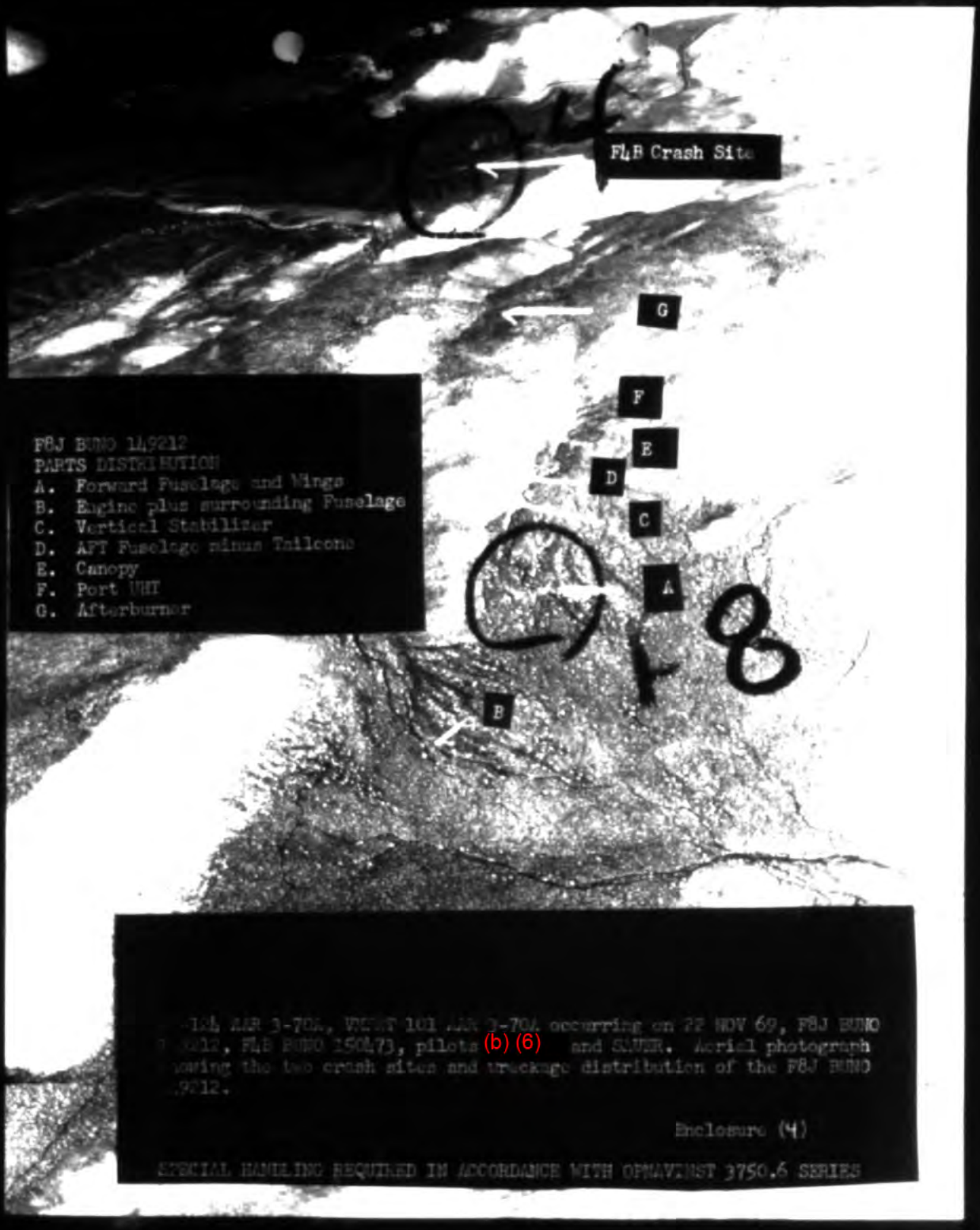
Enclosure (2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots (b) (6) [redacted] and SAUER.
Artist's rendition showing relative position of F4B, SB03, and F8J, NJ412, at instant of impact. The view is from directly above the two aircraft.

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES


F4B Crash Site
G
F
E
D
C
A
B
F8J BUNO 149212
PARTS DISTRIBUTION
A. Forward Fuselage and Wings
B. Engine plus surrounding Fuselage
C. Vertical Stabilizer
D. AFT Fuselage minus Tailcone
E. Canopy
F. Port UHT
G. Afterburner
(b) (6)
Enclosure (4)
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Resume of Captain SAUER's, pilot of Marine F4B BUNO 150473, flying experience for the preceding five fiscal years; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots (b) (6) [redacted] and SAUER.

Command Attached	Period assigned	Model Aircraft	Flight Hours	CV Landings Day/Night	Operational Proficiency
NA TRACOM	MAR 66-MAR 67	various	285	7/0	Operational
VFT-1	MAY 67	TF9J	7	0/0	Operational
VMFA-513	JUN 67-JUN 68	F4B	241	0/0	Operational
VMFA-542	JUL 68-AUG 69	F4B	379	0/0	Operational
VMFAT-101	SEP 69-NOV 69	F4B	21	0/0	Operational

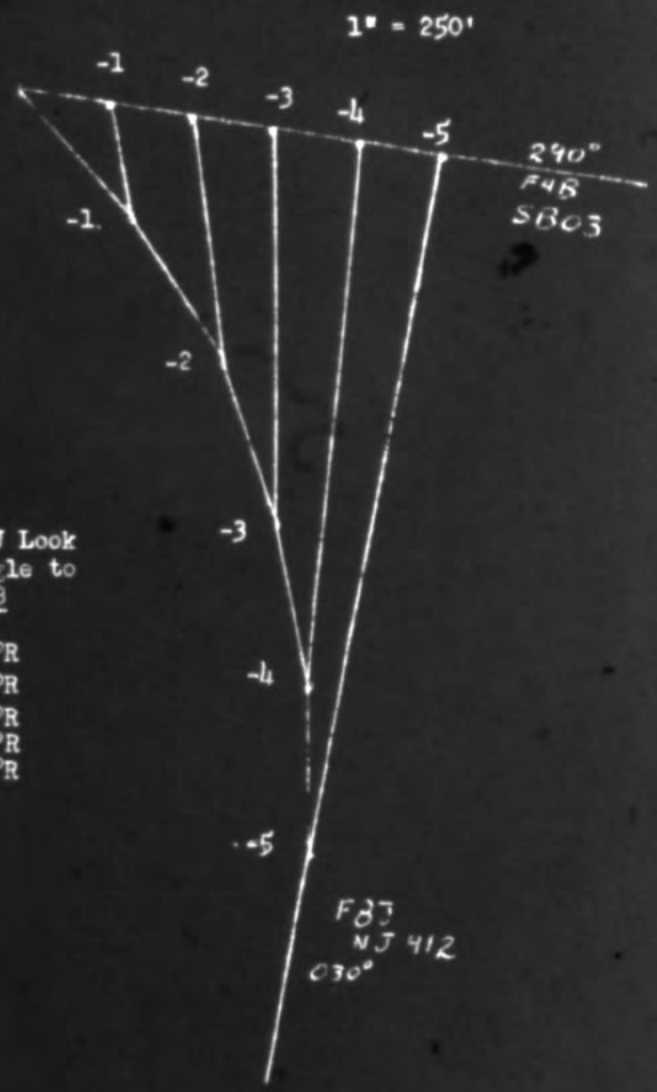
Pilot's synthetic trainer time for the preceding 12 months

Date	Type Trainer	Mission	Time logged
9/18/69	WST	Emerg Procedures	1.0
9/19/69	WST	Emerg Procedures	1.0

Enclosure (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Diagram showing estimated relative positions of the two aircraft during the 5 seconds preceding the collision, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots (b) (6) [redacted] and SAUER.



Seconds To Collision	F4B Look Angle to F8J	F8J Look Angle to F4B
5	88°L	1°R
4	93°L	6°R
3	100°L	10°R
2	106°L	13°R
1	112°L	18°R

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Resume of flying experience for the preceding five fiscal years.
LCDR (b) (6) , USN, (b) (6) [redacted] pilot of F8J, BUNO 149212, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots (b) (6) [redacted] and SAUER.

Command Attached	Period assigned	Model Aircraft	Flight Hours	CV Landings Day/Night	Operational Proficiency
USNPGS Monterey	NOV 64-DEC 65	T-2A	96	0/0	Proficiency
VF-124	JAN 66-APR 66	F8	105	16/10	Operational
VF-162	MAY 66-FEB 68	F8	497	171/40	Operational
VF-124	MAR 68-NOV 69	F8/T-28	374	0/0	Operational

Pilots synthetic trainer time for the preceeding 12 months:

NONE

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SDO: LTjg (b) (6) [redacted]
LTjg

FIGHTING ONE TWENTY FOUR
NAVAL AIR FACILITY
EL CENTRO DETACHMENT

DATE: 22 NOV 1969
DAY: SATURDAY

FV	BRIEF	PILOT	COMP	MODEX	TIME	T.O.	LAND	ETE	MISSION	CH	REMARKS
1.	0630	(b) (6) [redacted]	[illegible]	[illegible]	[illegible]	0745	0915	1+30	T-8	17	OVERWATER
2	0630		[illegible]	[illegible]	[illegible]	0800	0930	1+30	FF-1	18	
3	0630		[illegible]	[illegible]	[illegible]	0800	0945	1+45	FF-2	19	
			[illegible]	[illegible]	[illegible]				FF-2		
4	0700		[illegible]	[illegible]	[illegible]	0800	1000	2+00	FI-1	17	L/UNCH WKX L/ND NJK
5	1000		[illegible]	[illegible]	[illegible]	1100	1230	1+30	T-9	18	OVERWATER
			[illegible]	[illegible]	[illegible]				T-10		
6	1000		[illegible]	[illegible]	[illegible]	1100	1300	2+00	FI-1	19	
7	1000		[illegible]	[illegible]	[illegible]	1100	1300	2+00	FI-1	17	
8	1315		[illegible]	[illegible]	[illegible]	1415	1530	1+15	T-11	18	RNDV WITH TAK ATL430
9	1315		[illegible]	[illegible]	[illegible]	1430	1545	1+15	T-11	19	
10	1330		[illegible]	[illegible]	[illegible]	1445	1615	1+30	FF-1	17	
11	1330		[illegible]	[illegible]	[illegible]	1445	1645	2+00	FI-1	18	
12			[illegible]	[illegible]	[illegible]	1700	1830		NLP	17	"C" 1700-1730 1800-1830
13			[illegible]	[illegible]	[illegible]	1730	1900		NLP	18	"C" 1730-1800 1830-1900
14			[illegible]	[illegible]	[illegible]	1900	2030		NLP	19	"C" 1900-1930 2000-2030

****

SUBMITTED BY
(b) (6) [redacted]

CERTIFIED TO BE A TRUE COPY

APPROVED BY
(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

TOTAL [illegible] 38

TOTAL [illegible] 507

DET TOTAL 2932

ENCLOSURE (8)

MARINE FIGHTER/ATTACK TRAINING SQUADRON-101
Marine Aircraft Group-33
3d Marine Aircraft Wing, FMFPac
MCAS, El Toro (Santa Ana), California 92709

21 November 1969

FLIGHT SCHEDULE FOR SATURDAY, 22 NOVEMBER 1969

SDO.....1STLT (b) (6) [redacted]
OPS CLERK..LCPL [redacted]

ODO:
0730-1030: 1STLT (b) (6) [redacted]
1030-1330: 1STLT
1330-1630: 1STLT
1630-SEC: 1STLT

SUNRISE..0620
SUNSET...1645

EVENT NR	CALL SIGN	APC CODE	FLIGHT LEVEL	BRIEF	T/O	LAND	CREW	REMARKS	MSN A/C TM ACCM
2600	SB-04	VFR		0530	0700	0845	(b) (6) [redacted]	INST II	
2601-1	SB-06	VFR		0600	0730	0845	LTCOL (b) (b) (6) [redacted]	FORM I	
-2	SB-22	VFR						IUT FORM	
2602	SB-08	I-3	330	0600	0730	0915	SAUER (b) (6) [redacted]	RIO FAM II	
2603-1	SB-05	VFR		0845	1015	1200	MAJ (b) (6) (b) (6) [redacted]	FORM III	
-2	SB-23							IUT FORM	
2604	SB-04	I-2	330	0915	1045	1230	(b) (6) [redacted]	INST VI/ NATOPS EVAL	
2605	SB-10	VFR		0915	1045	1230		NAV REF	
2606-1	SB-33	VFR		1200	1330	1515		FORM I	
-2	SB-26	VFR							
2607	SB-38	DD-175		1515	1645	ETR 231500		X-C ETR 231500U	
2608	SB-21	DD-175		1515	1645	ETR 231500U		X-C ETR 231500 U	
2609	SB-28	DD-175		1530	1700	ETR 231500U		X-C ETR 231500U	
2610	SB-30	DD-175		1530	1700	ETR 231500U		X-C ETR 231500U	

FLIGHT HOURS LAST MONTH 398.4
FLIGHT HOURS THIS MONTH 151.7
FLIGHT HOURS THIS FISCAL YEAR 1467.9

NATOPS: MAXIMUM ALLOWABLE GROSS WEIGHTS (FOR THE F-4B)

FIELD TAKEOFF - 54,800 LBS.
FIELD LANDING (FLARED)
BEFORE AFC 230 - 38,000 LBS.
AFTER AFC 230 - 42,000 LBS.
ARRESTED LANDING, TOUCH AND GO AND MLF
BEFORE AFL 230 - 34,000 LBS.
AFTER AFL 230 - 38,000 LBS.
(REF NATOPS 1-130)

Enclosure (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

EMERGENCY OF THE DAY: EXHAUST NOZZLE FAILURES (REF RAMPS 5-26, 27)

REC: 0800-1130: 1STLT (b) (6) [redacted]
1130-1500: 1STLT [redacted]

(b) (6) [redacted]

OPS OFF

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPEC[redacted]ANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [redacted]50.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: Search and Rescue, MCAS, Yuma, Arizona 85364

2. DATE OF MISHAP: 22 Nov 1969

2A. DATE OF RESCUE: 22 Nov 1969

3. LOCATION AND DUTIES OF RESCUE VEHICLE: MCAS, Yuma, Arizona, SAR

4. RESCUE VEHICLE (Type/model): UH-34D

5. NUMBER OF PERSONNEL: 5

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

5B. TO BE RESCUED: 3

5C. RESCUED: 1 DOA

6. RESCUE BACK UP MEANS: UH-34D

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

7A. Alert Received	Method: Crash Phone
0935	
7B. Vehicle Departed	Distance to Scene
0942	88 NM
7C. Arrived on Scene	Search Required
1055	Yes
7D. Located Survivors	Method of Locating
1115	Cap Aircraft Directed Helo to Site
7E. Began Retrieval	What Was Sighted First
1115	Smoke from burning aircraft
7F. Ended Retrieval	Subsequently
1215	Departed for El Centro
7G. Survivor(s) Disembarked	Location (If different from Item 3)
1250	NAF El Centro

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
N/A °F	72 °F	0

8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION

Rolling Desert, 1700' elevation.

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

UH-34D (1)
Shovels (2)
Body Bag (1)
Gloves (1)

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

Two survivors picked up by Coast Guard helo based at San Diego. Pilot's body of F-4 was recovered by Yuma helo and returned to El Centro.

11. PERSONNEL REQUIRING RESCUE

NAME-LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
SAUER, W. C., Capt. (b) (6) [redacted]	Midair Collision	None

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

Accident occurred 39 NM from NAS Miramar, 48 NM from NAF El Centro, and 95 NM from Yuma. The SAR unit from NAF, Miramar could have more effectively covered this accident. This accident reaffirms the need for a SAR Unit at NAF El Centro.

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

14. NAME AND TITLE OF SUBMITTING OFFICIAL: (b) (6) [redacted], CWO-3, SAR Pilot

15. NAME AND TITLE OF FORWARDING OFFICIAL: (b) (6) [redacted], LtCol, Operations Officer

(b) (6) [redacted]

[redacted]osure (10)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3[redacted]50.6 SERIES

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: USCG AIR STATION SAN DIEGO, CALIF	2. DATE OF MISHAP: 22 NOV 69 / 2A. DATE OF RESCUE: 22 NOV 69
3. LOCATION AND DUTIES OF RESCUE VEHICLE: USCG AIR STATION SAN DIEGO -- SAR	4. RESCUE VEHICLE (Type/model): HH3F
5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 4 / 5B. TO BE RESCUED: 3 / 5C. RESCUED: 2	6. RESCUE BACK UP MEANS: 1 HH3F at CGAS SDIEGO

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

7A. Alert Received: 220837U	Method: NOTIFIED BY MIRAMAR RATTC (PHONE)
7B. Vehicle Departed: 220839U	Distance to Scene: 48 MILES
7C. Arrived on Scene: 220902U	Search Required: YES
7D. Located Survivor: 220905U	Method of Locating: RADAR VECTORS TO SCENE
7E. Began Retrieval: 220910U	What Was Sighted First: FIRST SURVIVOR WAS LOCATED VISUALLY
7F. Ended Retrieval: 220945U	Subsequently: SECOND SURVIVOR WAS LOCATED BY SMOKE FLARE
7G. Survivor(s) Disembarked: 2	Location (If different from Item 3): NAS MIRAMAR, CALIF.

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
NA °F	55 °F	CALM

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: ROCKY MOUNTAIN

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: HOIST (BASKET)

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

NONE

11.

PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
(b) (6) [redacted]	MIDAIR COLLISION/BAILOUT	NONE
	" " "	"

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

HH3F CGNR 1435 LOCATED AND HOISTED TWO SURVIVORS, THEN CONTINUED SEARCH FOR THIRD PERSON. 1030U MIRAMAR OPERATIONS ADVISED GROUND PARTY HAD LOCATED BODY OF THIRD PERSON AT CRASH SITE, NO FURTHER CG ASSISTANCE REQUIRED. HH3F 1435 DEPARTED SCENE FOR NAS MIRAMAR.

13. ATTACH ENCLOSURES: Narrative of (b) (6) [redacted] retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL: (b) (6) [redacted] CDR, USCG, OPERATIONS OFFICER

SIGNATURE OF SUBMITTING OFFICIAL

15. NAME AND TITLE OF FORWARDING OFFICIAL

SIGNATURE OF FORWARDING OFFICIAL

Enclosure (11)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

MEDICAL OFFICER'S REPORT OF A/C ACCI[illegible], INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/8B (REV. 4-68) S/N-0107-733-8201

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

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

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

5a. DISPOSITION: E

5b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5c. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P-5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:
DIAGNOSIS:
CAUSE:
P D C

B. BODY PART:
DIAGNOSIS:
CAUSE:
P D C

C. BODY PART:
DIAGNOSIS:
CAUSE:
P D C

D. BODY PART:
DIAGNOSIS:
CAUSE:
P D C

E. BODY PART:
DIAGNOSIS:
CAUSE:
P D C

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

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

9.

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

10. AUTOPSY CONDUCTED BY:
- [ ] 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:

No information available since body was removed and buried before this Flight Surgeon was notified by the board.

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6) [redacted]	F4B	150473

ENCLOSURE [illegible]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 4-68) S/N 0107-7 21-8301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

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

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

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

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

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

ENCLOSURE 1/21

FACTORS		A	E	S	R	FACTORS		A	E	S	R
B. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	805					K. DELAY IN TAKING NECESSARY ACTION	811				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	806					L. VIOLATION OF FLIGHT DISCIPLINE	812				
G. TASK OVERSATURATION	807					M. NAVIGATIONAL ERROR	813				
H. INADEQUATE COORDINATION OR TIMING	808					N. INADVERTENT OPERATION, SELF-INDUCED	814				
I. MISJUDGED SPEED OR DISTANCE	809					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	815				
J. SELECTED WRONG COURSE OF ACTION	810					P. OTHER (SPECIFY)	899				

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

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACC[illegible]T, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

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

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE

B. CONTRIBUTING: [X] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

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

A. DATE LAST LEAVE ENDED UNKNOWN

B. DAYS DURATION LAST LEAVE

C. TYPE OF LEAVE LAST TAKEN: [ ] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT UNKNOWN

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS ____ MIN. ____ F. IN LAST 48 HOURS ____ MIN. ____

MISSIONS FLOWN
G. IN LAST 24 HOURS ____ H. IN LAST 48 HOURS ____

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS 8 MIN. ____ J. IN LAST 48 HOURS 16 MIN. ____

HOURS SLEPT
K. IN LAST 24 HOURS ____ L. IN LAST 48 HOURS ____

M. CONTINUOUS DUTY PRIOR TO MISHAP 1 HOURS ____ MIN. ____

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP 2

O. DURATION OF LAST SLEEP PERIOD ____ HOURS 8 MIN. ____

P. TIME IN COCKPIT PRIOR TO FLIGHT ____ HOURS 15 MIN.

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

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
O2-PBI Indoct-	MCAS ELTORO, CALIF.	NOV	69	
NIGHT VISION	" " "	NOV	69	
FLASH BLINDNESS	" " "	NOV	69	
M. B. Seat Shot-lec	" " "	NOV	69	
Parachute-Survival	" " "	NOV	69	

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

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH (b) (6) [redacted] b. HEIGHT (b) (6) INCHES c. WEIGHT (b) (6) POUNDS

d. SITTING HEIGHT [redacted] INCHES e. TRUNK HEIGHT (b) (6) INCHES f. FUNCTIONAL REACH ____ INCHES

g. BUTTOCK-KNEE LENGTH [redacted] INCHES h. LEG LENGTH [redacted] INCHES i. SHOULDER WIDTH (BIDELTOID) [redacted] INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, copilots, and/or other persons in control of aircraft)*

a. No. ____ b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION ____

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, copilots, and/or persons possibly contributing to mishap)*

No chronological list available. Squadron members report CAPT SAUER worked an 8 hour day for the 3 previous days and otherwise did nothing abnormal or stressful.

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6) [redacted]	F4B	150473

ENCLOSURE (2)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/BE (REV. 4-68) S/N 0107-731-8501

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS *Indicate by code from list on reverse side.*
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
Nomex flight suit	Y	Y			
Flight boots	Y	Y			
G-suit	Y	Y			
Gloves Nomex	Y	Y			
APH-6 Helmet and visor	Y	Y			
MA-2 Torso harness	Y	Y			
2. OXYGEN MASK	Y	Y			
3. OXYGEN REGULATOR Mini reg (226-2004-3)	Y	Y			
4. LIFE VEST Mark IIIC	Y	Y			
5. LIFE RAFT LR-1	Y	Y			
6. SURVIVAL RADIO(S) VRT-33	Y	Y			
7. SIGNALLING DEVICES					
Day night flare (#MK-13 MODO)	Y	Y			
8. SURVIVAL KIT (CONTAINER)	Y	Y			
9. OTHER SURVIVAL GEAR					
Standard knife	Y	Y			
Shroud cutter	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Shoulder harness	Y	Y			
Seat restraint straps	Y	Y			
(785-1176 LAFO) leg restraints	Y	Y			
11. PARACHUTE TYPE NES-8					
12. PARACHUTE CANOPY RELEASE Koch fitting	Y	Y			
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE Mark VII Martin Baker	Y	Y			
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

4

ENCLOSURE (12)

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

(b) (6) [redacted]

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

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [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
- [ ] 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
- [ ] 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
- [X] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [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)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

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

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [ ] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

ENCLOSURE (2)

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 9. UNKNOWN
- [X] 0. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS _____ EMERGENCY BAILOUTS _____

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

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [X] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [X] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [ ] NOSE DOWN _____ DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE) _____

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	OCT 66	
TRAINING FILMS			
UNARMED EJECTION SEAT	4	OCT 66	9
ARMED SEAT ON TOWER	1	OCT 66	9
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

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

B - Before, D - During, A - After

		GROUND B	GROUND D	GROUND A		WATER B	WATER D	WATER A		AIR B	AIR D	AIR A
1. BUFFETING	01				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]

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

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS—NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS—MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS—MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	98				98				98			

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

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

ENCLOSURE 1/2 I

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/BG (REV. 4-68) S/N 0107-731-8701

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS _____ MINUTES _____ SECONDS _____

2. DELAY IN INITIATING ESCAPE DUE TO:

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [X] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) _____ 2. PARACHUTE OPENING (FEET) _____

B. 1. AIRSPEED AT TIME OF ESCAPE _____ KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) _____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED			HELMET VISOR LOWERED		
	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
2. DURING EGRESS	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
3. DURING CHUTE LANDING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
4. CHIN STRAP FASTENED SNUGLY				[ ]	[ ]	[ ]
5. NAPE STRAP FASTENED SNUGLY				[ ]	[ ]	[ ]

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [X] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [ ] 1. THIS INDIVIDUAL
- [X] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [ ] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [ ] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [X] 9. UNKNOWN

B. INITIATED BY
- [ ] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [X] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1				
FORWARD	2				
UPWARD	3				
LATERAL	4				
UNKNOWN	9	X	X	X	X

10. POSITION OF EJECTION SEAT

- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [X] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [ ] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

ENCLOSURE 1/2

12. TYPE OF SEAT SEPARATION NA

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [ ] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [ ] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [ ] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT				
B. DURING LANDING				

16. PARACHUTE DAMAGE *(Give number of)*

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS-MAJOR _____
4. TORN PANELS-MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD. *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [ ] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: _____ LBS

B. SURFACE WINDS _____ KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [ ] 8. NO

D. DISTANCE DRAGGED: _____ YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 8. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [ ] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [ ] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [ ] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT			
B. LIFE RAFT			
C. LIFE VEST			

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [ ] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (REV. 4-68) S/N 0107-731-8800

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. SURVIVAL TRAINING
"Use Code at right to indicate the role this person's training played in survival.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL					
	1. MAINTENANCE SWIM					
	2. DILBERT DUNKER	Dunker	NAMI Pensacola, Fla	1	66	
	3. PARACHUTE DRAG		"	1	66	
	4. IMMERSED COCKPIT		"	1	66	
	5. IMMERSED SEAT		"			
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE _____ °F
B. AIR TEMPERATURE _____ °F
C. SURFACE WINDS _____ KNOTS
D. WAVE HEIGHT _____ FEET
E. WAVE FREQUENCY _____ PER MIN.

F. TERRAIN
- [ ] 1. OPEN GROUND
- [ ] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [X] 1. CLEAR
- [ ] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)*

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED				X			
B. RESCUE VEHICLE DEPARTED				X			
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL				X			
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	Helo			X			
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED				X			
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)				X			

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE El Centro B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL: H-34 2. LOCATION WHEN ALERTED: El Centro 3. DUTY WHEN ALERTED: SAR

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [X] 1. YES [ ] 2. NO [ ] 9. UNKNOWN
IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3) _____
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: MCAF Yuma

D. NUMBER SEARCH AND RESCUE HOURS 3

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
SAUER, William C	(b) (6)	F4B	150473

ENCLOSURE (12)

11

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BIOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET
- [ ] Y - OTHER (DESCRIBE)

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [x] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE)

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER Nothing

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER None

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER None

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL
					44

(b) (6) [redacted]

CONTINUED ON NEXT PAGE

OPNAV FORM 3750/8N (REV. 4-68) (Continued)

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] #1 - INADEQUATE FLOTATION GEAR
- [ ] #2 - INADEQUATE COLD WEATHER GEAR
- [ ] #3 - LACK OF SIGNALLING EQUIPMENT
- [ ] #4 - LACK OF OTHER EQUIPMENT
- [ ] #5 - ENTANGLEMENT (PARACHUTE)
- [ ] #6 - DRAGGING (PARACHUTE)
- [ ] #7 - PARACHUTE HARDWARE PROBLEM
- [ ] #8 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] #9 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] #1 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] #2 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] #3 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] #4 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] #5 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] #6 - INADEQUATE MEDICAL EQUIPMENT
- [ ] #7 - INADEQUATE MEDICAL FACILITIES
- [ ] #8 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] #9 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -
2. PARTIALLY ABLE TO ASSIST	2 -	B -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -
4. FATAL ON RECOVERY-DUE TO INJURIES	X	D -

	DURING RESCUE	AFTER RESCUE
5. FATAL ON RECOVERY-DROWNED		E -
6. RECOVERED ALIVE-DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- [X] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
SAUER, William Charles	(b) (6)	F4B	150473

ENCLOSURE (2)

CERTIFICATE OF DEATH

STATE FILE NUMBER — STATE OF CALIFORNIA—DEPARTMENT OF PUBLIC HEALTH — LOCAL REGISTRATION DISTRICT AND CERTIFICATE NUMBER

DECEDENT PERSONAL DATA

1a. NAME OF DECEASED—FIRST NAME: William	1b. MIDDLE NAME: Charles	1c. LAST NAME: Sauer	2a. DATE OF DEATH—MONTH DAY YEAR: November 22, 1969
2b. HOUR: 9:30 A.	3. SEX: Male	4. COLOR OR RACE: Cauc.	5. BIRTHPLACE (STATE OR FOREIGN COUNTRY): New Jersey
6. DATE OF BIRTH: (b) (6) [redacted]	7. AGE (LAST BIRTHDAY): 26 YEARS	IF UNDER 1 YEAR: MONTH / DAY	IF UNDER 24 HOURS: HOURS / MINUTES
8. NAME AND BIRTHPLACE OF FATHER: Unknown Unknown	9. MAIDEN NAME AND BIRTHPLACE OF MOTHER: (b) (6) [redacted]		
10. CITIZEN OF WHAT COUNTRY: U.S.A.	(b) (6) [redacted]	12. MARRIED, NEVER MARRIED, WIDOWED, DIVORCED (SPECIFY): Married	13. NAME OF SURVIVING SPOUSE (IF WIFE ENTER MAIDEN NAME): (b) (6) [redacted]
14. LAST OCCUPATION: Pilot/Captain	15. NUMBER OF YEARS IN THIS OCCUPATION: 7	16. NAME OF LAST EMPLOYING COMPANY OR FIRM: U.S. Marine Corps.	17. KIND OF INDUSTRY OR BUSINESS: Defense

PLACE OF DEATH

18a. PLACE OF DEATH—NAME OF HOSPITAL OR OTHER IN PATIENT FACILITY: ----------	18b. STREET ADDRESS (STREET AND NUMBER OR LOCATION): 30 Miles west of/in desert	18c. INSIDE CITY CORPORATE LIMITS (SPECIFY YES OR NO): no	
18d. CITY OR TOWN: Plaster City	18e. COUNTY: Imperial	18f. OFFICIAL OF STATE IN COUNTY OF DEATH: Transient YEARS	18g. COUNTY OF STATE IN CALIFORNIA: 3 YEARS

USUAL RESIDENCE (IF DEATH OCCURRED IN INSTITUTION, ENTER RESIDENCE BEFORE ADMISSION)

19a. USUAL RESIDENCE—STREET ADDRESS (STREET AND NUMBER OR LOCATION): (b) (6) [redacted]	19b. INSIDE CITY CORPORATE LIMITS (SPECIFY YES OR NO): yes	20. NAME AND MAILING ADDRESS OF INFORMANT: Military Records Naval Air Facility El Centro, California
19c. CITY OR TOWN: (b) (6) [redacted]	19d. COUNTY:	19e. STATE:

PHYSICIAN'S OR CORONER'S CERTIFICATION

21a. CORONER	21b. PHYSICIAN	21c. PHYSICIAN OR CORONER: Coroner's Office	21d. DATE SIGNED: 11-24-69
		21e. ADDRESS: P.O. Box 1040, El Centro	21f. [illegible]

FUNERAL DIRECTOR AND LOCAL REGISTRAR

22a. SPECIFY BURIAL, ENTOMBMENT OR CREMATION: Burial	22b. DATE: 11-25-69	23. NAME OF CEMETERY OR CREMATORY: Bloomfield New Jersey District Cemetery	24. EMBALMER—SIGNATURE OF BODY EMBALMER—LICENSE NUMBER: C.W. Wiley 1335
25. NAME OF FUNERAL DIRECTOR (OR PERSON ACTING AS SUCH): Lemons-Wiley Morturay	26. [illegible]: NA	27. LOCAL REGISTRAR—SIGNATURE:	28. DATE RECEIVED AND REGISTRATION BY LOCAL REGISTRAR

MEDICAL AND HEALTH DATA

CAUSE OF DEATH

29. PART I. DEATH WAS CAUSED BY — ENTER ONLY ONE CAUSE PER LINE FOR A, B, AND C

CONDITIONS IF ANY WHICH GAVE RISE TO THE IMMEDIATE CAUSE (A), STATING THE UNDERLYING CAUSE LAST

IMMEDIATE CAUSE (A)	Incineration, complete
DUE TO, OR AS A CONSEQUENCE OF (B)	Airplane crash, mid-air
DUE TO, OR AS A CONSEQUENCE OF (C)	

APPROXIMATE INTERVAL BETWEEN ONSET AND DEATH

30. PART II. OTHER SIGNIFICANT CONDITIONS — 31. [illegible] 32a. [illegible] 32b. [illegible]

INJURY INFORMATION

33. SPECIFY ACCIDENT, SUICIDE OR HOMICIDE	34. PLACE OF INJURY	35. INJURY AT WORK	36a. DATE OF INJURY—MONTH DAY YEAR	36b. HOUR
37a. PLACE OF INJURY (STREET AND NUMBER OR LOCATION AND CITY OR TOWN)	37b. [illegible]	38. [illegible]	39. [illegible]	

40. DESCRIBE HOW INJURY OCCURRED [illegible]

STATE REGISTRAR

A	B	C	D	E	F

ENCLOSURE (12)

14

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

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. IDENTIFICATION

1. FROM (Time and mailing address of activity)	2. MDR NUMBER	3. DAMAGE CODE
VF-124 NAS Miramar, Calif. 92145		Alpha

4. TYPE OF MISHAP	5. NO. OF OCCUPANTS	6. DATE	7. MODEL A/C	8. BUNO
[X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	2	22 Nov 69	F4B	150473

9. MODEL OTHER A/C IF INVOLVED	10. BUNO	11. NO. OF OCCUPANTS	12. DAMAGE CODE
F8J	149212	1	Alpha

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)	14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
PILOT AT CONTROLS AT TIME OF MISHAP					
A. William SAUER	CAPT	USMC	VMFAT 101	A	A
B. (b) (6) [redacted]	LT	USMCR	VMFAT 101	F	I
C.					
D.					

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE	2. CABIN ALTITUDE	3. TIME AT CABIN ALTITUDE	4. AMBIENT ALTITUDE	5. TIME AT AMBIENT ALTITUDE
8000 FEET	8000 FEET	HOURS 10 MIN.	14500 FEET	HOURS 10 MIN.

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

8. HORIZON
- [X] 1 - DISTINCT
- [ ] 2 - OBSCURED
- 8 - OTHER (SPECIFY)

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

9. DURATION OF FLIGHT: HOURS MIN. 42

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

LCDR (b) (6) [redacted] was the instructor/pilot of a two-plane flight undergoing routine training, specifically rendezvous and breakup in preparation for combat maneuvers. The two plane flight had been out for approximately 40 minutes. LCDR (b) (6) [redacted] was in the process of changing the lead to his wingman, and was rolling in behind him when he heard his wingman call "Bogey between us." LCDR (b) (6) [redacted] then began to roll out at which point he saw the F-4 coming directly broadside and about 100 feet away. He attempted an evasive maneuver (pulled back) on the stick) but was unsuccessful in avoiding the collision,

The F4B piloted by CAPT SAUER with LT (b) (6) [redacted] as RIO, was also on a training flight. CAPT SAUER was practicing stall maneuvers and was calling out angles of attack when LT (b) (6) [redacted] saw the 2nd F-8, i.e. the one in the lead and notified the pilot. The pilot called "Tally-ho" and began to "clean up" the aircraft that was then in stall configuration. Immediately thereafter LT WILKENING, who had been watching the lead F-8 heard CAPT SAUER swear, he looked up and saw LCDR (b) (6) [redacted] F-8 directly broadside to them in about 10° to 15° angle of bank (away). The F-4 immediately struck the F-8 left side of the wing in the lower rear section of the fuselage. LCDR (b) (6) [redacted] felt his controls become ineffective and the aircraft begin to spin. He was experiencing violent negative G's and was able to reach up with only one hand and eject via the face curtain.

LT (b) (6) [redacted] reports he was pitched violently forward following the collision. He reached for the alternate ejection (seat pan) handle, and upon straightening up ejected as the entire forward section of the aircraft crumpled and caught on fire. He believes that the pilot, CAPT SAUER, was killed immediately by the impact.

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

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

I. IDENTIFICATION

1. FROM (Name and mailing address of activity)	2. MOR NUMBER	3. DAMAGE CODE
VF-124, NAS Miramar, San Diego, Calif. 92145		Alpha

4. TYPE OF MISHAP	5. NO. OF OCCUPANTS	6. DATE	7. MODEL A/C	8. BUNO
[x] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	1	22 Nov 69	F8J	149212

9. MODEL OTHER A/C IF INVOLVED	10. BUNO	11. NO. OF OCCUPANTS	12. DAMAGE CODE
F4B	150 473	2	Alpha

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)	14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
PILOT AT CONTROLS AT TIME OF MISHAP A. (b) (6) [redacted]	LCDR	USN	VF-124	F	I
CO-PILOT B.					
C.					
D.					

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE	2. CABIN ALTITUDE	3. TIME AT CABIN ALTITUDE	4. AMBIENT ALTITUDE	5. TIME AT AMBIENT ALTITUDE
7000 FEET	7999 FEET	HOURS 49 MIN.	11,000 FEET	HOURS 30 MIN.

6. PLACE IN FORMATION

[ ] A - SINGLE AIRCRAFT
[ ] L - LEAD
[x] W - WING
Y - OTHER (SPECIFY) Right combat spread position.

8. HORIZON

[x] 1 - DISTINCT
[ ] 2 - OBSCURED
B - OTHER (SPECIFY)

7. CLOUD CONDITIONS

[x] 0 - CLEAR
[ ] 1 - OVERCAST
[ ] 2 - UNDERCAST
[ ] 3 - IN CLOUDS
[ ] 4 - IN AND OUT OF CLOUDS
8 - OTHER (SPECIFY)

9. DURATION OF FLIGHT:

HOURS MIN. 40

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

2

ENCLOSURE 1/51

PATIENT'S LAST NAME — FIRST NAME — MIDDLE NAME

(b) (6) [redacted]

LCDR USN (b) (6) [redacted]

REGISTER NO.

WARD NO.

AGE | SEX: M

(Check one) ☐ BEDSIDE, WHEELCHAIR, OR STRETCHER ☐ BED PATIENT ☐ AMBULATORY

EXAMINATION REQUESTED

C SPINE SERIES,PA & LAT L S SPINES
BOTH HANDS AND FEET

REQUESTED BY

DATE OF REQUEST

(Above space for mechanical imprinting, if used)

PERTINENT CLINICAL HISTORY, OPERATIONS, PHYSICAL FINDINGS, AND PROVISIONAL DIAGNOSIS

FILM NO.

DATE OF REPORT

RADIOGRAPHIC REPORT

CERVICAL SPINE: Within Normal Limits

THORACIC & LUMBAR SPINES: Within Normal Limits

AP & LAT BOTH HANDS & FEET: Within Normal Limits

(b) (6) [redacted] LT(MC) USNR

SIGNATURE: (Specify location of laboratory if not part of requesting facility)

Standard Form 519A (Rev. Aug. 1954)
Promulgated by Bureau of the Budget
Circular A-32 Rev.1

(NAME OF HOSPITAL OR OTHER MEDICAL FACILITY)

3

RADIOGRAPHIC REPORT

ENCLOSURE (31)

MEDICAL OFFICER'S REPORT OF A/C ACCI[illegible], INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/8B (REV. 4-68) S/N-0107-731-8201

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

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

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

5a. DISPOSITION I

5b. EXPOSURE
- [ ] 1 - MILD
- [ ] 2 - MODERATE
- [ ] 3 - SEVERE

5c. SHOCK
- [ ] 1 - MILD
- [ ] 2 - MODERATE
- [ ] 3 - SEVERE

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

LEAVE THESE COLUMNS BLANK

A. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

B. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

C. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

D. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

E. BODY PART:
DIAGNOSIS:
CAUSE:
P / D / C

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

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

9. DISEASES, DEFECTS PRESENT AT TIME OF MISHAP

DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS APPLICABLE): AUTHORITY	DATE
None						

10. AUTOPSY CONDUCTED BY:
- [ ] M - MILITARY PATHOLOGIST
- [ ] F - FLIGHT SURGEON
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] Y - OTHER
- [ ] PROTOCOL ATTACHED
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP:
- [ ] 1 - AUTOPSY REPORT
- [ ] 3 - PICTURES
- [ ] 2 - FROZEN TISSUE
- [ ] 4 - FIXED TISSUE

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

(b) (6)
[redacted]

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	(b) (6) [redacted]	F8J	149212

4

ENCLOSURE (43)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/BC (REV. 4-68) S/N-0107-731-8301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

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

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

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

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

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	(b) (6) [redacted]	F8J	149212

5

ENCLOSURE (13)

OPNAV FORM 3750/8C (REV. 4-68) (Continued)

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

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

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

VID 8I

(b) (6) [redacted]

(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACC[redacted]T, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

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

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE

B. CONTRIBUTING: [x] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

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

A. DATE LAST LEAVE ENDED: 8 Sep 69

B. DAYS DURATION LAST LEAVE: 37

C. TYPE OF LEAVE LAST TAKEN: [x] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 21 Nov 69

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS ____ MIN. ____ F. IN LAST 48 HOURS ____ MIN. ____

MISSIONS FLOWN
G. IN LAST 24 HOURS 2 H. IN LAST 48 HOURS 4

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS 12 MIN. ____ J. IN LAST 48 HOURS 24 MIN. ____

HOURS SLEPT
K. IN LAST 24 HOURS 7 L. IN LAST 48 HOURS 13

M. CONTINUOUS DUTY PRIOR TO MISHAP ____ HOURS 12 MIN. ____

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP 3

O. DURATION OF LAST SLEEP PERIOD ____ HOURS 7 MIN. ____

P. TIME IN COCKPIT PRIOR TO FLIGHT ____ HOURS 15 MIN. ____

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

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Miniature O_2 equip	NAS Lemoore	2	69	0
run 43000 ft. Spatial	NAS Lemoore	2	69	0
disorientation and night vision				

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

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH: (b) (6) [redacted] b. HEIGHT (b) (6) [redacted] INCHES c. WEIGHT (b) (6) [redacted] POUNDS

d. SITTING HEIGHT [redacted] INCHES e. TRUNK HEIGHT [redacted] INCHES f. FUNCTIONAL REACH [redacted] INCHES

g. BUTTOCK-KNEE LENGTH [redacted] INCHES h. LEG LENGTH ____ INCHES i. SHOULDER WIDTH (BIDELTOID) [redacted] INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS (*Complete for all pilots, co-pilots, and/or other personnel in control of aircraft*)

a. No. 1 b. DESCRIBE TYPE(S): Sept. 1959 F-8 fuel starvation engine flame-out ejection - no significant injury - Monterey Bay, Calif.

2. TOTAL YEARS OF FORMAL EDUCATION: 16

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (*For all pilots, co-pilots, and/or personnel possibly contributing to mishap*)

The following is a chronological account of my activities of the previous 72 hours before my aircraft accident on 22 Nov 69 at 0830:

a. Wednesday, 19 Nov: Up at 0545 and proceeded to the squadron area. Started my first brief at 0630 for a 0800 take-off. Flew two hops and secured at 1700 (total flight time approx. 3.0 hours). Meals for the day included lunch and dinner. After dinner I had about 5 beers at a local bar and retired at 2330.

b. Thursday, 20 Nov: Up at 0545 and proceeded to the squadron area. Started my first brief at 0630 for a 0800 take-off. Flew one hop (total flight time 1.4 hours). Meals for the day included breakfast, lunch and dinner. During dinner I had 3 beers and retired at 2130.

c. Friday, 21 Nov: Up at 0545 and proceeded to the squadron area. First brief at 0630 for a 0800 take-off. Flew two hops and secured at 1700 (total flight time 3.0 hours). Meals for the day included lunch and dinner. Prior to dinner I had 3 beers at Happy Hour and after dinner, one hi-ball at a local bar. I retired at 2245.

d. Saturday, 22 Nov: Up at 0545 and proceeded to the squadron area. Had coffee and donuts and briefed at 0630 for a 0800 take-off. Finished briefing early and launched at 0730. We flew the mission as briefed until the accident.

NAME	RANK	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	LCDR	(b) (6) [redacted]	F8J	149212

ENCLOSURE (3)

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 0107-733-8401

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS (Indicate by code from list on reverse side)
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
Nomex flight suit	Y	Y	AESR	AESR	
Flight boots	Y	Y	AESR	AESR	
G-suit	Y	Y	AES	AES	
Gloves Nomex	Y	Y	AES	AES	
APH-6 Helmet and visor	Y	Y	AES	AES	
MA-2 Torso harness	Y	Y	AE		
2. OXYGEN MASK	Y	Y	AE		
3. OXYGEN REGULATOR Mini reg (226-2004-3)	Y	Y	AE		
4. LIFE VEST Mark IIIC	Y	Y			
5. LIFE RAFT LR-1	Y	Y			
6. SURVIVAL RADIO(S) VRT-33	Y	Y			
7. SIGNALLING DEVICES					
Day night flare (#MK-13 MODO)	Y	Y			
8. SURVIVAL KIT (CONTAINER)	Y	Y			
9. OTHER SURVIVAL GEAR					
Standard knife	Y	Y			
Shroud cutter	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Shoulder harness	Y	Y	AE	AE	
Seat restraint straps	Y	Y	AE	AE	
(785-1176 LAFO) leg restraints	Y	Y	AE	AE	
11. PARACHUTE TYPE NES-8					
12. PARACHUTE CANOPY RELEASE Koch fitting	Y	Y	AE	AE	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE Mark VII Martin Baker	Y	Y	AE	AE	
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

Neg G forces prevented pilot from reaching face curtain handles with both hands - was able to use one hand only and felt that in a matter of seconds he would not have been able to reach it at all.

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted] LCDR	(b) (6) [redacted]	F8J	149212

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ENCLOSURE 1/3

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

(b) (6) [redacted]

(b) (6) [redacted]

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

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A.
- [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 (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

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

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

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

4. EXIT USED
- [X] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 6. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [X] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

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

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [X] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME		A/C	BUNO
(b) (6) LCDR	(b) (6)	F8J	149212

9

ENCLOSURE (13)

8. COMMUNICATIONS PRIOR TO ESCAPE

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

9. NUMBER OF PREVIOUS

EJECTIONS 1 EMERGENCY BAILOUTS _____

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

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [1] P - RAVINE/STEEP SLOPE
- [2] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [ ] NOSE DOWN 30 DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [x] D. ROLLING to right
- [ ] 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			1
TRAINING FILMS			1
UNARMED EJECTION SEAT			1
ARMED SEAT ON TOWER			1
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

- Ø - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

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

B - Before, D - During, A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02							X		
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11							X		
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14							X		
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

(b) (6) [redacted]

(b) (6) [redacted]

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

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS—NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32		X	
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS—MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS—MINOR	44				44				44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	98				98				98			

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

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted] LCDR	(b) (6) [redacted]	FBJ	149212

//

ENCLOSURE (13)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-731-8101

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS ____ MINUTES ____ SECONDS 3 - 5

2. DELAY IN INITIATING ESCAPE DUE TO:

- [X] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [X] 8. OTHER G forces
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF Accident (collision)

A. 1. ESCAPE (FEET) 5000 2. PARACHUTE OPENING (FEET) 5000

B. 1. AIRSPEED AT TIME OF ESCAPE 300 KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) ____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED YES	NO	UNK	HELMET VISOR LOWERED YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS						
3. DURING CHUTE LANDING						
4. CHIN STRAP FASTENED SNUGLY	No					
5. NAPE STRAP FASTENED SNUGLY	No					

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 0. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 0. DID NOT OPEN OR RELEASE
- [X] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY:
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [X] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1				X
FORWARD	2				
UPWARD	3			X	
LATERAL	4	X	X		
UNKNOWN	9				

10. POSITION OF EJECTION SEAT

- [X] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [ ] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 0. DID NOT SEPARATE
- [X] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [ ] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) LCDR	(b) (6)	F8J	149212

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ENCLOSURE (3)

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [x] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [x] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [ ] 0. NEGLIGIBLE
- [x] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT	Ø			
B. DURING LANDING	Ø			

16. PARACHUTE DAMAGE *(Enter number off)*

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS—MAJOR _____
4. TORN PANELS—MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD. *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [x] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: 215 LBS

B. SURFACE WINDS: 5 KNOTS

C. DRAGGED BY CHUTE: [ ] 1. YES [x] 0. NO

D. DISTANCE DRAGGED: 0 YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [x] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [x] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [x] 8. OTHER: Relaxed
- [ ] 9. UNKNOWN

D.
- [x] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT		X	
B. LIFE RAFT		X	
C. LIFE VEST		X	

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [x] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

(b) (6) [redacted] (b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/BH (REV. 4-68) S/N 0107-731-8600

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 3

1. SURVIVAL TRAINING

**Use Code at right to indicate the role this person's training played in survival.*

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM	VF-124	NAS Miramar	9	68	0
	2. DILBERT DUNKER	"	"	"	"	"
	3. PARACHUTE DRAG	"	"	"	"	"
	4. IMMERSED COCKPIT	"	"	"	"	"
	5. IMMERSED SEAT	"	"	"	"	"
B.	JUNGLE SURVIVAL					
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL	VF-124	Warner Springs	2	66	2
F.	SURVIVAL (GENERAL)					

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE _____ °F
B. AIR TEMPERATURE 80 °F
C. SURFACE WINDS 0 KNOTS
D. WAVE HEIGHT _____ FEET
E. WAVE FREQUENCY _____ PER MIN.

F. TERRAIN
- [ ] 1. OPEN GROUND
- [ ] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [x] 1. CLEAR
- [ ] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)*

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	0837						
B. RESCUE VEHICLE DEPARTED							
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	0902						
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED	0915						
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)	1101						

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE 40 miles B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: H3F 2. LOCATION WHEN ALERTED _____ 3. DUTY WHEN ALERTED _____

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [x] 1. YES [ ] 2. NO [ ] 9. UNKNOWN

IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [x] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3) _____

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: _____

D. NUMBER SEARCH AND RESCUE HOURS _____

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) LCDR	(b) (6)	F8J	149212

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ENCLOSURE (13)

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [x] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET
- [ ] Y - OTHER (DESCRIBE)

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [1] J - OTHER RADIO REPORT
- [3] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [2] P - SMOKE/FIRE--CRASH SCENE
- [ ] Y - OTHER (DESCRIBE)

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES NA

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER

11. RESCUE VEHICLE PROBLEMS ENROUTE NA

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT) NA

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL
03					

(b) (6) [redacted] (b) (6) [redacted]

OPNAV FORM 3750/5H (REV. 4-68) (Continued)

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [X] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [X] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE		DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 - X	A - X	5. FATAL ON RECOVERY-DROWNED		E -
2. PARTIALLY ABLE TO ASSIST	2 -	B -	6. RECOVERED ALIVE-DIED FROM INJURIES		F -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -	7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
4. FATAL ON RECOVERY-DUE TO INJURIES		D -	8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [X] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [X] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted]	(b) (6) [redacted]	FBJ	149212

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ENCLOSURE (13)

PATIENT'S LAST NAME — FIRST NAME — MIDDLE NAME

(b) (6) [redacted]

2nd LT USMCR (b) (6) [redacted]

REGISTER NO.

WARD NO.

AGE | SEX | (Check one) ☐ BEDSIDE, WHEELCHAIR, OR STRETCHER ☐ BED PATIENT ☐ AMBULATORY

EXAMINATION REQUESTED

CERVICAL,THORACIC & LUMBAR SACRAL SPINES

REQUESTED BY

DATE OF REQUEST

(Above space for mechanical imprinting, if used)

PERTINENT CLINICAL HISTORY, OPERATIONS, PHYSICAL FINDINGS, AND PROVISIONAL DIAGNOSIS

FILM NO.

DATE OF REPORT

RADIOGRAPHIC REPORT

CERVICAL,THORACIC & LUMBAR SACRAL SPINES: Within Normal Limits

(b) (6) [redacted] LT(MC)USNR

SIGNATURE (Specify location of laboratory if not part of requesting facility)

(NAME OF HOSPITAL OR OTHER MEDICAL FACILITY)

Standard Form 519A (Rev. Aug. 1954)
Promulgated by Bureau of the Budget
Circular A-32 (Rev.)

RADIOGRAPHIC REPORT

ENCLOSURE (14)

MEDICAL OFFICER'S REPORT OF A/C ACC[illegible]T, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/8B (REV. 4-68) S/N-0107-733-8201

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. DEGREE OF INJURY

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

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

5a. DISPOSITION: I

5b. EXPOSURE: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5c. SHOCK: [ ] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

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

LEAVE THESE COLUMNS BLANK

A. BODY PART:
DIAGNOSIS:
CAUSE:

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

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

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP

DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS APPLICABLE): AUTHORITY	DATE

10. AUTOPSY CONDUCTED BY:

- [ ] 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:

Sore neck

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted] LT	(b) (6) [redacted]	F4B	150473

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ENCLOSURE 1/4T

MEDICAL OFFICER'S REPORT OF A C ACC T, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMEN L FACTORS
OPNAV FORM 3750-8C (REV. 4-68) S/N 0107-721-8301

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

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

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

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

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

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RUNO
(b) (6) LT	(b) (6)	F4B	150473

ENCLOSURE 4T

OPNAV FORM 3750/8C (REV. 4-68) (Continued)

FACTORS		A	E	S	R	FACTORS		A	E	S	R
R. OTHER FACTORS TO BE CONSIDERED (Cont.) NA											
E. MISLEAD BY FAULTY INSTRUMENTS	805					K. DELAY IN TAKING NECESSARY ACTION	811				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	806					L. VIOLATION OF FLIGHT DISCIPLINE	812				
G. TASK OVERSATURATION	807					M. NAVIGATIONAL ERROR	813				
H. INADEQUATE COORDINATION OR TIMING	808					N. INADVERTENT OPERATION, SELF-INDUCED	814				
I. MISJUDGED SPEED OR DISTANCE	809					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	815				
J. SELECTED WRONG COURSE OF ACTION	810					P. OTHER (SPECIFY)	899				

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

(b) (6) [redacted] (b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/BD (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

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

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE

B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [x] 8. NONE [ ] 9. UNKNOWN

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

A. DATE LAST LEAVE ENDED: 12 Sep 69

B. DAYS DURATION LAST LEAVE: 12

C. TYPE OF LEAVE LAST TAKEN: [x] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 19 Nov 69

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS 0 MIN. 0 F. IN LAST 48 HOURS 0 MIN. 0

MISSIONS FLOWN
G. IN LAST 24 HOURS 0 H. IN LAST 48 HOURS 0

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS 8 MIN. J. IN LAST 48 HOURS 16 MIN.

HOURS SLEPT
K. IN LAST 24 HOURS 8 L. IN LAST 48 HOURS 16

M. CONTINUOUS DUTY PRIOR TO MISHAP HOURS MIN. 30

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP 1

O. DURATION OF LAST SLEEP PERIOD 8 HOURS MIN.

P. TIME IN COCKPIT PRIOR TO FLIGHT HOURS 30 MIN.

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

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure chamber	NAS Pensacola	4	69	0

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

IV. ANTHROPOMETRIC DATA

a. DATE OF BIRTH: (b) (6) [redacted] b. HEIGHT (b) [redacted] INCHES c. WEIGHT (b) (6) [redacted] POUNDS

d. SITTING HEIGHT ____ INCHES e. TRUNK HEIGHT ____ INCHES f. FUNCTIONAL REACH ____ INCHES

g. BUTTOCK–KNEE LENGTH ____ INCHES h. LEG LENGTH ____ INCHES i. SHOULDER WIDTH (BIDELTOID) ____ INCHES

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, crewpilots, and/or other persons in control of aircraft)*

a. No. 0 b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION: 16

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, crewpilots, and/or persons possibly contributing to mishap)*

Wednesday
7:00 Get up
8:00 Arrive at check crew
12:00 Lunch
1:00 Back to check crew
4:30 Go home
6:30 Dinner
11:00 Bed
2:00 Baby feeding
6:00 Baby feeding

Thursday
7:00 Get up
8:00 Arrive at check crew
12:00 Lunch
1:30 Basketball practice
3:30 Went home
6:30 dinner
11:00 Bed
2:00 Baby feeding
6:00 Baby feeding

Friday
7:00 Get up
8:00 Arrive crew check
12:00 Lunch
1:30 Basketball practice
3:30 Back to check crew
4:30 Went home
6:30 Dinner
11:00 Bed
2:00 Baby feeding

Saturday
0500 Up
0600 Brief
0748 Take off

NAME (b) (6) [redacted] LT | SERIAL NO. (b) (6) [redacted] | A/C F4B | BUNO 150473

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ENCLOSURE (14)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-731-8501

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.)					
Nomex flight suit	Y	Y	AESR	AESR	
Flight boots	Y	Y	AESR	AESR	
G-suit	Y	Y	AES	AES	
Gloves Nomex	Y	Y	AES	AES	
APH-6 Helmet and visor	Y	Y	AES	AES	
MA-2 Torso harness	Y	Y	AE		
2. OXYGEN MASK	Y	Y	AE		
3. OXYGEN REGULATOR Mini reg (226-2004-3)	Y	Y	AE		
4. LIFE VEST Mark IIIC	Y	Y			
5. LIFE RAFT LR-1	Y	Y			
6. SURVIVAL RADIO(S) VRT-33	Y	Y			
7. SIGNALLING DEVICES					
Day night flare (#MK-13 MODO)	Y	Y			
8. SURVIVAL KIT (CONTAINER)	Y	Y			
9. OTHER SURVIVAL GEAR					
Standard knife	Y	Y			
Shroud cutter	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Shoulder harness	Y	Y	AE	AE	
Seat restraint straps	Y	Y	AE	AE	
(785-1176 LAFO) leg restraints	Y	Y	AE	AE	
11. PARACHUTE-TYPE NES-8					
12. PARACHUTE CANOPY RELEASE Koch fitting	Y	Y	AE	AE	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES					
14. SEAT TYPE Mark VII Martin Baker	Y	Y	AE	AE	
15. OTHER (SPECIFY)					
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)					

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted] LT	(b) (6) [redacted]	F4B	150473

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ENCLOSURE 1/41

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

(b) (6) [redacted] (b) (6) [redacted]

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

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

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

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [x] 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 (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

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

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

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

4. EXIT USED
- [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)
- [x] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [ ] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

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

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [ ] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [x] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
(b) (6) [redacted] LT	(b) (6) [redacted]	F4B	150473

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ENCLOSURE (14)

8. COMMUNICATIONS PRIOR TO ESCAPE

- [ ] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [ ] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 9. UNKNOWN
- [x] 0. NONE

9. NUMBER OF PREVIOUS

EJECTIONS 0 EMERGENCY BAILOUTS 0

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

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [ ] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [x] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [ ] NOSE DOWN 15 DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [x] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE) _____

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	4/69	1
TRAINING FILMS	4	4/69	1
UNARMED EJECTION SEAT	3	4/69	1
ARMED SEAT ON TOWER	1	4/69	1
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

*Use codes below to indicate role training played in this mishap.

0 - NO IMPORTANCE
1 - TRAINING DEFINITE HELP
2 - TRAINING POSSIBLE HELP
3 - LACK OF TRAINING FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - TRAINING ROLE UNKNOWN

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

B - Before, D - During, A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY HATCH	09									
10. FAILURE TO RELEASE CANOPY HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

(b) (6) (b) (6) [redacted]

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

B - Before, D - During, A - After

NA

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32									
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35									
36. FLAILING - LOWER EXTREMITIES	36									
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39									
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	98									

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

NAME	SERIAL NO.	A/C	BUNO
(b) (6) LT	(b) (6)	F4B	150473

ENCLOSURE 1(4)

MEDICAL OFFICER'S REPORT OF A C ACC T, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-731-8701

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS _____ MINUTES _____ SECONDS 15

2. DELAY IN INITIATING ESCAPE DUE TO:

- [x] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF: Accident 8000

A. 1. ESCAPE (FEET) 8000 2. PARACHUTE OPENING (FEET) 8500

B. 1. AIRSPEED AT TIME OF ESCAPE 160 KIAS

2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) _____ K

C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED YES	NO	UNK	HELMET VISOR LOWERED YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS	X			X		
3. DURING CHUTE LANDING			X	X		
4. CHIN STRAP FASTENED SNUGLY	yes					
5. NAPE STRAP FASTENED SNUGLY	no					

5. ZERO LANYARD:

A. WHEN CONNECTED
- [ ] 8. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 8. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE

- [ ] 8. DID NOT OPEN OR RELEASE
- [ ] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [x] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [x] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [x] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 8. DEFINITELY NOT ATTEMPTED
- [x] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [x] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [x] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [x] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [ ] 2. FACE CURTAIN
- [x] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1		X		X
FORWARD	2			X	
UPWARD	3	X			
LATERAL	4				
UNKNOWN	9				

10. POSITION OF EJECTION SEAT

- [x] 1. FULL UP
- [ ] 2. FULL DOWN
- [ ] 3. INTERMEDIATE POSITION
- [ ] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- [ ] 8. DID NOT SEPARATE
- [x] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [ ] 4. PERSONNEL PARACHUTE
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME (b) (6) LT SERIAL NO. (b) (6) A/C F4B BUNO 150473

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ENCLOSURE (1)

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [x] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [x] 1. AUTOMATIC TIMER
- [ ] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [ ] 0. NEGLIGIBLE
- [x] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT	X			
B. DURING LANDING	X			

16. PARACHUTE DAMAGE *(Give number of)*

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS—MAJOR _____
4. TORN PANELS—MINOR _____

17. CAUSE OF PARACHUTE DAMAGE

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD, *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [x] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: 210 LBS

B. SURFACE WINDS 5 KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [x] 0. NO

D. DISTANCE DRAGGED 0 YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [x] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [x] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [x] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [ ] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT		X	
B. LIFE RAFT		X	
C. LIFE VEST		X	

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [ ] 1. AIDED IN COLLAPSING CHUTE
- [x] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS

(b) (6) (b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCID[illegible], INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8H (REV. 4-68) S/N 0107-723-8800

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. SURVIVAL TRAINING
**Use Code at right to indicate the role this person's training played in survival.*

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM		Pensacola	3	69	
	2. DILBERT DUNKER		"			
	3. PARACHUTE DRAG		"			
	4. IMMERSED COCKPIT		"			
	5. IMMERSED SEAT	None	"			
B.	JUNGLE SURVIVAL	Survival	"	3	69	
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)		Pensacola	3	69	

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE _____ °F
B. AIR TEMPERATURE 80 °F
C. SURFACE WINDS 5 KNOTS
D. WAVE HEIGHT _____ FEET
E. WAVE FREQUENCY _____ PER MIN

F. TERRAIN
- [X] 1. OPEN GROUND
- [ ] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [X] 4. DESERT
- [ ] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [X] 1. CLEAR
- [ ] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)*

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	0837						
B. RESCUE VEHICLE DEPARTED							
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	0902						
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED	0945						
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)	1101						

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE _____ B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL: H3F 2. LOCATION WHEN ALERTED _____ 3. DUTY WHEN ALERTED _____

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [X] 1. YES [ ] 2. NO [ ] 9. UNKNOWN
IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [X] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3) _____
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: _____

D. NUMBER SEARCH AND RESCUE HOURS _____

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RUNO
(b) (6) [redacted] LT	(b) (6) [redacted]	F4B	150473

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ENCLOSURE 14

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET _____
- [ ] Y - OTHER (DESCRIBE) _____

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE) _____

9. ALERTING/COMMUNICATIONS PROBLEMS

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER _____

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER _____

11. RESCUE VEHICLE PROBLEMS ENROUTE

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER _____

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER _____

13. LOCATOR MEANS

Consult instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

(b) (6) [redacted] (b) (6) [redacted]

OPNAV FORM 3750/8H (REV. 4-68) (Continued)

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

NA

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [ ] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

NA

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [ ] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 - yes	A -
2. PARTIALLY ABLE TO ASSIST	2	B -
3. IMMOBILE OR UNCONSCIOUS	3	C -
4. FATAL ON RECOVERY - DUE TO INJURIES		D -
5. FATAL ON RECOVERY - DROWNED		E -
6. RECOVERED ALIVE - DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT - PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT - APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
(b) (6) LT	(b) (6)	F4B	150473

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ENCLOSURE (14)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS
OPNAV FORM 3750-8 (REV. 4-68) S/N 0107-721-8900

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

Although only briefly described in section 8A, the events leading up to the accident are self explanatory. As best as can be determined there were no psychological or physiological factors involved. Both pilots were in good health, experienced and undergoing no undue stress or physiologic embarrassment. Further there is no indication of any equipment malfunction. How and why then did these two aircraft come to strike each other.

LCDR (b) (6) was changing lead with his wingman. He rolled to fall in behind his wingman and hence had his attention focused on the other F-8 which was about one mile away at the time.

The student pilot in the other F-8, who was assuming the lead at the time saw the F4-B piloted by CAPT SAUER, coming at them out of the sun. He perceived the F-4 to be between them and called LCDR (b) (6) informing him of this. LCDR (b) (6) then began to roll out and immediately thereafter as his angle of bank reached 10-15° saw the F4B about 100 feet away and coming directly at him in a perpendicular direction.

The circumstances in the F4B were as follows: CAPT SAUER and LT (b) (6) an experienced pilot and an inexperienced RIO were flying a FAM flight. CAPT SAUER was practicing stall maneuvers and had his attention focused on his cockpit instruments. LT SAUER was busy watching the flaps, when he looked up he saw an F-8 that he estimates was 1000 feet away, but this was the new lead F-8 and was in fact one mile away. He called the bogey and the pilot responded with a "Tally-ho" and immediately began to clean up the aircraft. LT (b) (6) had his attention focused on the F-8 he had spotted and then immediately in front of them appeared LCDR (b) (6) F-8 following a path perpendicular to theirs in about 10-15° angle of bank away. LT (b) (6) saw the F4 strike the aft section of the F-8 and ejected. It has been calculated that the F4B had to be flying a path perpendicular to that of the F-8 and coming from an angle no greater than 33° off the nose. This means that it was possible for both pilots to have seen the others aircraft. Why didn't they.

1. LCDR (b) (6) was watching his student, not his surroundings.

2. The student did see the F4, but either because it was coming out of the sun, or due to inexperience he called it wrong, i.e., it was not between them but approaching them.

3. CAPT SAUER had his attention focused on his instruments, not only did he fail to see the first F-8. but he failed to look for another after the first was spotted.

4. LT (b) (6) did see the first F-8 but instead of continuing his scan focused upon it, failing to see the approaching F-8.

In conclusion I can only say that the old dictum "Forever vigilant - or eternal rest" applies to 100% of aircrews 100% of the time.

Concerning the ejection of these pilots, it is to their credit that they were able to survive with no injuries. Both survivors had all the proper NATOPS equipment and knew how to use it. There were both well drilled in escape and survival procedure and were able to use their knowledge successfully. As regards the fatality an explanation is in order.

I am the flight surgeon for VF-124, LCDR (b) (6) squadron. The accident occurred on a Saturday morning and I was not notified until late that afternoon. By that time the flight surgeon from Yuma and VFMAT 101 had already been to the accident scene and the body removed. I was informed that I was to be the only flight surgeon on the board on the following Monday afternoon (72 hours later). (continued)

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	NO. OF HOURS SPENT	DATE OF REPORT
☐ YES ☒ NO	40	11 Dec 69
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	NO. OF HOURS SPENT	NO. REPORTS PREPARED
☒ YES ☐ NO	12	3
FLIGHT SURGEON'S NAME AND GRADE	DUTY STATION	SIGNATURE
(b) (6) LT MC USNR	VF-124	(b) (6)

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ENCLOSURE (14)

The remains were by then shipped east for burial. The flight surgeon from VMFAT 101 did nothing to document, photograph or obtain specimens of the remaining parts. Also, the only information I have concerning his previous activities are heresay from the squadron members, since his wife had also left by then, I don't think much useful information could have been gained in this particular case from the remains. The RIO reports the pilot functioned in a normal manner until the crash, but in a different situation this might be the only means of vital information.

As concerns the remains, it should be the responsibility of the squadron flight surgeon to handle these if he is available; (as was the case here) and if not, the senior board member should make an immediate determination of who is to be responsible.

VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots (b) (6) and SAUER.
Artist's rendition showing relative position of F4B, SB03, and F8J, NJ[illegible], at instant of impact. The view is from directly above the two aircraft.

Enclosure [illegible]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of CWO4 (b) (6) [redacted], USN, (b) (6) [redacted] VF-124 Aircrew Survival Equipment Officer; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots (b) (6) [redacted] and SAUER.

The pilot of F8J BUNO 149212 ejected using the MK7 Rocket Ejection Seat Ser #708, by pulling the face curtain. Ejection was normal with no difficulties. Configuration of the seat was up to date.

(b) (6) [redacted]

CWO4 USN

CWO4 (b) (6) has worked in Aviation Maintenance for 29 years. The board consider him a credible witness.

Enclosure (15)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of VMFAT-101 Aircrew Survival Equipment Officer concerning VR-124 AAR 3-70A, VMFAT-101 AAR 3-70A of 22 November 1969, F-8J BuNo 149212, F-4B, BuNo 150473, Pilots (b) (6) and SAUER

F-4B BuNo 150473 had AFC #307 incorporated. Drogue chutes of both the forward and aft seats were inspected on 16 October 1969. On the day of the accident a daily pre-flight inspection of both seats was conducted by a qualified seat man prior to launch. A review of work center registers covering a period of 95 days prior to the accident revealed no discrepancies related to the seats or other survival equipment.

Information received from the Squadron AAR Board indicates no attempt to initiate an ejection was made by the front seat occupant.

The rear seat occupant initiated his ejection from the aircraft utliizing the lower ejection handle. No irregularities or malfunctions were noted by this crewmember throughout the escape episode

At the time of the accident both crewmembers were wearing or carrying all prescibe items of survival equipment and clothing.

(b) (6)

Capt USMCR

The board considers CAPT (b) (6) a credible witness.

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LTJG (b) (6) [redacted], USNR, (b) (6) [redacted] pilot of F8J, NJ413, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots (b) (6) [redacted] and SAUER.

We launched out of El Centro at about 0710 on FF-1 (FAM Form-1). The hop was uneventful until the lead developed control problems while we were in combat spread. Lead then told me to keep him in sight. After about 3-4 minutes he told me to join back up and that he was going to orbit while I did my high work. I went back into combat spread on the port side. Lead then told me to take the lead and that we would do the high work over the valley. We were heading NE at about 10,000. At about the time that I was given the lead and told where to do the high work; I looked over to the lead and said, I have the lead and then I called out bogie low. The sun was directly off to our right and about our altitude. Then the lower aircraft, which was an F-4, burst into flames. At this time I could not see the F-8, because the sun had blocked him out. The moment I saw the F-8, I could see it was falling apart as was the F-4. By this time the seats of the F-4 had left the aircraft. Both chutes of the pilot and RIO where fully open before the F-8 seat left the aircraft. All had good chutes.

The F-4 was traveling in a NW direction and appeared to be co-altitude. The F-4 went nose down and appeared to be coming for me, but when it burst into flame it started to tumble to the left and that is the time pilot and RIO left the aircraft. The F-8 continued straight ahead but started to nose over and that is when its pilot left the aircraft.

After all three chutes had opened I started circling at 10,000 and tried to raise another flight of F-8's that had just been on our frequency. After two tries and nojoy I went to Guard and gave the position of the crash, which was about 280°/48NM off Imperial TAC. I then called El Centro tower and told them, then Gunfighter (VF-124) base and told them, then Miramar tower. In about 20 minutes another F-8 joined me in RES CAP. The Coast Guard helo arrived and picked up two people and was looking for the third when I had to bingo to El Centro.

(b) (6) [redacted]

LTJG USNR

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

NNNN

TSWZ48&1
/CSLA054
PTTUZYUW RUWJGFB1791 3272038-UUUU--RUCILSA.
ZNR UUUUU
P R 232038Z NOV 69
FM MARFITATKTRAPON ONE ZERO ONE
TO RUWJAPA/FITRON ONE TWO FOUR
INFO RUCILSA/NAVSAFECEN
RUWJMUA/COMNAVAIRPAC
RUWJAPA/COMFAIRMIRAMAR
RUWJAPA/COMREDATKCARAIRWING ONE TWO
RUHHFMA/CG FMFPAC
ZEN/CG THIRD MAW
ZEN/MAG THREE THREE
BT
UNCLAS
AIRCRAFT ACCIDENT INVESTIGATION: YOUR AAR 3-70A/MY AAR 3-70A
A. OPNAVINST 3750-6F
B. FITRON ONE TWO FOOR MSG. 222222Z NOV 69
1. IAW REF (A) MAJOR (b) (6) [redacted] AND 1/LT (b) (6) [redacted] WILL
REPORT 24 NOV TAD YOUR ORG PD ABT TWO WKS IN CONN WITH ACFT
ACCIDENT INVEST REF (B)
2. MAJ (b) (6) [redacted] PROVIDES NECESSARY ASSISTANCE AS MY REPRESENTATIVE.
LT (b) (6) [redacted] PARTICIPATES AS CREWMEMBER IAW REF (A).
BT
#1791

00	01	011	012	013	014	015	02	02A	020	05	051
/	/		/	/			/			/	

TOR: _____ CHANNEL NUMBER B-360

INIT: RT DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	A	/	/	/				/	/	/	/

F-8J/149212 F-4B/150473 VMFAT-101 XF-124 3-70A 11/22/69 NOV. 232038Z

NNNNOSWYGLAUNUSYN931
FTTUZYUW RUWJAPAJ487 3273234-UUUU--RUCILSA.
ZNR UUUUU
P 23J234Z NOV 69
FM FITRON ONE TWO FOUR
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN
RUWJGFA/VMFAT ONE ZERO ONE
INFO RULSSDE/NAVAIRSYSCOMHQ
RUWDSAA/COMELEVEN
ZEN/COMREDATKCARAIRWING ONE TWO
ZEN/COMFAIRMIRAMAR
RUWJMUA/COMNAVAIRPAC
RUEGHQA/CMC
RUWTATB/NAVPLANTREPO DALLAS
RUCINAA/NAVPLANTREPO ST LOUIS
RUHHFMA/CGFMFPAC
TUEBMVA/CGFMFLANT
RUCLSKA/COMREDATKCARAIRWING FOUR
RUHHBRA/CINCPACFLT
RUEBJFA/CHNAVPERS
RUEBPDA/DIRAFIP
RUWJABA/DAS NORTON AFB

SUPP AAR

03	01	014	012	013	016	015	02	02A	02B	05	05A
/	/		/	/			/			/	

TOR: CHANNEL NUMBER A-446
INIT: RT. DATE

10A	10	11	12	13	20	30	40	50	60	70	80
	A	/	/	/				/	/	/	/

PAGE TWO RUWJAPAJ487 UNCLAS FOR OFFICIAL USE ONLY
BT
UNCLAS FOR OFFICIAL USE ONLY //N03750//
NAVY SUPPLEMENTRY MESSAGE REPORT OF AIRCRAFT ACCIDENT.
(A) OPNAVINST 3750.6F
1. 22 NOV 69 0825J DAY
2. 25J R 48 NM IMPERIAL TACAN
3. FBJ, 149212
4. VF-124 AAR 3-70A
6. PILOT EJECTED WHILE ACFT WAS IN UNCONTROLLED FLIGHT.
7. (b) (6) [redacted], 1LT, USMR, ACTIVE, (b) (6) [redacted], F, RIO OF BUNO 150474 MARTINBAKER MK7 ALTITUDE/ATTITUDE/AIRSPEED UNKNOWN
15. PILOT OF MARINE F4B BUNO 153473, SAUER, WILLIAM C. CAPT, (b) (6) [redacted], USMC, ACTIVE, ALFA 150473 per Adv AAR
17. AUTOVON 959-3384 CORRECTION
BT
J0487

NOV. 23 0234Z

COMT-RCA F8J/149212 F4B/150473 VF-124 3-70A VMFAT-101 3-70A

11/23/69

OHCZCSLA890
PTTUZYUW RUWJAPA0483 3262222-UUUU--RUCILSA.
ZNR UUUUU
P 222222Z NOV 69
FM FITRON ONE TWO FOUR
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN
RUWJGFA/VMFAT ONE ZERO ONE
INFO RULSSDE/NAVAIRSYSCOMHQ
RUWDSAA/COMELEVEN
ZEN/COMREDATKCARAIRWING ONE TWO
ZEN/COMFAIRMIRAMAR
RUWJMUA/COMNAVAIRPAC
RUEBHCA/CMC
RUWTATH/NAVPLANTREPO DALLAS
RUCIHHA/NAVPLANTREPO ST LOUIS
RUHHFMA/CGFMFPAC
RUEBNVA/CGFMFLANT
RUCLSKA/COMREDATKCARAIRWING FOUR
RUHHBRA/CINCPACFLT
RUEBJFA/CHNAVPERS
RUEBPDA/DIRAFIP
RUWJABA/DAS NORTON AFB
BT

//CORCY//SVC 230355Z NOV//PARA 11//

AAR STRIKE

00	01	011	012	013	014	015	02	02A	023	05	051
/	/		/	/			/	/		/	

TOR: _____ CHANNEL NUMBER B313

INIT: C DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	A	/	/	/				/	/	/	/

PAGE TWO RUWJAPA0483 UNCLAS FOR OFFICIAL USE ONLY
UNCLAS FOR OFFICIAL USE ONLY //N03750//
PRELIMINARY REPORT OF AIRCRAFT ACCIDENT.
(A) OPNAVINST 3750.6F
1. 22 NOV 69 0825U DAY
2. 280R 48NM IMPERIAL TACAN
3. F8J, 149212
4. VF-124 AAR 3-70A
5. ALFA, MIDAIR COLLISION, PILOT EJECTED, ACFT COLLIDED WITH GROUND.
6. (b) (6) [redacted] LCDR, (b) (6) [redacted] USN, 1310, FOXTROT, 3473/1920/42 MARTIN BAKER MK7, 11,500MSL, STRAIGHT, NOSE LOW, 300KIAS
7. NA
8. NONE
9. FORMATION, LOCAL, VFR, EL CENTRO
10. FORMATION TACTICS
11. WHILE ON TWO PLANE FORMATION TRAINING FLIGHT F8J BUNO 149212 COLLIDED WITH MARINE F4B BUNO 150474. F4B BUNO 150474 ROLLED DOWN AND TO LEFT AND RIO EJECTED. PILOT DID NOT EJECT. F8J BUNO 149212 CONTINUED STRAIGHT AHEAD AND PILOT EJECTED SAFELY. F4B AND F8 MISSION UNRELATED INITIAL REPORTS INDICATE THAT PILOTS OF EITHER

PAGE THREE RUWJAPA0483 UNCLAS FOR OFFICIAL USE ONLY
AIRCRAFT DID NOT SEE EACH OTHER UNTIL A FRACTION OF A SECOND PRIOR TO IMPACT.
12. 270/5KTS, SKY CONDITION CLEAR, 48 F, 38 F, 40 MILES.
13. NONE
14. NONE
15. ONE UNIDENTIFIED CREW MEMBER MARINE F4B ~~150474~~ 150473 ALFA INJURY. MARINE F4B 150473 ALFA DAMAGE, REPORTING CUSTODIAN VMFAT 101.
16. VF-124 WILL CONVENE ACCIDENT BOARD.
17. (b) (6) [redacted] LCDR, ASO, (b) (6) [redacted] HOME PHONE (b) (6) [redacted]
BT

Note

A'
F'

9112 2104

NOV 222222Z