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

SPECIAL HANDLING REQUIRED

ORIGINAL

MAY 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, MAG-15	2. SERIAL NO.: 2-64A	3. BUS (LOCAL) OF MISHAP: 102123Z AUG	4. MODEL AIRCRAFT: F-4B	5. BUREAU NUMBER: 150457
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 295 deg Mag./ 25 N.M. from Eureka, Nevada		10. DAMAGE: ALFA
7. VIA: CONNAVAIRPAC; CO, AIRFMFPAC; CO, 34 MAW; CO, MAG-15; CO, VMFA-513	8.	11. TIME OF DAY: NIGHT	12. TIME IN FLIGHT: 00+16	13. FLIGHT CODE: 3A6
		14. CLEARED FROM: NAAS Fallon, Nev. TO: NAAS Fallon, Nev.		
		15. TYPE CLEARANCE: IFR Local	16. AIRSPEED (KCAS): less than 195	17. A/C WEIGHT: Approx 41,500 lbs
18. BRIEF DESCRIPTION OF MISHAP: Stall/spin following high altitude snap-up intercept			19. ELEVATION AT TIME OF MISHAP: Approx. a.23,000 ft. to 15,000 ft.	

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED: NONE

SECTION A. IDENTIFICATION

SECTION B. CONTRIBUTING FACTORS

#	F	FACTOR	F	FACTOR	F	FACTOR
		(b) (5) [redacted]				

1. NAME (Last, first & middle initial)	2. RANK	3. SERIAL NO.	4. DESIGNATOR	5. [illegible]	6. [illegible]	7. [illegible]	8. PILOT	9. STATION	10. [illegible]
PILOT (at controls at time of mishap): BLACK, John W.	Capt	(b) (6) [redacted]	7307	USMCR	(b) (6) [redacted]	10	Pilot	Front Cockpit	C (Bu)
CO-PILOT (Identify & submit separate page 2): DNA									

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM		Pilot/RIO (make sure it's the same)	ITEM		Pilot/RIO
11. ALL MODELS		2093/408	17. CV LANDINGS DAY/NIGHT	ALL	32/0 / 11/0
				IN MODEL	11/0 / 11/0
12. ALL MODELS IN LAST 12 MONTHS		204/213	18. FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	[illegible] / [illegible]
				IN MODEL	[illegible] / [illegible]
13. ALL MODELS IN LAST 3 MONTHS		47/50	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	[illegible] / -- --
				IN MODEL	[illegible] / -- --
14. ALL SERIES THIS MODEL	A/C	236/334	20. NIGHT HOURS LAST 3 MONTHS	ALL	7 / 7
	OFT/OFT	9/6 / NA		IN MODEL	7 / 7
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	204/213	21. TOTAL HOURS IN JETS (If not included below, fill below separately)		15h/37h
	OFT/OFT	3/NA / NA			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	47/50	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	7Aug64/7Aug64
	OFT/OFT	NA / NA		DURATION	2 / 2
23. DATE/GRADE LAST INTOPS STANDARDIZATION CHECK		Pilot 31Mar64/Capt	RIO 20Oct63/0	24. TYPE INSTRUMENT CARD	Pilot STAN

25. NAME (Last, first, & middle initial)	26. RANK	27. SERIAL NO.	28. DESIGNATOR	29. [illegible]	30. [illegible]	31. [illegible]	32. [illegible]	33. [illegible]	34. [illegible]
MARTIN, James E. RIO	No	1st Lt	USMC	(b) (6) [redacted]		VMFA-513	N	RIO	Rear Cockpit

C (Bu)

ORIGINAL

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

SPECIAL HANDLING REQUIRED

Form 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF OVERHAULS	4. HOURS SINCE LAST OVERHAUL	5. FLT. HRS. SINCE LAST OVERHAUL	6. LAST/PAST 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) J79-GE8	401871	281.9	NONE	No	NA	NA	Calendar Major	53.1	76
(2) J79-GE8	401215	448.0	1	No	55.4	NAS NORTS 30Apr64	Calendar Major	53.1	76
(3)									
(4)									

C. COMPONENT HISTORY

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

D. INCIDENTS GROUND ACCIDENTS

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

E. INFLIGHT FAILURES

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

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. MPH	4. EGT	5. HANDLING AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
	Est 34,000 ft	UNK	UNK	UNK	SPIN	UNK	UNK

8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS
Varying	☐ ATTEMPTED ☐ ACCOMPLISHED				☐ PRIMARY ☐ MANUAL	0

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/RHP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORTS

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. SHIPTOR SERIAL NUMBER _____
2. EMI MESSAGE REQUEST DATE-TIME-GROUP _____ Refer OPNAVInst 3750 regarding the proper AIR OPNAVINST DISPATCH
3. OTHER
4.

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

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

OPNAV REPORT 3750-1

G. SHIPS DATA

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

10. CATAPULT/ARRESTING GEAR BULLETINS OR 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

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
13,000 ft.	15+				

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

Intermittent light rain showers below overcast

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
			1cc NFSLO, DIGS, NORTON AFB 1cc NAVAL PARACHUTE FACILITY, NAF, EL CENTRO, CALIF. 1cc CO, VF-121 Karl A. Foster Karl A. FOSTER, 1stLt, USMC, Asst. Maint. Off.	2CC NAVWNGAFECN DIRECT (AAR) 1CC BUWEPS DIRECT (AAR) 1cc CMC (Code AAP) 1cc COMNAVAIRPAC 1cc CG, EMFPAC 1cc CG, AIRFMFPAC 1cc CG, 3d MAW 1cc CO, MAG-15 1cc CO, VMFA-513 1cc BUWEPS REP ST LOUIS

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	Unknown Dollar damage to mountainous desert	26 August 1964

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

* 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.

OP-68F

PART V THE ACCIDENT

1. The flight was scheduled as a high mach snap-up intercept attack against a high altitude USAF target as a part of the squadron's Operational Readiness Inspection while deployed to NAAS, Fallon, Nevada (Enclosure (8). A scramble time of 1930T was assigned by frag order at 1800 the day before the accident. Captain J. W. BLACK and 1stLt J. E. MARTIN were scheduled as the pilot and RIO to make the intercept in full pressure suits. Captain [redacted] (b) (6) and WO-1 [redacted] (b) (6) were scheduled as back-up crew in full pressure suits in the event of an aircraft/equipment problem on the part of Captain BLACK or Lt MARTIN. Both aircrews read the applicable portions of the NATOPS manual and discussed snap-up and recovery speeds, altitudes and techniques. At 1600 on the day of the accident the scramble time was changed to 2055T and the standby crew was also scheduled to scramble at 2100T instead of just being a standby. The S-2 briefing for both crews was scheduled for 1850, the S-3 briefing for 1900, pressure suit donning for 1920, manning of aircraft at 1955 and taxiing to the hot pad at 2020. At 1815 a simulated NBC attack (gas) commenced. Gas masks were then donned by all hands including both aircrews involved. The S-2 brief did not take place due to the gas attack. The remainder of the briefing and the pressure suit donning were accomplished with gas masks on. (Insertion of the head through the pressure suit neck ring was accomplished by breath holding with the gas mask off.) At about 1950 both aircrews went to man their aircraft. Two aircraft were being prepared in advance for these flights, ie., clean, except for two dummy aft mounted Sparrow III missiles. Captain [redacted] (b) (6) aircraft (WF-00) was ready so he pre-flighted, manned, checked and taxied to the hot pad area about 2 miles away. The gas attack was secured at about 2015, just as Captain [redacted] (b) (6) and WO [redacted] (b) (6) were strapping in. Captain BLACK's aircraft was not ready and at 1910 Captain BLACK and Lt MARTIN departed in the pressure suit van to man an aircraft already at the hot pad. Captain BLACK commenced preflighting an aircraft but it was scrambled by another aircrew who were already in the cockpit before he completed his pre-flight. He then pre-flighted WF-17, which was configured with 2 external wing tanks, 1 dummy Sidewinder 1A missile, 1 dummy aft-mounted Sparrow III missile, 2 LAU-17A launchers and 2 modified AERO-3A launchers.

2. The scramble order was issued by Reno Air Defense Sector at 2054T and Captain [redacted] (b) (6) started up first since Captain BLACK and Lt MARTIN had not yet finished strapping in WF-17. Captain [redacted] (b) (6) took off at 2105T with a call sign of LIMA NOVEMBER 12. The eleven minute delay between scramble and take-off was due to delay in obtaining ATC clearance. LN-12 completed his intercept under Headway GCI control against the subsonic target, a USAF U-2 from Davis-Monthan AFB at 66,000 ft. at 2118T. Snap-up was initiated at 46,500 ft. & 2.0 IMN. Fox-1 was at about 52,000 ft. Recovery was made nearly inverted with positive "G" applied. Maximum altitude was 62,500 ft. and minimum IMN was 1.6 over the top. At the completion of the snap-up recovery LN-12 returned to NAAS Fallon, Nevada for normal landing and was not involved further with the events surrounding the accident.

3. Captain BLACK and Lt MARTIN were scrambled at 2057T with a call sign of LIMA NOVEMBER 13 (see Enclosures (2) & (3)). As they taxied out they experienced excessive pressure suit vent air temperature which Captain BLACK was able to correct by manipulation of the temperature control panel. LN-13's take-off was delayed until 2107T by this vent air temperature problem and by delays in obtaining ATC clearance. A normal CRT take-off and climbout were made while contacting Oakland Center, Salt Lake City Center and HEADWAY GCI site in that order. After leveling off at 37,000 feet, the assigned APC altitude, LN-13 remained at CRT and accelerated to

PART V THE ACCIDENT (CONT'D)

1.4 IMN under HEADWAY control. Numerous heading changes between 010 and 100 degrees were both requested by the aircrew and commanded by HEADWAY in an attempt to convert the intercept to more of a head-on aspect rather than the beam aspect intercept that was developing (Enclosure (4)). These turns and the aircraft configuration precluded acceleration to greater than 1.4 IMN at 37,000 ft although full CRT was being used. Initial radar detection of the U-2 target was made at 15 NM, 55 degrees right and 29,000 feet above. Target/Interceptor heading differences at this time was 70 degrees. Immediate "STARBOARD HARD AS POSSIBLE" and "NOSE UP" commands were given by the RIO and responded to by the pilot. "STEADY" and "YOU'VE GOT THE DOT" commands followed. An interlocks out/wide speed gate FOX-1 was simulated due to the beam aspect and the dot still at the top of the scope. The aircraft reached an estimated 60 degrees nose up attitude and at the prebriefed airspeed of 250 KCAS the crew initiated a recovery. Efforts to decrease the nose attitude were unsuccessful. The lowest airspeed noted by both the pilot and RIO was "decreasing rapidly through 80 KCAS. The aircraft went over the top between 62,000 and 63,000 feet in an uncontrolled maneuver, most probably an inverted spin. Some spin recovery attempts were made. At about 50,000 ft. the inverted spin stopped and an apparent upright spin developed. At about 42,000 ft., according to the pilot and RIO descriptions, the upright spin stopped and another inverted spin was entered. At about 34,000 ft. both engines flamed out. The RAT was immediately extended but electrical power was never regained. Continuous spin recovery attempts were made; however, the drag chute was never deployed. As the aircraft passed 24,000 ft. still in an apparent inverted spin the RIO ejected. Shortly thereafter the pilot ejected. Pilot ejection and subsequent landing were normal in all respects. The RIO ejected while being pressed up against the canopy due to negative "G" forces. His head was bent forward and to the right and he pulled the face curtain with his right hand by reaching over his left shoulder. He was pushing himself to his right with his left hand in order to be able to pull the face curtain out while pressed up against the canopy. Upon ejection the RIO's helmet became separated from his pressure suit. While riding down in the seat he was spinning violently, saw the aircraft crash "approximately level" with him and decided to manually separate from the seat. He then did so, and made a manual parachute deployment. He then released his pararaft and both seat pan rocket jet fasteners but failed to pull his upper block disconnect. He landed shortly thereafter with no further injury. Landing area for both crew members was at about 7,600 ft. MSL in desert mountainous terrain. Both crew members were found about two hours later by local sheepherders who had heard the sound of the crash. They were returned to NAAS Fallon, Nevada, the following day by helicopter. Later it was discovered that both had received slight [redacted] (b) (6) [redacted]

PART VI DAMAGE TO AIRCRAFT

1. The aircraft was totally destroyed by the impact and the explosion which immediately followed. The aircraft is estimated to have impacted in an inverted, extremely nose-down attitude on a heading of about three one zero degrees magnetic. Debris was scattered, and the ground was burned in an elongated pattern along a heading of three six zero magnetic (see Enclosure (10), (11) & (13)). The largest piece remaining was a portion of the port outer wing panel trailing edge which was severed from the aircraft just inboard of the wing fold. A small tree one hundred yards from the impact crater had a branch torn off by the force of the explosion and was imbedded with small pieces of the wreckage. The aircraft and engines were released to the Salvage Officer, Naval Auxiliary Air Station, Fallon, Nevada.

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

PART VIII CONCLUSIONS

(b) (5)

[redacted]

PART IX RECOMMENDATIONS

(b) (5)

[redacted]

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF PILOT, Captain John M. BLACK, USMC

(b) (5)

[redacted]

Enclosure (2)

(b) (5)

[redacted]

(b) (5)

[redacted]

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF PILOT, Captain John W. BLACK, (Cont'd)

(b) (5)

[redacted]

J. W. Black
J. W. BLACK
Captain USMCR

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_____

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Enclosure (2)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF RIO, 1stLt James E. MARTIN, [redacted] 5730

(b) (6)

(b) (5)

[redacted]

Enclosure (3)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF RIO, 1stLt James E. MARTIN, (Cont'd)

(b) (5)

[redacted]

J. E. Martin
J. E. MARTIN
1stLt USMC

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (3)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF OCI SITE OBSERVER, WO-1 Herbert S. KONDO (b) (6) /6730, USMC

(b) (5)

[redacted]

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_____

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Enclosure (4)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF MAINTENANCE OFFICER, Captain [redacted] (b) (6) /6402, USMC

(b) (5)

[redacted]

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (5)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF MAINTENANCE OFFICER, Captain [redacted] (b) (6) (Cont'd)

(b) (5)

[redacted]

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[redacted] (b) (6)

CAPT, USMC

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Enclosure (5)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF AVIATION EQUIPMENT OFFICER, 1stLt [redacted] (b) (6) /6730

(b) (5)

[redacted]

Enclosure (6)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF AVIATION EQUIPMENT OFFICER, 1stLt [redacted] (b) (6) (Cont'd)

(b) (5)

[redacted]

1stLt USMC

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (6)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF 3D MAW AVIATION EQUIPMENT OFFICER, CWO-2 [redacted] (b) (6) 7102, concerning VMFA-513 Aircraft Accident BuNo 150457 on 10 August 1964.

[redacted] (b) (5)

CWO-2 USMC

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[redacted] (b) (6)

CAPT. USMC

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (7)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

STATEMENT OF 3D MAW AVIATION EQUIPMENT OFFICER, CWO-2 [redacted] (b) (6) 102,
concerning VMFA-513 Aircraft Accident BuNo 150457 on 10 August 1964.

[redacted] (b) (5)

CWO-2 USMC

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[redacted] (b) (6)

CAPT. USMC

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6B

Enclosure (7)

VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

CORRECTED FLIGHT SCHEDULE

MARINE FIGHTER/ATTACK SQUADRON 513
Marine Aircraft Group 15
3d Marine Aircraft Wing, AirFMFPac
MCAS, El Toro, Santa Ana, California 92709

FLIGHT SCHEDULE — MONDAY
SDO: WO MAYES — 10 AUGUST 1964
ODO: S-3: 0400-1800: CAPT KROPP
1800-0400: CAPT ARMENTROUT
READS: LT LORCH
TACTICAL CALL: LIMA NOVEMBER

FLIGHT NO	MISSION	BRIEF	T/O	EXND	CREW	REMARKS	WPNS
01	Scramble		0604	0707	MAJ COX/WO MAYES		1SP/1SW
DD-175	Bomb Run	0500	0520	1122	MAJ GEIGER/CWO MYERS		4 MK-76
DD-175	Bomb Run	0500	0521	0707	LT BAKER/WO RILEY	ABORT	4 MK-76
DD-175	Obs.	0500	0523	1120	MAJ LUNDIN/MAJ WARD		4 MK-76
02	Scramble		0527	0711	LT STOUT/WO LITTLE		1SP/1SW
DD-175	Bomb Run	0500	0531	1121	CAPT ARMENTROUT/LT CASTILLO		4 MK-76
03	CAP	0810	0915	1051	CAPT COCHRAN/WO SINCLIN		1SP/1SW
04	Scramble		1009	1040	CAPT ANTHIS/CAPT WIDEY	ABORT	1SP/1SW
05	Scramble		1226	1357	LT WALLACE/LT RUDEEN		1SP/1SW
06	Scramble		1257	1358	CAPT PERRINA/WO GORDON		1SP/1SW
07	Scramble		1447	1540	LT STOUT/WO LITTLE		1SP/1SW
08	Scramble		1514	1703	LT WITCHELL/LT CLANTON		1SP/1SW
09	CAP	1540	1603	1756	CAPT WEISS/CWO MILES	NFL-NOZ	1SP/1SW
10	CAP		1755	1855	LTCOL STEWART/LT BUKO		1SP/1SW
09A	Airborne Order		2005	2155	CAPT WEISS/CWO MILES	NOZ-NFL	1SP/1SW
11	Scramble		2028	2204	LT WITUCKI/WO CAYANZARO		1SP/1SW
12	Scramble	1850	2105	2155	CAPT COCHRAN/WO SINCLIN	F.SUIT	2SP
13	Scramble	1850	2107	2125	CAPT BLACK/LT MARTIN	F.SUIT	1SP/1SW
14	Search		2142	2253	LT ROBYER/LT BUKO		1SP/1SW
15	Highalt. Comm.Relay		2144	2306	CAPT MCGAN/LT JONES		1SP/1SW

J. V. COX
MAJ USMC
OPERATIONS OFFICER

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Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E
Enclosure (8)

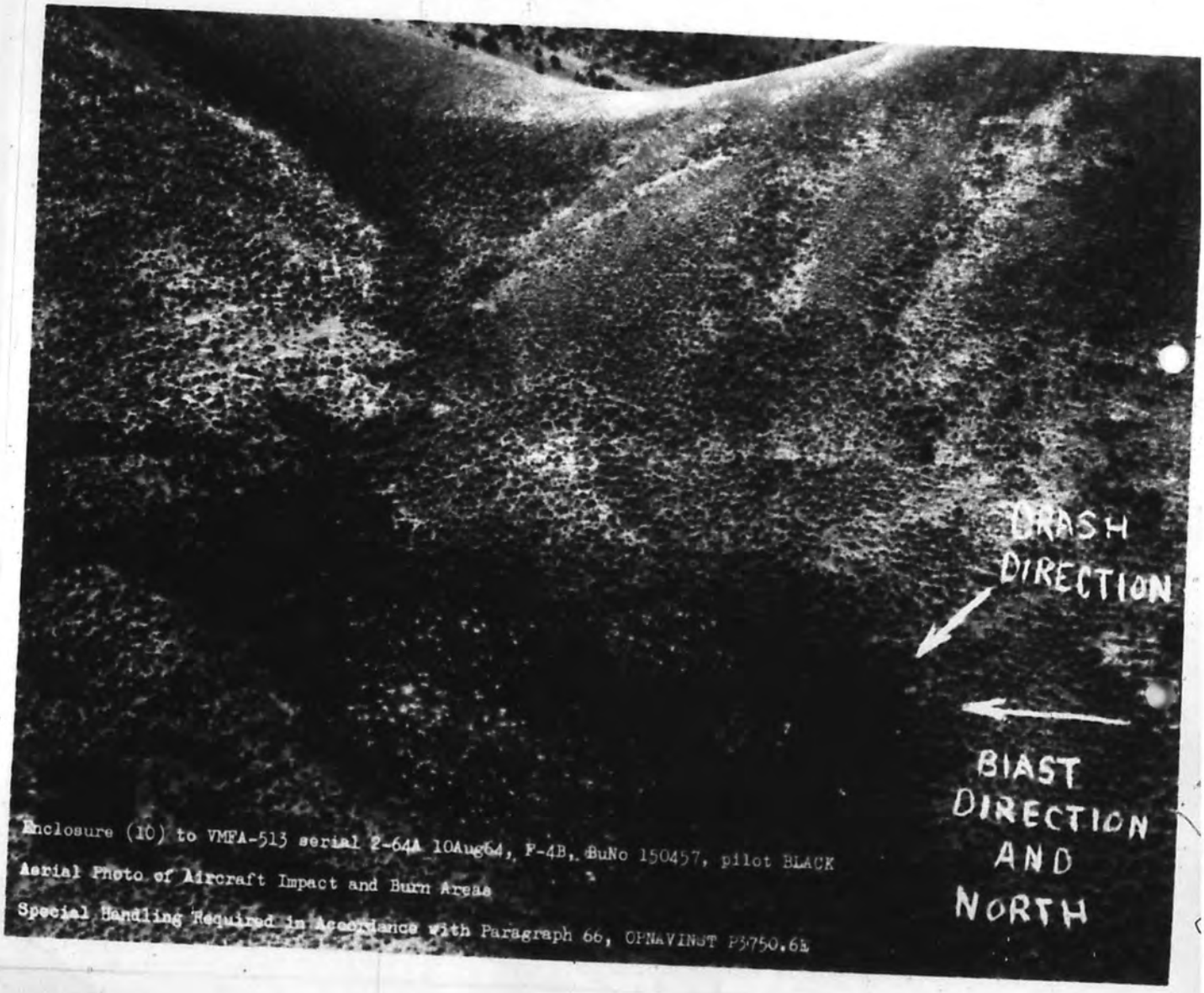
VMFA-513 serial 2-6hA 10Aug64, F-4B, BuNo 150457, pilot BLACK

RESUME' OF PILOT'S FLYING EXPERIENCE

FISCAL YEAR	COMMAND ATTACHED	MODEL ACFT	FLIGHT HOURS	NIGHT HOURS	INST.HOURS Sim/Actual	CV LDGS Day/Night	OPERATIONAL PROFICIENCY
1961(7/60-8/60)	VMF-333	F8U-2	4.0	--	--	--	Operational
1961(9/60-5/61)	2nd Anglico for Trn, FMF, CamLej	SNB-5	53.6	11.3	21.9/2.4	--	Proficiency
1961(6/61)	2nd Anglico for Trn, FMF, CamLej	T-28B	4.1	--	0.3/0	--	Proficiency
1962(7/61-10/61)	2nd Anglico for Trn, FMF, CamLej	SNB-5	26.4	3.4	6.5/0.2	--	Proficiency
1962(11/61-6/62)	Inactive	--	--	--	--	--	--
1963(7/62-11/62)	Inactive	--	--	--	--	--	--
1963(12/62-1/63)	NAMS, NAMG 3d MAW, MCAS El Toro	TF-9J	44.2	1.5	19.7/3.3	--	Operational
1963(2/63-6/63)	VMFA-513	F6A	84.2	11.6	12.6/4.0	--	Operational
1964(7/63-8/63)	VMFA-513	F6A	11.2	--	2.2/0	--	Operational
1964(7/63-6/64)	VMFA-513	F4B	213.2	40.5	12.8/10.9	11/0	Operational
1965(7/64-8/64)	VMFA-513	F4B	22.5	5.4	2.5/0.6	--	Operational

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (9)



Enclosure (10) to VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

Aerial Photo of Aircraft Impact and Burn Areas

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (10) to VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, pilot BLACK

Aerial Photo of Aircraft Impact and Burn Areas

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P5750.6A

Enclosure (11) to VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, Pilot Black

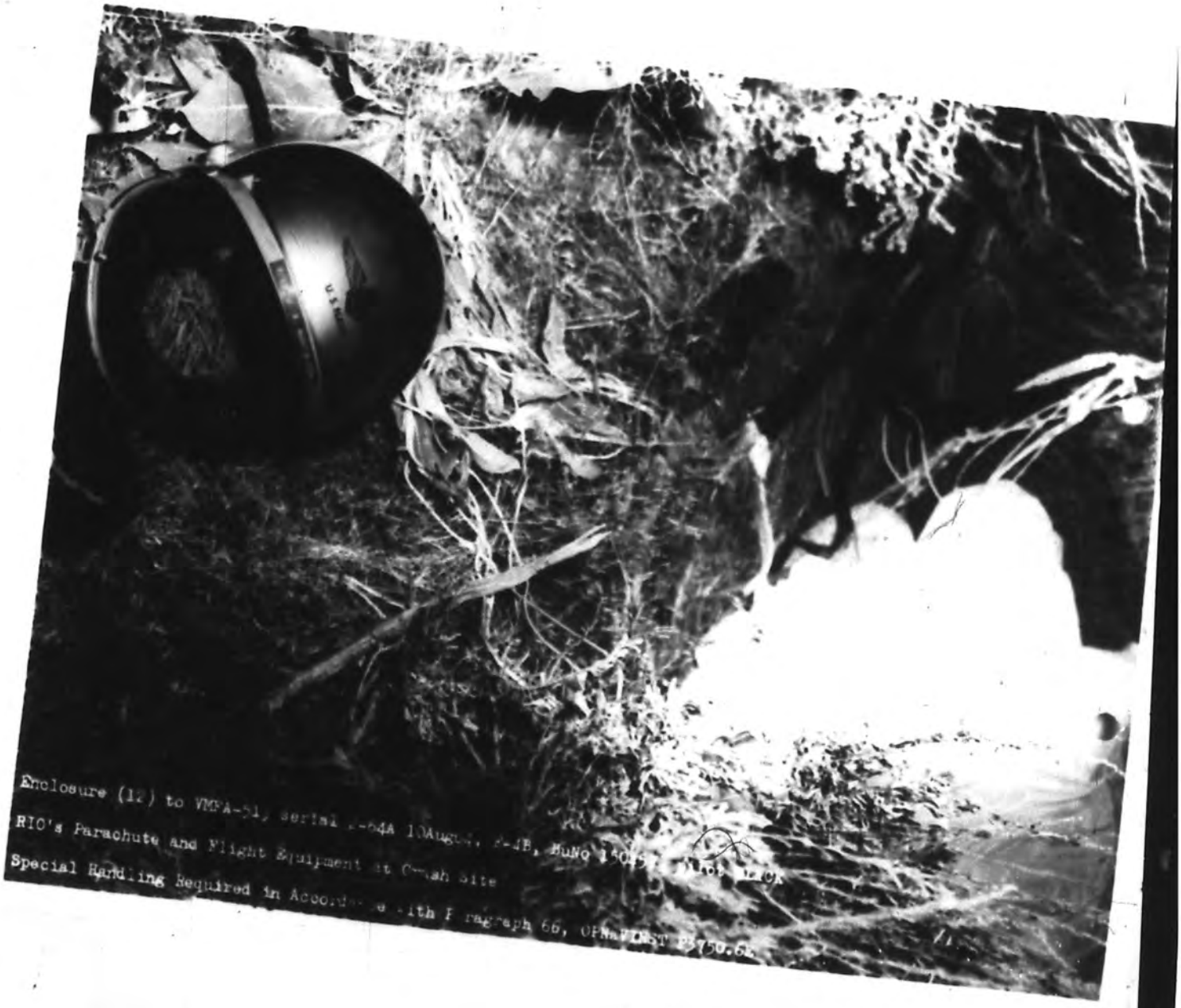
Burn Area Looking Toward Impact Crater

Special Handling Required in Accordance

Enclosure (11) to VMFA-513 serial 2-64A 10Aug64, F-4B, BuNo 150457, Pilot BLACK

Burn Area Looking Toward Impact Crater

Special Handling Required in Accordance



Enclosure (12) to VMFA-51, serial [illegible]-64A 10August[illegible], F-4B, BuNo 1[illegible]

RIO's Parachute and Flight Equipment at Crash Site

Special Handling Required in Accord[illegible]e with P[illegible]ragraph 66, OPNAVINST [illegible]

Enclosure (12) to VMFA-[illegible], serial [illegible]-64A 10Aug[illegible], [illegible]-4B, BuNo 15[illegible]

RIO's Parachute and Flight Equipment at Crash Site

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6[illegible]

Impact Crater
Accordance
P3750.6E

Impact Crater
Pilot BLACK
Accordance
P3750.6E

Medical Officer Report.

Withheld in its entirety under exemptions (b)(5) and (b)(6).