Aer-36-610/582

7 MAY 1958

FOURTH ENDORSEMENT on YA-115 AAR aer 3-57
concerning AD-6 BuNo 135345 accident occurring 30 Jul 57

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations (OP-57)
Via: Commander, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

Ref: (a) Telcon between CNO (OP-57) and Chief, Bureau of Aeronautics (MA-61) of 14 April 1958

(b) (5)

[redacted]

F. W. SNYDER
By direction

RECEIVED
MAY 9 - 1958
NAVAL AVIATION SAFETY CENTER

01

FFA-1/A25
Serial: 80/11796
17 SEP 1957

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

THIRD ENDORSEMENT on VA-115 AAR ser 3-57 concerning AD-6 BUNO 135343
accident occurring 30 July 1957, pilot LITTLEJOHN

From: Commander Naval Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (MA-61)
(2) Director, U. S. Naval Aviation Safety Center

Subj: VA-115 AAR ser 3-57

Ref: (a) OPNAVINST 3750.6B

[redacted]

T. WASHINGTON, Jr.
By direction

Copy to:
NAVAIRAFCEN (2)(Aircraft)
CINCPACFLT
DIRPAIRSANDIEGO
CAG-11
CO, VA-115

02

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART VII
OPNAV INSTRUCTION 3750.6B

CVG-11/A25-4
DWH:RCC:sn
Ser 228
16 August 1957

SECOND ENDORSEMENT on VA-115 AAR Ser 3-57, concerning AD-6 BuNo 135345, dated 13 August 1957

From: Commander Carrier Air Group ELEVEN
To: Chief of Naval Operations (Op-57)
Via: (1) Commander Naval Air Force, U.S. Pacific Fleet
(2) Chief, Bureau of Aeronautics (Aer-512)
(3) Director, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)
[redacted]

R. W. CALLAND

Dn Hanson

D. N. HANSON
By direction

Copy to:
BUAER (Aer-512) DIRECT
CINCPACFLT DIRECT
COMNAVAIRPAC DIRECT
NAVAVSAFCEN DIRECT AIRMAIL
NAR EL SEGUNDO DIRECT
CO NAF CHINA LAKE DIRECT
CO VX-5
CO VA-115

03

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART VII OPNAV INST 3750.6B

ORIGINAL

VA-115/LEK:ag
A25
Ser 426-57
13 August 1957

FIRST ENDORSEMENT on VA-115 AAR #3-57, concerning AD-6 BuNo. 135345, accident occurring 31 July 1957, Pilot LEJG LITZENBERG

From: Commanding Officer, Attack Squadron ONE HUNDRED FIFTEEN
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Carrier Air Group ELEVEN
(2) Commander Naval Air Force, Pacific Fleet
(3) Chief, Bureau of Aeronautics (Aer-512)
(4) Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)

[redacted]

L. E. KIRK, JR.

Copy to:
[illegible] (512) DIRECT
[illegible]
[illegible] - AIR MAIL)/NAF EL SEGUNDO/CO NAF CHINA LAKE/CO VX-5

ORIGINAL

AIRCRAFT ACCIDENT REPORT

See Instructions for completion

PAGE 1 SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART [redacted] OF NAVAL [redacted]

PART I - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Commanding Officer, Attack Squadron 115

2. DATE OF ACCIDENT: 31 July 1957 | TIME: 1118 PDT | 3. BAR NUMBER: 3-57

4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)

5. VIA: (1) Commander Carrier Air Group [redacted]
(2) Commander Naval Air Forces, Pacific Fleet
(3) Chief, Bureau of Aeronautics (AER-612)
(4)
(5)
(6)

6. ENCLOSURES: (1-13) Photographs
(14) Diagram of Crash Scene
(15) Diagram Charlie Range Area
(16-25) Witness Statements
(26) Profile NAN #1
(27) Profile NAN #2
(28) Aircraft Crash Fire Report
(29) Medical Officer's Report (Only Only)

7. DIRECTOR, U. S. NAV. AV. SAFETY CENTER

8. REPORTING CONTROLLER OF AIRCRAFT (Use one number)

9. ACTIVITY OPERATING AIRCRAFT (If different from 8)

SECTION A - GENERAL INFORMATION

10. KIND OF FLY.: 147

11. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT

12. PLACE OF LAST TAKE-OFF: NAF China Lake, California

13. PLACE OF ACCIDENT: NAF China Lake, California

14. TIME ABOVE LEVEL: 2230

15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ LOCAL ☐ CROSS COUNTRY ☐ FERRY ☐ CONTACT ☐ OTHER

16. TIME IN FLY.: 6/42

17. TYPE ACCIDENT: B-2

18. PHASE OF FLIGHT: 5 - Pilot

19. MODEL: AD-6

20. SERIAL NO.: 135145

21. ENGINE TO USE: ☒ a. ☐ b. ☐ c. ☐ d.

22. ACQ. COST: $315,000

23. DEPRECIATION: UNKNOWN

24. A/C WT.: 15,820

25. LAST MODIFICATION: [illegible]

26. REPORTING COST: [illegible]

27. ELIMINATION OF ANY OTHER A/C INVOLVED: [illegible]

SECTION B - PERSONNEL INFORMATION

	1. Personnel	2. Name (Rank, first and middle name)	3. AGE	4. [illegible]	5. [illegible]	6. DATE [illegible]	7. DATE OF BIRTH
PILOT AND CO-PILOT	PILOT	LITTLEBERG, Charles V.	1225	(b) (6) redacted	1330	2/1/57	12/2/32
	CO-PILOT						

8. PERSONNEL	9. OPERATIONAL FLT. TRAINER AVAILABILITY	9. OPERATIONAL FLT. TRAINER USED	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CAR
PILOT	☐ YES ☒ NO	☐ YES ☒ NO	VA-115	☒ STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☐ NO	☐ YES ☐ NO		☐ STANDARD ☐ SPECIAL

65

TOTAL PILOT HOURS ITEM	PILOT	30. [illegible]	31. [illegible]	ITEM	PILOT	32. [illegible]	33. [illegible]
ALL MODELS	490.0			CV LANDINGS DAY/NIGHT	6/0		
ALL MODELS IN LAST 12 MOS.	303.4			FCLP LANDINGS DAY/NIGHT	94/0		
ALL MODELS IN LAST 3 MOS.	210.4			INSTRUMENT HOURS, LAST 3 MONTHS	5.6		
ALL SERIES THIS MODEL	230.1			NIGHT HOURS, LAST 3 MOS.	22.8		
ALL SERIES THIS MODEL, LAST 12 MONTHS	230.1			(For accidents only) TOTAL JET PILOT HOURS			
ALL SERIES THIS MODEL, LAST 3 MONTHS	210.4			DATE LAST FLIGHT: ALL SERIES	7/30/57		
				DATE LAST FLIGHT: ALL THIS MODEL	1.0		
NAME (Rank, first and middle name)	RATE						
LITTLEBERG, Charles V.	1225						

If additional space is necessary, attach additional sheet(s)

ORIGINAL

AIRCRAFT ACCIDENT REPORT

PAGE 3

1. REGION	2. [illegible]	3. [illegible]	4. TEMPERATURE	5. [illegible]	6. [illegible]
USEC.	[illegible]	165/5	[illegible]	[illegible]	29.97

7. [illegible] WEATHER CONDITIONS [illegible]

NOT APPLICABLE

ITEM	P.	ITEM	P.	ITEM
PILOT ERROR		LANDING SIGNAL OFFICER ERROR		MATERIAL FAILURE OR MALFUNCTION
CREW ERROR		OTHER PERSONNEL ERROR, [illegible]		MATERIAL INADEQUACY
SUPERVISORY PERSONNEL ERROR		ADMINISTRATIVE ERROR		ROLLING AND PITCHING DECK/ROUGH SEAS
MAINTENANCE PERSONNEL ERROR		AIRPORT OR CARRIER FACILITIES		UNDETERMINED
SERVICING PERSONNEL ERROR		WEATHER		Pilot disorientation [illegible]

FOR ACCIDENTS ABOARD [illegible]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

PART II - MAINTENANCE, [illegible]

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THE TOUR	[illegible]	[illegible]	[illegible]	TYPE CHECK LAST PERFORMED	[illegible]	[illegible]
8/27/54	2ND	17	1	979.5	996.9	2ND INT.	13.7	7
[redacted]	ENGINE MODEL	[illegible]						
2/9/53	[illegible]	05/0345	1	581.3	1154.6	2ND INT.	13.7	7

16

4. DID FIRE OCCUR	☐ BEFORE ACCIDENT	☒ AFTER ACCIDENT	☐ DID NOT OCCUR	5. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒

6. CHECK IF APPLICABLE

☐ [illegible] FOR [illegible]

7. [illegible] ☒ YES ☐ NO

8. FAILED COMPONENTS INVOLVED

[illegible]

CHECK BELOW ITEMS PRESENT IN THE ACCIDENT

a. ☐ AIRCRAFT DESIGN

b. ☐ AIRCRAFT EQUIPMENT

c. ☐ MAINTENANCE

d. ☒ UNDETERMINED

e. ☐ TECHNICAL INSTRUCTION

f. ☐ OTHER [illegible]

g. ☐ SURFACE FACILITIES

h. ☐ HUMAN ENGINEERING (e.g. cockpit configuration)

1. [illegible]	2. [illegible]	3. [illegible]	4. [illegible]	5. [illegible]	6. [illegible]
2000 HRS	[illegible]	[illegible]	14, 20	115/145	[illegible]

7. EVIDENCE OF FUEL CONTAMINATION

NONE

8. [illegible] OF ENGINE FAILURE OR FLAMEOUT

Possible fuel starvation

9. FUEL CONTROL REGULATOR [illegible] NONE

[illegible] (39080-10) [illegible] 23 MONTHS

(If additional space is necessary, attach additional sheet(s))

ORIGINAL

AIRCRAFT ACCIDENT REPORT

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B - FACILITIES DATA

- a. ☐ CLEARANCE AUTHORITY
- b. ☐ FLIGHT PLANNING INFORMATION SOURCE
- c. ☐ LANDING AIDS (GCA, CCA, ILS, etc.)
- d. ☐ TRAFFIC CONTROL TOWER (Field or Ship)
- e. ☐ APPROACH AND ENROUTE AIDS TO NAVIGATION
- f. ☐ RUNWAY WATCH
- g. ☐ LANDING SIGNAL OFFICER
- h. ☐ OTHER, Specify
- i. ☐ RUNWAY
- j. ☐ WATER LANDING AREA
- k. ☐ APPROACH ZONE
- l. ☐ END ZONE
- m. ☐ OBSTACLES
- n. ☐ TAXIWAY
- o. ☐ PARKING AREA
- p. ☐ EMERGENCY ARRESTING GEAR (Runway)
- q. ☐ AIRCRAFT SERVICING HANDLING & DIRECTING (Field or Ship)
- r. ☐ CRASH AND RESCUE
- s. ☐ SEARCH AND RESCUE
- t. ☐ CATAPULT
- u. ☐ ARRESTING GEAR (Carrier)
- v. ☐ BARRIER OR BARICADE (Field or Ship)
- w. ☐ FLIGHT DECK

SECTION C - DATA

A. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR

B. MARK NUMBER | C. MODEL NO. | D. LOCATION ON SHIP | E. LAUNCH OR TRUCK AND CONFIGURATION | F. APPROXIMATE HOURS OF SERVICE

G. CATAPULT/ARRESTING GEAR BULLETINS ON HAND AND USED

H. THIS PORTION SHALL BE COMPLETED WHENever IT IS KNOWN THAT THE MAIN ACCIDENT INVOLVED ARRESTING GEAR OR BARRIER. [illegible] CONDITIONS, [illegible] ARRESTING GEAR, [illegible] AND OTHER EXPENDABLE COMPONENTS [illegible] DURING TO CRASH, WELL [illegible]

ENGINED	DECK HOOKUP (PSI)	RAM TRAVEL (IN)	CONTROL VALVE SETTINGS: CONTROL VALVE (DOWN STROKE)	CONTROL VALVE: PRESSURE RATIO	CONTROL VALVE: SPEED (FT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (Include failure causes, number of bolings and remarks in general)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

07

PART	ITEM		PART III - REMARKS (Use as many sheets as necessary)
			ALPHA - NONE
			BRAVO - NONE
II	A-3	22	Accident were of a 11 inch, [illegible] rather than a stall or spin.
		8	Fuel boost pump sent to OAR, [illegible] ISLAND, San Diego, California
			Engine sent to OAR, [illegible] for disassembly and inspection.
II	A-4	4	Fuel boost pump sent to OAR [illegible] ISLAND, San Diego, California
			Engine sent to OAR, [illegible] for disassembly and inspection.
II	A-5	1	Turret elevation 2200'.

DISTRIBUTION LIST: (See attached list)

[redacted]

(b) (6)

ORIGINAL

PART III (Cont'd) REPORTS

DISTRIBUTION LIST:
[illegible] (DIRECT)
CINCPACFLT (DIRECT)
COMNAVAIRPAC (DIRECT)
NAVAIRSAFECEN 2 AIRMAIL (DIRECT)
CO NAF CHINA LAKE
CO VX-5
BAR EL SEGUNDO

08

ORIGINAL

PART V THE ACCIDENT

At approximately 1036T, 31 July 1957, LT P.G. WOODS, USN, LTJG W.P. LYONS, USNR and LTJG C.W. LITZENBERG, USN, took off from NAF, China Lake, California for scheduled medium angle loft maneuvers. The flight proceeded to the area south of the target where they orbited awaiting clearance to commence their run-ins. At 1105T, the flight was cleared to commence calibrated runs; information concerning wind direction, velocity, and temperature were relayed to the flight at this time. All run-ins were to be made from South to North heading 340° MAG at an altitude of 50-100 feet above the terrain and at a true air speed of 260 knots. LT WOODS and LTJG LYONS had completed two runs and LTJG LITZENBERG had completed one run prior to the time of the accident. Information concerning their profiles and ground speed were being anaylized and relayed to each pilot upon completion of each run by a qualified pilot in Charlie Tower (encl 19). All runs had been normal and LTJG LITZENBERG, was advised that his first maneuver had been excellent (encl 26). This information was "Rogered" for by LITZENBERG. At approximately 1115T, LTJG LITZENBERG commenced his second run-in informing the tower that he was "crossing the road (initial check pt. - approx 6 miles south of target). Charlie target acknowledged this transmission and told him he was cleared to continue. At approx 1117 LTJG LITZENBERG keyed his radio indicating he was at the pull-up point. His maneuver appeared to be another excellent profile up to the roll recovery position (encl 27). During the initial recovery the aircraft appeared to roll from the inverted position. Through the wings level attitude to a 40° left wing down position. Eye witnesses reported a momentary hesitation before the aircraft commenced a second roll to the left of greater than 360° degrees. It appeared that the aircraft continued rolling to the left with the nose dropping throughout the roll until collision with the ground (encl 18-25). The aircraft struck the ground in an approximate 60° nose down, 50° left wing down attitude heading 005° mag. The aircraft exploded and burned on impact (encl 15-15A). Observers state that an attempt was being made to pull the nose up just prior to impact. After the initial run a transmission was made from the tower, "pull up, LITZ, pull up" and no acknowledgement was received. No transmission were received from the aircraft after the initial call, "Crossing Road".

09

PART VI DAMAGE TO AIRCRAFT

Strike damage, code A was sustained. The Aircraft collided with the ground at an estimated airspeed of 200-240 knots in a 60° nose down, 50° left wing down attitude (encl 1). The engine dug in on impact, and the main fuel cell containing an estimated 1700 lbs of fuel, exploded immediately. Fire followed the explosion (encl 1). The left wing sheared on initial contact, and came to rest inverted twenty-one (21) feet behind and to the left of the engine (encl 2 & 3). The wing was destroyed by impact and fire. The right wing was found 5 feet to the right of the cockpit area (encl 1,4,5). The right Aileron and flap were located fifty feet behind the wing. The wing suffered extensive shock damage, but did not [illegible] (encl 5). The Aileron and flap were relatively undamaged. The [illegible] from the accessory section to the empennage, including the cockpit was [illegible] by shock and fire (encl 3).

ORIGINAL

PART VI DAMAGE TO AIRCRAFT (Cont'd)

The empennage separated from the fuselage and was found upright behind the cockpit area in its true relative position. The vertical stabilizer separated from the horizontal stabilizer at the junction and came to rest on the starboard side of the horizontal stabilizer (encl 1,3). The individual components of the empennage were not seriously damaged, however the tail section as a whole suffered strike damage due to the break up. The engine forward of the planetary gears was not severely damaged (encl 6). The engine fire was confined to the accessory section which was demolished by magnesium fire (encl 7). The carburetor remained in position and suffered substantial damage (encl 8,9,11). Two propeller blades were visible, one was still attached to the hub, and bent forward forty-five (45°) degrees (encl 10). The other had parted from the hub and was lying under the engine with two feet of the tip showing (encl 1). The third and fourth blades were found beneath the engine, both were separated from the hub. One of these blades had dug deeply into the sandy terrain, the blade edge having cut perpendicular to the ground, and indicating propeller still low pitch. The final blade was dragged out of its original position beneath the engine when the engine was moved so no determination as its original position can be made. This blade had a large rip in the blade face. The engine was sent to O & R at NAS Alameda, California for a dismantling and inspection report. The fuel boost pump was sent to O & R NAS North Island, San Diego, California for investigation (encl 12,13).

PART VII THE INVESTIGATION

[redacted]

ORIGINAL

(b) (5)

[redacted]

ORIGINAL

(b) (5)

(b) (5)

12

GINAL

(b) (5)

[redacted]

ORIGINAL

(b) (5)

[redacted]

(b) (5)

[redacted]

ORIGINAL

(b) (5)

[redacted]

ORIGINAL

9 August 1957

WITNESS STATEMENT OF LT P. G. MOORE, [redacted] USN, VA-115 - FLIGHT LEADER, CONCERNING AIRCRAFT ACCIDENT OF [redacted] NUMBER 139345 AT NOTS, CHINA LAKE, CALIFORNIA, ON 31 JULY 1957.

(b) (5)

[redacted]

P. G. MOORE
LT, USN

WITNESS AVIATION EXPERIENCE - 2 YEARS AS STUDENT PILOT AND NAVAL AVIATOR. TOTAL FLIGHT HOURS- 509.3 HOURS IN THE A3- 206.5

16

ENCLOSURE (26)

ORIGINAL

9 August 1957

(b) (6)

WITNESS STATEMENT OF LTJG W. P. LYONS, [redacted] 1315, USNR, VA-115 - FLIGHT MEMBER CONCERNING AIRCRAFT ACCIDENT OF AD-6 BUREAU NUMBER 135345 AT NOTS, CHINA LAKE, CALIFORNIA, ON 31 JULY 1957.

[redacted]

W. P. Lyons
W. P. LYONS
LTJG, USNR

WITNESS AVIATION EXPERIENCE - 3 YEARS AS STUDENT PILOT AND NAVAL AVIATOR.
TOTAL FLIGHT HOURS-909.5 HOURS IN THE AD-626.3

17

ORIGINAL

ENCLOSURE (17)

7 August 1957

(b) (6)

WITNESS STATEMENT OF LCDR R. L. BOTSWELL, [redacted] USN, VA-215, CONCERNING AIRCRAFT ACCIDENT OF AD-6 BUREAU NUMBER 135345 AT NOTS, CHINA LAKE, CALIFORNIA, ON 31 JULY 1957.

(b) (5)

[redacted]

R. L. BOTSWELL
LCDR, USN

WITNESS AVIATION EXPERIENCE - 13 YEARS AS STUDENT PILOT AND NAVAL AVIATOR. TOTAL FLIGHT HOURS- 2061.5

18

ENCLOSURE (16)

ORIGINAL

9 August 1957

(b) (6)

WITNESS STATEMENT OF LEJG RICHARD J. [redacted] 1310, USN, VA-115, CONCERNING AIRCRAFT ACCIDENT OF AD-6 BUREAU NUMBER 135345 AT NOTS, CHINA LAKE, CALIFORNIA, ON 31 JULY 1957.

(b) (5)

[redacted]

R. J. [redacted]
LEJG, USN

WITNESS AVIATION EXPERIENCE - 1[illegible] YEARS [illegible] STUDENT PILOT AND NAVAL AVIATOR.
TOTAL FLIGHT HOURS- 519.3 HOURS IN THE AD-[illegible].0

19

ENCLOSURE (19)

ORIGINAL

9 A[illegible] 1957

(b) (6)

WITNESS STATEMENT OF LTJG G.H. GILBERT [redacted] 1310, USN, VA-115, CONCERNING AIRCRAFT ACCIDENT OF AD-6 BUREAU NUMBER 13[illegible]45 AT NOTS; CHINA LAKE, CALIFORNIA, ON 31 JULY 1957.

(b) (5)

[redacted]

G.H. GILBERT
LTJG, USN

WITNESS AVIATION EXPERIENCE - 1½ [illegible] PILOT AND NAVAL AVIATOR.
TOTAL FLIGHT HOURS-541.2 HOURS IN [illegible]-276.1

CERTIFIED TO BE A TRUE COPY
R J Stengl, Lt. USN

20

ENCLOSURE (20)

ORIGINAL

U. S. NAVAL ORDNANCE TEST STATION
China Lake, California

3551/[illegible]

31 July 1957

MEMORANDUM

From: Head, C-Special Test Range, Code 3551
To: Operations Officer, Naval Air Facility, China Lake, California

Subj: Crash of LTSG Litzenberg, Squadron VA-115, on the C-Special Test Range.

[redacted]

(b) (3)

[redacted]

D. W. MACK

21

RJ Stenf, Lt. USN
CERTIFIED TO BE A TRUE COPY

ORIGINAL

CRASH STATEMENT

[redacted]

W. B. McKinney, Jr.

W. B. McKINNEY, JR.

R. J. Stand, Lt. USN

CERTIFIED TO BE A TRUE COPY

22

ORIGINAL

CRASH STATEMENT

Time: 11:18

(b) (5)

[redacted]

P. E. Alexander

P. E. ALEXANDER

23

R J Stanf. Jr. USN

CERTIFIED TO BE A TRUE COPY

ORIGINAL

[redacted]

[redacted]

(b) (5)

[redacted]

Homer L. Davis

H. L. DAVIS

24

R J Stangl, Lt. USN

CERTIFIED TO BE A TRUE COPY

ORIGINAL

23

CRASH STATEMENT

(b) (5)

[redacted]

2.

R J Stauf Lt. USN

CERTIFIED TO BE A TRUE COPY

ORIGINAL

34

CRASH STATEMENT

(b) (5)

[redacted]

G. S. Adams

G. S. ADAMS

26

R J Stangl Lt. USN

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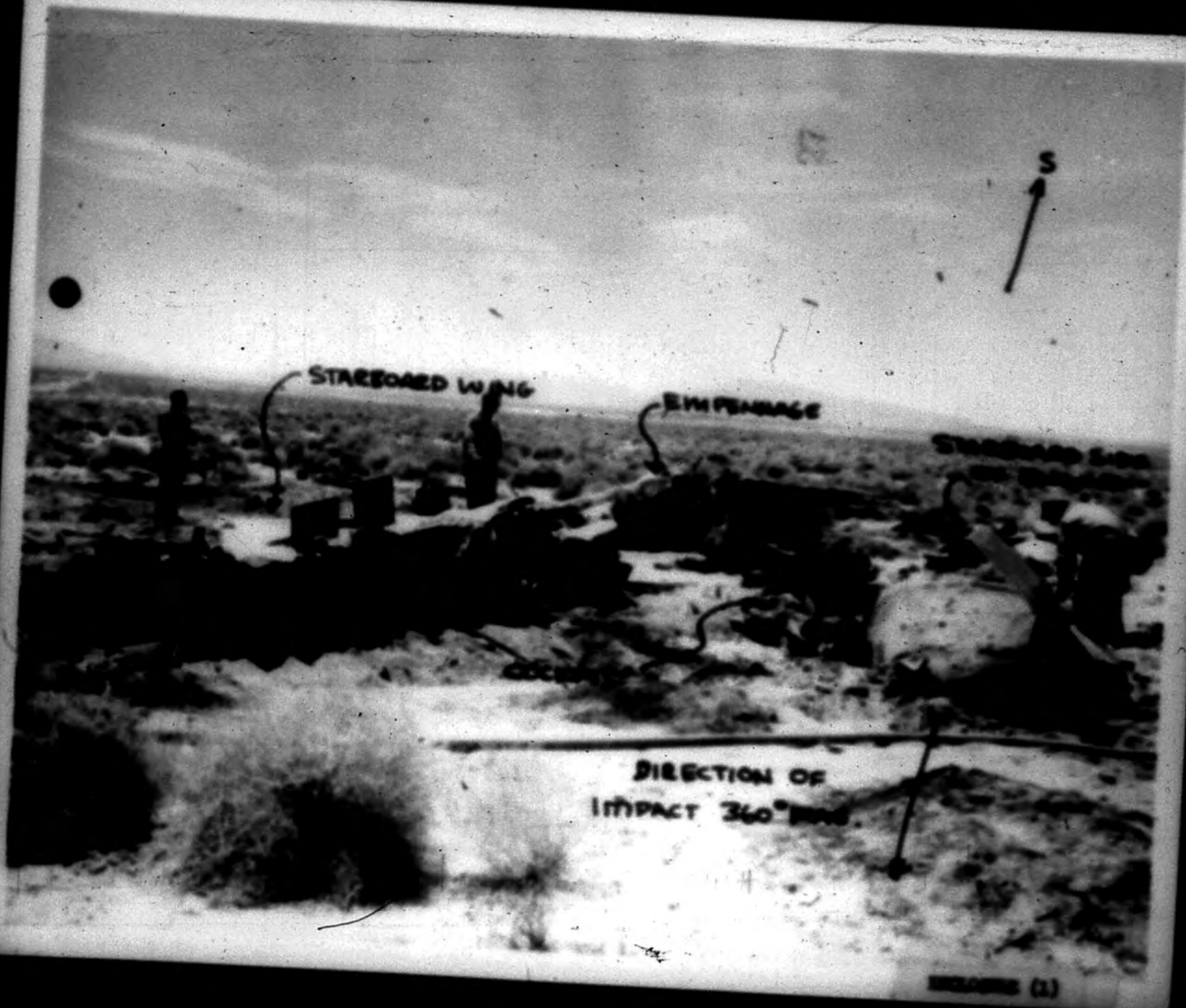
ORIGINAL

26


S
STARBOARD WING
EVH FUSELAGE
DIRECTION OF
IMPACT 360°

ANGLE OF
DIVE
POINT OF IMPACT
COCKPIT
DOUGLAS BOMB
EJECTOR

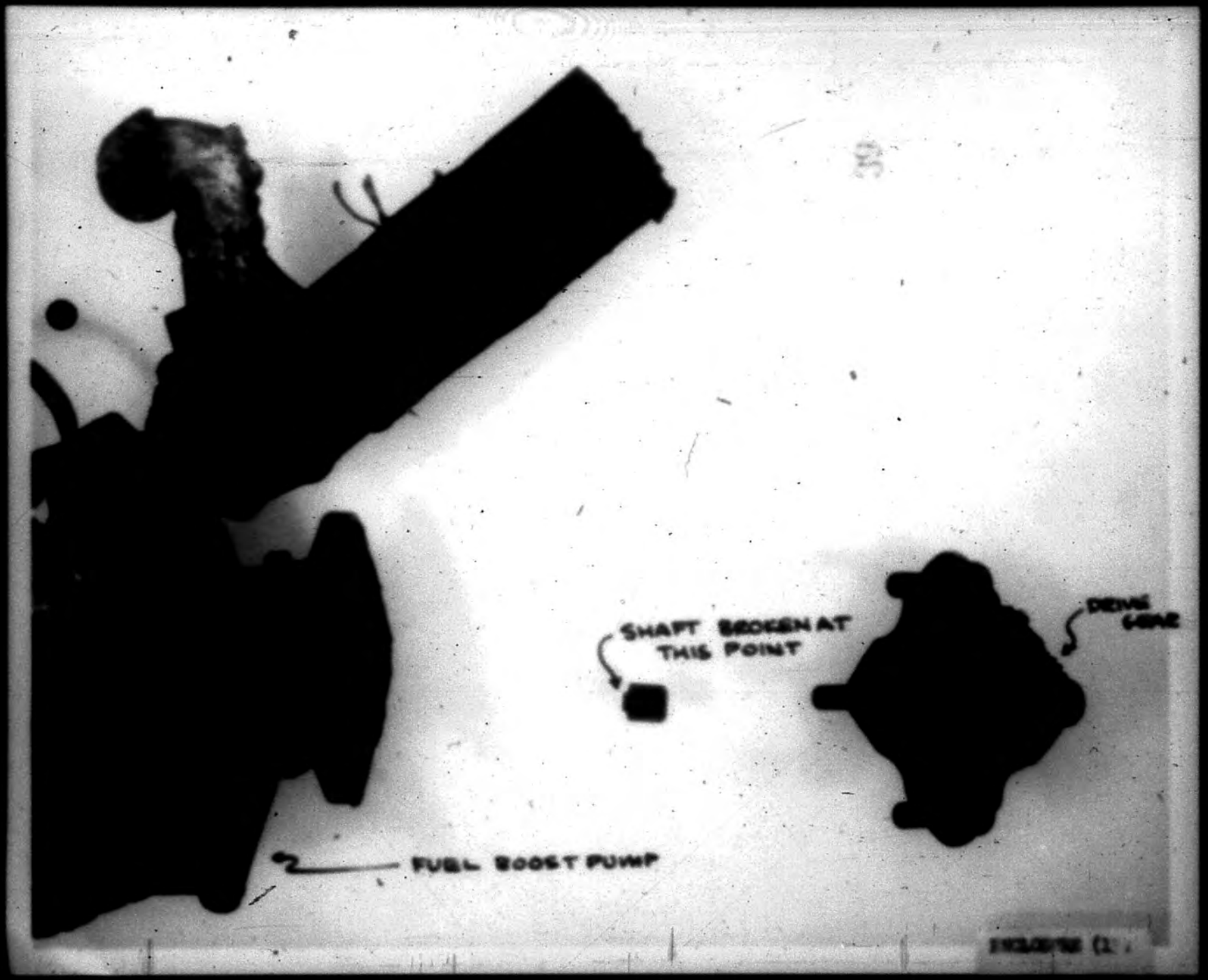
AREA OF
COMPLETE DESTRUCTION
COCKPIT AREA
S

S

STARBOARD WING
MAGNESIUM FIRE IN
ACCESSORY SECTION
COCKPIT SECTION

S
ROCKPIT AREA
DIRECTION OF FLIGHT

(1a)


SHAFT BROKEN AT
THIS POINT
DRIVE
GEAR
FUEL BOOST PUMP

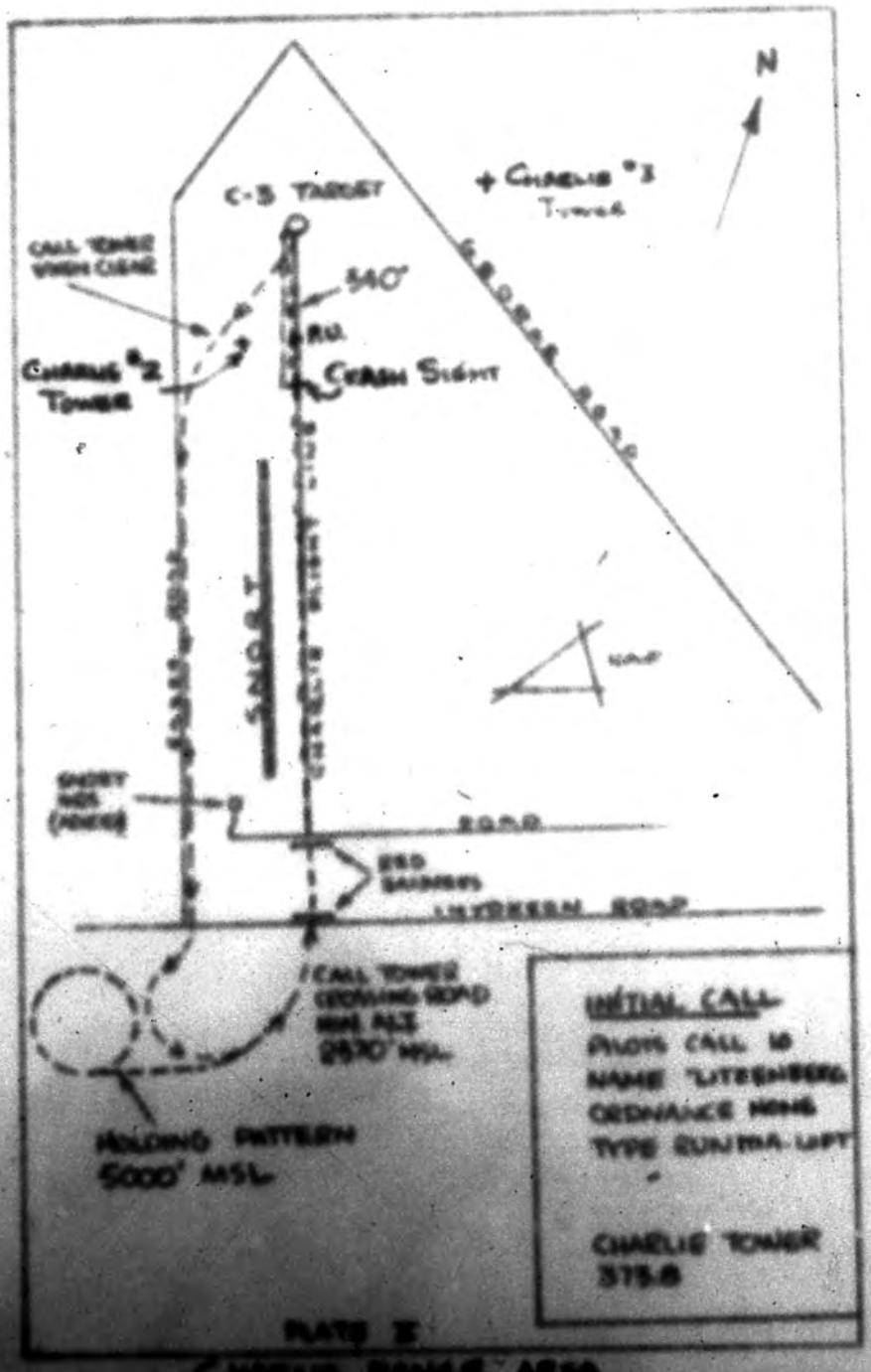


PLATE II

CHARLIE RANGE AREA

ORIGINAL

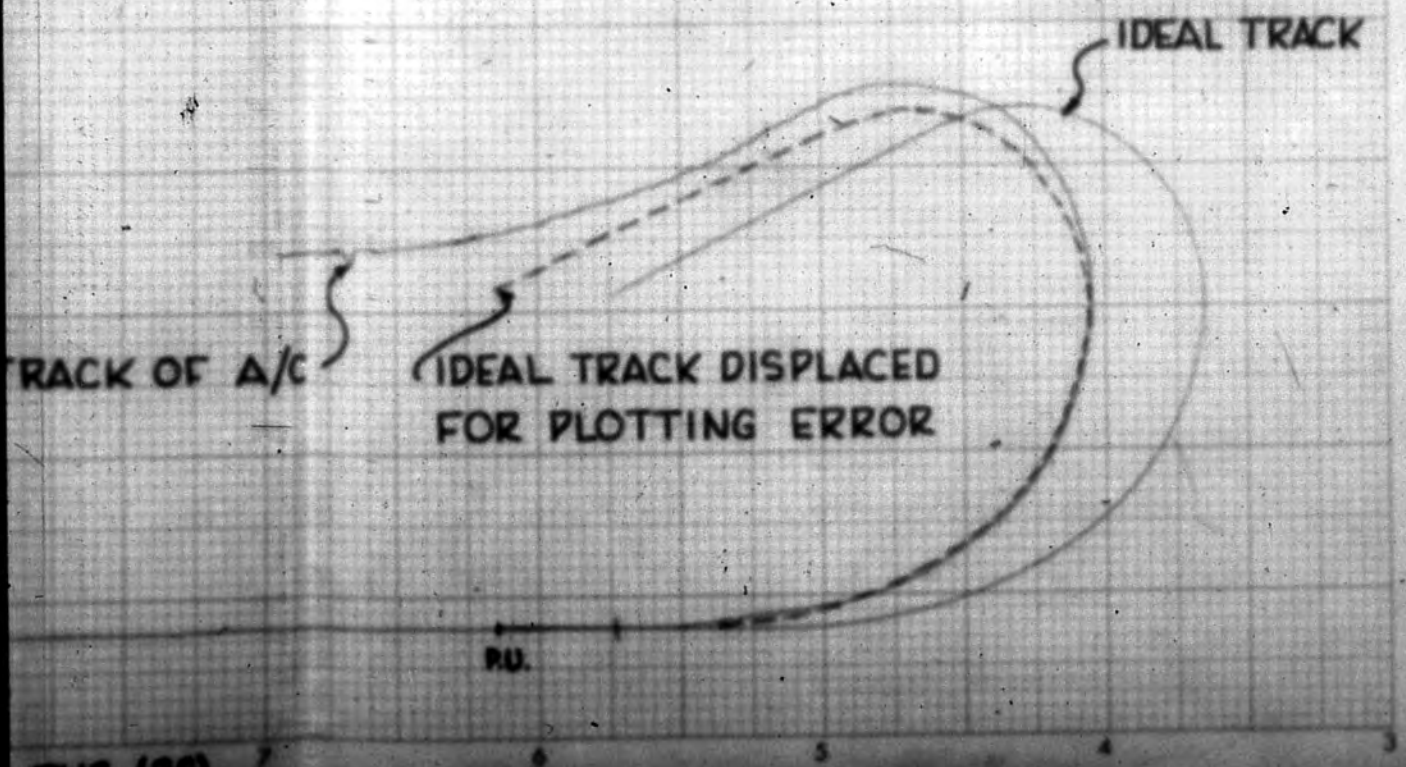
ENC. (15)

LITZENBERG

OT 10 PASS 1 FLT. RND.

"C" SPECIAL TEST RANGE
NOTS, CHINA LAKE, CALIF.

272 kts



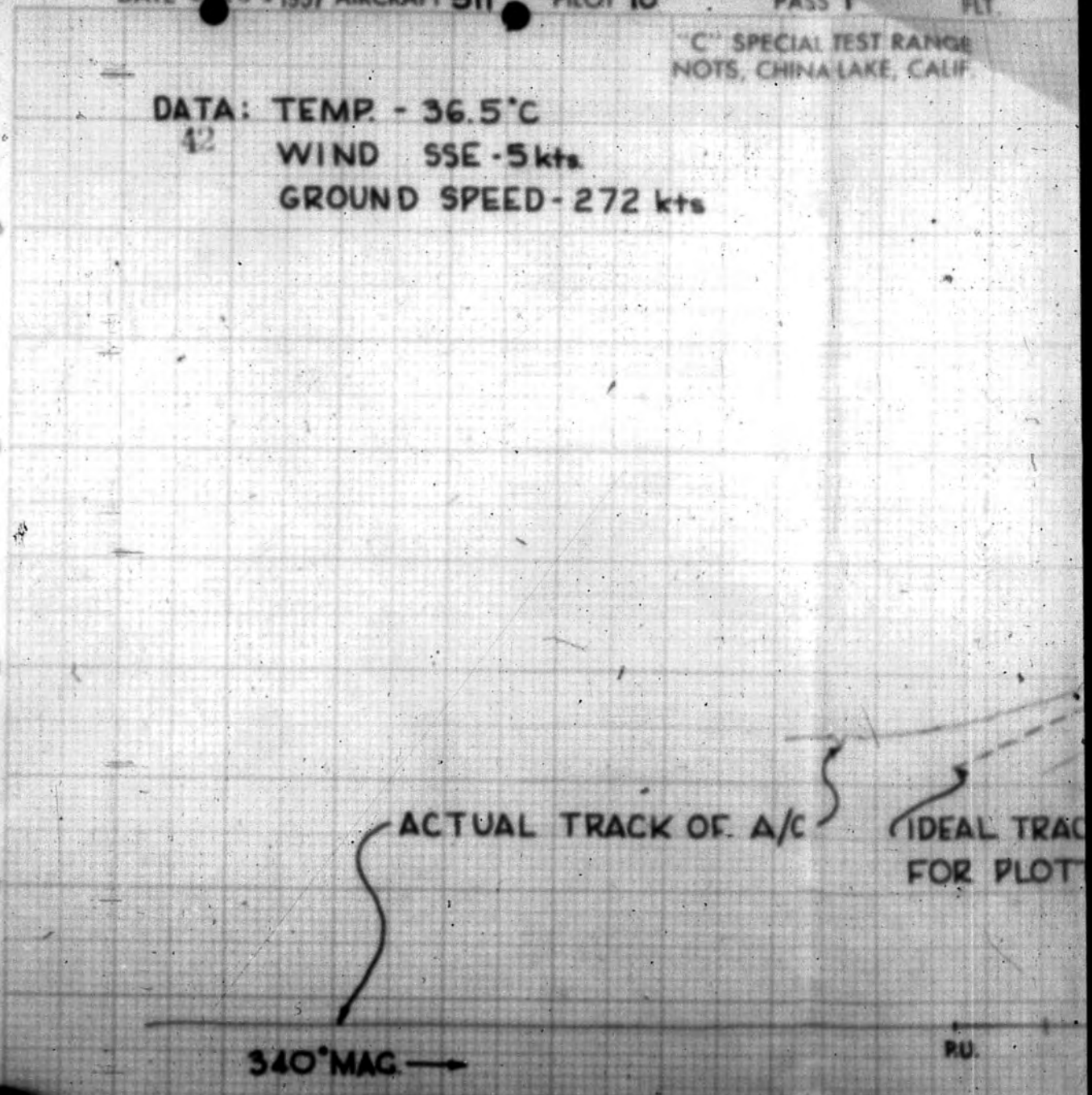
ENC. (26)

BUNO 135545 LITZENBERG

DATE JUL 31 1957 AIRCRAFT 511 PILOT 10 PASS 1 FLT.

"C" SPECIAL TEST RANGE
NOTS, CHINA LAKE, CALIF.

DATA: TEMP. - 36.5°C
42 WIND SSE - 5 kts.
GROUND SPEED - 272 kts

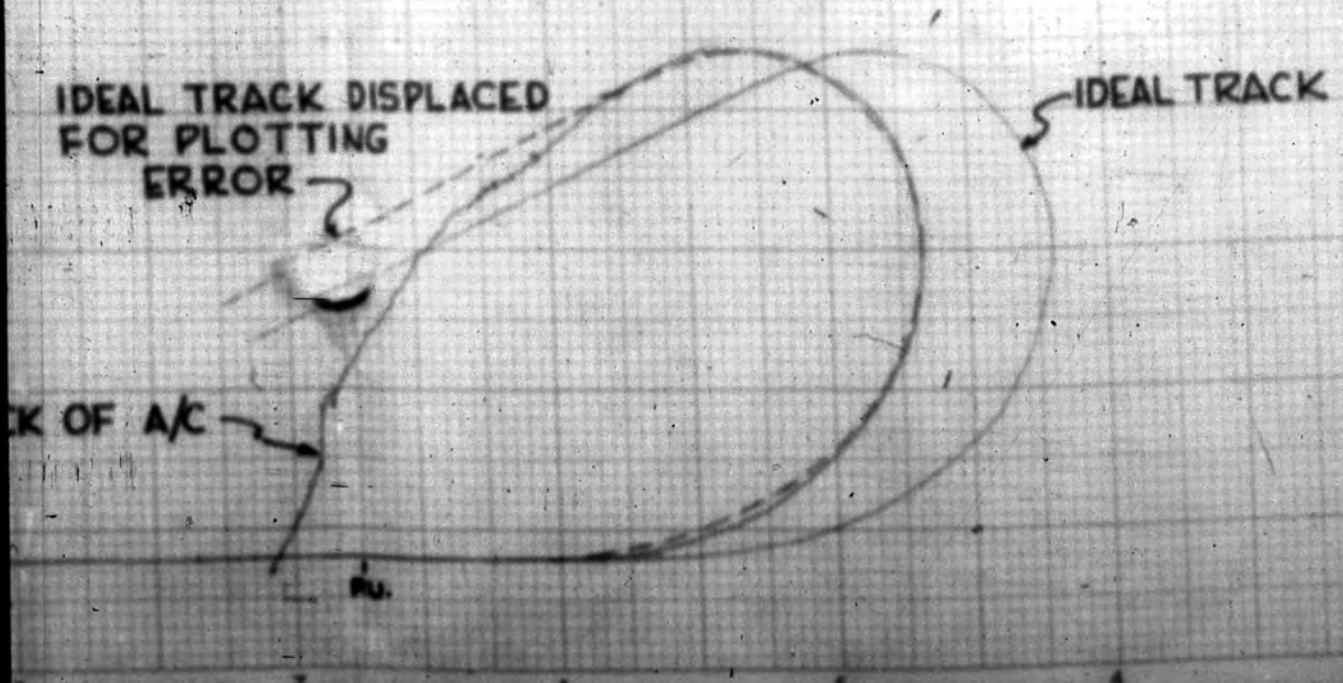


ORIGINAL ENC. (26)

LITZENBERG
LOT 10 PASS 2 FLT. RND.

"C" SPECIAL TEST RANGE
NOTS, CHINA LAKE, CALIF.

3 kts.



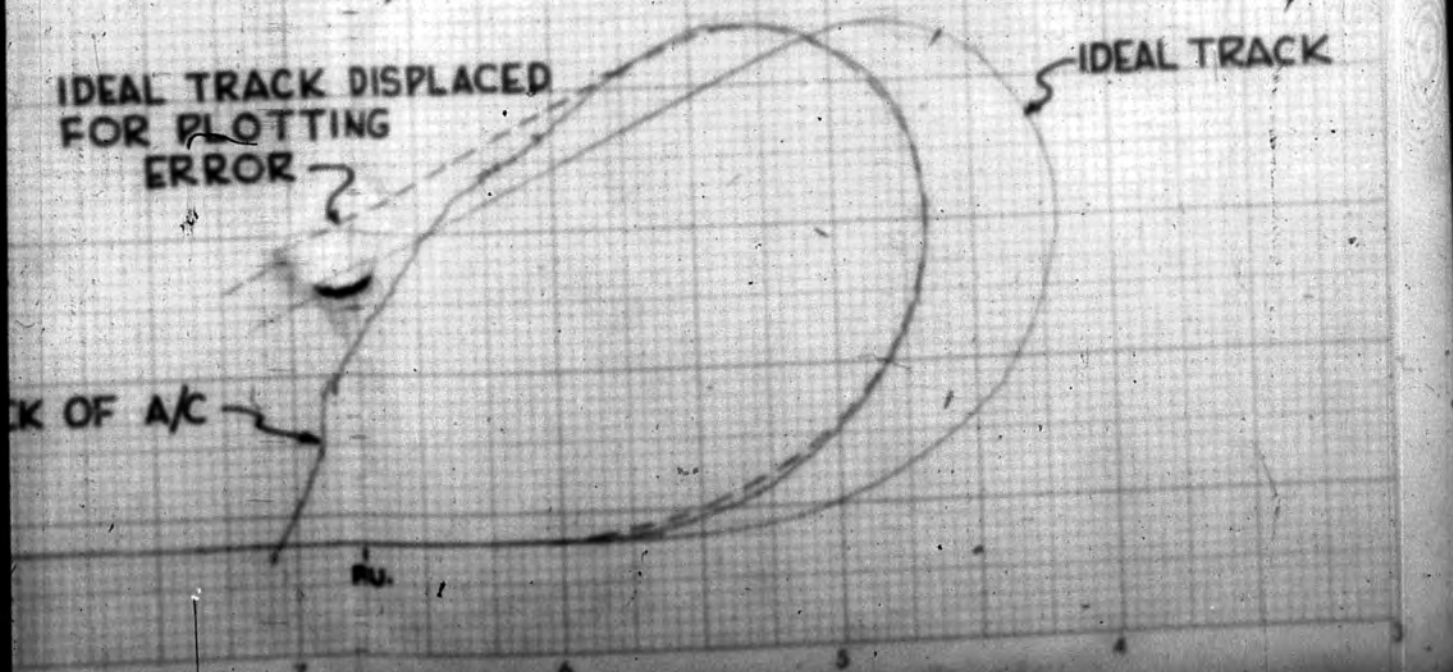
ENC. (27)

LITZENBERG
LOT 10 PASS 2 FLT. - RND.

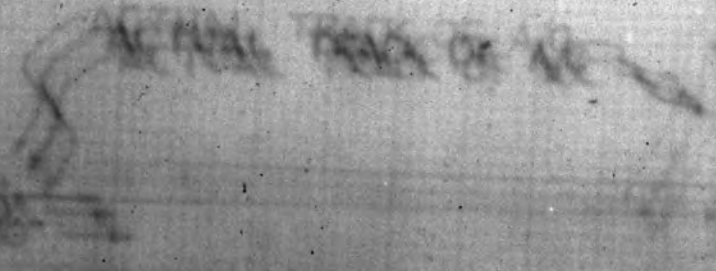
"C" SPECIAL TEST RANGE
NOTS, CHINA LAKE, CALIF.

9

3 kts.



ENC. (27)


ACTUAL TRACK OF AC

AIRCRAFT CRASH FIRE REPORT

To be made out according to instructions contained in Aviation Circular Letter 124-45

1.	AD-6	136543	NOTS NAF China Lake, Cal	7-31-1957	VAF-014-50
2.	7-31-1957	1120	C-Range	☒ on range ☐ off range	7 miles
3. WEATHER	Clear	100°	15%	Heat	12 knots

4. INDICATE CLASSIFICATION OF CRASH (Check where applicable): ☐ on run ☒ on [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]

5.	1120	1120	1130	on 1 min	302	Sand and sagebrush

6. CRASH EQUIPMENT USED

TYPE (pick, etc.)	CARS NO.	DATE CARS	DISTANCE OF CRASH	EXTINGUISHING AGENTS USED: TYPE	EXTINGUISHING AGENTS USED: QUANTITY	CRASH EQUIPMENT	CRASH DATA
KB-1	72-01210	7-6-[illegible]11-3-Civ-		Foam	1,000 Gals	Yes	
FFE-4	72-01137	2-1-[illegible]11-1-Civ		No	None	"	
KB-3	72-01067	1-[illegible]-1-Civ		No	None	"	
FFE-6	72-00135	6-6-[illegible]11-1-Civ		Foam	800 Gals	Yes	
Chev PU	94-08186	1-[illegible]-1-Civ		No	None	"	
Ford PU	94-18180	1-[illegible]-1-Civ		No	None	"	

NUMBER ON BOARD AT TIME OF CRASH	1			None	
NUMBER ESCAPED UNHURT					
NUMBER RESCUED ALIVE				44	
NUMBER RECOVERED DEAD	One				
LOCATION IN PLANE					
OTHER CREW OCCUPANTS					

7. MATERIAL DAMAGE

CAUSED BY CRASH	CAUSED BY FIRE
Total loss Valuation unknown	Debris of aircraft completely involved in fire.

8. FIRE-FIGHTING PERSONNEL

PERSONNEL WHO CRASH FIRE	TYPE OF PERSONNEL TO WHOM CRASH FIRE WAS REPORTED
☒ CRASH FIRE DEPARTMENT ☐ OTHERWISE REPORTED	Fire [illegible]

9. CREW AND SEARCH PERSONNEL NOW OF ACCIDENT AND METHODS USED IN CRASH FIRE AND RESCUE OPERATIONS

1120: Crash siren sounded. Also received call over crash phone from tower reporting aircraft crashed on Charlie Range. Responded with designated equipment. Debris of aircraft was completely involved in fire. Fire was extinguished and pilot's body was removed from under wreckage.
1135: Overhaul and salvage completed. Crash equipment in Station and secured.

ORIGINAL

NAVAER 100 (24-40 [illegible])

12. CLEAR AND CONCISE DESCRIPTION OF ACCIDENT AND METHOD USED IN CRASH FIRE AND RESCUE OPERATIONS—CONTINUE

ORIGINAL

11. DISTRIBUTION	12. COMMENT AND RECOMMENDATIONS
Orig: Buker via I. S. I. C. cc: Buker (Public Works) cc: CNO (OP-[illegible]) cc: Code 8092 Code 180 Sqd VA-115 Sta #3 File	

13. THE ABOVE ARE TRUE STATEMENTS, BASED ON OPERATIONS AND OBSERVATIONS AT SCENE OF CRASH

SIGNED	SIGNED
C C Wright IN CHARGE, CRASH FIRE AND RESCUE	COMMANDING OFFICER

INSTRUCTIONS

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14. GENERAL

1. A report shall be submitted in every case that the Crash Fire and Rescue Crew answers an alarm involving [illegible]
2. Reports shall be prepared promptly and submitted to Buker within 7 days by the Shore Station, or if the crash crew is a part of a Fleet Unit in an advance area, by the Fleet Unit, Again or Marine Air Squadron.
3. Submit photographs of crash and/or fire, if available.
4. Submit sketch showing location of crash, location of crash trucks before alarm, route of crash trucks to scene, and other pertinent details, if possible.
5. Include in report any additional endeavors, statements of personnel involved or other data that are considered desirable or that may add to an analysis of the report.

DETAILED EXPLANATION OF SECTIONS OF FORM

Sec. 1.—AIRCRAFT MODEL and BUREAU NUMBER are same as called for on NAVAER-[illegible]

Sec. 2.—SCENE OF ACCIDENT—Give name of field or approximate location of scene of accident.
DISTANCE TO SCENE—Give distance from location of crash truck units to scene of crash, in feet or fractional miles.

Sec. 5.—TIME OF ALARM and TIME FIRST APPARATUS ARRIVED should be given to indicate difference in minutes and seconds.
ELAPSED TIME is from time of alarm to fire out.
QTY. GASOLINE—Give amount in crashed plane.

Sec. 6.—List all Fire and Rescue Trucks including all Pumpers, Ambulances, or specially equipped Jeeps, etc., that may respond.

Sec. 7.—List total number occupants at top and account for all occupants in columns below.

Sec. 8.—Graphical description in each column and an estimate in dollars, if at all possible.

Sec. 10.—Continue on separate sheet if necessary. Facts are important.

Sec. 11.—Add to distribution shown as necessary.

Sec. 12.—Any recommendation to correct deficiencies should be noted.

[illegible]

MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/INCIDENTS AND GROUND ACCIDENTS

GENERAL INSTRUCTIONS

1. This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:

Death,
Injury,
Emergency or Forced Landing or Ditching,
Whenever physiological or psychological factors are involved
Aircraft Ground Accidents resulting in serious injury.

2. Completion of the form shall be the responsibility of the flight surgeon.

3. Use ink wherever and damage code codes in OPNAV INSTRUCTION 3750.6A.

4. This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board for the Service and Investigating Officer in the case of combat incidents; and the original shall be air mailed (regular mail within 100 miles of Washington, D.C.) direct to Chief of Naval Operations (OP-37) Navy Department, Washington 25, D.C. within 4 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, BUAER, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail (regular mail within 100 miles of Norfolk, Va.) to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft; checks (as in one of the requirements in paragraph 1) should be applicable. Additional copies may be prepared for use of squadron flight surgeons and other interested individuals.

(VA-215) CEL,			CALIF,		
U. S. NAV, NORFOLK, SAN DIEGO,	3-57	G-3 Range, NAF, CHINA LAKE,		1330 T	7/31/57
AD-6	139345	1	STARBOARD SIDE CONE FIRE	D-2	A

LEDBETTER, Charles William — STARBOARD SIDE CONE FIRE

G. A. WALKER III (F MC USNR) — 8/5/57

L. E. KING CDR — 8/5/57

(b) (6)

[redacted]

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14. PILOT FACTORS (Check pertinent pilot factors listed below)

	PILOT	CO-PILOT		PILOT	CO-PILOT
IN CONTROL AT TIME OF ACCIDENT/INCIDENT	[illegible]		APPARENT DEFECTIVE	NO	
AMOUNT OF FLIGHT TIME IN LAST 24 HOURS	[illegible]		CORRECTED VISION (PROPERLY FITTED)	NO	
NUMBER OF FLIGHTS IN LAST 24 HOURS	2		FAULTY VISION	NO	
NUMBER HOURS DUTY IN LAST 24 HOURS	0		HEADACHE	NO	
HOURS SINCE LAST FULL MEAL	2		BLACKOUT, GREYOUT, REDOUT	[illegible]	
TIME AT CONTROLS THIS FLIGHT	0.7		VERTIGO	[illegible]	
TOTAL FLIGHT TIME	[illegible]		NIGHT BLINDNESS	NO	
TOTAL FLIGHT TIME IN MODEL	[illegible]		FATIGUE	NO	
NUMBER PREVIOUS ACCIDENTS	0		GASTRIC DISTURBANCES	NO	
DATE OF LAST ACCIDENT	0		UNFAMILIARITY WITH TYPE AIRCRAFT	NO	
NUMBER DAYS GROUNDED IN LAST MONTH	0		ANXIETY REACTION	NO	
DATE LAST LOA PRECEDING INCIDENT/ACCIDENT	[illegible]		LAST LOA (date and hours)	[illegible]	
AMOUNT SLEEP IN LAST 24 HOURS	[illegible]		OTHER PERTINENT FACTORS IN ACCIDENT (Specify below)		

(b) (6)

[redacted]

SUMMARIES OF SAFETY EQUIPMENT, INJURIES AND CAUSE

DIRECTIONS

NAME	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted], Charles William	(b) (6)	[redacted]	[redacted]	[redacted]	[redacted]

SAFETY EQUIPMENT	MODEL/TYPE	AVAILABLE	USED	NOT USED	DAMAGED	LOST
SEALED HARNESS	[redacted]	X	X		X	
LAP BELT	[redacted]	X	X		X	
INERTIA REEL	[redacted]	X	X		X	
"G" SUIT	[redacted]	X	X		X	
HELMET	[redacted]	X	X		X	
OXYGEN MASK	[redacted]	X	X		X	
GOGGLES	[redacted]					
GLOVES (type)	[redacted]	X	X		X	
FLIGHT SUIT OTHER THAN "G" TYPE	[redacted]	X	X		X	
EXPOSURE SUIT (type)						
OTHER (specify)	[redacted]	X	X		X	

MAS OXYGEN BEING USED AT TIME OF MISHAP: X YES ☐ NO

PRESSURIZATION: ☐ YES X NO

IF YES, OXYGEN SUPPLY PRESSURE PRIOR TO FLIGHT: [redacted]

AT TIME OF MISHAP: [redacted]

MAS OXYGEN EQUIPMENT PRE-FLIGHTED BY PILOT: X YES ☐ NO

IF SHOULDER HARNESS USED: X

[redacted]

Sea addition

leather gloves, and helmet.

Wool socks, cotton shorts and T-shirt, nylon G-suit, summer (washed) flight suit, flight shoes,

(b) (6) [redacted]

[redacted]

X (extremities and a portion of the head and neck were consumed by fire

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SIMPLE FRACTURE																												
COMPOUND FRACTURE																												
COMMINUTED FRACTURE																												
DIS-LOCATION																												

ABRASIONS - STATE PARTS

AREA OF INVOLVEMENT		LACERATIONS			CONTUSION/SPRAIN/STRAIN			ABRASIONS			☐ BURNED	
		MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	SMOKE	EXPOSURE
HEAD	VENTRAL										☐ MILD	☐ MILD
	DORSAL										☐ MODERATE	☐ MODERATE
NECK											☐ SEVERE	☐ SEVERE
THORAX	VENTRAL											
	DORSAL											
ABDOMEN	VENTRAL											
	DORSAL											
EXTREMITIES (upper)												
EXTREMITIES (lower)												

ADDENDUM TO Medical Officers Report of Accident, #3-57 of VA-115

1. Continuation of Item 15, page 1.

(b) (6)

[redacted]

2. Item 12, page 2.

(b) (6)

[redacted]

3. Item 15, page 2.

(b) (6)

[redacted]

CONCLUSIONS AND RECOMMENDATIONS

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

[redacted]