RECORDS CODE SHEET
SND 4535 (Rev. 3-59)

note to [illegible] : C = report and [illegible] 1/2 [illegible] [illegible] in a [illegible] [illegible]

NAVAL AVIATION SAFETY CENTER

GENERAL (Card No. 1)			SUPPLEMENTARY (Card No. 2)		
Bureau Number	139945	16-21	Weather		16-21
Reporting Custodian	154	22-24	Kind of Flight	1A0	22-24
Type of Duty	21	25-26	Relative Wind		27
Major Command	1	27	Clearance	3	28
Aircraft Damage	A	28	Time of Day	2	29
Aircraft Injury	E	29	Number of other Aircraft		30
Maneuver prior to Accident	G	30	Altitude of Occurrence	150	33-35
First Accident type	F1	31-32	Distance from Field (Coded on forced landings only)		38-40
First Accident phase	449	33-35	Length of Runway		41-42
Second Accident type	7	36-37	Field Elevation		43-45
Second Accident Phase	A3	38-40	Non-Navy Injury ("R")		47
Type of Operation	[redacted]	41-42	Number of "A" or "L" or "M" Injury		48-49
Contributing Cause Factors	[redacted]	43-47	Number of "B" Injury		50-51
Pilot Factor, First	[redacted]	48-49	Number of "C" Injury		52-53
Pilot Factor, Second	[redacted]	50-51	Number of "D" Injury		54-55
Pilot Factor, Third	[redacted]	52-53	Number of "E" Injury	01	56-57
First other Personnel Factor	[redacted]	54-55	Location	A A F	62-68
Second other Personnel Factor	[redacted]	56-57	Facility Data		69-74
Primary Major Material Factor	[redacted]	58			
Secondary Major Material Factor	[redacted]	59			
Design	I	60			
Facilities		61			
Special Data & Cond.	SJD	62-68			
Type of Incident		69			
Avoidable Incident or Ground Accident ("R")		70			
No Personnel Card ("R")		80			

ACCIDENT DAMAGE A (9) — Don't Count / Enemy Action / Other Aircraft

I.D. NO. — YR 1 2 — MO 3 4 — DAY 5 6 — TYP 7 8 — SEQ 1

ACCIDENT INJURY (10) — A — Model 11 12 13 14 15

FISCAL YEAR (75) — SPECIAL ATTN ("X")

Model Code 24 (76 77)

IBM: The above Fields are to be punched in all Coded Cards

PERSONNEL STATISTICS
(Card No. 3)

File Number → [redacted]
Pilot Name 16 17 18 19 20 21

	16	17	18	19	20	21	Rank/Rate	Br Service	Age	Yrs Experience	Status	Position	Inj to Ind	Abandon A/C	Pilot Factor Involved	Trainer Utilization	Instr. Card	Total Time All Models	All Models 3 Months	All Series This Model	All Ser Mod 3 Months	CV Landings	Instrument Hours	Nite Hours	Jet Total or Time Helo
C3	L	E	K		C		J																		
	22	23	24	25	26	27	28	29	30	31	32	35	37	40	42	45	47	49	51	52-53	55	56-57	58-59	62-63	65-66	68	69-70	71-72	73-74
							2	1	I	J	A	1	E	2	2	0	7	3	3	7	0	8	1	9	0	8	0	6	1	0	9	9
C4																																

Dual Pilot Name 16 17 18 19 20 21
File Number →

IBM: PERSONNEL CODED ON REVERSE SIDE ☐

CODED ___ REVIEWED ___ LOGGED ___ PUNCHED ___ VERIFIED ___ REVIEWED ___ REPUNCHED ___

CODE SHEET REVIEWED BY CLASS DESK ANALYST ___ (Initials) ___ (Date)

C-13-AEA:ebt

5 FEB 1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAVINST 3750.6D

FIFTH ENDORSEMENT on ATKRON 112 AAR ser 1-59 concerning A4D-1 BUNO 139948 - accident occurring 14 Oct 1959, pilot LEE

From: Chief, Bureau of Naval Weapons
To: Chief of Naval Operations
Via: Commander, U. S. Naval Aviation Safety Center

Subj: ATKRON 112 AAR ser 1-59

1. Forwarded.

(b) (5) [redacted]

A. E. ALLEMAND
By direction

Copy to:
COMNAVAIRPAC
COMFAIR San Diego
COMCVG-11
CO, ATKRON-112

2

FF4-1/3750
Serial:
80/13367

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAVINST 3750.6D

17 DEC 1959

FOURTH ENDORSEMENT on ATKRON 112 AAR ser 1-59 concerning A4D-1 BUNO 139948 accident occurring 14 October 1959 pilot LEE

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Chief of Naval Operations (OP-05F)
Via: (1) Chief, Bureau of Naval Weapons
(2) Commander, U. S. Naval Aviation Safety Center

Subj: ATKRON 112 AAR ser 1-59

Ref: (b) CINCPACFLT INST 3750.1D

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

2. The Reporting Custodian and subsequent endorsers are directed to forward a copy of this report and their endorsements to CINCPACFLT in accordance with reference (b).

J. T. Lawler
J. T. LAWLER
By direction

Copy to:
BUWEPS
NAVAVSAFCEN (2) (Airmail)
CINCPACFLT
CO ATKRON 112
COMFAIRSANDIEGO
COMCARAIRGRU 11
CO ATKRON 113
CO ATKRON 94
CO ATKRON 126
CO ATKRON 153
CO ATKRON 125
CO ATKRON 55
CO ATKRON 56
CO ATKRON 155
BUWEPS REP EL SEGUNDO

3

FF7/3750
Serial No.:
34/ 226

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV INST 3750.6D

DEC 0 4 1959

THIRD ENDORSEMENT on VA-112 AAR ser 1-59 concerning A4D-1 BUNO 139948 accident occuring 14 October 1959, pilot LEE

From: Commander Fleet Air San Diego
To: Chief of Naval Operations (OP-05F)
Via: (1) Commander Naval Air Force, U.S. Pacific Fleet
(2) Commander Naval Aviation Safety Center

Subj: VA-112 Aircraft Accident Report ser 1-59

Ref: (a) OPNAV INST 3750.6D

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

(b) (5)

5

4

FF7/3750
Serial No.:
34/ 226

DEC 0 4 1959

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV INST 3750.6D

THIRD ENDORSEMENT on VA-112 AAR ser 1-59 concerning A4D-1 BUNO 139948 accident occuring 14 October 1959, pilot LEE

From: Commander Fleet Air San Diego
To: Chief of Naval Operations (OP-05F)
Via: (1) Commander Naval Air Force, U.S. Pacific Fleet
(2) Commander Naval Aviation Safety Center

Subj: VA-112 Aircraft Accident Report ser 1-59

Ref: (a) OPNAV INST 3750.6D

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

(b) (5)

5

4

FF7/3750
Serial No:
34/ 226

DEC 04 1959

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV 3750.6D

c. The heading of the Second Endorsement is not in accordance with paragraph 46h of reference (a).

D. Harris

D. HARRIS

Copy to:
NAVAVSAFECEN DIRECT (2)
BUAER DIRECT (2)
COMNAVAIRPAC
BAR EL SEGUNDO
MCAAS YUMA
COMCVG-11
CO, VA-113
CO, VA-94
CO, VA-126
CO, VA-153
CO, VA-112
CO, VA-125
CO, VA-55
CO, VA-56
CO, VA-155

5

FF7/3750
Serial No:
34/ 226

DEC 04 1959

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV 3750.6D

c. The heading of the Second Endorsement is not in accordance with paragraph 46h of reference (a).

D. Harris

D. HARRIS

Copy to:
NAVAVSAFECEN DIRECT (2)
BUAER DIRECT (2)
COMNAVAIRPAC
BAR EL SEGUNDO
MCAAS YUMA
COMCVG-11
CO, VA-113
CO, VA-94
CO, VA-126
CO, VA-153
CO, VA-112
CO, VA-125
CO, VA-55
CO, VA-56
CO, VA-155

15

FF12/ComCVG-11/3750
10/mm
Ser: 107-60
2 November 1959

SECOND ENDORSEMENT on VA-112 AAR Ser 1-59

From: Commander, Carrier Air Group ELEVEN
To: Chief of Naval Operations
Via: (1) Commander Fleet Air San Diego
(2) Commander Naval Air Force, Pacific Fleet
(3) Chief, Bureau of Aeronautics
(4) Commander, U.S. Naval Aviation Safety Center

Subj: VA-112 Aircraft Accident Report Ser 1-59

1. Forwarded, concurring with the analysis, comments and recommendations of the Aircraft Accident Board.

(b) (5)

R. L. GORMLEY

E. J. THABET
By direction

Copy to:
NAVAVSAFECEN DIRECT (2)
BUAER DIRECT
COMNAVAIRPAC
COMFAIRSDIEGO
BAR EL SEGUNDO
MCAAS YUMA
VA-113
VA-94
VA-126
VA-153
VA-112
VA-93
VA-125
VA-55
VA-56
VA-155

6

FF12/VA112
3750
Ser: 386

2 NOV 59

FIRST ENDORSEMENT on VA-112 AAR Ser 1-59 concerning A4D-1, 139948, accident occurring 14 OCT 59, pilot CDR C. J. LEE, USN

From: Commanding Officer, Attack Squadron 112
To: Chief of Naval Operations
Via: (1) Commander, Carrier Air Group ELEVEN
(2) Commander, Fleet Air San Diego
(3) Commander, Naval Air Force, Pacific Fleet
(4) Chief, Bureau of Aeronautics
(5) Commander, U.S. Naval Aviation Safety Center

Subj: VA-112 Aircraft Accident Report Ser 1-59

1. Forwarded. [redacted] (b) (5)

C. J. LEE

M. L. Johnson

M. L. JOHNSON
By direction

Copy to:
NAVAVSAFECEN DIRECT (2)
BUAER DIRECT
COMNAVAIRPAC
COMFAIRSDIEGO
BAR EL SEGUNDO
MCAAS YUMA
CVG-11
VA-113
VA-94
VA-126
VA-153
VA-112
VA-93
VA-125
VA-55
VA-56
VA-155

7

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 5-58) PAGE 1

SPECIAL HANDLING REQUIRED in accordance with Para. 65, OPNAV INSTRUCTION 3750.6C.

ORIGINAL

OPNAV FORM 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commander, Carrier Air Group ELEVEN
2. DATE OF ACCIDENT: 14 Oct 1959 — TIME (LST): 0910T
3. SERIAL NUMBER: 1-59
4. TO: Chief of Naval Operations
5. ENCLOSURES: (1) Pilot Statements; (2) Photographs; (3) Medical Officer's Report (Orig Only)
6. VIA: (1) COMFAIR SDIEGO; (2) COMNAVAIRPAC; (3) CHIEF, BUREAU OF AERONAUTICS; (4); (5); (6) (LAST) Commander, U.S. Naval Aviation Safety Center
7. REPORTING CUSTODIAN (if different than item 1. above): VA-112
8. ACTIVITY OPERATING A/C (if different than item 7.): same
9. KIND OF FLIGHT: 1A0
10. TIME OF DAY: [ ] DAWN [X] DAY [ ] DUSK [ ] NIGHT
11. LOCATION OF ACCIDENT: 7 mi. so. Holtville, Calif.
12. ELEVATION ABOVE SEA LEVEL: 0
13. PLACE OF LAST TAKE-OFF: MCAAS Yuma, Arizona
14. CLEARED: FROM MCAAS Yuma TO MCAAS Yuma
15. TYPE CLEARANCE: [ ] IFR [ ] VFR [ ] DVFR [X] LOCAL [ ] OPERATIONAL [ ] AIRWAYS [ ] DIRECT [ ] OTHER (Specify)
16. TIME IN FLIGHT: 00/55
17. TYPE ACCIDENT: FI (collision ground)
18. PHASE OF FLIGHT: Inflight

A/C

19. MODEL: A4D-1
20. SERIAL NO.: 139948
21. DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E [ ] F
22. DOLLAR COST: $730,000
23. AIRSPEED (Est.): 300
24. A/C WEIGHT: 11,800
25. LIST MODEL, SER. NR. REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved): None

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK RATE	FILE SERVICE NO.	DESIGNATOR	BRANCH OF SERVICE	3. AGE	4. YEARS OF EXP. DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident) LEE, C. J.	CDR	[redacted] (b) (6)	1310	USN	37	16½	Pilot	Cockpit	E
CO-PILOT									

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	8. OFT USED	9. CPT - COCKPIT PROCEDURES TRAINER AVAILABLE	9. CPT USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X	X	X	VA-112	[ ] STANDARD [X] SPECIAL
	NO						
CO-PILOT	YES						[ ] STANDARD [ ] SPECIAL
	NO						

PILOT EXPERIENCE IN HOURS

12. ITEM		PILOT	CO-PILOT
ALL MODELS		3749	
ALL MODELS IN LAST 12 MONTHS		232	
ALL MODELS IN LAST 3 MONTHS		86	
ALL SERIES THIS MODEL (item 19)	A/C	194	
	OFT / CPT	7	
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	194	
	OFT / CPT	7	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	86	
	OFT / CPT	1	

ITEM		PILOT	CO-PILOT
CV LANDINGS DAY/NIGHT		208/33	
FCLP LANDINGS DAY/NIGHT		303/83	
INSTRUMENT HOURS LAST 3 MONTHS		6	
NIGHT HOURS LAST 3 MONTHS		10	
TOTAL HELO. HOURS (Helo. AAR only)			
TOTAL JET HOURS (JET AAR only)		1500	
LAST FLIGHT, ALL SERIES THIS MODEL	DATE	12 OCT 59	
	DURATION	0.9	

OTHER PERS.

13. NAME (Last, first and middle initials)	DNA	RANK RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1.							
2.							
3.							
4.							
5.							

8

ORIGINAL

OPNAV PAGE 2 ORIGINAL

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

C. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
clear	15	NA	82°F	NA	33.2°F	29.92

7. OTHER WEATHER CONDITIONS (Winds aloft, icing levels, sea state, etc., if pertinent to accident)

None

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

E. DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following section on Pilot.)

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. A/C HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
DEC 1956	1	33	0	NA	492.9	Interm	5.1	12

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO.					
1	JAN 1955	J65 W4B	W610247	3	69.7	690.1	Interm	5.1	12
2								
3								
4								

3. GENERAL

a. DID FIRE OCCUR: [X] BEFORE ACCIDENT [ ] AFTER ACCIDENT [ ] DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? [ ] YES [X] NO

c. CHECK IF APPLICABLE: [ ] AMP FOR SERIAL

d. HAS DIR BEEN REQUESTED? [ ] YES [ ] NO

e. FAILED COMPONENTS INVOLVED

4. MAINT. AND ENG. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

(b) (5)

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIRSPEED	c. OPERATING TEMP.	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
15,000'	300 Kts.	Normal	11,800 lbs.	- - - - -	JP-4	Normal

h. EVIDENCE OF FUEL CONTAMINATION: NA

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: NA

j. FUEL CONTROL, REGULATOR/CARBURETOR (List check and set nos., give time since new or overhauled): NA

k. EXTERNAL STORES ABOARD A/C: Porcupine Bomb Pack

(If additional space is necessary, attach additional sheets)

9

2

ORIGINAL

AIRCRAFT ACCIDENT REPORT

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

SECTION B - FACILITIES DATA

1. GENERAL - √ BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

a.	CLEARANCE AUTHORITY	i.	WATER LANDING AREA	X	q. CRASH AND RESCUE
b.	FLIGHT PLANNING INFORMATION SOURCE	j.	APPROACH ZONE		r. SEARCH AND RESCUE
c.	LANDING AIDS (GCA, CCA, ILS, etc.)	k.	END ZONE (overrun)		s. CATAPULT
d.	TRAFFIC CONTROL TOWER (field or ship)	l.	SHOULDERS		t. ARRESTING GEAR (barrier)
e.	APPROACH AND ENROUTE AIDS TO NAVIGATION	m.	TAXIWAY		u. BARRIER OR BARRICADE (field or ship)
f.	RUNWAY WATCH	n.	PARKING AREA		v. FLIGHT DECK
g.	LANDING SIGNAL OFFICER	o.	EMERGENCY ARRESTING GEAR (Runway)		w. MIRROR
h.	RUNWAY	p.	A/C SERVICING, HANDLING AND DIRECTING (field or ship)		OTHER (Specify)

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR | b. PRESSURE SETTINGS | c. WIND OVER DECK | d. RELATIVE HEADWIND | e. APPROACH SPEED (IFN-12 READING)

f. MARK NUMBER | g. MODEL NUMBER | h. LOCATION ON SHIP | i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

2. SHIPS DATA

k. This portion shall be completed whenever (1) a major 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. Minor accidents or routine damage to cables, weldings and other expendable components need not be reported.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUN-OUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)

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1cc. BUAER DIRECT
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COMFAIR SDIEGO
FAR EL SEGUNDO
MCAAS YUMA
VA-113, VA-93
VA-94, VA-125
VA-126, VA-55, VA-56
VA-153, VA-155
VA-112

COST DAMAGE TO: GOVERNMENT PROPERTY $ none | PRIVATE PROPERTY Undetermined | DATE SUBMITTED TO C.O. 29 OCT 59

(b) (6)

V THE ACCIDENT

1. On 14 October 1959 at 0830 CDR C. J. LEE in NH 212 (A4D-1), BUNO 139948 and three A4D-2 aircraft departed MCAAS Yuma on a weapons training flight to target 103, adjacent to ALF El Centro. The flight was briefed to perform one high dive maneuver from 23,000' and then to descend to a pattern altitude of 4,000' to commence over-the shoulder deliveries. At the completion of the fifth maneuver NH 212 departed the pattern as briefed (b) (5) [redacted] (b) (5) [redacted] As soon as the aircraft wings were level and power reduced to 85%, the pilot removed his mask and selected ram air. Number two aircraft, NH 202, was completing its final LABS maneuver and heading south toward Plaster City to be joined by 212 as briefed.

2. [redacted] the pilot immediately reported the control difficulty to his wingman who was below NH 212. [redacted] on pulling up abeam NH 212 on the port side, the tail hook was seen in the down position but fire was not present on the port fuselage. Meanwhile the pilot had pulled the power control boost disconnect without any resulting elevator control; attitude being controlled by the trim tab. Almost immediately NH 202 crossed to the starboard wing of NH 212 and reported that NH 212 was on fire. An area of the starboard fuselage just forward of the hinge points of the speed brake approximately two feet long and up two feet on the side of the fuselage was on fire. [redacted] the aircraft turned toward the desert South of Holtville, California. (b) (5) [redacted] the pilot ejected normally at 10,000' with airspeed between 200-210 knots and landed in a plowed field approximately nine miles south of Holtville. The aircraft dived into an alfalfa field in a near vertical attitude and was completely demolished.

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"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH SECNAV, TO OP OPNAVINST 3750.6D."

ORIGINAL

VI DAMAGE TO AIRCRAFT

The aircraft fell from 10,000' after pilot ejection and struck the ground in a near vertical attitude resulting in complete destruction. Sections of the wing panel were located adjacent to the perimeter of a hole 25' in diameter and 20' deep and small parts of the aircraft were located in the general area of impact with the fuselage and engine being carried past a depth of 40' as a result of impact.

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 7D OF OPNAVINST 3750.6D."

VII THE INVESTIGATION

1. A4D-1 BUNO 139948 was accepted by the Navy on 19 December 1956 and by VA-112 on 21 July 1959. Investigation of the aircraft log books, check sheets and yellow sheets disclosed the following statistics:

Totallhours on the Aircraft	492.9
Interim Rework	5 September 1958
Hours since rework	178.8
Last Check (3rd Intermediate)	4 October 1959
Hours since last check	5.1
Total hours on the engine	690.1
Engine model	J65-W4B
Serial number	W610247
Overhauls	3
Hours since last overhaul	69.7
Carrier Landings	73
Field Landings	556
LABS maneuvers on airframe	62
LABS maneuvers on engine	57

The aircraft service change on the essential list not incorporated was 110. A check of the yellow sheets indicated a fuel leak in the starboard wing root which was reported two flights previous to the accident. This leak was repaired before the next flight and did not recur. The location of this leak was 12 inches aft of the most intense fire damage.

(b) (5)

ORIGINAL

(b) (5)

ORIGINAL

[illegible] MODIFIED IN ACCORDANCE
[illegible] OF DIRECTIVE 3750.6D."

(b) (5)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."

ORIGINAL

IX COMMENTS AND RECOMMENDATIONS

(b) (5)

[redacted]

16

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3650.6D."

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
NORFOLK 11 VIRGINIA

NASC/63/rjb
Ser: 1479
24 November 1959

From: Commander, U. S. Naval Aviation Safety Center
To: Chief, Bureau of Aeronautics

Subj: NASC Investigation Report 54-59 concerning the crash of A4D-1, BUNO 139948, on 14 October 1959

1. The Naval Aviation Safety Center conducted an investigation of the subject accident which occurred approximately 5 miles south southeast of Holtville, California.

2. The investigation revealed the following:

a. A4D-1, BUNO 139948, attached to VA-112 and piloted by CDR Clyde J. LEE, (b) (6) 1310, USN, crashed at 0910, 14 October 1959 while engaged on a training flight.

b. The pilot successfully ejected, with all emergency equipment functioning normally, except during the ejection, CDR LEE's toes struck the windscreen bow. The blow was severe enough to cut through the leather on the flight boots of the pilot. No injury was sustained because CDR LEE was wearing high top safety boots which he had personally procured. [redacted] (b) (5) [redacted]

c. CDR LEE piloting A4D-1, BUNO 139948, took off at approximately 0830 on 14 October 1959 from MCAS Yuma, Arizona to conduct a weapons training flight. Takeoff and climb to target area were normal. The pilot completed one high altitude run-in and five LAB maneuvers. Upon recovery from the fifth LAB maneuver, (b) (5) [redacted] (b) (5) [redacted] At this time, his wingman was commencing his pull-up from his last run. CDR LEE continued his pull-up making a rendezvous turn to join up the flight. [redacted] (b) (5) [redacted] He called his flight and told them he was having control difficulties and by use of elevator trim leveled the aircraft and pulled his power control disconnect. [redacted] (b) (5) [redacted] CDR LEE then secured the engine and after descending to approximately 10,000', ejected from the aircraft. [redacted] (b) (5) [redacted] The aircraft struck the ground in an irrigated area making a crater approximately fifteen feet deep.

d. The engine was not recovered due to cave-ins during the excavation to recover the wreckage. The greater majority of the airplane was recovered and examination disclosed that the first portion of in-flight burning occurred just aft of the vapor seal on the port side. This burning was severe enough to cause melting of stringers and ribs and deformation of fuselage skin. No fire evidence could be found forward of the vapor seal.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6D

17

(b) (5)

[redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6D"

18

(b) (5)

W.O. BURCH

Copy to:
CNO (OP-05F) (5 copies)
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"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6D"

19

AIRCRAFT ACCIDENT
PILOT - CDR C. J. LEE
AIRCRAFT - A4D-1 BUNO 139948

ORIGINAL

PILOT'S STATEMENT

Pilot's statement concerning aircraft accident occurring 0910 14 OCT 1959.
A4D-1, BUNO 139948, 5 mi SSE of Holtville, California, 0910 Tango.

(b) (5)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 2D OF OPNAVINST 3750.6D"

ENCLOSURE (1)

20

ORIGINAL

(b) (5)

[redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D"

ENCLOSURE (1)

ORIGINAL

(b) (5)

[redacted]

C. J. Lee

C. J. LEE

Designated Naval Aviator for 16 years and 5 months with 1500 jet hours and a total of 3749 hours.

22

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D"

ENCLOSURE (1)

AIRCRAFT ACCIDENT
PILOT - CDR C. J. LEE
AIRCRAFT BUNO 139948, A4D-1

Statement of Witness

Statement of LTJG Brooks L. AMBOS, Jr., (b) (6) /1310, USN, pilot of NH 202

(b) (5)

[redacted]

B. L. AMBOS, Jr.

Designated Naval Aviator for 1 year and 2 months with 241 jet hours and a total of 478 hours.

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D"

ENCLOSURE (1)

AIRCRAFT ACCIDENT
PILOT - CDR C. J. LEE
AIRCRAFT A4D-1 BUNO 139948

Statement of Witness

Statement of LTJG William C. SMITH, (b) (6) 1315, USNR, pilot of NH 204

(b) (5)

W. C. SMITH

Designated Naval Aviator for three (3) years and 4 months with 800 jet hours and a total of 1047 hours.

Certified by

(b) (6)

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."

ENCLOSURE (1)

AIRCRAFT ACCIDENT
PILOT - CDR C. J. LEE
AIRCRAFT A4D-1 BUNO 139948

Statement of Witness

Statement of LTJG James M. WALTHERS, [redacted]/1315, USNR, pilot of NH 295

[redacted]

J. M. WALTHERS

Designated Naval Aviator for 2 years and 6 months with 631 jet hours and a total of 1010 hours.

Certified by

[redacted]

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."

ENCLOSURE (1)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 1
OPNAV FORM 3750-8 (Rev. 5-58)
See OPNAVINST. 3750.6C for instructions - SPECIAL HANDLING REQUIRED
OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity) VA-112, NAS Miramar, California	2. MOR NUMBER 1-59
3. REPORT FILED BY (Name and Signature of Medical Officer) R.R. Schellinger, LT MC USNR — DATE	4. REPORTED (Name and Signature of Appointing Authority) R.L. Cormier, CDR USN — DATE
5. TYPE OF MISHAP: [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	6. TIME AND ZONE 0810U
7. DATE 14 Oct 1959	8. GEOGRAPHICAL LOCATION 7 miles south Holtville, Calif.
9. MODEL A/C A4D-1	10. BUNO 139948
11. NO. OF OCCUPANTS One	12. TYPE ACCDT. F-1
13. DAMAGE CODE Alpha	14. UNIT OPERATING A/C VA-112

15. INDIVIDUALS INVOLVED - USE ADDITIONAL SHEETS IF REQUIRED. NAME (Last, first and middle initials)	16. UNIT TO WHICH ATTACHED	17. RANK, RATE	18. FILE/SERV. NO. DESIGNATOR	19. BILLET	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
IN CONTROL OF A/C a. LEE, Clyde J.	VA-112	CDR	(b) (6) 1310	Pilot	USN	D	E
b.							
c.							
d.							

23. CLARIFICATION OF ITEMS 15-22 WHEN NECESSARY

24. MODEL - OTHER A/C IF INVOLVED	25. BUNO	26. NO. OF OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. REPORT NO.

30. DETAILED NARRATIVE ACCOUNT OF ACCIDENT (Use additional 8 X 10½ plain sheets if required)

On 14 October 1959 at 0730U CDR C.J. LEE departed MCAAS Yuma in A4D-1 aircraft NH 212, BUNO 139948, in company with three A4D-2 aircraft on a weapons training flight to target 103, adjacent to ALF El Centro. The flight was briefed to perform one high dive maneuver from 23,000 feet and then to descend to a pattern altitude of 4,000 feet to commence over-the-shoulder deliveries. At the completion of his fifth maneuver, CDR LEE in NH 212 departed the pattern as briefed [redacted] (b) (5) Number 2 aircraft, NH 202, piloted by LTJG B.L. AMBOS, Jr., was completing its final LABS maneuver and heading south toward Plaster City to be joined by NH 212 as briefed.

While CDR LEE was closing on NH 202 to effect the rendezvous [redacted] (b) (5) The pilot immediately reported the control difficulty to his wingman who at that point was below NH 212. The pilot of NH 202 looked up and saw [redacted] (b) (5) Meanwhile CDR LEE had pulled the power boost control disconnect without any resulting elevator control, attitude being controlled by the trim tab.

Almost immediately NH 202 crossed to the starboard wing of NH 212 and reported that NH 212 was on fire.

(Continued on addendum)

SECTION B - MEDICAL OFFICER'S QUESTIONNAIRE

YES	NO	DID THE FLIGHT SURGEON:	(If "NO" state reason in space below.)
X	X	1. VISIT THE SCENE OF THE MISHAP?	
X	X	2. PARTICIPATE FULLY IN THE FIELD INVESTIGATION?	
X		3. PARTICIPATE FULLY IN THE DELIBERATIONS OF THE A/C ACCIDENT BOARD?	

GIVE APPROXIMATE NUMBER OF HOURS SPENT BY THE FLIGHT SURGEON:	4. IN FIELD INVESTIGATION	5. IN BOARD DELIBERATIONS	6. IN PREPARATION OF THIS REPORT
	2	1	8

7. REPORT PREPARATION CHECK LIST
[X] ALL PARTS OF FORM COMPLETED [X] SURVIVORS' NARRATIVES [X] PHOTOS [X] CONCLUSIONS AND RECOMMENDATIONS [X] REQUIRED COPIES FURNISHED

★ U. S. GOVERNMENT PRINTING OFFICE: 1959—[illegible]

Special handling required in accordance with Para. 65, OPNAV INST. 3750.6D.

Addendum to Narrative Account of Accident, Page 1:

(b) (5)

[redacted] He then turned the aircraft toward the desert south of Holtville, California, and secured the engine.

(b) (5) [redacted] CDR LEE ejected from the aircraft at an altitude of 10,000 feet with 200-210 Kts IAS. He separated (b) (5) from the seat and the parachute deployed automatically (b) (5) [redacted] The pilot retained all personal equipment and his descent to earth was uneventful aside from occasional oscillations of the parachute. He landed in a plowed field next to an irrigation ditch, striking his left ankle on a plowed furrow, sustaining (b) (6) (b) (6) [redacted], his only injury. It was later noted that there were cuts in the leather over the steel-tipped toes of the pilot's Douglas flight boots, [redacted] (b) (5) [redacted] (see photo enclosure).

He was greeted by a local farmer, who had observed the parachute descent, and whose telephone-equipped pickup truck was waiting conveniently near by. After a telephone report of his condition to El Centro, the pilot proceeded by truck to the crash site. He was picked up 15 minutes later by an Air Force helicopter attached to the parachute unit at El Centro, the only rescue helicopter available in the area at the time.

The aircraft dived into an alfalfa field in a near vertical attitude and was completely demolished.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PART 2
OPNAV FORM 3750-6A (Rev. 5-58)

OPNAV REPORT 3750-7

SECTION C - PHYSIOLOGICAL, HUMAN ENGINEERING, DESIGN, SOCIO-PSYCHOLOGICAL, AND TRAINING FACTORS WHICH CONTRIBUTED IN SOME DEGREE TO THIS A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT

NAME OF INDIVIDUAL (Last, first, middle)	MODEL A/C
LTJG, Clyde Jameson	A4D-1

Check E-Established, S-Suspected, or P-Present for each factor selected. Additional 8X10½ plain sheets will be used for the supporting account of items checked below. Identify each statement with the factor and section identification (e.g., C1, C2, etc.). Attach all sheets pertaining to these factors to this form upon completion.

E	S	P	✓ FACTORS	E	S	P	✓ FACTORS

(b) (5)

SECTION D - AIR CREW DATA (fill in where applicable)

1. Flight time past 30 days	40	7. Total time in model	194
2. Flight time last 24 hours	0.9	8. Number of days grounded last month, give reason	None
3. Number of flights in last 24 hours	one		
4. Time at controls this flight	0.9	9. Number of and dates of previous accidents	
5. Number of hours duty last 24 hours	10	VC-3 November 1953	
6. Total flight time	7740		

SECTION E - CONTRIBUTING FACTORS AND THEIR ANALYSES (As condensed from Part I, Sect. D and Part VIII of the AAR)

NOTE: Fill in this section only on that set of forms prepared for FIRST individual listed in Section A, i.e. 15(a). Attach additional sheets as necessary.

(b) (5)

Special handling required in accordance with Para. 65, OPNAV INST. 3750.6D.

Addendum to Section C, page 2:

(b) (5) [redacted]

MEDICAL OFFICER'S REPORT OF A/C [illegible]IDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 3
OPNAV FORM 3750-6B (5-58)

OPNAV REPORT 3750-7

SECTION F - SAFETY, PERSONAL, AND SURVIVAL EQUIPMENT

Prepare a narrative account of damaged or failed items. Identify each item discussed (e.g., F1, F2, etc.)

NAME OF INDIVIDUAL (Last, first, middle): LEE, Clyde Jameson

MODEL A/C: A4B-1

GENERAL DESCRIPTION OF EQUIPMENT	AVAILABLE YES	AVAILABLE NO	SPECIFIC MODEL OR TYPE	UTILIZED YES	UTILIZED NO	FAILED YES	FAILED NO	DESCRIPTION OF DAMAGE TO EQUIPMENT
1. Shoulder harness	X		NB-5	X			X	
2. Lap belt	X		NB-5	X			X	
3. Inertia reel	X		S5446308-507	X			X	
4. G-Suit	X		Z-3	X			X	
5. Pressure suit-full or partial		X						Pressure suits are not available to this squadron.
6. Exposure suit	X		Mark-4		X			
7. Flight suit (Other than above)	X		Orange, summer	X			X	
8. Helmet	X		Navy APH-5	X			X	
9. Goggles/Eyeshield	X		APH-5 integrated	X			X	
10. Shoes	X		Douglas flight boots	X			X	
11. Gloves	X		Summer	X			X	
12. Life vest	X		MK-3C		X			
13. Life raft	X		PK-2		X			
14. OTHER:								
15. SIGNAL DEVICE - Flare (Night)	X		Mark 13, Mod.0		X			
16. - Flare (Day)	X		Mark 13, Mod.0		X			
17. - Dye marker	X		Sea dye marker, M-2		X			
18. - Radio		X						
19. - Flashlight	X		Penlite		X			
20. - Mirror	X		PK-2		X			
21. OTHER: Whistle	X		PK-2		X			
22. SURVIVAL GEAR - Knife	X		Sheath		X			
23. - First aid kit	X		PSK-2		X			
24. - Shelter	X		Poncho		X			
25. - Food	X		PK-2		X			
26. OTHER: Compass	X		PK-2		X			
27. RESCUE - Vehicle	X		Rescue helicopter	X			X	
28. - Sling, Net, Stretcher								
29. OTHER:								

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE

OXYGEN EQUIPMENT

1. MASK - MODEL OR TYPE: A-13A
2. MODIFICATIONS, IF ANY: Hardman suspension
3. REGULATOR - MODEL OR TYPE: Firewall 1732-3
4. MODIFICATIONS, IF ANY: None
5. PREFLIGHTED BY USER? [X] YES [ ] NO
6. IF NO, WHY NOT:
7. LIST DISCREPANCIES NOTED BY PREFLIGHT CHECK: None
8. OXYGEN SUPPLY: PRIOR TO FLIGHT 5 LITERS (Liquid) ____ P.S.I. (Gas); TIME OF ACCIDENT 5 LITERS (Liquid) ____ P.S.I. (Gas)
9. WAS OXYGEN IN USE AT TIME OF ACCDT. [ ] YES [X] NO
10. IF YES, WAS SELECTOR SETTING [ ] 100% [ ] NORMAL
11. WAS ALL OXYGEN EQUIPMENT NECESSARY FOR THIS FLIGHT AVAILABLE? IF NO, LIST ITEMS AND REASON WHY. [X] YES [ ] NO
12. WAS OXYGEN MASK REMOVED AT ANY TIME IN FLIGHT? IF YES, GIVE DURATION AND REASON. [ ] NO [X] YES (b) (5) [redacted]

RELEASE DEVICES

13. TYPE CHUTE RELEASE DEVICE: Bucket jet
14. TYPE HARNESS RELEASE DEVICE: Manual
15. WHEN WERE RELEASE DEVICES ACTIVATED? When parachute reached the ground.
16. WERE DIFFICULTIES ENCOUNTERED WITH RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
17. WERE DIFFICULTIES ENCOUNTERED AFTER ACTIVATING RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
18. WHO LIFE VEST INFLATED PRIOR TO ACTIVATING RELEASE DEVICES? IF YES, WHAT DIFFICULTIES DID THIS PRODUCE? [ ] YES [X] NO

(Continued on OPNAV FORM 3750-6C)

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, GROUND ACCIDENT - PAGE 2
OPNAV FORM 3750-8C (5-58)

OPNAV REPORT 3750-7

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE (Continued)

NAME OF INDIVIDUAL (Last, first, middle): LEE, Clyde Emerson

MODEL A/C: A4D-1

RESTRAINT HARNESS

19. INTEGRATED HARNESS SYSTEM, MODEL/TYPE: MB-5

20. INTEGRATED? [X] FULL [ ] PARTIAL

21. MODIFICATIONS, IF ANY STATE REASON: None

22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [ ] NO [X] YES

23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY: [ ] WEARER [ ] FLIGHT SURGEON [ ] PARACHUTE RIGGER [X] AVIATION EQUIPMENT OFFICER [ ] OTHER

24. IF SHOULDER HARNESS WAS USED, WAS IT: [X] LOCKED [ ] UNLOCKED [X] TIGHT [ ] SLACK [ ] OTHER CONDITION

HELMET

25. TYPE HELMET: Navy AHS-5

26. LIST PRESCRIBED MODIFICATIONS: Hardman fittings, nape strap.

27. OTHER MODIFICATIONS AND REASON FOR THEM: None

28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON: [X] YES [ ] NO

29. HELMET FITTING WAS CONDUCTED BY: [ ] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

PARACHUTE

30. TYPE CHUTE: MB-5

31. LAST PACKING DATE: 6 October '59

32. MODEL/TYPE BAILOUT OXYGEN: Horseshoe bailout bottle 552298

33. AUTOMATIC RIPCORD, IF INSTALLED (Model and type): [ ] NONE 1000 C

34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY? [X] NO

35. WAS RIPCORD ACTIVATION: [ ] MANUAL [X] AUTOMATIC?

36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED

37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON: [X] YES [ ] NO

38. ALTITUDE THAT CHUTE OPENED: 10,000 FEET

39. OPENING SHOCK WAS: [ ] SLIGHT [X] MODERATE [ ] SEVERE

40. BODY ATTITUDE AT OPENING: Horizontal Possibly tumbling slightly

41. CONDITION OF CHUTE AFTER OPENING: Intact

42. CHUTE OSCILLATION PRESENT: [ ] NONE [X] SLIGHT [ ] MODERATE [ ] SEVERE

43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED? Not stopped

44. WEATHER CONDITIONS DURING DESCENT (List in sequence): Clear, slight wind

45. TOPOGRAPHY OF LANDING SITE: Flat-sandy soil

46. WAS BAILOUT OXYGEN CONNECTED? [X] BEFORE EXIT [ ] AFTER EXIT [ ] NO [ ] N.A.

47. WAS BAILOUT OXYGEN USED? IF NOT, WHY: [ ] YES [X] NO Mask loosened for better visibility.

48. WHEN WAS IT ACTIVATED? [ ] BEFORE EXIT [ ] AFTER EXIT

49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY

50. WAS CHUTE HARNESS: [X] TIGHT [ ] SNUG [ ] LOOSE

51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY? [ ] NO [ ] YES [X] NOT ATTEMPTED

52. SEAT CUSHION IF PROVIDED (Model/Type): [ ] NONE A4D-1 seat pan

53. WAS PARARAFT LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY? [ ] NO [X] YES

54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL: [ ] NONE Routine training film, lectures, one previous ejection.

55. IF ATTEMPT WAS MADE TO RELEASE PARARAFT DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY? [ ] YES [ ] NO

56. IF NO, GIVE REASON

OTHER

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [X] YES [ ] NO

58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON: [X] YES [ ] NO

59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED: None

60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS: [X] NO [ ] YES

61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD: [X] NO [ ] YES

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 5
OPNAV FORM 3750-80 (Rev. 5-58)

OPNAV REPORT 3750-7

SECTION H - EMERGENCY EXIT FROM A/C AND SURVIVAL FACTORS

NAME OF INDIVIDUAL (Last, first, middle): LEE, Clyde Jameson

MODEL A/C: A4D-1

S	E	S-SUSPECTED, E-ESTABLISHED	REMARKS
		1. EJECTION - Attempted	
	X	2. - Accomplished	
		3. - Through canopy	

YES	NO	EJECTION DIFICULTIES ENCOUNTERED	IF YES, EXPLAIN DIFFICULTIES
	X	4. - Prior to	
	X	5. - During	
	X	6. - Subsequent to	
		7. Give type and model of seat used	Cartridge type; Seat Installation No. 542557
		8. BAILOUT - Attempted	
		- Accomplished	

9. ALTITUDE AT TIME OF EXIT (feet): ABOVE SEA LEVEL 10,000 ABOVE TOPOGRAPHY 10,000

10. ATTITUDE OR MANEUVER OF A/C AT EXIT OR IMPACT: Level flight

11. AIRSPEED: 210 Kts IAS

12. COLLISION OF A/C WITH: [X] GROUND [ ] WATER

13. CONTROLLED? [ ] YES [X] NO [ ] UNKNOWN

14. POWER: [ ] ON [X] OFF

15. WHEELS: [X] UP [ ] DOWN

16. FLAPS: [ ] FULL [X] UP [ ] PARTIAL

17. CANOPY POSITION AT EXIT OR IMPACT: [ ] OPEN [ ] CLOSED [X] JETTISONED

18. SEA STATE:

19. AIR TEMP. °F

20. WATER TEMP. 79 °F

21. A/C FLOATED SEC.

22. TIME IN WATER

23. TIME IN RAFT

BAIL OUT OR COLLISION WITH WATER OR GROUND

24. EXIT USED

25. IS THIS THE RECOMMENDED EXIT? IF NO STATE REASON FOR CHOICE. [ ] YES [ ] NO

26. DIFFICULTIES WITH THIS EXIT WERE: [ ] IN REACHING [ ] IN OPENING [ ] IN EXITING

27. STATE NATURE OF DIFFICULTY

28. BODY POSITION DURING EXIT

29. LIST OTHER FACTORS NOT INDICATED ABOVE WHICH AFFECTED EXIT FROM A/C

SURVIVAL FACTORS: Check factors below which are appropriate for this accident. Prepare a detailed narrative account of the factors checked below and attach to this form. Identify each item discussed by item number (e.g., H30, H31, etc.)

COMMUNICATIONS:		MAINTAINING BODY TEMPERATURE:	
	30. Communicated position prior to mishap		50. Items used as shelter
X	31. Witnesses at scene		51. Items used as clothing
	32. Electronic signal devices		52. Fire
	33. Visual signal devices		53. OTHER:
	34. Auditory signal devices	ENVIRONMENTAL HAZARDS:	
	35. OTHER:		54. Exposure to natural forces
TRAVEL:			55. Exposure to dangerous animals and plants
	36. LAND		56. Unfriendly native population
	37. WATER		57. OTHER:
SHELTER:		MORALE:	
	38. Life raft		58. Isolation
	39. Parachute		59. Psychological shock
	40. A/C structure		60. Lack of motivation to survive
	41. Natural shelter		61. Boredom
	42. Man-made shelter		62. Rationing, activities, and group coordination
	43. OTHER:		63. OTHER:
WATER SOURCE:		FOOD SOURCE:	
	44. Desalter kit, converter or solar still		64. Prepared survival rations
	45. Rain, dew, snow, ice, etc.		65. Animals/plants
	46. Processed beverages		66. OTHER:
	47. Canteen, thermos, water breaker, etc.	SURVIVAL TRAINING RECEIVED PRIOR TO MISHAP	
	48. Stream, ponds, wells, etc.	X	67. Standard Airfam survival course.
	49. OTHER:		

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Special handling required in accordance with Para. 65, OPNAV INST. 3750.6D.

Addendum to Section H, Page 5:

Item H31: A local farmer driving a telephone-equipped truck observed the pilot's parachute descent. The pilot was therefore able to make a prompt telephone report of his condition to NAAS El Centro.

MEDICAL OFFICER'S REPORT OF A/C A[illegible]ENT, INCIDENT, OR GROUND ACCIDENT - P[illegible] 8

OPNAV FORM 5500-8K (Rev. 5-58) OPNAV REPORT 3750-7

SECTION I - PATHOLOGICAL FACTORS (Use A to denote ANTE MORTEM; P for POST MORTEM, when known and applicable.)

1. NAME OF INDIVIDUAL (Last, first, middle): LEE, Clyde Jameson

MODEL A/C: A/D-1

2. AGE: 27

3. HEIGHT: (b) (6) INCHES

4. WEIGHT: (b) (6)

5. LOCATION AND DIRECTION FACING AT TIME OF ACCIDENT: In pilot's seat, facing forward.

6. INJURY CODE: D

7. UNCONSCIOUSNESS: ☐ SHORT DURATION LITTLE SIGNIFICANCE ☒ OTHER (give time): None

8. INTERNAL INJURIES (Non-fatal cases): None

HEAD INJURIES

9. CEREBRAL CONCUSSION: ☐ MINOR ☐ SERIOUS ☐ CRITICAL ☐ FATAL

10. FACIAL INJURIES (n.e.c.): None

11. INTRA-ORAL INJURIES: None

12. MINOR EYE INJURIES: ☐ RIGHT ☐ LEFT

13. MAJOR EYE INJURIES: ☐ RIGHT ☐ LEFT

14. TYPE OF FRACTURE

	SKULL		VERTEBRAE (Specify No.)					SHOULDER GIRDLE	RIBS	PELVIS	UPPER ARM		LOWER ARM		HAND		UPPER LEG		LOWER LEG		FOOT	
	CRAN.	FACIAL	CERV.	THOR.	LUMBAR	SACRAL	COCCYX				R	L	R	L	R	L	R	L	R	L	R	L
SIMPLE																						
COMPOUND																						
COMMINUTED																						
DIS-LOCATION		JAW									SHOULDER		ELBOW		WRIST		HIP		KNEE		ANKLE	
															HAND						FOOT	

15. AMPUTATIONS/AVULSIONS (State Parts): None

16. LIST PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION: (b) (6) [redacted]

17. SOFT TISSUE INJURIES

		LACERATIONS			CONTUSION/SPRAIN/STRAIN			ABRASIONS		
		MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE
HEAD (n.e.c.)	VENTRAL									
	DORSAL									
NECK										
THORAX	VENTRAL									
	DORSAL									
ABDOMEN	VENTRAL									
	DORSAL									
EXTREMITIES	UPPER									
	LOWER									

[redacted] (b) (6)

18. ☐ DROWNED

19. ☐ ASPHYXIATED

20. SHOCK: ☐ MILD ☐ MODERATE ☐ SEVERE

21. EXPOSURE: ☐ MILD ☐ MODERATE ☐ SEVERE

22. ☐ BURNS ☐ FROST BITE

DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD

AREA	HEAD (ventral	Dorsal)	TRUNK (ventral	Dorsal)	ARMS	LEGS

23. EXTENT OF CARBONIZATION: ☐ NONE ☐ COMPLETE

ARE TISSUE SPECIMENS OBTAINABLE? ☐ YES ☐ NO

NOTE: Attach a detailed narrative account of injuries, cause, structures causing injury, magnitudes of force, and include whether ANTE- OR POST-MORTEM if determined. It is necessary to give as clear a picture of injury cause and sequence as possible.

24. ADMITTED TO SICK LIST? IF YES, GIVE DIAGNOSIS: ☐ YES ☒ NO

25. DIAGNOSIS NO. (NAVMED P-1294)

26. ESTIMATED STAY ON SICK LIST: DAYS

27. GROUNDED? IF YES GIVE REASON: ☐ YES ☒ NO

28. ESTIMATED DURATION: DAYS

29. PRIMARY CAUSE OF DEATH (Use Basic Diagnostic Nomenclature, NAVMED P-1294) NO. _____

30. SECONDARY CAUSE OF DEATH NO. _____

31. AUTOPSY PERFORMED? ☐ YES ☐ NO

32. PROTOCOL: ☐ ATTACHED ☐ WILL BE FORWARDED

33. AUTOPSY CONDUCTED BY: ☐ PATHOLOGIST ☐ FLIGHT SURGEON

IF FLIGHT SURGEON DOES AUTOPSY USE "AUTOPSY GUIDE FOR A/C ACCIDENT FATALITIES", AFIP-1957.

34.

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
BLOOD: 1			TISSUE: (CNS)		
2			- MUSCLE		
3			- VISCERA		
URINE			OTHER:		
G-3 CONTENTS					

35. IF BLOOD ALCOHOL LIGHT OR OTHER SPECIALIZED INVESTIGATIVE PROCEDURES WERE USED AT THE MISHAP SITE OR AUTOPSY, LIST THEM IN THIS SPACE. FOR EACH ENTRY IN THIS SPACE A NARRATIVE ACCOUNT OF THEIR RESULTS AND INTERPRETATION WILL BE ATTACHED.

Special handling required in accordance with Para. 65, OPNAV INST. 3750.6D.

CONCLUSIONS:

(b) (5)

Special handling required in accordance with
Para. 65, OPNAV INST. 3750.6D

RECOMMENDATIONS:

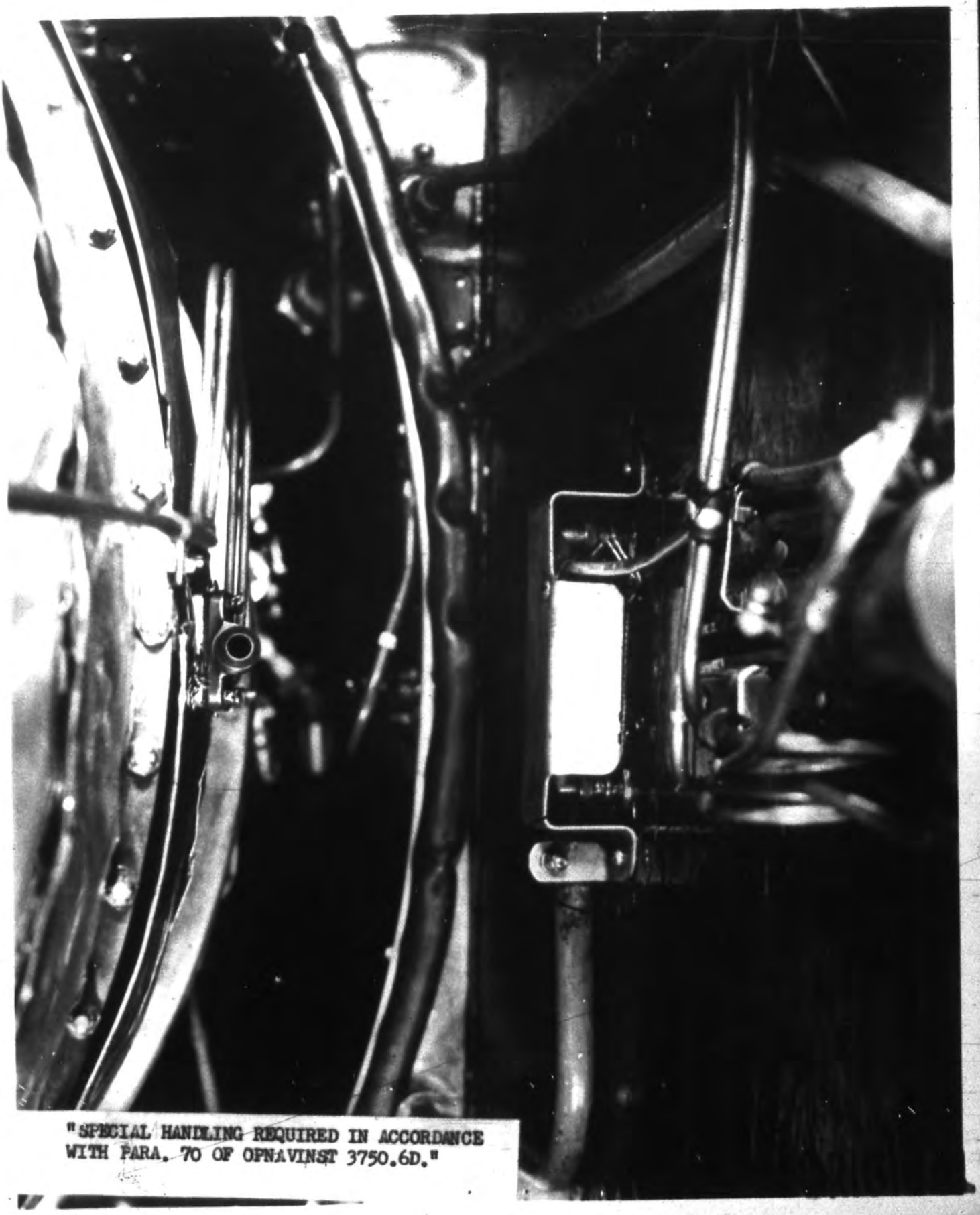
(b) (5)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."

"SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARA. 70 OF OPNAVINST 3750.6D."

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."



"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70 OF OPNAVINST 3750.6D."