AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev 5-59) PAGE 1

SPECIAL HANDLING REQUIRED in accordance with Par 7(b) OPNAV INSTRUCTION 3750-1

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A. IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commander Fleet Air Alameda
2. DATE OF ACCIDENT: 8 July 1959 — TIME (LT): 0830T — 3. SERIAL NUMBER: 1-59
4. TO: Chief of Naval Operations
5. ENCLOSURES (1) Witness Statement (2)
   (2) Aerology Report
   (3) Rescue Report
   (4) Maintenance Officer's Statement
   (5) GCI Site Transcript
   (6) Flight Clearance (2)
   (7) Wreckage Diagram (2)
   (8) Photographs (6)
   (9) Medical Officer's Report (Orig. only
6. VIA (1) ATTACK SQUADRON ONE FIVE FIVE
   (2) COMCVG FIFTEEN
   (3) USS HANCOCK (CVA-19)
   (4) COMNAVAIRPAC
   (5) BUAER
   (6)
   (LAST) Commander, U.S. Naval Aviation Safety Center
7. REPORTING CUSTODIAN (if different than item 1, above): ATTACK SQUADRON ONE FIVE FIVE
8. LOCATION OF ACCIDENT: 20 NM NE of George AFB, Calif.
9. KIND OF FLIGHT: 1A0
10. TIME OF DAY: [ ] DAWN [X] DAY [ ] DUSK [ ] NIGHT
11. LOCATION OF ACCIDENT: 35-42N 117-04.5W
12. ELEVATION ABOVE SEA LEVEL: 3670
13. PLACE OF LAST TAKE OFF: USS HANCOCK (CVA-19)
14. CLEARED: FROM USS HANCOCK TO USS HANCOCK
15. TYPE CLEARANCE: [ ] IFR [ ] VFR [X] DMR [ ] LOCAL [X] OPERATIONAL [ ] AIRWAYS [X] DIRECT [ ] OTHER (Specify)
16. TIME IN FLIGHT: 1 + 00
17. TYPE ACCIDENT: G-1 (Engine failure, ejection)
18. PHASE OF FLIGHT: #4 In flight

A/C

19. MODEL: AJD-2
20. SERIAL NO: 142817
21. DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E [ ] F
22. DOLLAR COST: $484,000
23. AIRSPEED (KIAS): approx 150
24. A/C WEIGHT: 17,600
25. LIST MODEL, SER NO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved): NONE

1. NAME (Last, first and middle initials)	2. RANK RATE	3. FILE SER NO	4. BUREAU NO	5. ORGANIZATION SERVICE	6. AGE	7. YRS TO ACT DATE	8. BILLET	9. POSITION	10. BILLET CODE
PILOT (at controls at time of accident) JORDAN, DeForest Q.	CDR	(b) (6)	1310	USN	(b) (6)	16	PILOT	CKPIT	A
CO-PILOT									

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

SECTION B. PERSONNEL DATA

12. ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		3556		CV LANDINGS DAY/NIGHT	240/40	
ALL MODELS IN LAST 12 MONTHS		180.5		FLCP LANDINGS DAY/NIGHT Records of AAD only	63/61	
ALL MODELS IN LAST 3 MONTHS		39.2		INSTRUMENT HOURS LAST 3 MONTHS	5.0	
ALL SERIES THIS MODEL (see 20)	A/C	177.4		NIGHT HOURS LAST 3 MONTHS	4.9	
	SIT / CPT	4.0				
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	177.4		TOTAL HELO. HRS. (Note AAR Only)		
	SIT / CPT	4.0		TOTAL JET HOURS (Inc AAR Only)	274.4	
ALL MODELS THIS PERIOD LAST 3 MONTHS	A/C	39.2		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	7/7/59	
	SIT / CPT	4.0		HOURS	3.5	

13. NAME (Give Reserve status if applicable) — RANK — RATE — FILE SERVICE NO — UNIT TO WHICH ATTACHED — BILLET CODE — BILLET DESC
1.
2.
3.
4.
5.
6.
7.

8

OPNAV FORM 3750-1 (Rev. 5-58)
PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
UNL	20	215/10 M	72°F		33°F	30.08

7. OTHER WEATHER CONDITIONS (clouds, ceiling, wind levels, sea state, etc. if pertinent to accident)

X	FACTOR	X	FACTOR

(b) (5)

[redacted]

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

	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
1. A/C DATA	7/30/58	1	11	0		314.5	2nd Major	17.1	60
		ENGINE MODEL	ENGINE SERIAL NO.						
2. ENGINE DATA 1	5/10/55	J65-W6	N610512	3	142.8	430	1st Major	17.1	60
2									
3									
4									

3. DID FIRE OCCUR: ☐ IN FLIGHT ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

5. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

4. CHECK IF APPLICABLE: ☒ AMP FOR SERIAL VA-355 228-59

6. FIRE DID SEEM INEVITABLE? ☒ YES ☐ NO

7. FAILED COMPONENTS INVOLVED: Undetermined pending DIR

SECTION I - AIRCRAFT AND ENGINE DATA

CHECK ITEMS PRESENT IN THIS ACCIDENT

1. ☐ A/C DESIGN
2. ☒ A/C EQUIPMENT
3. ☐ MAINTENANCE
4. ☐ UNDETERMINED
5. ☐ TECHNICAL INSTRUCTION
6. ☐ OTHER (Specify) .....
7. ☐ SURFACE FACILITIES
8. ☐ HUMAN ENGINEERING (e.g., Cockpit configuration, etc.)

1. ALTITUDE AT MALFUNCTION	2. AIR SPEED	3. OPERATING TEMP	4. WEIGHT OF A/C	5. C.G. (% M.A.C.)	6. KIND OF FUEL	7. FUEL PRESSURE
Above 3600'	250 Kts.	350°C	17,600	18	JP-5	Unknown

8. PROBLEM OF FUEL CONTAMINATION: Unknown

9. CAUSE OF ENGINE FAILURE OR FLAME OUT: Undetermined

10. FUEL CONTROL REGULATOR/CONTROLLER (Give final part and type data, give date, place and type of overhaul): 190544-34 II 505871 133.6 hrs. since overhaul

11. OTHER SPECIFIC PROBLEM A/C: 2-300 Gal Tanks 3-796

12. ADDITIONAL DETAILS OF ACCIDENT (Sketch, photos, additional sheets)

9

OPNAV FORM 3760-1 (REV. 5-58)
PAGE 3

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3760-1

PART [redacted] MAINTENANCE, MATERIAL AND FACILITIES DATA [redacted]

1. GENERAL - ✓ BASIC FACILITIES INVOLVED, BEARING EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

	a. CLEARANCE AUTHORITY		i. WATER LANDING AREA		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 (Over run)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (Field or Ship)		l. SHOULDERS		t. ARRESTING GEAR (Center)
	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)		x. OTHER (Specify)

SECTION B - PILOT'S DATA

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

f. MAIN NUMBER | g. HULL NUMBER | h. LOCATION ON SHIP | i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT / ARRESTING GEAR BULLETIN OR NOMOGRAMS USED

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.

2. SHIPS DATA

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

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheet)	COPY DISTRIBUTION
I	5	10	Resume of pilot's flying experience	CO. NAVAIRWEPSFER DIRECT CO. BUAER DIRECT lcc CINCPACFLT lcc COMNAVAIRPac lcc COMFAIRALAMEDA lcc COMC.SDIVFIVE lcc CO USS HANCOCK lcc COMCVG FIFTEEN lcc NPU EL CENTRO lcc NAS EL CENTRO lcc NAS MOORESTOWN lcc NAS WOODRIDGE

Additional Copy Distribution
lcc ATRON 125
lcc ATRON 155

SENT BUAER TO: | GOVERNMENT PROPERTY: $ NONE | PRIVATE PROPERTY: NONE | DATE SUBMITTED TO C.O.: 22 July 1959

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 7D, OPNAV INST 3750.6D

THE ACCOUNT

PART V - The Accident

On 8 July 1959 CDR DeForest Q. JORAINON, Commanding Officer, VA-155, and LTJG [redacted] (b) (6) briefed for a special weapons strike from USS HANCOCK (CVA-19) to NAF El Centro and return. The briefing was thorough and included the track, procedures, altitudes, target times, rendezvous and return to the ship. The pilots manned their aircraft at 0715. After turn-up the aircraft were taxied forward to the catapult and were launched at 0732T and 0733T respectively. A rendezvous was expeditiously completed. CDR JORAINON in A4D-2 BUNO 142837, Strike call 5005, recycled his landing gear several times until the nose gear door closed.

The flight continued as planned to 30,000 feet with a descent to 2,000 feet near the coast. The aircraft arrived at the coast near Santa Barbara at 0803T. At this time CDR JORAINON proceeded on a course of 064° magnetic at 250 knots indicated airspeed while the wingman made a 360 degree turn to provide a 5 minute separation between aircraft. CDR JORAINON planned to arrive at a point seven (7) miles east south east of Daggett Radio in 30 additional minutes (0833T). This is 144 miles from the coastal penetration point near Santa Barbara.

At approximately 0845T a civilian pilot saw a black cloud of smoke rising out of the desert approximately three miles distant. From the air he saw a parachute on the ground. The aircraft had crashed at Latitude 34-42 N, Longitude 117-04.5 W, on the up-slope of a 3700 feet ridge at an altitude of 3670 feet.

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 170, OPNAV INST 3750.6D

Part VI - DAMAGE TO THE AIRCRAFT:

The aircraft received strike damage in the accident. The pilot released the T-66 shape (enclosure(8A)) and the two 300 gallon tanks prior to ejection. The pilot ejected prior to impact, the canopy and ejection seat leaving the aircraft at that time (enclosures (8B and 8C)). The aircraft crashed near the top of a rising slope. Upon impact the aircraft exploded and broke up. The tail section landed 30 feet up the slope turned 90 degrees relative to the flight path (enclosure (8A)). The flaps and the starboard main landing gear remained at their impact point while the engine continued over the top of the rise and came to rest approximately 500 feet from the impact point. Parts of the aircraft were fanned out 30 degrees on either side of the aircraft heading from the impact point to 2000 feet on the other side of the ridge. Small pieces of the aircraft were afire as they were blown over the hill and small fires were started throughout the distribution of the wreckage. The lack of vegetation in the area prevented widespread fires and minimized any further fire damage to aircraft components adjacent to the initial impact area. The majority of aircraft accessories experienced secondary damage when they landed in the rocky terrain.

Enclosure (7A), the wreckage diagram, and enclosure (7B), the terrain profile illustrate the relative position of the major pieces of wreckage relative to the initial point of impact.

The following aircraft components were delivered to O and R, NAS Alameda for examination and a priority Disassembly and Inspection Report:

a. J65 - W4B engine, W610512.
b. Fuel control, H509471.
c. Fuel pump.
d. Oil pump.
e. Fuel Distributor, S/N 057659.
f. Fuel Flowmeter Transmitter.
g. Miscellaneous engine and accessory parts.

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70, OPNAV INST 5750.6D

Part VII - THE INVESTIGATION

(b) (5)

[redacted]

13

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH [illegible]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. [redacted] OPNAV INST 5720.6D

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70, DMS 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 7[illegible] OPNAV INST 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING R[illegible]RED IN ACCORDANCE WITH PARA. [illegible]OPNAV INST 3750.6D

(b) (5)

[redacted]

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

(b) (5)

[redacted]

20

SPECIAL HANDL[illegible] IN ACCORDANCE [illegible] 70; OPNAVINST 3750.6D

PART VIII-THE ANALYSIS

(b) (5)

[redacted]

SPECIAL HANDL[illegible] REQUIRED IN ACCORDANCE WITH E[illegible]. 70, OPNAVINST 3750.6D

(b) (5)

[redacted]

(b) (5)

[redacted]

23

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70, OPNAVINST 3750.6B

PART IV-COMMENTS AND RECOMMENDATIONS

(b) (5)

[redacted]

24

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

NASC/16/rjb
Ser: 1018
19 August 1959

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

Subj: NASC Investigation 23-59 involving crash of A4D-2, BUNO 142817, on 8 July 1959

Ref: (a) OPNAV INSTRUCTION 3750.6D
(b) BUAER NOTICE 5451 of 18 August 1958

Encl: (1) Copy of subject report

(b) (5)

[redacted]

L. W. MATHER
Deputy Commander

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

25

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NAR EL SEGUNDO
RIO WOODRIDGE
VA-12, 34, 36, 44, 46, 56, 66, 72, 76, 83, 86, 93, 94, 106, 112, 113, 125, 153
155, 172, 192, 195, 216
VMA-121, 211, 224, 225, 311, 324, 331, 332, 533
VF-81
VFAW-4
VX-4, 5
VRF-31, 32
HANS-12, 14
MABS-27, 37

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

26

REPORT OF NAVAL AVIATION SAFETY CENTER

INVESTIGATION OF AIRCRAFT ACCIDENT

INVOLVING

CDR DeFOREST C. JORALMAN, [redacted] 310, USN

IN

A4D-2, BUNO 142617

APPROXIMATELY TWENTY MILES NORTHEAST

OF

GEORGE AIR FORCE BASE, CALIFORNIA

ON

8 JULY 1959

NASC INVESTIGATION 23-59

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

ENCLOSURE (1)

C

27

THE ACCIDENT

[illegible]. At [illegible], Wednesday, 8 July 1959, A4D-2, BUNO 142017, assigned to VA-155, based aboard the U.S.S. HANCOCK (CVA-19), crashed into a ridge in a mountainous area, about 20 miles northeast of George Air Force Base, California, at latitude 35-42N, longitude 117-18.5W. The pilot ejected but at too low an altitude, and was killed upon impact with the ground. The aircraft exploded upon impact and was completely destroyed.

(b) (5)

[redacted]

[illegible] IN ACCORDANCE WITH OPNAV INSTRUCTION 5750.6[illegible]

(b) (5)

[redacted]

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

30

(b) (5)

[redacted]

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

31

(b) (5)

[redacted]

IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6D*

32

(b) (5)

[redacted]

*SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH

3

(b) (5)

[redacted]

STATEMENT OF Mr. Paul K PIERCE, MANAGER, BARSTOW AIRPORT

(b) (5)

[redacted]

(b) (6)

[redacted]

Paul K. Pierce

The Aircraft Accident Board considers Mr P.K. PIERCE a credible witness. The remarks in paragraph two regarding the aircraft hitting the ground near the drop tanks are considered to be erroneous.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70, OPNAV INSTRUCTION 3750.6D

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Enclosure (1b)

Poor Copy

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

STATEMENT OF LTJG JOHN F. DONAHUE, (b) (6) [redacted] 1310, USN

(b) (5) [redacted]

(b) (6) [redacted]

JOHN F. DONAHUE

ENCLOSURE (1b)

36

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

MAINTENANCE OFFICER'S STATEMENT

(b) (5)

[redacted]

Enclosure (4)

31

SPECIAL HANDLING RESTRICTED TO

(b) (5)

[redacted]

(b) (6)

[redacted]

Enclosure (4)

38

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA [illegible], OPNAV INST 3750.6D

The following statement was read and recorded by members of the Aircraft Accident Board during a radio conversation with a representative of the GCI site, ART, based on Santa Rosa Island.

(b) (5)

[redacted]

The Aircraft Accident Board determined that Navy 143502 was not a VA-155 aircraft and was not involved in this accident.

Enclosure (5)

39

DETACHMENT 25
25TH WEATHER SQUADRON
2D WEATHER GROUP (AWS-MATS)
UNITED STATES AIR FORCE
GEORGE AIR FORCE BASE
CALIFORNIA

THE FOLLOWING WEATHER CONDITIONS EXISTED AT GEORGE AIR FORCE BASE, CALIFORNIA, AT 1556Z (0856LST) ON 8 JULY 1952.

SKY CONDITION: HIGH THIN SCATTERED.
VISIBILITY: 20 MILES
TEMPERATURE: 72 DEG. F.
DEW POINT: 55 DEG. F.
SURFACE WINDS: 160 DEG. (MAG) AT 3 KNOTS.
ALTIMETER SETTING: 30.08 IN.
STATION PRESSURE: 27.080 IN.
PRESSURE ALTITUDE: 2734 FT.
RELATIVE HUMIDITY: 24%.
REMARKS SECTION: SMOKE RESTRICTING VISIBILITY TO THE NORTH-EAST TWO (2) MILES.

"I CERTIFY THAT THE ABOVE WEATHER CONDITIONS HAS BEEN EXTRACTED FROM THE OFFICIAL FILES (SC FORM 444) OF THE BASE WEATHER STATION."

Richard W. Oestrike
RICHARD W. OESTRIKE
CAPT., USAF
COMMANDER

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

ENCLOSURE (2)

40

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 70, OPNAV INST. 3750.6B

FINAL REPORT OF CRASH RESCUE

OPERATION NUMBER 216

8 July 1959

1. Crash and Rescue involving a Navy AJD-2 type aircraft in the Stoddard Wells Area located twenty (20) nautical miles Northeast of George Air Force Base 8 July 1959.

2. The crash was reported by Mr. Paul Pierce, VFO Airport Manager who was driving on a road near Stoddard Wells when he observed the crash. His call was received at George Air Force Base Operations at 0910 hours local.

3. Crash rescue operation being initiated at 0845 hours local, the following activities were conducted in sequence and on times listed below:

a. Time aircraft were airborne:

(1) T-33 - Before the crash
(2) L-20 - 0910 hours
(3) H-19 - 0915 hours

b. Time convoy units arrived at Base Operations:

(1) Crash Chief's vehicle - 0908
(2) Crash truck - 0908
(3) Ambulance - 0910
(4) Chaplains - 0910
(5) Air Police - 0910

c. Time convoy departed Base Operations: 0920 hours

d. Time aircraft arrived at or over scene of crash:

(1) T-33 - 0921 hours
(2) L-20 - 0930 hours
(3) H-19 - 0940 hours

e. Time convoy arrived at scene of crash: 0955 local hours.

f. Time helicopter arrived back at George Air Force Base: 1015 local hours.

4. Arriving at the scene at 0940 local hours, the Flight Surgeon, Dr Landry immediately examined the body and pronounced him dead, whereupon the body was taken immediately back to George Air Force Base by helicopter and transferred to the waiting ambulance. After positive identification and upon determining that the crash involved a Naval Aircraft the Naval District was notified by Colonel Cramer of this headquarters and Crash and Rescue action was closed by George Air Force Base at approximately 1045 hours local.

JOHN C. OWENS
Major, USAF
Base Operations Officer

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ENCLOSURE(3)

NAVAL AIR FACILITY ALAMEDA, CALIFORNIA (...) | 647 | 11 Aug 1959 | ...ine

MOD J65-W4B | SER W610512 | 66640 | 10 Jul 1959 | MOD — | SER —

TOTAL HOURS — | TOTAL HOURS SINCE LAST O.H. — | DATE LAST O.H. 14 Nov 1958 | LAST OVERHAUL ACTIVITY NAS ALAMEDA | NO. PREV. TOTAL 3

George AFB crash fatal - 4B | VA-155 | AMPLIFIER AAR FUSA SER — | MOD A4D-2 | NO. 142817

Ref: (a) BAMR WESTDIST msg 101835Z Jul 1959

Encl: (1) NAS Alameda photo MAA-48767
(2) NAS Alameda photo MAA-48769
(3) NAS Alameda photo MAA-48773
(4) NAS Alameda photo MAA-48775
(5) NAS Alameda photo MAA-48779
(6) NAS Alameda photo MAA-48780
(7) NAS Alameda photo MAA-48784
(8) NAS Alameda photo MAA-48810
(9) NAS Alameda photo MAA-48811
(10) NAS Alameda photo MAA-48821
(11) NAS Alameda photo MAA-48822
(12) NAS Alameda photo MAA-48823
(13) NAS Alameda photo MAA-48824

AAR

RECEIVED SEP - 1 1959 NAVAL AIR FACILITY ALAMEDA CALIFORNIA

42

J. G. NEILSON | AERO POWER PLANT ENGINEER | 18 August 1959

ASSEMBLY AND INSPECTION REPORT

NAS ALAMEDA, CALIFORNIA (OLD)
DDR NO. 647

(b) (5)

[redacted]

PRIORITY

NAS ALAMEDA, CALIFORNIA (O&R)
DIA NO. 647

(b) (5)

[redacted]

PRIORITY

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

RESUME OF PILOTS FLYING EXPERIENCE

BILLET	STATION	PERIOD	FLT HRS	MODEL A/C	PROF OPER
AVCAD	Various	10/42 9/43	69	N2S	
			5	N3N	
			44	SNV	
			121	SNJ	
			83	TBF	
Asst Eng Off	VT-13	10/43 1/44	18	SNJ	
Asst Ops Off	"	1/44 11/44			Oper
Ops Off	"	11/44 10/45	675	TBF	
Asst Ops Off	CASU-36	12/45 2/46	24	F6F	
Ops Off	"	2/46 4/46	7	SNJ	
			32	JRF	Prof
			28	TBM	
			5	SB2C	
Ops Off	VU-7 Dets	5/46 9/46	35	F6F	
CinC	D,E, & F	9/46 10/46	22	TBM	
			2	SNJ	Prof
			3	JM	
Asst Ops Off	NAS	11/46 3/47	8	SNJ	Prof
Admin Off	ACNM	3/47 5/47	16	TBM	
Admin Off	NAS		27	SNJ	
	ACNM	4/48 10/49	32	TBM	
			7	F6F	Prof
			26	JRB	
			30	PBY	
Flt Instructor	NAS	1/50 3/52	1027	SNJ	
Student Records Off			108	SNB	Oper
Student	FAWTULANT	4/52 8/52	35	SNB	
			97	F6F	Oper
CinC Det 44	VC-12	8/52 3/54	385	AD	
			32	SNB	Oper
Flag Sec.	CARDIV 16	4/54 5/55	108	SNB	
			4	AD	Prof

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH P.R. 70, OPNAV INST 3750.6D

RESUME OF PILOTS FLYING EXPERIENCE

BILLET	STATION	PERIOD	FLT HRS	MODEL A/C	PROF OPER
Student	Gen. Line School	6/55 12/55	53	SNB	Prof
			5	SNJ	
Student	Stanford Univ.	12/55 12/57	84	SNB	
			15	AD	Prof
			10	TV	
			54	F2H	
Admin Off	VFAW-3	1/58 5/58	15	SNB	Oper
			10	FJ	
Exec Off	VA-125	5/58 9/58	23	F9F	
			25	A4D	Oper
Co	VA-155	10/58 7/59	152	A4D	Oper

46

TOTAL NUMBER AND TYPE A/C IN FLIGHT 2 A90-2

BUREAU NUMBER OF LEAD PLANE 142817

CALL SIGN OF THE FLIGHT Rampage 5005 / Ramp 5006

ESTIMATED TIME OF DEPARTURE Ø730

TYPE OF FLIGHT (DVFR, VFR, IFR) DVFR

ROUTE TO BE FLOWN. (SHOW LAT. AND LONG. OF ADIZ AND / OPPERIMETER WITH ESTIMATED TIME OF PENETRATION OF EACH IN MINUTES AFTER DEPARTURE FROM SHIP.) Rampage to

PT.			
1.	33-57 / 121-36	100 NM Pass	TO + (0+16)
2.	34-09 / 120-37	ADIZ	TO + (0+24)
3.	34-20 / 119-33	Commence descent	TO + (0+32)
4.	34-48 / 116-40		TO + (1+03)
5.	Target (32-56/115-52)		TO + (1+28)
6.	33-21 / 116-08		TO + ~~[illegible]~~ (1+43)
7.	34-20 / 119-33		TO + (2+11)
8.	Rampage		TO + (2+56)

ESTIMATED TIME ENROUTE (SHIP TO PT. OF LANDING) 2+56

FUEL ABOARD (IN HOURS AND MINUTES) 3+15

TRUE AIR SPEED TO BE FROM 420 to Pt 3 / 280 to tgt / 400 to Rampage

ALTITUDE TO BE FLOWN 30,000 to Pt 1 / Surf 1500 to tgt / 32000 Rampage

OTHER PERTINENT REMARKS

SANDBLOWER

Strike 19 x 20 501 Joralmon

511 [redacted] (b) (6)

SPECIAL HANDLING REQUIRED

IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6

Joralmon

Enclosure 160

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SPECIAL HANDLING
REQUIRED
IN ACCORDANCE WITH
PASA 76
OPNAV INST 2750.6A

ORIGINATORS ROUGH DRAFT BLANK

UNCLASSIFIED ONLY

ORIGINATOR AIR OPS DEPT OPS CWO DATE 8 JULY

FROM USS HANCOCK ACTION: NAS MOFFETT

INFORMATION

MESSAGE:

F/P 2 A4D 5005 RAMPAGE ETD 081430Z DVFR DIR 33-07N 121-36W DIR 34-09N 120-37W DIR 34-20N 119-33W DIR 34-48N 116-40W DIR 32-52N 115-08W DIR DIR 33-21N 116-08W DIR 34-20N 119-33W DIR RAMPAGE X EST PEN ADIZ 34-09N 120-37W 0 PLUS 24 ATO X ETE 2 PLUS 56 FUEL 3 PLUS 15 TAB 420

-T-O-081139Z
-FM NWLID
-TO STVG
GR5 BI
BT/BA

T-CD
NDG
A/A

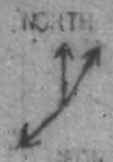
DTG 081139Z

PRECEDENCE	INITIAL OFF				
FLASH	ADM	SWU	SPECIAL INSTRUCTIONS	X	RADIO
EMERG	C-S	E-SEC			VISUAL
X OP-IMMED	OPS	SUP			MAIL
PRIORITY	AIR-OPS	COMM			
ROUTINE	SURF-1		REALEASED BY:		DTG
DEFERRED	CIC				
	INTEL				

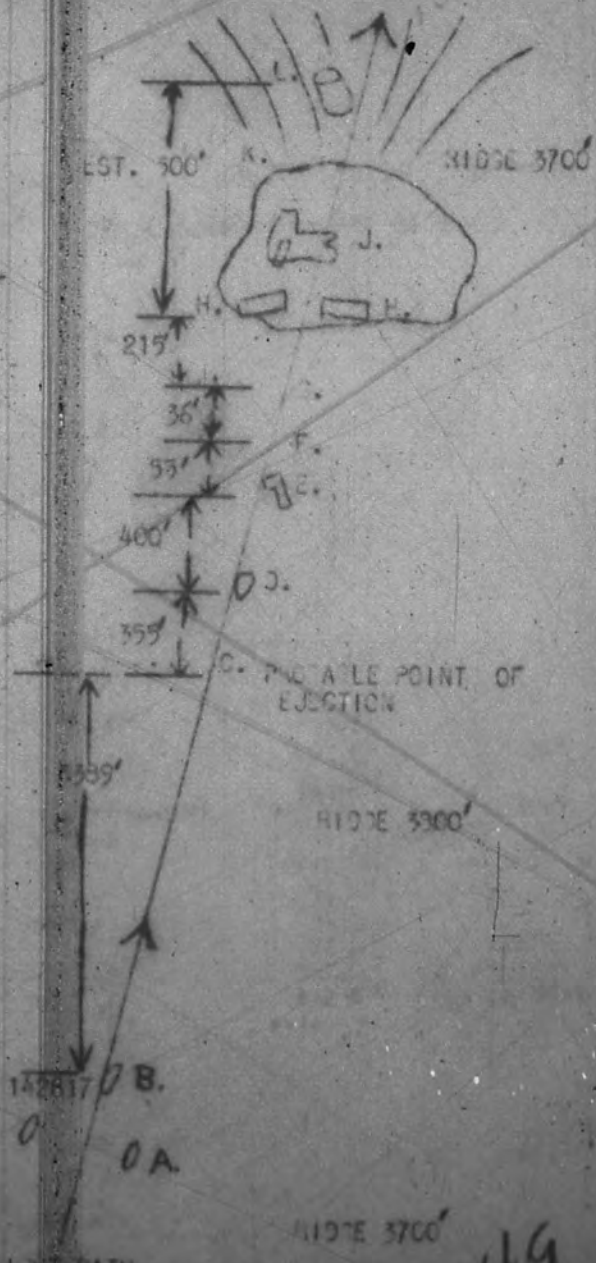
48

SPECIAL HANDLING IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6b

WRECKAGE DIAGRAM



SEORGE AFB
232/16



DESCRIPTION	ELEVATION
A. 300 GALLON TANKS	(3650)
B. T-66 SHAPE	(3620)
C. PAPERS, CHARTS	(3700)
D. CANOPY	(3680)
E. SEAT	(3660)
F. INITIAL BODY IMPACT	(3660)
G. FINAL BODY POSITION	(3660)
H. FLAP-INITIAL IMPACT	(3670)
J. TAIL	(3675)
K. BURNED AREA	(3675)
L. ENGINE	(3620)

VA-155 AAR SER 1-59 A40 BUNO 142817
8 JULY 1959, PILOT JORALMAN

NOT TO SCALE

FLIGHT PATH
015 MAG.

49

ENCLOSURE (7A)

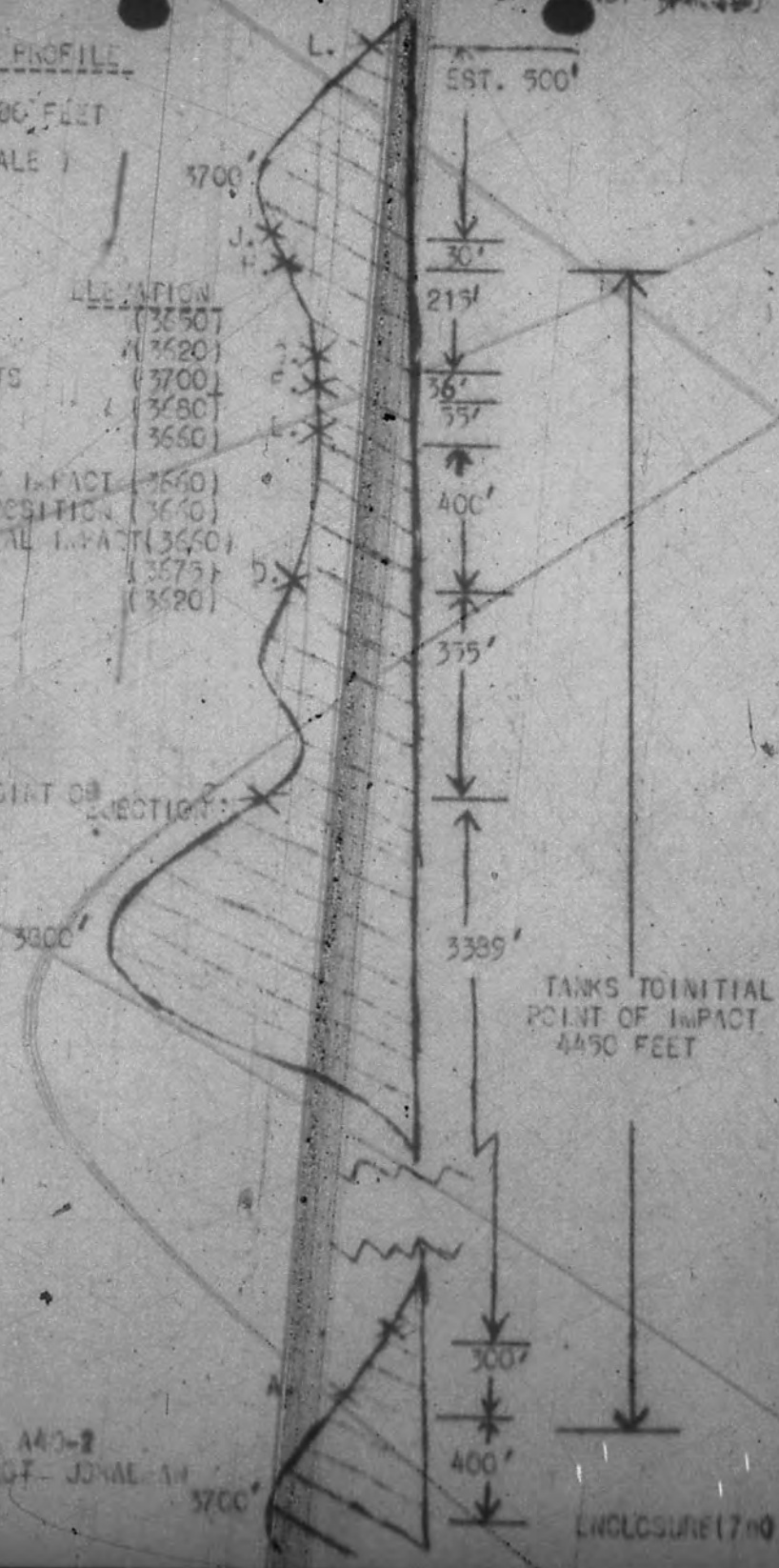
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible]

TERRAIN PROFILE

BASELINE 3600 FEET

(NOT TO SCALE)

DESCRIPTION	ELEVATION
A. TANKS	(3650)
B. T-66 SHAPE	(3620)
C. PAPERS, CHARTS	(3700)
D. CANOPY	(3680)
E. SEAT	(3660)
F. INITIAL BODY IMPACT	(3660)
G. FINAL BODY POSITION	(3660)
H. FLAPS--INITIAL IMPACT	(3660)
J. TAIL	(3675)
K. ENGINE	(3620)



A-155 AAR 1-59, A40-2
BUNO 142817, PILOT - JORALEAN

ENCLOSURE (7m)

56

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

RESULTS OF PHOTOGRAPHS

Enclosure	Caption
(8a)	T-66 Shape. Aft section headed in direction of flight path
(8b)	Canopy. Bungee fired.
(8c)	Ejection seat. Face curtain extended, cartridge fired.
(8d)	Initial point of impact. Port flap on the left, starboard flap on the right.
(8e)	Tail section, port wing in foreground.
(8f)	Engine turbine.

VA-155 ltr 1-59, A4D-2 BUNO 142812, Pilot JOHNSON

Enclosure (8)

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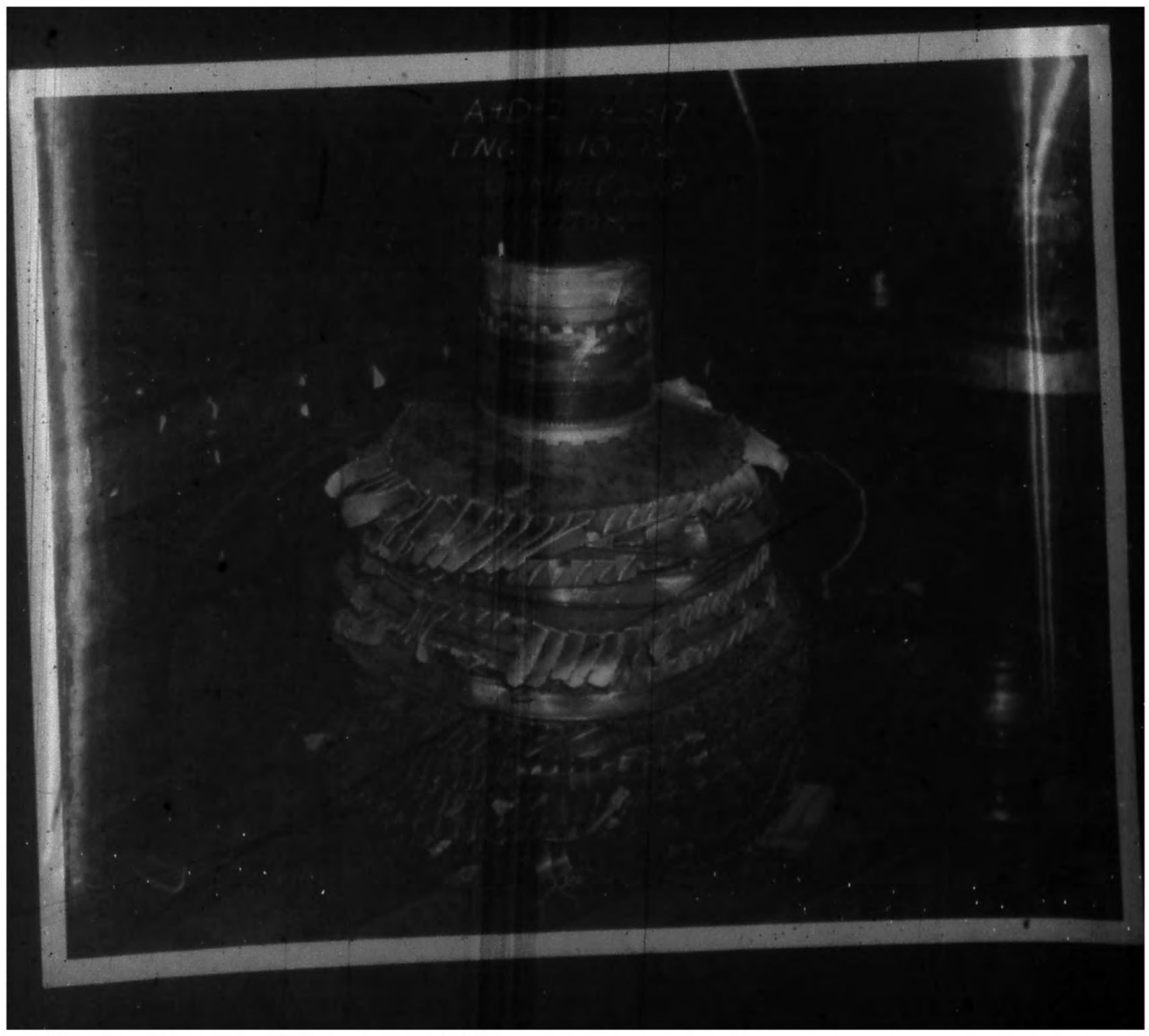
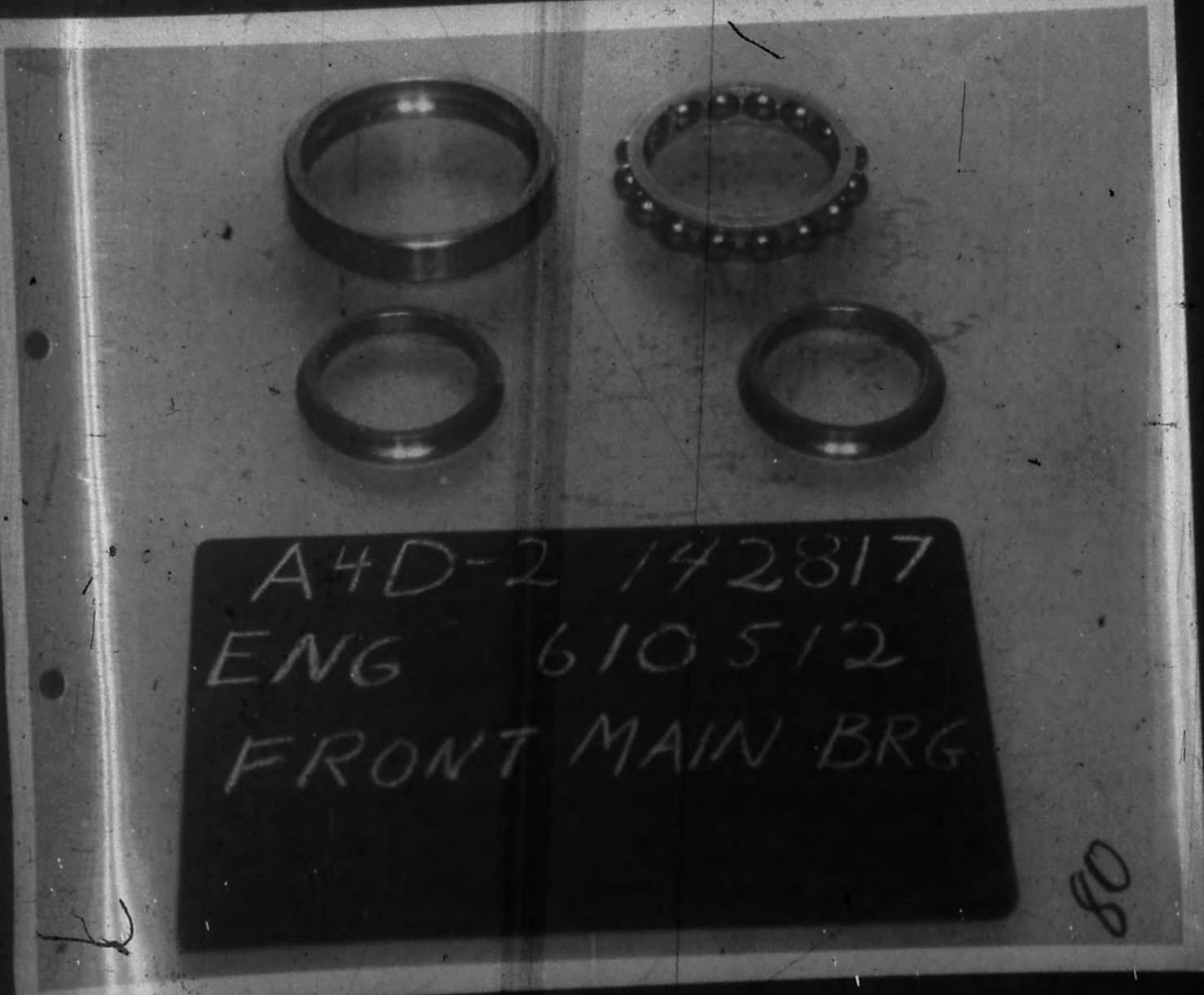
The Medical Officer's Reports were withheld entirely under exemptions (b)(5) and/or (b)6) of the FOIA.

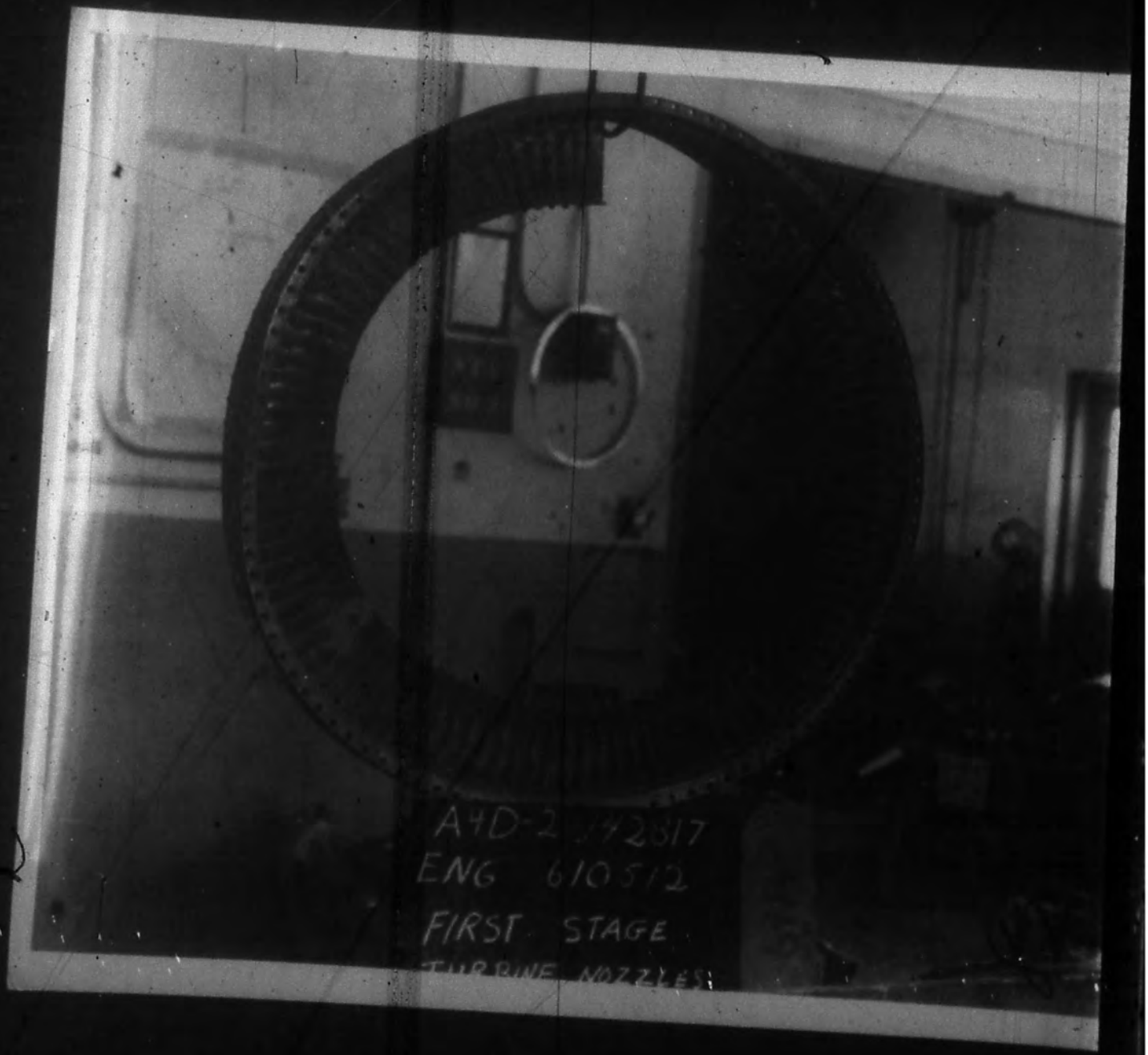
A4D-2 142817
ENG 610512
REAR MAIN BRG
VAPOR SEAL

78

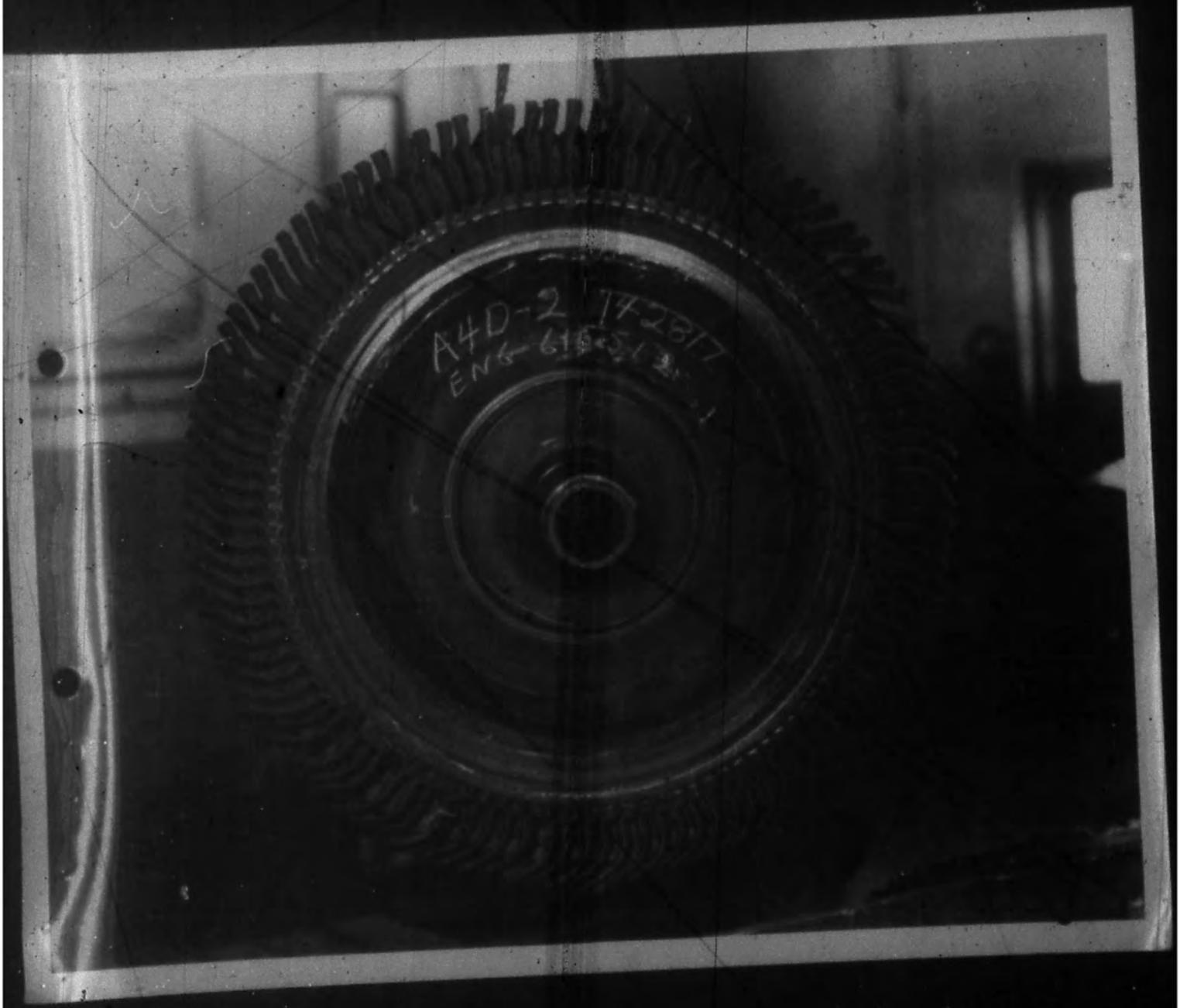



A4D-2 142817
ENG 610512
FRONT MAIN BRG
80

A4D-2 142817
ENG 610512
CENTER MAIN BRG.
CAGE & INNER
RACE
81


AYD-2 372817
ENG 610512
FIRST STAGE
TURBINE NOZZLES

A+D-2 72-17
ENG 410-712
FIRST STAGE
TURBINE NOZZLES
FRONT FACE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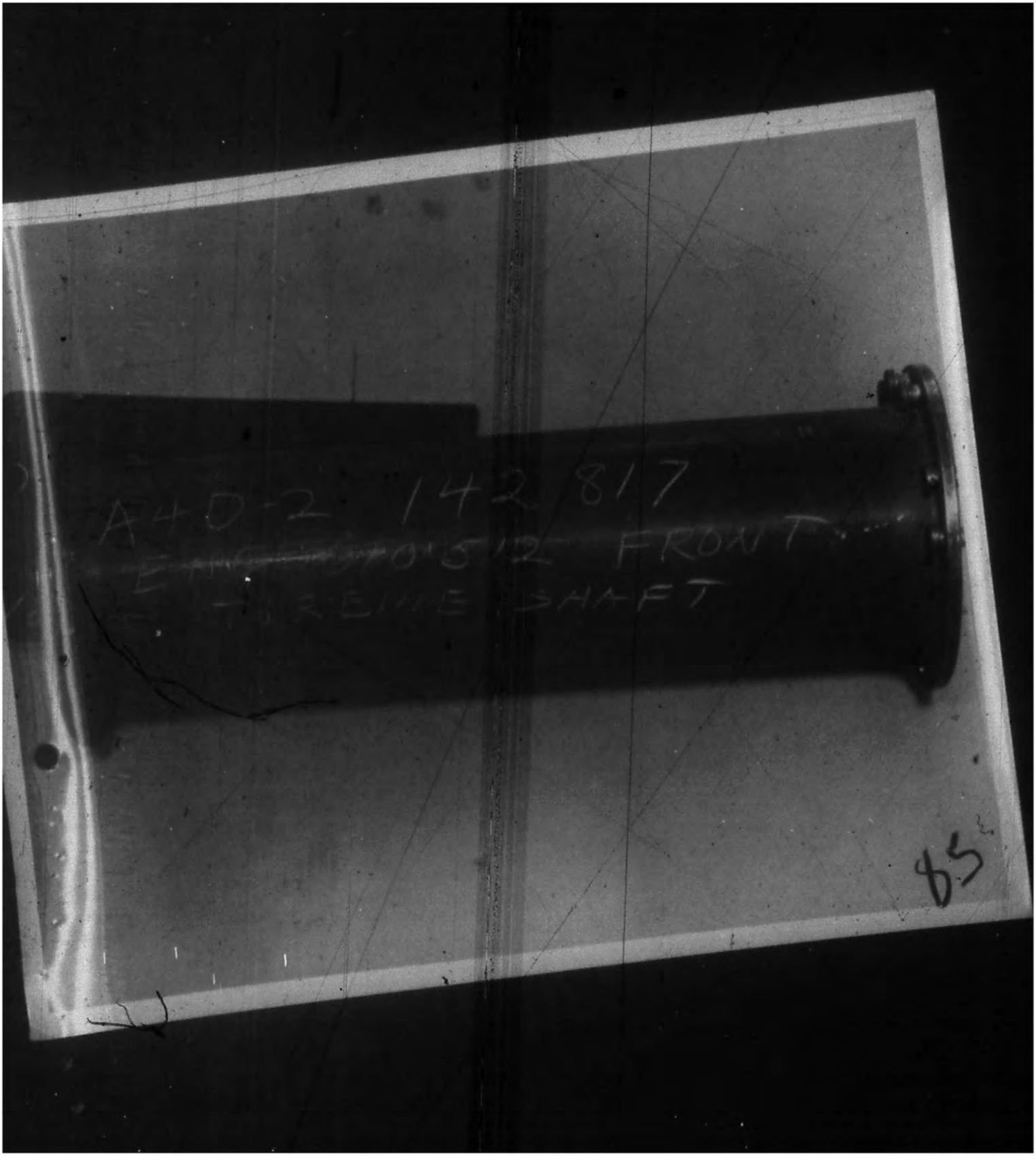
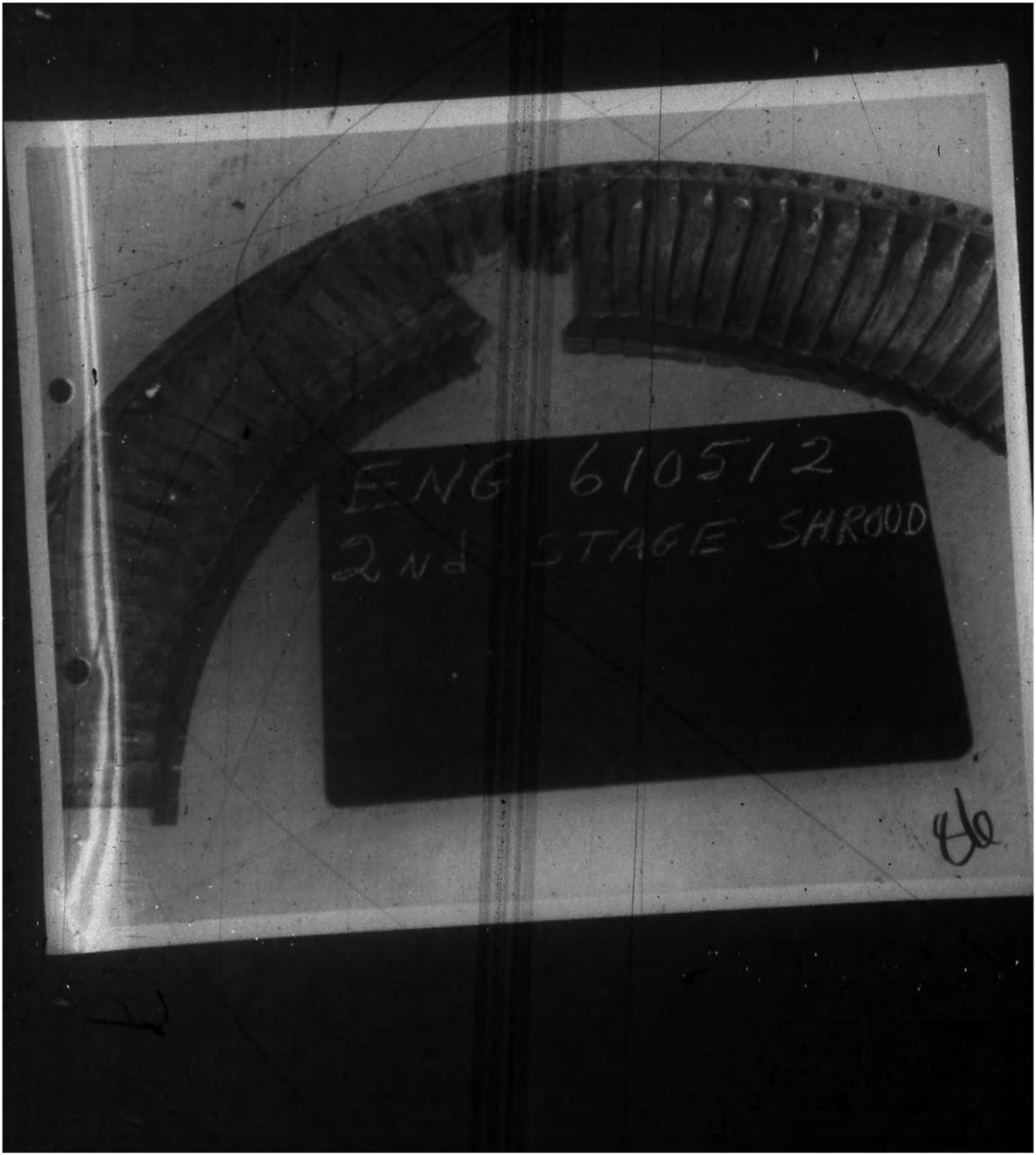
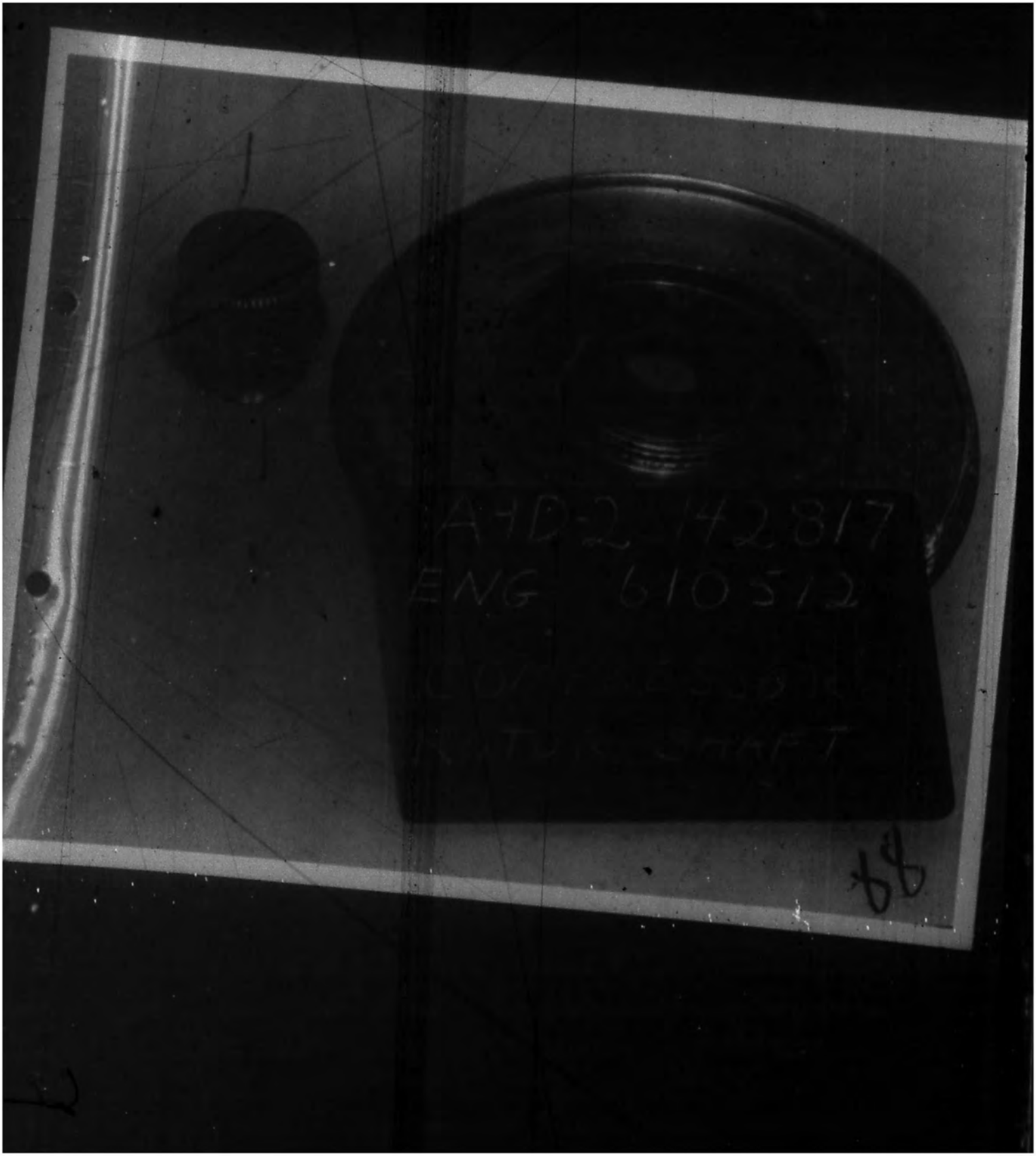

A4D-2 142 817
FRONT
SHAFT
85

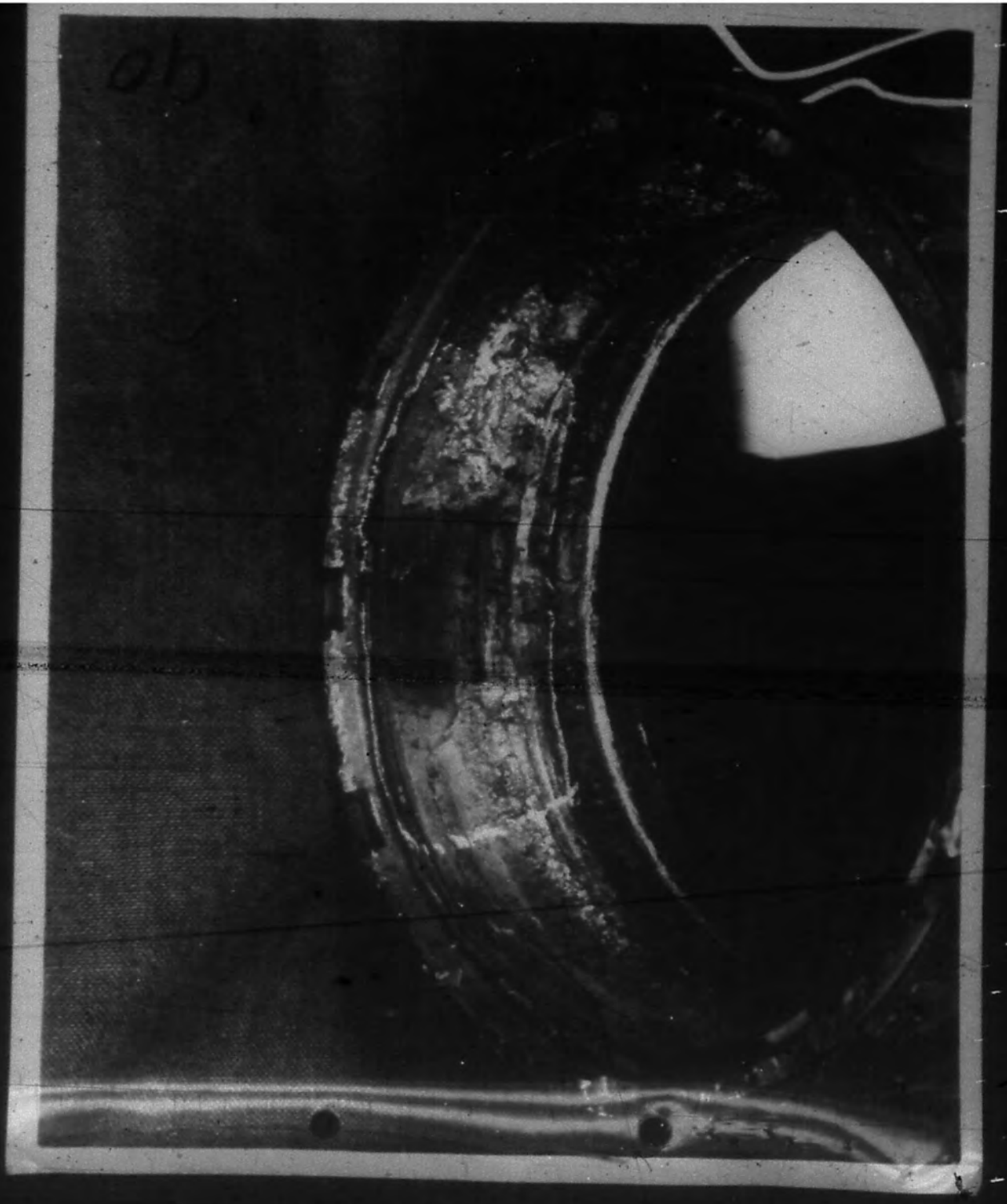

ENG 610512
2nd STAGE SHROUD
86

A+D-2 172517
ENG 610512
FIRST STAGE
TURBINE NOZZLES
FRONT FACE

A-D-2 172517
ENG 610512
FIRST STAGE
TURBINE NOZZLES
FRONT FACE


AHD-2 142817
ENG 610512
88

A4D-2 142817
ENG 610512
REAR MAIN BRG
89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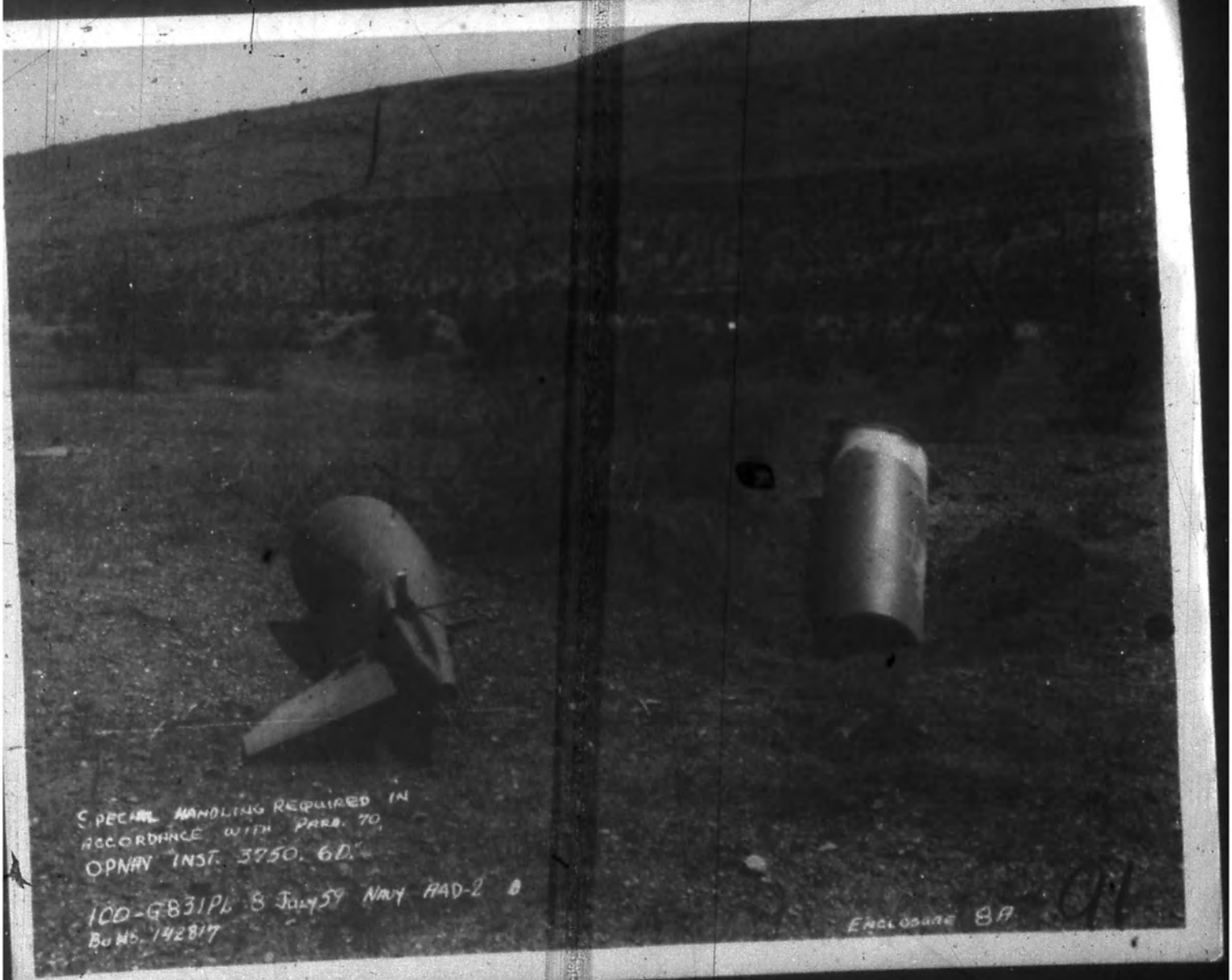
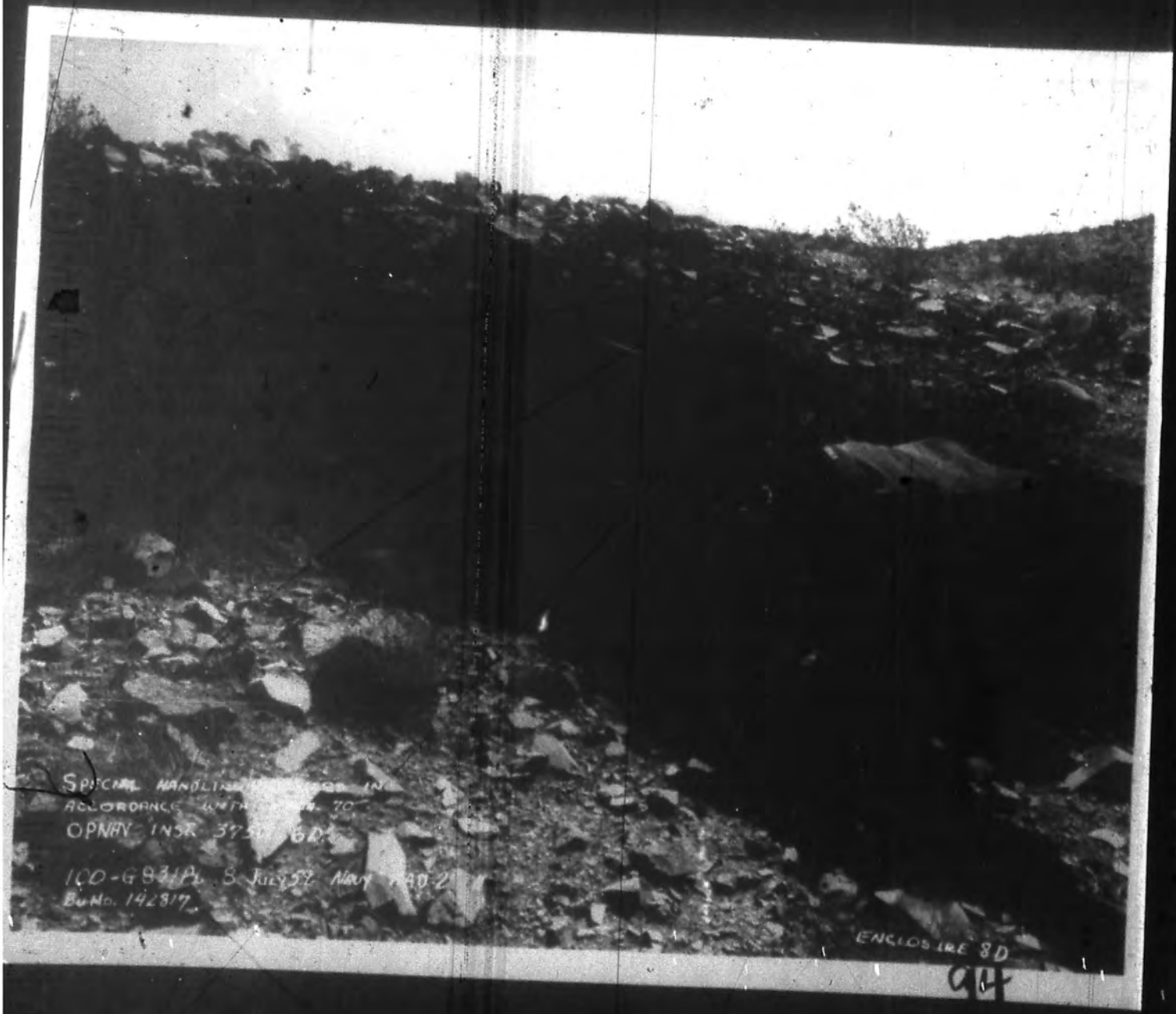

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA. 70,
OPNAV INST. 5750. 6D.
100-G831PL 8 July 59 NAVY AAD-2 B
BuNo. 142817
ENCLOSURE 8A

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA. 70
OPNAV INST. 5750. 6D.
100-G831PL 8 July 59 NAVY AAD-2 B
BU No. 142817
ENCLOSURE 8B

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA. 70
OPNAV INST. 3750. 6D.
100-G.831PL 8 JULY 59 NAVY A40-2 B
BU No. 142817
ENCLOSURE 8C


SPECIAL HANDLING
ACCORDANCE
OPNAV INSR
100-G
BuNo. 142817
ENCLOSURE 8D

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA. 70,
OPNAV INST. 3750. 6D."
ICO-G831PL 8 July59 NAVY AAD-2
ENCLOSURE 8E

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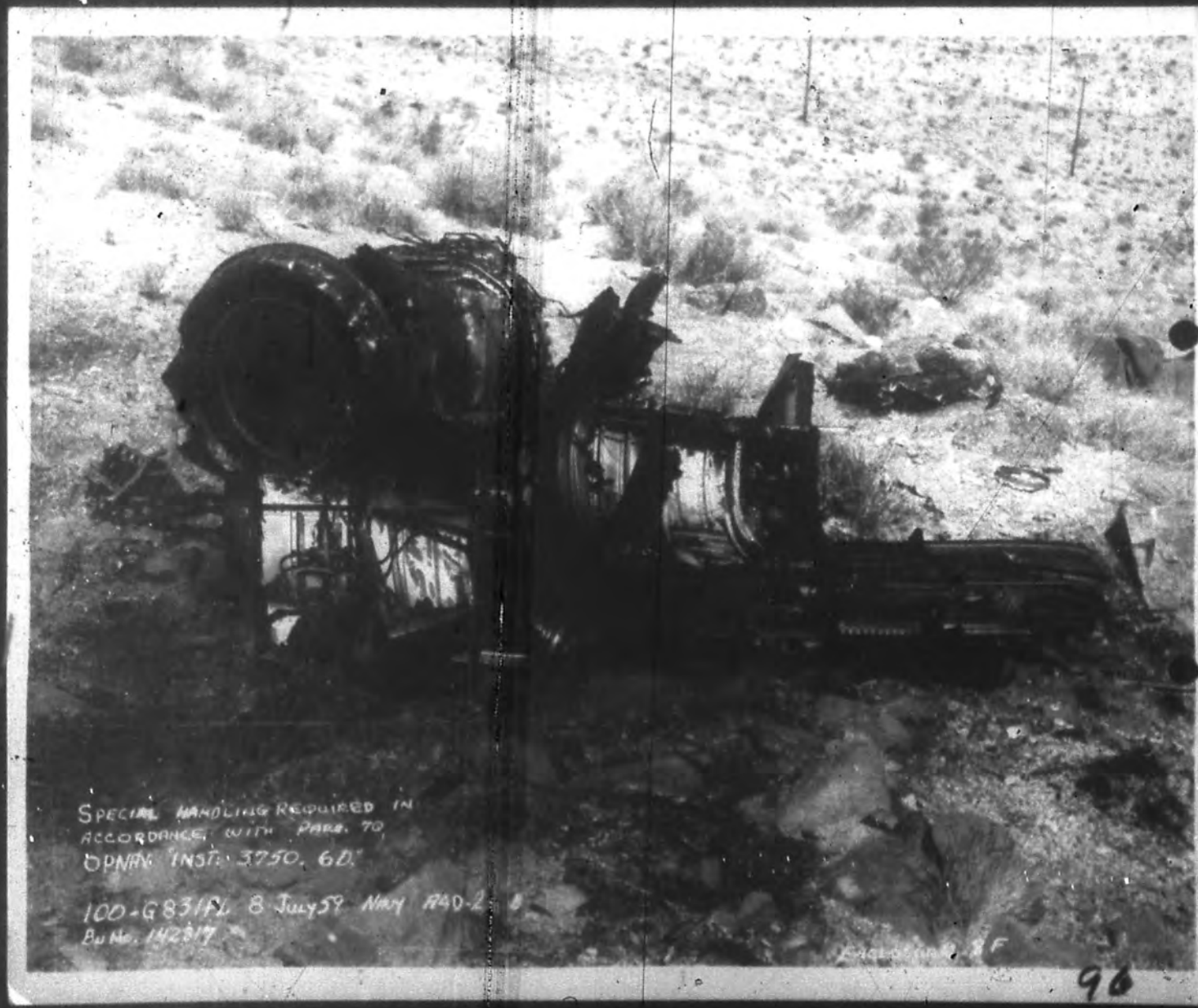
SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA. 70
OPNAV INST. 3750. 6D.
100-G831FL 8 JULY 59 NAVY A40-2
Bu No. 142817

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