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

SPECIAL HANDLING REQUIRED In accordance with Para 65, OPNAV INSTRUCTION 3750-6C

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Fighter Squadron ONE TWO FOUR
2. DATE OF ACCIDENT: 17 FEB, 1960 — TIME (LZT): 1220T
3. SERIAL NUMBER: 4-60
4. TO: Chief of Naval Operations
5. ENCLOSURES: (1) MOR (Original only)
(2) Aircraft Wreckage Diagram
(3) Statement of LTJG [redacted] (b) (6)
(4) Statement of LTJG BURNS (pilot)
(5) Statement of Flight Leader
(6) Statement of the Weather
(7) Resume of Pilot's experience
(8) Photographs of Accident (A thru C)
(9)
6. VIA: (1) Commander, Carrier Air Group TWELVE
(2) Commander, Fleet Air Alameda
(3) Commander, Naval Air Force, Pacific
(4)
(5)
(6)
(LAST) Commander, U.S. Naval Aviation Safety Center
7. REPORTING CUSTODIAN (if different than item 1. above)
8. ACTIVITY OPERATING A/C (if different than item 7.)
9. END OF FLIGHT: 1A6
10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT: 318OT-27 miles from MCAAS Yuma
12. ELEVATION ABOVE SEA LEVEL: 500 Ft.
13. PLACE OF LAST TAKE OFF: MCAAS Yuma, Arizona
14. CLEARED FROM MCAAS Yuma TO MCAAS Yuma
15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ DVFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)
16. TIME IN FLIGHT: 0+18
17. TYPE ACCIDENT: D-3 Stall/Spin above 10M Feet
18. PHASE OF FLIGHT: 4-In Flight

A/C
19. MODEL: F8U-1
20. SERIAL NO.: 144441
21. DAMAGE TO A/C: ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F
22. DOLLAR COST: 1,083,000
23. AIRSPEED (Kts.): 250
24. A/C WEIGHT: 23,800
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 SER NO	DESIG NATOR	BRANCH OF SERVICE	3. AGE	4. YRS OF EXP. DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident) BURNS, James, M.	LTJG	(b) (6)	1310	USN	(b) (6)	1	PILOT	COCKPIT	D
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	X	X	VF-124	☒ STANDARD ☐ SPECIAL
	NO						
CO-PILOT	YES						☐ STANDARD ☐ SPECIAL
	NO						

12. PILOT EXPERIENCE IN HOURS

ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		432		CV LANDINGS DAY/NIGHT	6/0	
ALL MODELS IN LAST 12 MONTHS		127.4		FLCP LANDINGS DAY/NIGHT	175/0	
ALL MODELS IN LAST 3 MONTHS		32.1		INSTRUMENT HOURS LAST 3 MONTHS	7.0	
ALL SERIES THIS MODEL (item 19)	A/C	35.9		NIGHT HOURS LAST 3 MONTHS	6.5	
	OFT / CPT	215				
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	35.9		TOTAL HELO. HRS. (Helo. AAR Only)		
	OFT / CPT	215		TOTAL JET HOURS (Jet AAR Only)	239.5	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	35.9		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	2/17/60	
	OFT / CPT	215		DURATION	1.1	

13. OTHER PERSONNEL

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

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C. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
UNLIM	85 Miles	-	-	-	-	-

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

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR
(b) (5) [redacted]					

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

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO						
1									
2									
3									
4									

3. GENERAL

a. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

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

c. CHECK IF APPLICABLE ☐ AMP FUR SERIAL

d. HAS DIR BEEN REQUESTED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED: NONE

4. HUMAN AND ENV. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. ☐ A/C DESIGN
b. ☐ A/C EQUIPMENT
c. ☐ MAINTENANCE
d. ☐ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER (Specify) ----------
g. ☐ SURFACE FACILITIES
h. ☒ HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)

5. GROUND DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP.	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
NA	Kts					

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAME OUT

j. FUEL CONTROL REGULATOR/CARBURETOR *(List Stock and Ser. nos., give time since new or overhauled)*

k. EXTERNAL STORES ABOARD A/C

(If additional space is necessary, attach additional sheets)

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

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 (Over run)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (Field or Ship)		l. SHOULDERS		t. ARRESTING GEAR (Carrier)
	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)

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR | b. PRESSURE SETTINGS | c. WIND OVER DECK | d. RELATIVE HEADWIND | e. APPROACH SPEED (SPN 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 (PSI)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: RATIO	CONTROL VALVE SETTINGS: 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)

COPY DISTRIBUTION
2CC NAVAVSAFECEN DIRECT AM
1CC BUMED DIRECT (DIRECT)
1ccCOMNAVAIRPAC
1cc COMFAIRALAMEDA
1cc COMCVG 12
1cc CINCPACFLT
1cc OinC NPU, ELCENTR
1cc BUMEPS REP, DALLA

COST DAMAGE TO: GOVERNMENT PROPERTY $ NONE | PRIVATE PROPERTY NONE | DATE SUBMITTED TO C O 8 March 1960

(b) (6)

[redacted]

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PART V - THE ACCIDENT

The VF-124 Yuma Detachment flight schedule for 17 February 1960 is the authorization for the flight. LTJG J.M. BURNS was assigned as tow escort in F8U-1 BUNO 144441. The flight, the first firing flight of the deployment, was thoroughly briefed by CDR [redacted] (b) (6) the flight leader. The first three aircraft launched at approximately 1200. LTJG BURNS took off at 1204 as tow escort. The tow aircraft and the escort climbed to twenty one thousand feet proceeding to "Chocolate Drop", a prominent land mark just south of Chocolate Mountain gunnery range. The other three aircraft in the flight had split up to make timed circle checks. At approximately 1215 the timed circle checks were completed and the flight leader commenced a rendezvous of his flight. One aircraft piloted by CDR [redacted] (b) (6) joined the flight leader. LTJG [redacted] (b) (6), pilot of number two aircraft spotted the tow and the escort and joined astern of the escort. Soon after this the flight leader sighted the tow plane and instructed LTJG J.M. BURNS, the tow escort, to detach from his position as escort and to join the flight. As LTJG BURNS detached and attempted to join the flight he lost control of the aircraft, was unable to regain control and ejected at a low altitude. The ejection was normal. The low level feature of the seat was not utilized. The parachute opened normally and the pilot landed approximately 20 yards from the crash scene.

PART VI - DAMAGE TO AIRCRAFT

The aircraft struck the ground in a vertical attitude from a vertical flight path. The aircraft exploded upon impact and the wreckage was largely consumed by fire. The major portion of the aircraft buried itself. The engine, tail section and a portion of the starboard wing were the only major components on the surface. Many smaller parts of the aircraft were scattered about the impact point more or less uniformly with the most distant pieces being about 150 yards away.

Two wing droop cylinders were removed from the wreckage. The remaining portions of the wreck were released by the accident board and were covered over at the scene. The physical condition of the wreck precluded any attempts to salvage the aircraft.

PART VII - THE INVESTIGATION

(b) (5) [redacted]

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(b) (5)

[redacted]

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

(b) (5)

[redacted]

PART VIII - THE ANALYSIS

(b) (5)

[redacted]

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(b) (5)

[redacted]

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

PART IX - COMMENTS AND RECOMMENDATIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

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

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CONCLUSIONS

(b) (5)

[redacted]

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STATEMENT OF LTJG J.M. BURNS, (b) (6) [redacted], CONCERNING AIRCRAFT ACCIDENT IN F8U-1
BUNO 144441, ON 17 FEBRUARY 1960

(b) (5)

[redacted]

J.M. BURNS
LTJG USN

~~Enclosure (4)~~

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

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

STATEMENT OF LTJG J.M. BURNS, (b) (6) CONCERNING AIRCRAFT ACCIDENT IN F8U-1
BUNO 144441, ON 17 FEBRUARY 1960

(b) (5)

[redacted]

J. M. Burns

J.M. BURNS
LTJG USN

Enclosure (4)

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

STATEMENT OF LTJG [redacted] (b) (6) CONCERNING AIRCRAFT ACCIDENT OF F8U-1
BUNO 144441, OCCURRING 17 [illegible], 1960, PILOT LTJG BURNS.

(b) (5)

[redacted]

Enclosure (3)

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

(b) (5)

[redacted]

(b) (6)

[redacted]

LTJG USN

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

STATEMENT OF CDR [redacted] (b) (6) /1310, FLIGHT LEADER, CONCERNING AIRCRAFT ACCIDENT, F8U-1 BUNO 144441, PILOT LTJG J.M. BURNS, ON 17 FEB. 1960

(b) (5)

[redacted]

(b) (6)

[redacted]

Commander, U.S. Navy Enclosure (5)

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

WEATHER SERVICE OFFICE
MARINE CORPS AUXILIARY AIR STATION
YUMA, ARIZONA

CRASH REPORT

DATE 17 Feb. 60

TIME 1225 MST

The following weather observation was taken immediately following the crash of the designated aircraft.

PILOT BURNS, James M. RANK LTJG ORGAN

Type of plane F8U BU.NO.

Place of crash MCAAS Yuma, Ariz. Member of planes involved 1

Sky (Weather) Clear 0 Ceiling None

Visibility 85 Cloud Amount High - Middle - Low -

Dry Bulb Temp 64.0°F Wet Bulb Temp 44.0°F

Dew Point 11.0° Relative Humidity 11%

Wind Direction 030° Wind Speed 8 knots

Gust at time of crash None Highest gust past 15 minutes None

Altimeter Setting 30.30 inches Pressure (Sea Level) 1026.4 (Mbs)

State of Landing Area Dry

REMARKS, Weather past 30 minutes, ice. Thunder-Rain etc.

USWB Observer

Rank

Certified to be
A True Copy
Lt USN

Enclosure (6)

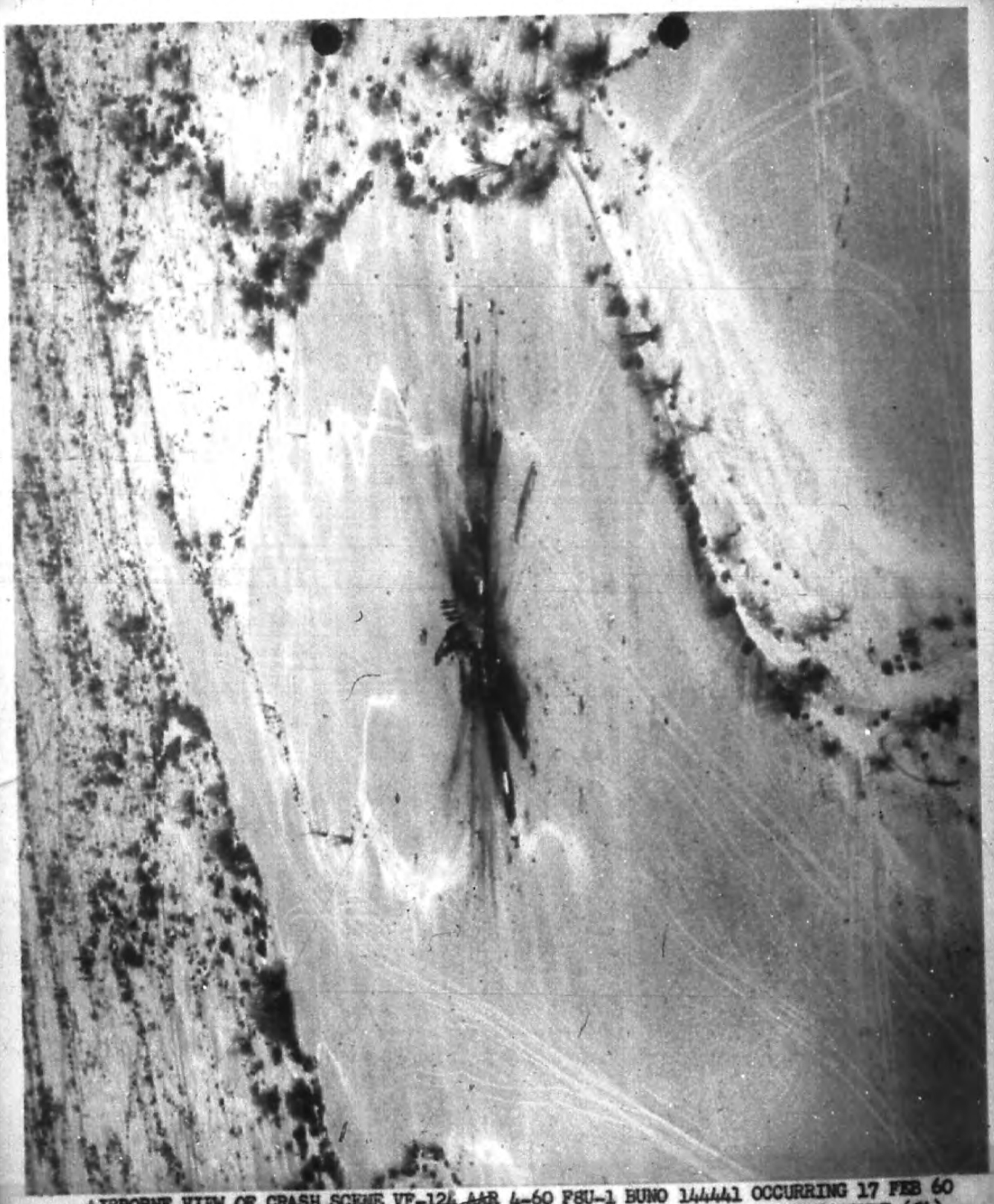
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D PARA 70

RESUME OF FLIGHT EXPERIENCE OF LTJG J. M. BURNS, 612413, USN

DUTY	DATE	TYPE A/C	HOURS	CV LANDINGS
SNA	9/57-10/57	T-34	36.8	
SNA	10/57-5/58	T-28	138.8	
SNA	5/58-9/58	TV-2	59.3	
SNA	9/58-2/59	F9F-5	67.0	
O&R NORIS	3/59-8/59	TV-2	13.0	
O&R NORIS	3/59-8/59	SNB	8.0	
O&R NORIS	3/59-8/59	T-28B	14.2	
SQUADRON VF-124	9/59-2/60	F9F-8T	63.3	6
SQUADRON VF-124	9/59-2/60	F8U	35.9	
TOTALS			436.3	6

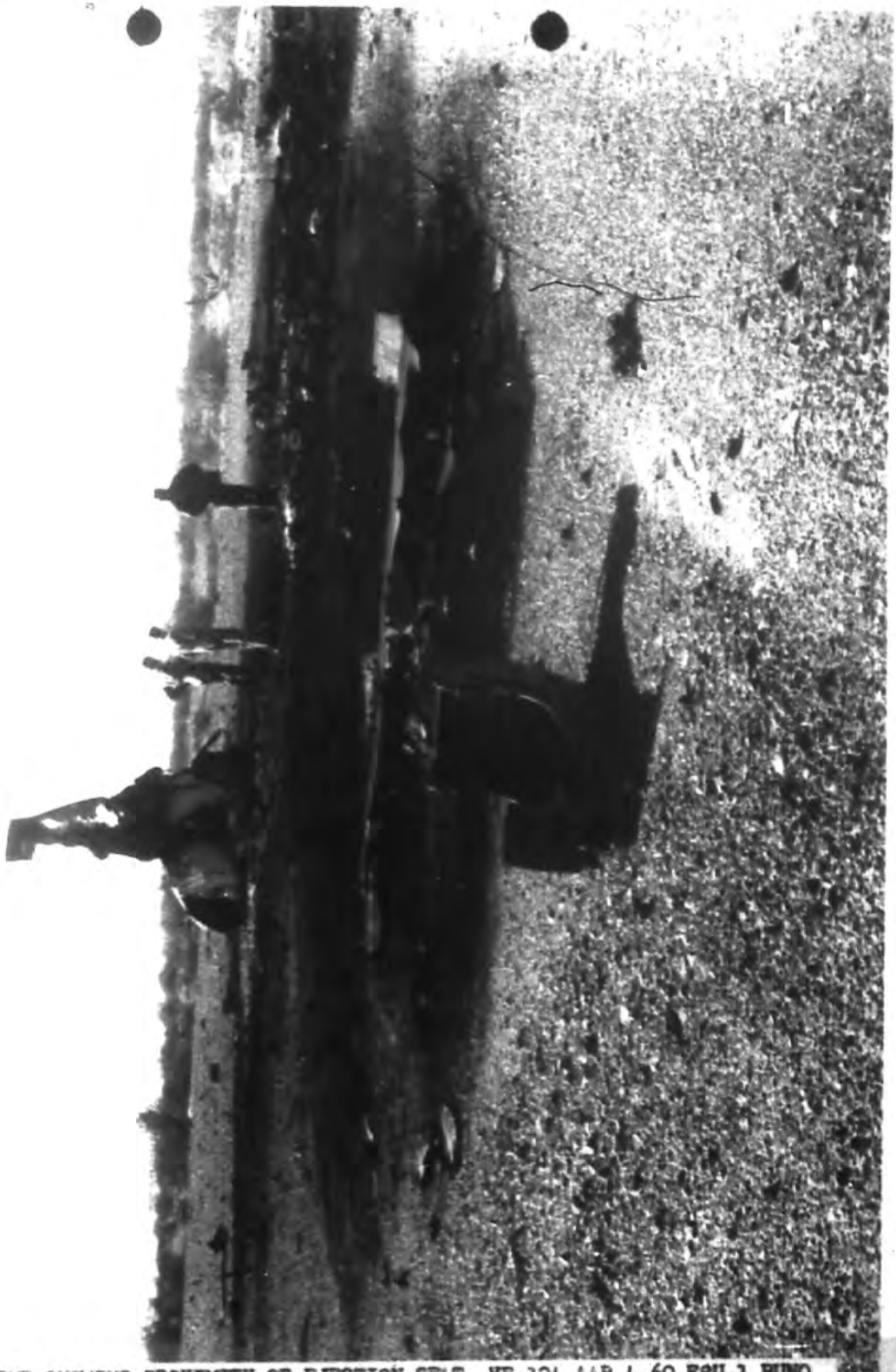
Enclosure (7)

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



AIRBORNE VIEW OF CRASH SCENE VF-124 AAR 4-60 F8U-1 BUNO 144441 OCCURRING 17 FEB 60
ENCLOSURE (8A)
PILOT: LTJG J. M. BURNS
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D, PARA 70

VIEW OF AIRCRAFT SCENE SHOWING PROXIMITY OF CANOPY, VP-124 AAR 4-60 P8U-1 BUNO 144441, OCCURRING 17 FEB 1960. PILOT: LTJG J. M. BURNS ENCLOSURE (8B)
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D, PARA 70



VIEW OF CRASH SCENE SHOWING PROXIMITY OF EJECTION SEAT, VF-124 AAR 4-60 F8U-1 BUNO 144441, OCCURRING 17 FEB 60. PILOT: LTJG J. M. BURNS ENCLOSURE (80)
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D, PARA 70

VIEW OF AIRCRAFT SCENE SHOWING PROXIMITY OF CANOPY, VF-124 AAR 4-60 F8U-1 BUNO 144441, OCCURRING 17 FEB 1960. PILOT: LTJG J. M. BURNS ENCLOSURE (8B)
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D, PARA 70