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

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

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY * CO, VRF-32	2. SERIAL NO. * 1-68A	3. DTG (LOCAL) OF MISHAP * 081142U Jan	4. MODEL AIRCRAFT * RF-8A	5. BUREAU NUMBER * 144609
6. TO: Commander, Naval Aviation Safety Center *		9. LOCATION OF MISHAP * 1 nmi ESE Niland, California		10. DAMAGE * Alfa
7. VIA: CO, NAS North Island * COMFAIRSDIEGO COMNAVAIRPAC	8. RO*	11. TIME OF DAY Day	12. TIME IN FLIGHT * 0/35	13. FLIGHT CODE * LJ1
		14. CLEARED FROM: NAS North Island TO: Davis-Monthan AFB		
		15. TYPE CLEARANCE * VFR	16. AIRSPEED 280 kts E	17. A/C WEIGHT 21,500/Unk
18. BRIEF DESCRIPTION OF MISHAP * Collision with ground			19. ELEVATION AT TIME OF MISHAP S.L. -75' TERRAIN Railroad Embankment	

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) *

N.A.

SECTION B. CONTRIBUTING FACTORS

*	✓	FACTOR	✓	FACTOR	✓	FACTOR
						17.

[redacted] (b) (5)

1. NAME (Last, first, & middle initial) *	2. RANK/RATE	3. FILE/SERVICE NO.	4. DESIG. NATOR	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DWS	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) CARRIER, Thomas F.	LTJG	[redacted] (b) (6)	1315	USNR	29	3	Ferry Pilot	Pilot	Alfa
CO-PILOT (Identify & submit separate page 1) N.A.									

SECTION C. PERSONNEL DATA — PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		1207	17. CV LANDINGS DAY/NIGHT	ALL	252 / 53
				IN MODEL	218 / 42
12. ALL MODELS IN LAST 12 MONTHS		267	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		83	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	7 / 0
				IN MODEL	3 / 0
14. ALL SERIES THIS MODEL	A/C	859	20. NIGHT HOURS LAST 3 MONTHS	ALL	/ 1
	OFT/CPT	3 / 16		IN MODEL	/ 0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	222	21. TOTAL HOURS IN JETS (if jet mishap)		1148
	OFT/CPT	0 / 0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	30	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	5 Jan 1968
	OFT/CPT	0 / 0		DURATION	0.6
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		12 Sep 1966	24. TYPE INSTRUMENT CARD		STAN

SECTION D. OTHER PERSONNEL

25. NAME (Last, first, & middle initial) *	26. DWS	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
N.A.								

03-CSF

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

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

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK

B. ENGINE HISTORY

	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)										
(2)										
(3)										
(4)										

C. COMPONENT HISTORY

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

D. INCIDENTS & GROUND ACCIDENTS*

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

E. ENGINE FAILURES

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

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL		14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS		16. CAUSE OF SYMPTOMS				

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER
2. DIR MESSAGE REQUEST DATE-TIME-GROUP VRF-32 181637Z JAN 68 . Info NASC on DIR request. See para. 30 OPNAVINST F0750.5E
3. OTHER
4.

OP-05F

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

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

OPNAV REPORT 3750-1

G. SHIPS DATA

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

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16 COMMENTS *(for cable failures specify no. landings and months in service)*
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
HI THIN SCT	40	Calm	NA / NA	NA	NA

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS
IV		3	[redacted]
IV		3	

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

2. COPY DISTRIBUTION
2CC NAVAVNSAFECN DIRECT (AAR)
1cc COMNAVAIRSYSCOM (AIR-404)
1cc COMNAVAIRPAC
1cc COMFAIRSIDIEGO
1cc NPRO LTV DALLA
1cc DIR AFIP WASHD
1cc CO, NAS NORIS
(All copies direct

5. DATE SUBMITTED TO CO
25 January 1968

COST DAMAGE TO: 3. GOVERNMENT PROPERTY NONE 4. PRIVATE PROPERTY UNKOWN

PART IV SIGNATURES OF THE BOARD

[redacted]

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

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

THE ACCOUNT

PART V. THE ACCIDENT

On 8 January 1968 the pilot filed a VFR flight plan at NAS North Island for Davis-Monthan AFB at Tucson, Arizona, in RF-8A BUNO 144609. Initial cruising altitude was given as Flight Level 235, TAS 450 knots, and ETE one hour plus 15 minutes for a distance of 325 miles. On the previous flight the aircraft had been written up for compressor stalls in afterburner. Subsequent takeoff and climbout were observed to have been made in basic engine. After takeoff there were no radio transmissions received from V44609. See enclosures (1) through (5).

Visual contact with 609 was established near Bombay Beach on the east side of the Salton Sea. A cropduster driving his car saw it approach from the north, very low but not very fast. The aircraft banked sharply to the east, flew a short way, then banked to the southwest and flew toward the Salton Sea. This sighting was about 13 miles northwest of Niland, California. It was next seen about 10 miles northwest of Niland. It was very low, directly over the railroad track, and flying down the track toward Niland at moderate speed. Four miles from Niland it was seen again, still very low. It passed directly over Niland, flying down the railroad track it had followed for the previous ten miles. As it passed the railroad depot the aircraft was observed to climb, then the pilot rolled to the left and flew inverted for a few seconds. He rolled back to the right, with the nose low and in a right skid. In this attitude the airplane appeared to drift slightly to the right of the track, then the nose pitched up sharply and it began a rapid roll back to the left. The nose stayed high as the roll continued through about 130 degrees then fell through sharply. 609 impacted in a dry wash short of a concrete abutment of a low railroad bridge three quarters of a mile southeast of the Niland depot. Attitude at impact was approximately 45 degrees nose down. The pilot was apparently catapulted through the right rear side of the canopy. Fire broke out on impact and was extinguished by the local fire department. The pilot's torso and parts of the aircraft were thrown down the railroad track along the line of flight; most of the aircraft remained in the dry wash under the bridge. Time of the crash was 1142U. See enclosures (9) through (17).

PART VI. DAMAGE TO THE AIRCRAFT.

A. The aircraft was demolished by impact and explosion. Parts that remained at the point of impact were further damaged or consumed in the fire that ensued. Small parts and components were scattered 1200 feet along the extended flight path and 1000 feet on either side. To enable necessary railroad repairs, the wreckage close to the impact point was disturbed prior to complete examination by this Board. Enclosure (16) is a diagram showing wreckage distribution.

B. The aircraft's path prior to impact was approximately 10 degrees to the rail line. The engine and afterburner remained at the point of impact essentially in one piece, enclosure (17). Part of the wing center section and both outer wing panels remained in close proximity to the impact point. The outer wing panels were both torn from the center wing section approximately three to five inches inboard of the wing fold hinges. The

PART VI. DAMAGE TO THE AIRCRAFT. (Cont'd)

wing panels were basically intact and the wing leading edge droop actuating cylinders were still attached as was a portion of the droop structure. Hydraulic fluid ran from the cylinders when they were moved and both outer droops were determined to have been in the cruise droop position at impact. The starboard outer wing panel was lying on the port side of the flight path at impact and vice-versa.

C. The starboard UHT (Unit Horizontal Tail) was imbedded in the wooden structure of the trestle. The hydraulic actuator was still attached to the UHT control horn. There was considerable fire damage to these parts and major portion of the UHT actuator had melted.

D. The port UHT with the vertical stabilizer still attached by a small portion of the aft fuselage structure was carried down the extended flight path and came to rest on the railroad tracks 78 feet from the point of impact. The rudder actuator was still attached and contained fluid. The port UHT was essentially intact. The UHT control horn was relatively undamaged. The port UHT control cylinder was not attached. It was subsequently located along the extended flight path about 20 feet beyond the point of impact. The base of the vertical stabilizer was extensively damaged and the flight control components located there were missing. The pitch trim actuator was never located and is presumably burried under the roadbed reconstruction near the point of impact.

E. The cockpit area was completely demolished at impact. The ejection seat carried slightly left of the extended flight path for a distance of 85 feet. The face curtain was detached from the seat top which had been damaged. The face curtain itself, although found streamed, showed little damage, indicating stowage at time of impact. The secondary firing handle, the ditching handle and the canopy override handle were all in position. The canopy override handle was cracked and loose. All seat cartridges and the firing gun were recovered intact -- no cartridges had fired. Several parts coming from the starboard side of the cockpit had torn free at impact and carried down the extended flight path for distances up to 900 feet. Items positively identified included the cockpit ram air vent knob, the ram air vent door and one canopy latch J-hook. Several items from the portside of the cockpit area were located right of the flight path approximately 500 to 600 feet from the point of impact and bearing approximately 110 to 120 degrees from the extended flight path. See enclosure (16). Items positively identified included both portside canopy latch J-hooks and the pilot's anti-G suit valve. Several cockpit instruments were located along the extended flight path. The main fuel gauge indicated 3500 pounds at impact and the transfer gauge indicated 200 pounds. No other instruments located had usable readings.

F. Examination of the engine showed extensive impact damage. There were two major breaks in the engine, one just forward of the combustion sections and one just aft. The afterburner section had folded over approximately 75 to 80 degrees toward the 6 o'clock position. See enclosure (17). The engine exhaust nozzles were in the closed position. The N1 compressor blades were bent opposite the direction of rotation. The N1 compressor turbine shaft was twisted off in line with the N2 compressor

PART VI. DAMAGE TO THE AIRCRAFT. (Cont'd)

rear hub. The accessory drive shaft (P/N 203702) was twisted off above the spline end that mates with the angle drive gearbox. The rear hub of the N2 compressor was broken away a full 360° at the flange and was coned smoothly forward.

A section was cut from the outer combustion case to allow viewing of the interior of the combustion section. All parts were intact and there was no obvious combustion section failure.

PART VII. INVESTIGATION AND ANALYSIS.

(b) (5)

[redacted]

PART VIII. CONCLUSION.

(b) (5)

[redacted]

PART IX. RECOMMENDATIONS.

(b) (5)

[redacted]

MILITARY FLIGHT PLAN (17)	AIRCRAFT UNIT OF ASSIGNMENT/HOME STATION		AIRCRAFT SERIAL NO.
	VRF-32	NZY	144609

TYPE OF FLIGHT PLAN	RADIO CALL/TD CODE	AIRCRAFT DESIGNATION	ESTIMATED TRUE AIRSPEED	DEPARTURE TIME (Z) PROPOSED	ACTUAL
☐ IFR ☐ DVFR ☐ VFR ☐ FVFR	V44609	~~[illegible]~~ F8/B	450	1930	1907

INITIAL CRUISING ALTITUDE	POINT OF DEPARTURE	STANDARD INSTRUMENT DEPARTURE NAME AND NUMBER	TO
235	NZY		

IFR	VFR	ROUTE OF FLIGHT	TO	ETE/EET
	—	J-2 GBN, D	DMA	1+15

REMARKS

LIGHT WEATHER BRIEF
LOT/HOT PARAC VCNTY MATS
2000 BRIEFING 000131 DATE 8 JAN 1968
ght as planned is certified [illegible] no hazards
route. Verbal briefing [illegible] G. Bernardi GS-

RANK/HONOR CODE	PSGR/CARGO CODE			ETE TO ALTN	REQUEST CLEARANCE AFTER
				NR	

HOURS FUEL ON BOARD	DIST TO DESTN	ALTERNATE AIR FIELD	SIGNATURE OF APPROVING AUTHORITY	DATE
3+00	325	NR		1/ /68

INST RATING	SIGNATURE OF PILOT IN COMMAND
STD	[signature]

CREW/PASSENGER LIST

DUTY	NAME AND INITIALS	GRADE	SERVICE NO.	ORGANIZATION AND LOCATION
PILOT IN COMMAND	CARRIER, T.F	LT/06	648149	VRF-32 NZY

CERTIFIED TO BE A TRUE COPY: [redacted] (b) (5), (b) (6)

CDR, USN

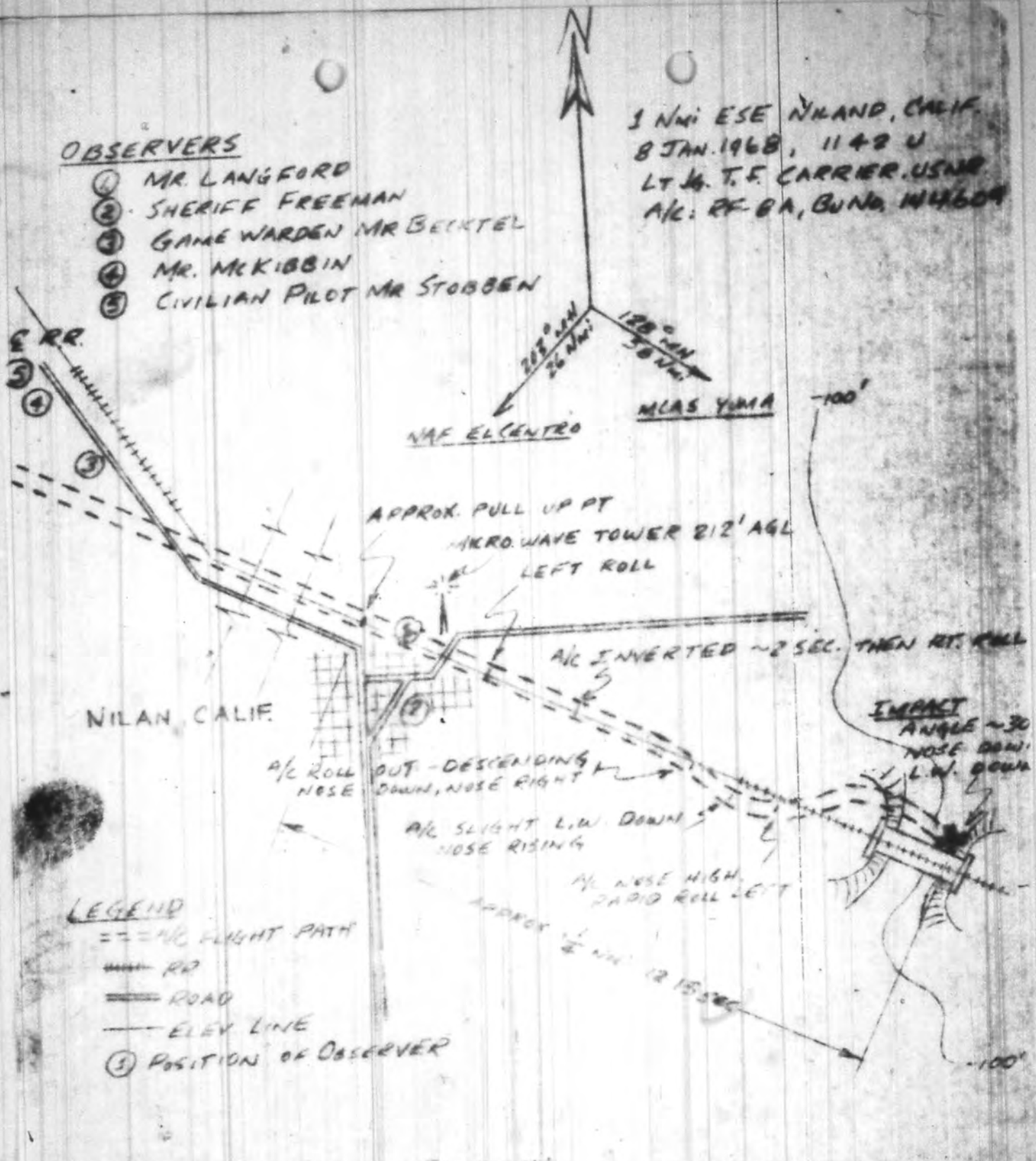
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PILOTS PREFLIGHT CHECKLIST

— NOTAMS	— AIRSPACE RESTRICTIONS	— AIRCRAFT/DESTINATION NAV AIDS
— WEATHER AND WINDS	— CHARTS, PUBLICATIONS, MAPS	DD FORM 365F (Weight and Balance Clearance Form F)

DD FORM 1 NOV 64 175 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE. 0101-800-3381

ENCLOSURE (1)



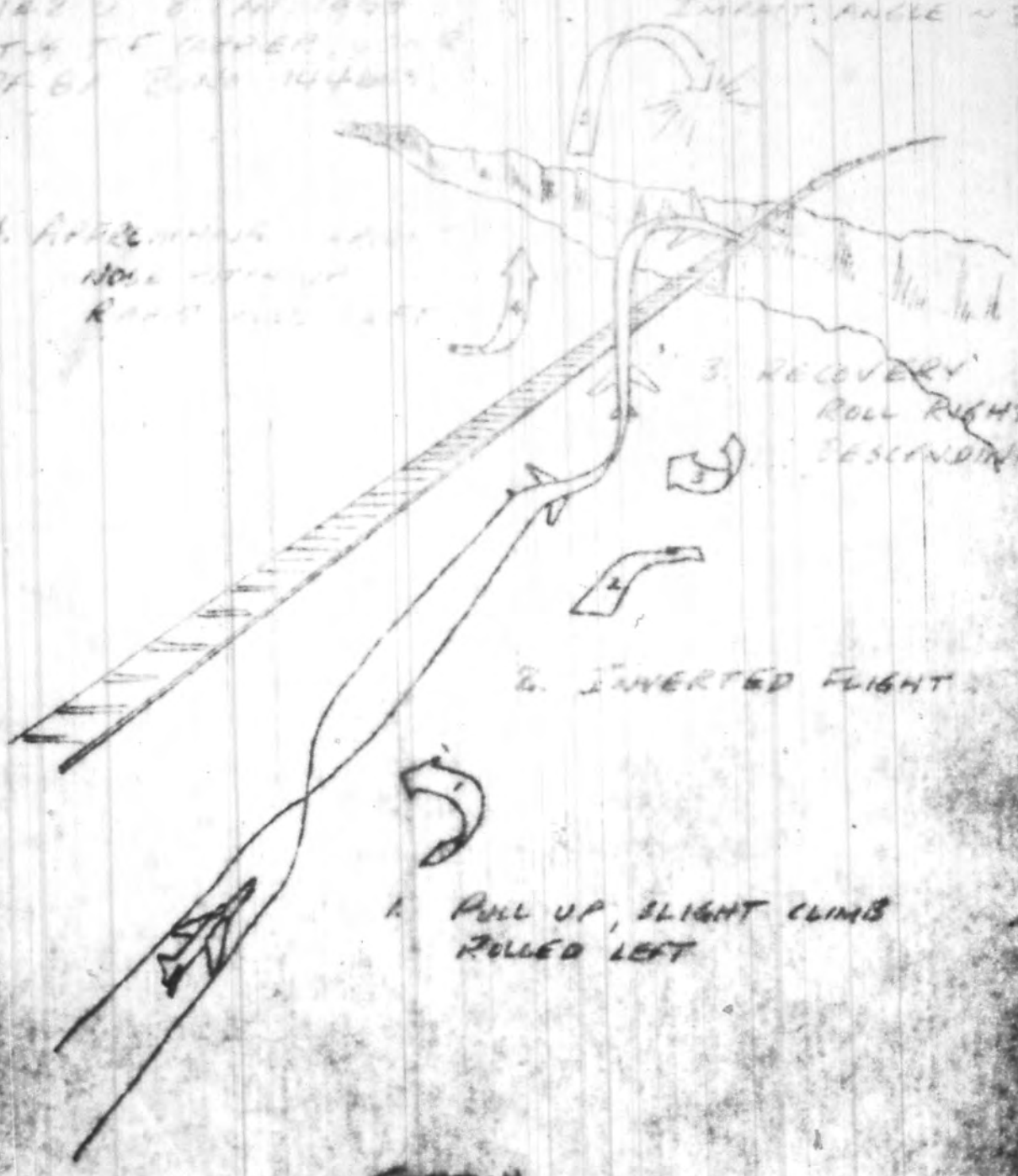
SKETCH

FLIGHT PATH AND IMPACT POINT

NOT TO SCALE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6S

ENCLOSURE (1)

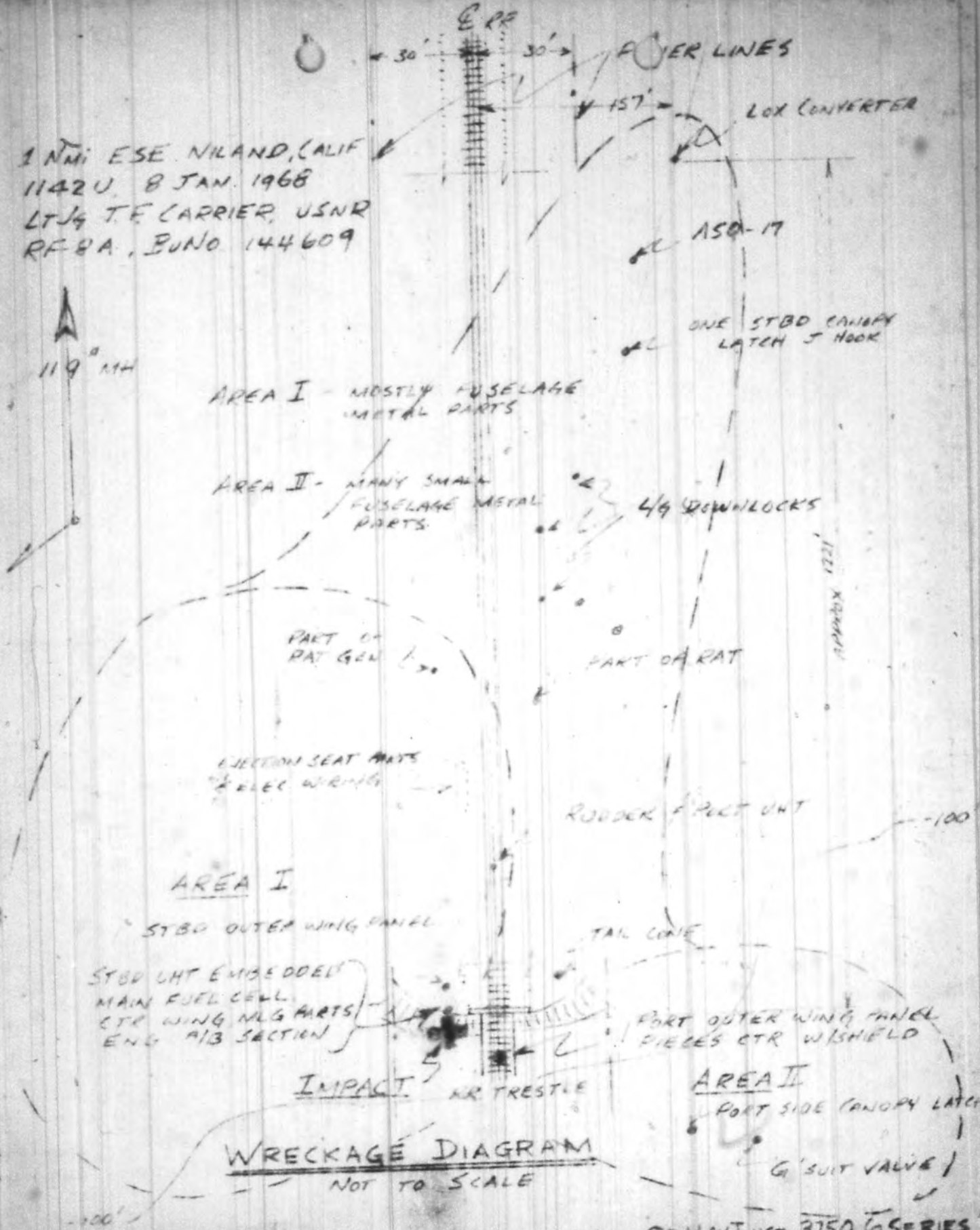


SKETCH

APPROXIMATE FLIGHT MANEUVER

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST. 3750.6 SERIES

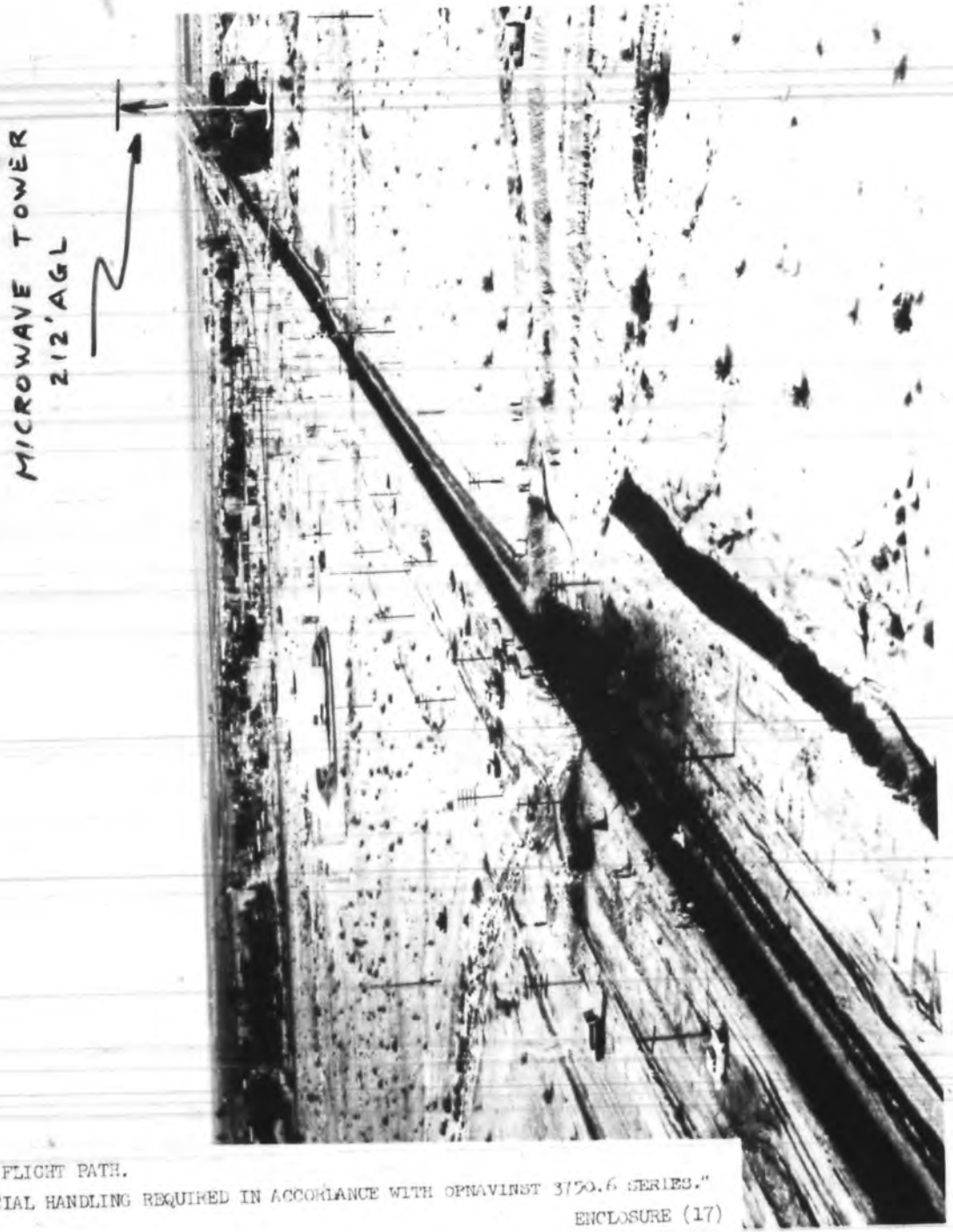
ENCLOSURE (15)



WRECKAGE DIAGRAM
NOT TO SCALE

PECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

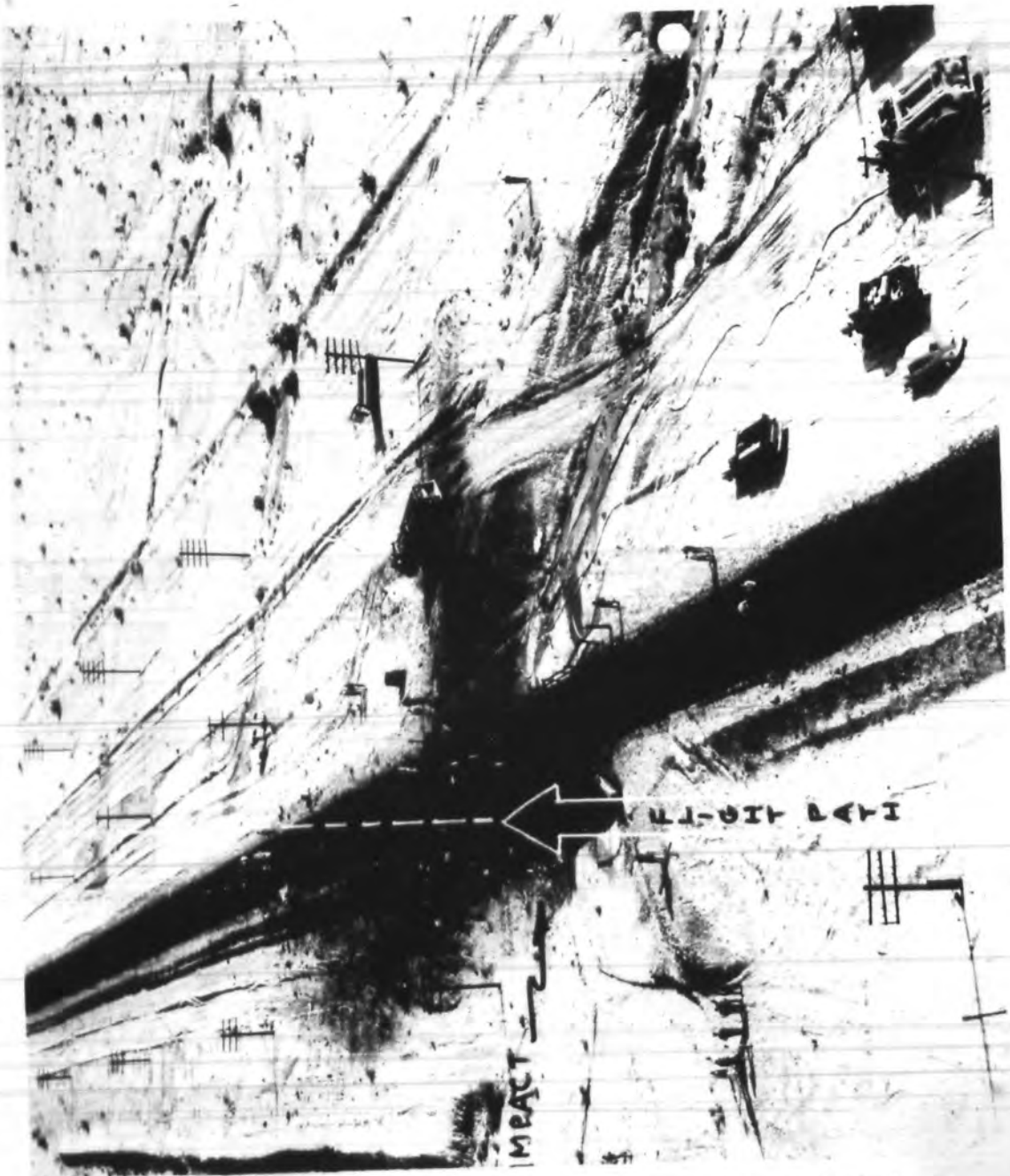
ENCLOSURE 16



A. FLIGHT PATH.

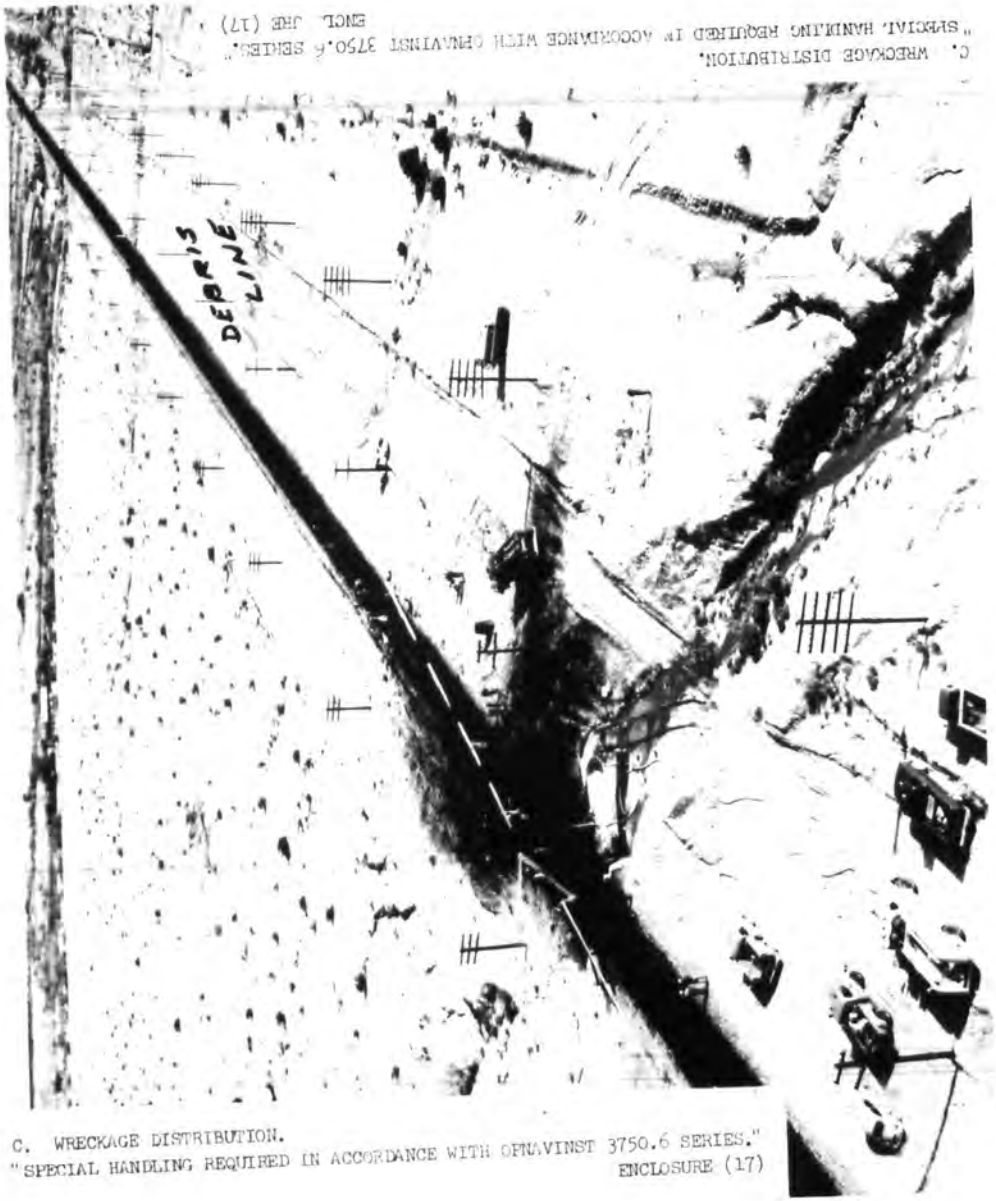
"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES."

ENCLOSURE (17)



B. IMPACT POINT.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES."



C. WRECKAGE DISTRIBUTION.
"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES."
ENCLOSURE (17)

C. WRECKAGE DISTRIBUTION.
"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES."
ENCL. JRE (17)

2032 RV-2

RV.2

RV 2

RV-2

RV 2

RESUME OF PILOT'S FLYING EXPERIENCE

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	CV LANDINGS DAY / NIGHT	OPERATIONAL/PROFICIENCY
VRF-32	JUL67-JAN68	F-9	18	0 / 0	18 / 0
		F-8	59	0 / 0	59 / 0
		C-1	1	0 / 0	1 / 0
		P-3	25	0 / 0	25 / 0
VF-51	APR65-JUL67	F-8	716	242/ 44	716 / 0
VF-124	OCT64-APR65	F-9	2	0 / 0	2 / 0
		F-8	91	0 / 0	91 / 0
VA-125	AUG64-OCT64	F-9	18	0 / 0	18 / 0
		A-4	5	0 / 0	5 / 0
TRACOM	NOV62-AUG64	T-34	33	0 / 0	33 / 0
		T-2	121	6 / 0	121 / 0
		F-9	110	5 / 0	110 / 0
		F-11	24	0 / 0	24 / 0

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (18)

8 01 08 101

NNNNZCZCNASC931CZCSLB677
RTTUZYUW RUWJMUA8680 0302210-UUUU--RUCILSA.
ZNR UUUUU
R 302210Z JAN 68
FM NAVAIRSYSCOMREPAC
INFO ZEN1/NAVAIREWORKFAC NORIS
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILSA/NAVAVNSAFCEN
ZEN1/COMNAVAIRPAC
ZEN2/NAVAIRTECHSERVFAC
ZEN1/AIRFERRON THREE TWO VRF-32
BT
UNCLAS
RFBA BUNO 144609 ACCIDENT INVEST
A. AIRFERRON THREE TWO 181637Z JAN 68 PASEP
B. COMNAVAIRPAC/BWFRRPAC INST 4730.8A
1. FROM CODE 3312. REQ CONDUCT ENGRG ANAL FOLLOWING PARTS
FROM SUBJ A/C ACCIDENT: SERVO ASSY, HORIZONTAL TAIL PC-LH-
PART NO. CV15-60044015, SERVO ASSY PART NO. CV15-608044-016,
RUDDER TRKM AND DAMPER CYLINDER ASSY PART NO. CV15-151049
AND HORIZONTAL TAIL ASSY LEFT HAND PART NO. CV15-160002-001.
PARTS ARE IN CUSTODY OF NAVAIREWORKFAC NORIS. ADCON RESULTS
WITH TWO COPIES THIS CMD, CODE 331. REFER NAVAIRSYSCOMREPAC
CON NR 2386-68 ASGD IAW REF B.
BT

931/68

Cog m&m

Jan 302210Z

1-8-68

MESSAGE DRAFT
SND 4462 (Rev 2/58)

CLASSIFICATION
UNCLASSIFIED

DATE: 22 JAN 1968

FROM NAVAL AVIATION SAFETY CENTER

R. DOWNS

DEPT. A.I.

RELEASED

ACTION

AIRCRAFT FERRY SQUADRON THREE TWO

√	PRECEDENCE	√
	Mail	
	Night Message	
X	Routine	X
	Priority	
	Op Immed.	
	Emer.	
	Flash	

INFO

TEXT

UNCLAS E F T O

RF-8A BUNO 144609 ACCIDENT

1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.

2. INSTRUCTIONS CONTAINED IN OPNAVINST P3750.6F, PAGE 20, PARA 32D APPLY.

REFERENCE MESSAGE

TRANSMIT BY RADIO —	CLASS OF MSG.	CSO	TOR COMM. OFFICE	DATE/TIME GROUP
				221650Z

VRF-32 · 1-68A 1-8-68

NNNN

MSCNASC474CZCSLB059
RTTUZYUW RUWJMUA0875 0181637-UUUU--RUC1LSA.
ZNR UUUUU
R 181637Z JAN 68
FM AIRFERRON THREE TWO
TO ZENI/NAVAIRSYSCOMREPPAC
INFO ZENI/COMNAVAIRPAC
RUC1LSA/NAVAVNSAFECEN
BT
UNCLAS
DIR REQUEST
A. OPNAVINST 3750.6F
1. IT IS REQUESTED THAT A PRIORITY MALFUNCTION/FAILURE INVESTIGATION BE CONDUCTED ON ITEMS RECOVERED FROM THE WREAKAGE OF RFBA 144609.
2. THIS AIRCRAFT IMPACTED THE GROUND NEAR NILAND, CALIF. AT 1142U ON 08 JAN 1968.
3. THE PARTS TO BE ANALYSED ARE:
SERVO ASSEMBLY, HORIZONTAL TAIL PC-LH-PART NO. CV15-60 044015
SERVO ASSEMBLY, HORIZONTAL TAIL PC-RH-PART NO. CV15-608044-016
RUDDER TRIM AND DAMPER CYLINDER ASSEMBLY PART NO. CV15-151049
HORIZONTAL TAIL ASSEMBLY-LH-PART NO. CV15-160002-001.
4. JOB CONTROL NUMBER 2386-68 HAS BEEN ASSIGNED

PAGE TWO RUWJMUA0875 UNCLAS
AND THE PARTS ARE IN THE CUSTODY OF NARF NORIS.
BT

1/24/68

Cog M+M

JAN
181637Z

NNNNZCZCNASC381CSLA566
PTTUZYWW RUCIJPA5170 0890636-UUUU--RUCILSA.
ZNR UUUUU ZOV RUCIJPA ZXY-2 REROUTE OF RUWJMUA5456 0090535
P R 090505Z JAN 68
FM AIRFERRON THREE TWO
TO RUENAAA/CNO
RUCIJPA/NAVAVNSAFECEN
RUWJDBA/MASDC DAVIS-MONTHAN AFB
ZEN1/NAVAIRSYSCOMREP NORIS
ZEN1/NAS NORIS
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCIJFA/JUDGE ADVOCATE GENERAL
RUWJHEA/COMELEVEN
RUEDBHB/CHIEF OF NAVAL MATERIAL
ZEN1/COMFAIRSDIEGO
RUCILMA/COMNAVAIRLANT
ZEN1/COMNAVAIRPAC
RUEOPDA/DIRECTOR ARMED FORCES INSTITUTE OF PATHOLIGY
RUHHBRA/CINCPACFLT
RUWTATB/NAVPLANTREPO LTV DALLAS
RUCLAKA/RCVW-4
RUWJAPA/RCVW-12
BT
UNCLAS

3811 68

PVE AAK

PAGE TWO RUWJMUA5456 UNCLAS
FOR OFFICIAL USE ONLY
PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 8 JAN 1968 APPROX 1130T DAYLIGHT
2. RF8A, 144609, NAS NORTH IS. VRF-32 1-68
3. 20 MILES NNE NAF EL CENTRO, CALIF
4. THOMAS E. CARRIER, LTJG, (b) (6) USNR, 1315 ACTIVE ALFA
5. NONE
6. ALFA
7. 1J1 8.4
8. ENROUTE NORMAL FLT
9. PILOT ON VRF FLIGHT PLAN ENROUTE FROM NORIS TO DAVIS-MONTHAN AFB. FILED ALTITUDE FLIGHT LEVEL 235. NO RADIO TRANSMISSIONS RECEIVED FROM PILOT AFTER DEPARTING NAS NORIS. NAF EL CENTRO REPORTED CRASH TO VRF-32.
10. SURWIND CALM, HIGH THIN SCATTERED, TEMP 60 DEW POINT 30 VIS. 40 MILES
11. UNKNOWN
12. UNKNOWN
13. UNKNOWN

PAGE THREE RUWJMUA5456 UNCLAS
14. NONE
15. UNDETERMINED
16. CDR. H. W. JONES, C. O. VRF-32, AUTOVON 898-1840.
BT

JAN 090505 Z

VRF-32 8/1/68/1

RF-8A/144609 NAS NORTH IS. ~~VRF-32~~ 68A 1-8-68

MESSAGE DRAFT
SND 4462 (Rev 2/56)

CLASSIFICATION
UNCLASSIFIED

DATE: 8 JANUARY 1968

FROM	DRAFTED BY	DEPT.	RELEASED
NAVAL AVIATION SAFETY CENTER	LCDR A.G. ILDAS, USNR, OOD		LCDR A.G. ILDAS, USNR, OOD

ACTION

VRF-32
NAF EL CENTRO

✓	PRECEDENCE	✓
	Mail	
	Night Message	
	Routine	
X	Priority	XX
	Op Immed.	
	Emer.	
	Flash	

INFO
CNO
NAVAIRSYSCOMHQ
NAVAIRSYSCOMREPPAC
COMNAVAIRPAC
NAVAIRSYSCOMREPO DALLAS
NAVAIRSYSCOMREPO EAST HARTFORD

TEXT

UNCLAS E F T O
RF-8A BUNO 144609 ACCIDENT

MR. ROY (NMI) DOWNS, AIR SAFETY SPECIALIST, CLEARED [redacted] (b) (6) WILL ARRIVE IMPERIAL COUNTY AIRPORT, EL CENTRO, CALIF., ON BONANZA AIRLINES FLIGHT 246 AT 1710, 9 JAN 1968, TO CONDUCT NAVAVNSAFECEN INVESTIGATION OF SUBJECT ACCIDENT. REQUEST TRANSPORTATION BE PROVIDED.

INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 14, PARA 248, AND PAGE 20, PARA 32A (PRESERVATION OF WRECKAGE) APPLY.

REFERENCE MESSAGE

PRECEDENCE BY MARKS—	CLASS OF REF.	DATE	TOR GENERAL OFFICE	DATE/TIME GROUP
				090120 Z