AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-14 (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED

PART I

0 0 VHF-251	2-2A	260915Q Nov.63	FS2	145461
Commander, Naval Aviation Safety Center		160°17NM ROOSEVELT ROADS		ALFA
VA CO VHF-251		Day	0/08	1N
CO [illegible]				
CO [illegible]				
CO [illegible]				
		Roosevelt Roads	Roosevelt Roads	
		VFR Local	375	24,000
Explosion and Loss of Control			11,000	11,000

(b) (5)

[redacted]

JAMES, William A.	1/1A	(b) (6) [redacted]	7302	USMCR	(b) (6) [redacted]	1	Pilot	Cockpit	Delta

		649		25 / 0
				11 / 0
		337		124 / 94
				124 / 94
		90		0 / 1
				0 / 1
		354		0 / 1
		15 / 7		0 / 1
		337		496
		6 / 7		
		90		26Nov63
		0 / 0		1.2
	(15Nov63) Qualified			Standard

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SPECIAL HANDLING REQUIRED

DATE OF MANUFACTURE								
24Nov1958	946	2	11	263	O&R Norfolk	Major	48	34

ENGINE MODEL	ENGINE SERIAL NUMBER							

COMPONENT MODEL AND NOMENCLATURE	MANUFACTURER'S PART NUMBER	TOTAL HRS. ON PART	NO. OF CYCLES	HOURS SINCE LAST OVERHAUL	OVERHAUL AGENCY	MAJOR REQUESTED	SER. NO.
Air Turbine Drive	46601-15K	UNK	UNK	47.5	O&R Norfolk, Va	No	NA
Air Conditioning Fan	536928	UNK	UNK	47.5	O&R Norfolk, Va	No	NA
Generator Drive Duct	2602305	UNK	UNK	UNK	UNK	No	NA
Emerg. Air Bottle	23711182	UNK	UNK	UNK	UNK	No	NA

PARTS REPLACED

PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

JET ENGINE FLIGHT DATA

AT TIME OF FLIGHT							

AIRCRAFT ACCIDENT REPORT

SPECIAL HANDLING REQUIRED

ENGAGED	DECK RUNOUT (FEET)	RAM TRAVEL (INCHES)	CONSTANT PRESSURE DEPTH (FEET)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (FEET)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failures specify on landings and results in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

GAVU		NA	NA	NA	NA

PART IS ADDITIONAL INFORMATION

			REMARKS
C	1	3	Accessory Card Not Received with Part
C	1	4	Accessory Card not Received with Part
C	2	3	Accessory Card not Received with Part
C	2	4	Accessory Card not Received with Part

COPY DISTRIBUTION

CO PHILANT

CO Naval Parachute

COST CHARGE TO: None | None

13Dec1963

(b) (6)

[redacted]

ORIGINAL

PART V - THE ACCIDENT

On 26 November 1963 Lt.Lt. JONES was scheduled for a radar calibration flight with NAS DEVONSHIRE. The briefing was conducted by the Squadron Operations section and covered all the technical aspects of the flight. Lt. JONES was assigned to fly D6-10. Preflight was normal except that the safety pins had not been installed in the seat. The pilot noted this and had the plane captain install the face curtain pin prior to entering the cockpit. Prior to start, Lt. JONES was shown all seven safety pins which were subsequently stowed in the cloth container on the left side of the ejection seat.

Engine start, post start checks, taxi, and engine full power turn up all were normal. Lt. JONES found no aircraft discrepancies. At 0907Q Lt. JONES took off and climbed to 11000 feet where he leveled off and contacted DEVONSHIRE. The flight had been normal in all respects up to this point. At about 0915Q, at 11000 feet in level flight at 375 IAS, Lt. JONES heard a loud explosion aft of the cockpit. The explosion was immediately followed by violent yaw and roll to the left. Lt. JONES attempted to recover the aircraft to normal flight but was unable to. At this point the decision to eject was made. He positioned himself in the seat and pulled the face curtain. The ejection attempt failed and the canopy was not ejected. Lt. JONES pulled the face curtain "hard two or three times" with no results. He then pulled the canopy interrupter handle in preparation for ejecting through the canopy. As this action took place, the aircraft seemed to stabilize inverted. Lt. JONES attempted another recovery but the aircraft resumed its violent uncontrolled maneuvers. Lt. JONES noticed a fire in the starboard mirror. He pulled the face curtain again ejecting through the canopy at an estimated 8000 feet with the aircraft slightly nose down and inverted. The remainder of the ejection sequence was normal in all respects. Lt. JONES' back was injured during the ejection.

As Lt. JONES was descending, he noticed the aircraft below him with bright orange flame showing high on the starboard side between the cockpit and leading edge of the wing. He did not observe the actual impact of the aircraft with the water.

During his descent, Lt. JONES readied himself for entry into the water using standard techniques. He had some difficulty entering the life raft with his injured back and inflated life vest.

An organized search was launched at 1030Q. Lt. JONES was located at 1116Q. He was picked up by helicopter at 1142Q and was returned to USS Roosevelt Roads.

PART VI - DAMAGE TO THE AIRCRAFT

The aircraft hit the water approximately 160°, 17 nautical miles from N.S. Roosevelt Roads, P.R. and sank immediately. The depth of the water in this area is 1000 fathoms, making salvage impossible. The A/C attitude and angle of impact are unknown, since the pilot was the only witness and did not see the actual impact.

The Roosevelt Roads crash boat conducted a surface search at the scene and recovered the following debris:

starboard aileron (CV15-710008-004)
utility hydraulic reservoir (CV15-40[illegible]126-002)
Emer. Drop Air Bottle ([illegible]) [illegible]
miscellaneous small fragments including a small section of a fuselage fuel cell.

The utility hydraulic reservoir was fire-blackened on all sides and the piece of fuel cell was scorched. The reservoir burn marks may have been inflicted by the in-flight fire, but the scorched fuel cell fragment indicates the liklihood of an explosion on impact. No additional information could be obtained from the remainder of the recovered wreckage.

The aircraft sustained Alfa damage and is unsalvageable.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

5

PART VII THE INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

STATEMENT OF FIRST LIEUTENANT William A. JAMES, USMCR, (b) (6) [redacted] 7302, PILOT CONCERNING VMF-251 AAR 2-63, F8B BUNO 144561 (SIDE NO [illegible]-10) OCCURRING 26 NOVEMBER 1963

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6X

MARINE FIGHTER SQUADRON 251
Marine Aircraft Group 32, 2d Marine Aircraft Wing, FMFLant
Marine Corps Air Station
Beaufort, South Carolina

FLIGHT PLAN FOR TUESDAY 26 NOVEMBER 1963

CALL	RANK	PILOT	MISSION	BRIEF	ETD	ETA	W/AREA	REMARKS
1-1	*Major	MORRILL	20,000'	0630	0730	0845	W-370	
1-2	1stLt.	VIERBOCK	LIVE					
1-3	1stLt.	JAMES	GUNNERY					
1-4	2ndLt.	LEPMEW						
1-5	1stLt.	WILLIAMS	TOW					
2-1	*LtCol.	PALMER	20,000'	0730	0830	0945	W-370	
2-2	Capt.	PHILLIPS	LIVE					
2-3	Capt.	BLOOM	GUNNERY					
2-4	1stLt.	HINES						
2-5	1stLt.	WESTBROOK	TOW					
3-1	*Major	COONEY	RAS TAC	0730	0830	1000		
3-2	Capt.	RYDER						
4-1	1stLt.	JAMES	RAD CAL		0900	1030	W-268,274,B	EAST OF W-370
5-1	*Major	COONEY	20,000'	1030	1130	1245	W-370	
5-2	2ndLt.	LEPMEW	LIVE					
5-3	Capt.	SORENSEN	GUNNERY					
5-4	1stLt.	FILLEY						
5-5	1stLt.	CORNER	TOW					
6-1	*Major	MORRILL	AD TAC	1100	1200	1330		
6-2	2ndLt.	KING						
7-1	1stLt.	VIERBOCK	RAD CAL		1245	1445	W-268,274,B	EAST OF W-370
8-1	*LtCol.	PALMER	20,000'	1330	1430	1545	W-370	
8-2	Capt.	SORENSEN	LIVE					
8-3	Capt.	BLOOM	GUNNERY					
8-4	1stLt.	HINES						
8-5	Major	STUCKEY	TOW					
9-1	Capt.	RYDER	METE FAM	1645	1745	1945		
10-1	1stLt.	WILLIAMS						
11-1	1stLt.	CORNER						
12-1	1stLt.	WESTBROOK						
13-1	2ndLt.	KING						

CLOSING TIME FOR EVENT: FIRE WARNING LIGHT WITHOUT FLIGHT LEADER
SOO: 1stLt. FILLEY/STUCKEY 1030-1245 1stLt. GAGUSARA NIGHT NLGO: 1stLt. VIERBOCK
NIGHT BRIEFING: Capt. BLOOM

D. W. MORRILL
Major, U. S. Marine Corps
Operations Officer

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 86 OF OPNAVINST 3750.6E

RESCUE REPORT

SPECIAL RULES REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible]

INSTRUCTIONS: SEE REVERSE

OPNAV FORM 3750-12 (2-62)

1. VIEW: Training Squadron [illegible]		2. DATE OF RESCUE: 11/26/63	3. DATE OF REPORT: 11/26/63
4. LOCATION AND DATE OF RESCUE ATTEMPT: [illegible] NIGHT 11mi, Roosevelt Roads – helicopter		5. VEHICLE RESCUED (Type/model): Drone Recovery UH-34	
6. NUMBER OF PERSONNEL: 3	7. NO. OF RESCUE VEHICLES ON RESCUE TEAM: 2	8. NO. TO BE RESCUED: 1	9. VEHICLE: 1
		10. TYPE OF RESCUE: UH-34 and ship	

7. TIME SEQUENCE OF EVENTS (Local Date Time Group)

1120Z	Orally from CDO
1125Z	16 mi.
1140Z	None - survivor located by A/C
1135Z	Visual
1140Z	Smoke lights - Dye - Raft
1145Z	
1155Z	Disembarked at Station Operations, USNS Roosevelt Roads

8. WEATHER CONDITIONS AT RESCUE SITE

Unknown °F	68 °F	0009 knts.

Calm to very light - Sea state

9. EQUIPMENT ACTUALLY USED DURING RESCUE

Rescue hoist
Rescue seat

10. SURVIVALIST INSTRUCTIONS (Know and distinguish and effect on final outcome of rescue attempt, i.e., ALERTING PERSON, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

None

Helicopter Crew

LCDR Andrew BELSHOF, USN, (b) (6) 1310, pilot
LCDR James S. DYKES, USN, (b) (6) /1317, co-pilot
Robert J. FINN, (b) (6) AD1-2, crewman
Ray S. STELZ, (b) (6) AD1-2, crewman
LT Joseph W. DOGGS, MC, USN, (b) (6) 2100 flight surgeon

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, importance of equipment, operation, etc.)
JAMES, William A.	ejection	None

12. REMARKS: (Missing or rescue items or crew, communication equipment/techniques, rescued equipment/techniques, rescue vehicle)

The rescued pilot apparently knew how and utilized his survival and signaling equipment properly.

13. ATTACH ENCLOSURES: Narrative of search, location and retrieval—Survivor's statements

14. NAME AND TITLE OF RESCUING OFFICER: Andrew BELSHOF LCDR

15. NAME AND TITLE OF COMMANDING OFFICER: ROBERT G. FALKNER LtCol, USMC-(ret) RAD-32

SIGNATURE OF NAME AND OFFICER: Andrew Belshof

SIGNATURE OF COMMANDING OFFICER:

OPNAVINST [illegible] SHALL BE DISTRIBUTED AS DESIGNATED IN THE FILE OF OPNAV INST 3750.6B

ENCLOSURE (9) TO VMF 251 AAR 2-63

At about 1120 I was notified by the SDO that helicopter flight was needed for an SAR mission. I had previously heard that a jet was missing. I proceeded immediately to the aircraft and after a normal start and turn-up departed for the reported area of the sighting (100° 16 mi.). Upon about 6 miles from the scene, and in radio contact with the on-scene commander, I saw the scene lights and orbiting aircraft. At this time I requested that all aircraft at the scene vacate altitudes below 800 feet. This message was acknowledged for by the on-scene commander. He informed me that the downed pilot appeared to be in good condition and in the raft. With this knowledge I elected to utilize the three pronged rescue sack vice the sling as it is rather difficult for a person wearing an inflated life vest to get into a sling. The raft was sighted when about one mile out and a normal approach and hover executed. The pilot abandoned his raft as the helicopter approached and swam toward us. I maneuvered the rotorcraft directly over him, he mounted the sack and was hoisted aboard. The Squadron Flight Surgeon happened to be in the squadron area at the time of the alert and was with us aboard the helicopter. He made a preliminary examination of the pilot and reported to me that he appeared to be in good shape but wanted to examine him further upon return to base. This information I relayed to the base. The return flight and landing was uneventful.

There were no difficulties encountered by the helicopter crew nor did the downed aviator exhibit any difficulty in being rescued.

[illegible] [illegible]
LCDR USN

ENCLOSURE (1) TO [illegible] REPORT

MEDICAL OFFICER'S REPORT OF A/C A[redacted] INT. INCIDENT, OR GROUND ACCIDENT - FAC[redacted]

SPECIAL HANDLING REQUIRED

SECTION A - IDENTIFICATION

VMF-251 , VENCAS , SEMPFORT, SOUTH CAROLINA

2-63

[redacted] [redacted] [redacted]

0950

26 NOV.63

37 MILES SOUTH DAT,VUNG,R.O.,P.R.

F-8-D

31563

1

ALFA

VMF-251

	INDIVIDUALS INVOLVED (USE ADDITIONAL SHEETS IF REQUIRED) NAME (Last, first and middle initial)	UNIT TO WHICH ATTACHED	RANK, RATE	FILE/SERV. NO. DESIGNATOR	[redacted]		DATE OF LAST PHYSICAL	[redacted]	[redacted]	[redacted]	[redacted]
A	JAMES, VELLIAN A.	VMF-251	[redacted]	[redacted]	A	A	2-4-63	YES	5	D	0
B											
C											
D											

21. TRANSCRIPTION OF ITEMS 13 TO WHICH NECESSARY: FIS, LT. JAMES excepted from annual physical on 2[redacted] 63 by reason of an augmentation physical performed on 4 FEB. 1963.

22. MAKE, MODEL A/C OF INVOLVED	23. YEAR	24. NO. OF OCCUPANTS	25. UNIT OPERATING A/C	26. CHANGE CODE	27. MAN NO.
NONE	N/A	N/A	N/A	N/A	N/A

28. NARRATIVE ACCOUNT OF INCIDENT (Use additional 8 x 10½ sheets if required)

[redacted]

29. PRIMARY CAUSE FACTOR INVOLVED IN ACCIDENT/INCIDENT

30. [redacted]

31. [redacted]

32. PRIMARY CAUSE FACTOR INVOLVED IN ACCIDENT/INCIDENT

33. Potential Failure

34. [redacted] YES [redacted] NO [redacted]

35. WHICH REPORTING FORM USED

[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]

[redacted] 13 DEC. 63 [redacted] 13 DEC. 63

[redacted]

[redacted]