ORIGINAL

REPORT

(Rev. 3-63) Page

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

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: VMFA-251	2. SERIAL NO.: 1-65A	3. DTG (LOCAL) OF MISHAP: 131623R Jan	4. MODEL AIRCRAFT: F-8B	5. BUREAU NUMBER: 145467
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: Beaufort TACAN 050°/30		10. DAMAGE: ALFA
7. VIA: CO, VMFA-251 CO, MAG-32 CG, 2nd MAW CG, FMFLANT COMNAVAIRLANT	8.	11. TIME OF DAY: 1623R Day	12. TIME IN FLIGHT: 0 / 08	13. FLIGHT CODE: 146
		14. CLEARED FROM: MCAS Beaufort TO: MCAS Beaufort		
		15. TYPE CLEARANCE: IFR LOCAL	16. AIRSPEED: 350 P	17. A/C WEIGHT: 24,500

18. BRIEF DESCRIPTION OF MISHAP: Fire followed by flameout and ejection

19. ELEVATION AT TIME OF MISHAP: S.L. 18,000 TERRAIN 17,950

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): None

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. RANK	3. SERIAL NO.	4. AGE	5. SERVICE	6. DATE	7. SQUAD	8. SELECT	9. POSITION	10. [illegible]
PILOT (at controls at time of mishap): SLAYDEN, Danny R.	2ndLt	(b) (6) [redacted]	NA	USMCR	(b) (6) [redacted]	6 Mo	Pilot	Pilot	F
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		359	17. CV LANDINGS DAY/NIGHT	ALL	9 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		215	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	36 / 8
				IN MODEL	36 / 8
13. ALL MODELS IN LAST 3 MONTHS		43	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	7 / 6
				IN MODEL	7 / 6
14. ALL SERIES THIS MODEL	A/C	62	20. NIGHT HOURS LAST 3 MONTHS	ALL	8 /
	OFT/OPT	7 / 0		IN MODEL	8 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	62	21. TOTAL HOURS IN 4STL (if jet mishap)		325
	OFT/OPT	7 / 0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	43	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	11 Jan65
	OFT/OPT	2 / 0		DURATION	1.7
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		23 Dec 1964 QUAL	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. RANK	27. SERIAL NO.	28. [illegible]	29. [illegible]	30. [illegible]	31. [illegible]	32. [illegible]	33. [illegible]
N/A								

ORIGINAL

AIRCRAFT ACCIDENT REPORT
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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
12-19-58	1734.9	5	10	280.2	OER HAS NORVA	INTER	31.6	48

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS OER 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) J57 P4A	629719	821.6	1	Yes	282.2	OER HAS NORVA	Major	31.6	48
(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 OER REQUESTED?	8. SER. NO. EVALUATED
(1) FUEL MANIFOLD	431818	UNK	UNK	282.2	OER HAS NORVA	Yes	0157
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

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

E. ENGINE FAILURES

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

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. MACH	4. OAT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
	17,000	300	0	UNK	CLIMB	0-200	LEVEL

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
	0-RPM, 0-FUEL FLOW, ENGINE PUMP LIGHT ON	

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/SHP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPLIFIER SERIAL NUMBER 0157
2. OER MESSAGE REQUEST DATE-TIME-GROUP 152002Z Jan 65
3. OTHER
4.

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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
7000 BKN	12				

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)
WIND 280/8, TEMP 63

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
			Additional AAR Board Members (b) (6) [redacted]	2CC NAVAVNSAFECH DIRECT (AAR) 1CC BUWEPS DIRECT (AAR) CMC (AAP) CO, U.S. NAVAL AEROSPACE RECOVERY FACILITY

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	N/A	None	2 Feb 1965

PART IV SIGNATURES OF THE BOARD

(b) (6) [redacted]

b 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.

PART V THE ACCIDENT

The flight was properly scheduled and briefed for a local GCI mission. Preflight, start, taxi and take off were normal in all aspects. (See Encl (12)

The flight was airborne at approximately 1615R on 13 January 1965. Lt SLAYDEN was climbing on a 020° heading from MCAS Beaufort in approximately a 2 mile radar trail on the section leader, Lt (b) (6) . Passing approximately 20,000 feet, Lt SLAYDEN felt or heard what seemed to be a "thump" in the aircraft aft of the cockpit area. The aircraft yawed to the left momentarily and Lt SLAYDEN noted that cockpit instruments were normal. Approximately one minute later Lt SLAYDEN noted the aircraft yaw to the left again and the yaw stab light illuminated, accompanied by P.C. #2 pressure of zero. Lt SLAYDEN notified the section leader and was instructed to remain on a heading of 020° for a rendezvous. Immediately thereafter Lt SLAYDEN noted the tachometer to read zero, engine fuel pump light on, fuel flow zero, and utility hydraulic pressure dropping through approximately 2000 PSI. Lt SLAYDEN informed the section leader and was instructed to initiate a turn toward MCAS Beaufort. Immediately thereafter Lt SLAYDEN informed the section leader the aircraft was flamed out. Lt SLAYDEN stated that the aircraft began to yaw approximately 45° left to right followed by a pronounced nose down attitude. He extended the emergency power package and turned off the main generator while attempting to regain control of the aircraft. The nose of the aircraft rose above the horizon and again entered an extremely nose low attitude. Lt SLAYDEN noted his altitude to be approximately 8000 feet and ejected using the face curtain. (See enclosure (2))

The ejection sequence was normal and Lt SLAYDEN suffered a sprined ankle upon impact with the ground. (See enclosure (1) original only and enclosure (2)

The section leader had Lt SLAYDEN in sight at the time he called flame out and noted the aircraft to enter a steep climb. He then noticed a bright, yellow colored fire ball in the fuselage area near the left main wheel well and observed the disabled aircraft to enter violent uncontrolled flight. He also noted an increase in flame streaming aft of the fuselage, and called several times "you're on fire, punch out." As the aircraft passed through a thin scattered cloud layer, in a nose low attitude, at approximately 8,000 feet, he observed Lt SLAYDEN's chute blossom and also saw the aircraft strike the ground. The section leader estimates that ejection occured approximately 8 minutes after take off. (See enclosure (3))

Lt SLAYDEN did not receive his section leaders calls that he was on fire or note any cockpit indications of fire. From the time Lt SLAYDEN noticed the yaw stab light on, 48 seconds elapsed during the sequence of subsequent failures. (Timing of Jacksonville Center tape, See enclosure (4)).

Approximately 20 minutes after ejection, Lt SLAYDEN was rescued by MCAS, Beaufort SAR helo. (See enclosure (5) original only)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P9750.6E

PART VI DAMAGE TO AIRCRAFT

1. The aircraft crashed in a heavily wooded area, on the 050° radial, 30 nautical miles from Beaufort TACAN, sustaining ALPHA damage.

2. The aircraft struck the ground in an apparent wings level, slightly nose down attitude, at a high angle of impact. The terrain is level and approximately 50 feet above sea level. The impact area contained numerous small pieces of aircraft skin and parts, disbursed over an area 150 feet in radius. Parts of skin were lodged in trees surrounding the impact area approximately 40 feet high, apparently from impact explosion. (See enclosure (6a and))

3. The impact crater masured 23 feet long by 17 feet wide by 4 feet deep, and contained the major components of the aircraft aft of the cockpit. (See enclosure (1b)) The cockpit section stopped approximately 40 feet forward of the impact area. (See enclosure (6a)) The impact and subsequent ground fire consumed the majority of the aircraft, however, the wing, tail section, and cockpit was readily identified. Sentries stated that the wreckage had burned until approximately 0300. The engine was relatively intact. The N-1 compressor spool showed blade bending in two directions and little if any chafing or scarring of the case. There was no unstacking of the blades. These indications substantiated a flat attitude at a very high impact angle.

4. The entire wreckage was returned to MCAS, Beaufort on 15 January. On 18 January the engine, components of the accessory gear case, and main landing gear assemblies were shipped to O&R at NAS, Norfolk for priority DIR. On 29 January the wreckage was released for salvage.

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

PART VIII CONCLUSIONS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

PART IX RECOMMENDATION

(b) (5)

[redacted]

STATEMENT OF SECOND LIEUTENANT DANNY R. SLAYDEN, (b) (6) , USMC, CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B BUNO 145467, ACCIDENT OCCURING 13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

STATEMENT OF SECOND LIEUTENANT DANNY R. SLAYDEN, (b) (6) , USMC, CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B BUNO 145467, ACCIDENT OCCURING 13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

Danny R. Slayden

DANNY R. SLAYDEN
2ndLt USMCR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

STATEMENT OF FIRST LIEUTENANT (b) (6) USMC, CONCERNING
VMFA-251 AAR 1-65A, INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING
13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

ENCLOSURE (3) TO VMFA-251 AAR 1-65A

STATEMENT OF FIRST LIEUTENANT (b) (6) USMC, CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

(b) (6)

1stLt. USMC

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

ENCLOSURE (3) TO VMFA-251 AAR 1-65A

STATEMENT OF CAPTAIN (b) (6) USMC, MAINTENANCE OFFICER, CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B, BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST P3750.6E

STATEMENT OF CAPTAIN (b) (6) USMC, MAINTENANCE OFFICER
CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B, BUNO 145467, ACCIDENT
OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST F3750.6E

STATEMENT OF CAPTAIN (b) (6) [redacted], USMC, MAINTENANCE OFFICER CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B, BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965

(b) (5) [redacted]

(b) (6)

Capt USMC

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

STATEMENT OF LANCE CORPORAL THOMAS M. MALLOY, USMC, WEATHER OBSERVER, CONCERNING VMFA-251 AAR 1-65A, INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

Date: 13 January 1965
Time: 1625R
Station Pressure: 30.07 inches
Sea Level Pressure: 1019.4 mb's
Altimeter Setting: 30.10 inches
Temperature, Dry Bulb/Wet Bulb: 63°F/52°F
Relative Humidity: 46%
Surface Wind: 280° at 8 knots
Ceiling: Estimated 7,000 feet
Sky Condition: 6/10 coverage of altocumulus
Visibility: 12 miles
State of Runway: Dry
General Weather Conditions for Past Hour: Rapid increase of cloudiness
Cause of Report: Tower reported crash involving aircraft of an F-8B Model, Bureau Number 145467.

I observed and recorded the above weather information.

Thomas M. Malloy
T. M. MALLOY
LCPL. USMC
Qualified Weather Observer
TTM

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST F3750.6E

MARINE FIGHTER/ATTACK SQUADRON 251
Marine Aircraft Group 32, 2d Marine Aircraft Wing, FMFLant
Marine Corps Air Station, Beaufort, South Carolina 29906

FLIGHT SCHEDULE FOR WEDNESDAY 13 JANUARY 1965

VOICE CALL	RANK	PILOT	MISSION	STEREO PLAN	ALL TIMES BRIEF	ETD	ROMEO ETA	FLIGHT BLOCK	ENTRY TIME	DEPART TIME	REMARKS
1-1	1stLt	GIBSON	GCI	F-11	1230	1330	1500	240-420	00/10	01/10	F-8B
1-2	2ndLt	SLAYDEN									
2-1	Major	LINDSAY	FAM-II	F-11	1230	1330	1500	240-420	00/10	01/10	F-4B
	Capt	BIBLER									
3-1	1stLt	PILLEY	GCI	F-11	1330	1430	1600	240-420	00/10	01/10	F-8B
3-2	2ndLt	BRATON									
4-1	Capt	BIBLER	AIR SHOW	BELOW APC	1500	1600	1700	N/A	N/A	N/A	F-4B
	Major	THOMPSON	PRACTICE								10,000#
5-1	Major	LINDSAY	FAM III	F-11	1500	1600	1730	240-420	00/10	01/10	F-4B
	WO	DAVIS									

SDO: CWO-2 LEMAY RDO: 1stLt WILSON 1630-1730 BY COMMAND OF LIEUTENANT COLONEL SCHMAGEL
NOTE: ALL OFFICERS REPORT TO STATION THEATER 0845 FOR
SAFETY CONFERENCE
READY ROOM 1000-1130 FOR F-4B DISCUSSION

P. A. LINDSAY
Major, U. S. Marine Corps
Operations Officer

CORRECTED FLIGHT SCHEDULE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

ENCLOSURE (12) TO VMF-251 ANR 1-65A

TRANSCRIPT FROM JACKSONVILLE CENTER

The following is a taped conversation between Dixiecrat 1 flight and Jax Center.

Reel #133, Track 9, R31 Radial Charleston - Beaufort High Altitude Sector

JAX CTR - "Dixiecrat 1-1, Jax Center, radar contact, cleared to climb and maintain flight level 270" Tarheel Alfa, maintain VFR below 240"

JAX CTR - "Dixiecrat 1-1, request block desired"

DIXIECRAT 1-1 - "Three five to four one"

JAX CTR - "Dixiecrat 1-1, Jax Center, expect higher altitude in 10 miles"

JAX CTR - "Dixiecrat 1-1, Jax Center, cleared to Block 37 to 41 Tarheel Alpha and Bravo"

DIXIECRAT 1-2 - "Dixiecrat 1, Dixie 1-2, Yaw stab is off and I have PC-2 failure".

DIXIECRAT 1-1 - "Roger, 1-2 how far behind are you?"

DIXIECRAT 1-2 - "I am about 5000 feet." "I don't don't have you at this time."

DIXIECRAT 1-1 - "OK, I will do a one-eighty, maintain heading 020."

DIXIECRAT 1-2 - "Roger, I've got.....I am not indicating any RPM on my Tachometer either."

DIXIECRAT 1-2 - "I just lost my utility pressure also."

DIXIECRAT 1-1 - "OK, start a turn back toward the field."

DIXIECRAT 1-2 - "Roger."

DIXIECRAT 1-1 - "I have you about 10 O'clock high, continue your turn."

DIXIECRAT 1-2 - "I have just flamed out."

DIXIECRAT 1-1 - "Roger understand flameout?"

DIXIECRAT 1-2 - "Roger."

DIXIECRAT 1-1 - "OK maintain your heading."

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST 3750.6E

ENCLOSURE (4) TO VMFA-251 AAR 1-65A

DIXIECRAT 1-1 - "You better punch Dan, Punch.....Punch, you're on fire."

DIXIECRAT 1-1 - "Punch out Dan, Punch out, you're on fire."

JAX CTR - "Dixie 1-1 this is the center, if you can give me your position, I will coordinate Air Sea Rescue right away."

JAX CTR - "Dixiecrat 1-1, Jacksonville."

JAX CTR - "Dixiecrat 1-1, Jax Center."

JAX CTR - "Dixiecrat 1-1, are you still on freq?"

JAX CTR - "Dixiecrat 1-1 Jacksonville."

The AAR Board timed the entire sequence. using the FAA furnished tape. The time from "DIXIECRAT 1, DIXI 1-2, yaw stab is off and I have PC-2 failure" to "Punch out Dan, Punch out, you're on fire" was forty-eight seconds.

FLIGHT PATH

Aircraft Accident Boards' analysis of the flight profile and sequence of in flight failures based on FAA tape and pilot statements.

1 Thump

2 FC-2 failure, yaw stab light on

3 Utility hyd pressure dropping, fuel pump light on, tachometer zero, fuel flow zero

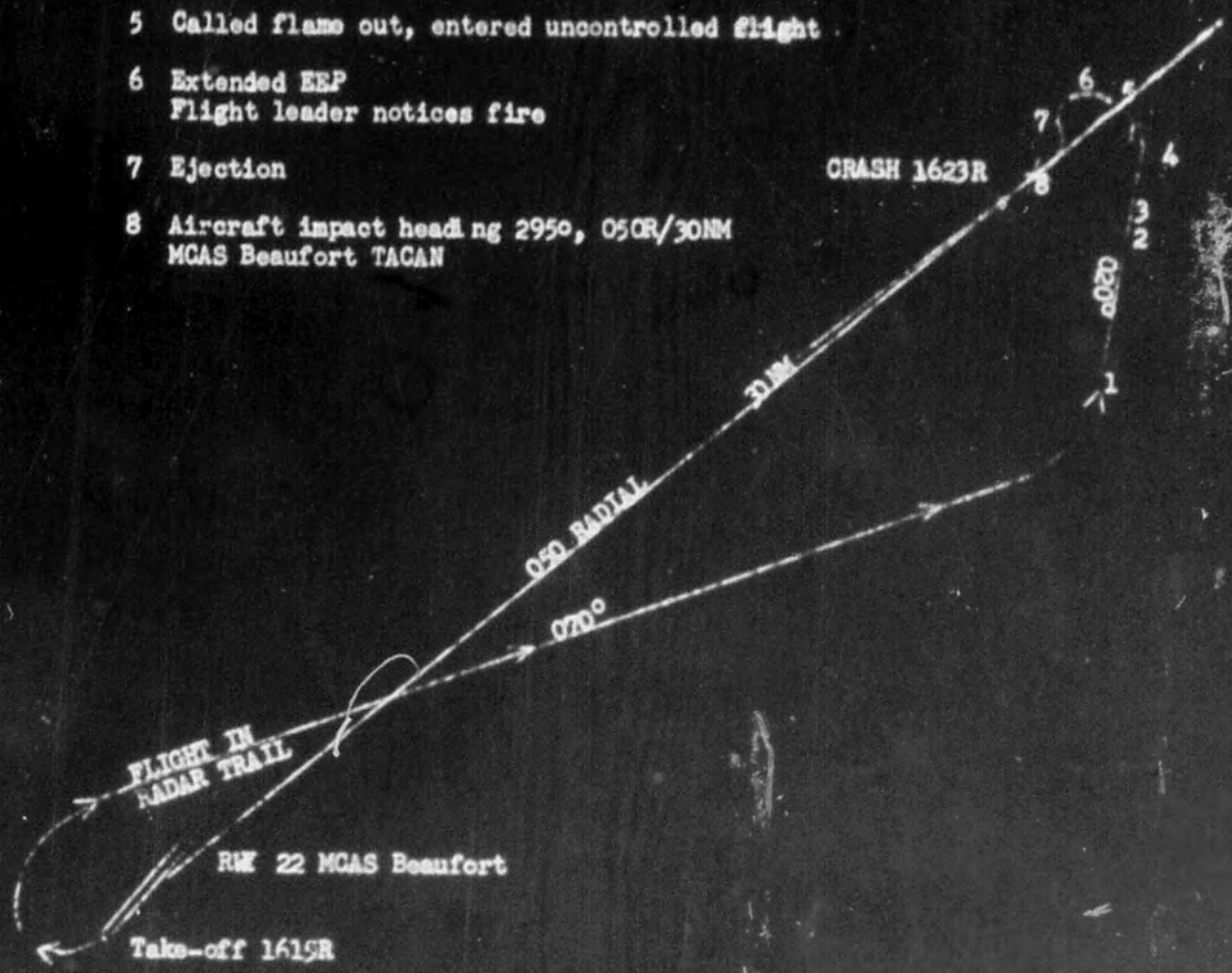
4 Began turn to MCAS, Beaufort

5 Called flame out, entered uncontrolled flight

6 Extended EEP
Flight leader notices fire

7 Ejection

8 Aircraft impact heading 295°, 050R/30NM
MCAS Beaufort TACAN



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

PILOTS RESUME OF FLYING EXPERIENCE BY FISCAL YEAR FOR SECOND LIEUTENANT SLAYDEN, CONCERNING VMFA-251 AAR 1-65A, F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

YEAR	COMMAND ATTACHED	MODEL ACFT	FLIGHT HOURS	CV LDGS DAY/NIGHT	OPERATIONAL/ PROFICIENCY
13Dec63- 13Jul64	MAD, NAETC	T-34	35	0 / 0	TRAINING
	NAS	T-2A	119	6 / 0	TRAINING
	CORPUS CHRISTI	TF-9J	120	3 / 0	TRAINING
		F-11A	23	0 / 0	TRAINING
8Aug64- 13Jan65	VMFA-251 MAG-32, MCAS BEAUFORT, S.C.	F-8B	62	0 / 0	OPERATIONAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST P3750.6E

ENCLOSURE (8) TO VMFA-251 AAR 1-65A

ROUTINE

CCN 1848

FROM NAS NORVA

271845Z

TO MARFITATKRON TWO FIVE ONE

SUPVR

INFO BWFRRLANT
BUWEPS
COMNAVAIRLANT
NAVAVNSAFECEN NORVA
CG FMFLANT
CG SECOND MAW
MAG THREE TWO

UNCLAS

FAILURE ANALYSIS, BWFRRLANT CONTROL NR 966-65 J57-P4A ENGINE SER NR 629719; FORWARDING OF

A. BWFRRLANT 161616Z
B. BWFRRLANT 202030Z

1. INVESTIGATION REQUESTED BY REF A AND B DISCLOSED APPROX 1/2" CRACK IN RIGHT HAND FUEL MANIFOLD ASSY P/N 431818, SER NR 1524. THE INTERCLUSTER PRIMARY TUBE BETWEEN THE NR 3 AND NR 4 NOZZLE CLUSTERS WAS CRACKED AT THE FERRULE OF THE NR 3 ADAPTER. J57 ENGINE BULLETIN NR 575 WAS NOT INCORPORATED.
2. HOLE BURNED THROUGH DIFFUSER CASE ADJACENT TO FAILED SECTION OF MANIFOLD SUBSEQUENT BURN DAMAGE TO ADJACENT FUSELAGE STRUCTURE APPARENTLY RESULTED IN EXPLOSION REPORTED.
3. DAMAGE TO AIRSPEED INDICATOR, OXYGEN QUANTITY, HYDRAULIC PRESSURE AND EXHAUST GAS TEMPERATURE INDICATOR AND TACHOMETER CAUSED BY IMPACT. NO INTERNAL FAILURES.
4. EXAMINATION MAIN LANDING GEAR COMPONENTS REVEALED NO INDICATION OF FAILURE

REF...BWFRRLANT...161616Z...REQUEST FOR FAILURE ANALYSIS...

REF...BWFRRLANT...202030Z...REQUEST FOR FAILURE ANALYSIS...

DIST
ACT: 251

INFO CO S-1 S-2 S-3 S-4 SUPO MAINT SUPO H+MS

TOR 27/2008Z/JAN65/JSH

NAS NORVA 271845Z

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

5-01-13-1-02

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST PAGE
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: MCAS, BEAUFORT, SOUTH CAROLINA	2. DATE OF MISHAP: 13 JAN 1965 — 2A. DATE OF RESCUE: 13 JAN 1965
3. LOCATION AND DUTIES OF RESCUE VEHICLE: Angel #3, SAR Helicopter, MCAS, Beaufort, S. C.	4. RESCUE VEHICLE (Type/model): CH-19E
5. NUMBER OF PERSONNEL — 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 3 — 5B. TO BE RESCUED: 1 — 5C. RESCUED: 1	6. RESCUE BACK UP MEANS: Angel #1, SAR Helicopter, UH-2B

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

7A. Alert Received: 1610R	Method: Crash Barn Alert
7B. Vehicle Departed: 1612R	Distance to Scene: 31 NM
7C. Arrived on Scene: 1638R	Search Required: None - Visual Sighting
7D. Located Survivor: 1639R	Method of Locating: Visual Sighting at 2NM (Orange Flight Suit)
7E. Began Retrieval: 1640R	What Was Sighted First: Survivor
7F. Ended Retrieval: 1643R	Subsequently:
7G. Survivor(s) Disembarked: 1713R	Location (If different from Item 3): Survivor taken directly to Naval Hospital, Beaufort, S. C.

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
53 °F	63 °F	280° 8Kts

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION

Wooded marsh area with cultivated fields.

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

Stokes litter with blanket.

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

NONE - Bearing and distance to crash site given SAR helicopter by Tower adequate to arrive in area. Survivor's orbiting wingman gave further amplifying directions to helicopter which enabled helicopter to spot survivor thus search, as such, unnecessary.

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
2ndLt SLAYDEN, Dan R.	Ejected from aircraft	None

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

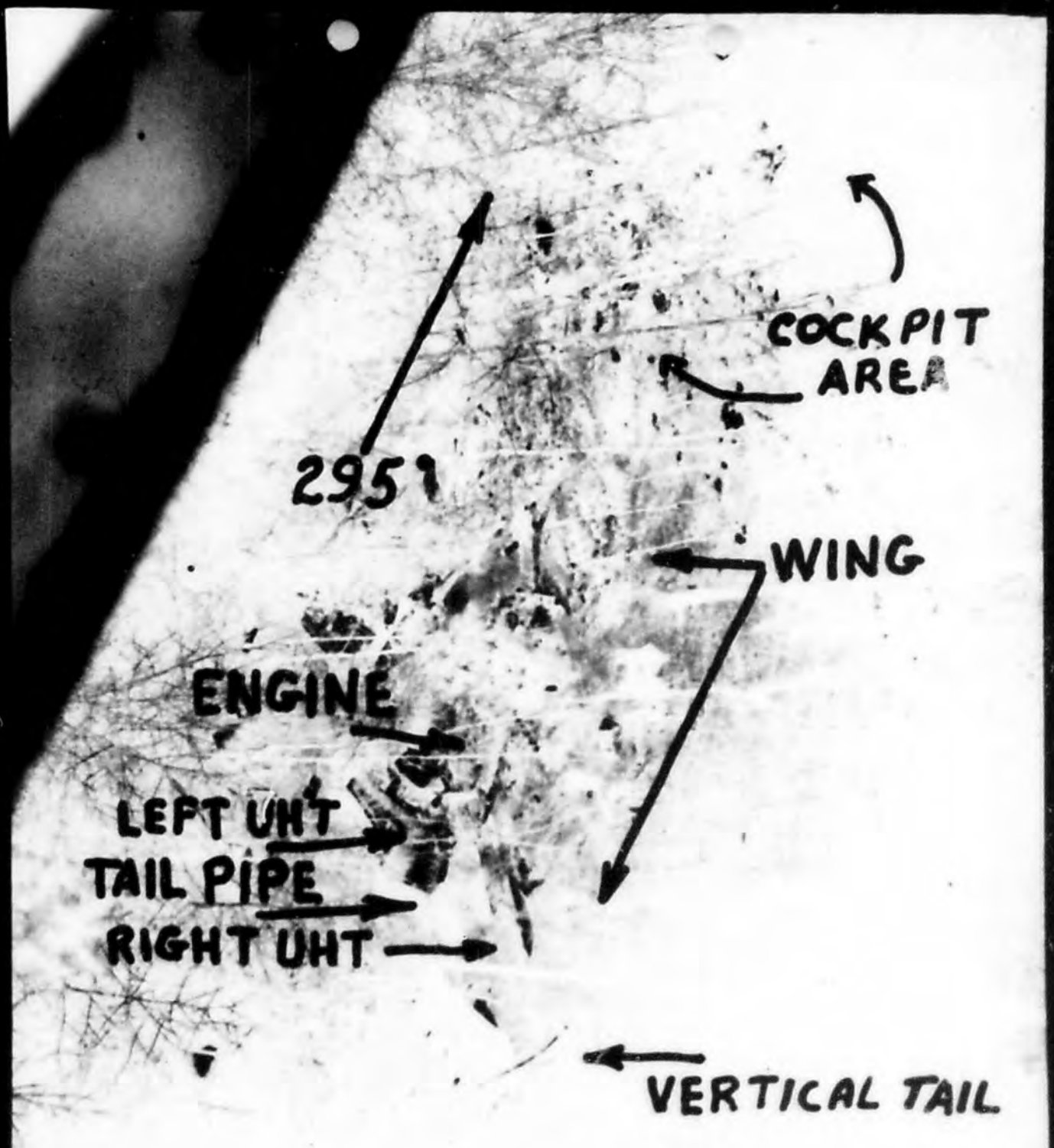
Survivor spotted by SAR helicopter (orange flight suit) as noted above. Use of smoke flare by survivor (was not used) could possibly have assisted in locating survivor and would have helped in determining wind direction.

Capt. Richard B. CHAPMAN — SAR helicopter pilot
Sgt. Darrel G. CASPERSEN — SAR helicopter crew member
LCpl. Jack R. AMIS — SAR helicopter crew member

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements. None considered necessary.

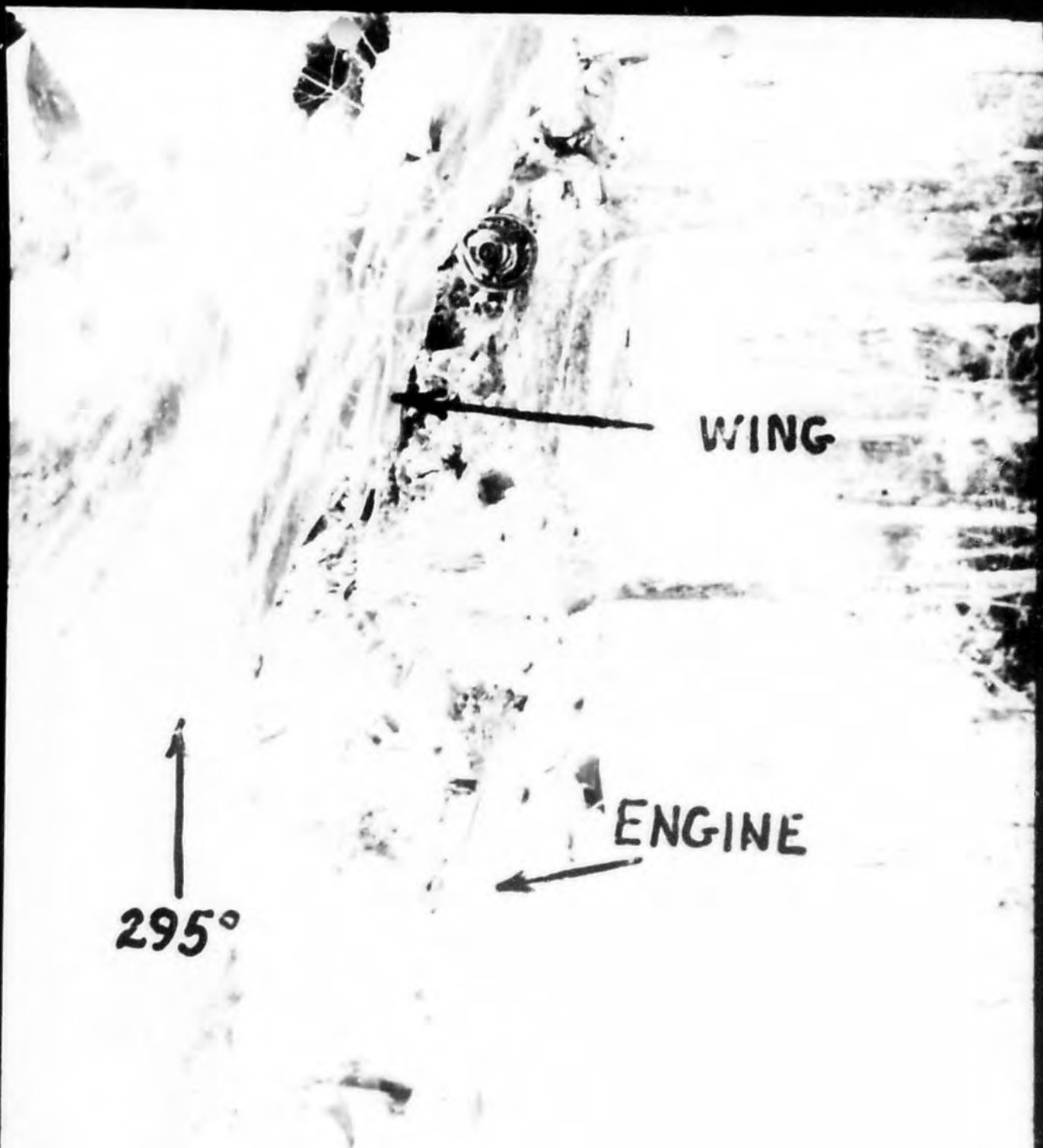
14. NAME AND TITLE OF SUBMITTING OFFICIAL: RICHARD B. CHAPMAN, CAPT., MCAS Aviation Safety Officer	SIGNATURE OF SUBMITTING OFFICIAL: Richard B. Chapman
15. NAME AND TITLE OF FORWARDING OFFICIAL: T. V. MURTO, JR., COLONEL, Commanding	SIGNATURE OF FORWARDING OFFICIAL: T. V. Murto

DF-63F



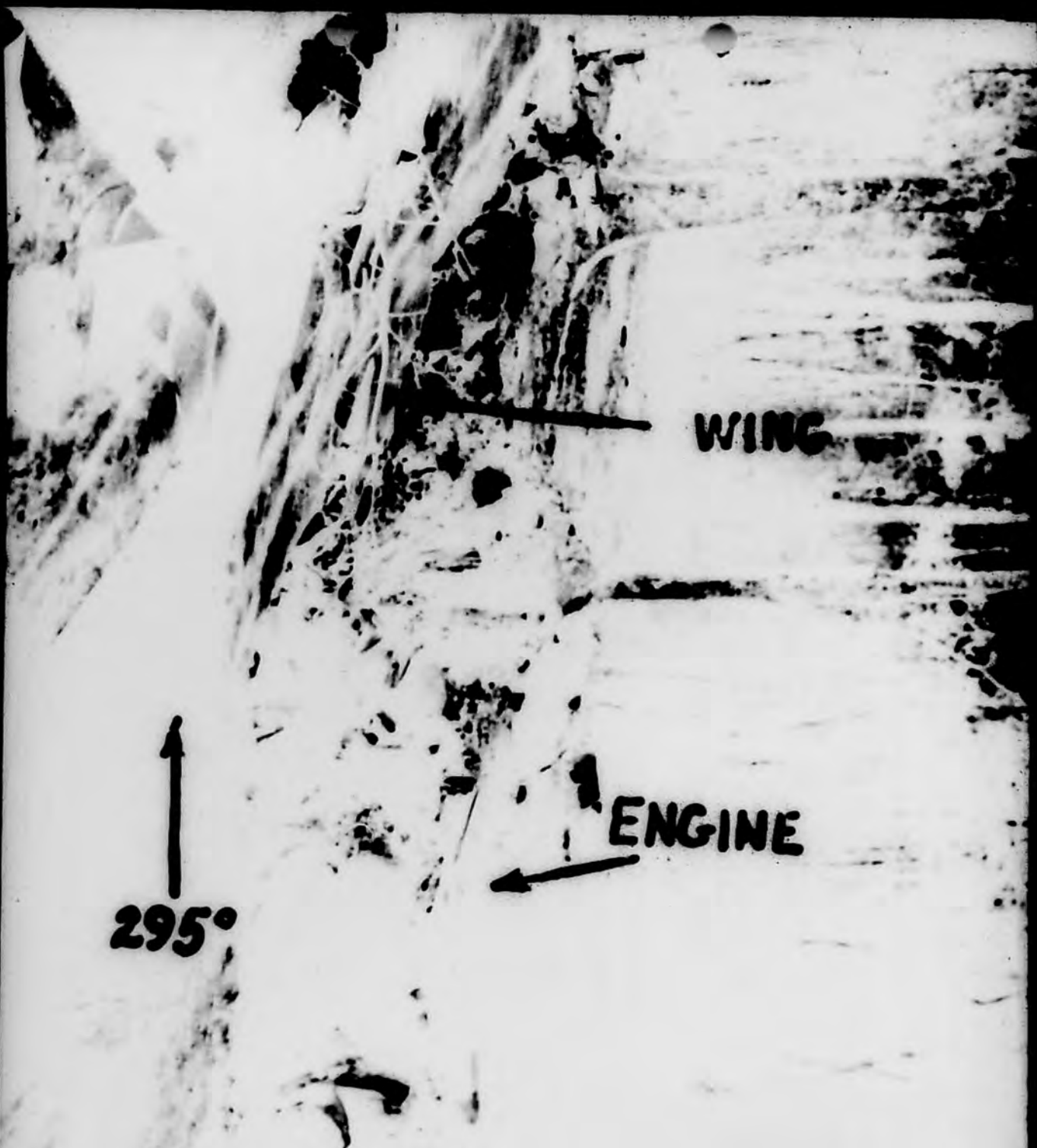
ENCLOSURE (6E) TO VMFA-251 AAR 1-65A INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 66, OPNAV INST P3750.6E



ENCLOSU[illegible] ([illegible]) [illegible] A-251 AAR [illegible]-65A [illegible] [illegible]-8B [illegible]
ACCI[illegible] OCCURRING 13 [illegible] 1965, PI[illegible]

SPECIAL HANDLING REQUI[illegible] ACCORDANCE [illegible]
[illegible]

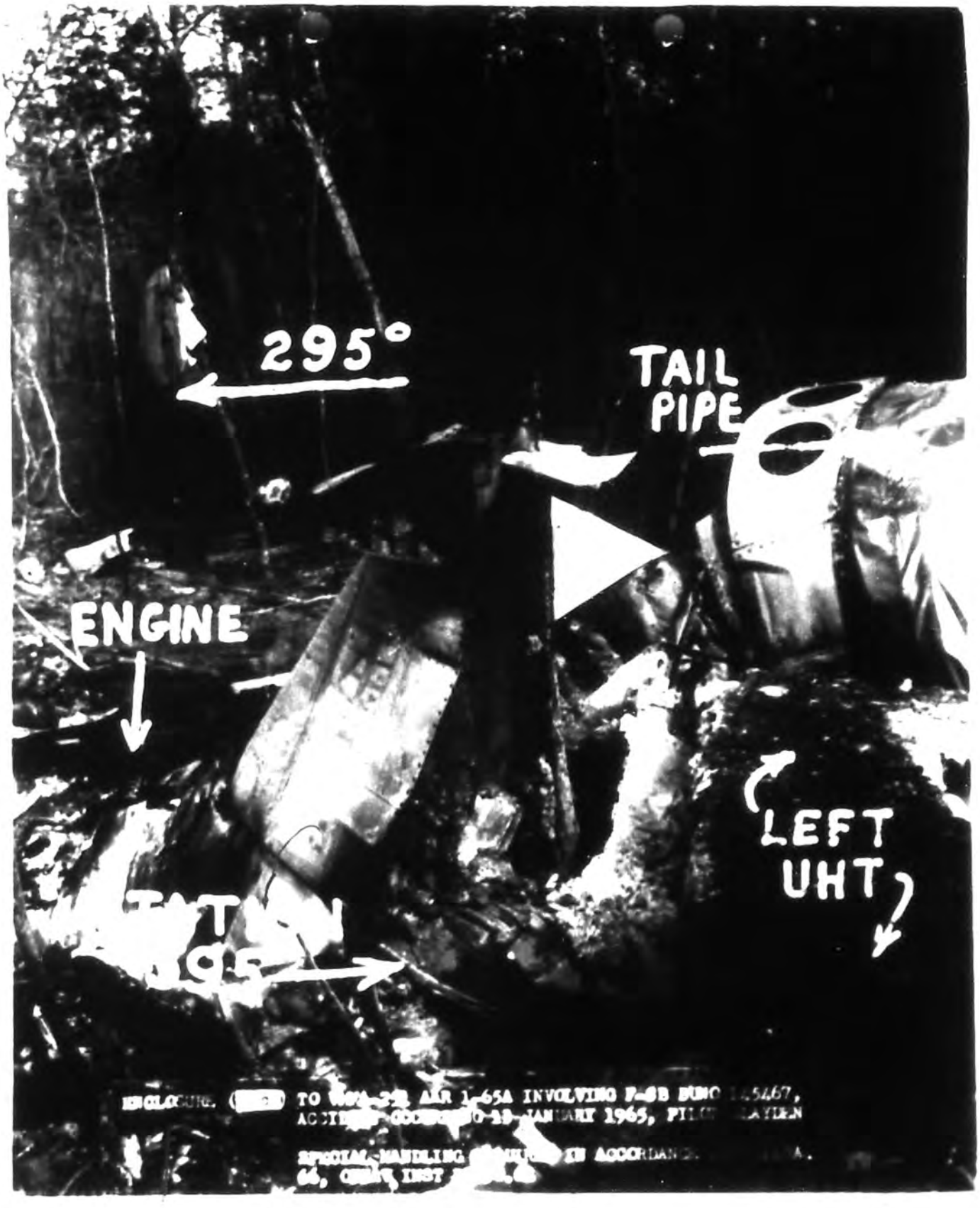


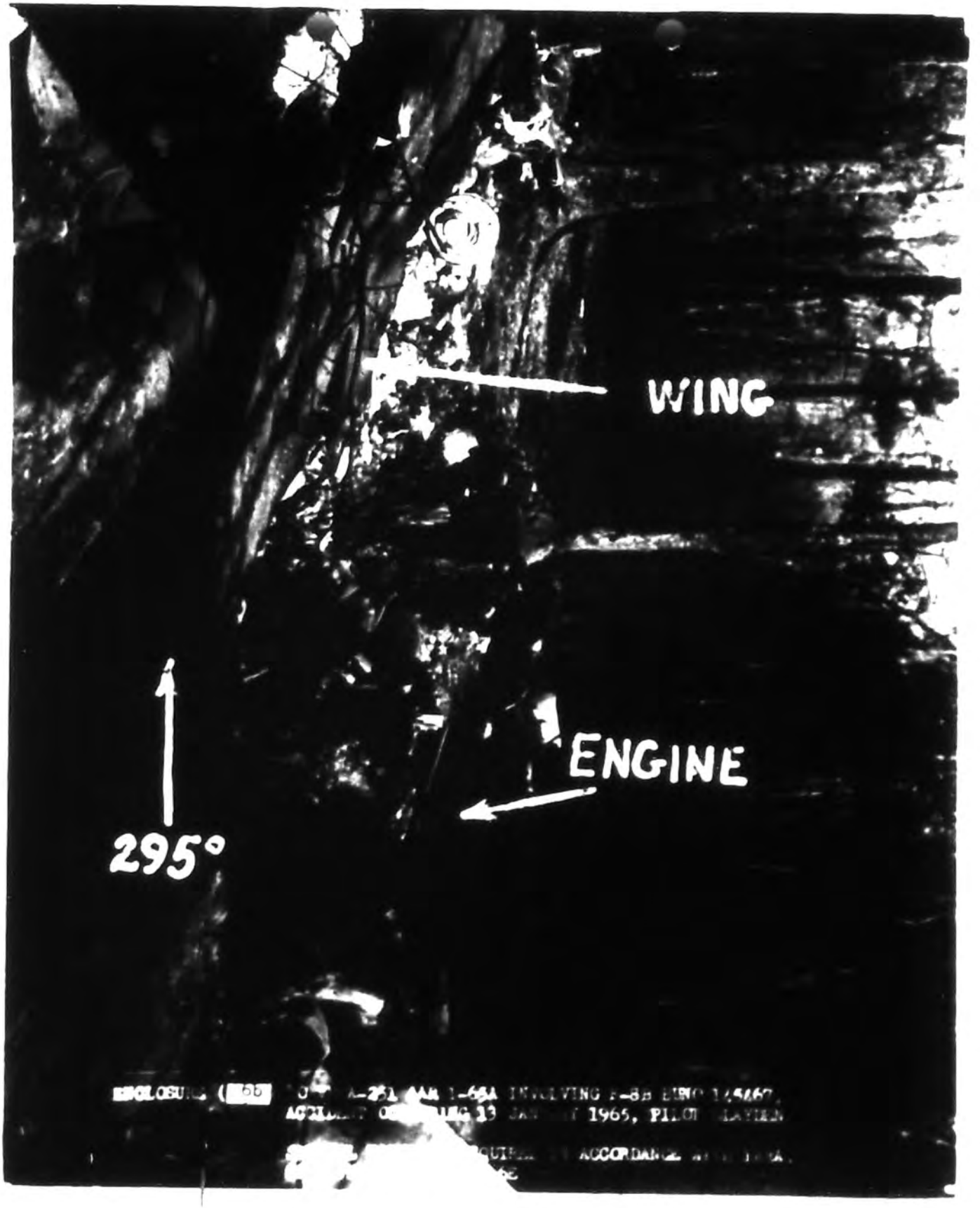
[redacted] OF A-[illegible] 1-[illegible] INVOLVING F-8B BUNO 14[illegible]67,
[illegible] 19 JANUARY 1965, PILOT [illegible]

[illegible] QUIRED IN ACCORDANCE [illegible] PARA.

[illegible]CURE [illegible] TO [illegible] 145467,
ACCI[illegible] JANUARY [illegible], PILOT [illegible]LAYDEN

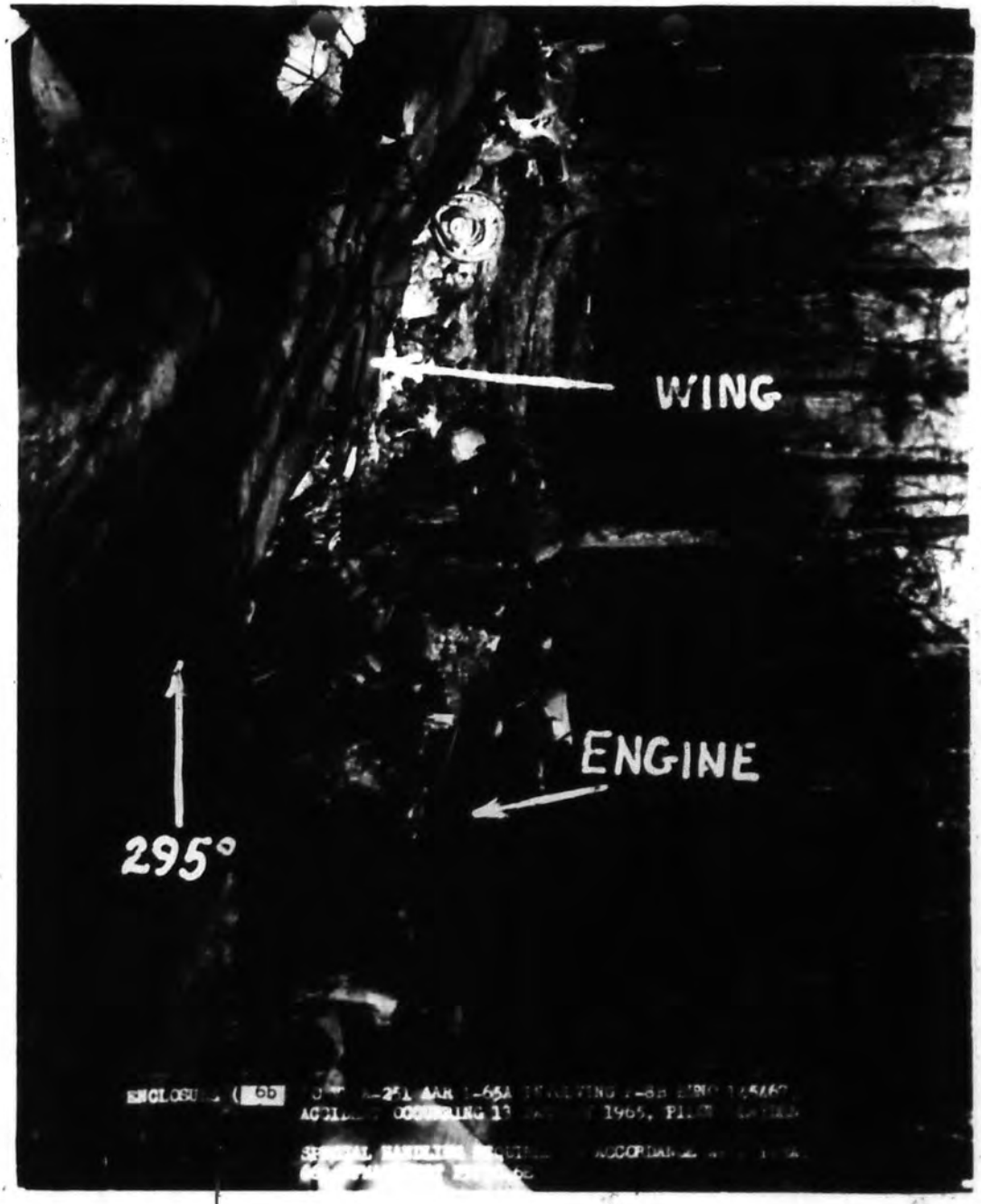
[illegible] ACCORDANCE [illegible] PARA.
[illegible]


295°
TAIL PIPE
ENGINE
LEFT UHT
ENCLOSURE ([redacted]) TO [illegible] AAR 1-65A INVOLVING F-8B BUNO [illegible]5467,
ACCI[illegible] [illegible] 13 JANUARY 1965, FIL[illegible] [illegible]AYDEN
SPECIAL HANDLING [illegible] IN ACCORDAN[illegible] [illegible]A.
66, [illegible] INST [illegible]

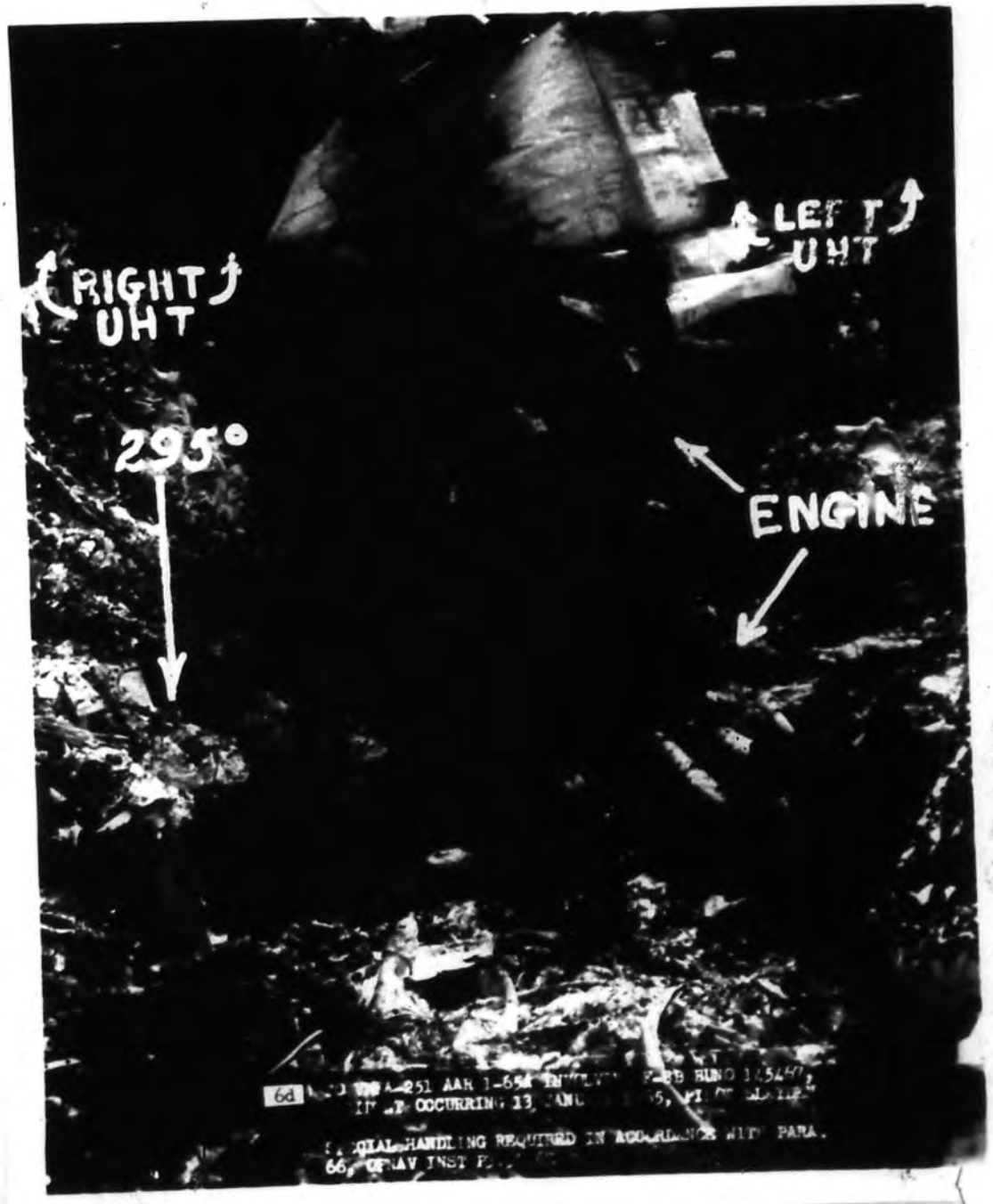


ENCLOSURE ([redacted] [illegible] A-251 AAR 1-65A INVOLVING F-8B BUNO 145467,
ACCIDENT O[illegible] 13 JAN [illegible] 1965, PILOT [illegible]

[illegible] ACCORDANCE [illegible]

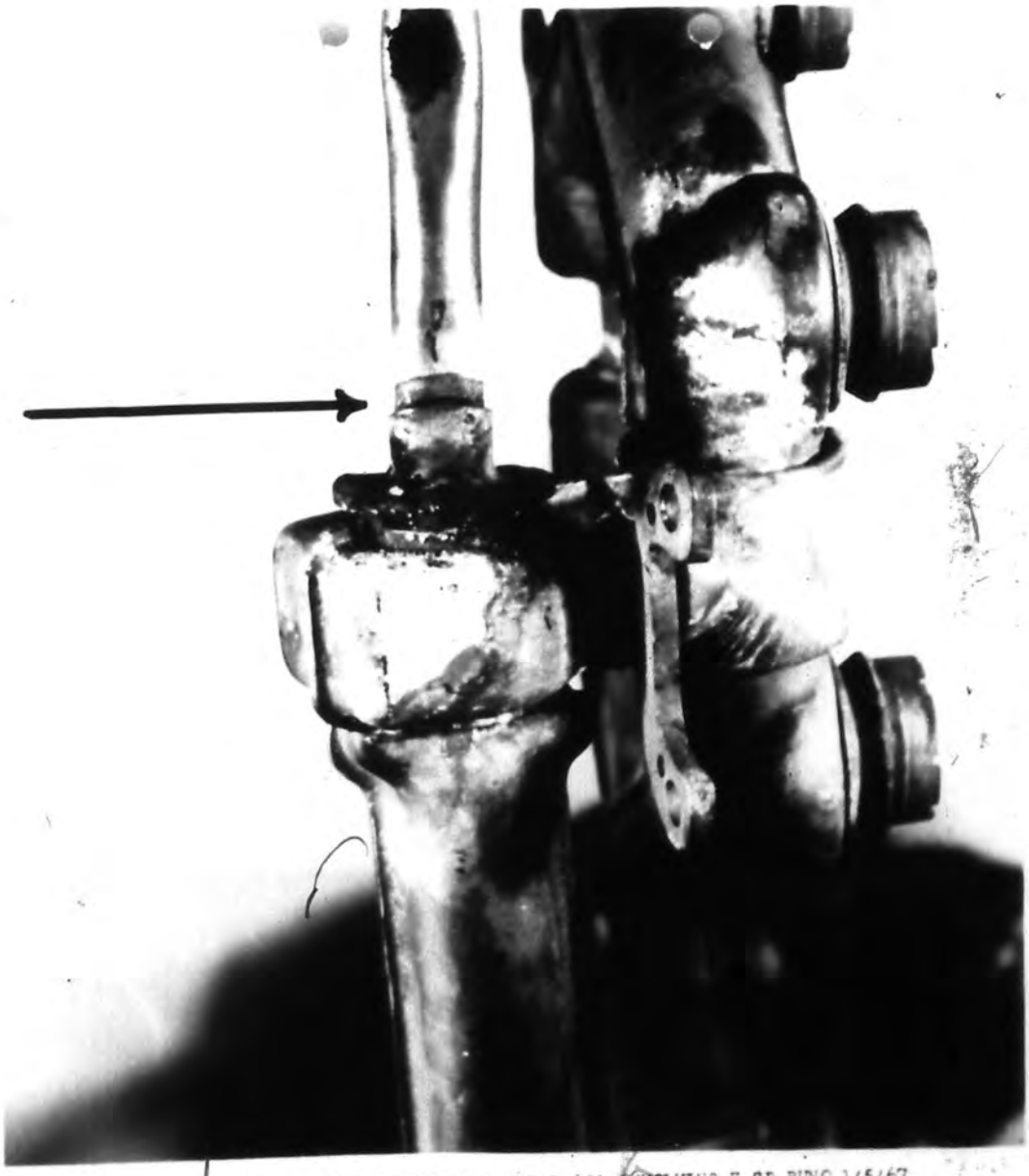

WING
ENGINE
295°

295°
TAIL PIPE
ENGINE
LEFT UHT
STATION 395
ENCLOSURE (6a) TO VMFA-251 AAR 1-65A INVOLVING F-8B BUNO
ACCIDENT OCCURRED 13 JANUARY 1965, PI
SPECIAL HANDLING REQUIRED IN ACCORDANCE
66, OPNAV INST


RIGHT UHT
LEFT UHT
295°
ENGINE
6d
OCCURRING 13
HANDLING REQUIRED IN ACCORDANCE WITH PARA.
66, OPNAV INST

ENCLOSURE (14) TO VMFA-251 AAR 1-65A INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 66, OPNAV INST P3750.6E



ENCLOSURE (16) TO VMFA-251 AAR 1-65A INVOLVING F-8B BUNO 145467, ACCIDENT OCCURRING 13 JANUARY 1965, PILOT SLAYDEN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA. 66, OPNAV INST P3750.6E