AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 12-59) PAGE 1

SPECIAL HANDLING REQUIRED in accordance with Para. 70 OPNAV INSTRUCTION 3750.6C

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commanding Officer MAG-32	2. DATE OF ACCIDENT: 24 Jan 63 — TIME (LET): 1033R — 3. SERIAL NUMBER: 1-63
4. COMMANDER, U. S. NAVAL AVIATION SAFETY CENTER	5. ENCLOSURES: (1) SEE ATTACHED SHEET PAGE 4
6. VIA: (1) Commanding Officer MAG-32	(2)
(2) Commanding Officer VMF-251	(3)
(3) Commanding Officer MAG-32	(4)
(4) Commanding General 2d MAW	(5)
(5) Commanding General FMFLant	(6)
(6) COMNAVAIRLANT	(7)
(LAST) Commander, U.S. Naval Aviation Safety Center	(8)
	(9)
7. REPORTING CUSTODIAN (if different than item 1. above): VMF-251	8. ACTIVITY OPERATING A/C (if different than item 7.): N. A.
9. KIND OF FLIGHT: 1A1 — 10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT	11. LOCATION OF ACCIDENT: TACAN 145° 8NM MCAS Beaufort — 12. ELEVATION ABOVE SEA LEVEL: 20'
13. PLACE OF LAST TAKE-OFF: MCAS Beaufort, South Carolina	14. CLEARED FROM: Beaufort TO: Beaufort
15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ DVFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)	
16. TIME IN FLIGHT: 1/15 — 17. TYPE ACCIDENT: G-2, ABANDONED A/C, 500-999 B-1, COLLISION GROUND (UNCONTROLLED)	18. PHASE OF FLIGHT: 4, IN FLIGHT

A/C

19. MODEL	20. SERIAL NO.	21. DAMAGE TO A/C	22. DOLLAR COST	23. AIRSPEED (Kts.)	24. A/C WEIGHT
F8B	145480	☒ A ☐ B ☐ C ☐ D ☐ E ☐ F	889,000	170	19200#

25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete on OPNAV FORM 3750-1 for each A/C involved)

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK RATE	FILE SER. NO.	DESIGNATOR	BRANCH OR SERVICE	3. AGE	4. YRS. OF EXP. DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident): PALMER, K. C.	Major	(b) (6) [redacted]	7302	USMC	(b) (6) [redacted]	17	Pilot	Cockpit	D
CO-PILOT									

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X			VMF-251	☐ STANDARD ☒ SPECIAL
	NO			X	X		
CO-PILOT	YES						☐ STANDARD ☐ SPECIAL
	NO						

12. PILOT EXPERIENCE IN HOURS

ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		3123		CV LANDINGS DAY/NIGHT	48/0	
ALL MODELS IN LAST 12 MONTHS		206		FCLP LANDINGS DAY/NIGHT	63/0	
ALL MODELS IN LAST 3 MONTHS		83		INSTRUMENT HOURS LAST 3 MONTHS	18	
ALL SERIES THIS MODEL (item 19)	A/C	80		NIGHT HOURS LAST 3 MONTHS	10	
	OFT / CPT	12				
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	80		TOTAL HELO. HRS (Helo. AAR Only)		
	OFT / CPT	12		TOTAL JET HOURS (Jet AAR Only)	1705	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	80		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	23 Jan 63	
	OFT / CPT	6		DURATION	2.1	

13. OTHER PERS.

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

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PAGE 2

C. WEATHER

1. CEILING	2. VISIBILITY	3. RELATIVE WIND (SEE INST'S)	4. TEMPERATURE	5. DEW POINT	6. ALTIMETER SETTING
0	15+	1800 REL 10-16 KTS	OAT 26 RUNWAY	10	30.41

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

FACTOR	✓	FACTOR	✓	FACTOR

D. CONTRIBUTING FACTORS

(b) (5) [redacted]

E. DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following section on Form)

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

	DATE OF MANUFACTURE	SERVICE PERIOD	MONTHS IN THIS TOUR	TOTAL NO. OF PARS	FLIGHT HRS. SINCE LAST PAR	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
1. A/C HISTORY	16 Jan 1959	4	0	3	36.3	1037.2	Major	36.3	27
		ENGINE MODEL	ENGINE SERIAL NO.						
2. ENGINE HISTORY 1		J57-P4A	626600	3	36.3	754.8	OV/HL	36.3	42
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 FOR SERIAL

d. HAS DIR BEEN REQUESTED? ☒ YES ☐ NO

e. FAILED COMPONENTS INVOLVED: UNKNOWN

4. MAINT. AND ENG. 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. OTHER 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
3000'	300 Kts	UNKNOWN	19200#	N.A.	JP4	UNKNOWN

h. EVIDENCE OF FUEL CONTAMINATION: NONE

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: UNKNOWN

j. FUEL CONTROL REGULATOR/CARBURETOR (List stock and ser. nos., give time since new or overhauled): RH 2915-658-8298 MASC SerNo. 4923 38 Hours

k. EXTERNAL STORES ABOARD A/C: NONE

(If additional space is necessary, attach additional sheets)

10

PART II — MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont)

1 GENERAL ✓ BASIC FACILITIES INVOLVED. DESCRIBE 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	X	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)

SECTION B—FACILITIES DATA

2 SHIPS DATA

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

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 (P.S.I.)	CONSTANT PRESSURE: RATIO	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
			1. No NATOPS requirements or procedures were factors in this accident. 2. NATOPS was being complied with. 3. No change to NATOPS are recommended.	AIR PROGRAMS DIRECT AIR PROGRAMS SEE ATT CHKD SHEET PAGE 5

COST DAMAGE TO:	GOVERNMENT PROPERTY	PRIVATE PROPERTY	DATE SUBMITTED TO C. O.
	$ NONE	NONE	FEB 13 1963

(b) (6)

[redacted]

PART V THE ACCIDENT

On 24 January 1963 Major PALMER and 1stLt [redacted] (b) (6) were scheduled for an advanced tactics flight. Briefing was normal and at 0918R the flight took off, Major PALMER in DW-1 and Lt [redacted] (b) (6) in DW-6. The flight was normal until approximately one hour had elasped at which time the two aircraft became separated (see enclosure (2)). Major PALMER could get no response from his wingman on the radio and returned to the MCAS, Beaufort area in an attempt to locate his wingman. Lt [redacted] (b) (6) with a radio failure, also returned to the field planning to land on arrival (see enclosure (3)).

Major PALMER becoming concerned over his wingman, requested tower to call on guard (see enclosure (4)). His low fuel warning light came on indicating 1000-1100 Lbs fuel remaining. This was confirmed by his main fuel guage, a system separate from the low fuel warning light. He had turned out towards the initial entry point for runway 32 and approximately five miles out he identified a single F8B aircraft inbound to the field. Assuming it to be his wingman he notified the tower and commenced to join-up. During the later part of the rendezvous Major PALMER brought his throttle to idle to reduce his speed to his wingman's who was at approximately 300 kts and 3000 feet. Upon slowing sufficiently he moved the throttle forward to add power but the engine remained at idle. Engine instruments indicated normal idle regardless of throttle position. Throttle movement felt normal.

Major PALMER reported to the tower, "My throttle is stuck in idle," and selected emergency fuel control noting that the emergency fuel control light came on which indicated he was manually controlling fuel to the engine. He advanced the throttle but the engine remained in idle, even with the throttle moved to after-burner position. He heard a power change and noted the RPM dropping. Leaving the throttle at idle he depressed the igniter micro-switch in the throttle quadrant in hope of possibly getting a relight. Getting no response and with the generator still producing, he moved the throttle up and down the quadrant. As the RPM continued dropping the generator dropped off the line. At this point he decided any further effort was useless and turned his attention to leaving the aircraft.

He made a turn to avoid MCRD Parris Island and after crossing the Beaufort river he ejected at approximately 900-1000 feet and air speed of 170 kts. The ejection and parachute deployment was normal. He landed with a good rate of drift on the edge of St Helenas Island, hitting his left shoulder on landing and fracturing his [redacted] (b) (6) He had some difficulty releasing himself from the parachute because of his [redacted] (b) (6)

Meanwhile, Lt [redacted] (b) (6) who had briefly seen Major PALMER as his aircraft passed behind him, completed his field entry and landed. The runway duty officer, Lt [redacted] (b) (6) had observed Major PALMER leave the field, heard him call that he had his wingman in sight and, shortly after, that his throttle was stuck in idle (see enclosure (5)). Lt [redacted] (b) (6) had him continually under observation until he saw him descend below the tree level. At this time he alerted the tower and the helicopter was launched.

Major PALMER managed to get his flares out of the survival kit but not until the helicopter had already arrived in the area. When it appeared the helicopter was heading towards him he lit a flare but the helicopter turned away and flew to Parris Island where observers gave directions as to the pilots location (see enclosure 6,7,8 and 9). Upon return to the crash scene Major PALMER lit a second flare that the helicopter immediately saw. The helicopter picked him up and returned him to the Beaufort Naval Hospital.

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

13

PART VI DAMAGE TO THE AIRCRAFT

The aircraft first contacted the upper branches of a tree 70 feet high in approximately a 20 degree glide path, (see enclosures 18 and 19). Continuing its' descent for another 210 feet the aircraft contacted the ground slightly right wing down, 30 feet later the nose impacted, From this point the aircraft commenced disintegrating. The wreckage was scattered along the line of impact, the last piece being the engine, 630 feet from original contact with the ground. The crash scene is heavily wooded until turning into a tidal marsh. The aircraft was completely demolished.

The wreckage will be turned over to MCAS Beaufort for salvage upon completion of DIR of certain components.

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

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
NAS NORVA	27	2-7-63		X

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
J57-P4A	626600	77445	1-24-63	-	-

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
756.4	39.6	12-12-62	NORVA	3	F8U-1E	145480

18. OPERATING ACTIVITY	19. FOR. EFR. AAR. I/PH/CA	20. REASON FOR REMOVAL AND CODE
VMF-251	-	CRASH INVESTIGATION - 3W

FINDINGS: [ ] NO DISCREPANCY [B] BASIC (MFG/DESIGN) DISCREPANCY [N] NON-BASIC (MAINT/OPER) DISCREPANCY [F] FOREIGN OBJECT DAMAGE

21. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

22. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

REFER TO ATTACHED SHEET.

23. DISCREPANT PARTS (Part No.) | COND.

2419252 JAN

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

RECOMMENDATIONS

PRIORITY

25. OPEN 114 | APPLICABLE | INCORPORATED

29. [X] PRIORITY DIR | REQUESTED BY: BUWEPSFLTREADREPLANT MSG 292148Z JAN | REFERENCE

30. SIGNATURE: for J. F. WINN J. B. Wilbur

31. TITLE: AERONAUTICAL ENGINEERING SUPT

32. DATE: 12 FEBRUARY 1963

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61)

REPORT SYMBOL BUWEPS 4730-2

26. DESCRIPTION OF FINDINGS:

A. ALL OF THE ENGINE OUTER CASES WERE BADLY BATTERED AND BUCKLED. THE COMPRESSOR INLET VANE AND SHROUD WELDMENT WAS CRUSHED AFT AT APPROXIMATELY THE 5 O'CLOCK LOCATION. THE N1 COMPRESSOR WAS FULL OF MUD AND SMALL TREE BRANCHES. THE BLADES WERE SLIGHTLY BENT IN THE DIRECTION OPPOSITE TO ROTATION. THE N2 COMPRESSOR ROTOR TIEROD NUT FRONT COVER, P/N 206921, RETAINING PINS, P/N 181591, HAD SHEARED ALLOWING COVER TO SEPARATE FROM THE TENTH STAGE COMPRESSOR DISC AND SEIZE IN THE COMPRESSOR ROTOR AIR SEALING RING, P/N 223767. THE FORWARD ENDS OF THE TIERODS WERE BADLY NICKED AND HAD MILLED THE AFT SIDE OF THE FRONT COVER RETAINING PINS AS A RESULT OF THE COMPRESSOR ROTATING AFTER IMPACT. THE COMPRESSOR BLADES WERE SLIGHTLY BENT NEAR TIPS.

B. THE TURBINE SECTION REVEALED NO OVERTEMPERATURE CHARACTERISTICS OR ANY DISCREPANCIES NOT RESULTING FROM IMPACT.

C. ALL OF THE MAIN ENGINE BEARINGS WERE FREE TO ROTATE AND SHOWED NO EVIDENCE OF OIL STARVATION.

D. ENGINE ACCESSORIES:

DISASSEMBLY OF THE SECTION OF THE FUEL CONTROL RECEIVED FAILED TO REVEAL ANY DISCREPANCIES NOT ATTRIBUTED TO THE CRASH. THE EMERGENCY INDICATING LIGHT WIRE BUNDLE HOWEVER WAS CHARRED AND BURNED. NO INDICATIONS OF FIRE EXTERNAL TO THE CONTROL AT THIS LOCATION WERE NOTED.

THE FUEL PUMP, PESCO MODEL 022935, HAD A SHEARED INPUT SHAFT AND THE INLET IMPELLER HOUSING HAD BEEN TORN OFF. X-RAY EXAMINATION OF THE MAIN STAGE RELIEF VALVE INDICATED THE SERVO BALL WAS ON ITS SEAT.

FURTHER DISASSEMBLY OF THE PUMP AND RELIEF VALVES FAILED TO REVEAL ANY DISCREPANCIES.

27. CONCLUSIONS:

A. ALL DAMAGE RESULTED FROM IMPACT FORCES.

B. THE COMPRESSORS AND TURBINES WERE ROTATING AT A RELATIVELY LOW SPEED.

C. NO INDICATION OF FAILURE OR MALFUNCTION WAS FOUND IN THE ENGINE OR ACCESSORIES.

28. RECOMMENDATIONS:

NONE

EXCERPTS FROM MCAS BEAUFORT TOWER AND SAR FREQUENCIES. ACTUAL QUOTES ARE ENCLOSED IN QUOTATION MARKS

1030 - "DW-1 with one at the ten mile initial"

1030.5 - "Tower, DW-1, give DW-6 a call on guard. Will give further details on deck". "Tower Roger"
At this time DW-6 called the ten mile initial but did not answer the tower.

1031 - "Tower, DW-1 has DW-6 in sight, will join him."

1032 - "Tower, DW-1." "Tower:"Roger" DW-1: "My throttle is stuck in idle" Tower: "Roger, stuck in idle."

1032.5 - The tower requested position of DW-1

1033 - An emergency radio "BEEP" was heard. (not long enough to get a DF cut)

1033.5 - Tower: "DW-1, request your intentions."

1034 - Tower: "DW-1, Beaufort Tower, are you coming up to break now?" (This was actually DW-6 at the break with no radio.) "F8U at the numbers, rock your wings if you read."

1034.5 - "Tower, paddles. That was Whiskey Six that broke. I saw an F8U fairly low toward the initial of 32. Suggest you send a helicopter out there to take a look." "Tower Roger:"

1035 - Tower cleared DW-6 to land.

1036 - "Tower, Paddles. For your information my sighting was bearing 160° from the end of runway."

1037 - Tower informed Paddles they were launching the helicopter.

1037 - Tower asked DW-1 to reply guard if he read.

1038 - Tower asked DW-1 to reply on guard if he read.

1038.75 - Tower asked DW-1 to reply on any available frequency if he read.

1039.5 - Helicopter requested information. (The next ten minutes were spent directing normal traffic and passing information back and forth between the tower and the helicopter.)

1049 - The helicopter reported the aircraft canopy in sight and its position to the tower.

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

1050 - The tower informed the helicopter that they had a reported bailout over Parris Island.

1055 - The Search and Rescue Center informed the helicopter that the Parris Island Boat Docks had the pilot in sight.

1056 - Helicopter reported he was going to the Parris Island Boat Docks to get some information from the people who had the pilot in sight.

1100 - Helicopter reported the pilot in sight.

1108 - Helicopter reported he had pilot and was on the way to the Naval Hospital.

CERTIFIED TRUE EXCERPTS FROM
TOWER AND SAR TAPE RECORDERS

D. R. Bloom

D. R. BLOOM
CAPT. USMC

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

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

FLIGHT SCHEDULE FOR 24 JANUARY 1963

SDO: 1stLt. HUFFCUT
ASDO: Sgt. BAUSSER

DUTY SECTION THREE (3)

ODO-AM: 1stLt. HUFFCUT
ODO-PM: Capt. KNOTT
ODO-NITE: 1stLt. HUFFCUT

CALL	RANK	PILOT	BRIEF	T/O	LAND	MISSION	REMARKS
1-1	Capt.	JORGENSON	0735	0830	1000	FAM V	
1-2	*Capt.	KNOTT					
2-1	*Capt.	BLOOM	0735	0830	1015	BCI	1 S/w
2-2	1stLt.	GIBBONS					1 S/w
3-1	*Major	PALMER	0800	0900	1045	ADV TAC	
3-2	1stLt.	THOMSON					
4-1	*Capt.	TUMMILLO	0830	0930	1115	ADV TAC	
4-2	Major	COONEY					
5-1	*Capt.	MEASON	0900	1000	1145	GCI	1 S/w
5-2	2ndLt.	JAMES					1 S/w
6-1	*Capt.	POWERS	1000	1100	1230	FAM III	
6-2	2ndLt.	BASSETT					
7-1	*Capt.	MORRILL	1100	1200	1345	BCI	1 S/w
7-2	1stLt.	VIEBROCK					1 S/w
8-1	*Major	PRIES	1230	1330	1515	ADV TAC	
8-2	1stLt.	SISSON					
9-1	LtCol.	THOMAS	1400	1500	1645	BAS TAC	
9-2	*1stLt.	ALLINDER					
10-1	*1stLt.	DENTON	1645	1745	1945	GCI	
10-2	1stLt.	GIBBONS					1 S/w
11-1	*Capt.	BLOOM	1645	1745	1945	GCI	1 S/w
11-2	2ndLt.	JAMES					1 S/w

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

ENCLOSURE (16) TO VMF-251 AAR 1-63

FLIGHT SCHEDULE FOR 24 JANUARY 1963 (Continued)

CLUTCH PLAY FOR TODAY: FUEL CONTROL MALFUNCTION

ALSO: 1stLt. VIEBROCK - 0730 * DENOTES FLIGHT LEADER

APM: - 0730

NATOPS EXAM: 1stLt. SILSON - 0800

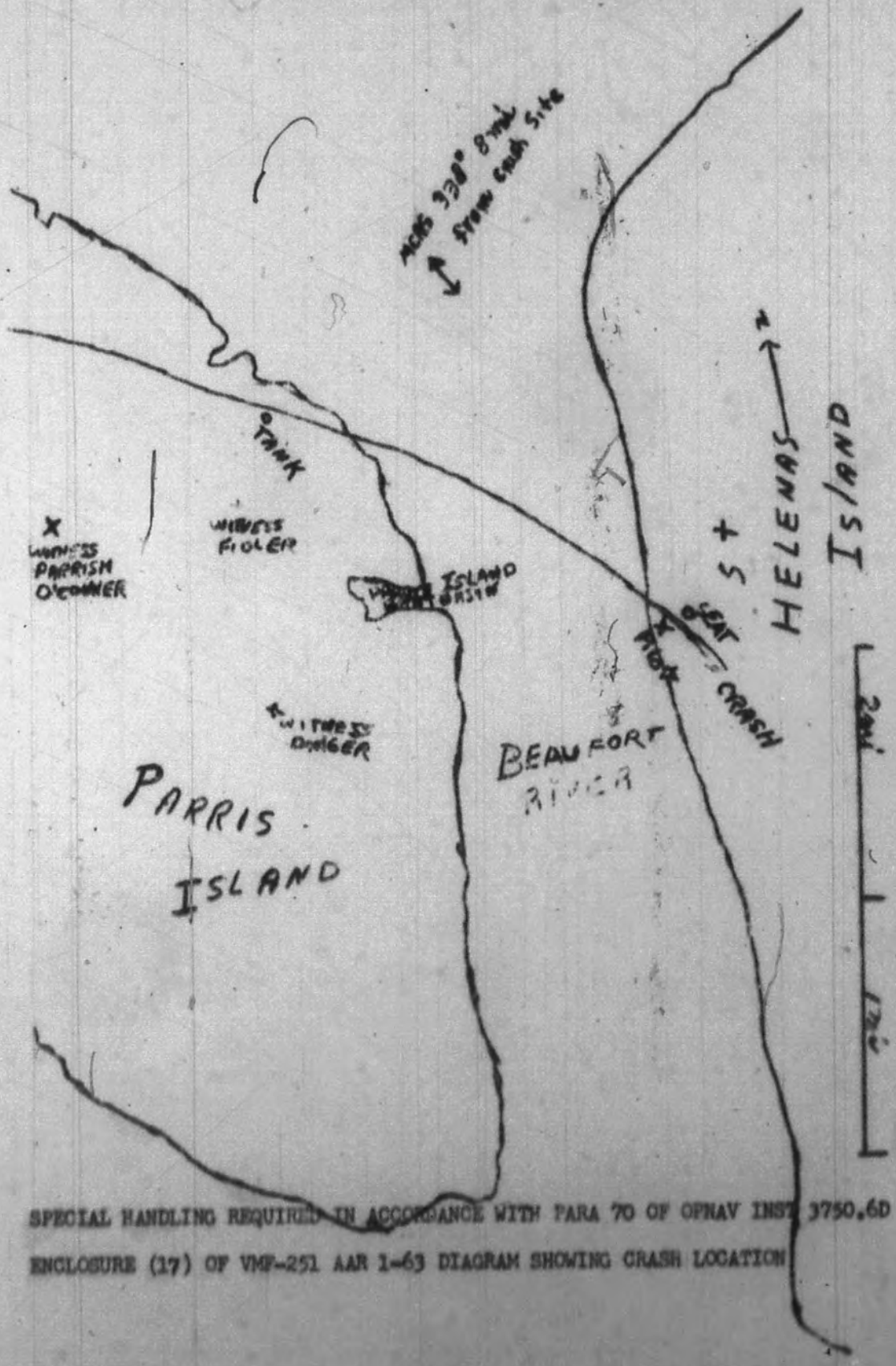
OFT: LtCol. THOMAS - 1230

LINK: 1stLt. THOMSON - 1230

BY COMMAND OF MAJOR PALMER

J. E. MILLER
Captain, U. S. Marine Corps
Operations Officer

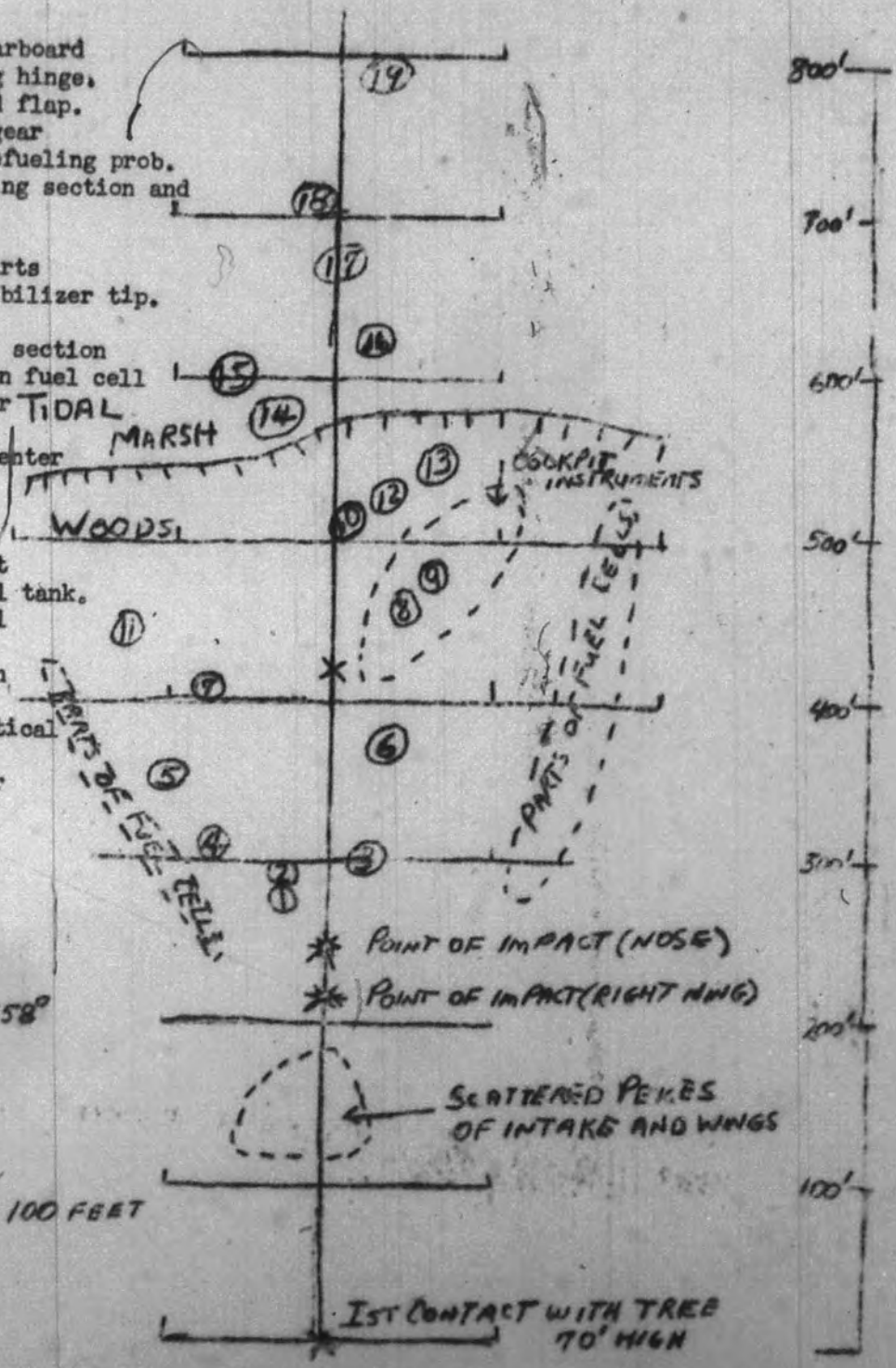
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OF OPNAV INST 3750.6D



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

ENCLOSURE (17) OF VMF-251 AAR 1-63 DIAGRAM SHOWING CRASH LOCATION

1. Piece of starboard UHT and wing hinge.
2. Port inboard flap.
3. Right main gear
4. In flight refueling prob.
5. Starboard wing section and port wheel
6. 20MM cannon
7. Nose gear parts
8. Vertical stabilizer tip.
9. Fuel pump
10. Wing center section
11. Part of main fuel cell
12. 12 generator parts
13. Port wing center section
14. Fuel boost pump.
15. Piece of aft cluster fuel tank.
16. Part of fuel control
17. Tail section with port UHT and vertical stabilizer
18. After burner section
19. Engine

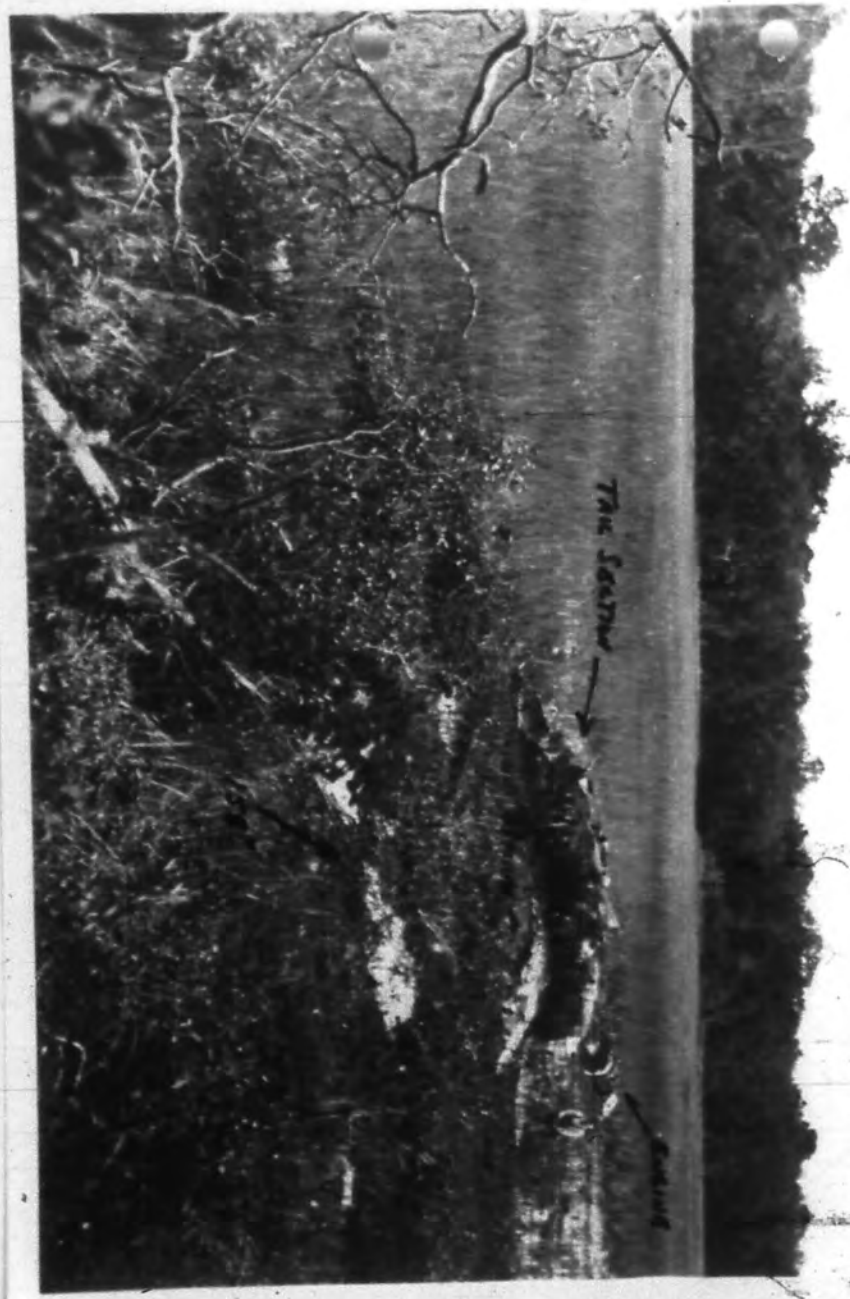


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 7.D. OF OPNAV INST 3750.6D

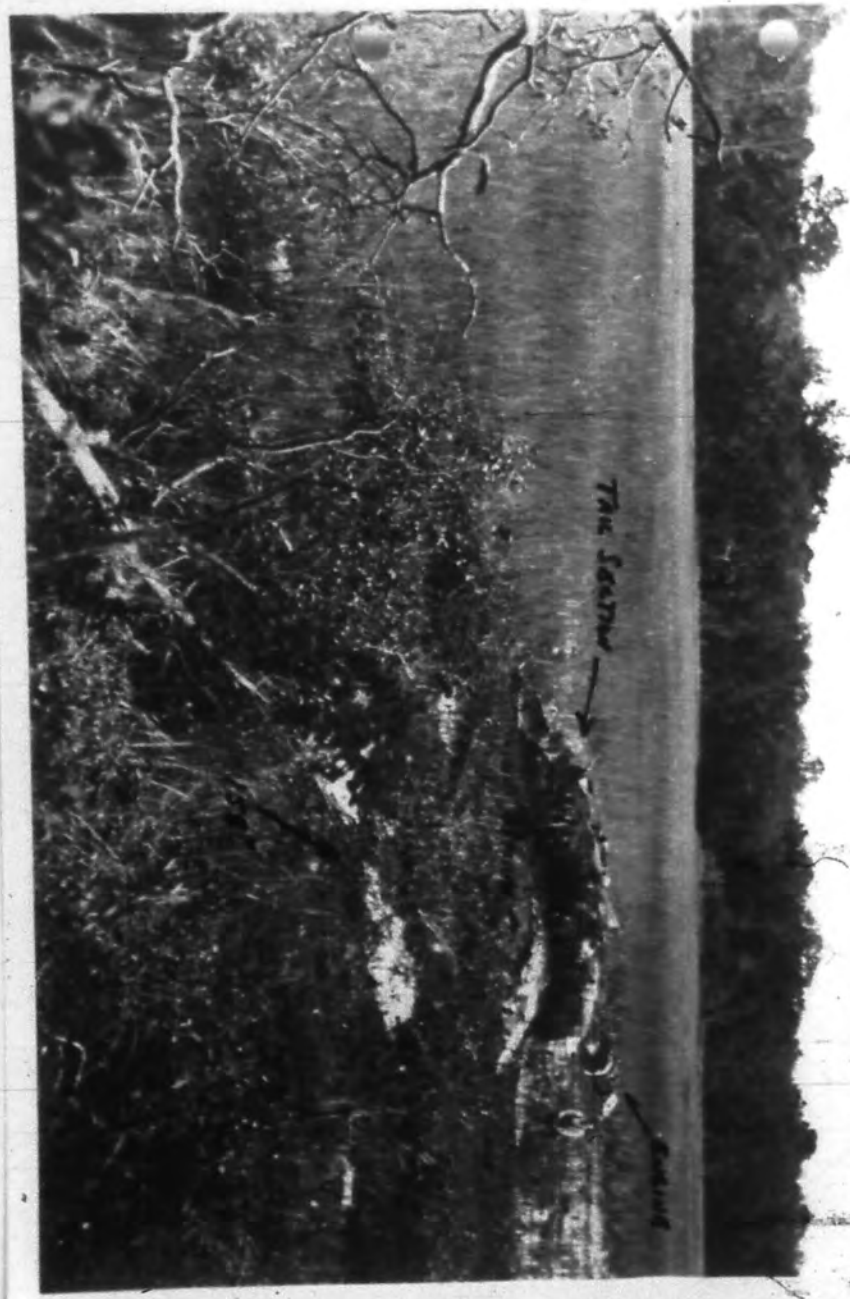
ENCLOSURE (18) to VMF-251 AAR 1-63, Wreckage Diagram

ENCLOSURE (19a) TO VMF-251 AAR 1-63 SHOWING CRASH SCENE. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 7C OF OPNAVINST 3750.6D

ENCLOSURE (19b) TO VMF-251 AAR 1-63 SHOWING CRASH SCENE IN RELATION TO MCRD PARRIS ISLAND. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAVINST 3750.6D



ENCLOSURE (19c) TO VMF-251 AAR 1-63 SHOWING LOCATION OF TAIL SECTION AND ENGINE. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAVINST 3750.6D



ENCLOSURE (19c) TO VMF-251 AAR 1-63 SHOWING LOCATION OF TAIL SECTION AND ENGINE. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAVINST 3750.6D

ENCLOSURE (19d) TO VMF-251 AAR 1-63 SHOWING LOCATION OF AIRCRAFT COMPONENTS IN MARSH. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAVINST 3750.6D

HELICOPTER RESCUE REPORT
OPNAV FORM 3750-12 (REV. 4-59)

OPNAV REPORT 3750-12

INSTRUCTIONS:
1. Mail original and one copy direct to NASC and one copy direct to CNO.
2. Report will be submitted within five working days of rescue or attempted rescue.
3. Serialize by calendar year (e.g., first report for 1959 would be 1-59, second 2-59)
4. Use local time.
5. If exact data is unknown such as time, temperature, etc. give approximate data.
6. Enclosures will be appended to the report if the statement will amplify the data on the form (e.g., Survivor had difficulty due to insufficient training.
7. Refer to the effective edition of OPNAVINST 3750.6

FROM: Commanding Officer, MCAS, Beaufort, S. C.	REPORT DATE: 1-24-63	REPORT SERIAL NO.: 1-63
TO: Commander, U.S. Naval Aviation Safety Center COPY TO: Chief of Naval Operations	HELO. MODEL: UH1B	BUNO: 130209 / OPERATING BASE: MCAS, Beaufort

DATE OF EMERGENCY	TIME (Local)	LOCATION OF EMERGENCY
1-24-63	1033	136° 10.5 miles from MBC

TIME AND METHOD OF NOTIFICATION OF EMERGENCY	TIME OF ARRIVAL AT SCENE	TIME OF ACTUAL RESCUE	TOTAL ELAPSED FLIGHT TIME
1026 Primary Crash Phone	1049	1148	.7 (see note#1)

HELICOPTER RESCUE PERSONNEL NAME - LAST, FIRST, MIDDLE INITIAL	RANK, RATE	SERVICE/FILE NO.	RESCUE INSTRUCTION FORMAL HRS.	RESCUE INSTRUCTION SUD. HRS.	FORMAL SCHOOL ATTENDED	PICK-UPS A	PICK-UPS S
YINGLING, F. H.	Capt.	(b) (6)	10	20	Allyson Field	4	200
COLLINS, F. M.	SSgt (E-6)	(b) (6)	10	0	Home	1	20
VANCE, J. R.	Sgt (E-4)	(b) (6)	10	18	Home	2	30

RESCUED PERSONNEL NAME - LAST, FIRST, MIDDLE INITIAL	RANK, RATE	SERVICE/FILE NO.	AGE	HEIGHT	WEIGHT	INJURY - PHYSICAL CONDITION - SURVIVAL GEAR: CLASS	①	SURVIVAL GEAR USED (Jacket, raft, etc.)
PALMER, K. C.	Major	(b) (6)	(b) (6)			C	A	DAY SMOKE FLARE

NOTE: ① Physical Condition Code: A - Conscious, B - Conscious, unable to assist, C - Unconscious

RESCUE CONDITIONS AND PROCEDURES

RESCUE SITE WAS OVER	PICK-UP METHOD	IF HOVER, GIVE RPM AND MP WHILE HOISTING	EQUIPMENT USED (Sling, seat, etc.)
[X] LAND [ ] WATER	[X] SET-DOWN [ ] HOVER	N/A RPM, N/A MP	None

NUMBER OF PERSONS AT SCENE NOT RESCUED BY HELICOPTER:	REASON NOT RESCUED BY HELICOPTER AND FINAL STATUS	PRIMARY AND SECONDARY MEANS OF LOCATING SURVIVORS (Dyemarker, flare, smoke, etc.)
0		Information from person who saw bailout and day smoke flare.

WIND VEL	AIR TEMP.	DENSITY ALT.	WATER TEMP.	SEA STATE	GENERAL WEATHER AT SITE
NW 10/16	26	-2660	N/A	N/A	CLEAR

MISSION FLOWN BY HELICOPTER PRIOR TO THIS EMERGENCY	BACK-UP MEANS OF RESCUE
Day Training Mission 0900-24	Second helicopter notified

RESCUE EQUIPMENT	√ A	√ B	CHECK "A" - CARRIED, NOT USED OR "B" - REQUIRED, NOT AVAILABLE, AND STATE REASON NOT REQUIRED OR IF REQUIRED, WHY NOT AVAILABLE
			None needed. Pilot able to walk.

RECOMMENDED EQUIPMENT AND TECHNIQUES FOR FUTURE RESCUES OF THIS TYPE (By rescue area or rescuer)

Note #1. Elapsed time includes pilot delivery to Hospital, and A/C return to MBC.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 7C OF OPNAV INST 3750.6D

ENCLOSURE(S): [ ] PILOT'S STATEMENT [ ] SURVIVOR'S STATEMENT (indicate number, if more than one)

SIGNING SIGNATURE: T. V. MEEKS, JR.

ENCLOSURE (6) TO VMF-251 AAR 1-63