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

SPECIAL HANDLING REQUIRED in accordance with Para. 65, OPNAV INSTRUCTION 3750.6C

OPNAV REPORT 37

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commanding Officer, VMF - 251
2. DATE OF ACCIDENT: 6 July 1961 | TIME (LZT): 0955R
3. SERIAL NUMBER: 1 - 61
4. TO: Commander Naval Aviation Safety Center
5. ENCLOSURES: (1) Squadron Flight Schedule (2) Pilot's Statement (3) Escort Pilot's Statement (4) L.S.O.'s Statement (5) Crash Fire Report (Original Only) (6) Photographs (7) Maintenance Officer's Statement (8) MOR (Original Only) (9)
6. VIA: (1) CO. VMF - 251 (2) CO. MAG - 32 (3) CG. 2nd MAW (4) CG. EMELANT (5) (6) (LAST) Commander, U.S. Naval Aviation Safety Center
7. REPORTING CUSTODIAN (if different than item 1. above): NA
8. ACTIVITY OPERATING A/C (if different than item 7.): NA
9. KIND OF FLIGHT: 104
10. TIME OF DAY: [ ] DAWN [X] DAY [ ] DUSK [ ] NIGHT
11. LOCATION OF ACCIDENT: Rwy 22 MCAS, Beaufort, S.C.
12. ELEVATION ABOVE SEA LEVEL: 40
13. PLACE OF LAST TAKE-OFF: MCAS, Beaufort, South Carolina
14. CLEARED: FROM Beaufort TO Beaufort
15. TYPE CLEARANCE: [ ] IFR [X] VFR [ ] DVFR [X] LOCAL [ ] OPERATIONAL [ ] AIRWAYS [ ] DIRECT [ ] OTHER (Specify)
16. TIME IN FLIGHT: 0 40
17. TYPE ACCIDENT: Fire in Flight
18. PHASE OF FLIGHT: Landing

A/C

19. MODEL: F8U - 1E
20. SERIAL NO.: 145540
21. DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E [ ] F
22. DOLLAR COST: 889,000
23. AIRSPEED (Kts.): 140kt.
24. A/C WEIGHT: 20,500
25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each ... involved): *as per change 2

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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. INJ. CODE
PILOT (at controls at time of accident) McCLELLAND, O.H.	Capt.	(b) (6) [redacted]	7302 7333	USMCR	(b) (6) [redacted]	8	Pilot	Cockpit	
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			VMF - 251 MAG - 32	[X] STANDARD [ ] SPL
	NO			X	X		
CO-PILOT	YES						[ ] STANDARD [ ] SPL
	NO	NA	NA	NA	NA		

PILOT EXPERIENCE IN HOURS

12. ITEM		PILOT	CO-PILOT
ALL MODELS		1632	
ALL MODELS IN LAST 12 MONTHS		230	
ALL MODELS IN LAST 3 MONTHS		60	
ALL SERIES THIS MODEL (item 19)	A/C	230	
	OFT / CPT	13.5	
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	230	
	OFT / CPT	13.5	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	60	
	OFT / CPT	2	

ITEM		PILOT	CO-PILOT
CV LANDINGS DAY/NIGHT		0	
FCLP LANDINGS DAY/NIGHT		0	
INSTRUMENT HOURS LAST 3 MONTHS		6.5	
NIGHT HOURS LAST 3 MONTHS		6.2	
TOTAL HELO. HRS. (Helo. AAR Only)			
TOTAL JET HOURS (Jet AAR Only)		1353	
LAST FLIGHT, ALL SERIES THIS MODEL	DATE	5 Jul 61	
	DURATION	1.0	

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OFFICERS

13. 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.							

SPECIAL HANDLING REQUIRED
In accordance with Para 70

OPNAV FORM 3750-1 (Rev 12-59) AIRCRAFT ACCIDENT REPORT OPNAV REPORT 37

PAGE 2

C. WEATHER

1. CEILING	2. VISIBILITY	3. RELATIVE WIND (SEE INST 5)	4. TEMPERATURE	5. DEW POINT	6. ALTIMETER SETTING
3000 Sotted	10	360 REL / 8 KTS	OAT 84 RUNWAY 87	74	30.13

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

NA

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
NA		
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 [redacted]	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
Acceptance 20 May 59	2	8	1	204	754	Major	20	26

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO.					
1	4 Sept.56	J57-P4A	P629217	1	204	649	Major	20	26
2									
3									
4									

3. SERIAL

a. DID FIRE OCCUR? [X] BEFORE ACCIDENT [ ] AFTER ACCIDENT [ ] DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? [X] YES [ ] NO

c. CHECK IF APPLICABLE [ ] AMP FOR SERIAL

d. HAS DIR BEEN REQUESTED? [ ] YES [X] NO

e. FAILED COMPONENTS INVOLVED Main Fuel Line Bellows (PN 1550505 8-1) (Line Assembly, Engine Fuel)

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. [X] OTHER (Specify) Material Failure
g. [ ] SURFACE FACILITIES
h. [ ] HUMAN ENGINEERING *(e.g., Cockpit configurations, etc.)*

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5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP	d. WEIGHT OF A/C	e. CG (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
20,000	300 Kts.	Normal	23,700	NA	JP-4	Unk.

h. EVIDENCE OF FUEL CONTAMINATION: NA

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: NA

j. FUEL CONTROL REGULATOR/CARBURETOR *(List stock and ser. nos., give time since new or overhauled)*: NA

k. EXTERNAL STORES ABOARD A/C: NA

(If additional space is necessary, attach additional sheets)

SPECIAL HANDLING REQUIRED in accordance with Para 70 OPNAV INST 3750.6D

OPNAV FORM 3750-1 (Rev 12-58)

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 37

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	X	o. EMERGENCY ARRESTING GEAR (Runway) MOREST-MK-5		w. MIRROR
	h. RUNWAY		p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)		x. OTHER (Specify)

2. SHIPS DATA

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR | b. PRESSURE SETTINGS | c. WIND OVER DECK | d. RELATIVE HEADWIND | e. APPROACH SPEE (SPN-12 REPORT

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 (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAM 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 RUNOUT (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 III REMARKS (Continue on additional sheets)

PER	SECTION	ITEM

SPECIAL HANDLING REQUIRED
in accordance with Para 70
OPNAV INST 3750.6D

III Copy Distribution
1 MCAS Beaufort
1 MAG 33
1 VMCJ-2
1 VMF-235
1 VMF-122
1 VMF-333
1 BUWEPS REP DALLAS
1 BUWEPS REP HAR
4 File
1 [illegible]

COPY DISTRIBUTION
2CC NAVAVNSAFECEN DIRECT
1CC BUWEPS DIRECT (C-13)
1 COMNAVAIRLANT
1 CMC (Code AAP)
1 FMFLANT
1 1st MAW
1 2nd MAW
1 3rd MAW
1 MAG 11
1 MAG 13
1 MAG 32

13

COST DAMAGE TO: GOVERNMENT PROPERTY $NONE | PRIVATE PROPERTY NONE | DATE SUBMITTED TO C.O. 25 July 1961

PART IV — SIGNATURES OF THE BOARD

(b) (6)

[redacted]

PART V - THE ACCIDENT

On 6 July 1961 0915R., Capt. Oliver H. McCLELLAND took off for a MAG-32 Aerial Fly-by. He was flying lead position on the VMF-251 division in BuNo. 145540, (DW-1). While in an orbit awaiting the fly-by, a fuel leak developed near the starboard main gear door. Capt. McCLELLAND proceeded immediately to the field, accompanied by Capt. PECK, and broke for landing. As he rolled into the groove the fuel ignited, the engine was secured and a normal morest arrestment was made. Fire partially destroyed the aircraft. The pilot suffered no injuries.

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

PART VI - DAMAGE TO F8U - 1E BUNO. 145540

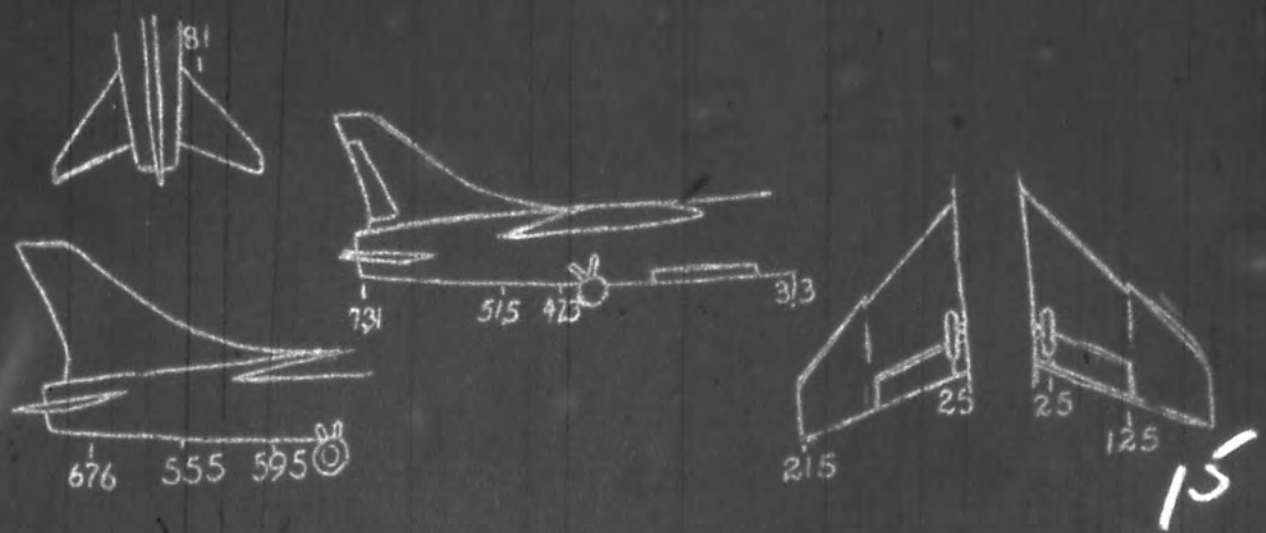
Resulting from fire in flight and serious burning in Nosest Gear on runway the aircraft received extensive damage by fire from fuselage station 313 aft to fuselage station 731. The outer skin of fuselage was severely distorted with holes being burned through from fuselage station 595 to fuselage station 676, fuselage station 473 to station 515. Holes from fuselage station 555 to fuselage station 595 in right side were result of aft cluster fuel cells explosions.

Wing center section was severely burned from wing station YW25 outboard to wing station 125 on left side of aircraft and from wing station 25 outboard to wing station YW215 on the right side of aircraft.

Both horizontal tails (UHT's) were severely burned with the right horizontal UHT being partially burned away from horizontal tail station YW 81.

The vertical fin received severe heat damage causing the paint to peel and the outer skin to discolor.

The aircraft sustained (ALFA) damage and was released to HSAS 32 for disposition and salvage.



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING
ACCORDANCE WITH PARAGRAPH 70
OF OPNAV INSTRUCTION 3750.6D

(b) (5)

[redacted]

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SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARAGRAPH 70
OF OPNAV INSTRUCTION 3750.6D

STATEMENT of O. H. MCCLELLAND, Captain, (b) (6) /7302, USMCR concerning VMF-251 AAR Serial 1-61 involving F8U-1E, BUNO 145540, occurring 6 July 1961, Pilot MCCLELLAND

(b) (5)

[redacted]

O H McClelland

O. H. MCCLELLAND

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

1 ENCLOSURE (2) TO VMF-251 AAR 1-61

2

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

5 July 1961

TRAINING SCHEDULE FOR - THURSDAY 6 JULY 1961 DUTY SECTION - TWO (2)

SDO: 1stLt. ROBERGE ODO - A.M. Capt. SCHNIPPEL
ASDO: Sgt. SMITH
GSDO: Capt. LUNSFORD

BRIEF	TO	LND	CALL	PILOT	MISSION	REMARKS
0800	0900		0-1	~~*Maj. [illegible]~~ McClelland	PRACTICE FLY-BY	
			2-1	TORRILLO		
			3-1	~~[illegible]~~ Hines		
		1100	4-1	WILLIAMS		

*Denotes Flight Leader

GROUND TRAINING

OFT:	0800-0930	Capt. SAUTER	0730:	APM
	1230-1400	Capt. SAUTER	1100:	FLIGHT LEADER MEETING
LINK:	1430-1600	Capt. GRUNWALD		

TODAY'S CLUTCH PLAN: CROSS WIND T.O. & RESTRICTIONS

Approved By

R. L. PREIS
Maj. USMC
Operations Officer

Submitted By

N. F. SCHNIPPEL
Capt. USMCR
Schedules Officer

(b) (6)
[redacted]

CERTIFIED A TRUE COPY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

1 ENCLOSURE (1) TO VMF-251 AAR 1-61

AIRCRAFT FIRE/RESCUE REPORT
NAVWEPS FORM 11135/1 (8-60)

NO TRANSMITTAL LETTER REQUIRED

RT SYMBOL BUWEPS 11135-1

STATION AND LOCATION	DATE OF REPORT	AFRR NO.
MCAS, Beaufort, South Carolina	7 July 1961	5-61
	DATE AND TIME OF INCIDENT: 6 July 1961 0951	ON STATION: X / OFF STATION:
REPORTING CUSTODIAN: VMF-251, MAG-32, MCAS, Beaufort, S. C.	MODEL AIRCRAFT INVOLVED: F8U-1E	BUREAU NO.: 145540

TO: Chief, Bureau of Naval Weapons (SEEQ)

VIA — MILITARY COMMAND / SIGNATURE

EXACT LOCATION OF INCIDENT: 4,000 ft. marker runway #22

TYPE OF INCIDENT						FIRE INVOLVED		ESTIMATED CASE
TAKE-OFF		LINE OR LOADING		FUELING		YES	X	
LANDING	X	PARKED		MAINTENANCE		NO		
TAXIING		DEFUELING		INFLIGHT		IMPACT IGNITION		
OTHER (Specify)						DELAYED IGNITION		

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE: Partly cloudy

WIND DIRECTION: SW
WIND VELOCITY (mph): 9
TEMPERATURE (°F): 84

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT: Asphalt runway

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs): 2,000
ESTIMATED ON BOARD AFTER INCIDENT (lbs): 1,500
ESTIMATED SPILL AREA (Size in feet): 25 x 50

OTHER FUELS:

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	1
NO. PERSONNEL SURVIVED	1
NO. PERSONNEL ESCAPED UNAIDED	1
NO. PERSONNEL RESCUED	

DESCRIBE RESCUE METHODS USED: Pilot escaped unaided

FIRE FIGHTING

FIRST METHOD OF ALARM USED: TWO-WAY RADIO | EMERGENCY INTER-COM. | X EMERGENCY PHONE | OTHER METHOD (State)

TIME RECORD: TIME ALARM RECEIVED 0951; TIME EQUIPMENT ARRIVED 0952

STATION EQUIPMENT

EACH EQUIPMENT AVAILABLE AT INCIDENT		NO. PERSONNEL MANNING EQUIPMENT		QUANTITY EXTINGUISHING AGENTS USED	
TYPE	NO. LOADS USED	MIL.	CIV.	FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
MB-1	2	3	0	130 gals	PKP 300 lbs.
MB-1	1½	3	0	95 "	
MB-1	½	3	0	35 "	
MB-5	1	3	0	25 "	
* MB-5	1	3	0	25 "	

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-5	Engine replacement	150	Awaiting parts
MB-5	Rear end repair	7	Awaiting parts
MB-5	Engine replacement	79	Awaiting parts
MB-5	Engine replacement	76	Awaiting parts

* In addition to above vehicles, Two (2) fire department pumpers, MB-5, MB-1A Crane, Water tanker, Rescue truck and fire chief pick-up truck were available.

DESCRIPTION OF DIFFICULTIES IN FIRE CONTROL AND EXTINGUISHMENT DUE TO UNUSUAL CONDITIONS OR EQUIPMENT AND/OR AGENT INADEQUACIES

RECOMMENDATIONS FOR IMPROVEMENTS IN EQUIPMENT AND/OR PROCEDURES TO INCREASE EFFICIENCY

MONETARY LOSSES *(Estimated)*

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY

DATE	PREPARED BY *(Name and title)*	SIGNATURE

DATE	STATION COMMANDING OFFICER	SIGNATURE

F-13433

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

At approximatley 0951, 6 July 1961 the Crash Crew was notified by the Tower via public address system and primary crash phone that DW-1 requested morested landing due to a fuel leak. All crash vehicles were moved to predestinated spotting positions on the runway. The tower informed the crash crew that the aircraft was at present twenty five (25) miles from the station and would make a straight in approach to runway #22. After a few minutes lapse the tower again informed the crash crew that the aircraft was on final. DW-1 made a normal approach and when about two hundred (200) feet high and off the end of the runway the aircraft burst into flames on the aft section, spreading quickly forward when coming to a full stop in the morest cable. The pilot made a hasty unassisted exit from the cockpit, at which time rescumen helped crash crewman in extinguishing the flames. Fire covered the entire rear section kindled by the fuel leak. PKP and foam was used with very good results in extinguishing the fire. Magnesium had burned through the under carriage and was dripping on the runway. This was covered with foam as it dropped directly into the fuel spill. (Due to the fact that the burning magnesium was dripping directly into the fuel spill area no TMB was used.) With the complete extinguishment of the fire more foam was applied to further cool the aircraft. Salvage operations were completed by towing the aircraft clear of the runway and back to the parent organization hanger.

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARAGRAPH 70
OF OPNAV INSTRUCTION 3750.6D

(b) (6)

[redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 1

OPNAV FORM 3750-8 (REV. 5-58) — See OPNAVINST. 3750.6C Instructions - SPECIAL HANDLING REQUIRED — OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity): VMF 251, MAG 32, USMCAS, Beaufort, S.C.

2. MOR NUMBER: 10-61

3. REPORT FILED BY (Name and Signature of Medical Officer): B.E. MC KEE LT MC USN — DATE: 7-24-61

4. FORWARDED (Name and Signature of Appointing Authority): E.E. POOR, LT COL USMC — DATE:

5. TYPE OF MISHAP: [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT

6. TIME AND ZONE: 0955 EST

7. DATE: 6 JULY 1961

8. GEOGRAPHICAL LOCATION: RUNWAY 220, USMCAS, Beaufort, S.

9. MODEL A/C: F8U-1E

10. BUNO: 145540

11. NO. OF OCCUPANTS: 1

12. TYPE ACCDT.: F-2

13. DAMAGE CODE: A

14. UNIT OPERATING A/C: VMF 251

15. INDIVIDUALS INVOLVED - USE ADDITIONAL SHEETS IF REQUIRED. NAME (Last, first and middle initials)	16. UNIT TO WHICH ATTACHED	17. RANK, RATE	18. FILE/SERV. NO. DESIGNATOR	19. BILLET	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
IN CONTROL OF A/C							
a. OLIVER H. MC CLELLAND	MAG 32	CAPT	(b) (6) /7302	PILOT	USMC	E	E
b.							
c.							
d.							

23. CLARIFICATION OF ITEMS 15-22 WHEN NECESSARY

24. MODEL - OTHER A/C IF INVOLVED	25. BUNO	26. NO. OF OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. REPORT NO.
NONE					

30. DETAILED NARRATIVE ACCOUNT OF ACCIDENT (Use additional 8 X 10½ plain sheets if required)

On 6 July 1961 0915R., Capt. Oliver H. MC CLELLAND took off for a MAG 32 Aerial Fly-by. He was flying lead position on the VMF 251 division in Buno. 145540, (DW-1). While in an orbit awaiting the fly by, a fuel leak developed near the starboard main gear door. Capt. Mc Clelland proceeded immediately to the field, accompanied by Capt. Peck, and broke for landing. As he rolled into the groove, the fuel ignited , the engine was secured and a normal morest arrestment was made. Fire partially destroyed the aircraft. The pilot suffered no injuries.

SECTION B - MEDICAL OFFICER'S QUESTIONNAIRE

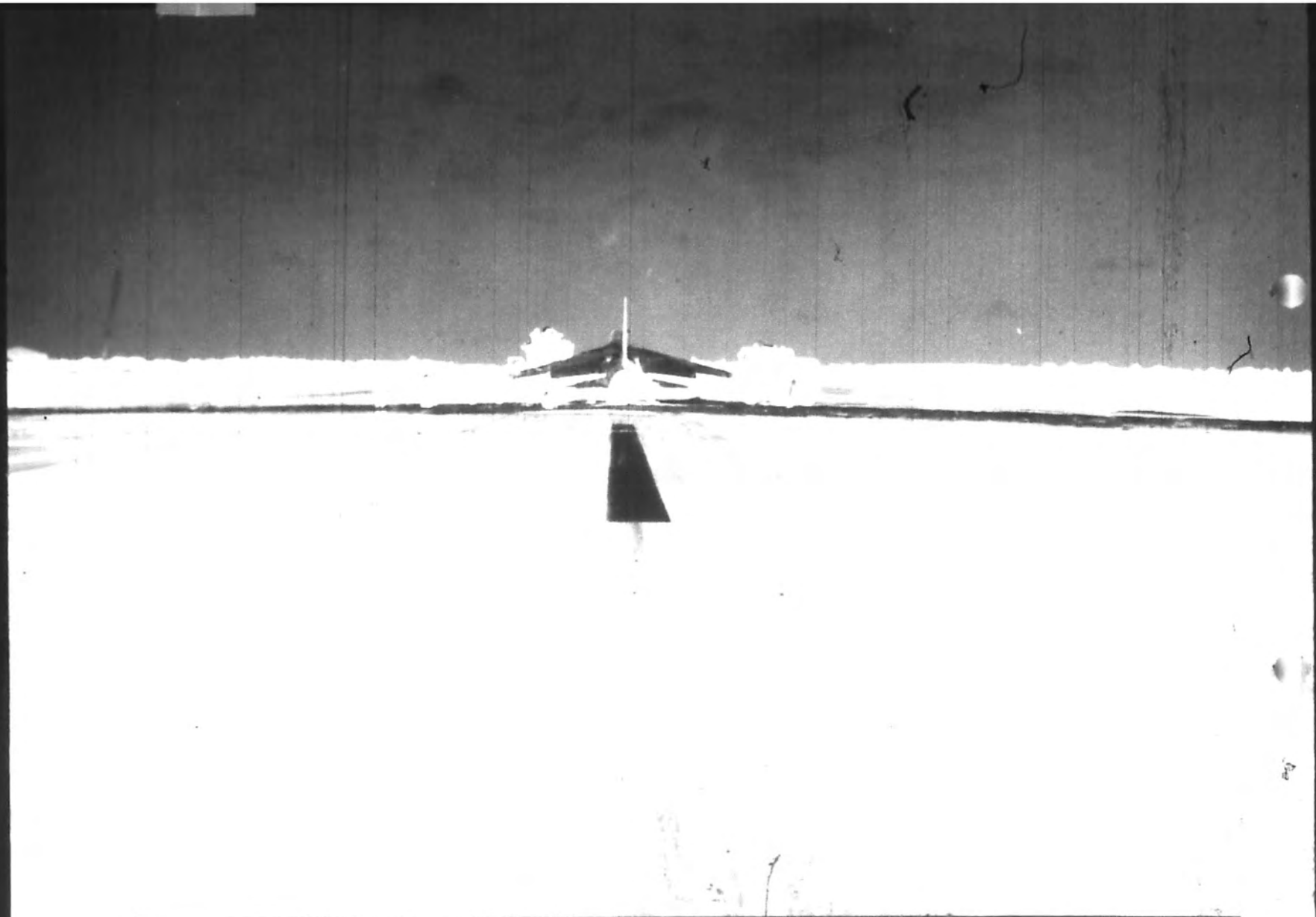
YES	NO	DID THE FLIGHT SURGEON: (If "NO" state reason in space below.)
X		1. VISIT THE SCENE OF THE MISHAP?
X		2. PARTICIPATE FULLY IN THE FIELD INVESTIGATION?
X		3. PARTICIPATE FULLY IN THE DELIBERATIONS OF THE A/C ACCIDENT BOARD?

GIVE APPROXIMATE NUMBER OF HOURS SPENT BY THE FLIGHT SURGEON:

4. IN FIELD INVESTIGATION	5. IN BOARD DELIBERATIONS	6. IN PREPARATION OF THIS REPORT
2	2	5

7. REPORT PREPARATION CHECK LIST: [ ] ALL PARTS OF FORM COMPLETED [X] SURVIVORS NARRATIVES [ ] PHOTOS [ ] CONCLUSIONS AND RECOMMENDATIONS [ ] REQUIRED COPIES FURNISHED

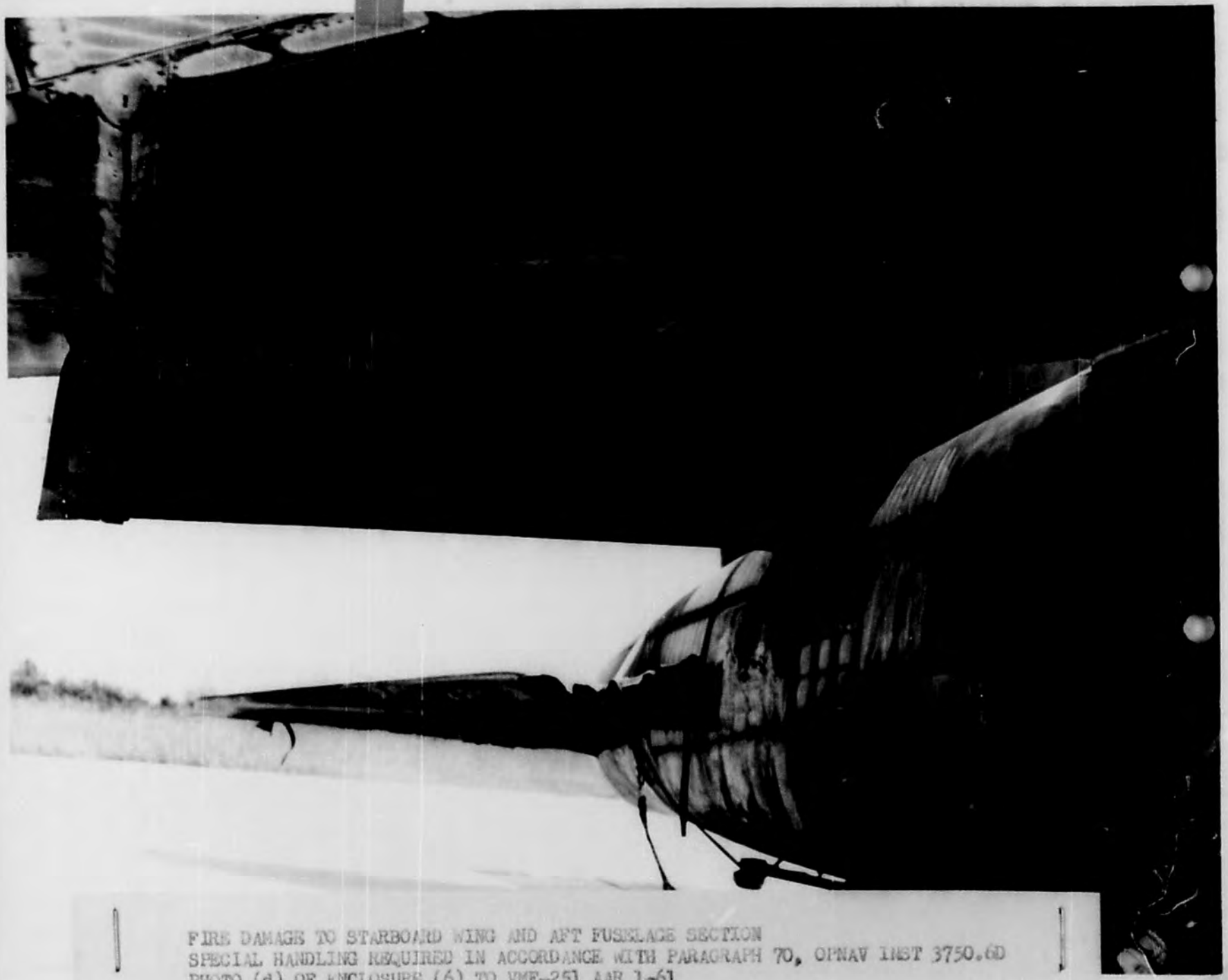
☆ U. S. GOVERNMENT PRINTING OFFICE : 1960-543289



AIRCRAFT ON RUNWAY AFTER FIRE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (a) OF ENCLOSURE (6) TO VMF-251 AAR 1-61

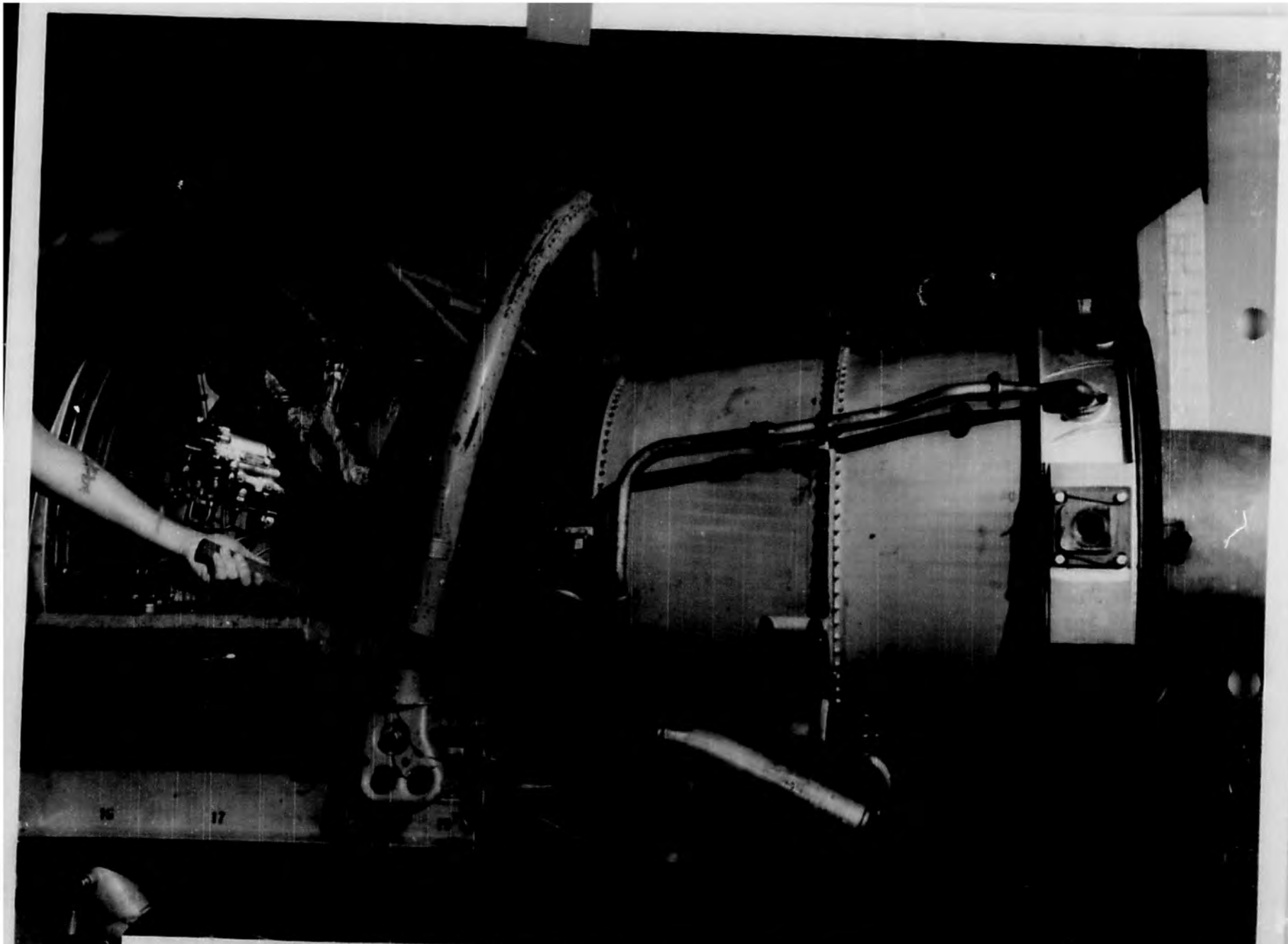
FIRE DAMAGE TO PORT SIDE OF FUSELAGE
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6C
PHOTO (b) OF ENCLOSURE (6) TO VMF-251 AAR 1-61

FIRE DAMAGE TO PORT MAIN LANDING GEAR SECTION
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (c) OF ENCLOSURE (6) TO VMF-251 AAR 1-61

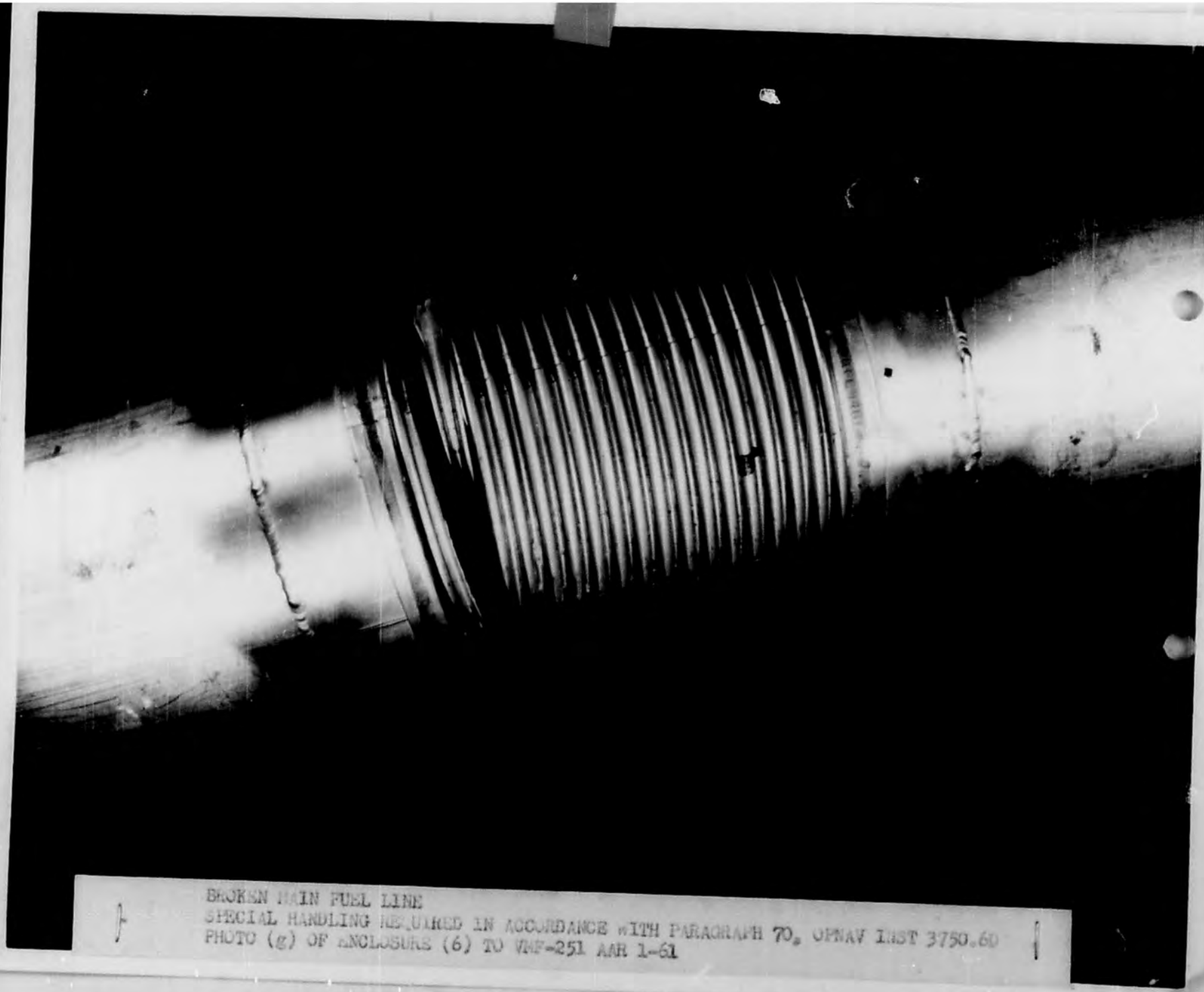


FIRE DAMAGE TO STARBOARD WING AND AFT FUSELAGE SECTION
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (d) OF ENCLOSURE (6) TO VMF-251 AAR 1-61

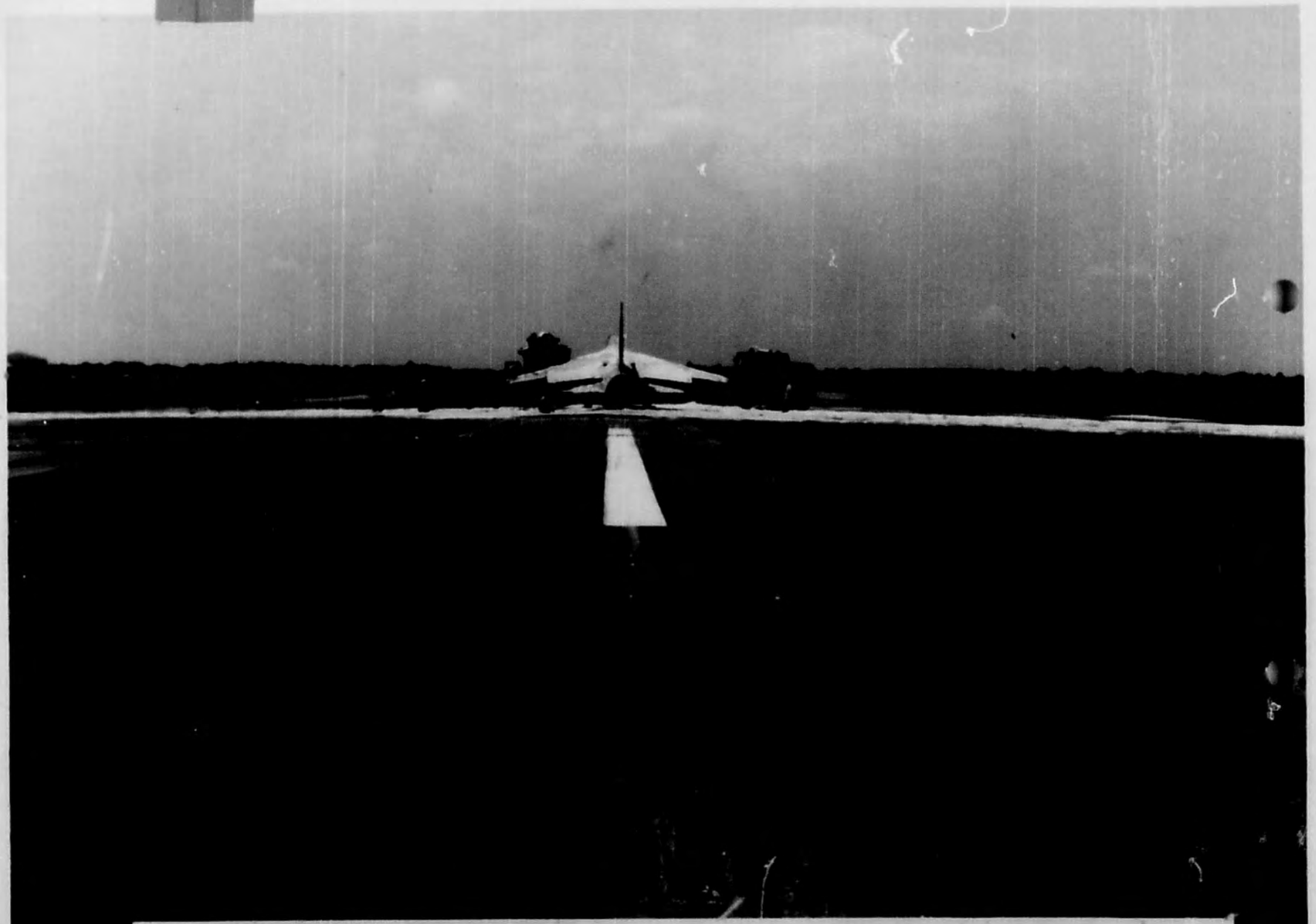
GENERAL LOCATION OF MAIN FUEL LINE ASSEMBLY
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (e) OF ENCLOSURE (6) TO VMF-251 AAR 1-61



MAIN FUEL LINE ON ENGINE
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (f) OF ENCLOSURE (6) TO VMF-251 AAR 1-61



BROKEN MAIN FUEL LINE
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (g) OF ENCLOSURE (6) TO VMF-251 AAR 1-61



AIRCRAFT ON RUNWAY AFTER FIRE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (a) OF ENCLOSURE (6) TO VMF-251 AAR 1-61

FIRE DAMAGE TO PORT SIDE OF FUSELAGE
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D
PHOTO (b) OF ENCLOSURE (6) TO VEP-251 AAR 1-61