A25

FF7-2
(32-deb)
A25-1
Ser: 313
22 JAN 1954

THIRD ENDORSEMENT on VF-153 AAR No. 8-53 of 29 Dec 53 concerning F9F-6, BuNo 128142

From: Commander Fleet Air Alameda
To: Chief of Naval Operations (Op-53)
Via: Commander Air Force, Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

(b) (5)

[redacted]

C. B. Jones
Chief of Staff

Copy to: (3rd end. only)
BUAER (2)
CINCPACFLT
NAVAVASFACT
NATC, PATUXENT
BAR, BETHPAGE
COMCARAIRGRU-15
CO, NAS MOFFETT
CO, FITRON-153

1497 2

4006

2

In reply refer to:
CCAG-15:RHS:js
A25-3
Ser 13
13 JAN 1954

SECOND ENDORSEMENT on VR-153 AAR Serial 8-53 dtd 29 DEC 1953

From: Commander, Carrier Air Group FIFTEEN
To: Chief of Naval Operations (Op-531)
Via: (1) Commander Fleet Air, Alameda
(2) Commander Air Force, Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

[redacted] (b) (5)

R. H. SMITH

Copy to:
CO, VR-153
CNO (Op-531) (1)
BuAer (2)
U. S. NavAvSafety Act., Norfolk (1)
ComFairAlameda Safety Council (Rec Analyst)(1)
ComAirPac (1)
CinCPacFlt (1)
CO, NAS, Moffett Field (1)

1497 3

3

ORIGINAL

UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
FIGHTER SQUADRON ONE FIVE THREE
c/o Fleet Post Office
San Francisco, California

ORIGINAL

A25/DMS/mn
Ser: 111
8 JAN 1954

FIRST ENDORSEMENT on VF 153 AAR Serial 8-53 dtd 29 DEC 1953

From: Commanding Officer, Fighter Squadron ONE FIVE THREE
To: Chief of Naval Operations (Op 531)
Via: (1) Commander, Carrier Air Group FIFTEEN
(2) Commander Fleet Air, Alameda
(3) Commander Air Force, Pacific Fleet

1497 4

Subj: Aircraft Accident Report; forwarding of

(b) (5)

[redacted]

L. H. SATTERFIELD

Copy to:
CNO (Op 531) (1)
BuAer (2)
US Nav AvSafety Act., Norfolk (1)
ComFairAlameda Safety Council (Roc Analyst) 4
ComAirPac (1)
NAS Moffett Field (1)
CincPacFlt (1)

ORIGINAL

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1 (REV. 3-50)

OPNAV REPORT 3750

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAR INSTRUCTIONS

1. DATE OF ACCIDENT	HOUR	2. ACTIVITY SUBMITTING REPORT	3. AAR SERIAL NO.
16 December 1953	1023 H	VF-153	8-53

4. MODEL A/C	BUNO.	CHECK DAMAGE TO A/C	5. ACTIVITY OWNING THE A/C
F9F-6	128142	[X] A [ ] B [ ] C [ ] D [ ] E	VF-153

6. NAME OF UNIT OPERATING THE A/C	BASED AT	7. ULTIMATE CHAIN OF COMMAND
VF-153	NAS Moffett Field	1. COMCARAIRGRU 15 2. COMFAIRALAMEDA 3. COMAIRPAC

8. LOCATION OF ACCIDENT	8. UNIT TO WHICH OPERATION ATTACHED
1.8 Miles West of Guatine, California	VF-153

9. PERSONNEL INVOLVED (Including name and injury code of those injured, not occupants of A/C)

A FULL NAME, RANK, SERVICE, FILE No. (List person in second line)	B AGE	C BILLET	D POSITION	INJURY
CAMERON, BRUCE RAYMOND, ENS, USNR, [redacted] (b) (6)	24	PILOT	COCKPIT	A

10. PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL	INSTRUMENT RATE
TOTAL HOURS	437.4	29.9	256.3	34.4	29.9	STANDARD
INSTRUMENT HOURS			62.4	4.9	2.3	PILOT'S AGE 24
NIGHT HOURS			14.4	1.4	1.4	DATE DESIGNATED
CV LANDINGS DAY/NITE	14	0	14	0	0	6-8-53

11. CHECK IF: [X] INCIDENT TO FLIGHT [ ] NOT INCIDENT TO FLIGHT

12. PURPOSE OF FLIGHT: DIVISION TACTICS — CODE: 141 — 13. TIME IN FLIGHT: 0/50

14. TYPE OF ACCIDENT: COLLISION WITH GROUND — CODE: B — 15. MANEUVER INVOLVED: HIGH SUBSONIC DIVE RECOVERY

16. WEATHER: [X] VFR [ ] IFR — CEILING: UNL. — VISIBILITY: 7 mi. (H) — 17. DARKNESS? [ ] YES [X] NO — 18. CLEARANCE ISSUED: VFR LOCAL

19. WIND DIRECTION: CALM — FORCE: - — 20. ATTITUDE ON IMPACT: INVERTED NOSE 80° DOWN — ANGLE OF IMPACT — STOPPING DISTANCE: NEAR VERT. 15 ft. — SPEED ON IMPACT: 550est. — 21. DID PILOT FOLLOW IMPACT? [ ] YES [X] NO

22. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure of malfunction, actual or suspected)

HISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LIST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
AIRCRAFT	1	2	NONE	###	55.7	1st INT	11.7	7
	MODEL ENGINE	SERIAL NO. OF ENGINE						
ENGINE 1	J48-P8	P416363	NONE	###	59.6	1st INT	11.7	
ENGINE 2								
ENGINE 3								
ENGINE 4								

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR? [ ] YES [X] NO — IF YES, GIVE DATE(S) OF PREVIOUS ACCIDENT(S) — MATERIAL DAMAGE IN THE ACCIDENT, IF KNOWN

23. CONTRIBUTORY FACTORS (Check or fill in only one primary "P" factor, all others secondary "S")

P	S		P	S		P	S	
[ ]	[ ]	PILOT (OR CREW) ERROR	[ ]	[ ]	MATERIAL FAILURE OR MALFUNCTION	[X]	[ ]	UNKNOWN
[ ]	[ ]	ERROR OF OTHER PERSONNEL	[ ]	[ ]		[ ]	[ ]	

24. CHECK CONDITIONS INVOLVED IN THIS ACCIDENT (List other)
[ ] WIND, STACK WAKE, SLIPSTREAM, TURBULENCE [ ] PITCHING OR ROLLING DECK [ ] COMMUNICATION DIFFICULTY [ ] AIRCRAFT HAZARD [ ] ROUGH GEAR [ ] TERRAIN CONDITION

14975

25. EMERGENCY CONDITIONS
[ ] IMMEDIATE FORCED LANDING [ ] PRECAUTIONARY LANDING [ ] ENGINE FAILURE [ ] FUEL EXPAUSTION OR NEAR EXHAUSTION

26. PERSONNEL SAFETY EQUIPMENT USED
[ ] PARACHUTE [X] EJECTION SEAT [X] SHOULDER HARNESS [X] SAFETY BELT [ ] EXPOSURE SUIT [X] G-SUIT [X] PROTECTIVE HELMET [X] OXYGEN EQUIP.
[ ] LIST OTHERS

18-53

27. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

28. SIGNATURE OF COMMITTED MEMBERS [redacted] (b) (6)

CHECK	ENCLOSURES	CHECK	No.	DISTRIBUTION BY COMMANDING OFF.
	PILOT		ORIG	CNO (OP53) VIA CHN. OF COMD.
	LSO		ICC	NAVAVSAFACT DIRECT
	ENG. OFF.		2CC	BUAER DIRECT
	CAT. OFF			CHECK AND LIST OTHERS AS REQUIRED
1	WITNESSES		ICC	COMCARAIRGRU-15
	OTHERS		ICC	COMFAIRALAMEDA
2	PHOTOGRAPHS		ICC	COMAIRPAC
3	DRAWINGS		ICC	COMFAIRALAMEDA SAFETY COUNCIL(REC.ANALYST)
	WEATHER REPORT		ICC	CINCPACFLT
	LOADING MANIFEST		ICC	COMAIRPAC (DIRECT)
			ICC	BAR. SETHPAGE L.I.
			ICC	NATC, PAX RIVER
			ICC	FILES

29. The Accident

On the morning of 16 December 1953, Ensign B. R. CAMERON, USNR took off at approximately 0920 as number 2 man of a 3 plane division tactics flight. The flight conducted pre-briefed high altitude tactics from 25,000 feet to 40,000 feet until approximately 1015 at which time the flight leader initiated a pre-briefed high subsonic dive from 38,000 feet in a north westerly direction. The flight leader called off the altitude at 22,000 feet and stated that he was reducing power and initiating recovery. Upon completion of recovery Ensign CAMERONS plane was missing from the flight and all attempts to contact him by radio were unsuccessful.

He was later found to have crashed inverted and in a near verticle attitude about 10 miles from the location of the dive.

30. Damage to Aircraft

The aircraft was completely demolished on impact-with the greater portion completely buried.

31. The Investigation

(b) (5)

[redacted]

(b) (5)

[redacted]

32. Analysis

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(b) (5)

[redacted]

(b) (5)

[redacted]

33. Conclusions and Recommendations

(b) (5)

[redacted]

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Statement of [redacted] (b) (6) LTJG, [redacted] (b) (6) 1325 USNR, Flight Leader

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

[redacted]

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ENCLOSURE (1A)

Statement of [redacted] (b) (6) LTJG, [redacted] (b) (6) /1325,USNR, Number 3 man in flight.

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

[redacted]

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ENCLOSURE (1B)

Copy of Statement of [redacted] (b) (6) Rt 1,
Gustine, California

[redacted] (b) (5), (b) (6)

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ENCLOSURE (1C)

Copy of Statement of [redacted] (b) (6) Gustine, California

[redacted] (b) (5), (b) (6)

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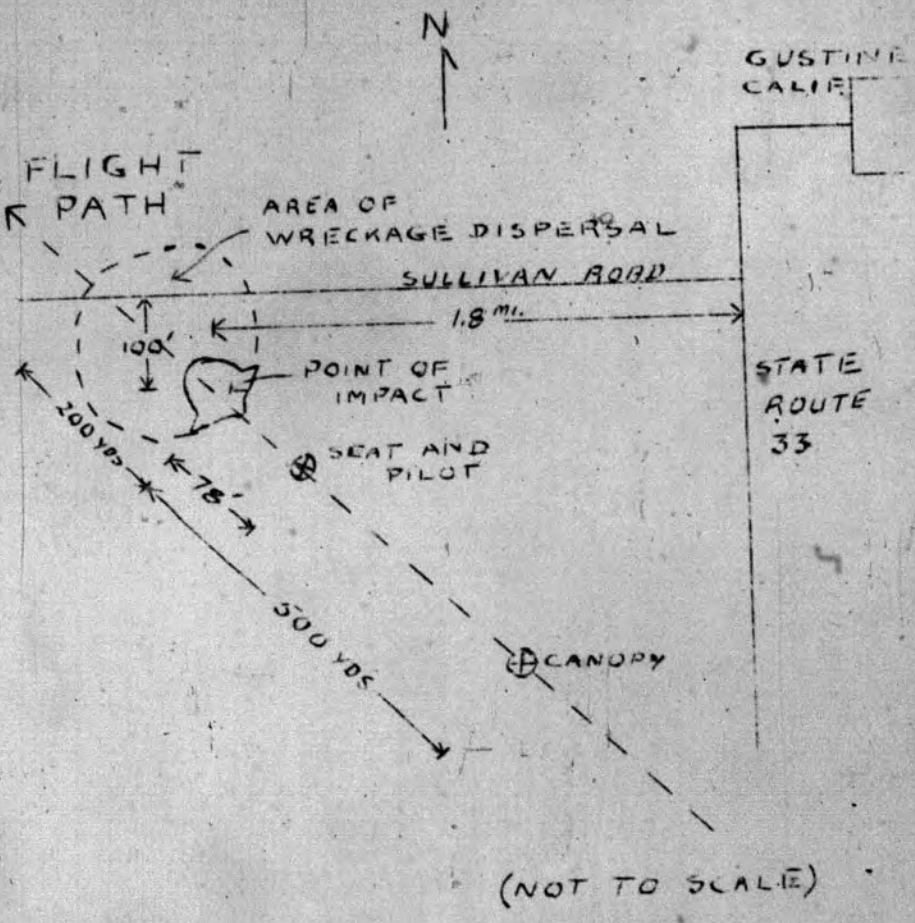
ENCLOSURE (12)

Drawing of Area of Scene of Crash



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ENCLOSURE (3)