RECORDS CODE SHEET
SND 4535 (Rev. 7/63)

NAVAL AVIATION SAFETY CENTER

GENERAL (Card No. 1)

Bureau Number	1 4 8 4 1 7	16-21
Reporting Custodian	1 5 7	22-24
Type Duty	J	25
Major Command	1	26
Aircraft Damage	A	27
Aircraft Injury	D F	28
Time of Day	2	29
Carrier Hull Number		30
First Accident type	G -	31-32
First Accident phase	4 0 4	33-35
Second Accident type	B 1	36-37
Second Accident phase	A 2	38-40
Type of Operation	5	41-42
Contributing Cause Factors	(b) (5) [redacted]	43-47
Pilot Factor, First		48-49
Pilot Factor, Second		50-51
Pilot Factor, Third		52-53
First other Personnel Factor		54-55
Second other Personnel Factor		56-57
Primary Major Material Factor		58
Secondary Major Material Factor		59
Design		60
Facilities		61
Special Data & Cond.	8 D B M	62-65
Special Data & Cond./~~Type of Incident~~		66
Primary Cause	1 2	67
1st Posit. of Pri. Causal Factor	X E	68
1st Possible Cause & Causal Factor		69-71
2nd Possible Cause & Causal Factor		72-74
No Personnel Card ("R")		80

SUPPLEMENTARY (Card No. 2)

Weather	B 5	16-21
Kind of Flight	1 A 6	22-24
Relative Wind - Direction		25
Relative Wind - Velocity		26
Special Attention	1	27
Clearance	1	28
Maneuver prior to Occurrence	N	29
Number of other Aircraft		30
Primary Causal Factor	(b) (5) [redacted]	-32
Altitude of Occurrence or Emergency 4000 above Terrain	0 8 0	33-35
Non-Navy Injury ("R")		42
Number of "A" or "U" Injury		43-44
Number of "B" Injury		46-47
Number of "C" Injury		48-49
Number of "D" Injury	0 1	50-51
Number of "E" Injury		52-53
Number of "F" Injury	0 1	54-55
Number of "G" Injury	0 1	56-57
Location	A 5 M I R M R	62-68

ACCIDENT DAMAGE A (9)

ACCIDENT INJURY D F (10)

FISCAL YEAR 4 (75)

Don't Count		Enemy Action		Other Aircraft		
I. D. NO.	4	0 3	0 2	1	0 1	
	YR	MO	DAY	TYP	SEQ	
			- F	4	B	
			Model			

Model Code 1 3 (76 77)

PERSONNEL STATISTICS (Card No. 3)

File Number → (b) (6) [redacted]

Name	16	17	18	19	20	21	Rank/Rate	Br Service	Age	Yrs Experience	Status	Position	Inj to Ind	Abandon A/C	Pilot Factor Involved	Trainer Utilization	Instr. Card	Total Time All Models	All Models 3 Months	All Series This Model	All Ser Mod 3 Months	CV Landings	Instrument Hours	Nite Hours	Total Time Jet-outside
03 K E M B L E R L							4	6	C	9	A	1	F	2	1	0 5	2	2 7	0 4	0 2	0 2	-	3 0	0 6	2 2
22 23 24 25	26	27	28	29	30	31	32	36	37	40	42	45	47	49	51	52-53	55	56-57	58-59	62-63	65-66	68	69-70	71-72	73-74
04 M C C A R T B H							4	1	B	-	K	2	F D	2											

Name 16 17 18 19 20 21

File Number → (b) (6) [redacted]

IBM: PERSONNEL CODED ON REVERSE SIDE ☐

CODED ___ REVIEWED HB LOGGED 7 PUNCHED ___ VERIFIED ___

CODE SHEET REVIEWED BY CLASS DESK ANALYST ___ (Initials) ___ (Date)

104.3.64

A & R DEPARTMENT NARRATIVE CODE SHEET

YEAR	MONTH	DAY	TYPE	NUMBER	DAMAGE	INJURY	MODEL
4	2	3	0	2	1	0	1 A F - F 4 B

D

BUREAU NUMBER

148417

X

75	76	77	79
4	1	3	6

04 NOV 1964

NARRATIVE BRIEF

AIT PLT W/26 HRS IN TYPE IN CRAW. DUR TACAN APPR A/C ENTRD CLD @ 8M FT S&L 250KTS. PITOT HEAT TURND ON BUT INOP. A/S DROPPD. INSTRUCTR R10 EJECTD W/A/S 80KTS. PLT EJECTD W/A/S ZERO.

PREPARED BY [signature] PUNCHED 19 MAY 1964 VERIFIED D

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

NASC/dy
Ser 116/1893
4 December 1964

SPECIAL HANDLING REQUIRED IAW OPNAVINST P3750.6 SERIES

From: Commander, U. S. Naval Aviation Safety Center
To: Commanding Officer, Fighter Squadron ONE HUNDRED TWENTY-ONE

Subj: VF-121 AAR ser 2-64A concerning F-4B BuNo 148417 accident occurring 2 March 1964, pilot KEMBLE

1. The subject report and all endorsements thereon have been reviewed. The Naval Aviation Safety Center concurs with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers, subject to the following comments.

(b) (5)

D. A. WEBSTER
By direction

Copy to:
BUWEPS (F-12) (2)
CMC (AAP)
COMNAVAIRPAC
COMFAIRSDIEGO
COMRCVW 12
CO NAS MIRAMAR
CO VMFA 542
NLO DAS NORTON AFB
CO U.S. NAVAL AEROSPACE RECOVERY FACILITY, EL CENTRO
BUWEPSREP ST LOUIS

3750
Ser 80/ 2783

1 MAY 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 66, OPNAVINST P3750.6E

FIFTH ENDORSEMENT on FITRON 121 AAR ser 2-64A concerning F-4B BUNO 148417 accident occurring 2 March 1964 pilot KEMBLE

From: Commander Naval Air Force, U.S. Pacific Fleet
To: Commander, U.S. Naval Aviation Safety Center

Subj: FITRON 121 AAR ser 2-64A

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements.

(b) (5)

W. R. HAZLETT
By direction

Copy to:
BUWEPS (F 123)
COMNAVAVNSAFECEN (2 copies)
CMC (CODE AAP)
COMFAIRSDIEGO
CO NAS MIRAMAR
CO NAVPARAFAC
COMCAW 12
BUWEPSREP ST. LOUIS
NAVY LIAISON OFFICER DIRECTORATE OF AEROSPACE SAFETY, USAF, NORTON AFB
CO MARFIT/ATKRON 542

ORIGINAL

ASO:JSC:nep
3750.2 1/64
17 Apr 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 66, OPNAVINST P3750.6E

FOURTH ENDORSEMENT on VF-121 AAR ser 2-64, F4B, BUNO 148417, accident occurring 2 March 1964, Pilot KEMBLE

From: Commanding Officer, Marine Fighter/Attack Squadron-542
To: Commander, Naval Aviation Safety Center
Via: (1) Commander, Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report ser 2-64A

1. Forwarded, concurring with the conclusions and recommendations of the board, the subsequent endorsements thereto, and with the following additonal comments:

(b) (5)

Stephen G. Warren
STEPHEN G. WARREN

Copy to:
NAVAVSAFCEN (2)
BUWEPS (1)
COMNAVAIRPAC (1)
COMFAIRSANDIEGO (1)
CONCAW TWELVE (1)
BUWEPSRTP STLOUIS (1)
USN, FLTSAF LIAISON OFF,
DIG NORTON AFB (1)
CO, NAS MIRAMAR (1)
NAVPARACHUT FAC EL CENTRO (1)
COMDTMARCORP (1)

ORIGINAL

CO, VF-121 (1)

AS
Ser 299
8 April 1964

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 66, OPNAVINST P3750.6E

THIRD ENDORSEMENT on VF-121 AAR ser 2-64A, F4B, BUNO 148417, accident occurring 2 March 1964, Pilot KEMBLE

From: Commanding Officer, U. S. Naval Air Station, MIRAMAR
To: Commander, Naval Aviation Safety Center
Via: (1) Commanding Officer, Marine Fighter-Attack Squadron 542
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report ser 2-64A

Ref: (a) OPNAV INST 3750.6E of 18 Mar 1963

1. Forwarded without comment. In accordance with paragraph 47a(2) of reference (a), endorsement is not required.

L. H. Bauer
L. H. BAUER

Copy to:
NAVAVNSAFECEN(2)
BUWEPS
COMNAVAIRPAC
COMFAIR SDIEGO
BUWEPSREP St. Louis
USN FLTSAF LIAISON OFF.
DIG NORTON AFB
NAVAEROSPACE RECOVERY FAC El Centro
CMC
CRAW-12
CO VF-121

ORIGINAL

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

COMRCVW-12:pm
3750
Ser: 80/260

31 MAR 1964

SECOND ENDORSEMENT on VF-121 serial 2-64A, F-4B, BuNo 148417, accident occurring 2 March 1964, Pilot KEMBLE.

From: Commander Readiness Attack Carrier Air Wing 12
To: Commander Naval Aviation Safety Center
Via: (1) Commanding Officer, U.S. Naval Air Station, Miramar
(2) Commanding Officer, Marine Fighter-Attack Squadron 542
(3) Commander Naval Air Force, U.S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report ser 2-64A; forwarding of

1. Forwarded. [redacted]

(b) (5)

L. E. FLINT

Copy to:
NAVAVNSAFECEN (2)
BUWEPS
COMNAVAIRPAC
COMFAIRSDIEGO
BUWEPSREP ST. LOUIS
USN FLTSAF LIAISON OFF.
DIG NORTON AFB
CO, NAS, MIRAMAR
NAVPARACHUT FAC, EL CENTRO
COMDTMARCORP
CO, VMFA-542
CO, VF-121

ORIGINAL

ORIGINAL

VF121/GGO:wn
3750
Ser: 357

19 MAR 1964

FIRST ENDORSEMENT on FITRON 121 AAR 2-64, WHICH OCCURRED ON 2 MARCH 1964, PILOT: KEMBLE

From: Commanding Officer, Fighter Squadron ONE-TWENTY-ONE
To: Commander, Naval Aviation Safety Center
Via: (1) Commander, Attack Carrier Air Wing TWELVE
(2) Commanding Officer, U. S. Naval Air Station, Miramar, California
(3) Commanding Officer, VMFA-542
(4) Commander, Naval Air Force, U. S. Pacific Fleet

1. Forwarded, concurring with the conclusions and recommendations of the board, as modified by the remarks below.

(b) (5)

[redacted]

ORIGINAL

(b) (5)

[redacted]

G. G. O'ROURKE

Copy to:
NAVAVNSAFCEN (2)
BUWEPS (1)
COMNAVAIRPAC (1)
COMFAIRSDIEGO (1)
COMCAW TWELVE (1)
BUWEPSREP STLOUIS (1)
USN FLTSAF LIAISON OFF,
DIG NORTON AFB (1)
CO, NAS MIRAMAR (1)
NAVPARACHUT FAC EL CENTRO (1)
COMDTMARCORP (1)
CO, VMFA-542 (1)

ORIGINAL

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

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

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: C.O. VF-121	2. SERIAL NO.: 2-64A	3. DTG (LOCAL) OF MISHAP: 1110U	4. MODEL AIRCRAFT: F4B	5. BUREAU NUMBER: 148417
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 063/19, NKA TACAN		10. DAMAGE: ALFA
7. VIA: COMCAW TWELVE C.O. NAS MIRAMAR C.O. VMFA 542 COMNAVAIRPAC	8.	11. TIME OF DAY: DAY	12. TIME IN FLIGHT: 1 + 46	13. FLIGHT CODE: 1A6
		14. CLEARED FROM: MIRAMAR TO: MIRAMAR		
		15. TYPE CLEARANCE: IFR LOCAL	16. AIRSPEED: UNKNOWN	17. A/C WEIGHT: 33,000
18. BRIEF DESCRIPTION OF MISHAP: EJECTION DUE TO LOSS OF A/S INDICATION			19. ELEVATION AT TIME OF MISHAP: S.L. 8000 TERRAIN 4000	

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

[redacted] (b) (5)

PILOT (at controls at time of mishap): KEMBLE, Robert L.	CAPT	(b) (6)	7398	USMCR	31	9	PILOT	F/C	[illegible]
CO-PILOT (identify & submit separate page 1)									

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		2768	17. CV LANDINGS DAY/NIGHT	ALL	128 / 1
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		289	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	67 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		45	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	0.7 / 23
				IN MODEL	0.1 / 7
14. ALL SERIES THIS MODEL	A/C	26	20. NIGHT HOURS LAST 3 MONTHS	ALL	6 /
	OFT/CPT	5 /		IN MODEL	6 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	26	21. TOTAL HOURS IN JETS (if jet mishap)		224
	OFT/CPT	5 /			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	26	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	2-28-64
	OFT/CPT	5 /		DURATION	1.3
23. DATE/GRADE LAST MAPOFS [illegible]			24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. [illegible]	27. [illegible]	28. [illegible]	29. [illegible]	30. [illegible]	31. [illegible]	32. [illegible]	33. [illegible]
McCART Benjamin H.	MO	LT	USN	(b) (6)	VF-121	[illegible]	RIO	R/C

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with

Rev. 63, OPNAV INSTRUCTION 5510.1, whenever utilized

OPNAV REPORT 3750-1

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF [illegible]	4. HOURS SINCE LAST [illegible]	5. F.A.T. HRS. SINCE LAST [illegible]	6. [illegible]	7. TYPE OF LAST [illegible]	8. FLIGHT HOURS SINCE LAST [illegible]	9. DATE SINCE LAST [illegible]
1 NOV 1961	784.6	1	7	255.2	NAS [illegible]	1st [illegible]	72.5	63

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. TIME SIN. OVERHAULS	6. F.A.T. HRS. SINCE LAST OVERHAUL	7. TYPE OF OVERHAUL ACTIVITY	8. TYPE OF LAST [illegible] PERFORMED	9. FLIGHT HOURS SINCE LAST [illegible]	10. DATE SINCE LAST [illegible]
E1									
E2									
E3									
E4									

C. COMPONENT HISTORY

1. COMPONENT INCLUDED INFORMATION	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON UNIT	4. NO. OF [illegible]	5. HOURS SINCE LAST [illegible]	6. ORIGINAL ACTIVITY	7. [illegible]	8. SER. NO. [illegible]
C1							
C2							
C3							
C4							

D. [illegible] & GROUND ACCIDENTS

1. PARTS REPAIRED

PART NUMBER	NOMENCLATURE

3. [illegible]

2. PARTS REPLACED

PART NUMBER	NOMENCLATURE

E. [illegible]

JET ENGINE [illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 2

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

OPNAV REPORT 3750-1

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
1 NOV 1961	784.6	1	7	255.2	NAS NORTS	1st CAL. MAJOR	72.5	63

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. 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)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FWD/AMPLIFIER
(1)							
(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 securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
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				

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				

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPLIFIER SERIAL NUMBER
2. DIR MESSAGE REQUEST DATE-TIME-GROUP
3. OTHER
4.

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

SPECIAL HANDLING REQUIRED in accordance with Form 66, OPNAV INSTRUCTION 3750.1 (Require edition)

OPNAV REPORT 3750-1

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 NONCODRAMS 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 NUMBER OUTSIDE AIR 45F	5. DEW POINT	6. ALTIMETER SETTING
500 BRKN	1-3 MI.	030/20 - 30 KTS		UNK	29.92

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)
Freezing level 5000, LGT To moderate rime & ice 5000-15,000 ft.

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
III		2	(1) C.O. NAS MIRAMAR (1) NAVPARACHUT FAC EL CENTRO (1) COMDTMARCORP (1) CO VMFA-542 (1) UNIT FILES	200 NAVAIRSAFECH DIRECT (AAR) 100 BUWEPS DIRECT (AAR) (1) COMNAVAIRPAC (1) COMFAIRSDIEGO (1) COMCAW TWELVE (1) BUWEPS REP ST LOUIS (1) USN FLTSAFLIAIS OFFICER, DIG, NORTON AFB
IV			MEMBER: LT J.E. SOMERVILLE, USN, HMGR DIV.OFF.	

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	NONE	17 MAR 1964

[redacted] (b) (6)

Other items considered appropriate should also be filled in.

OP-007

PART V THE ACCIDENT

On 2 March 1964 at 0924U CAPT R. L. KEMBLE, USMCR, and LT B. H. MC CART, USN took off at NAS Miramar in Swapout 114 (F4B 148417) on an air intercept training mission. An instrument departure was made to VFR conditions on top and practice intercepts run for 1½ hours with Swapout 123.

With the intercept practice completed, Swapout 114 proceeded to NAS Miramar where a TACAN 2 penetration and GCA were requested. Approach Control assigned Swapout 114 an altitude of 20,000 feet and an approach time of 1050U. After two revised approach times Swapout 114 commenced his penetration at 1108U. Pitot heat was selected prior to commencing the penetration.

The letdown was commenced in IFR conditions but the aircraft broke out between layers at 19,000 feet and remained in VFR conditions throughout the penetration turn. A vector to 270° was received and a descent to 8,000 feet authorized. These were acknowledged by the RIO who was handling all the voice reports. The RIO then advised the pilot that they were about to re-enter IFR conditions, the pilot rogered and stated that he was on the gauges. Pitot heat was rechecked on prior to entering the clouds.

Just after they entered the clouds the RIO reported to approach control that they were steady 270° at 8,000 feet. Following this transmission the RIO (b) (5) [redacted] called airspeed to the pilot. The airspeed then began decreasing very rapidly. The RIO called airspeed a second time, then ejected.

[redacted]

(b) (5) [redacted] As the airspeed dropped more rapidly, he added full military power. The attitude and engine instruments appeared normal. At 80 knots indicated the RIO ejected and when the airspeed reached zero the pilot ejected.

Both ejections were successful. The pilot received no injuries. The RIO incurred (b) (6) [redacted] on landing. Approach control notified SAR shortly after losing contact and a helicopter rescue was accomplished within 1½ hours.

PART VI DAMAGE TO THE AIRCRAFT

Strike damage was incurred to the aircraft due to initial high impact forces.

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

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

(b) (5)

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

PART VIII CONCLUSIONS

(b) (5)

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

PART IX RECOMENDATIONS

(b) (5)

[redacted]

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

NASC/hy
9 April 1964

MEMORANDUM

From: LCOL R. S. HEMSTAD, USMC
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Chief of Staff

Subj: NASC Investigation 27-64 concerning F4B BUNO 148417 accident which occurred on 2 March 1964 near NAS Miramar, California

1. F4B BUNO 148417 assigned to VF-121, piloted by CAPT R. L. KEMBLE, (b) (6) /7398, USMC, crashed on 2 March 1964, at 1110U, on the 063 degree radial, 20 nautical miles from NAS Miramar, TACAN. Pilot and Radar Intercept Officer (RIO) ejected successfully and the aircraft was destroyed.

2. The investigation revealed the following:

a. On 2 March 1964 at 0924U CAPT R. L. KEMBLE, pilot and LT B. H. McCART, RIO, USN took off from NAS Miramar in Swapout 114 (F4B 148417) on an air intercept training mission. An instrument departure was made to VFR conditions on top and practice intercepts run for 1½ hours with Swapout 123.

With the intercept practice completed, Swapout 114 proceeded to NAS Miramar where a TACAN 2 penetration and Ground Control Approach (GCA) were requested. Approach Control assigned Swapout 114 an altitude of 20,000 feet and an approach time of 1050U. After two revised approach times Swapout 114 commenced his penetration at 1108U. Pitot heat was selected prior to commencing the penetration.

The letdown was commenced in Instrument Flight Rules (IFR) conditions but the aircraft broke out between layers at 19,000 feet and remained in Visual Flight Rules (VFR) conditions throughout the penetration turn. A vector to 270 degrees was received and a descent to 8,000 feet authorized. These were acknowledged by the RIO who was handling all the voice reports. The RIO then advised the pilot that they were about to re-enter IFR conditions, the pilot rogered and stated that he was on the gauges. Pitot heat was rechecked on prior to entering the clouds.

Just after they entered the clouds the RIO reported to approach control that they were steady 270 degrees at 8,000 feet. Following this transmission the RIO (b) (5) [redacted] called airspeed to the pilot. The airspeed then began decreasing very rapidly. The RIO called airspeed a second time, then ejected.

[redacted]
(b) (5) [redacted] As the airspeed dropped more rapidly, he added full military power. The aircraft attitude and engine instruments appeared normal. At 80 knots indicated the RIO ejected and when the airspeed reached zero the pilot ejected.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6E

Both ejections were successful. The pilot received no injuries. The RIO incurred (b) (6) [redacted] on landing. Approach control notified Search and Rescue (SAR) shortly after losing contact and a helicopter rescue was accomplished within 1½ hours. Following the ejections the aircraft did a half roll and contacted the ground in a vertical dive, both engines at 100%. The aircraft disintegrated upon impact. CAPT KEMBLE's playmate CDR William E. CROSS penetrated the same area approximately 2 to 3 minutes ahead of CAPT KEMBLE. (b) (5) [redacted] He (b) (5) [redacted] turned the pitot heat switch on, recovered his airspeed and continued to an uneventful landing. [redacted]

(b) (5) [redacted]

b. The pilot entered the service on 16 January 1953, and was designated a naval aviator on 13 April 1955. He had a total of 2768 hours of which 306 hours were jet and 28.1 were in type. With the exception of 24 additional hours in the T-34 all the remainder of his time was in helicopters. He had a standard instrument card with an expiration date of 7 March 1964. The pilot had only 9.7 actual instrument hours in his entire 2700 hours of flight time. [redacted]
ment fl [redacted]

(b) (5) [redacted] The RIO, LT Benjamin Harrison McCART, USN, (b) (6) [redacted] 1350 had a total of 1168.1 flight hours of which 228 were in type. He was not a second tour RIO in F4 aircraft but had gone through the VF-121 RIO training and been retained as an instructor RIO.

c. Aircraft Service Change (ASC) 145, strengthened and redesigned pitot tube, was installed on this airframe.

d. (b) (5) [redacted]

3. Analysis of the wreckage indicated the following:

a. The aircraft impacted in mountainous terrain and a thorough search of the wreckage did not reveal the vertical stabilizer where the pitot tube is located.

b. The aircraft struck the side of a mountain inverted with a 90 degree impact angle and disintegrated. Both engines were apparently turning 100% at time of impact.

4. Conclusions:

(b) (5) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6E

(b) (5) [redacted]

5. Recommendations:

a. None.

Very respectfully,

R S Hemstad

R. S. HEMSTAD
LCOL USMC

Copy to:
Chief of Staff
02
10 (2)
20 (2)
30
40 (2)
50

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6E

STATEMENT OF CAPTAIN Robert L. KEMBLE, USMCR, (b) (6) 7398, CONCERNING VF-121 AAR 2-64A, F-4B BUNO 148417, OCCURRING 2 MARCH 1964, PILOT: KEMBLE

(b) (5)

ENCLOSURE (3)

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

(b) (5)

[redacted]

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

(b) (5)

Robert L. Kemble

Robert L. KEMBLE

ENCLOSURE (3)

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

STATEMENT OF RADAR INTERCEPT OFFICER, LT Benjamin Harrison MC CART, USN, (b) (6) /1350, VF-121 CONCERNING VF-121 AAR2-64A, F-4B BUNO 148417 OCCURRING 2 MARCH 1964, PILOT: KEMBLE

(b) (5)

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

ENCLOSURE (4)

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

ENCLOSURE (4)

(b) (5)

Benjamin H. MC CART

AUTHENTICATED:

(b) (6)

LT USN

ENCLOSURE (4)

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

STATEMENT OF LCDR W. M. HALENTIC, USN, (b) (6) 1331, MAINTENANCE OFFICER, CONCERNING F-4B, BUNO 148417 AIRCRAFT ACCIDENT OCCURRING 2 MARCH 1964
PILOT: KEMBLE

F-4B 148417 was received from BUWEPSREP St. Louis 7 January 1962. There were no major discrepancies found during acceptance inspection. This aircraft has flown 72.5 hours since the last calendar inspection. The history of this aircraft shows no known airpseed or pitot system discrepancies.

At the time of the accident, BUNO 148417 had the following log times:

Airframe time since new		784.6
Airframe time this period		255.2
Months in period		7
Total engine time since overhaul	Port	467.1
	Stbd	253.0
Total Field Landings this period		177
Since new		630
Field MLP this period		243
Since new		684
Carrier Landings		65
Since new		100

(b) (5) [redacted]

W. M. Halentic

W. M. HALENTIC

ENCLOSURE (5)

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

STATEMENT OF AVIATION EQUIPMENT AND SURVIVAL OFFICER CONCERNING VF-121 AAR 2-64A, F-4B BUNO 148417, OCCURRING 2 MARCH 1964, PILOT: KEMBLE

The pilot and RIO ejected from Swapout 114 at an unknown airspeed and approximately 4000 feet above the terrain. Both crewmembers used the Martin Baker H-5A seat. Both initiated ejection by the primary method of pulling the face curtain.

The following BACSEBS were complied with:

11-60
22-61
22-61A
33-61
34-61
38-61

Interim Aircrew Systems Bulletin 18 was complied with. All applicable modifications were installed.

No abnormalities, malfunctions or material failures occurred during ejection or separation from the seats. Both seats operated as designed.

(b) (5) [redacted]

R. H. Lewis

R. H. LEWIS
LT USN

ENCLOSURE (6)

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

STATEMENT OF CDR William E. CROSS, USN, (b) (6) 1310 CONCERNING VF-121
AAR 2-64A, F-4B BUNO 148417 OCCURRING 2 MARCH 1964, PILOT: KEMBLE

(b) (5)

William E. Cross

William E. CROSS

ENCLOSURE (7)

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

RESUMÉ OF PILOT'S FLIGHT EXPERIENCE

FY YEAR	COMMAND	MODEL	FLT HRS	CV LDGS DAY/NIGHT	OPERATIONAL/ PROFICIENCY
JUL 59-FEB 60	MABS-26, MAG-26	HOK-1	33.8		Operational
	MCAF New River, N.C.	HRS-3	7.7		
		OE-1	4.1		
		OE-2	2.0		
		JRB-6	4.4		
FEB 60-JUN 60	HMR(L)-262, MAG-26			D N	"
	MCAF, New River, N.C.	HUS-1	78.8	17/0	
JUL 60-JUN 61	HMR(L)-262				"
	MCAF, New River, N.C.	HUS-1	182.6	20/11	
JUL 61-JUN 62	" " " "	"	379.8	57/7	"
JUL 62	" " " "	"	4.4		
AUG 62-SEP 62	VT-1, CNABATRA PENSACOLA, FLA.	T-34	24.3		"
OCT 62	VT-9, CNABATRA MERIDIAN, MISS.	T2J-1	5.6		"
OCT 62-DEC 62	HMM265, MCAF (TDY) New River, N.C.	HUS-1	36.7	1/0	"
DEC 62-APR 63	VT-9, CNABATRA MERIDIAN, MISS.	T2J-1	83.2		"
APR 63-MAY 63	VT-4, CNABATRA PENSACOLA, FLA.	"	28.0	5.0	"
JUN 63	VT-22, CNABATRA KINGSVILLE, TEX.	T/AF-9J	12.3		"
JUL 63-SEP 63	" " " "	"	105.2	4/0	"
SEP 63-OCT 63	VT-23, CNABATRA KINGSVILLE, TEX.	F-11A	25.8		"
NOV 63-Present	VMFA-542, MCAS EL TORO, CALIF.	KC-130F	4.0	(Special Crew)	"
		TF-9J	18.2	(TDY to VFM-2, EL TORO, CALIF.)	
		F-4A/B	28.1	(TDY to VF-121) (Includes 1.7 of AAR flight)	

ENCLOSURE (8)

RESUME OF RIO'S FLIGHT EXPERIENCE

FISCAL YEAR	COMMAND	MODEL	FLT HOURS	CV LDGS DAY/NIGHT	OPERATIONAL PROFICIENCY
1959-SEP 1962	VAW-13	AD5Q/W	700.9	42 / 12	OPERATIONAL
SEP 1962 To Present	VF-121	TF-10B	33.5	0 / 0	"
		F4A/B	252.1	21 / 3	"

ENCLOSURE (8)

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

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

SPE[illegible] HANDLING REQUIRED IN ACCORDANCE WITH OPNAVIN[illegible] 3750.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: Fighter Squadron ONE-TWENTY-ONE

2. DATE OF MISHAP: 2 March 1964

2A. DATE OF RESCUE: 2 March 1964

3. LOCATION AND DUTIES OF RESCUE VEHICLE: Coast Guard Air Station San Diego, California - SAR

4. RESCUE VEHICLE (Type/model): HH-19G

5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 2; 5B. TO BE RESCUED: 2; 5C. RESCUED: 2

6. RESCUE BACK UP MEANS: NAS Miramar Helicopter

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

7A. Alert Received: 1125U	Method: Notified by Approach Control
7B. Vehicle Departed: 1136U	Distance to Scene: 26 Miles
7C. Arrived on Scene: 1158U	Search Required: Parachutes sighted immediately
7D. Located Survivor: 1210U	Method of Locating: Vectored in by survivor with PRC-49
7E. Began Retrieval: 1225U	What Was Sighted First:
7F. Ended Retrieval: 1245U	Subsequently:
7G. Survivor(s) Disembarked: 1315U	Location (If different from Item 3): NAS Miramar

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
N.A. °F	45 °F	30 Kts

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: Rugged mountainous terrain at 2500 ft elevation. Sloping landscape covered with rocks, bolders and scrubbrush.

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

Hoist (HO453G) Signal Mirror
Rescue Basket
Pmp-49
Mark 13 Signal Flare
Pencil Flare Gun
Orange Cloth Square

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

The weather and type of terrain hindered the search and retrieval of the survivors, however, the time loss was small and did not adversely effect the outcome.

11. PERSONNEL REQUIRING RESCUE

NAME-LAST	FIRST	INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, seastate, etc.)
KEMBLE	Robert	Lloyd	Ejected from F4B	None
McCART	Benjamin	Harrison	Ejected from F4B	

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

1. The PRC-49 was used almost immediately after the accident in notifying a passing A/C of the condition of the survivors.

2. The PRC-49 greatly reduced the time involved in the rescue by aiding in the location of the survivors.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements Enclosures (1) & (2)

14. NAME AND TITLE OF SUBMITTING OFFICIAL: Senior Member, LCDR J. H. [illegible], USN, AAR Board

SIGNATURE OF SUBMITTING OFFICIAL:

15. NAME AND TITLE OF FORWARDING OFFICIAL: [illegible] Commanding Officer

SIGNATURE OF FORWARDING OFFICIAL:

Rescue Statement of Pilot, CAPT Robert L. KEMBLE, (b) (6) USMCR,
Following F4B accident 2 March 1964

The survival/rescue portion of this accident begins with the ejection which was exactly as I had been told to expect. After realizing that my parachute had opened properly I loosened one side of my oxygen mask. When I found that the mask kept flapping in my face it occurred to me that I should loosen both sides to prevent a sierra fitting from injuring my eyes upon landing. Among other things during the parachute descent I remembered to loosen one side of my seat pack. As soon as I broke clear of the clouds I checked the terrain for landmarks and civilization. I saw the Radar Observer decending about ½ mile away. When I saw my direction of drift my first thought was whether I had been told to land rolling backwards or forwards. I briefly experimented with trying to change my facing direction. I decided that the missing parachute canopy panel was designed to force me to land in a particular manner. Just before touch-down I remembered that I should not land with my legs straight.

The landing was made rolling to my back, downslope. My head hit the ground with such force that I feel only my helmet saved me from serious head injury.

After landing I released my parachute rocket-jet fittings and dragged my seat pack upslope about ten yards to a clear area. At this time I saw a pencil flare fired by the Radar Observer on the next ridge. We were able to communicate by shouting and informed each other we were unhurt. We decided to climb to the top of our respective ridges to give the helicopter better visibility when he finally arrived. I opened the seat pack to examine its contents. I found the PRC-49 radio and used my survival knife to cut away the entangled lines tying the survival items together. There were no directions for disconnecting the radio from what appeared to be a built in seat pack antenna. This lack of information delayed use of the radio for a few minutes. After separating the radio from the seat pack and attaching the spare antenna, I began transmitting. I was answered after my third call and relayed our condition, estimated position, aircraft call sign and the fact that the weather conditions were too poor for a helicopter.

Approximately one hour later and within ten minutes of the weather clearing, I first heard and then saw a helicopter. When it became apparent that the helicopter was turning and proceeding away from our position, I called him on the PRC-49 radio and directed him to our position. The Radar Observer and I ignited a flare. The helicopter landed on the Radar Observers ridge.

I went back down to where my remaining survival equipment had been left to prepare for the 1½ to 2 hour hike to the helicopter in the event I was asked to do so. At this time another helicopter came into view. I rushed back up hill for better recognition visibility. The PRC-49 was again used to direct the helicopter to my position. I used a one foot square piece of yellow cloth from the seat survival pack to help attract attention to my position. My last day smoke flare was used at the helicopter pilot's request to determine wind direction.

The flare "D" ring bent making it necessary to use my survival knife to pull off the activating cap. The helicopter made one slow pass over my position and then came around to a hover. The rescue basket was lowered and I was hoisted into the helicopter.

With my experience of about 1400 pilot hours in helicopters I knew that the pick-up would be very difficult. I know, therefore, that the helicopter pilot did an outstanding job of a steady hover under adverse terrain and wind conditions. We next picked up the Radar Observer and proceeded to NAS Miramar.

Robert L. KEMBLE

ENCLOSURE (1)

Rescue statement of RIO, LT Benjamin H. McCART, (b) (6) 1350, USN, following F4B accident on 2 March 1964.

At approximately 1112 on 2 March 1964 I ejected from the rear seat of Swapout 114. At the time of ejection we were making a Tacan 2 penetration to NAS, Miramar and were at 8000 feet heading 270° on about the 070 radial 20 NM from the Miramar Tacan. The first indication I had that something was wrong was the airspeed indicator passing 220 knots and dropping rapidly. I called "airspeed" to the pilot and returned my attention to the instruments. The needle continued to drop rapidly and at 150 knots I decided to leave the aircraft. Ejection was normal and shortly thereafter I was in my parachute in a cloud. Immediately after my parachute opened I began listening for the sound of the aircraft hitting the ground and within a few seconds heard a loud bang and saw a bright flash below me and to the left. I was still descending in the clouds and estimate that I remained in the clouds for about 1½ minutes. As I dropped out of the bottom of the cloud layer I could see that I was over mountainous terrain covered with scrub brush and numerous large boulders. At this time I noticed a road to the north and began sideslipping my parachute in that direction. However, the effect of the wind from the north was blowing me away from the road and I soon gave up this effort as useless. About this time I noticed the pilot's chute below me and to the left and I decided it would be best to land as close to him as possible. At about this time the ground began to come up rapidly and the next thing I knew I hit the ground and was lying on my back with my chute drapped over a large boulder and some adjacent scrub brush. I stood up and immediately became aware that my right ankle was injured. I released my parachute and next started to release the Scott pan. I noticed that the Scott pan was only attached at the right side. Although I had not released the left fitting at any time prior to landing, I feel that it is this fact that caused the injury to (b) (6) [redacted].

As soon as I had removed my hard hat I began calling the pilots name in an effort to locate him. After four or five tries with no results, I faced the relative direction the pilot had landed from me and fired one flare from my flare pistol. The pilot immediately called out to me and by shouting back and forth we were able to determine that neither of us were seriously hurt.

Having settled this matter I broke open my Scott pan and the raft inflated immediately. I placed it on top of a rock to serve as an additional aid in locating us and after removing the survival packet from the Scott pan I made a sling out of the drogue chute line and placing this around my foot crawled up the hill to level ground, a distance of 50 to 60 feet. I sat down here and opened the survival kit. I removed the flares from my life vest and placed them in the survival kit where they would be readily available. Next I removed the mirror from the survival kit and tied it to my torso harness. After determining that there was nothing else in the survival kit of immediate value I put the kit aside and began searching for some pieces of wood strong enough to make a splint for my leg. I found several pieces and using the leg restraint garters I secured the splints to my leg and finished the job using shroud lines from the survival kit.

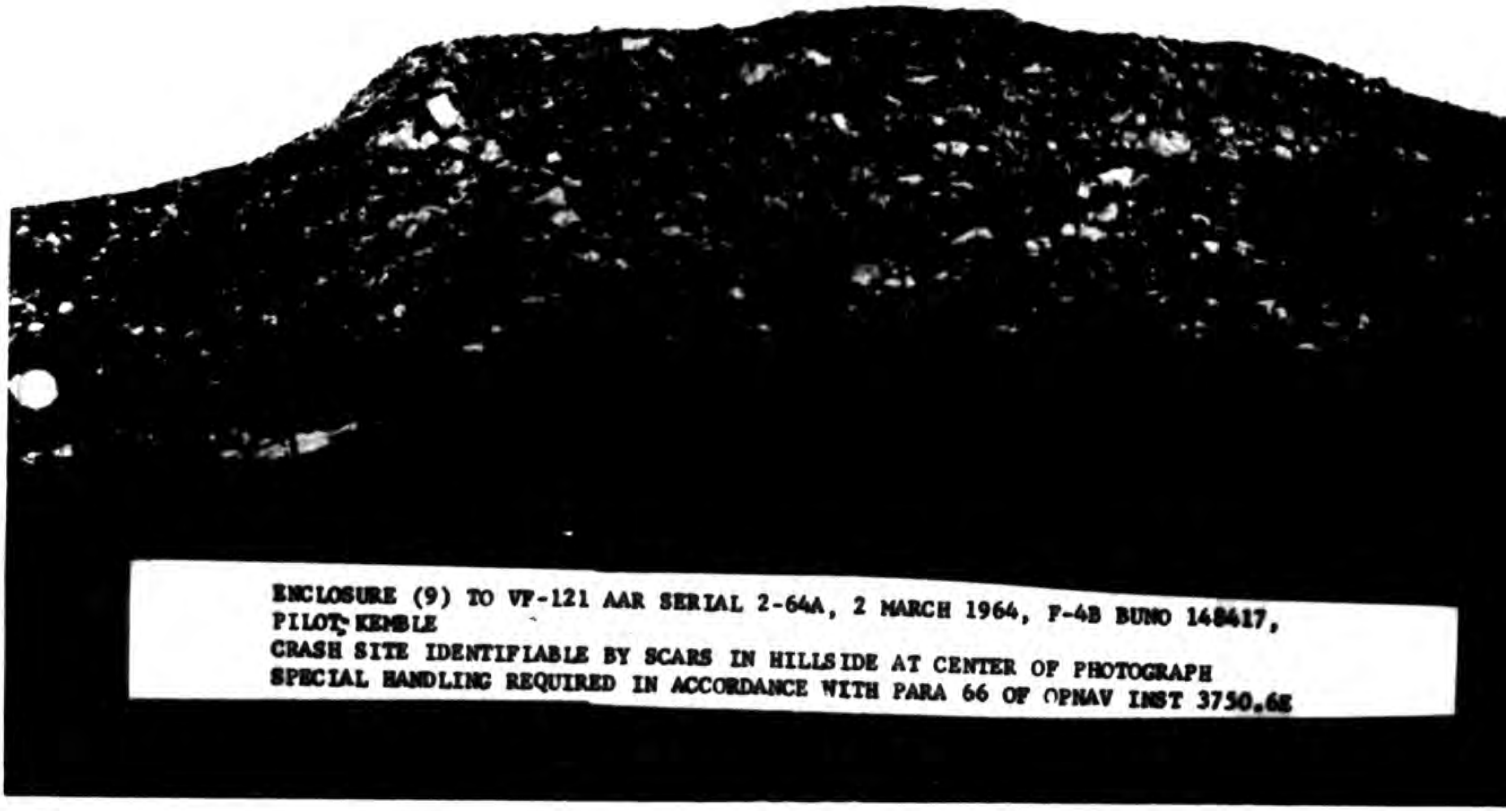
About the time I finished making the splints, the rain and hail which had been falling intermittantly since I landed ceased and the sun came out.

Within a very short time I heard the sound of a helicopter to the north and about 10 minutes later saw him to my east at about 3½ to 4 miles. At this time I got his attention with the signal mirror and by keeping it on him I was able to bring him directly to my position. I then lit a smoke flare to indicate the wind direction for him and then sat down to await his decision. He later told me that the wind was too strong and turbulent for him to attempt a pick up at my location so he proceeded approximately ½ mile north, landed on a road and came back to my position on foot. After he landed he lost track of me and by using another flare from my flare pistol I was able to show him my position. When the crew of the helicopter got to me I pointed out the pilot's position, and while one of the pilots continued on to the pilot I started back toward the helicopter with the other crewman. During this time the Coast Guard helicopter had arrived on the scene and very shortly picked up the pilot. About fifteen minutes later when I had moved to a better location, the Coast Guard helo picked me up also and brought the two of us back to Miramar.

The following are supplementary comments. I feel that if I had dropped my Scott pan I would not have (b) (6) [redacted]. However, I also feel that if it had remained attached at the left fitting as well as the right it would not have caused any trouble. During the ejection I did not lose any items of survival equipment which I was carrying. This seemed significant to me in regards to three particular items. First, I carry my flashlight in the ankle pocket of my G suit and it was retained intact with no damage to the flashlight, G suit or myself during the ejection. Secondly, I carry my flare pistol in the pencil pocket of the left sleeve of my flight suit, and this too was retained without any problems. Thirdly, I carry my survival sheath knife attached to the front of my torso harness next to the midline zipper with the hilt underneath the chest strap. Several people have debated in the past that I would receive chest injuries from carrying the knife in this position during an ejection. I think that it was significant that no injuries of any kind were caused by the knife.

BENJAMIN H. McCART

ENCLOSURE (2)



ENCLOSURE (9) TO VF-121 AAR SERIAL 2-64A, 2 MARCH 1964, F-4B BUNO 148417,
PILOT: KEMBLE
CRASH SITE IDENTIFIABLE BY SCARS IN HILLSIDE AT CENTER OF PHOTOGRAPH
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E

ENCLOSURE 10 TO VF-121 AAR SERIAL 2-64A, 2 MARCH 64, F4B, - BUNO 148417 PILOT: KEMBLE, PORTION OF WING PANEL SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST P-3750.6E.

ENCLOSURE 11 TO VF-121 AAR SERIAL 2-64A, 2 MARCH 64, F4B, BUNO 148417, PILOT: KEMBLE PORTION OF WING PANEL SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST P 3750.6E.

ENCLOSURE 12 to VF-121 AAR SERIAL 2-64A, 2 MARCH 64, F4B, BUNO 148417, PILOT: KEMBLE RUBBLE TYPICAL OF THAT FOUND AT THE CRASH SCENE. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST P 3750.6E.

ENCLOSURE 13 to VF-121 AAR SERIAL 2-64A, 2 MARCH 64, F4B, BUNO 148417, PILOT KEMBLE GENERAL CRASH SCENE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST P 3750.6E.

ENCLOSURE 14 TO VF-121 AAR SERIAL 2-64A, 2 MARCH 64, F4B, BUNO 148417, PILOT: KEMBLE TURBINE WHEEL DAMAGE TYPICAL OF THIS CRASH. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST P 3750.6E.

MEDICAL OFFICER'S REPORT OF A/C [illegible]IDENT, INCIDENT, OR GROUND ACCIDENT - P[illegible] 1

OPNAV FORM 3750-8 (REV. 3-63) SPECIAL HANDLING REQUIRED - *See OPNAVINST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity)	2. MOR NUMBER	3. LEAVE BLANK
FITRON 121 NAS Miramar, California	2-64	

4. TYPE OF MISHAP	5. TIME & ZONE	6. DATE	7. GEOGRAPHICAL LOCATION
[X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	1110[illegible]	2 March 64	065°/20[illegible] NAS Miramar

8. MODEL A/C	9. BUNO	10. NO. OF OCCUPANTS	11. DAMAGE CODE	12. UNIT OPERATING A/C
F4B	146417	Two	A	FITRON 121

13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED NAME (Last, first and middle initial)	14. UNIT TO WHICH ATTACHED	15. RANK/RATE	16. FILE/SERV. NO. DESIGNATOR	17. DUTY ASSIGNMENT ABOARD A/C	17. DUTY ASSIGNMENT AT MISHAP	18. DATE OF LAST PHYSICAL	19. PHYSICALLY QUALIFIED FOR FLIGHT	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
A [illegible], Robert L.	TAD VF-121 from VMF-[illegible]42	CAPT	(b) (6) [redacted]	A	A	12/18/63	Yes	USAKE 5	[illegible]	I
B MC CART, Benjamin H.	FITRON 121	LT	1355	I	I	4/27/63	Yes	1	D	G
C.										
D.										

23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY

24. MODEL-OTHER A/C IF INVOLVED	25. BUNO	26. NO. OF OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. MOR NO.

30. NARRATIVE ACCOUNT OF MISHAP *(Use additional 8 x 10½ sheets if required)*

(b) (5) [redacted]

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

34. HAVE ALL FINDINGS, CONCLUSIONS, & RECOMMENDATIONS BEEN MADE AVAILABLE TO THE A/C ACCIDENT BOARD? IF NO, EXPLAIN. YES [X] NO [ ]

35. REPORT PREPARATION CHECK LIST

[X] ALL PARTS OF FORM COMPLETED [ ] DRAWINGS SKETCHES, PHOTOS [X] SURVIVORS NARRATIVES [X] WITNESS STATEMENTS [X] CONCLUSIONS & RECOMMENDATIONS [X] REQUIRED COPIES FURNISHED

36. REPORT FILED BY (Name & signature of medical officer)	DATE	37. PREPARED (Name & signature of appointing authority)	DATE
N.L. [illegible]		G.G. O'[illegible]	

GP-[illegible] ☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—[illegible]

NOR: 2-64: Pilot, R. L. KEMBLE, CAPT USMC VF 121
ADDENDUM A.30 Page 1.
NARRATIVE ACCOUNT OF ACCIDENT

(b) (5)

NOR: 2-64: Pilot, R. L. KENGLE, CAPT USMC VF 121
ADDENDUM A.30 Page 1. Con't.
NARRATIVE ACCOUNT OF ACCIDENT

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

[redacted]

MEDICAL OFFICER'S REPORT OF A/C :DENT, INCIDENT, OR GROUND ACCIDENT - P/ 2

OPNAV FORM 3750-6A (REV. 3-63) SPECIAL HANDLING REQUIRED. — See OpNAVINST 3750.6E for instructions. OPNAV REPORT 3750-7

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP *(List in order in accordance with Section B of inst.)*

1. FACTORS	2. PHASE OF MISHAP (See code at right) A	E	S	R	REMARKS
[redacted]					

PHASE CODE:
A - ACCIDENT
E - ESCAPE/EGRESS
S - SURVIVAL
R - RESCUE

FACTOR WEIGHT:
M - MAJOR
C - CONTRIBUTING
Q - QUESTIONABLE OR POSSIBLE

SECTION C AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS *(All models)*	20.8
2. FLIGHT TIME LAST 24 HOURS *(All models)*	1.8
3. NO. FLIGHTS LAST 24 HOURS *(Include present flight)*	1
4. TIME AT CONTROLS THIS FLIGHT	1.8
5. TOTAL FLIGHT TIME ALL MODELS	2767.7

FLIGHT TIME	6. TOTAL	7. LAST 30	8. 60 DAYS	9. 90 DAYS
THIS MODEL	26.4	20.8	26.4	26

10. NO. GROUNDINGS PAST YEAR	One
11. NO. DAYS GROUNDED PAST YEAR	10 Days

12. DATES AND TYPES OF PRIOR MISHAPS

None

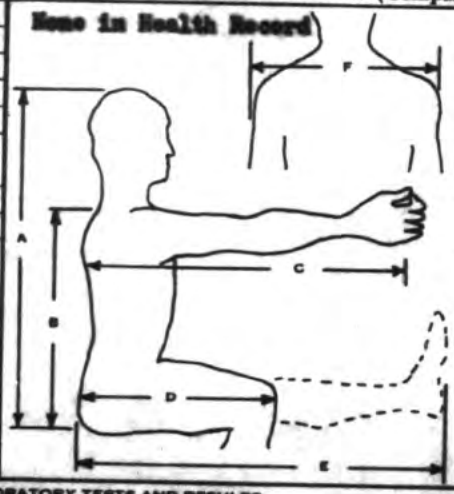
13. NO. HRS. IN A DUTY STATUS LAST 24 HRS.	None
14. DIRECTION FACING AT TIME OF MISHAP	NA

15. LOCATION AT TIME OF MISHAP

NA

SECTION D ANTHROPOMETRIC DATA (Compare with health record)

None in Health Record



AGE 32

HEIGHT [redacted]

WEIGHT

A. SITTING HEIGHT

B. TRUNK HEIGHT

C. FUNCTIONAL REACH

D. BUTTOCK - KNEE

E. LEG LENGTH

F. SHOULDER WIDTH (BIDELTOID)

16. **LABORATORY TESTS AND RESULTS**

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
BLOOD 1.			TISSUE: (CNS)		
2.			MUSCLE		
3.			VISCERA		
URINE			OTHER:		
G.I. CONTENT					

17. X-RAY RESULTS

MOS NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-44	F4B	146437	

NAME OF INDIVIDUAL

KENDLE, Robert L.

OP-037

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—680075

MOR: 2-64: ADDENDUM TO PAGE 2 SECTION B
PILOT: KEMBLE, R. L. CAPT USNC VP 121

(b) (5)

MEDICAL OFFICER'S REPORT OF A/C CIDENT, INCIDENT, OR GROUND ACCIDENT - P 3

OPNAV FORM 3750-8B (REV. 3-63) SPECIAL HANDLING REQUIRED — See U. NAVINST 3750.6E for instructions. OPNAV REPORT 3750-7

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION

TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP

TIME

[redacted] (b) (5)

TIME

2 March 64

[redacted] (b) (5)

0800	Ready room Dressed for flight brief
0900	Pre-flight
0924	Take-off
1108	Began penetration

ACCIDENT PHASE

1110	RIO ejected
+5 sec	Pilot ejected

ESCAPE PHASE

1112 min.	landed
1113 min.	released rocket fittings open seat pan, climbed hill
1120	spotted RIO and his flares
1122	Radio contact with aircraft over head who passed information to NAS Miramar

SURVIVAL PHASE

1210	Radio contact with helo
+5	visual contact

TIME OF RESCUE 1300

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

[illegible] Robert L.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—[illegible]

MEDICAL OFFICER'S REPORT OF A/C [illegible]CIDENT, INCIDENT, OR GROUND ACCIDENT - [illegible] 4

OPNAV FORM 3750-6C (REV. 3-63) SPECIAL HANDLING REQUIRED - *See OP[illegible]INST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION F — **PATHOLOGICAL DATA** *(Refer to Section F of instructions.)*

1. INJURY CODE AND DISPOSITION: G I

2. PRE-EXISTING PHYSICAL DEFECTS: None

3. UNCONSCIOUSNESS: [X] NO [ ] YES DURATION:

4. DROWNED [ ] 5. ASPHYXIATED [ ] 6. SHOCK [ ] MILD [ ] MODERATE [ ] SEVERE 7. EXPOSURE [ ] MILD [ ] MODERATE [ ] SEVERE

8. EXTENT OF CARBONIZATION

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSIS: NO

10. PLACE OF HOSPITALIZATION

11. GROUNDED? IF YES, GIVE REASON: [ ] NO [X] YES Observation

12. DURATION *(See instruction)*: 48 hours

13. PRIMARY CAUSE OF DEATH

14. SECONDARY CAUSE OF DEATH

15. AUTOPSY CONDUCTED BY: [ ] PATHOLOGIST, MEDICAL OFFICER PRESENT [ ] PATHOLOGIST, MEDICAL OFFICER NOT PRESENT [ ] MEDICAL OFFICER

16. [ ] PROTOCOL ATTACHED [ ] WILL BE FORWARDED

17. WAS "AUTOPSY MANUAL, NAVMED P5065" USED? [ ] YES [ ] NO

18. IF NO AUTOPSY CONDUCTED, GIVE REASON

19.

INJURIES	PHASE SUSTAINED A	E	S	R	CAUSE AND MECHANISM *(If unknown, theorize)*
[redacted]					

(b) (6)

20. REMARKS

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL: KEMBLE, Robert L.

OP-057

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685573

MEDICAL OFFICER'S REPORT OF [illegible] ACCIDENT, INCIDENT, [illegible] GROUND AC[illegible]ENT — PAGE 4A

OPNAV FORM 3750-5D (REV. 3-63) SPECIAL HANDLING [illegible]IRED. See OPNAV INST 3750.6E for instructions

SECTION F (Continued) SURFACE INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING AND SHADING AFFECTED AREAS
ALL LACERATIONS, ABRASIONS, CONTUSIONS, PUNCTURE WOUNDS, SPRAINS AND BURNS

RECORD ALL INJURIES NO MATTER HOW TRIVIAL, WHETHER PATIENT LIVED OR DIED

(b) (6)

[redacted]

DETAILS OF SKULL FRACTURES AND BRAIN INJURY. DESCRIBE AND SHOW GRAPHICALLY.
1. ALL FRACTURES, BY TYPE (Simple, depressed, or indirect, etc.) 2. SITES OF BRAIN LESIONS, IF ANY. 3. DISLOCATIONS OF MANDIBLE.

NONE

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	146417	

NAME OF INDIVIDUAL

[illegible], [illegible] L.

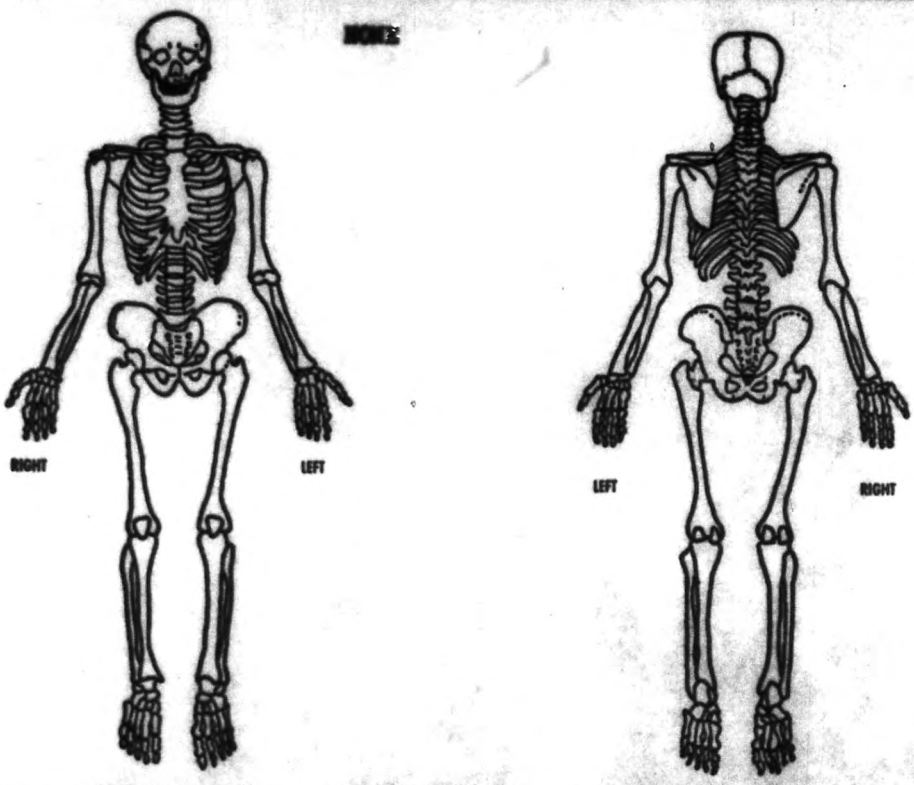
OP-[illegible]

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

SECTION F (Continued) SKELETAL INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING
ALL FRACTURES BY TYPE (Simple, compound, comminuted, etc.) AND DISLOCATIONS INDICATING DIRECTION OF DISPLACEMENT.

NONE



DESCRIBE AND SHOW GRAPHICALLY: 1. ALL FRACTURES OF SPINAL COLUMN (Simple, compressed, etc.)
2. DISLOCATION AND DIRECTION OF DISPLACEMENT. 3. SITES OF CORD DAMAGE, IF ANY.

DETAILS OF SPINAL INJURIES

NONE

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

KEMBLE, Robert L.

MEDICAL OFFICER'S REPORT OF [illegible]C ACCIDENT, INCIDENT, OR GROUND A[illegible]DENT — PAGE 5

OPNAV REPORT 3750-7

OPNAV FORM 3750-5F (REV. 2-63)

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION:

PHASE CODES: A-ACCIDENT/MISHAP, S-SURVIVAL, E-ESCAPE/EGRESS PHASE, R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. RE-QUIRED	4. AVAIL-ABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)
Martin-Baker MBH5A		Y	AE	E	E		None
Scott Seat Pan		Y	AESR				
Radio AN/PRC-49			R	R	R		
APH-5	Sierra fitting	Y	AESR	AESR	AESR		
A13a Mask	Sierra fitting	Y	AE	E	E		
Minature regulator							
Bendix 2911-G1			Y	E	E		
Summer orange flight suit		Y	AESR	AESR	AESR		
Z-3 cutaway Anti-G Suit		Y	AESR				
Summer gloves		Y	AESR				
Flight boots		Y	AESR	AESR	AESR		
Integrated Torso harness MA-2		Y	E	E	E		
Seek II Kit							
MK-3C Life vest		Y	AESR				
S-W 38 Pistol			R	R	R		
Liferaft PK-2		Y	AESR				
Parachute MB 4004 P-A		Y	AE	E	E		

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

See survivers statement.

HOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

KINGLE, Robert L.

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-[illegible]

MEDICAL OFFICER'S REPORT OF ACCIDENT, INCIDENT, OR GROUND AC' 'ENT — PAGE 6 OPNAV REPORT 3750-..

OPNAV FORM 3750-06 (REV. 2-63) SPECIAL HANDLING R .RED. *See OPNAV INST 3750.6E for instructions*

SECTION I DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

2. TYPE OF EGRESS

☒ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☐ OTHER *(State type)*

S	E		REMARKS
		3. NOT ATTEMPTED	
	X	4. ATTEMPTED	
	X	5. ACCOMPLISHED	
		6. THRU CANOPY	
YES	NO	EGRESS DIFFICULTIES	IF YES, EXPLAIN DIFFICULTIES
	X	7. PRIOR TO EGRESS	
	X	8. DURING EGRESS	
	X	9. SUBSEQUENT TO EGRESS	

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: Martin Baker MB5A

11. METHOD OF FIRING SEAT: ☒ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION: Second

13. POSITION OF SEAT ON EJECTION: ☒ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Wings level slightly nose high

15. AIRSPEED: 250 K

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL: 8000 K ABOVE TOPOGRAPHY: 5000 K

17. ALTITUDE OF PARACHUTE OPENING: 8000 K

18. WEIGHT: 219 pounds

19. TIME IN WATER: NA

20. TIME IN RAFT: NA

21. WIND VELOCITY: 30K 240

22. WAVE HEIGHT: NA

23. WAVE INTERVAL: NA

24. AIR TEMPERATURE: 45

25. WATER TEMPERATURE: NA

26. VISIBILITY: IFR Sleet&rain

27. ALERTING FACTORS

1) Radar operator lost A/C (OCA)
2) AN/PRC-49 radio contact with nearby A/C

28. MEANS OF LOCATING ACCIDENT SITE

1) Radar marked area of lost contact
2) Helos vectored by pilots PRC-49 radio

29. MEANS OF LOCATING SURVIVOR

1) Radio vector
2) Flares MK-13

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)* The pilot moved to higher and level land to aide rescue by helo and to establish better radio contact

☐ NO ☒ YES

SECTION J TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC 17 Sept 1962 EJECTION TOWER 17 Sept 1962 EJECTION SEAT 17 Sept 1962 SURVIVAL Aug. 1963

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

☒ NO ☐ YES

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

[redacted], Robert L.

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-[redacted]

MEDICAL OFFICER'S REPORT OF A/C [illegible]IDENT, INCIDENT, OR GROUND ACCIDENT - P[illegible] 2

OPNAV REPORT 3750-7

OPNAV FORM 3750-8A (REV. 3-63)

SPECIAL HANDLING REQUIRED. — See [illegible]NAVINST 3750.6E for instructions.

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP (List in order in accordance with Section B of inst.)

1. FACTORS	2. PHASE OF MISHAP (See code at right) A	E	S	R
[redacted]				

PHASE CODE: A - ACCIDENT; E - ESCAPE/EGRESS; S - SURVIVAL; R - RESCUE

FACTOR WEIGHT: M - MAJOR; C - CONTRIBUTING; Q - QUESTIONABLE OR POSSIBLE

REMARKS

See addendum

SECTION C AIR CREW DATA RIO

1. FLIGHT TIME LAST 30 DAYS (All models)	12.8
2. FLIGHT TIME LAST 24 HOURS (All models)	1.8
3. NO. FLIGHTS LAST 24 HOURS (Include present flight)	1
4. TIME AT CONTROLS THIS FLIGHT	RIO
5. TOTAL FLIGHT TIME ALL MODELS	1263.1

FLIGHT TIME THIS MODEL	6. TOTAL	7. LAST 30	8. 60 DAYS	9. 90 DAYS
	318	12.8	27.6	42.7

10. NO. GROUNDINGS PAST YEAR	None
11. NO. DAYS GROUNDED PAST YEAR	None
12. DATES AND TYPES OF PRIOR MISHAPS	None
13. NO. HRS. IN A DUTY STATUS LAST 24 HRS.	12 hours
14. DIRECTION FACING AT TIME OF MISHAP	NA
15. LOCATION AT TIME OF MISHAP	NA

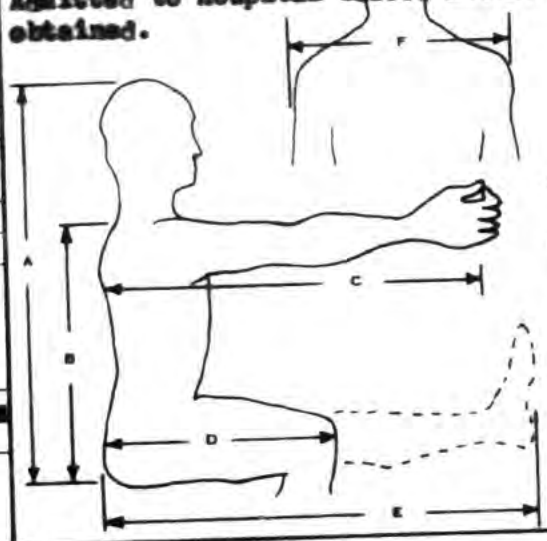
SECTION D ANTHROPOMETRIC DATA (Compare with health record)

Admitted to hospital before measurements could be obtained.

AGE 30

HEIGHT [redacted] IN.

WEIGHT [redacted] LB.



A. SITTING HEIGHT	IN.
B. TRUNK HEIGHT	IN.
C. FUNCTIONAL REACH	IN.
D. BUTTOCK - KNEE	IN.
E. LEG LENGTH	IN.
F. SHOULDER WIDTH (BIDELTOID)	IN.

16. LABORATORY TESTS AND RESULTS

SPECIMEN		TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
BLOOD	1.			TISSUE: (CNS)		
	2.			MUSCLE		
	3.			VISCERA		
URINE				OTHER:		
G.I. CONTENT						

17. X-RAY RESULTS

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

Mc CART, Benjamin H.

OP-09F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—[illegible]

MOR: 2-64: ADDENDUM TO PAGE 2 SECTION B
RIO. McCART, Benjamin H. VF 121

[redacted]

(b) (5)

MEDICAL OFFICER'S REPORT OF A/C CIDENT, INCIDENT, OR GROUND ACCIDENT - F 3

OPNAV REPORT 3750 7

OPNAV FORM 3750-88 (REV 3-63)

SPECIAL HANDLING REQUIRED See OPNAVINST 3750.6E for instructions

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA 10 OF INSTRUCTION

TO BE COMPLETED ON PLANE COMMANDER PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP

TIME 0800

(b) (5)

(b) (5)

0810	Brief
0924	Take off
1108	Begun penetration

ACCIDENT PHASE

1110	Lost Airspeed

ESCAPE PHASE

1110/5 Sec.	RIO ejected
1110/10 Sec.	Pilot ejected
1112	Landed
1115	Made splint for leg climbed hill to flat spot and visual contact with pilot.

SURVIVAL PHASE

1200	Helo arrived

TIME OF RESCUE 1305

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL

McCARR, Benjamin H.

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE 1963—698-425

MEDICAL OFFICER'S REPORT OF A/C CIDENT, INCIDENT, OR GROUND ACCIDENT - F 4 OPNAV REPORT 3750-7

OPNAV FORM 3750-8C (REV. 3-63) **SPECIAL HANDLING REQUIRED** - *See OPNAVINST 3750.6E for instructions.*

SECTION F **PATHOLOGICAL DATA** *(Refer to Section F of instructions.)*

1. INJURY CODE AND DISPOSITION: D. G.

2. PRE-EXISTING PHYSICAL DEFECTS: None

3. UNCONSCIOUSNESS: [X] NO [ ] YES DURATION

4. DROWNED [ ] 5. ASPHYXIATED [ ] 6. SHOCK [ ] MILD [ ] MODERATE [ ] SEVERE

7. EXPOSURE [ ] MILD [ ] MODERATE [ ] SEVERE

8. EXTENT OF CARBONIZATION

9. ADMITTED TO SICK LIST. GIVE DIAGNOSIS: (b) (6) [redacted]

10. PLACE OF HOSPITALIZATION: USNH, San Diego, Calif.

11. GROUNDED? IF YES, GIVE REASON: [ ] NO [X] YES (b) (6) [redacted]

12. DURATION (See instructions): 10 Weeks

13. PRIMARY CAUSE OF DEATH

14. SECONDARY CAUSE OF DEATH

15. AUTOPSY CONDUCTED BY: [ ] PATHOLOGIST, MEDICAL OFFICER PRESENT [ ] PATHOLOGIST, MEDICAL OFFICER NOT PRESENT [ ] MEDICAL OFFICER

16. [ ] PROTOCOL ATTACHED [ ] WILL BE FORWARDED

17. WAS "AUTOPSY MANUAL" NAVMED P5065 USED? [ ] YES [ ] NO

18. IF NO AUTOPSY CONDUCTED, GIVE REASON

19. INJURIES — PHASE SUSTAINED: A E S R — CAUSE AND MECHANISM (If unknown, therefore)

(b) (6) [redacted]

20. REMARKS

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL: McCART, Benjamin H.

OP-057

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685972

MEDICAL OFFICER'S REPORT OF 'C ACCIDENT, INCIDENT, OR GROUND A')ENT — PAGE 4A

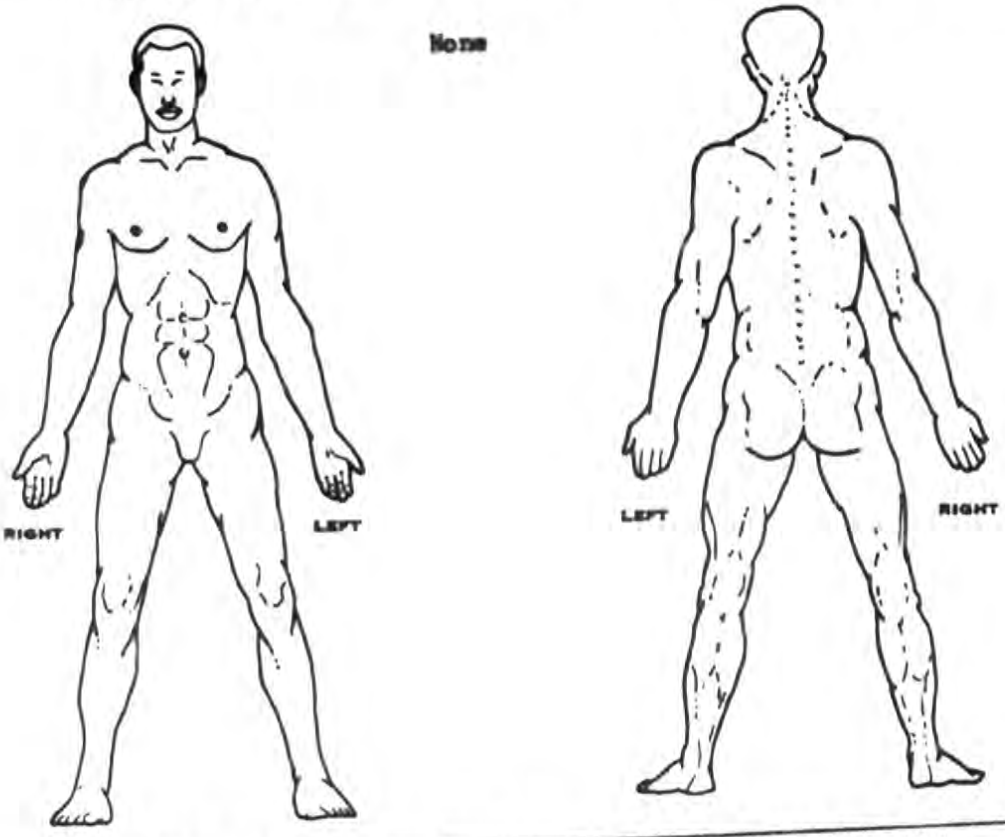
OPNAV FORM 3750-9D (REV. 3-63) SPECIAL HANDLING .UIRED. *See OPNAV INST 3750.6E for instructions*

SECTION F *(Continued)*

SURFACE INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING AND SHADING AFFECTED AREAS
ALL LACERATIONS, ABRASIONS, CONTUSIONS, PUNCTURE WOUNDS, SPRAINS AND BURNS
RECORD ALL INJURIES NO MATTER HOW TRIVIAL, WHETHER PATIENT LIVED OR DIED

None



DETAILS OF SKULL FRACTURES AND BRAIN INJURY. DESCRIBE AND SHOW GRAPHICALLY
1. ALL FRACTURES BY TYPE *(Simple, depressed, or indirect, etc.)* 2. SITES OF BRAIN LESIONS, IF ANY. 3. DISLOCATIONS OF MANDIBLE

None

NOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148437	

NAME OF INDIVIDUAL

McGART, Benjamin E.

OP-OSF

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-

SECTION F (Continued)

SKELETAL INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING
ALL FRACTURES BY TYPE (Simple, compound, comminuted, etc.) AND DISLOCATIONS INDICATING DIRECTION OF DISPLACEMENT.

(b) (6)

DESCRIBE AND SHOW GRAPHICALLY: 1. ALL FRACTURES OF SPINAL COLUMN (Simple, compressed, etc.)
2. DISLOCATION AND DIRECTION OF DISPLACEMENT. 3. SITES OF CORD DAMAGE, IF ANY.

DETAILS OF SPINAL INJURIES

None

BOB NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148437	

NAME OF INDIVIDUAL

McCARY, Benjamin E.

MEDICAL OFFICER'S REPORT OF 'C ACCIDENT, INCIDENT, OR GROUND A 'DENT — PAGE 5 OPNAV REPORT 3750-7

OPNAV FORM 3750-5F (REV. 3-63) SPECIAL HANDLING UIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. RE-QUIRED	4. AVAIL-ABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)
Martin Baker MH5A		Y	AE	AE	E		
Parachute MR4000AP-A		Y	AE	E	E		
Scott Seat Pan		Y	AESR	R	R		
Signal Mirror			AESR	R	R		
APH-5	Sierra Fitting	Y	AESR	AESR	AESR		
Life Raft PK-2		Y	AESR				
A13e Mask	Sierra fitting	Y	AESR	E	E		
Minature Regulator Bendix 29211-c1		Y	AESR	E	E		
Summer Orange Flight suit		Y	AESR	AESR	AESR		
2-3 cutaway anti-G suit		Y	AESR				
Summer Gloves		Y	AESR	AESR	AESR		
Flight Boots		Y	AESR	AESR	AESR		
Integrated Torso Harness MA-2		Y	AESR	E	E		
SEEK II Kit		Y	AESR				
MK-3C lifevest		Y	AESR				
Mark 13 Signal Flares			AESR	R	R		

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

See survivors statement

NOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148437	

NAME OF INDIVIDUAL

Roberts Benjamin H.

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—698-429

MEDICAL OFFICER'S REPORT OF AIR ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6 OPNAV REPORT 3750-7

OPNAV FORM 3750-5G (REV. 3-63) SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

2. TYPE OF EGRESS

☒ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☐ OTHER *(State type)*

S	E		REMARKS
		3. NOT ATTEMPTED	
	X	4. ATTEMPTED	
	X	5. ACCOMPLISHED	
YES	NO	6. THRU CANOPY EGRESS DIFFICULTIES	IF YES, EXPLAIN DIFFICULTIES
	X	7. PRIOR TO EGRESS	
	X	8. DURING EGRESS	
	X	9. SUBSEQUENT TO EGRESS	

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: Martin Baker MB5A

11. METHOD OF FIRING SEAT: ☒ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION: First

13. POSITION OF SEAT ON EJECTION: ☒ UP ☐ DOWN ☒ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Wings level slight nose up

15. AIRSPEED: E250

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL E8000 ABOVE TOPOGRAPHY F E5000

17. ALTITUDE OF PARACHUTE OPENING: E8000

18. WEIGHT: 148

19. TIME IN WATER: NA

20. TIME IN RAFT: NA

21. WIND VELOCITY: 30K 240

22. WAVE HEIGHT: NA

23. WAVE INTERVAL: NA

24. AIR TEMPERATURE: 45°

25. WATER TEMPERATURE: NA

26. VISIBILITY: IFR Rain Sleet

27. ALERTING FACTORS

AN/PRC-49 radio contact with aircraft
Radar lost contact (GCA)

28. MEANS OF LOCATING ACCIDENT SITE

Pilot's PRC-49 radio vector
Area of lost contact marked by Radar Operation (GCA)

29. MEANS OF LOCATING SURVIVOR

Signal Mirror
Smoke flare Mark 13
Visual sighting

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

☐ NO ☒ YES

Subject moved to higher terrain to aide visualization from rescue helo.

SECTION J TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC Oct 25, 1962 EJECTION TOWER Oct 25, 1962 EJECTION SEAT Oct 25, 1962 SURVIVAL Unknown

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

☒ NO ☐ YES

BOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
2-64	F4B	148417	

NAME OF INDIVIDUAL: McCART, Benjamin

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-686329

MOR: 2-64: PILOT: KEMBLE; VF 121
CONCLUSIONS:

(b) (5)

MOR: 2-64: PILOT: KEMBLE: VF 121
RECOMMENDATIONS:

[redacted]

(b) (5)