RECORDS CODE SHEET
[illegible] 4555 (Rev. 1-62)

NAVAL AVIATION SAFETY CENTER

GENERAL (Card No. 1)

Bureau Number	1 4 8 4 1 9	16-21
Reporting Custodian	1 5 7	22-24
Type of Duty	2 1	25-26
Major Command	1	27
Aircraft Damage	A	28
Aircraft Injury	D	29
Maneuver prior to Accident	N	30
First Accident type	5 1	31-32
First Accident phase	3 1 2	33-35
Second Accident type	G 1	36-37
Second Accident phase	A 2	38-40
Type of Operation	3	41-42
Contributing Cause Factors	~~Z~~	43-47
Pilot Factor, First Per AI	(b) (5)	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
Secondard Major Material Factor		59
Design		60
Facilities		61
Special Data & Cond.	D G 8 M	62-68
Type of Flight Hazard		69
Pri. Cause/~~Avoidable Inc. or Flt Haz or Gr Acd't~~	(b) (5)	70
Causal Fac for Pri-Cause		71-72
Carrier Hull Number		73-74
No Personnel Card ("R")		80

SUPPLEMENTARY (Card No. 2)

Weather		16-21
Kind of Flight	1 A 6	22-24
Relative Wind - Direction	3	25
Relative Wind - Velocity	1	26
Relative Wind (Old Code - Not in Use)		27
Clearance	1	28
Time of Day	2	29
Number of other Aircraft		30
Altitude of Occurrence		33-35
POSSIBLE FACTORS: Contributing Cause Factors	(b) (5)	36-37
Pilot Factor		38-39
Other Personnel Factor		41-42
Major Material Factor		43
Design		44
Facilities		45
Weather		46
Non-Navy Injury ("R")		47
Number of "A" or "L" or "M" Injury		48-49
Number of "B" Injury		50-51
Number of "C" Injury		52-53
Number of "D" Injury	Ø 1	54-55
Number of "E" Injury	Ø 1	56-57
Location	1 A 1 M I R M R	62-68
Facility Data	Ø	69-74

ACCIDENT DAMAGE: A (9)

ACCIDENT INJURY: D (10)

FISCAL YEAR: 3 (75)

SPECIAL ATTN: ("X") X (9)

Model Code: 1 3 (76 77)

Don't Count	Enemy Action	Other Aircraft	
I.D. NO. 3	Ø 5	1 3	1 Ø 1
YR (1)	MO (2 3)	DAY (4 5)	TYP (6 7) SEQ (8)

Model: – F 4 G (11 12 13 14 15)

IBM: The above Fields are to be punched in all Coded Code

PERSONNEL STATISTICS (Card No. 3)

File Number → (b) (6)

Name	16	17	18	19	20	21	Rank/Rate	By 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 [illegible]
03 N I C H O L S J F	3	1	E	A	A	1	D	2	~~2~~	Ø Ø	2	2	3	Ø 5	Ø 3	Ø 3		2 Ø	1 4	9 9					
04																									

Name 16 17 18 19 20 21

File Number →

IBM: PERSONNEL CODED ON REVERSE SIDE ☐

CLOSED

CODED [illegible] REVIEWED [illegible] LOGGED [illegible] PUNCHED [illegible] VERIFIED ____ REVIEWED ____ REPUNCHED 1

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

A & R DEPARTMENT NARRATIVE CODE SHEET

YEAR	MONTH	DAY	TYPE	NUMBER	DAMAGE INJURY	MODEL
1	2	3	4	5	6	7 8 9 10 11 12 13 14 15
3	0	5	1	3	1	0 1 A D - F 4 B

BUREAU NUMBER

1	4	8	4	1	9

75	76	77	76
3	1	3	

NARRITIVE BRIEF

4 1 9 DUR D/IFR T/O ROLL AT MRT PLT ATTEMPTD TO ROTATE
A/C AT 125 KTS. AT 150 KTS AE AGAIN ATTEMPTD TO ROTATE.
PLT ABORTD T/O DROPPD HK BUT MISSD ARRESTNG GEAR. PLT
EJECTD AT END OF R/W. RIO STAYD W/AC UNTIL IT STOPPD
37C FT PASSD END. FIRE STARTD + RIO ABANDOND A/C AFTR
DIFF W/SEAT PAN CATCHNG ON ALT EJECT HANDLE. RIO
RELEASD ROCKET-JETS + EGRESSD. A/C HAD FULL C/L TNK.
NORMAL T/O A/S ABT 170 KTS. PLT FAILD TO DEPLOY DRAG
CHUTE DUR ABORT.

PREPARED BY [signature] PUNCHED 18 JUL 1963 VERIFIED

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

NASC/dy
Ser 116/ 615
28 April 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 1-63 concerning F-4B BuNo 148419 accident occurring 13 May 1963, pilot NICHOLS

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)

Ball

T. J. BALL
Chief of Staff

Copy to:
BUWEPS (F-12) (2)
COMNAVAIRPAC
COMFAIRSDIEGO
COMRCVW 12
CO NAS MIRAMAR
CO NAVAEROMEDFAC, EL CENTRO
CO VF 21, 96, 101, 114, 142, 143
CO AIRDEVRON 4
CO MARFITATRON 314, 513
NLO DIG/DAS NORTON AFB
BUWEPSREP ST LOUIS

3

FF4-1/3750
Ser 80/ 6188
19 JUL 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAVINST 3750.6E

FIFTH ENDORSEMENT on FITRON 121 AAR ser 1-63 concerning F-4B
BUNO 148419 accident occurring 13 May 1963 pilot NICHOLS

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

Subj: FITRON 121 AAR ser 1-63

1. Forwarded, concurring partially in the comments and recommendations of the Aircraft Accident Board, and wholly in the remarks contained in subsequent endorsements.

(b) (5)

3. For purposes of safety awards this accident is administratively charged to FITRON 121.

A. THOMAS
By direction

Copy to:
BUWEPS (F 123)
COMNAVAVNSAFECEN (2)
COMFAIRSDIEGO
CO NAS MIRAMAR
CO NAVPARAFAC
COMCARAIRGRU 12
BUWEPSREP ST. LOUIS
NAVY LIAISON OFFICER DIRECTORATE OF AEROSPACE SAFETY, USAF, NORTON AFB
CO FITRON 21, 96, 101, 114, 143, 193, 121
CO AIRDEVRON 4
CO MARFITRON 314, 513

4

FF7/3750
Ser: 80/1609

11 JUL 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAVINST 3750.6D

FOURTH ENDORSEMENT on VF-121 AAR 1-63 concerning F4B BUNO 148419
occurring on 13 May 1963, Pilot NICHOLS

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

Subj: VF-121 AAR 1-63; forwarding of

1. Forwarded concurring in the comments and recommendations of the board and subsequent endorsers with the following exceptions:

(b) (5)

2. Following administrative error noted:

a. Pages were not numbered in accordance with OPNAV INSTRUCTION 3750.6D by the board and the first two endorsers.

Marshall W White
MARSHALL W. WHITE

Copy to:
NASC (2)
BUWEPS
COMNAVAIRPAC
BUWEPS REP, ST LOUIS
NAVFLTSAFLIAIS OFFICER,
NORTON AFB
NPIL, EL CENTRO
CO, VF-21, 96, 101, 114, 143, 193, 121
CO, VMF-314, 513
CO, VX-4
COMCVG-12
CO, NAS MIRAMAR

5

ORIGINAL

02.1
Ser 672
19 Jun 1963

THIRD ENDORSEMENT on VF-121 AAR 1-63 concerning F4B BUNO 148419 occurring on 13 May 1963, Pilot NICHOLS

From: Commanding Officer, U. S. Naval Air Station, MIRAMAR
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commander Fleet Air San Diego
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 AAR 1-63; forwarding of

1. Forwarded, concurring with the comments and recommendations of the AAR Board and subsequent endorsers.

L. H. Bauer
L. H. BAUER

Copy to:
NASC (2)
BUWEPS
COMFAIRSDIEGO
COMNAVAIRPAC
BUWEPS REP. ST. LOUIS
NAVYFLTSAFLIAIS
OFFICER, NORTON AFB
NPIL, EL CENTRO
CO, VF-21, 96, 101, 114, 143, 193, 121
CO, VMF-314, 513
CO, VX-4
CCVG-12

ORIGINAL

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

6

ORIGINAL

CONCVG-12:lwp
3750
Ser: 80/701
11 June 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70 OF OPNAVINST P3750.6D

SECOND ENDORSEMENT on VF-121 AAR 1-63 concerning F4B BUNO 148419 occurring on 13 May 1963, Pilot NICHOLS

From: Commander Carrier Air Group TWELVE
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding Officer, U. S. Naval Air Station Miramar
(2) Commander Fleet Air San Diego
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 AAR 1-63; forwarding of

1. Forwarded.

[redacted]

(b) (5)

C. J. LEE
Acting

Copy to:
NASC (2)
BUWEPS
CONFAIRSDIEGO
COMNAVAIRPAC
BUWEPS REP, ST. LOUIS
NAVYFLTSAFLIAISO
OFFICER, NORTON AFB
NPIL, EL CENTRO
CO, VF-21, 96, 101, 114, 143, 193, 121
CO, VX-4
CO, VMF-3
CO, NAS MIRAMAR

ORIGINAL

VF-121/GLT:as
3750
Ser: 903
3 June 1963

FIRST ENDORSEMENT on VF-121 AAR Serial 1-63 concerning F4B BUNO 148419, accident occurring 13 May 1963, Pilot: NICHOLS

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

Subj: VF-121 AAR serial 1-63; forwarding of

1. Forwarded, concurring with the comments and recommendations of the board, except as noted below.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST. 3750.6D

(b) (5)

[redacted]

G. L. TARLETON

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST. 3750.6D

14

9

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev 5-58) PAGE 1

SPECIAL HANDLING REQUIRED In accordance With Para 65 OPNAV INSTRUCTION 3750-6C

OPNAV REPORT 3750-1

PART I - GENERAL

1. A/C ACCIDENT BOARD APPOINTED BY: Commanding Officer, Fighter Squadron 121	2. DATE OF ACCIDENT: 13 May 1963	TIME (LZT): 1452T	3. SERIAL NUMBER: 1-63

4. TO: Chief of Naval Operations

5. ENCLOSURES: (1) See index of enclosures
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)

6. VIA: (1) Commanding Officer, VF-121
(2) Commander, Carrier Air Group TWELVE
(3) Commanding Officer, NAS Miramar
(4) Commander Fleet Air San Diego
(5) Commander Naval Air Force, Pacific Fleet
(6)
(LAST) Commander, U.S. Naval Aviation Safety Center

7. REPORTING CUSTODIAN (if different than item 1. above)

8. ACTIVITY OPERATING A/C (if different than item 7.)

SECTION A - IDENTIFICATION

9. KIND OF FLIGHT: 146

10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT

11. LOCATION OF ACCIDENT: NAS Miramar

12. ELEVATION ABOVE SEA LEVEL: 477

13. PLACE OF LAST TAKE OFF: NAS Miramar

14. CLEARED: FROM NAS Miramar TO NAS Miramar

15. TYPE CLEARANCE: ☒ IFR ☐ VFR ☐ DVFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)

16. TIME IN FLIGHT: 0

17. TYPE ACCIDENT: Aborted take-off (s-1)

18. PHASE OF FLIGHT: Take-off

A/C

19. MODEL: F-4B

20. SERIAL NO: 148419

21. DAMAGE TO A/C: ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F

22. DOLLAR COST: 4,207,000

23. AIRSPEED (Kts.): 150

24. A/C WEIGHT: 46,800

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

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK/RATE	3. FILE/SER NO	4. DESIG NATION	5. BRANCH OF SERVICE	6. AGE	7. YRS OF EXP DNA	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of accident) NICHOLS, John F.	LCDR	(b) (6) redacted	1310	USN	33	11	Pilot	Front Seat	D
RIO LITTLE, Roy F.	WO-1	redacted	6730	USMC	29	N.A.	RIO	Rear Seat	E

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES			X	X	VF-121	☒ STANDARD ☐ SPECIAL
	NO	X	X				
COMMENT RIO	YES					VF-121	☐ STANDARD ☐ SPECIAL
	NO	X	X	X	X		

12. PILOT EXPERIENCE IN HOURS

ITEM		PILOT	~~COMMENT~~ RIO
ALL MODELS		2343.1	134.6
ALL MODELS IN LAST 12 MONTHS		127.2	134.6
ALL MODELS IN LAST 3 MONTHS		54.1	62.1
ALL SERIES F4 THIS MODEL (item 19)	A/C	39.9	
	OFT / CPT	0/5	
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	39.9	
	OFT / CPT	0/5	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	39.9	
	OFT / CPT	0/5	

ITEM	PILOT	~~COMMENT~~ RIO
CV LANDINGS DAY/NIGHT	191	
FLCP LANDINGS DAY/NIGHT	850	
INSTRUMENT HOURS LAST 3 MONTHS	19.6	
NIGHT HOURS LAST 3 MONTHS	14.1	27.8
TOTAL HELO HRS. (Helo AAR Only)		
TOTAL JET HOURS (Jet AAR Only)	1637.5	108.7
LAST FLIGHT, ALL SERIES THIS MODEL — DATE	5-10-63	
LAST FLIGHT, ALL SERIES THIS MODEL — DURATION	1.5	

13. OTHER PERSONNEL

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

OPNAV FORM 3750-1 (Rev. 5-58)

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PAGE 2

C. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
None	15	030°/6	68	68	48	29.97

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

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR
	PILOT		LANDING SIGNAL OFFICER		MATERIAL FAILURE OR MALFUNCTION
	CREW		OTHER PERSONNEL (Specify)		DESIGN
	SUPERVISORY PERSONNEL		ADMINISTRATIVE		ROLLING AND PITCHING DECK/ ROUGH SEAS
	MAINTENANCE PERSONNEL		AIRPORT OR CARRIER FACILITIES	X	UNDETERMINED
	SERVICING PERSONNEL		WEATHER		OTHER (Specify)

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
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 MANUFACTURE	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
1 Nov 61	One	18	0	0	453.5	Major	84.1	95

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO						
1	15 Nov 62	J79-GE8	401524	0	0	120	Acceptance	84.1	95
2	31 Oct 62	J79-GE8	401816	0	0	231.9	Major	46.2	42
3									
4									

3. GENERAL

a. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

d. HAS DIR BEEN REQUESTED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED

4. MAINT. AND ENG. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. ☐ A/C DESIGN
b. ☐ A/C EQUIPMENT
c. ☐ MAINTENANCE
d. ☒ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER (Specify) .....
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e. g., Cockpit configurations, etc.)

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP	d. WEIGHT OF A/C	e. C.G. (% M.A.C.)	f. KIND OF FUEL	g. FUEL PRESSURE
On runway	150 Kn	625°	46,800	33.2	JP-5	30PSI

h. EVIDENCE OF FUEL CONTAMINATION: None

i. CAUSE OF ENGINE FAILURE OR FLAME OUT: N.A.

j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled): RC2915-896-7105 NWGV/Lort-596926, 120 hrs. Stbd. 597-685 2319 hrs.

k. EXTERNAL STORES ABOARD A/C: Centerline tank, 1 Sparrow III, 1 Sidewind

(If additional space is necessary, attach additional sheets)

AIRCRAFT ACCIDENT REPORT

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		o. EMERGENCY ARRESTING GEAR (Runway)		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 SPEED (SPN-12 READING)

f. MARK NUMBER	g. MODEL NUMBER	h. LOCATION ON SHIP	i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT 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	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)
			DIS. CONTINUED 1 cc CO NAS MIRAMAR

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1cc BUKEPS REP,STLO
1cc NAVYFLTSAFLIAISO
OFFICER, NORTON AFB
1cc NPU, EL CENTRO
1cc ea, VF-21,96,1[illegible]
114,143,1[illegible] VX4,VMF[illegible]

COST DAMAGE TO: GOVERNMENT PROPERTY $ PRIVATE PROPERTY

DATE SUBMITTED TO C 6 JUN 1963 513

(b) (6) [redacted]

THE ACCIDENT

At 1300, 13 May 1963, LCDR NICHOLS, LTJG SULLIVAN, WO LITTLE and WO SIMOLIN commenced briefing for a scheduled weapons training flight. The briefing included instructions for individual take-offs and instrument departures. After some delay due to aircraft availability, LCDR NICHOLS and WO LITTLE were assigned Swapout 118, Bureau number 148419 and LTJG SULLIVAN and WO SIMOLIN were assigned Swapout 120. Swapout 118 had a full centerline tank, a Sparrow III on the starboard wing station and a Sidewinder on the port wing station.

The crewmembers checked and signed the yellow sheets and completed normal pre-flights. Swapout 120 executed a normal start but 118 had some difficulty during the pre-start procedures with popping circuit breakers. A new external electrical power unit was connected to the plane and the start proceeded normally. All pre-flight checks were conducted satisfactorily including checks of both PC hydraulic systems, AFCS check and control checks.

When LCDR NICHOLS called for taxi and clearance he was told that individual instrument departures could not be approved for area positive control flights but that section departures were acceptable. LCDR NICHOLS said he would accept a section departure. [redacted]

(b) (5) [redacted]

Both aircraft were cleared for take-off on 24 Left at 1452T. LCDR NICHOLS in 118 took the left side of the runway allowing room for his wingman on the right side of the runway, and ran both engines up to about 85% while holding brakes. [redacted]

(b) (5) [redacted]

[redacted] At 125 knots, LCDR NICHOLS attempted a transition to the take-off attitude but the nose did not come up. (b) (5) [redacted] At 150-155 knots the pilot again attempted rotation. When the pilot reached the full aft stick position with no noticeable effect on nose position, he retarded the throttles to idle, dropped the tail hook and transmitted on the radio that he was aborting.

The tail hook skipped over the arresting gear at 7100 feet and the aircraft continued rolling at a high rate of speed off the end of the runway. As the aircraft crossed the end of the runway at an estimated speed of 120 knots, the pilot ejected. [redacted]

(b) (5) [redacted] When the aircraft came to a complete stop 3700 feet from the end of the runway, the RIO actuated the guillotine and tried to climb over the side. However, (b) (5) [redacted] his oxygen mask tore loose from the right side of his helmet. He then released all four rocket fittings and his oxygen mask and exited the cockpit. His foot became lodged between the intake ramp and the fuselage but he pulled it free and ran clear of the wreckage which was burning by this time.

The crash crew arrived on the scene shortly thereafter and attempted to control the fire but withdrew when it appeared that the aircraft might explode.

DAMAGE TO AIRCRAFT

The aircraft rolled off the end of runway 24 Left straight ahead for 3390 feet without sustaining any structural damage. At this point the ground rose slightly, the nose gear collapsed and the starboard missile and launcher dug into the ground. The aircraft began to slew to the starboard. The missile and wing launcher were ripped from the aircraft and seven feet further the nose gear was torn from the plane. The aircraft continued to slide 175 feet while swerving starboard. The starboard main landing gear came off as the aircraft came to rest heading 345°. Fuel began to spill while the aircraft was sliding and ignited before the aircraft stopped. The resulting fire severely damaged the fuselage and starboard wing. The aircraft sustained strike damage.

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

14

THE INVESTIGATION

The investigation included interviews with all members of the flight, tower personnel, line personnel and the pilots of a TC-45J who were landing on the right runway at the time of the accident. It also included consultation with factory representatives, examination and inspection of the wreckage, examination of the maintenance records and technical publications and laboratory analysis by the Material Division, O&R facility at NAS North Island.

As a result of LCDR Nichols and LTJG Sullivan's statements, a detailed examination of the BuNo 148419 longitudinal control system was commenced. [redacted]

(b) (5)

[redacted] Power control systems 1 and 2 were operated separately prior to taxi with stabilator movement positively being established in each case. Freedom of controls, AFCS operation, and proper hydraulic pressures were verified prior to take-off.

(b) (5)

[redacted]

The aircraft fuselage and starboard wing was almost totally consumed by fire. Therefore, the aluminum portions of the longitudinal control system were found to be in a molten and virtually unrecognizable state. The steel components were located and found to be intact without exception.

The control stick and aileron torque tube assembly remained intact and continued to operate in a normal manner. The port stabilator control rod assembly was melted by the fire, accounting for the rigid condition of the port control cables. Conversely, the comparable starboard linkage and control cables remained intact and continued to move freely with control stick movement. All four control cable end fitting attaching bolts, nuts, and cotter pins were secured in position to verify positive connection. The presence of molten aluminum on the cable end fittings established controls integrity to the stabilator controls torque tube prior to the fire.

The stabilator control rod assembly which connects the above torque tube to the power control cylinder servo valve assembly is constructed of tubular aluminum and was destroyed by fire. However, the rod ends, attaching bolts, nuts, cotter pins and rivet holes were intact, indicating the rod ends were properly connected prior to the fire. The power control cylinder piston rod, attaching bolts, nuts, and cotter pins were recovered and established positive connection to the stabilator. Major portions of the power control cylinder and servo housings were recovered and submitted to the materials lab at NORIS for analysis. Preliminary investigation revealed rupture caused by heat damage with no fatigue failure present. A formal report of the complete analysis will be forwarded to Safety Center under separate cover.

In addition, the stabilator artificial feel trim actuator was recovered and analysed at NORIS for actual trim position. No discrepancies were disclosed other than fire damage. Stabilator trim position was 1/3 unit nose down.

Personnel Factors:

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

(b) (5)

[redacted]

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

19

COMMENTS AND CONCLUSIONS

[redacted]

(b) (5)

20

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

RECOMMENDATIONS

(b) (5)

21

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

12

Statement of LCDR John F. NICHOLS, (b) (6) /1310 concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

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

(b) (5)

[redacted]

John F. Nichols

John F. NICHOLS

Enclosure (1)

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

SUPD

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
NORFOLK 11, VIRGINIA

NASC:60:hn
5 June 1963

MEMORANDUM

From: LTCOL R. S. HEMSTAD, USMC
To: Commander, U. S. Naval Aviation Safety Center
Via: Chief of Staff

Subj: NASC Investigation 53-63 concerning F-4B (F4H-1) BUNO 148419 accident which occurred on 13 May 1963 at NAS, Miramar, California

1. F-4B (F4H-1) BUNO 148419, assigned to VF-121, NAS, Miramar, California, and piloted by LCDR John F. NICHOLS, (b) (6) /1310, USN, crashed at 1455T on 13 May 1963 at NAS, Miramar, California. Neither the pilot or the RIO were injured.

2. The investigation revealed the following:

a. LCDR NICHOLS was scheduled for an air intercept flight on the afternoon of 13 May 1963. The aircraft was configured with full center line tank, rocket racks, sidewinder and sparrow. He, in company with his wingman, commenced a take-off on runway 24 L. The take-off was initiated in military power in a loose section formation.

(b) (5)

The hook skipped over the arresting gear wire.

The aircraft continued to roll off the end of the runway, a distance of approximately 3500 feet, where the nose wheel sheered off and the aircraft came to rest upright at about 4,000 feet from the end of the runway. At this time the RIO, who had not attempted an ejection, exited the aircraft uninjured.

b. The pilot had a total of 2343.1 flight hours of which approximately 1650 were in jets and 39.9 were in type.

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION P-3750.6D

NASC:60:hn
5 June 1963

(b) (5)

[redacted]

RS Hemstad
R. S. HEMSTAD

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

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION P-3750.6D

Statement of WO-1 Roy F. LITTLE (b) (6) /6730 USMC, concerning F4B BUNO. 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

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

(b) (5)

Roy F. LITTLE

Roy F. LITTLE

Enclosure (2)

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

Statement of LTJG Dennis A. SULLIVAN, (b) (6) 1310 USN concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

Dennis A. Sullivan
Dennis A. SULLIVAN

Enclosure (3)

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

Statement of EWING, V. L. AC1 (b) (6) USN concerning F4B BUNO 148419 accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

Vyrl L. Ewing

Vyrl L. EWING

(b) (5)

Enclosure (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D

Statement of HANLEY, William A., ACCA-P1, (b) (6) USN concerning BUNO 148419 accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

William Hanley
William W. HANLEY

(b) (5)

Enclosure (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST. 3750.6D

Statement of GOODWIN, E. L., AC2 (b) (6) [redacted], USN, concerning F4B BUNO 148419 accident occurring on 13 MAY 1965, Pilot: NICHOLS

(b) (5)

[redacted]

Edward L. Goodwin
Edward L. GOODWIN

(b) (5)

[redacted]

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D

Statement of WINQUIST, D. E., AC1, (b) (6) [redacted], USN, concerning BUNO 148419 accident occurring 13 MAY 1963, Pilot: NICHOLS

[redacted]

(b) (5)

Donald E. Winquist AC1

Donald E. WINQUIST

(b) (5) [redacted]

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D

Statement of CDR Arthur J. ADAMS, (b) (6) /1315 USNR concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

Arthur J. Adams

Arthur J. ADAMS

Enclosure (8)

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

Statement of LT Hugh G. TRUAX, (b) (6) 1312 USN concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5)

Hugh G. Truax
Hugh G. TRUAX

Enclosure (9)

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

Statement of LCDR W. M. HALENTIC USN, (b) (6) 1351 Maintenance Officer concerning F4B BUNO 148419 Accident occurring 13 May 1963, Pilot: NICHOLS

F4B BUNO 148419 was accepted by the Navy on 1 November 1961. The aircraft has accumulated 453.5 hours since new. No overhauls or rework modifications have been accomplished other than normal periodic inspections. There are no ASC's pertinent to this accident which have not been incorporated. The aircraft was last weighed at McDonnell Aircraft Corporation, St. Louis, MO., 23 August 1961. The last periodic inspection was completed 7 Feb 63.

J-79-GE-8 engine ser 401524 was received 15 November 1962. It was installed in BUNO 148419 (port) on 8 Feb 63. It has accumulated 120 hours since new and has not had a overhaul. J79-GE-8 engine ser 401816 was received on 31 October 1962. It was installed in BUNO 148419, starboard side, on 30 March 1963. It completed a major inspection on 1 April 1963. The engine accumulated 231.9 hours since new and 46.2 hours since inspection. It has not undergone an overhaul or major rework. Engine serial 401795 was removed from BUNO 148419 on 30 March 1963 for suspicion of FOD. The control system was disconnected on 19 March 1963 for replacement of the stabilator actuator. The actuator was installed, pressure tested for hydraulic leaks, mechanically rigged, and electrically adjusted for auto-pilot operation. The control system was not interrupted mechanically after 19 March. A total of 46.2 hours were flown by BUNO 148419 after 19 March 1963. No major components were changed subsequent to 1 April 1963. Significant discrepancies and corrective action since 7 Feb 1963 are noted below:

DATE	SIGNIFICANT DISCREPANCY	CORRECTIVE ACTION
3-7-63	PC1 HYD SYS FLUCTUATED FROM 0-2600 PSI WOULD NOT STABILIZE FOR ANY LENGTH OF TIME	PCI SYS WAS FULL OF AIR. BLED SYS AND RESERVICED. DURING T/U SYS CHECKED GOOD.
3-19-63	PORT AILERON ACTUATOR HAS HYD LEAK	RESEALED PORT INBD SPOILER ACTUATOR. CHECKS OK
3-19-63	HYD LEAK ON TURN-UP. AREA OF STAB CAVITY	REPLACED STAB ACTUATOR. CHECK 4.0 WITH HYD JENNT.
4-4-63	PITCH TRIM WILL NOT TRIM NOSE DOWN. "WILL WORK ON ABOUT EVERY SIXTH TIME YOU TRY IT."	REPLACED TRIM RELAY PANEL
4-9-63	PITCH TRIM WILL NOT WORK. STUCK FULL NOSE UP.	REPLACED TRIM ACTUATOR RELAY PANEL. CHECKS GOOD WITH ELEC POWER.
4-11-63	PC2 FAILED IN FLIGHT. RAT EXTENDED TWO TIMES FOR 12 MINUTES TOTAL. AFTER 10 MINUTES PC2 RECOVERED TO 3000 PSI	CHECKED ACFT OVER AND PC2 RESERVOIR WAS FULL AND THERE WERE NO SIGNS OF A HYD LEAK. TURNED UP ACFT AND PC2 PRESS READ NORMAL. WORKED FLIGHT

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

DATE	SIGNIFICANT DISCREPANCY	CORRECTIVE ACTION
		CONTROLS AND STILL HAD NORMAL READINGS. (SEE SPECIAL INSTRUCTIONS) THE RAT SYS IS FOR PC1 ONLY AND WOULD HAVE NO EFFECT ON PC2. IT IS NOT FEASIBLE THAT HYD PUMP WOULD QUIT FOR 10 MINUTES AND THEN WORK NORMAL AGAIN.
5-1-63	SMALL HYD LEAK IN STBD ENG ACCESS. OK ON T/U	REMOVED PC2 SUCTION LINE, LOOSENED 1 FITTING CAM NUT ON RESS. PULLED OXY DOOR BOLT. REPLACED PC2 SUCTION AND CHECKED WITH HYD JENNY. CHECKS OK.

W. M. Halentic

W. M. HALENTIC

Enclosure (10)

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

STATEMENT OF CHURCHILL, L.C., AMSAN, (b) (6) [redacted], USN, concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5) [redacted]

L. C. Churchill
L. C. CHURCHILL

(b) (5) [redacted]

Enclosure (11)

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

STATEMENT OF KOVAC, A.N., (b) (6) [redacted], ADJ3, USN, concerning F4B BUNO 148419
Accident occurring 13 May 1963, Pilot: NICHOLS

(b) (5) [redacted]

A. N. Kovac
A. N. KOVAC

(b) (5) [redacted]

Enclosure (12)

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

TAKE-OFF DISTANCE COMPUTATION

Reference: Supplement to NATOPS Flight Manual, Figure A-2-6

Data at time of accident:

Wind - 030° relative, 6 knots

Temp - 68°F

Gross weight - 46 800 pounds

Altitude - 477 feet

Aircraft configuration: ½ flaps, Gear Down

Power - Military

Take-off distance - 5000 feet

Lift-off airspeed - 170 knots

Enclosure (13)

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

PILOT'S EXPERIENCE RESUME

ACTIVITY	DATE	TYPE AIRCRAFT	TOTAL TIME
Naval Air Basic Training Command (OP)	2/51 to 3/52	SNJ	185
Naval Air ADV Training Command (OP)	3/52 to 7/52	F8F	138
US Naval School (All Weather Flight) (OP)	8/52 to 9/52	TC-45J	10
Jet Transitional Training Unit (VF ATU-3) (OP)	9/52 to 10/52	T-33B	28
VF-102 REDESIG VA-36 (OP)	11/52 to 8/56	F-9	731
		TC-45J	72
		T-33B	34
(USNFGS) General Line School (PRO)	9/56 to 6/57	TC-45J	81
ATU-203 REDESIG VT-24 (OP)	7/57 to 6/60	F-9	710
NATTU GLYNCO CIC School (PRO)	7/60 to 11/60	TC-45J	45
NATTU OLATHE CCA School (PRO)	11/60 to 12/60	TC-45J	5
USS YORKTOWN (CVS-10) (PRO)	1/61 to 10/62	TC-45J	94
		C-1A/S-2	59
		F-9	27
CVG-12 Staff (OP)	10/62 to 1/63	F-9	20
		A-1/T-28B	17
		A4	11
			228
VF-121 (OP)	1/63 to Present	F9	14
		F4	40

5 13 63

Enclosure (14)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6D

WEATHER REPORT
AIRCRAFT EMERGENCY OR ON-STATION FIRE
IIND-NAS-MIR-(OPS)-3140/1 (1-62)

EMERGENCY DATA

CRASH ALARM	STATION FIRE ALARM	DATE
SOUNDED AT 1352 PST	SOUNDED AT _____ PST	13 MAY 1963

AIRCRAFT/PILOT

- [ ] A/C DEFERRED EMERGENCY
- [X] A/C ACTUAL CRASH
- [X] A/C CRASH DAMAGE
- [ ] PILOT INJURY
- [X] A/C ACTUAL EMERGENCY
- [ ] A/C LANDED SAFELY
- [ ] A/C FIRE

WEATHER DATA

WEATHER OBSERVATION
MADE AT 1358 PST DATE 13 MAY 1963

SURFACE WIND
DIR 270 DEG(T) VELOCITY 6 KTS MAX. GUST: DIR _____ VEL _____ KTS

BAROMETER
STATION PRESSURE 29.465 INS. ALTIMETER 29.97 INS. MSL 1014.4 MBS

TEMPERATURE
AIR 68 °F DEW POINT 48 °F RELATIVE HUMIDITY 49 %

SKY COVER (Give type, amount and height of each layer present)

- [ ] CLEAR SKIES
- [X] CLOUDS PRESENT

TYPE OF CLOUDS CS TENTHS 7/10 HEIGHT OF LAYER UNKNOWN FT
TYPE OF CLOUDS _____ TENTHS _____ HEIGHT OF LAYER _____ FT
TYPE OF CLOUDS _____ TENTHS _____ HEIGHT OF LAYER _____ FT

VISIBILITY
PREVAILING 15 MILES LEAST VISIBILITY _____ MILES DIR _____

TREND: [X] NO CHANGE [ ] INCREASING [ ] DECREASING [ ] CHANGING SLOWLY [ ] CHANGING RAPIDLY

RESTRICTIONS TO VISIBILITY (Check appropriate element if present at time)

- [ ] FOG
- [ ] GROUND FOG
- [ ] SMOKE
- [ ] HAZE
- [ ] RAIN
- [ ] SHOWERS
- [ ] DRIZZLE
- [X] NO RESTRICTIONS TO VISIBILITY

REMARKS (Any pertinent weather not covered by the above)

OBSERVER (Signature & Rate) D. N. Wagner AG-AN
WAGNER, D. N., AGAN

DUTY FORECASTER (Signature & Rank/Rate) [signature]
MOORE, W. L., AG1-P1

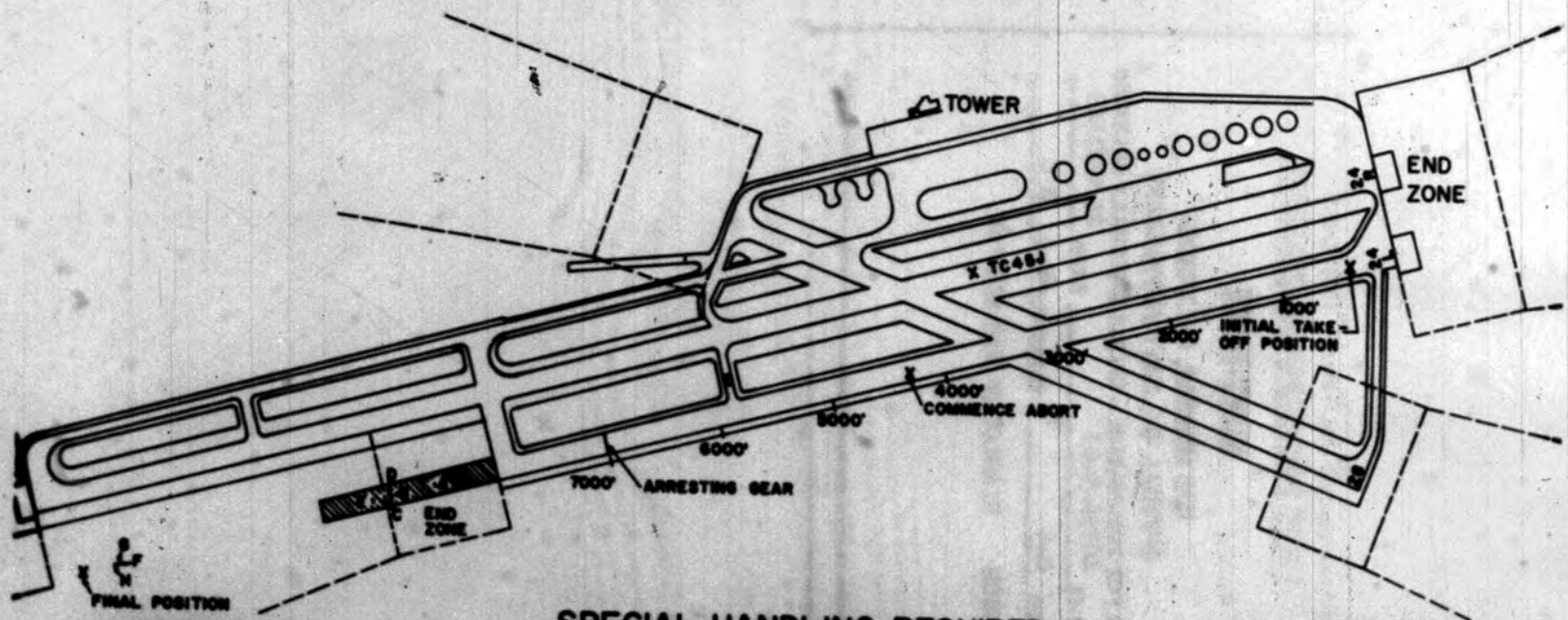
DISTRIBUTION	AIRCRAFT/PILOT DATA	
Original: Weather Service File	A/C TYPE: F4	BUNO: SWAPOUT 118
If pilot injury or A/C damage occurs:	PILOT (Name): NICHOLS, J. F.	RANK/RATE: LCDR
3 Copies - Code 30 (For C.O. of squadron to which Pilot and A/C are attached)	UNIT TO WHICH ATTACHED: VF 121	
1 Copy - Code 30 (Operations Officer)	SQUADRON: VF 121	
1 Copy - Crash House/Fire Chief		

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 75 OF OPNAV INST 3750.6D

ENCLOSURE (15)

ENCLOSURE (20)

DIAGRAM OF NAS MIRAMAR



A. FRONT CANOPY
B. PILOTS CHUTE PACK
C. FRONT SEAT TUBE
D. FRONT EJ SEAT
E. REAR CANOPY
F. MISSILE LAUNCHER
G. SPARROW III MISSILE
H. NOSE GEAR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST. 3750.60

500' 0' 500' 1000' 1500'
SCALE

FLIGHT TEST DATA
46,800 LB. A/C
66°F, WIND 270/6, ALT. 29.95

1000 FEET 70 KTS
2000 FEET 110 KTS
3000 FEET 134 KTS
4000 FEET 148 KTS
5000 FEET 170 KTS

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

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWEPS 11135-1

STATION AND LOCATION	DATE OF REPORT	AFRR NO.
Naval Air Station Miramar 45, California	23 May 1963	9.63
	DATE AND TIME OF INCIDENT: 13 May 1963	ON STATION: X / OFF STATION:
REPORTING CUSTODIAN	MODEL AIRCRAFT INVOLVED: F4B(F4H) VF-121	BUREAU NO.: 148419

TO: Chief, Bureau of Naval Weapons (SEEQ)

VIA — MILITARY COMMAND: Commander, Naval Air Bases, Eleventh Naval District

SIGNATURE:

EXACT LOCATION OF INCIDENT: 4000' off west end of R/W 24L

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

ESTIMATED CASE: Aborted take off, missed arresting gear and aircraft broke up in rough terrain off end of runway.

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE		
Clear	WIND DIRECTION	270°
	WIND VELOCITY (mph)	6 knots
	TEMPERATURE (°F)	60°

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT:

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs)	17000
ESTIMATED ON BOARD AFTER INCIDENT (lbs)	Unknown, due to ruptured fuel system.
ESTIMATED SPILL AREA (Size in feet)	1000 sq. ft.

OTHER FUELS:

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	2
NO. PERSONNEL SURVIVED	2
NO. PERSONNEL ESCAPED UNAIDED	2
NO. PERSONNEL RESCUED	0

DESCRIBE RESCUE METHODS USED: LCDR [illegible], Pilot, ejected safely. WO1 LITTLE, RIO, evacuated unassisted

FIRE FIGHTING

FIRST METHOD OF ALARM USED

TWO-WAY RADIO	(2)	X	EMERGENCY INTER-COM.		EMERGENCY PHONE (1)	X

OTHER METHOD (State): Visual (41 & 42 crews)

TIME RECORD

TIME ALARM RECEIVED	1452
TIME EQUIPMENT ARRIVED	1453 (first truck

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
[illegible]	2	4	1	[illegible] gal.	[illegible] P.E. Ext.
[illegible]	2	4	1	[illegible] gal.	[illegible] P.E. Ext.
[illegible]	2	4	1	[illegible] gal.	[illegible] P.E. Ext.
[illegible]	1	[illegible]	[illegible]	[illegible] gal.	[illegible] P.E. Ext.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] P.E. Ext.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] gal. water

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
[illegible]	Broken valve and piston	30	Delay in parts procurement

22

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

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWEPS 11135-1

STATION AND LOCATION	DATE OF REPORT	AFRR NO.
Naval Air Station Miramar 45, California	23 May 1963	9.63
	DATE AND TIME OF INCIDENT: 13 May 1963	ON STATION: X OFF STATION:
REPORTING CUSTODIAN	MODEL AIRCRAFT INVOLVED: F4B(F4H) VF-121	BUREAU NO.: 148419

TO: Chief, Bureau of Naval Weapons (SEEQ)

VIA — MILITARY COMMAND: Commander, Naval Air Bases, Eleventh Naval District

SIGNATURE:

EXACT LOCATION OF INCIDENT: 4000' off west end of R/W 24L

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

ESTIMATED CASE: Aborted take off, missed arresting gear and aircraft broke up in rough terrain off end of runway.

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE		NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT
Clear	WIND DIRECTION: 270°	
	WIND VELOCITY (mph): 6 knots	
	TEMPERATURE (°F): 60°	

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs)	17000
ESTIMATED ON BOARD AFTER INCIDENT (lbs)	Unknown, due to ruptured fuel system.
ESTIMATED SPILL AREA (Size in feet)	1500 sq. ft.

OTHER FUELS:

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	2
NO. PERSONNEL SURVIVED	2
NO. PERSONNEL ESCAPED UNAIDED	2
NO. PERSONNEL RESCUED	0

DESCRIBE RESCUE METHODS USED: LCDR NICHOLS, Pilot, ejected safely. W01 LITTLE, RIO, evacuated unassisted

FIRE FIGHTING

FIRST METHOD OF ALARM USED

TWO-WAY RADIO	(2)	X	EMERGENCY INTER-COM.		EMERGENCY PHONE	(1) X

OTHER METHOD (State): Visual (A1 & A2 crews)

TIME RECORD

TIME ALARM RECEIVED	1452
TIME EQUIPMENT ARRIVED	1453 (first truck

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	4	1	95 gal.	2-30# P.E. Ext.
MB-1	2	4	1	90 gal.	2-30# P.E. Ext.
MB-5	3	4	1	65 gal.	2-30# P.E. Ext.
MB-5	1	0	4	25 gal.	2-30# P.E. Ext.
Pickup-Life unit	1	0	1	[illegible]	[illegible] 1-30# P.E. Ext.
[illegible]	1	3	1	[illegible]	[illegible]
Pumper	2	0	1		600 gal. water

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-5	Broken valve and piston	33	Delay in parts procurement

22

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

1452: Control tower reported F4B aborted takeoff and was off the west end of R/W 24L. Designated equipment responded immediately. On arrival, the first crew with an MB-5 near end of runway observed that the pilot had ejected and also observed the RSO officer safely evacuate the area during the approach of the truck. The MB-1 responding from their standby position south of the R/W, observed the pilot about 1000 feet off the west end of R/W 24L. This truck stopped and left the two crewmen with the pilot, notified the tower of the location, and continued to the crash scene. The remainder of equipment arrived without incident and all attacked the fire. No difficulty encountered in controlling the fire, but internal fires and flashbacks found impossible to extinguish completely.

1515: During fire fighting procedures numerous flashbacks were experienced originating from the center sections between the two engines. At this time three of the trucks were empty or very low on extinguishing agent. It was feared that internal tanks would explode, and thus evacuation of the area was ordered. The two MB-1's and one MB-5 were sent to reload. Personnel were cleared from the immediate area until danger of possible explosion had diminished.

1530: After crash equipment was recharged, a repeat attack was made on the fire. Again, no problem experienced in fire control but final extinguishing was extremely difficult.

1535: A combination brush and structural pumper was directed to the tail end of the aircraft and high pressure water streams were directed into and around the engine area for cooling purposes. With this combination of water, foam, CO_2, and dry chemical, the fire was finally extinguished.

1545: Fire out and trucks standing by for possible reflash.

1555: All trucks ordered to secure and recharge except one MB-5 and one 600 gallon water pumper.

1610: Crashed aircraft was washed down with water to give investigation personnel improved vision of various areas of the aircraft.

1630: All equipment secured from the crash scene.

NOTE: (1) Approximately three minutes of 16 mm. movies were taken of firefighting action and are available.

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
50%	50%	None

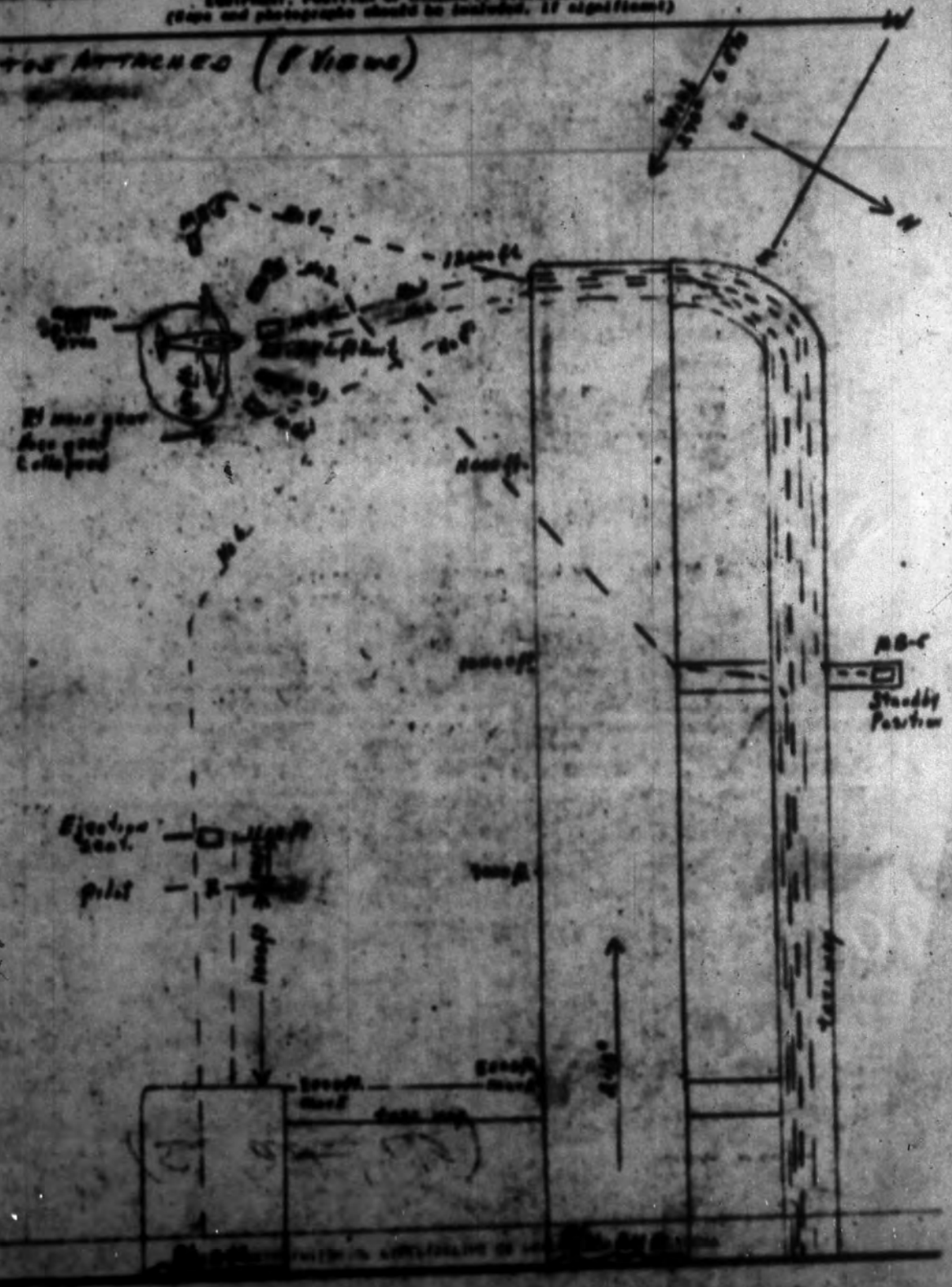
DATE	PREPARED BY (Name and title)	SIGNATURE
13 May 1963	F. D. HUBER	

DATE	STATION COMMANDING OFFICER	SIGNATURE
22 May 1963	F. O. MC [illegible], By direction	

Copy to: LT NEEL, VF-121

DIAGRAM OF INCIDENT SHOWING WIND, DIRECTION, APPROACH OF EQUIPMENT, POSITION OF AIRCRAFT, DISTANCES, ETC.
(Maps and photographs should be included, if significant)

PHOTOS ATTACHED (8 VIEWS)



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

1. Extreme temperature of engines, which were still operating at 90% power and surrounded by raining fuel fire, heated the metal wreckage in areas of the fuselage which were inaccessible to cooling agents. Water streams in combination with CO_2 gas were used as a last resort measure and final extinguishment was secured in this manner.

2. PK powder being discharged in large quantity from heli-air lift unit got under the helmets of foam handline men. All men in the area of the PK powder discharge were choked or nauseated and forced to retire from area. All returned to immediate service and there were no after effects. This has been noted in previous training sessions but not as pronounced.

3. Shovels were used to make a trench to drain off large quantities of unburned fuel from down hill side of aircraft. Fuel was still leaking from aircraft three days after incident.

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

1. Despite the inconsistency of water streams with burning metals and foam, it was successful in this case. A definite recommendation would have many qualifications since JP-5 fuel was involved and the water was confined to internal areas only.

2. Based on past crash fire rescue experiences, it is considered that the difference in JP-5 fuel characteristics was an important factor in the safe evacuation of the RIO.

MONETARY LOSSES (*Estimated*)

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
50%	50%	None

DATE	PREPARED BY (Rank and title)	SIGNATURE
13 May 1963	F. D. HUBER	

DATE	STATION COMMANDING OFFICER	SIGNATURE
23 May 1963	F. G. HE[illegible], By direction	

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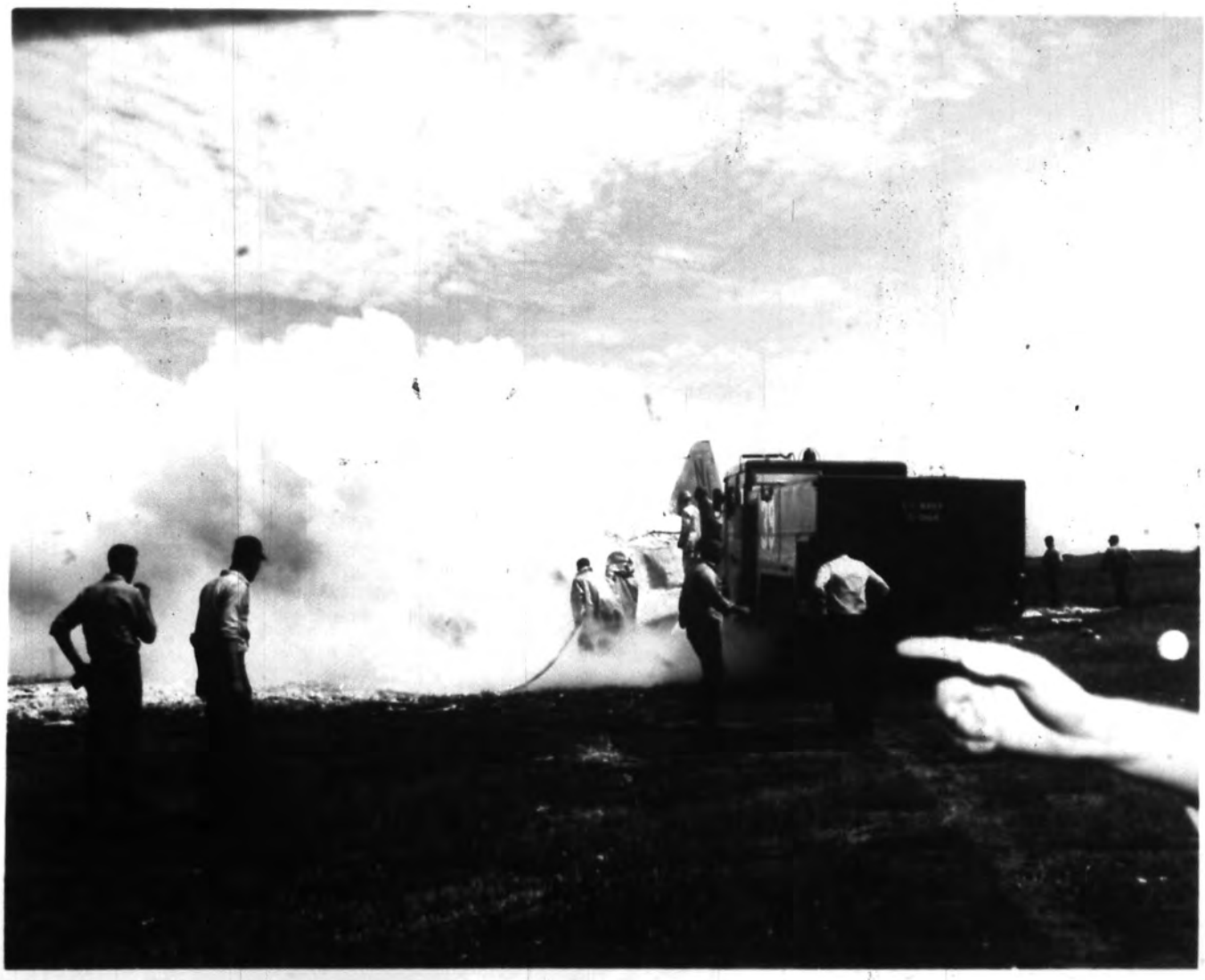
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OF OPNAV INST 3750 [illegible] INCLOSURE (1)

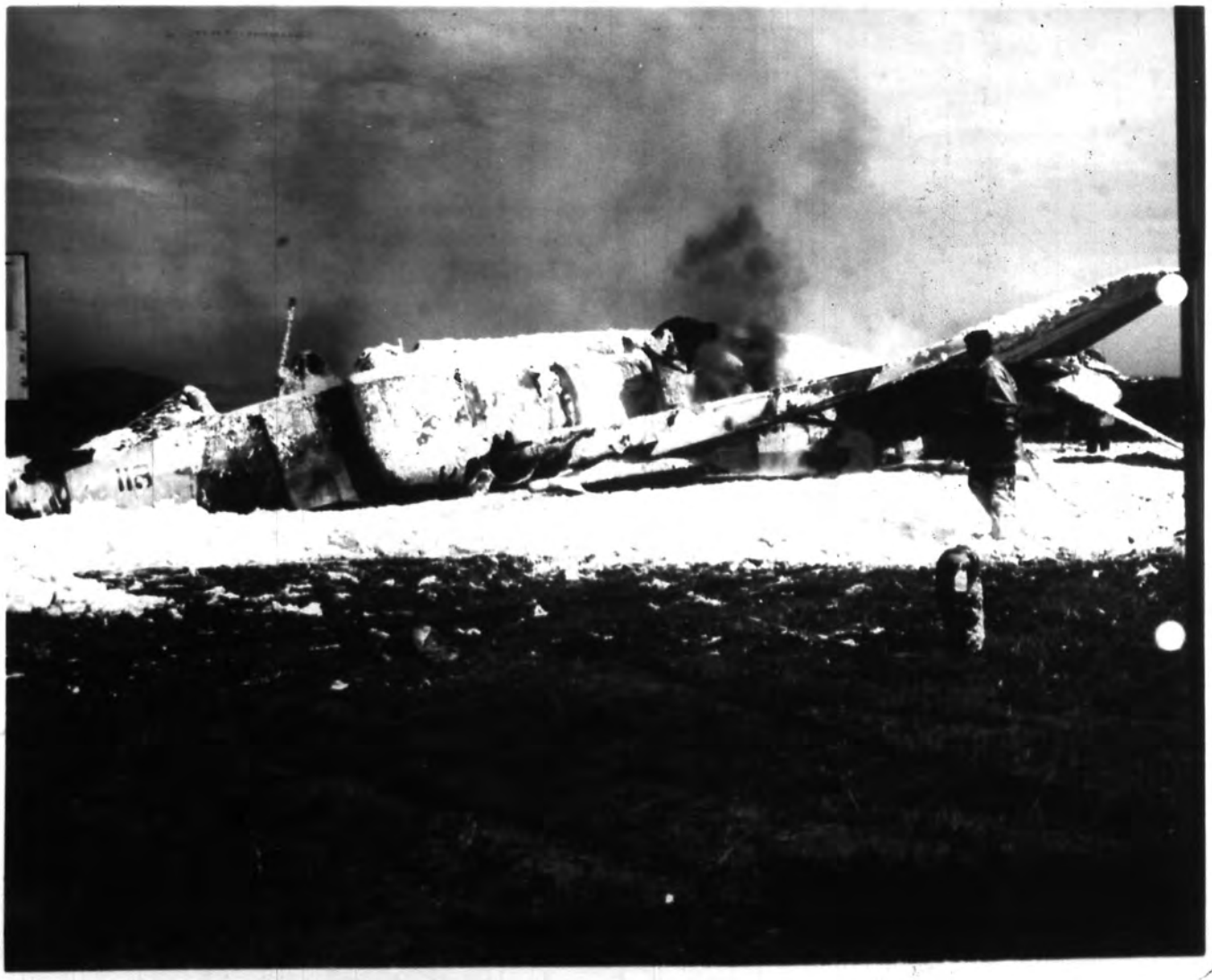
SPECIAL HANDLING REQ

SPECIAL HANDLING REQUIRED

ENCLOSURE 17

SPECIAL HANDLING [illegible] ENCLOSURE [illegible]





MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 1
OPNAV FORM 3750-9 (REV. 5-58) — See OPNAVINST. 3750.6 for instructions - SPECIAL HANDLING REQUIRED — OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity): FITRON 121, USNAS, MIRAMAR 45, CALIFORNIA
2. MOR NUMBER: 2-63
3. REPORT FILED BY (Name and Signature of Medical Officer): J.D. MOORE LCDR MC USN — DATE: 24 May 63
4. FORWARDED (Name and Signature of Appointing Authority): G.L. TA[illegible] — DATE: 27 May 63
5. TYPE OF MISHAP: [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT
6. TIME AND ZONE: 1452 T
7. DATE: 13 May 63
8. GEOGRAPHICAL LOCATION: USNAS, MIRAMAR 45, CALIFORNIA
9. MODEL A/C: F4B
10. BUNO: 148419
11. NO. OF OCCUPANTS: 2
12. TYPE ACCDT.: S/I
13. DAMAGE CODE: A
14. UNIT OPERATING A/C: FITRON 121

15. INDIVIDUALS INVOLVED - USE ADDITIONAL SHEETS IF REQUIRED. NAME (Last, first and middle initials)	16. UNIT TO WHICH ATTACHED	17. RANK, DATE	18. FILE/SERV. NO. DESIGNATOR	19. BILLET	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
IN CONTROL OF A/C a. NICHOLS, John F	VF-121	LCDR	(b) (6) /1310	Pilot	USN	D	G
b. LITTLE, Roy F	VMF(AW)513	WO-1	[redacted] /6730	RIO	USMC	E	E
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.

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

On 13 May 1963, F4B BuNo 148419 commenced takeoff roll on runway 24 left at NAS Miramar at 1451 Tango, the lead aircraft of a section. After approximately 4000 feet of roll the pilot states (b) (5) [redacted] (b) (5) [redacted] The arresting hook was lowered, and subsequently skipped over the arresting gear one thousand feet from the end of the runway. At approximately 120 knots, proceeding off the runway, the pilot ejected with resulting minor injury sustained on ground impact. The RIO blew his canopy, and stayed with the aircraft until it stopped 3700 feet later. He was not injured. The aircraft burned sustaining alpha damage.

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
	4	80	10

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

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6B"

U.S. GOVERNMENT PRINTING OFFICE : 1959-[illegible]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT—Page 2

OPNAV FORM 3750-8A (REV. 5-58) OPNAV REPORT 3750-7

SECTION C—PHYSIOLOGICAL, HUMAN ENGINEERING, DESIGN, SOCIO-PSYCHOLOGICAL, AND TRAINING FACTORS WHICH CONTRIBUTED IN SOME DEGREE TO THIS A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT

NAME OF INDIVIDUAL (Last, first, middle): NICHOLS, John Francis

MODEL A/C: F4B

Check E-Established, S-Suspected, or P-Present for each factor selected. Additional 8X10½ plain sheets will be used for the supporting account of items checked below. Identify each statement with the factor and section identification (e.g., C1, C2, etc.). Attach all sheets pertaining to these factors to this form upon completion.

E	S	P	✓ FACTORS	E	S	P	✓ FACTORS

(b) (5)

SECTION D — AIR CREW DATA (fill in where applicable)

1. Flight time past 30 days	19.6	7. Total time in model	39.9
2. Flight time last 24 hours	0	8. Number of days grounded last month, give reason	0
3. Number of flights in last 24 hours	1		
4. Time at controls this flight	.05	9. Number of and dates of previous accidents	(3) July 1952 Jun 1954, Feb 1953
5. Number of hours duty last 24 hours	6.8		
6. Total flight time	2343.1		

SECTION E — CONTRIBUTING FACTORS AND THEIR ANALYSIS (As condensed from Part I, Sect. D and Part VIII of the ARR)

NOTE: Fill in this section only on that set of forms prepared for FIRST individual listed in Section A, i.e. 15(a). Attach additional sheets as necessary.

See Addendum to Page #2

"SPECIAL HANDLING REQUIRED IN WITH PARAGRAPH 70, OPNAV INST 3750.6D"

☆ U. S. GOVERNMENT PRINTING OFFICE 1962-641383

Addendum to Page Two, Nichols, John F. VF-121 MOR 2-63

(b) (5)

"SPECIAL HANDLING [illegible]
WITH [illegible]

(b) (5)

(b) (5)

[redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV INST 5530.6D"

(b) (5)

[redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV INST 5750.6D"

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 3
OPNAV FORM 3750-8B (5-58)

OPNAV REPORT 3750-7

SECTION F - SAFETY, PERSONAL, AND SURVIVAL EQUIPMENT

Prepare a narrative account of damaged or failed items. Identify each item discussed (e.g., F1, F2, etc.)

NAME OF INDIVIDUAL (Last, first, middle): NICHOLS, John Francis

MODEL A/C: F4B

GENERAL DESCRIPTION OF EQUIPMENT	AVAILABLE YES	AVAILABLE NO	SPECIFIC MODEL OR TYPE	UTILIZED YES	UTILIZED NO	FAILED YES	FAILED NO
1. Shoulder harness	~~X~~		MB	~~X~~			~~X~~
2. Lap belt	~~X~~		H5A	~~X~~			~~X~~
3. Inertia reel	X			X			X
4. G-Suit	X		Z-3	X			X
5. Pressure suit-full or partial		~~X~~					
6. Exposure suit		X					
7. Flight suit (Other than above)	X		Summer Orange	X			X
8. Helmet	X		APH-5	X			X
9. Goggles/Eyeshield	X		APH-5		X		
10. Shoes	X		Iron Age	X			X
11. Gloves	X		Tan, Summer	X			X
12. Life vest	X		MK-3c		X		
13. Life raft	X		PK-2		X		
14. OTHER:							
15. SIGNAL DEVICE - Flare (Night)	X				X		
16. - Flare (Day)	X				X		
17. - Dye marker	X				X		
18. - Radio		X					
19. - Flashlight	X				X		
20. - Mirror	X				(2)		
21. OTHER:							
22. SURVIVAL GEAR - Knife	X				X		
23. - First aid kit		X					
24. - Shelter		X					
25. - Food		X					
26. OTHER:							
27. RESCUE - Vehicle	X		Ambulance	X			X
28. - Sling, Net, Stretcher	X		Stretcher	X			X
29. OTHER:	(1)		Personal assist.	(1)			(2)

DESCRIPTION OF DAMAGE TO EQUIPMENT

No equipment was damaged except the Scott Seat Pan which was forced open on ground impact following ejection. The pilot landed on the pan, with the release handle being forced from its detent. The raft did not inflate because the CO2 bottle broke loose from its attachments thus increasing slack in the lanyard. The seat pan was scraped, but not broken or distorted.

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE

OXYGEN EQUIPMENT

1. MASK - MODEL OR TYPE: A-13-A
2. MODIFICATIONS, IF ANY: Sierra Retention Devices (1)
3. REGULATOR - MODEL OR TYPE: R/S 20004 (6)
4. MODIFICATIONS, IF ANY: None
5. PREFLIGHTED BY USER? [X] YES [ ] NO
6. IF NO, WHY NOT:
7. LIST DISCREPANCIES NOTED BY PREFLIGHT CHECK: None
8. OXYGEN SUPPLY: PRIOR TO FLIGHT: Unk (ITEM) (Liquid) _____ P.S.I. (Gas); TIME OF ACCIDENT: Unk (ITEM) (Liquid) _____ P.S.I. (Gas)
9. WAS OXYGEN IN USE AT TIME OF ACCDT. [X] YES [ ] NO
10. IF YES, WAS SELECTOR SETTING [ ] 100% [ ] NORMAL NA
11. WAS ALL OXYGEN EQUIPMENT NECESSARY FOR THIS FLIGHT AVAILABLE? IF NO, LIST ITEMS AND REASON WHY. [X] YES [ ] NO
12. WAS OXYGEN MASK REMOVED AT ANY TIME IN FLIGHT? IF YES, GIVE DURATION AND REASON. [X] NO [ ] YES

RELEASE DEVICES

13. TYPE CHUTE RELEASE DEVICE: MB H5A (1)
14. TYPE HARNESS RELEASE DEVICE: Rocket Jet ( )
15. WHEN WERE RELEASE DEVICES ACTIVATED? On Landing (2)
16. WERE DIFFICULTIES ENCOUNTERED WITH RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
17. WERE DIFFICULTIES ENCOUNTERED AFTER ACTIVATING RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
18. WAS LIFE VEST INFLATED PRIOR TO ACTIVATING RELEASE DEVICES? IF YES, WHAT DIFFICULTIES DID THIS PRODUCE? [ ] YES [X] NO ( )

(Continued on OPNAV FORM 3750-8C)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAVINST [illegible]

(b) (5)

[redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 7G, OPNAV INST 5510.60"

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, GROUND ACCIDENT — PAGE 4
OPNAV FORM 3750-8C (5-58)

OPNAV REPORT 3750-7

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE *(Continued)*

NAME OF INDIVIDUAL *(Last, first, middle)*: NICHOLS, John Francis

MODEL A/C: F4B

RESTRAINT HARNESS

19. INTEGRATED HARNESS SYSTEM, MODEL/TYPE: Torso Harness(19089) (1)
20. INTEGRATED? [X] FULL [ ] PARTIAL
21. MODIFICATIONS, IF ANY STATE REASON: BACEB 12-62
22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [ ] NO [X] YES
23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER
24. IF SHOULDER HARNESS WAS USED, WAS IT: [X] LOCKED [ ] UNLOCKED [X] TIGHT [ ] SLACK [ ] OTHER CONDITION

HELMET

25. TYPE HELMET: APH-5
26. LIST PRESCRIBED MODIFICATIONS: Nape and chin straps (4)
27. OTHER MODIFICATIONS AND REASON FOR THEM: None
28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON: [X] YES [ ] NO
29. HELMET FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

PARACHUTE

30. TYPE CHUTE: NB H5A
31. LAST PACKING DATE: Apr. 63
32. MODEL/TYPE BAILOUT OXYGEN: Scott Seat Pan (3)
33. AUTOMATIC RIPCORD, IF INSTALLED *(Model and type)*: [ ] NONE NB H5A
34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY? [X] NO
35. WAS RIPCORD ACTIVATION: [ ] MANUAL [X] AUTOMATIC?
36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED:
37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON: [X] YES [ ] NO
38. ALTITUDE THAT CHUTE OPENED: Approx 40 FEET
39. OPENING SHOCK WAS: [ ] SLIGHT [X] MODERATE [ ] SEVERE
40. BODY ATTITUDE AT OPENING: Almost level
41. CONDITION OF CHUTE AFTER OPENING: Excellent; Squid lines intact
42. CHUTE OSCILLATION PRESENT: [X] NONE [ ] SLIGHT [ ] MODERATE [ ] SEVERE
43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED?
44. WEATHER CONDITIONS DURING DESCENT *(List in sequence)*: CAVU
45. TOPOGRAPHY OF LANDING SITE: Level, Semi Hardened overrun
46. WAS BAILOUT OXYGEN CONNECTED? [X] BEFORE EXIT [ ] AFTER EXIT ( ) [ ] NO [ ] N.A.
47. WAS BAILOUT OXYGEN USED? IF NOT, WHY: [X] YES [ ] NO Automatic
48. WHEN WAS IT ACTIVATED? [ ] BEFORE EXIT [ ] AFTER EXIT (3) ~~NA~~
49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY: None
50. WAS CHUTE HARNESS: [X] TIGHT [ ] SNUG [ ] LOOSE
51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY? [X] NO [ ] YES [X] NOT ATTEMPTED ( )
52. SEAT CUSHION IF PROVIDED *(Model/Type)*: [ ] NONE Scott (6)
53. WAS PARADAFT LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY? [ ] NO [ ] YES NA
54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL: [ ] NONE COMNAVAIRPAC SURVIVAL SCHOOL
55. IF ATTEMPT WAS MADE TO RELEASE PARADAFT DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY? NA [ ] YES [ ] NO
56. IF NO, GIVE REASON:

OTHER

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [X] YES [ ] NO
58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON: [X] YES [ ] NO
59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED: None
60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS: [X] NO [ ] YES
61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD: [X] NO [ ] YES

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"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

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

OPNAV FORM 3750-8D (REV. 5-58)

SECTION H - EMERGENCY EXIT FROM A/C AND SURVIVAL FACTORS

NAME OF INDIVIDUAL (Last, first, middle): NICHOLS, John Francis

MODEL A/C: F4B

S	E	S-SUSPECTED, E-ESTABLISHED	REMARKS
	X	1. EJECTION - Attempted	A/C was at least 15 kts below optimum Ejection Envelope (USN)
	X	2. - Accomplished	
		3. - Through canopy	
YES	NO	EJECTION DIFFICULTIES ENCOUNTERED	IF YES, EXPLAIN DIFFICULTIES
	X	4. - Prior to	
	X	5. - During	
	X	6. - Subsequent to	
		7. Give type and model of seat used	MB H5A
		8. BAILOUT - Attempted	
		- Accomplished	

9. ALTITUDE AT TIME OF EXIT (feet): ABOVE SEA LEVEL 475 ABOVE TOPOGRAPHY 6'

10. ATTITUDE OR MANEUVER OF A/C AT EXIT OR IMPACT: Level, on takeoff (1)-(1)-(1)

11. AIRSPEED: Approx 110-120 kts.

12. COLLISION OF A/C WITH: [X] GROUND [ ] WATER

13. CONTROLLED? [ ] YES [X] NO [ ] UNKNOWN

14. POWER: [ ] ON [X] OFF

15. WHEELS: [ ] UP [X] DOWN

16. FLAPS: [ ] FULL [ ] UP [X] PARTIAL

17. CANOPY POSITION AT EXIT OR IMPACT: [ ] OPEN [ ] CLOSED [X] JETTISONED

18. SEA STATE:

19. AIR TEMP.: 68 °F

20. WATER TEMP.: NA °F

21. A/C FLOATED: SEC.

22. TIME IN WATER:

23. TIME IN RAFT:

BAIL OUT OR COLLISION WITH WATER OR GROUND

24. EXIT USED:

25. IS THIS THE RECOMMENDED EXIT? IF NO STATE REASON FOR CHOICE. [ ] YES [ ] NO

26. DIFFICULTIES WITH THIS EXIT WERE: [ ] IN REACHING [ ] IN OPENING [ ] IN EXITING

27. STATE NATURE OF DIFFICULTY:

28. BODY POSITION DURING EXIT:

29. LIST OTHER FACTORS NOT INDICATED ABOVE WHICH AFFECTED EXIST FROM A/C

Chute opened less than I sec. prior to impact. Pilot's body, feet first, 30 degrees with horizontal, landed on seat pan, left side low, with considerable force.

( )

SURVIVAL FACTORS Check factors below which are appropriate for this accident. Prepare a detailed narrative account of the factors checked below and attach to this form. Identify each item discussed by item number (e.g., H30, H31, etc.)

COMMUNICATIONS:		**MAINTAINING BODY TEMPERATURE:**	
	30. Communicated position prior to mishap		50. Items used as shelter
(1)	31. Witnesses at scene		51. Items used as clothing
	32. Electronic signal devices		52. Fire
	33. Visual signal devices		53. OTHER:
	34. Auditory signal devices	**ENVIRONMENTAL HAZARDS:**	
	35. OTHER:		54. Exposure to natural forces
TRAVEL:			55. Exposure to dangerous animals and plants
	36. LAND		56. Unfriendly native population
	37. WATER		57. OTHER:
SHELTER:		**MORALE:**	
	38. Life raft		58. Isolation
	39. Parachute		59. Psychological shock
	40. A/C structure		60. Lack of motivation to survive
	41. Natural shelter		61. Boredom
	42. Man-made shelter		62. Rationing, activities, and group coordination
	43. OTHER:		63. OTHER:
WATER SOURCE:		**FOOD SOURCE:**	
	44. Desalter kit, seawater or solar still		64. Prepared survival rations
	45. Rain, dew, snow, ice, etc.		65. Animals/plants
	46. Processed beverages		66. OTHER:
	47. Canteen, thermos, water breaker, etc.	**SURVIVAL TRAINING RECEIVED PRIOR TO MISHAP:**	
	48. Streams, ponds, wells, etc.		67. CORSIAVAIRPAC SURVIVAL SCHOOL
	49. OTHER:		

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6 OPNAV REPORT 3750.7
OPNAV FORM 3750-8E (REV. 5-58)

SECTION 1 - PATHOLOGICAL FACTORS (Use A to denote ANTE MORTEM; P for POST MORTEM, when known and applicable.)

1. NAME OF INDIVIDUAL (Last, first, middle): NICHOLS, John Francis
MODEL A/C: F4B

2. AGE: 33
3. HEIGHT: [redacted]
4. WEIGHT:
5. LOCATION AND DIRECTION FACING AT TIME OF ACCIDENT: Cockpit- Ejection-Ground, forward
6. INJURY CODE: D

7. UNCONSCIOUSNESS: ☐ SHORT DURATION LITTLE SIGNIFICANCE ☐ OTHER (give time)
8. INTERNAL INJURIES (Non-fatal cases): None

HEAD INJURIES
9. CEREBRAL CONCUSSION: ☐ MINOR ☐ SERIOUS ☐ CRITICAL ☐ FATAL
10. FACIAL INJURIES (N. e. c.)
11. INTRA-ORAL INJURIES
12. MINOR EYE INJURIES: ☐ RIGHT ☐ LEFT
13. MAJOR EYE INJURIES: ☐ RIGHT ☐ LEFT

14. TYPE OF FRACTURE	SKULL CRAN.	SKULL FACIAL	VERTEBRAE (Specify No.) CERV.	HOR.	LUMBAR	SACRAL	COCCYX	SHOULDER GIRDLE	RIBS	PELVIS	UPPER ARM R	UPPER ARM L	LOWER ARM R	LOWER ARM L	HAND R	HAND L	UPPER LEG R	UPPER LEG L	LOWER LEG R	LOWER LEG L	FOOT R	FOOT L
SIMPLE																						
COMPOUND																						
COMMINUTED																						
DIS-LOCATION		JAW									SHOULDER		ELBOW		WRIST / HAND		HIP		KNEE		ANKLE / FOOT	

15. AMPUTATIONS/AVULSIONS (State Parts)
16. LIST PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION

17. SOFT TISSUE INJURIES	LACERATIONS MILD	LACERATIONS MODERATE	LACERATIONS SEVERE	CONTUSIONS/SPRAIN/STRAIN MILD	CONTUSIONS/SPRAIN/STRAIN MODERATE	CONTUSIONS/SPRAIN/STRAIN SEVERE	ABRASIONS MILD	ABRASIONS MODERATE	ABRASIONS SEVERE
[redacted]									

18. ☐ DROWNED
19. ☐ ASPHYXIATED
20. SHOCK: ☐ MILD ☐ MODERATE ☐ SEVERE
21. EXPOSURE: ☐ MILD ☐ MODERATE ☐ SEVERE

22. ☐ BURNS ☐ FROST BITE

DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD
AREA	HEAD (ventral	Dorsal)		TRUNK (ventral	Dorsal)		ARMS		LEGS

23. CHARRING OF CARBONIZATION: ☐ NONE ☐ COMPLETE
ARE TISSUE SPECIMENS OBTAINABLE? ☐ YES ☐ NO

NOTE: Attach a detailed narrative account of injuries, cause, structures causing injury, magnitudes of force, and include whether ANTE- OR POST-MORTEM if determined. It is necessary to give as clear a picture of injury cause and sequence as possible.

24. ADMITTED TO SICK LIST? IF YES, GIVE DIAGNOSIS: ☐ YES ☒ NO
25. DIAGNOSIS NO. (NAVMED P-1294)
26. ESTIMATED STAY ON SICK LIST: DAYS
27. GROUNDED? IF YES GIVE [redacted]: ☒ YES ☐ NO
28. ESTIMATED DURATION: 14 DAYS

29. PRIMARY CAUSE OF DEATH (Use Basic Diagnostic Nomenclature) NO. _____
SECONDARY CAUSE OF DEATH NO. _____

31. AUTOPSY PERFORMED? ☐ YES ☐ NO
32. PROTOCOL: ☐ ATTACHED ☐ WILL BE FORWARDED
33. AUTOPSY CONDUCTED BY: ☐ PATHOLOGIST ☐ FLIGHT SURGEON
IF FLIGHT SURGEON DOES AUTOPSY USE "AUTOPSY GUIDE FOR A/C ACCIDENT FATALITIES", AFIP, 1957.

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

35. IF ULTRAVIOLET LIGHT OR OTHER SPECIALIZED PROCEDURES WERE USED AT THE MISHAP SITE OR AUTOPSY, LIST THEM IN THIS SPACE. FOR EACH ENTRY IN THIS SPACE A NARRATIVE ACCOUNT OF THEIR RESULTS AND INTERPRETATION WILL BE ATTACHED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1958-[illegible]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

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SECTION C—PHYSIOLOGICAL, HUMAN ENGINEERING, DESIGN, SOCIO-PSYCHOLOGICAL, AND TRAINING FACTORS WHICH CONTRIBUTED IN SOME DEGREE TO THIS A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT

NAME OF INDIVIDUAL (*Last, first, middle*): LITTLE, Roy Franklin

MODEL A/C: F4B

Check E-Established, S-Suspected, or P-Present for each factor selected. Additional 8X10½ plain sheets will be used for the supporting account of items checked below. Identify each statement with the factor and section identification (e.g., C1, C2, etc.). Attach all sheets pertaining to these factors to this form upon completion.

E	S	P	✓ FACTORS	E	S	P	✓ FACTORS
			PHYSIOLOGICAL:				**SOCIO-PSYCHOLOGICAL:** (*Emotional stress from duty sources*)
			1. Physically incapacitated in flight				29. Expeditings/Delays
			2. "G" forces				30. Weather
			3. Environmental stress - External				31. Mechanical Problems
			4. - Internal				32. Social and working relationships
			5. Dysbarism/explosive decompression				33. Personal comfort
			6. Diet				34. Regulations
			7. Fatigue				35. Facilities
			8. Hypoxia				36. Navigation
			9. Related illness				37. Duty assignment
			10. Vertigo/Disorientation/Illusions				38. Personality traits
			11. Hyperventilation				**NON-STRESS FACTORS:**
			12. Drugs				39. Faulty attention
			13. Physical state				40. Poor judgement
			14. **OTHER:**				41. Forgetfulness
			HUMAN ENGINEERING AND DESIGN:				42. **OTHER SOCIO-PSYCHOLOGICAL FACTORS**
			15. Personal equipment				
			16. Displays and/or controls				
			17. Work arrangement				
			18. Working environment				
			19. Habit interference				**TRAINING FACTORS:**
			20. **OTHER:**				43. Physiological training
			SOCIO-PSYCHOLOGICAL: (*Emotional stress from non-duty sources*)				44. Emergency Procedures training
			21. Pregnancy				45. Survival and rescue training
			22. Illness or death				46. Refresher training
			23. Arguments				47. Transition training
			24. Elated/Depressed state				48. **OTHER:**
			25. Personal habits - Drinking				
			26. - Sex				
			27. - Gambling				
			28. - Debts				

SECTION D — AIR CREW DATA (*fill in where applicable*)

1. Flight time past 30 days	26.2	7. Total time in model	62.1
2. Flight time last 24 hours	0	8. Number of days grounded last month, give reason	0
3. Number of flights in last 24 hours	0		
4. Time at controls this flight	—	9. Number of and dates of previous accidents	0
5. Number of hours duty last 24 hours	7.2		
6. Total flight time	134.6		

SECTION E — CONTRIBUTING FACTORS AND THEIR ANALYSIS (*As condensed from Part I, Sect. D and Part VIII of the ARR*)

NOTE: Fill in this section only on that set of forms prepared for FIRST individual listed in Section A, i.e. 15(a). Attach additional sheets as necessary.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST. 5750.6D"

☆ U. S. GOVERNMENT PRINTING OFFICE 1962-641383

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SECTION F - SAFETY, PERSONAL, AND SURVIVAL EQUIPMENT

Prepare a narrative account of damaged or failed items. Identify each item discussed (e.g., F1, F2, etc.)

NAME OF INDIVIDUAL (Last, first, middle): LITTLE, Roy Franklin

MODEL A/C: F4B

GENERAL DESCRIPTION OF EQUIPMENT	AVAILABLE YES	AVAILABLE NO	SPECIFIC MODEL OR TYPE	UTILIZED YES	UTILIZED NO	FAILED YES	FAILED NO
1. Shoulder harness	~~X~~		MB	~~X~~			~~X~~
2. Lap belt	~~X~~		H5A	~~X~~			~~X~~
3. Inertia reel	X			X			X
4. G-Suit	X		Z-3	(1)	~~X~~		(2)
5. Pressure suit-full or partial		~~X~~					
6. Exposure suit		X					
7. Flight suit (Other than above)	X		Summer Orange	X			X
8. Helmet	X		APH-5	X			X
9. Goggles/Eyeshield	X		APH-5		X		
10. Shoes	X		Iron Age	X			X
11. Gloves	X		Summer Tan	X			X
12. Life vest	X		MK-3c		X		
13. Life raft	X		PK-2		X		
14. OTHER:							
15. SIGNAL DEVICE - Flare (Night)	X				X		
16. - Flare (Day)	X				X		
17. - Dye marker	X				X		
18. - Radio		X					
19. - Flashlight	X				X		
20. - Mirror	X				X		
21. OTHER:							
22. SURVIVAL GEAR - Knife	X				X		
23. - First aid kit		X					
24. - Shelter		X					
25. - Food		X					
26. OTHER:							
27. RESCUE - Vehicle	X		Ambulance	~~X~~	(1)		
28. - Sling, Net, Stretcher	X				~~X~~		
29. OTHER:							

DESCRIPTION OF DAMAGE TO EQUIPMENT

As the RIO came to a full stop, he released his upper fittings, fired the guillotine. As he stood up, he twisted to the right, jamming the seat pan in the bucket, with the forward left corner wedging in the alternate ejection handle. The guard was UP. He then released the lower fittings and departed the aircraft. No equipment was damaged, except that left in the aircraft.

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE

OXYGEN EQUIPMENT

1. MASK - MODEL OR TYPE: A-13-A
2. MODIFICATIONS, IF ANY: Sierra Retention Devices (1)
3. REGULATOR - MODEL OR TYPE: R/S 20004 (B)
4. MODIFICATIONS, IF ANY: None
5. PREFLIGHTED BY USER? [X] YES [ ] NO
6. IF NO, WHY NOT:
7. LIST DISCREPANCIES NOTED BY PREFLIGHT CHECK: None
8. OXYGEN SUPPLY: PRIOR TO FLIGHT: Unk LITERS (Liquid) _____ P.S.I. (Gas) ( ); TIME OF ACCIDENT: Unk LITERS (Liquid) _____ P.S.I. (Gas) ( )
9. WAS OXYGEN IN USE AT TIME OF ACCIDT.? [X] YES [ ] NO
10. IF YES, WAS SELECTOR SETTING [ ] 100% [ ] NORMAL NA
11. WAS ALL OXYGEN EQUIPMENT NECESSARY FOR THIS FLIGHT AVAILABLE? IF NO, LIST ITEMS AND REASON WHY. [X] YES [ ] NO
12. WAS OXYGEN MASK REMOVED AT ANY TIME IN FLIGHT? IF YES, GIVE DURATION AND REASON. [X] NO [ ] YES

RELEASE DEVICES

13. TYPE CHUTE RELEASE DEVICE: MB H5A (1)
14. TYPE HARNESS RELEASE DEVICE: Rocket Jet ( )
15. WHEN WERE RELEASE DEVICES ACTIVATED? In the cockpit after stopping (4)
16. WERE DIFFICULTIES ENCOUNTERED WITH RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
17. WERE DIFFICULTIES ENCOUNTERED AFTER ACTIVATING RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. [ ] YES [X] NO
18. WAS LIFE VEST INFLATED PRIOR TO ACTIVATING RELEASE DEVICES? IF YES, WHAT DIFFICULTIES DID THIS PRODUCE? [ ] YES [X] NO ( )

(Continued on OPNAV FORM 3750-8C)

"SPECIAL HANDLING REQUIRED
WITH PARAGRAPH 70, OPNAV

☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—[illegible]

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SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE *(Continued)*

NAME OF INDIVIDUAL *(Last, first, middle)*: LITTLE, Roy Franklin

MODEL A/C: F4B

RESTRAINT HARNESS

19. INTEGRATED HARNESS SYSTEM, MODEL/TYPE: Torso Harness(19089) (1)

20. INTEGRATED? [X] FULL [ ] PARTIAL

21. MODIFICATIONS, IF ANY STATE REASON: BACEB 12-62

22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [ ] NO [X] YES

23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

24. IF SHOULDER HARNESS WAS USED, WAS IT: [X] LOCKED [ ] UNLOCKED [X] TIGHT [ ] SLACK [ ] OTHER CONDITION

HELMET

25. TYPE HELMET: APH-5

26. LIST PRESCRIBED MODIFICATIONS: Nape and Chin Straps (4)

27. OTHER MODIFICATIONS AND REASON FOR THEM: None

28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON: [X] YES [ ] NO

29. HELMET FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

PARACHUTE

30. TYPE CHUTE: MH H5A

31. LAST PACKING DATE: Apr. 63

32. MODEL/TYPE BAILOUT OXYGEN: Scott Seat Pan (3)

33. AUTOMATIC RIPCORD, IF INSTALLED *(Model and type)*: [ ] NONE MB H5A

34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY? [ ] NO NA

35. WAS RIPCORD ACTIVATION: [ ] MANUAL [ ] AUTOMATIC?

36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED:

37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON: [ ] YES [ ] NO

38. ALTITUDE THAT CHUTE OPENED: FEET

39. OPENING SHOCK WAS: [ ] SLIGHT [ ] MODERATE [ ] SEVERE

40. BODY ATTITUDE AT OPENING:

41. CONDITION OF CHUTE AFTER OPENING:

42. CHUTE OSCILLATION PRESENT: [ ] NONE [ ] SLIGHT [ ] MODERATE [ ] SEVERE

43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED?

44. WEATHER CONDITIONS DURING DESCENT *(List in sequence)*:

45. TOPOGRAPHY OF LANDING SITE:

46. WAS BAILOUT OXYGEN CONNECTED? [ ] BEFORE EXIT [ ] AFTER EXIT [ ] NO [ ] N.A.

47. WAS BAILOUT OXYGEN USED? IF NOT, WHY? [ ] YES [ ] NO

48. WHEN WAS IT ACTIVATED? [ ] BEFORE EXIT [ ] AFTER EXIT

49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY:

50. WAS CHUTE HARNESS: [ ] TIGHT [ ] SNUG [ ] LOOSE

51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY? [ ] NO [ ] YES [ ] NOT ATTEMPTED

52. SEAT CUSHION IF PROVIDED *(Model/Type)*: [ ] NONE (6)

53. WAS PARARAFT LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY? [ ] NO [ ] YES

54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL: [ ] NONE

55. IF ATTEMPT WAS MADE TO RELEASE PARARAFT DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY? [ ] YES [ ] NO

56. IF NO, GIVE REASON:

OTHER

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [X] YES [ ] NO

58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON: [X] YES [ ] NO

59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED: None

60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS: [X] NO [ ] YES

61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD: [ ] NO [X] YES Seat pan left in A/C on exit because of jamming. RIO twisted as he arose, jamming the seat pan in the bucket. ( )

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 7D, OPNAV INST 3750.6D"

U. S. GOVERNMENT PRINTING OFFICE : 1960-[illegible]

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SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE *(Continued)*

NAME OF INDIVIDUAL *(Last, first, middle)*: LITTLE, Roy Franklin

MODEL A/C: F4B

RESTRAINT HARNESS

18. INTEGRATED HARNESS SYSTEM, MODEL/TYPE: Torso Harness(19089) (1)

20. INTEGRATED? [X] FULL [ ] PARTIAL

21. MODIFICATIONS, IF ANY STATE REASON: BACEB 12-62

22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR
[ ] NO [X] YES

23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY:
[X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

24. IF SHOULDER HARNESS WAS USED, WAS IT:
[X] LOCKED [ ] UNLOCKED [X] TIGHT [ ] SLACK [ ] OTHER CONDITION

HELMET

25. TYPE HELMET: APH-5

26. LIST PRESCRIBED MODIFICATIONS: Nape and Chin Straps (4)

27. OTHER MODIFICATIONS AND REASON FOR THEM: None

28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON
[X] YES [ ] NO

29. HELMET FITTING WAS CONDUCTED BY:
[X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

PARACHUTE

30. TYPE CHUTE: MH H5A

31. LAST PACKING DATE: Apr. 63

32. MODEL/TYPE BAILOUT OXYGEN: Scott Seat Pan (3)

33. AUTOMATIC RIPCORD, IF INSTALLED *(Model and type)*
[ ] NONE MB H5A

34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY?
[ ] NO NA

35. WAS RIPCORD ACTIVATION
[ ] MANUAL [ ] AUTOMATIC?

36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED

37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON
[ ] YES [ ] NO

38. ALTITUDE THAT CHUTE OPENED
FEET

39. OPENING SHOCK WAS:
[ ] SLIGHT [ ] MODERATE [ ] SEVERE

40. BODY ATTITUDE AT OPENING

41. CONDITION OF CHUTE AFTER OPENING

42. CHUTE OSCILLATION PRESENT:
[ ] NONE [ ] SLIGHT [ ] MODERATE [ ] SEVERE

43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED?

44. WEATHER CONDITIONS DURING DESCENT *(List in sequence)*

45. TOPOGRAPHY OF LANDING SITE

46. WAS BAILOUT OXYGEN CONNECTED?
[ ] BEFORE EXIT [ ] AFTER EXIT [ ] NO [ ] N.A.

47. WAS BAILOUT OXYGEN USED? IF NOT, WHY
[ ] YES [ ] NO

48. WHEN WAS IT ACTIVATED?
[ ] BEFORE EXIT [ ] AFTER EXIT

49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY

50. WAS CHUTE HARNESS
[ ] TIGHT [ ] SNUG [ ] LOOSE

51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY?
[ ] NO [ ] YES [ ] NOT ATTEMPTED

52. SEAT CUSHION IF PROVIDED *(Model/Type)*
[ ] NONE (6)

53. WAS PARARAFT LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY?
[ ] NO [ ] YES

54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL
[ ] NONE

55. IF ATTEMPT WAS MADE TO RELEASE PARARAFT DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY?
[ ] YES [ ] NO

56. IF NO, GIVE REASON

OTHER

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR.
[X] YES [ ] NO

58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON
[X] YES [ ] NO

59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED
None

60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS.
[X] NO [ ] YES

61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD.
[ ] NO [X] YES Seat pan left in A/C on exit because of jamming. RIO twisted as he arose, jamming the seat pan in the bucket.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

U. S. GOVERNMENT PRINTING OFFICE : 1960-[illegible]

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SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE *(Continued)*

NAME OF INDIVIDUAL *(Last, first, middle)*: LITTLE, Roy Franklin

MODEL A/C: F4B

RESTRAINT HARNESS

19. INTEGRATED HARNESS SYSTEM, MODEL/TYPE: Torso Harness(19089) (1)

20. INTEGRATED? [X] FULL [ ] PARTIAL

21. MODIFICATIONS, IF ANY STATE REASON: BACEB 12-62

22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [ ] NO [X] YES

23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

24. IF SHOULDER HARNESS WAS USED, WAS IT: [X] LOCKED [ ] UNLOCKED [X] TIGHT [ ] SLACK [ ] OTHER CONDITION

HELMET

25. TYPE HELMET: APH-5

26. LIST PRESCRIBED MODIFICATIONS: Nape and Chin Straps (4)

27. OTHER MODIFICATIONS AND REASON FOR THEM: None

28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON: [X] YES [ ] NO

29. HELMET FITTING WAS CONDUCTED BY: [X] WEARER [ ] FLIGHT SURGEON [X] PARACHUTE RIGGER [ ] AVIATION EQUIPMENT OFFICER [ ] OTHER

PARACHUTE

30. TYPE CHUTE: MH H5A

31. LAST PACKING DATE: Apr. 63

32. MODEL/TYPE BAILOUT OXYGEN: Scott Seat Pan (3)

33. AUTOMATIC RIPCORD, IF INSTALLED *(Model and type)*: [ ] NONE MB H5A

34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY? [ ] NO NA

35. WAS RIPCORD ACTIVATION: [ ] MANUAL [ ] AUTOMATIC?

36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED:

37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON: [ ] YES [ ] NO

38. ALTITUDE THAT CHUTE OPENED: FEET

39. OPENING SHOCK WAS: [ ] SLIGHT [ ] MODERATE [ ] SEVERE

40. BODY ATTITUDE AT OPENING:

41. CONDITION OF CHUTE AFTER OPENING:

42. CHUTE OSCILLATION PRESENT: [ ] NONE [ ] SLIGHT [ ] MODERATE [ ] SEVERE

43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED?

44. WEATHER CONDITIONS DURING DESCENT *(List in sequence)*:

45. TOPOGRAPHY OF LANDING SITE:

46. WAS BAILOUT OXYGEN CONNECTED? [ ] BEFORE EXIT [ ] AFTER EXIT [X] NO [ ] N.A.

47. WAS BAILOUT OXYGEN USED? IF NOT, WHY: [ ] YES [ ] NO

48. WHEN WAS IT ACTIVATED? [ ] BEFORE EXIT [ ] AFTER EXIT

49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY:

50. WAS CHUTE HARNESS: [ ] TIGHT [ ] SNUG [ ] LOOSE

51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY? [ ] NO [ ] YES [ ] NOT ATTEMPTED

52. SEAT CUSHION IF PROVIDED *(Model/Type)*: [ ] NONE (6)

53. WAS PARARAFT LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY? [ ] NO [ ] YES

54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL: [ ] NONE

55. IF ATTEMPT WAS MADE TO RELEASE PARARAFT DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY? [ ] YES [ ] NO

56. IF NO, GIVE REASON:

OTHER

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR: [X] YES [ ] NO

58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON: [X] YES [ ] NO

59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED: None

60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS: [X] NO [ ] YES

61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD: [ ] NO [X] YES Seat pan left in A/C on exit because of jamming. RIO twisted as he arose, jamming the seat pan in the bucket. ( )

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

U. S. GOVERNMENT PRINTING OFFICE : 1960-[illegible]

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SECTION H - EMERGENCY EXIT FROM A/C AND SURVIVAL FACTORS

NAME OF INDIVIDUAL (Last, first, middle): LITTLE, Roy Franklin
MODEL A/C: F4B

S	E	S-SUSPECTED, E-ESTABLISHED	REMARKS
		1. EJECTION - Attempted	
		2. - Accomplished	
		3. - Through canopy	
YES	NO	EJECTION DIFFICULTIES ENCOUNTERED	IF YES, EXPLAIN DIFFICULTIES
		4. - Prior to	
		5. - During	
		6. - Subsequent to	
		7. Give type and model of seat used	
		8. BAILOUT - Attempted	
		- Accomplished	

9. ALTITUDE AT TIME OF EXIT (feet): ABOVE SEA LEVEL / ABOVE TOPOGRAPHY
10. ATTITUDE OR MANEUVER OF A/C AT EXIT OR IMPACT
11. AIRSPEED

12. COLLISION OF A/C WITH: (1) ☐ GROUND ☐ WATER
13. CONTROLLED: (2) ☐ YES ☐ NO ☐ UNKNOWN
14. POWER: (4) ☐ ON ☐ OFF
15. WHEELS: (2) ☐ UP ☐ DOWN
16. FLAPS: (3) ☐ FULL ☐ UP ☐ PARTIAL
17. CANOPY POSITION AT EXIT OR IMPACT: ☐ OPEN ☐ CLOSED ☐ JETTISONED
18. SEA STATE:
19. AIR TEMP.: 68 °F
20. WATER TEMP.: °F
21. A/C FLOATED: SEC.
22. TIME IN WATER:
23. TIME IN RAFT:

BAIL OUT OR COLLISION WITH WATER OR GROUND

24. EXIT USED: Normal
25. IS THIS THE RECOMMENDED EXIT? IF NO STATE REASON FOR CHOICE. ☒ YES ☐ NO
26. DIFFICULTIES WITH THIS EXIT WERE: ☐ IN REACHING ☐ IN OPENING ☒ IN EXITING
27. STATE NATURE OF DIFFICULTY: See below
28. BODY POSITION DURING EXIT: Vertical

29. LIST OTHER FACTORS NOT INDICATED ABOVE WHICH AFFECTED EXIST FROM A/C

RIO twisted as he arose with seat pan attached, jamming pan in the bucket. The forward left edge jammed in the alternate ejection handle. The guard was up.

( )

SURVIVAL FACTORS Check factors below which are appropriate for this accident. Prepare a detailed narrative account of the factors checked below and attach to this form. Identify each item discussed by item number (e.g., H30, H31, etc.)

COMMUNICATIONS:		**MAINTAINING BODY TEMPERATURE:**	
	30. Communicated position prior to mishap		50. Items used as shelter
(1)	31. Witnesses at scene		51. Items used as clothing
	32. Electronic signal devices		52. Fire
	33. Visual signal devices		53. OTHER:
	34. Auditory signal devices	**ENVIRONMENTAL HAZARDS:**	
	35. OTHER:		54. Exposure to natural forces
TRAVEL:			55. Exposure to dangerous animals and plants
	36. LAND		56. Unfriendly native population
	37. WATER		57. OTHER:
SHELTER:		**MORALE:**	
	38. Life raft		58. Isolation
	39. Parachute		59. Psychological shock
	40. A/C structure		60. Lack of motivation to survive
	41. Natural shelter		61. Boredom
	42. Man-made shelter		62. Rationing, activities, and group coordination
	43. OTHER:		63. OTHER:
WATER SOURCE:		**FOOD SOURCE:**	
	44. Desalter kit, seawater or solar still		64. Prepared survival rations
	45. Rain, dew, snow, ice, etc.		65. Animals/plants
	46. Processed beverages		66. OTHER:
	47. Canteen, thermos, water breaker, etc.	**SURVIVAL TRAINING RECEIVED PRIOR TO MISHAP:**	
	48. Streams, ponds, wells, etc.		67.
	49. OTHER:		

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6 OPNAV REPORT 3750.7
OPNAV FORM 3750-9E (REV. 5-58)

SECTION 1 - PATHOLOGICAL FACTORS (Use A to denote ANTE MORTEM; P for POST MORTEM, when known and applicable.)

1. NAME OF INDIVIDUAL (Last, first, middle): LITTLE, Roy Franklin
MODEL A/C: F4B

2. AGE: 29
3. HEIGHT: (b) (6) INCHES
4. WEIGHT: (b) (6)
5. LOCATION AND DIRECTION FACING AT TIME OF ACCIDENT: Forward in cockpit
6. INJURY CODE:

7. UNCONSCIOUSNESS: ☐ SHORT DURATION LITTLE SIGNIFICANCE ☐ OTHER (give time)
8. INTERNAL INJURIES (Non-fatal cases):

HEAD INJURIES
9. CEREBRAL CONCUSSION: ☐ MINOR ☐ SERIOUS ☐ CRITICAL ☐ FATAL
10. FACIAL INJURIES (N. e. c.):
11. INTRA-ORAL INJURIES:
12. MINOR EYE INJURIES: ☐ RIGHT ☐ LEFT
13. MAJOR EYE INJURIES: ☐ RIGHT ☐ LEFT

14. TYPE OF FRACTURE

	SKULL		VERTEBRAE (Specify No.)					SHOULDER GIRDLE	RIBS	PELVIS	UPPER ARM		LOWER ARM		HAND		UPPER LEG		LOWER LEG		FOOT	
	CRAN.	FACIAL	CERV.	DOR.	LUMBAR	SACRAL	COCCYX				R	L	R	L	R	L	R	L	R	L	R	L
SIMPLE																						
COMPOUND																						
COMMINUTED																						
DIS-LOCATION		JAW									SHOULDER		ELBOW		WRIST		HIP		KNEE		ANKLE	
															HAND						FOOT	

15. AMPUTATIONS/AVULSIONS (State Parts):
16. LIST PRE-EXISTING PHYSICAL DEFECTS PRESENT AT TIME OF POST CRASH EXAMINATION:

17. SOFT TISSUE INJURIES

		LACERATIONS			CONTUSIONS/SPRAIN/STRAIN			ABRASIONS		
		MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE
HEAD (N. e. c.)	VENTRAL									
	DORSAL									
NECK										
THORAX	VENTRAL									
	DORSAL									
ABDOMEN	VENTRAL									
	DORSAL									
EXTREMITIES	UPPER									
	LOWER									

18. ☐ DROWNED
19. ☐ ASPHYXIATED
20. SHOCK: ☐ MILD ☐ MODERATE ☐ SEVERE
21. EXPOSURE: ☐ MILD ☐ MODERATE ☐ SEVERE

22. ☐ BURNS ☐ FROST BITE

DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD
AREA	HEAD (ventral	Dorsal)		TRUNK (ventral	Dorsal)		ARMS		LEGS

23. EXTENT OF CARBONIZATION: ☐ NONE ☐ COMPLETE
ARE TISSUE SPECIMENS OBTAINABLE? ☐ YES ☐ NO

NOTE: Attach a detailed narrative account of injuries, cause, structures causing injury, magnitudes of force, and include whether ANTE- OR POST-MORTEM if determined. It is necessary to give as clear a picture of injury cause and sequence as possible.

24. ADMITTED TO SICK LIST? IF YES, GIVE DIAGNOSIS ☐ YES ☐ NO
25. DIAGNOSIS NO. (NAVMED P-1294)
26. ESTIMATED STAY ON SICK LIST: DAYS
27. GROUNDED? IF YES GIVE REASON ☐ YES ☐ NO
28. ESTIMATED DURATION: DAYS
29. PRIMARY CAUSE OF DEATH (Use Basic Diagnostic Nomenclature, NAVMED P-1294) NO. _____
30. SECONDARY CAUSE OF DEATH NO. _____
31. AUTOPSY PERFORMED? ☐ YES ☐ NO
32. PROTOCOL ☐ ATTACHED ☐ WILL BE FORWARDED
33. AUTOPSY CONDUCTED BY ☐ PATHOLOGIST ☐ FLIGHT SURGEON
IF FLIGHT SURGEON DOES AUTOPSY USE "AUTOPSY GUIDE FOR A/C ACCIDENT FATALITIES", AFIP, 1957.

34.

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

35. IF ULTRAVIOLET LIGHT OR OTHER SPECIALIZED PROCEDURES WERE USED AT THE MISHAP SITE OR AUTOPSY, LIST THEM IN THIS SPACE. FOR EACH ENTRY IN THIS SPACE A NARRATIVE ACCOUNT OF THEIR RESULTS AND INTERPRETATION WILL BE ATTACHED.

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"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INST 3750.6D"

Recommendations:

(b) (5)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 70, OPNAV INST 5510.1C"