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

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: HEAVY ATTACK SQUADRON THREE
2. DATE OF ACCIDENT: 5 SEP 1963
TIME (LT): 2201Z
3. SERIAL NUMBER: VAH-3 1-63A
4. COMMANDER, U.S. NAVAL AVIATION SAFETY CENTER
5. ENCLOSURES: (1) SEE INDEX TO ENCLOSURES (2) (3) (4) (5) (6) (7) (8) (9)
6. VIA: (1) COMMANDING OFFICER, HEAVY (2) ATTACK SQUADRON THREE (3) (2) COMMANDER HEAVY ATTACK WING ONE (4) (3) COMFAIRJAX (5) (4) COMNAVIARLANT (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.)
9. KIND OF FLIGHT: 1A1
10. TIME OF DAY: [ ] DAWN [X] DAY [ ] DUSK [ ] NIGHT
11. LOCATION OF ACCIDENT: 2 MILES SSW NEW SMYRNA
12. ELEVATION ABOVE SEA LEVEL: 12 FEET
13. PLACE OF LAST TAKE-OFF: NAS, SANFORD, FLORIDA
14. CLEARED FROM LOCAL NAS SANFORD TO NAS SANFORD
15. TYPE CLEARANCE: [ ] IFR [ ] VFR [ ] DVFR [X] LOCAL [ ] OPERATIONAL [ ] AIRWAYS [ ] DIRECT [ ] OTHER (Specify)
16. TIME IN FLIGHT: 0/20
17. TYPE ACCIDENT: INFLIGHT FIRE AND COLLISION WITH GROUND
18. PHASE OF FLIGHT: INFLIGHT CRUISING ALTITUDE

A/C

19. MODEL: A5A
20. SERIAL NO.: 148930
21. DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E [ ] F
22. DOLLAR COST: NOT LISTED
23. AIRSPEED (Kts.): 320 KTS
24. A/C WEIGHT: 51,000
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): NONE

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK RATE	FILE SER. NO.	DESIGNATOR	BRANCH OF SERVICE	3. AGE	4. YRS. OF EXP. DHA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident) LOVELACE, ROBERT H.	LCDR	(b) (6)	1310	USN	(b) (6)	13	R/P	FWD COCKPIT	F
CO-PILOT									

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	8. OFT USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	9. CPT USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X			VAH-5 TAD VAH-3	[ ] STANDARD [X] SPECIAL
	NO			X	X		
CO-PILOT	YES						[ ] STANDARD [ ] SPECIAL
	NO						

PILOT EXPERIENCE IN HOURS

12. ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		2564.8		CV LANDINGS DAY/NIGHT	260/25	
ALL MODELS IN LAST 12 MONTHS		296.5		FCLP LANDINGS DAY/NIGHT	167/123	
ALL MODELS IN LAST 3 MONTHS		25.7		INSTRUMENT HOURS LAST 3 MONTHS	5.2	
ALL SERIES THIS MODEL (item 19)	A/C	13.7		NIGHT HOURS LAST 3 MONTHS	0	
	OFT / CPT	29.3				
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	13.7		TOTAL HELO. HRS. (Helo. AAR Only)	0	
	OFT / CPT	29.3		TOTAL JET HOURS (Jet AAR Only)	1190	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	13.7		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	5 SEP 63	
	OFT / CPT	29.3		DURATION	2.8	

OTHER PERS.

13. NAME (Last, first and middle initials)	DHA	RANK RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1. KELSEY, CHARLES R.	NO	ADJ1	(b) (6)	VAH-5, TAD VAH-3	A	B/N	AFTO/P
2.							
3.							
4.							
5.							

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C. WEATHER

1. CEILING	2. VISIBILITY	3. RELATIVE WIND (SEE INST 5)	4. TEMPERATURE	5. DEW POINT	6. ALTIMETER SETTING
2,000 OVC	12 MILES	ENE REL / 7 KTS	OAT 41°F RUNWAY 36,500	70	29.87

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

CB E MOVG E - DIST CB N. WINDS ALOFT JAX 052400Z IM 080/17
3M 340/7 4M - 23M AVERAGE 300/10

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

E. DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER *(Complete following Section on Pilot)*

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
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
30 JAN 1962	2	1	1	43.7	380.4	CALENDAR	43.7	27

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO.						
1	1 NOV 62	J79-GE8	401875	0	NA	50.5	MAJOR	43.7	27
2	24 MAR 61	J79-GE8	401202	0	NA	135.4	MAJOR	43.7	27
3									
4									

3. GENERAL

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

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

c. CHECK IF APPLICABLE [ ] ANP FUR SERIAL

d. HAS DIR BEEN REQUESTED? [ ] YES [X] 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. [X] OTHER (Specify) EXPLOSION AND FIRE OR FIRE AND EXPLOSION
g. [ ] SURFACE FACILITIES
h. [ ] HUMAN ENGINEERING *(e.g., Cockpit configurations, etc.)*

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
23,500	320 Kts	NORMAL	51,000	NORMAL	JP-5	NORMAL

h. EVIDENCE OF FUEL CONTAMINATION: NONE

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: NA

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

k. EXTERNAL STORES ABOARD A/C: NONE

(If additional space is necessary, attach additional sheets)

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PAR[redacted]- MAINTENANCE, MATERIAL AND FACILITIES DATA [redacted]d)

1. GENERAL - ✓ BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

	a. CLEARANCE AUTHORITY		i. WATER LANDING AREA		q. CRASH AND RESCUE
	b. FLIGHT PLANNING INFORMATION SOURCE		j. APPROACH ZONE		r. SEARCH AND RESCUE
	c. LANDING AIDS (GCA, CCA, ILS, etc.)		k. END ZONE (*Over run*)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (*Field or Ship*)		l. SHOULDERS		t. ARRESTING GEAR (*Carrier*)
	e. APPROACH AND ENROUTE AIDS TO NAVIGATION		m. TAXIWAY		u. BARRIER OR BARRICADE (*Field or Ship*)
	f. RUNWAY WATCH		n. PARKING AREA		v. FLIGHT DECK
	g. LANDING SIGNAL OFFICER		o. EMERGENCY ARRESTING GEAR (*Runway*)		w. MIRROR
	h. RUNWAY		p. A/C SERVICING, HANDLING AND DIRECTING (*Field or Ship*)		x. OTHER (*Specify*)

SECTION 2 - FACILITIES 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.

2. SHIPS DATA

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: RATIO	CONTROL VALVE SETTINGS: 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*)	COPY DISTRIBUTION
				2CC, NAVINSAFECEN DIRECT 1CC BUWEPS DIRECT 1CC COMHATWING ONE 1CC COMFAIRJAX 1CC COMNAVAIRLANT 1CC BUWEPSREP COL 1CC COMMANDER NATC 1CC COMMANDING OFFICER NPF

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

PART IV - SIGNATURES OF [redacted] BOARD

[redacted]

(b) (5)

PART V - The Accident

LCDR R. H. LOVELACE, Pilot, and KELSEY, C. R., ADJ1, Bombardier/Navigator were scheduled, enclosure (24), for a TI-2, A5 Instrument Familiarization Flight, one of the syllabus flights for qualifications in the A5 type aircraft. This flight is flown on local flight clearance, NO DD175 required. They were assigned A5, Bureau Number 148930, and after a briefing by the Operations Duty Officer, enclosure (6), they checked the previous ten Navy Aircraft Flight Record sheets, enclosure (3). They then made a pre-flight check of the aircraft which had been properly inspected by the plane captain, enclosure (5). No discrepancies were noted by either the pilot or B/N. Statements by the pilots of the two previous flights are included as enclosures (7) and (8). The engine starting and pre-take-off checks were normal. Taxi to take-off was a distance of approximately 10,000 feet. All aircraft systems were working normally and no unusual wheel braking was used. Take-off on runway 27 was at approximately 1640 with full afterburner. Weather conditions were under visual flight rules. Fuel quantity on take-off was approximately 19,000 pounds. Full AB was used until level off at 20,000 feet on a heading of west. Normal cruise at approximately Mach .7 was established and a slow turn to port commenced. The pilot was scheduled to practice instrument procedures and planned to use the facilities at Patrick AFB for this purpose. Patrick was nearly due east and a heading was established towards their penetration fix. The B/N had IFF "ON", Radar, ASB-1[illegible], "ON" and Television "ON". Just southeast of Sanford was a small cumulus cloud build-up directly on the flight path. The pilot went into AB and topped this build-up at approximately 23,500 feet. All AB operations were normal. Again normal cruise was established at about .7 and a slow descent was commenced to 20,000. Auto flight had been checked and turned off. All other flight systems were "ON". This was approximately 14 minutes after take-off. Fuel quantity indicated about 15,000 pounds. At about this time a muffled explosion was heard coming from aft of the cockpit area, and a vibration was felt by both the pilot and B/N. A rapid scan of the pilots cockpit instruments indicated nothing unusual. Still heading east and descending a rather violent pitch oscillation, first down then up, was experienced. The electric flight and augmentation systems were secured by means of the kill button. The caution lights associated with the securing of these systems came "ON", normal operations, plus the engine door light which flickered a couple of times. Just after this, both number two hydraulic system pressure indicators fluctuated about three times and then went to zero. The associated number two hydraulic system caution light came "ON". From the time of the muffled explosion until the indicated number two failure was estimated to be 20 to 30 seconds. Navy Sanford was advised of this condition on tower primary frequency. A slow turn was commenced to the port for return to Sanford for an early recovery with a field arrestment. After passing through about 90 degrees or on a northerly heading both number one hydraulic system pressure indicators fluctuated about three times and went to zero. When this fluctuation was first noted the ram air turbine release was pulled. The control stick moved to a centered position in a slight nose down attitude and could not be moved, this caused a violent down pitch with an estimated one and one half to two negative "G" sustained force. The B/N was warned and the pilot ejected. The ejection was initiated about one minute following the failure of the number two hydraulic systems. The last cockpit instrument indications observed by the pilot indicated the aircraft in a sixty degree nose down attitude in a slight right turn. Ejection was accomplished at about 12,000 feet just after the aircraft had gone supersonic, enclosure (26). Both canopies and seats were ejected. Both drogue chutes separated. Both crewmen were separated from their seats. Both parachutes streamed. The pilot and B/N landed about 900 feet apart about three miles from the crash. Both were taken to the hospital within 15 minutes of landing. The pilot received minor injuries.

The B/N was pronounced dead on arrival. After the ejection the aircraft went thru a number of unusual attitudes, enclosures (10) thru (19). The vertical and horizontal stabilizers separated from the fuselage and were recovered about one and one half miles from the crash, enclosure (21). The port wing was on fire and folded upright about one fourth of a mile from the crash. At this time the aircraft was heading about 350°. When the wing folded the aircraft turned to the starboard and struck the ground with the right wing down and in a flat attitude, enclosure (20) photographs (1) thru (8), on a heading of about 045°. The aircraft clock stopped at 1701 which indicated about 21 minutes of flight from take-off until crash. The crash scene was in a pasture belonging to Mr. [redacted] (b) (6) [redacted] and is defined as lot 42, Model Land Company, Map 4, Page 9, Public Records Volusia County, Florida.

PART VI - Damage to Aircraft

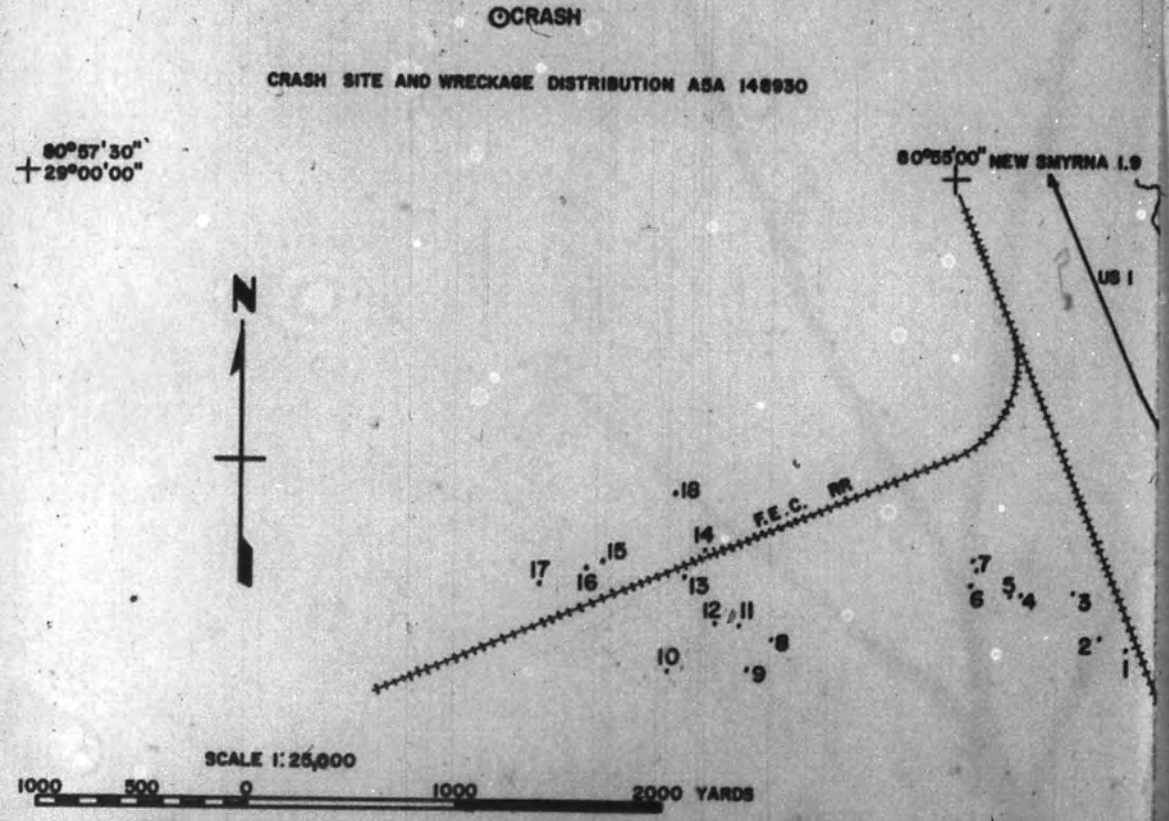
1. The airplane impacted with the ground on a heading of about 045 degrees in a flat skidding right wing down (Approximately 30°) attitude. It exploded and burned on impact resulting in strike damage.

2. The left wing folded over prior to striking the ground and broke away upon impact. This was verified by witness statements and by the position of the wing as indicated in the photograph of the impact area, enclosure (20), photo (1). The wing severed from the fuselage approximately at wing station 60.25 and came to rest in a top up position, parallel to and 91 feet from the main body of the impact.

3. The right wing remained with the fuselage and power plants. The right wing left a perfect imprint on the ground, although it disintegrated after impact from explosion and fire. The right engine came to rest in close proximity to ground contact. The fuselage broke upon impact and explosion at approximately fuselage station 400. The left engine, center and rear section of the fuselage from fuselage station 400 aft was twisted and inverted with the tail hook pointing skyward. This section was at an angle of 70° to the center line of the impact position as indicated in enclosure (20), photo (4). Cause of this positioning was a result of impact and explosion.

4. The vertical stabilizer, left horizontal stabilizer, right horizontal stabilizer and portions of each of these airfoils were found from 1.4 miles to 2.6 miles from the point of impact in a southerly direction, heading approximately 170 degrees from impact area as indicated by enclosure (22). These airfoils separated from the fuselage attaching points, fuselage station 742, as a result of the high "G" loading and aerodynamic forces. A contributing factor causing weakening of these attaching members was caused by the fire which was present in the linear bomb bay of the aircraft during flight.

5. After impact and explosion the intensity of the fire completed the devastation of the airplane in the immediate impact area as noted in enclosure (20), photos (1) thru (8). From tip of the pitot static tube to fuselage station 400 was in a straight line and burned with varying degrees of intensity. The intensity of fire in the aft fuselage melted all aluminum within the envelope of the linear bomb bay. All components in the immediate impact area were burned to varying degrees and many beyond recognition. All components and units were inspected and are further discussed in PART VII of this report.



KEY

1. EJECTION UNIT SAFETY PIN
2. B/N LANDED
3. PILOT LANDED
4. FLIGHT BOOK
5. WIRE MESH EJECTION UNIT
6. CLIPBOARD (B/N'S)
7. DROGE CHUTES
8. SMALL PIECE PORT HORIZONTAL STABILIZER
9. NB 7E BACK PACK (PILOTS)
10. FORWARD COCKPIT CANOPY
11. LEADING EDGE STARBOARD HORIZONTAL STABILIZER
12. STARBOARD HORIZONTAL STABILIZER
13. B/N'S EJECTION SEAT
14. FORWARD TIP PORT HORIZONTAL STABILIZER
15. PILOT'S EJECTION SEAT
16. PILOT'S SEAT PAN
17. PORT HORIZONTAL STABILIZER
18. VERTICAL STABILIZER

29° 57' 30" N
80° 56' 00" W

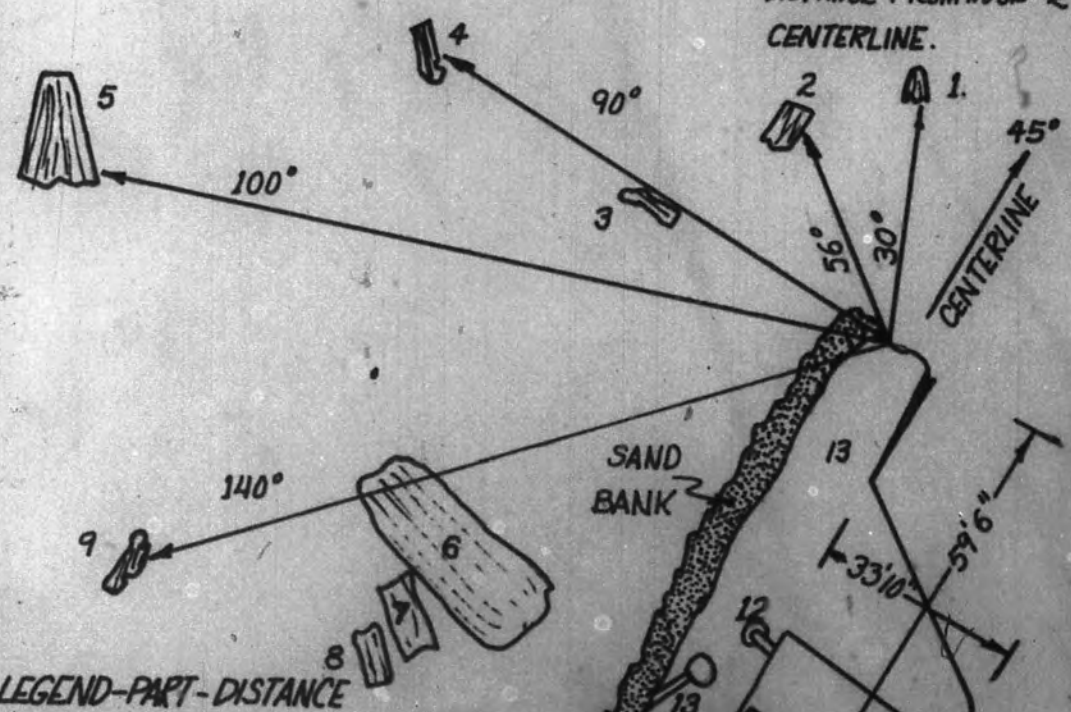
ENCL (22)

ENCLOSURE 1 21

ENCLOSURE (21)

WRECKAGE DIAGRAM

A5A BUNO 148930
ALL MEASUREMENTS ON DEGREES COUNTER-CLOCKWISE FROM NOSE. DISTANCE FROM NOSE ℄ CENTERLINE.



LEGEND-PART-DISTANCE

1. RADOME - 28'9"
2. PORT RAMP - 26'10"
3. PIECE LH WING ROOT
4. LH WING ROOT FAIRING DOOR - 64'3"
5. LH WING - 91'8"
6. AFT FUSELAGE (INVERTED) - 52'
7. LH ENGINE - 56'
8. TAIL PIPE, LH - 58'
9. LH HORIZ. STAB. ACTUATOR AND FRAME - 76'6"
10. RH ENGINE
11. LH GEAR
12. RH GEAR
13. NOSE GEAR

Legend of Inflight Fire Pattern (Encl. 23)

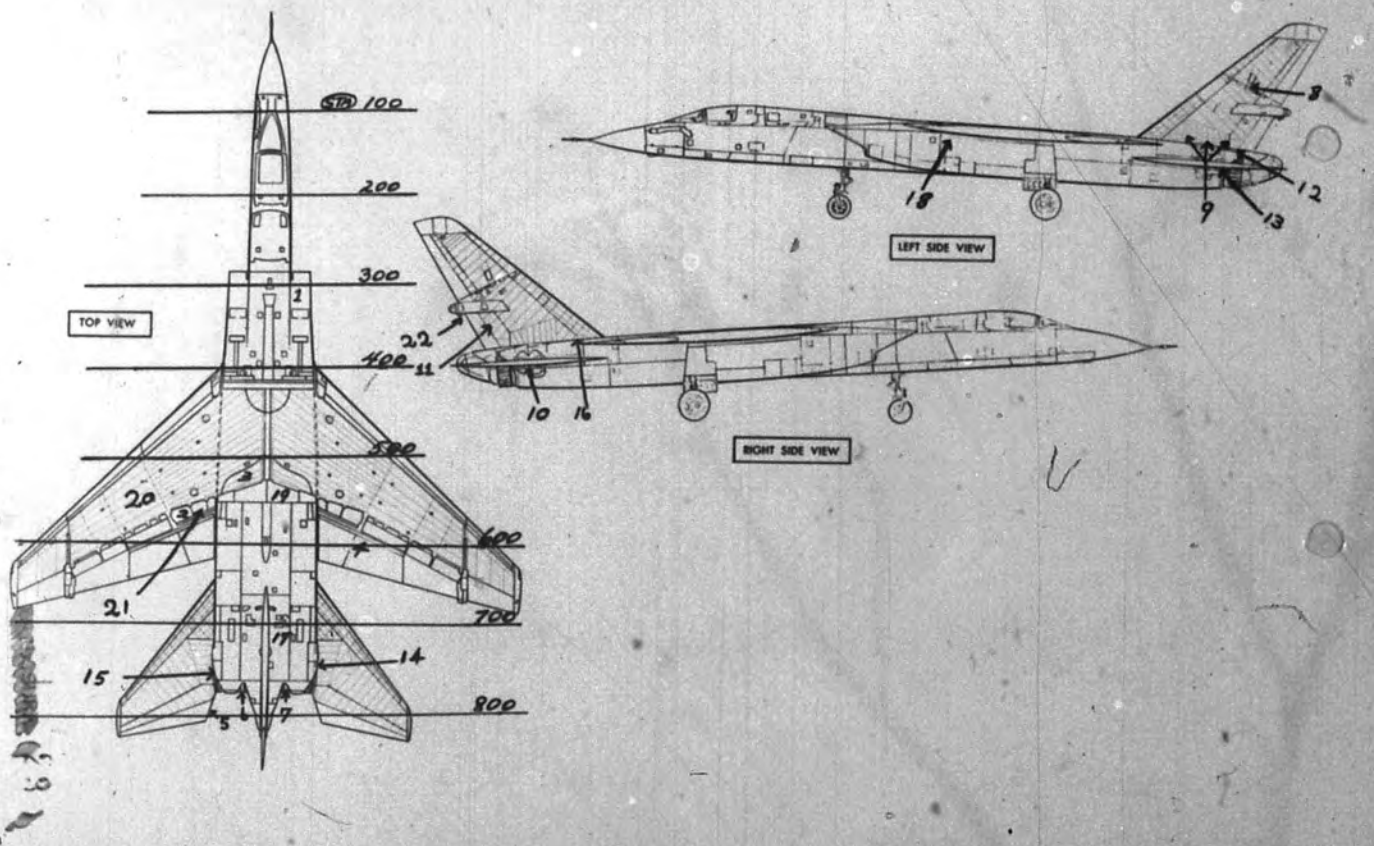
All photos are contained in enclosure (20)

1. Smoke pattern, (TOP) flow aft. (Photo 24)
2. Burned Panel, (TOP) flow aft (Photo 14)
3. Wing slot access door left outboard lock mechanism, smoke pattern, flow aft (Photo 11)
4. Right hand flap burned and paint bubbled on Top (Photo 25)
5. Left horizontal aft frame burned (Photo 18)
6. Port engine afterburner nozzle inboard feathers, metalization(Sameas 25 stbd Eng)
7. Starboard engine afterburner nozzle inboard feathers metalization (Photo 29)
8. Heavy black smoke around hinge break area vertical stabilizer both sides (Photo 20)
9. Vertical stabilizer base black smoke 10 to 12 inches high left hand side with moderate to heavy burn around spindle (Photo 21 & 22)
10. Station NO. 742 frame smoke and heat.
11. Smoke approximately 26 inches up on right hand side.
12. Aluminum inspection doors burned off.
13. Left horizontal stabilizer structure frame adjacent to aerodynamic seal heavy smoke and paint bubbled (Photo 16)
14. Right horizontal stabilizer aft of spindle attach point burned out top and bottom (Photo 26)
15. Left horizontal stabilizer burned internal next to spindle attach point. (Photo 28)
16. Some heat damage but seal not completely destroyed.
17. Vertical stabilizer actuator excessive temperature and burned. (Photo 22)
18. Left intake duct, inner duct and bomb bay wall fuselage station 511.(moderate burn & heavy smoke
19. Metalization on Boundary layer Cross over duct.(Photo 33)
20. Burned out left wing (Photo 12 thru 14)
21. Burned and smoked in left wing root area station approximate 60.25 (Photo 12 thur 14)
22. Carbon and soot in fuel vent outlet

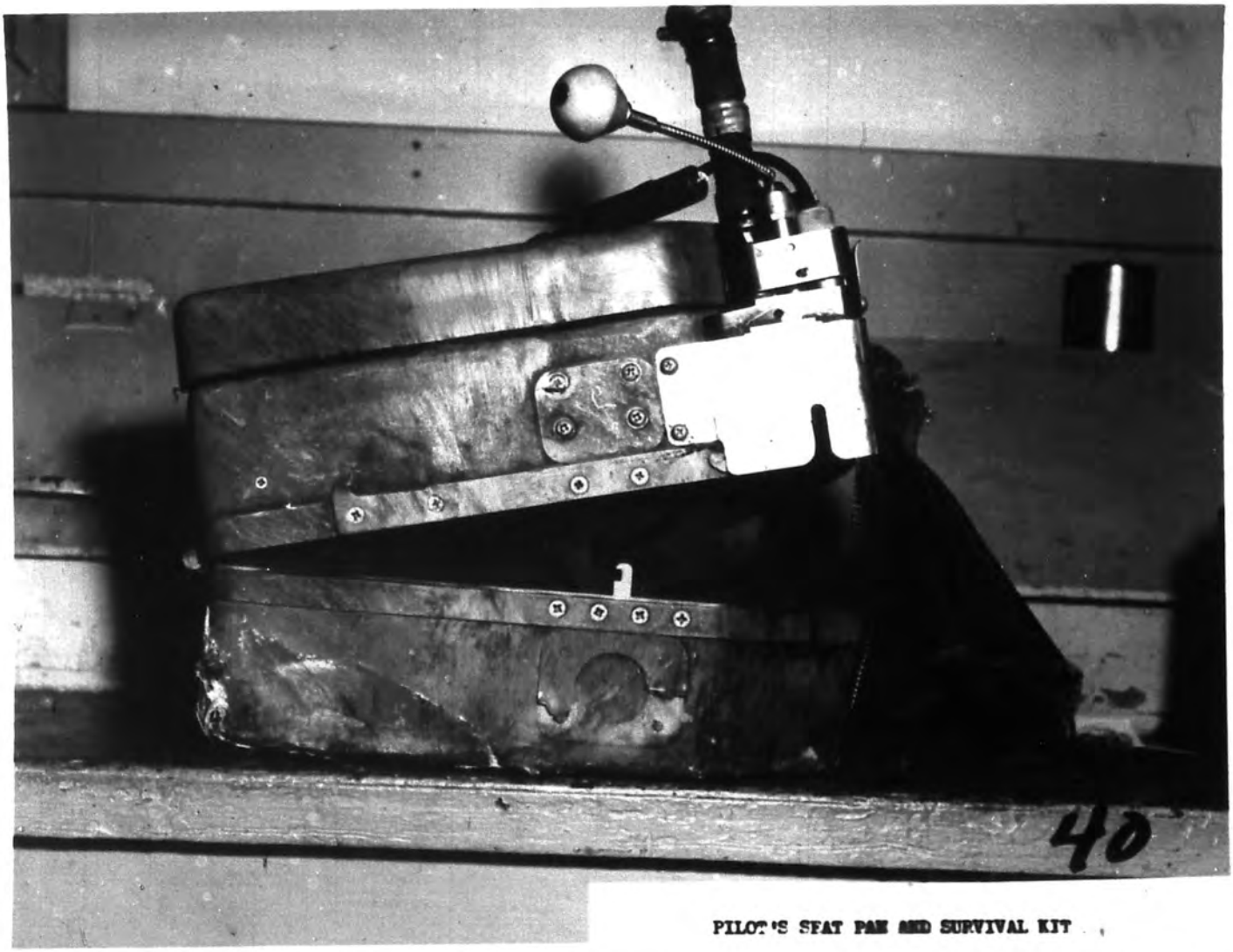
ENCLOSURE (23)

ENCLOSURE (23)

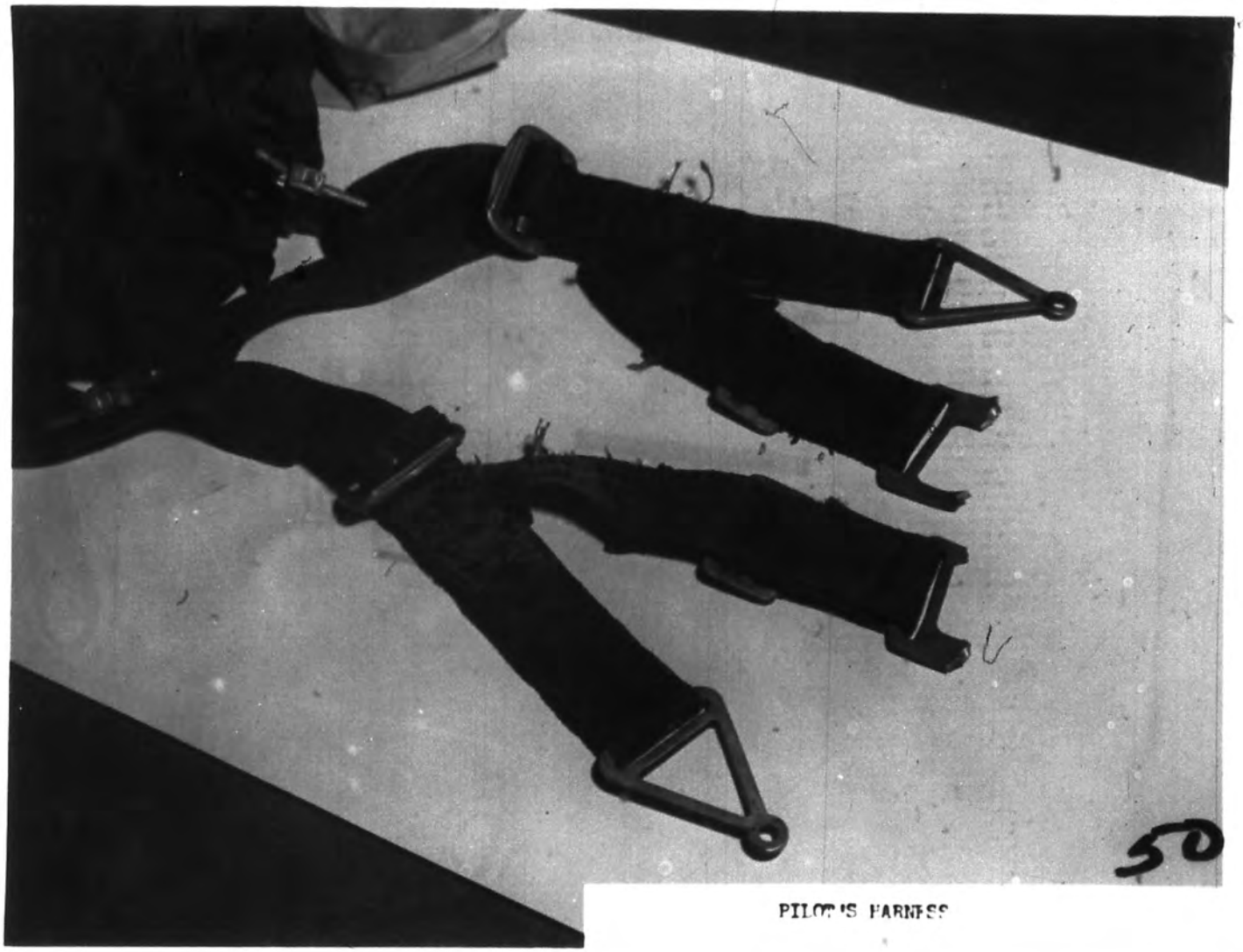
INFLIGHT FIRE PATTERN



3-108

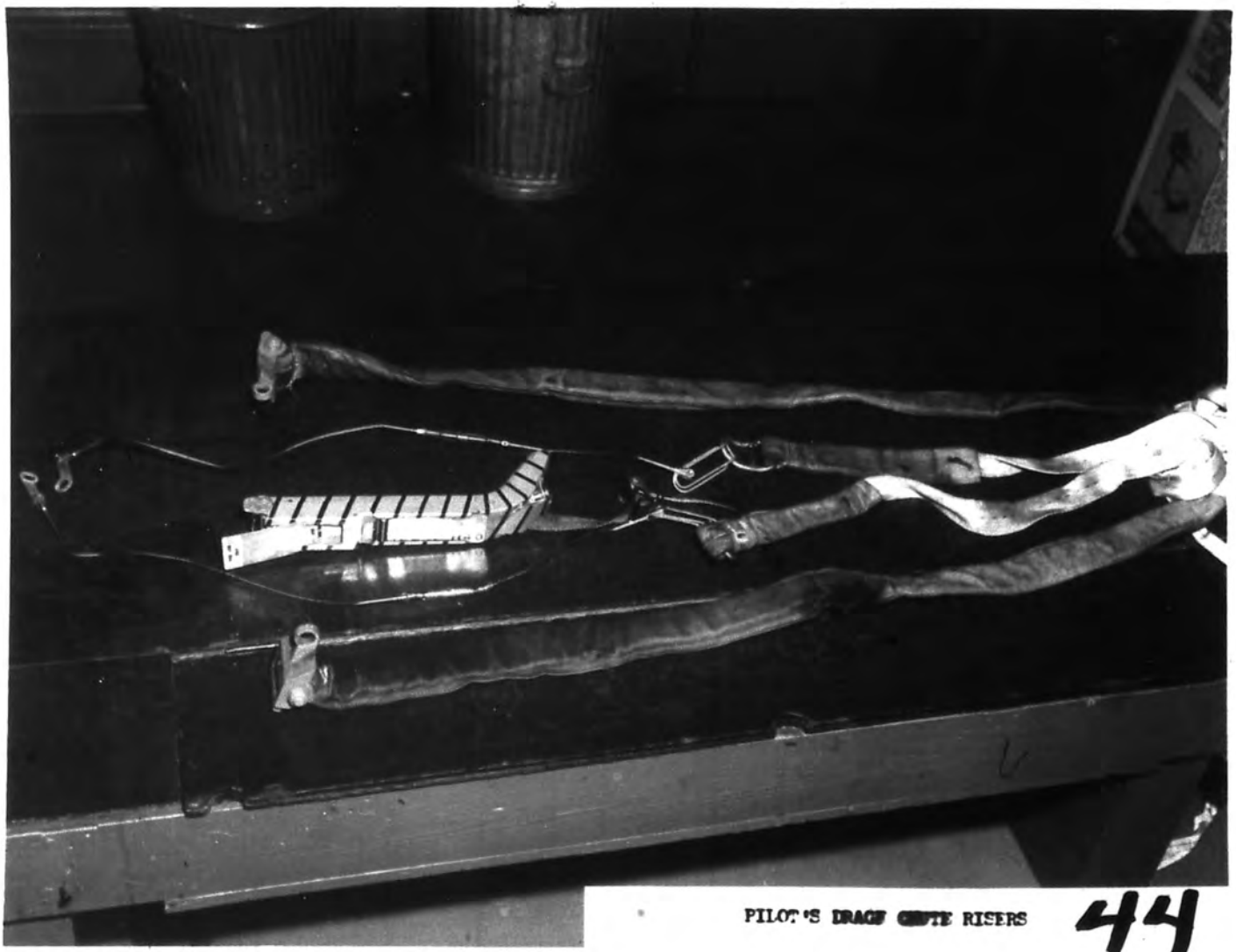


PILOT'S SEAT PAN AND SURVIVAL KIT



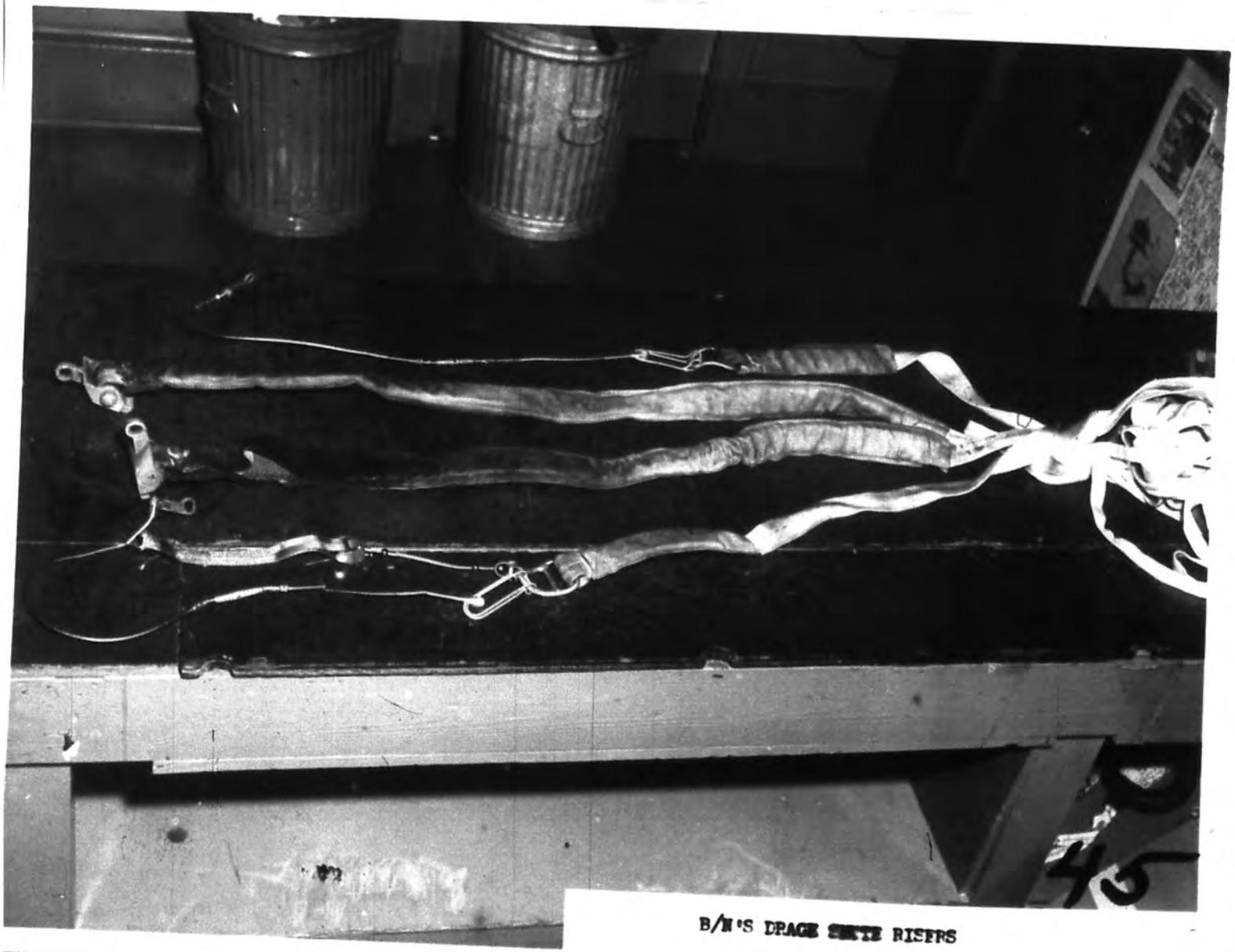
PILOT'S HARNESS

SEAT PAN AND SURVIVAL KIT



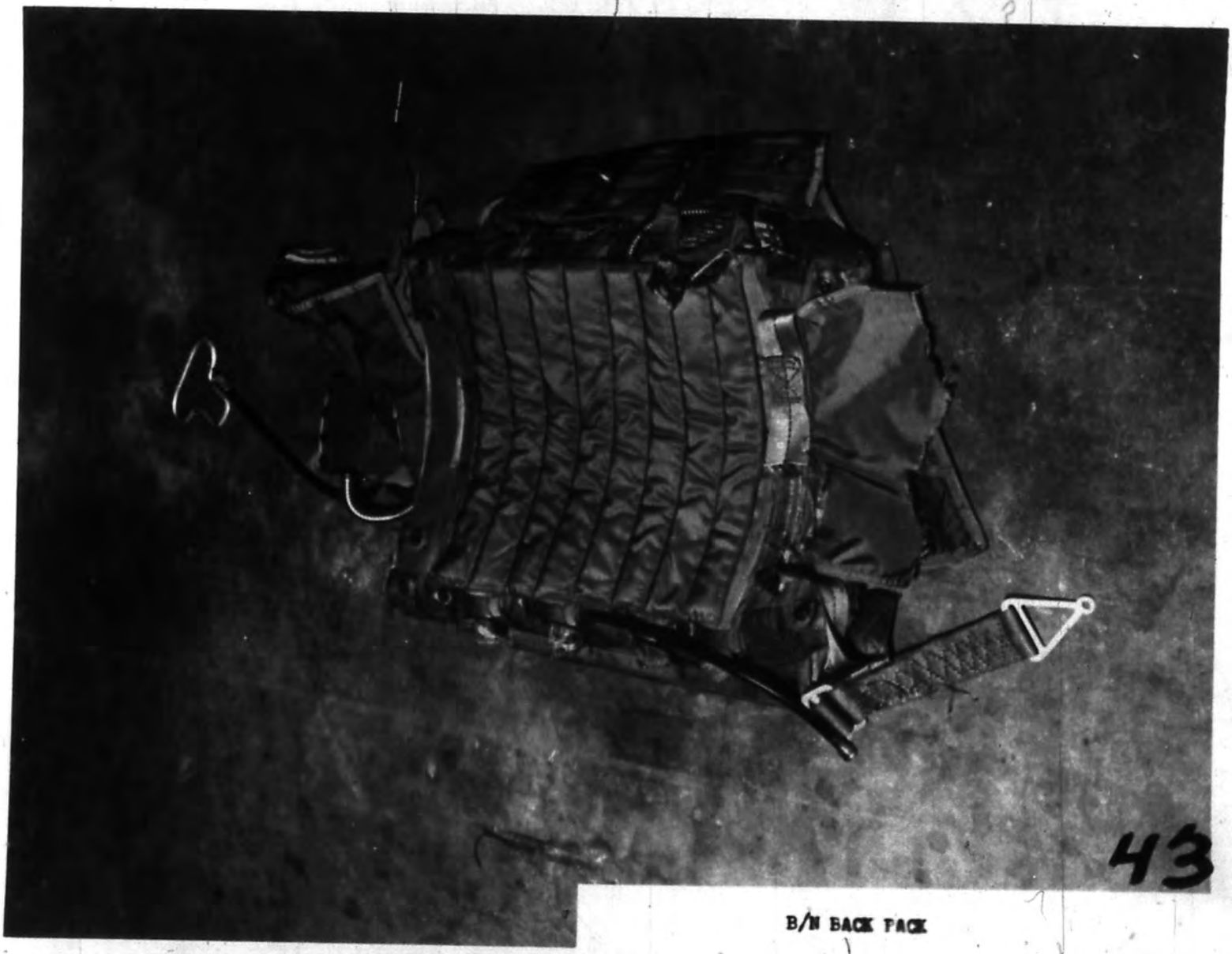
PILOT'S DRAGE CHUTE RISERS

44



B/N'S DRAGE SHUTE RISERS

PILOT'S PACK PACK

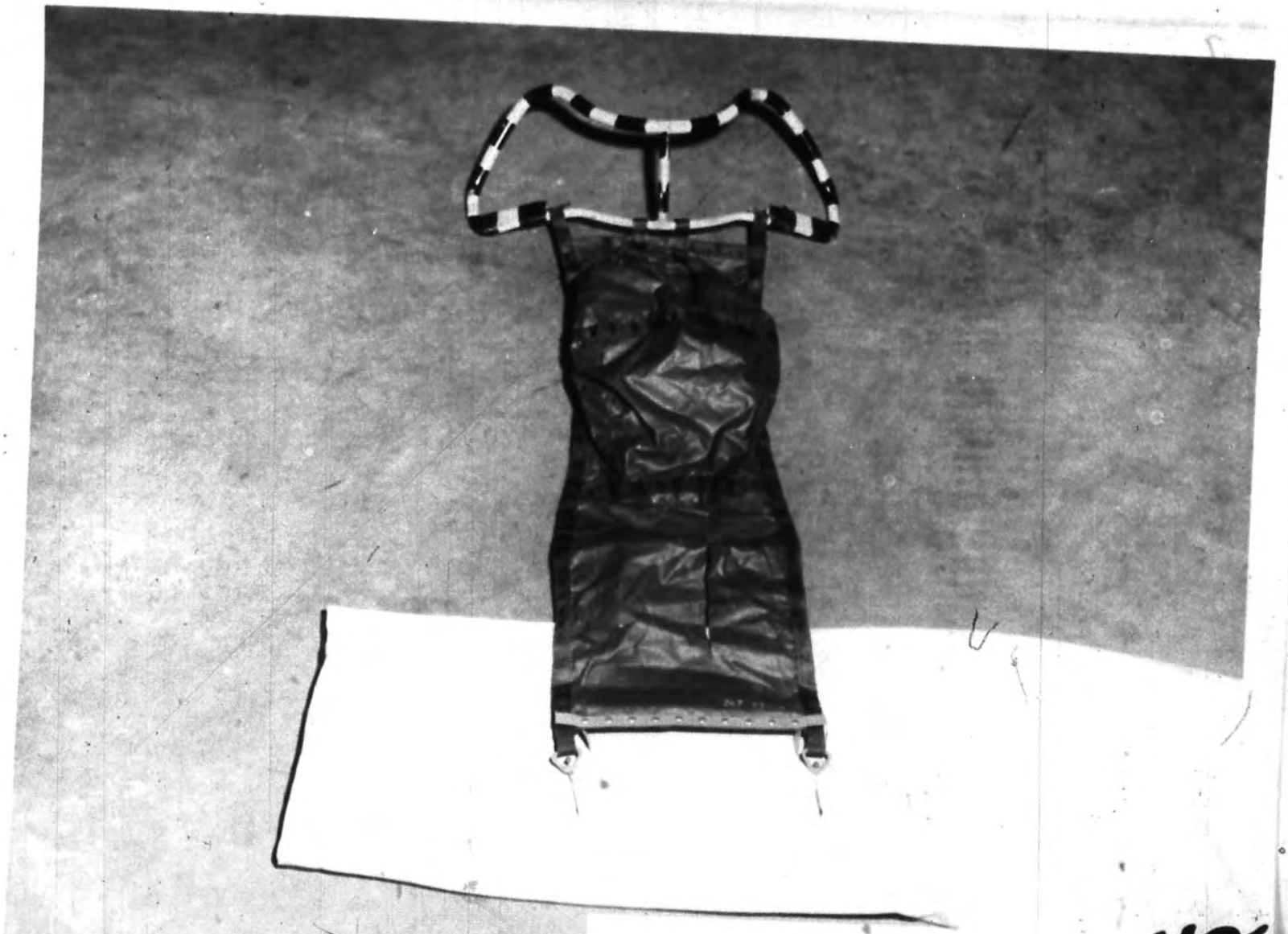


B/N BACK PACK

B/N'S SEAT PAN AND SURVIVAL KIT

PILOT'S HELMET AND OXYGEN MASK

49



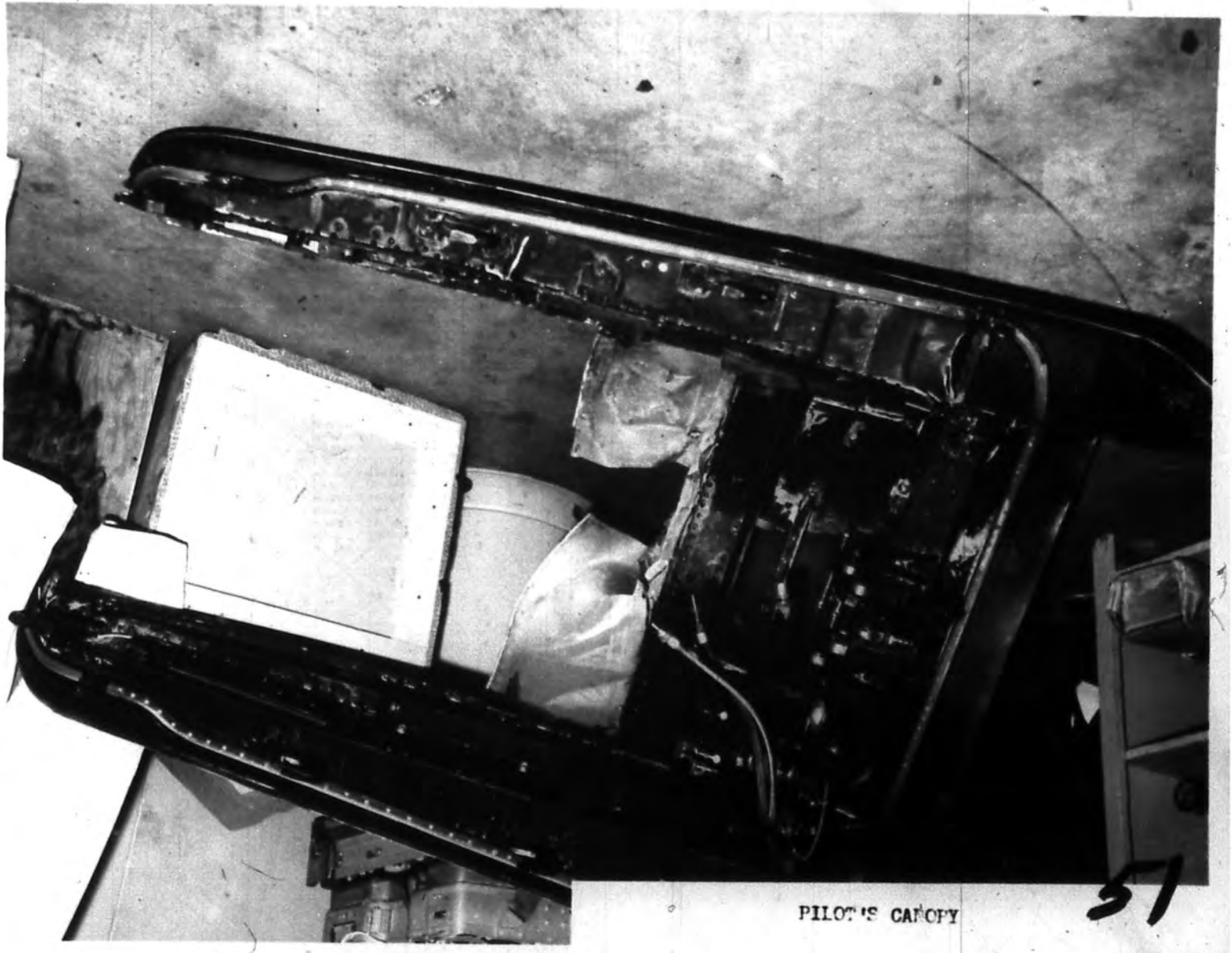
PILOTS FACE CURTAIN

48

B/N'S FLIGHT SUIT

PILOT'S FLIGHT SUIT

46



PILOT'S CANOPY

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AIR VIEW LOOKING NORTH WEST

NORTH EAST VIEW

NORTH EAST VIEW, FUSELAGE IMPACT

NORTH EAST VIEW, FUSELAGE IMPACT

SOUTHWEST VIEW, AFT FUSELAGE INVERTED

SOUTHWEST VIEW, AFT FUSELAGE INVERTED

NORTH EAST VIEW OF WRECKAGE AND STARBOARD WING IMPACT

NORTH WEST VIEW

NORTH WEST VIEW

PORT ENG. AND TAIL OF A/C

VIEW OF IMPACT AREA LOOKING FROM SOUTH TO NORTH

WRECKAGE IN HANGAR LOOKING FROM PORT TO STBD

WRECKAGE IN HANGAR LOOKING FROM PORT TO STBD

WRECKAGE IN HANGAR LOOKING FROM STARBOARD TO PORT

PORT BUTTERFLY DOOR

TOP PORT WING

TOP PORT WING

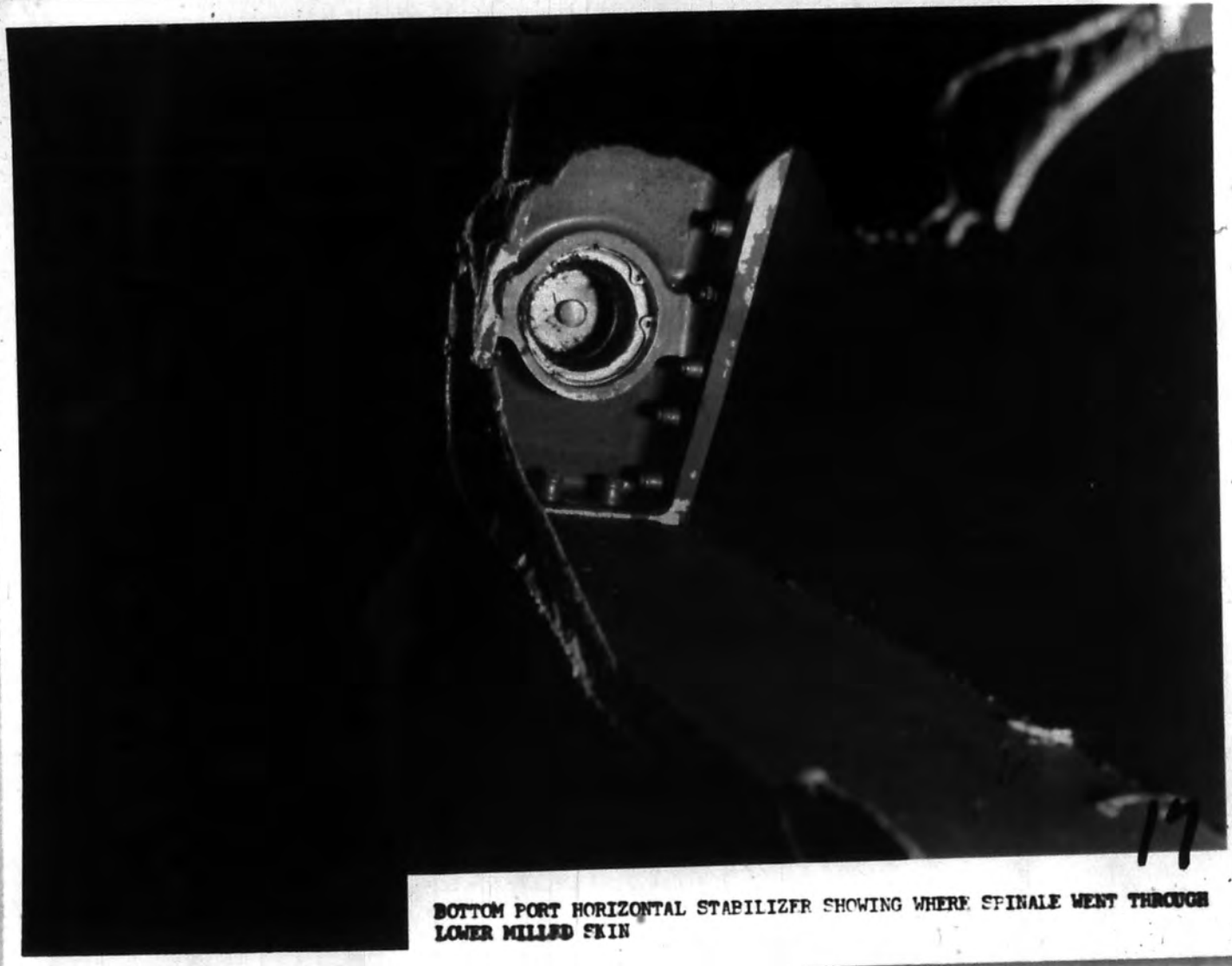
PORT INBOARD WING BOX SECTION

PORT WING BOX SECTION AND BLC DUCTING

PORT WING BOX SECTION AND BLC DUCTING

BLC VALVE (L/H) OVER CENTER

PORT HORIZONTAL STABILIZER AFT AERODYNAMIC SEAL

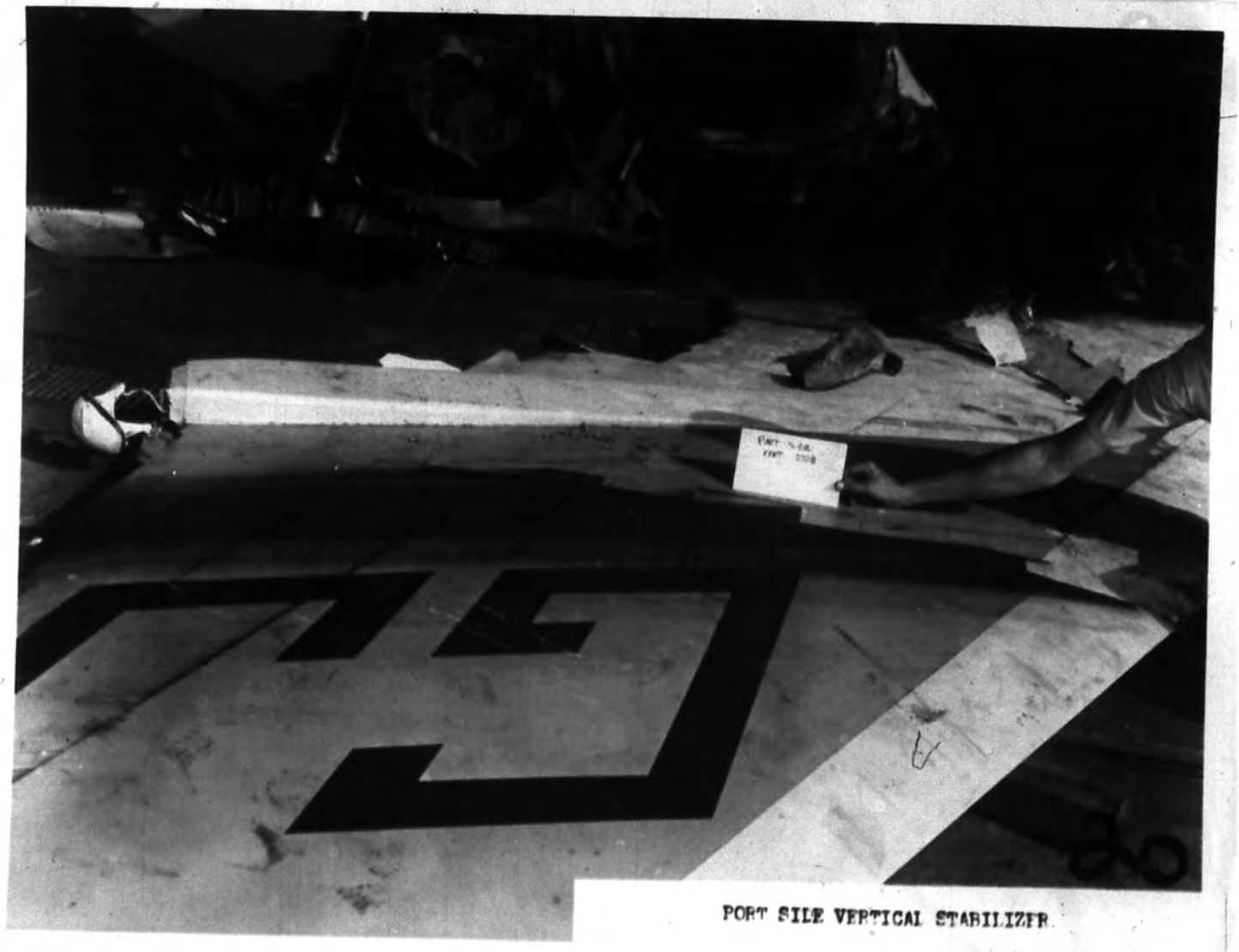


BOTTOM PORT HORIZONTAL STABILIZER SHOWING WHERE SPINALE WENT THROUGH LOWER MILLED SKIN

19

PORT HORIZONTAL STABILIZER AFT. FRAME

PORT HORIZONTAL STABILIZER



PORT SIDE VERTICAL STABILIZER

VERT. STAB. PORT SIDE LOWER

VERT. STAB. AND ACTUATOR

METALIZATION PORT TAIL CONE

BLEED AIR DUCT STBD. SIDE

STARBOARD FLAP INBOARD END

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STARBOARD HORIZONTAL STABILIZER

STBD. HORIZONTAL STABILIZER

STBD. HORIZONTAL STABILIZER SPINDLE

STBD ENGINE INBOARD METALIZATION

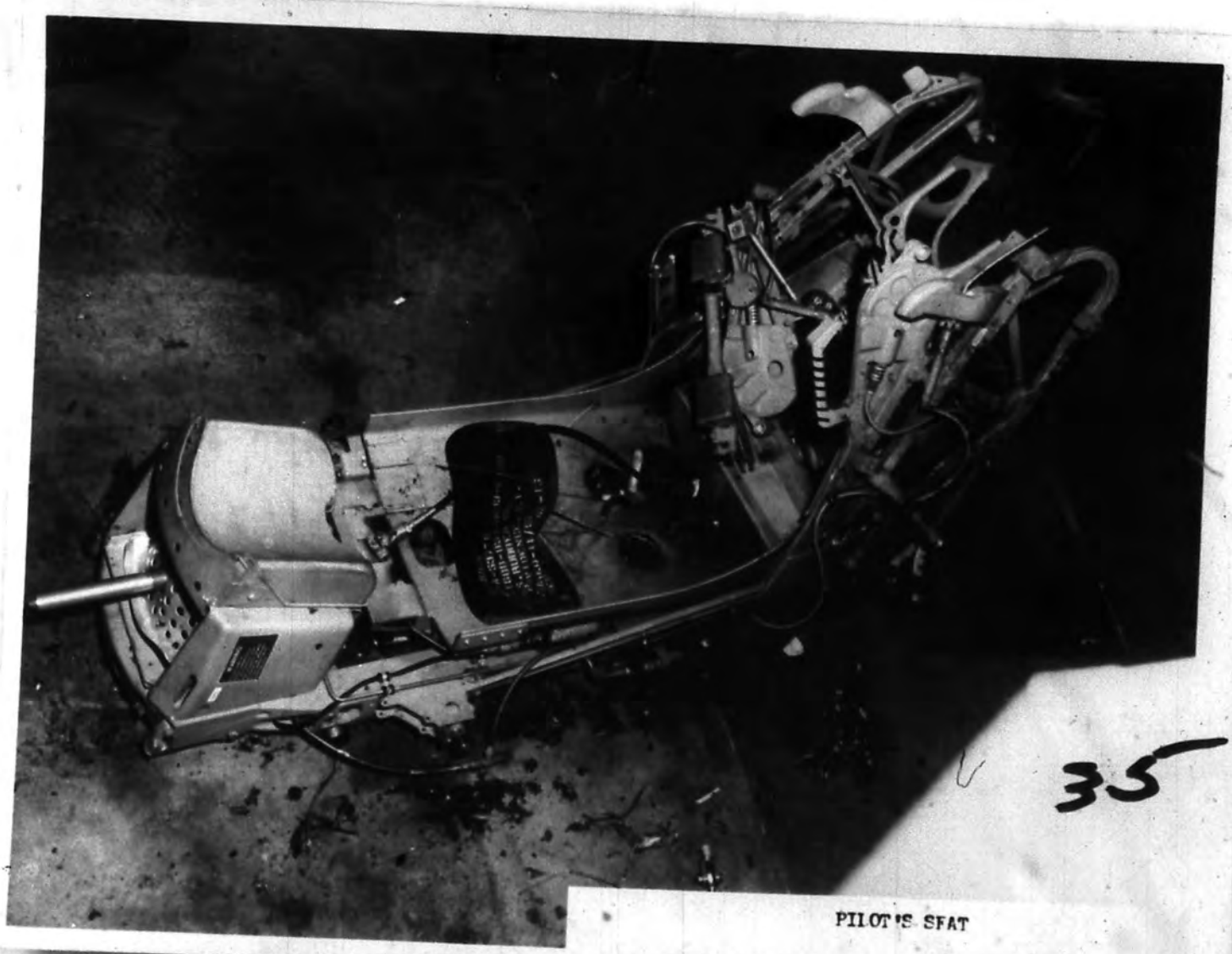
METALIZATION STBD. TAIL CONE

NO. 1 HYD. PFS. INSIDE BOTTOM

NO.2 HYD. RES.

BLC CROSSCUEF METALIZATION

CANOPY AIR BOTTLE AND #1 HYDRAULIC EMERGENCY BRAKE ACCUMULATOR



35

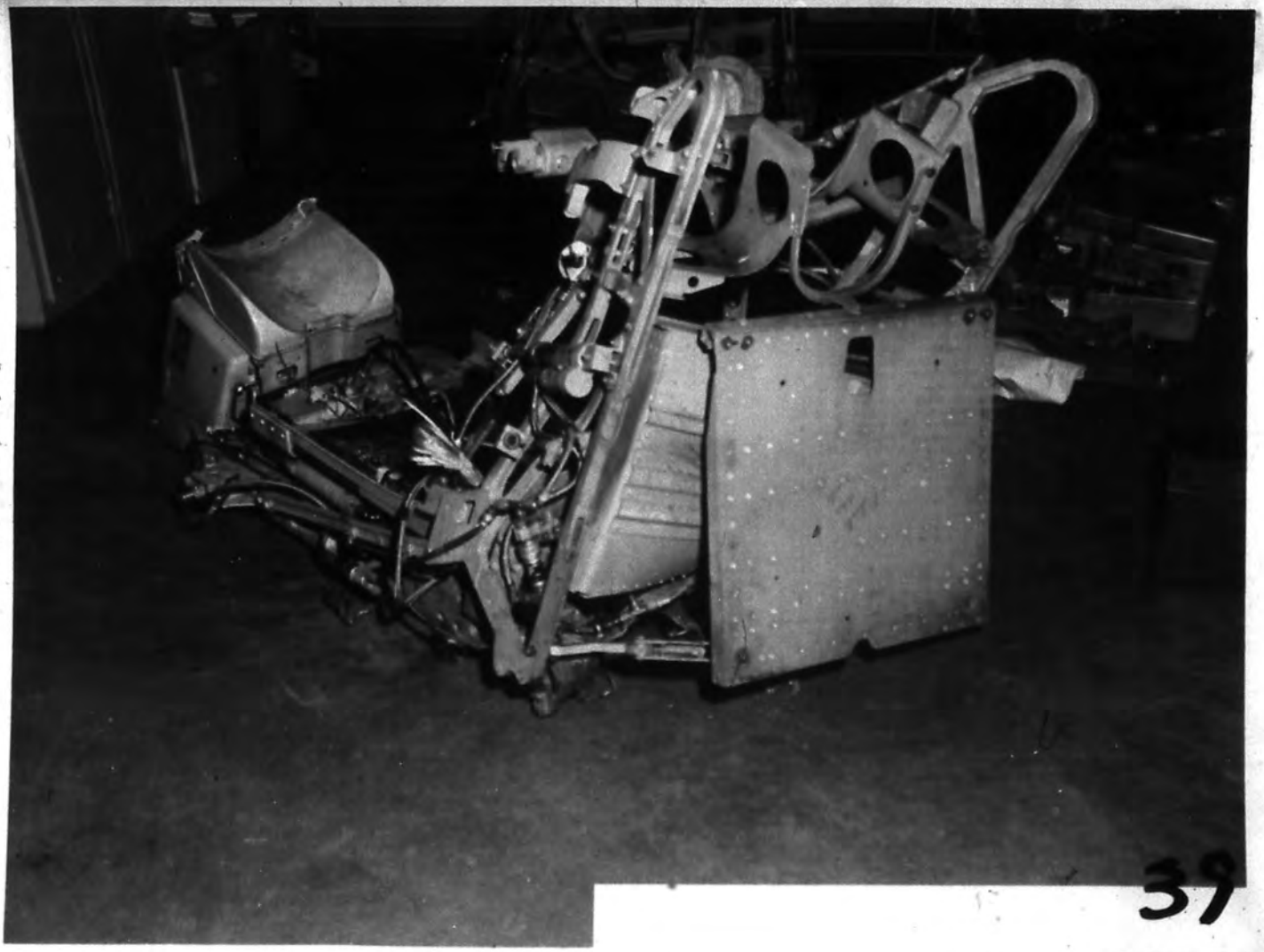
PILOT'S SEAT

PILOT'S SEAT

B/N SEAT

38

B/N SEAT



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

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

See OPNAVINST. 3750.6C for instructions - SPECIAL HANDLING REQUIRED

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity): HATRON THREE, U.S. Naval Air Station, Sanford, Florida

2. BUR NUMBER: 1-43

3. MEDICAL OFFICER (Name and Signature of Medical Officer): W.G. FORSKIN, LT MC USN — DATE: 9-20-63

4. FORWARDED (Name and Signature of Appointing Authority) — DATE:

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

6. TIME AND DATE: 1730R

7. DATE: 5 Sept 63

8. GEOGRAPHICAL LOCATION: 3 miles west New Smyrna Beach, Florida

9. MODEL A/C: A5A

10. BUNO: 140930

11. NO. OF OCCUPANTS: 2

12. TYPE ACCIDT.: Ent

13. DAMAGE CODE: A

14. UNIT OPERATING A/C: HATRON THREE

15. INDIVIDUALS INVOLVED - USE ADDITIONAL SHEETS IF REQUIRED. NAME (Last, first and middle initials)	16. UNIT TO WHICH ATTACHED	17. RANK, RATE	18. FILE/SERV. NO. DESIGNATOR	19. BILLET	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
IN CONTROL OF A/C							
a. LOVELACE, Robert H.	HATRON FIVE	LCDR	505907	A	USN	F	G
b. KELSEY, Charles R.	HATRON FIVE	AD3C	971 08 17	E/M	USN	A	F
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)

A routine instrument flight begain at 1630R. A afterburner takeoff to 20,000 ft was uneventful. Due to slight buildup in weather, the pilot began a gradual climb to around 23,500 ft. At this point the plane begain to oscillate quite severely. The pilot noticed the number two hydraulic gauge showing malfunction so he switched to the number one, and obtained level flight. The number one hydraulic gauge then began flicker. Suddenly, the plane pitched forward, and the controls became locked with the plane in a diving attitude. The pilot called to the R/N and told him to prepare to eject. He then pulled the face curtain.

SECTION B - MEDICAL OFFICER'S QUESTIONNAIRE

(If "NO" state reason in space below.)

YES	NO	DID THE FLIGHT SURGEON:	
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: 17 — 4. IN FIELD INVESTIGATION: 1 — 5. IN BOARD DELIBERATIONS: 3 — 6. IN PREPARATION OF THIS REPORT: 11

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

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

PILOT'S PARACHUTE