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

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

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: NPRO, Columbus, Ohio	2. SERIAL NO.: RVAH-6 01-68A	3. DTG (LOCAL) OF MISHAP: 301630 Aug	4. MODEL AIRCRAFT: RA-5C	5. BUREAU NUMBER: 149295
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: Port Columbus International Airport, Cols, O		10. DAMAGE: "C" - Substantial
7. VIA: NAVPLANTREPO, Columbus	8. P	11. TIME OF DAY: Day	12. TIME IN FLIGHT: 1 + 30	13. FLIGHT CODE: 1J
COMRECONATKRON SIX	RC	14. CLEARED FROM: NAS Sanford (NRJ) TO: Lockbourne (LCK) 110° Radial/40		
COMRECONATKWING ONE				
COMFAIRJAX				
COMNAVAIRLANT		15. TYPE CLEARANCE: IFR	16. AIRSPEED: 135 E	17. A/C WEIGHT: 48,000 lbs. Within normal CG limit
18. BRIEF DESCRIPTION OF MISHAP: Loss of control during single engine landing			19. ELEVATION AT TIME OF MISHAP: S.L. 816 TERRAIN 0	

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

SECTION B. CONTRIBUTING FACTORS

*	✓	FACTOR	✓	FACTOR	✓	FACTOR
				(b) (5) [redacted]		

SECTION C. PERSONNEL DATA

1. NAME (LAST, FIRST, & MIDDLE INITIAL)	2. RANK/RATE	3. FILE/SERVICE NO.	4. DESIG NATOR	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP.	8. BILLET	9. POSITION	10. INJURY
PILOT (AT CONTROLS AT TIME OF MISHAP) Brady, Donald B.	CDR	(b) (6) [redacted]	1310	USN	(b) (6) [redacted]	23	Pilot	Fwd Cockpit	(b) (6) [redacted]
CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		6390	17. CV LANDINGS DAY/NIGHT	ALL	172 / 15
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		173	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		40.4	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1.1 / 2.8
				IN MODEL	1.1 / 1.8
14. ALL SERIES THIS MODEL	A/C	193	20. NIGHT HOURS LAST 3 MONTHS	ALL	0
	OFT/CPT	NA / 8.5		IN MODEL	0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	32	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		1214
	OFT/CPT	NA / 4.0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	15	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	28 August 1967
	OFT/CPT	NA / 2.0		DURATION	1.7
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		14 June 1967 Sat.	24. TYPE INSTRUMENT CARD		Special

OTHER PERS.

25. NAME (LAST, FIRST, & MIDDLE INITIAL)	26. DNA	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
Nesbitt, Donald L.		LT	USN	(b) (6) [redacted]	NPRO, Cols	(b) (6) [redacted]	Nav.	Aft Cock.

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

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
27 July '67	48.1	0	NA	NA	NA	Acceptance	46.4	33

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1) J-79-GE-8B	401364	806.8	3	Yes	66.3	NAS Quonset Pt.	Acceptance	46.4	33
(2) J-79-GE-8B	401839	609.8	2	Yes	67.8	NAS Quonset Pt.	Acceptance	46.4	33
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVER-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPFUR
(1) Fire Detector Control Unit (Amp)	890842-1000	Unk	Unk	Unk Oct '66	NAS Jax	Yes	NPRO Cols. 0090 8-30-67
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED

PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED

2. PARTS REPLACED

PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

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

8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER 0090 30 August 1967
2. DIR MESSAGE REQUEST DATE-TIME-GROUP NPRO Cols. 312032Z Aug and 141647Z Sept. Info NASC on DIR request. See para. 28 OPNAVINST P3750.6E
3. OTHER Accident Prelim. NPRO Cols. 302350Z Aug.
4. Accident Supp. NPRO Cols. 312031Z Aug
RVAH-6 302312Z Aug
COMFOUR 310339Z Aug
NPRO Cols. 311515Z Aug
NPRO Cols. 312050Z Aug

GP-05F

AIRCRAFT ACCIDENT REPORT
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SPECIAL HANDLING REQUIRED in accordance [illegible]
Para. 66, OPNAV INSTRUCTION 3750.6, eff[illegible]e edition

OPNAV REPORT 3750-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUN-OUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE	5. DEW POINT	6. ALTIMETER SETTING
4000'	10	280° R/14	RUNWAY NA OUTSIDE AIR 82	60	29.98

7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, as appropriate)
NA

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
2 CC NAVAVNSAFECN DIRECT (AAR)
~~1 CC BUNEPS DIRECT (AAR)~~
1 cc NASC Hq.
1 cc NASCREPLANT
1 cc NAVAERECOVFAC, El Centro

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	None	UNK	20 Sept 1967

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

(b) (6)

[redacted]

OP-09F

S-0313

PART V - THE ACCIDENT

CDR Brady and LT Nesbitt were briefed at 1400Q by the RVAH-6 Operations Duty Officer for the ferry flight of RA-5C 149295 from Sanford, Florida, to Columbus, Ohio. The pre-flight of the aircraft was completed normally, and the aircraft launched at 1500Q (see enclosure 2,3, and 5).

Following initial climbout to Flight Level 330, the aircraft proceeded routinely to a point on airway J-85 approximately 40 miles south of Charleston, West Virginia. At this time, approximately 1603Q, while descending from Flight Level 330 to 230 on an enroute descent, the port engine fire warning light illuminated. The port engine was secured, and subsequently the No. 1 engine master switch was turned off. The warning light remained illuminated.

The pilot attempted to inform Indianapolis Center of his situation, but his transmissions were partly unreadable. The RAN informed Indianapolis Center of the situation, requested a straight in approach to Port Columbus Airport, and at 1616Q declared an emergency.

Crash equipment was prepositioned on the field.

During the course of the descent the RAN read the "single engine precautionary landing" checklist to the pilot. The pilot began dumping fuel while descending through 15,000 feet and notified the RAN that he planned to secure dumping at 6,000 feet. Dumping was secured at a fuel state of 5400 - 5600 pounds. "Wing aux" was turned off prior to dumping, and back on when dumping was secured.

At a point seven to ten miles out on final approach the fire warning light went out. This was reported by the RAN on the ICS, and the pilot replied that he would not attempt to relight the port engine. The aircraft rolled out on final heading at approximately five miles and commenced dirtying up. The pilot checked the aircraft response to power. The surface wind was called to the aircraft twice by controllers. The first reading, given by Columbus Approach Control, was "two-seven-zero variable to two-two-zero degrees ten to fifteen"; the second, called by the tower while the aircraft was on final, was "two-three-zero degrees at eight". The duty runway at Port Columbus was 28 left.

The initial and middle phases of the approach appear to have been normal for a 30° flap 25° droop configuration for a single engine landing. When in close the aircraft took a "high dip" and developed a high sink rate which was not arrested, though the angle of attack was greatly increased just prior to ground contact. The aircraft touched down with a high rate of descent and an extremely nose-high attitude. A MLG tire is believed to have blown on initial touchdown (see enclosures 7,8,9,10,11,12).

The aircraft bounced or "ballooned" back into the air to a maximum altitude of 30 feet and remained airborne for approximately 2,000 feet. While airborne the aircraft drifted right and the right wing dropped low just prior to impact. The aircraft touched down in an extreme right-wing-low, nose-high attitude; the aircraft continued to rock right, and the right wing tip struck the ground beside the runway. The plane became airborne again for approximately 760 feet and the crew ejected upon order of the pilot.

Motion pictures of the accident show that ejection was initiated approximately at the top of the aircraft's second "bounce"; the plane was slightly nose-down when the aft seat left the aircraft, and impact with the ground occurred shearing the nose wheel prior to the firing of the front seat. Starboard engine exhaust indicated that afterburner had been selected prior to ejection. After impact the aircraft skidded ahead yawing to the left; it completed a 360° turn before coming to rest 1,050 feet from the point of impact. A small fire was quickly extinguished (see enclosures 16 and 17). The crewmen were given immediate medical attention and rushed to St. Anthony Hospital.

The accident occurred at 1630Q. The Weather Bureau wind observation at 1631Q was 200°/14.

PART VI - AIRCRAFT DAMAGE

The aircraft sustained "Charlie" damage as a result of a single engine landing accident.

Engineering investigation and analysis has determined that the illumination of the fire warning light was caused by a faulty fire warning detection system amplifier. There was no discernable in-flight damage due to fire or hot air leak (see enclosure 4).

The aircraft is believed to have blown a MLG tire upon initial touchdown. The succeeding touchdown occurred 2,000 feet down the runway (see enclosure 15); the after portion of the fuselage scraped the runway due to the extreme nose-high attitude, and the right wing tip struck the ground off the runway. The aircraft became airborne again, and the crew ejected. Contact with the ground was made 760 feet further down the runway.

The aircraft impacted the ground in approximately a 5° nose-down attitude. The nose landing gear failed, and the fuselage was torn away from station 62 to station 109. The fuselage skin and upper longerons were torn and buckled at the aft cockpit. Both main landing gear then sheared, and the aircraft skidded forward on the ground approximately parallel to the runway while yawing to the left. The aircraft completed a 360° turn before coming to rest 1,050 feet from the point of impact. A small fire was extinguished in a matter of seconds.

In the course of the skid the following damage occurred:

a) all landing gear doors were torn off

b) the reconnaissance canoe was completely destroyed

c) electronic and mechanical components between station 109 and the nose wheel well were extensively damaged

d) lower frame sections, skin panels, and access doors were bent and broken the entire length of the fuselage

e) the leading edges of both horizontal stabilizers were severely damaged

f) all flap sections of the port wing were destroyed

Following Documents Withheld under exemption (b)(5) and/or (b)(6) for the FOIA:

Part VII – Investigation and Analysis

Part VIII – Conclusions

Part IX – Recommendations

Enclosure 1 - Medical Officer's Report

Enclosures 2 - 12 – Crew and Witness Statements

RESUME OF PILOT'S FLIGHT EXPERIENCE CONCERNING NPRO COLUMBUS FOR RVAH-6
AAR 01-68A OF 30 AUGUST 1967, RA-5C 149295, PILOT BRADY

BRADY, Donald B., CDR, (b) (6) 1310 USN (PILOT)

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	CV LDGS DAY/NITE	OPERATIONAL/ PROFICIENCY
VAP-61	AUG 62 NOV 62	RA-3B	48	0/0	OP
USS BENNINGTON (CVS-20)	DEC 62 MAY 64	TF-9J	57	0/0	PRO
		C-1A	224	71/4	
		TC-45J	4	0/0	
		SH-3A	1	0/0	
NPRO COLUMBUS	JUN 64 PRESENT	RA-5C	193	0/0	OP
		T-1A	109	0/0	
		T-2B	22	0/0	
		TA-3B	9	0/0	
		TF-9J	2	0/0	
		TC-45J	36	0/0	
		UC-45J	174	0/0	

29 JUL - 11 AUG 64: 27 HOURS RA-5C CHECKOUT COURSE, COLUMBUS, OHIO.

17 AUG - 19 AUG 64: 12 HOURS RA-5C FLIGHT CHARACTERISTICS NAS, SANFORD, FLORIDA.

17 AUG - 19 AUG 64: 3 MISSIONS IN A-5A WEAPONS SYSTEM TRAINER NAS, SANFORD, FLORIDA.

22 FEB - 4 MAR 65: RA-5C PILOT FAMILIARIZATION COURSE, COLUMBUS, OHIO.

13 MAR - 14 MAR 67: SYSTEMS REVIEW AND COCKPIT PROCEDURES TRAINER, NAS, SANFORD, FLORIDA.

13 JUN - 15 JUN 67: SYSTEMS REVIEW AND COCKPIT PROCEDURES TRAINER, NAS, SANFORD, FLORIDA.

7 JUL 67: SEAT CHECKOUT AND CURTAIN/KNOB PULL, COLUMBUS, OHIO.

7 JUL 67: ENGINEERING BRIEF, COLUMBUS, OHIO.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNAVINST. P3750.6 SERIES

RESUME OF RAN'S FLIGHT EXPERIENCE CONCERNING NPRO COLUMBUS FOR RVAH-6
AAR 01-68A OF 30 AUGUST 1967, RA-5C 149295, PILOT BRADY

NESBITT, Donald L., LT, (b) (6) /1320 USN (RAN)

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	CV LDGS DAY/NITE	OPERATIONAL/ PROFICIENCY
VAH-3	AUG 62	A-3A	95	8/6	OP
	NOV 62	A-3B	3	0/0	
VAH-5/ RVAH-5	NOV 62	A-3B	201	28/9	OP
	MAR 65	TA-3B	9	0/0	
		TF-9J	11	0/0	
		A-5A	6	0/0	
		RA-5C	341	39/15	
		T-28B	5	0/0	
		TC-47K	4	0/0	
		TC-45J	15	0/0	
NPRO COLUMBUS	APR 65	RA-5C	159	0/0	OP
	PRESENT	T-2B	4	0/0	
		TA-3B	4	0/0	
		T-28B	6	0/0	
		UC-45J	115	0/0	

29 APR - 2 DEC 63: TAD TO VAH-3 FOR A-5A TRAINING. TAD FROM VAH-3 TO COLUMBUS, OHIO, FOR RA-5C TRANSITION TRAINING OF FLIGHT CREWS FROM 22 SEP - 25 OCT 63.

21 APR 64: DESIGNATED AN ATTACK DELIVERY BOMBARDIER/NAVIGATOR IN THE RA-5C AIRCRAFT WITH THE ASB-12 BOMBING SYSTEM.

7 JUL 67: SEAT CHECKOUT AND CURTAIN/KNOB PULL COLUMBUS, OHIO

7 JUL 67: ENGINEERING BRIEF COLUMBUS, OHIO

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNAVINST. P3750.6 SERIES

ACCIDENT SCENE DIAGRAM CONCERNING NPRO COLUMBUS FOR RVAH-6 AAR01-68A OF 30 AUGUST 1967, RA5C 149295, PILOT BRADY

#13 - Runway 13 measurements made to nearest edge

Item	Description	Location
1.	68640-201	17' from edge of #13
2.	T.V. Scanner	48' from edge of #13
3.	APR 27 Antenna	On edge 2/3 from intersection
4.	MLG Outer Cyl.(Piece)	
5.	L.H. Ob'd Droop	
6.	Piece of Windshield	30' from edge of #13
7.	Piece of B/N System	37' from edge of #13
8.	Long Trim Actr. Piece	17' from edge of #13
9.	B/N Rail	60' from edge of #13
10.	MLG Radius Rod-End	3-1/2' off ℄ of runway
11.	Fus. Lower Longeron	39' from ℄ of runway #13
12.	L.H. Inb'd Flap	46' from ℄ of #13
13.	Drogue Chute	71' from ℄ of #13
14.	MLG Tire Piece	86' from ℄ of #13
15.	Pitot Boom	5-1/2' from ℄ of #13
16.	B/N Package (Piece)	22-1/2' from west edge of #13
17.	Ant. Press. Valve	36' from west edge of #13
18.	B/N Seat	On ℄ of #13 runway (4' east)
19.	Drogue Chute	7 ' from east edge of #13
20.	Radar Ant.	49' from east edge of #13

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNONINST P3750.6 SERIES

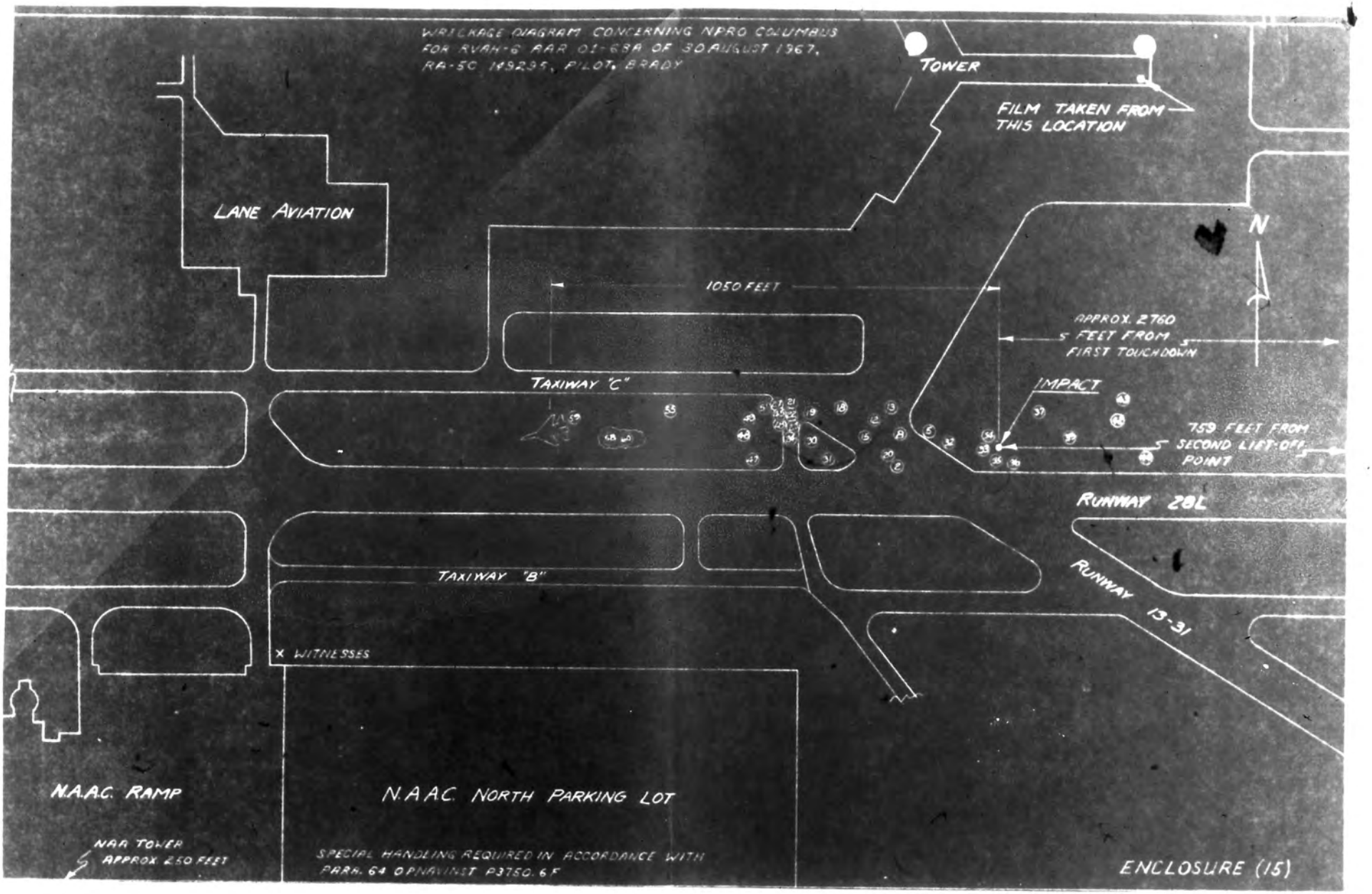
ENCLOSURE (15)

Item	Description	Location
21.	Pilots Chute, Helmet & Seat Pack	34-1/2' from intersection
22.	Face Curtain & Glove	17' from edge of #13 (east)
23.	Seat Actr.	30' from edge of #13 (east)
24.	Lift Plate (seat)	5' from edge of #13 (east)
25.	Radar (Ant.)	On ℄ of taxi strip "C"
26.	AB09548 B/N (Piece)	7' from ℄ of taxi strip "C"
27.	Rocket Catapult	3' from edge of taxi strip
28.	MLG Cyl.	5' from edge of taxi strip
29.	L.H. MLG Door (Piece)	17' from edge on ℄
30.	Radome	30' from taxi strip
31.	Fwd. Fus Section with Wind Shield & Probe	65' from taxi strip
32.	Sta. 8 Structure	35' from runway #13
33.	Pilots Canopy	51' from runway #13
34.	R.H. MLG Strut	69' from runway #13 on flight path
35.	L.H. MLG Botton Strut	52-1/2' from runway #13 on flight path
36.	Ram Air Turbine Door	56-1/2' from 28L
37.	B/N Canopy	210' from 28L
38.	MLG Trunion Door	57-1/2' from ℄ flight path
39.	Nose Wheel Strut & Wheel	On ℄ flight path 49' from first deep depression
40.	Nose Wheel Cyl.	
41.	Piece of Glass (Windshield Poss.)	
42.	B/N Plotting Board	24' from flight path - 25' from first impression

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNAVINST P3750.6 SERIES

Item	Description	Location
43.	Drogue Chute Cover	19-1/2' from plotting board
44.	Pilots Dress Hat	64' from 28L in line with runway light
45.	Longitudinal Free Play Link	14' from taxi strip
46.	Navigator Ball Cover	42' from taxi strip
47.	Verdan Computer	39-1/2' from 28L
48.	Navigator Ball	71-1/2' from taxi strip on flight path
49.	MLG Door (R.H.)	36' from taxi strip
50.	Harness Release	16' from taxi strip - 15' north of flight path
51.	Pilots Seat	38' from intersection of taxi strips
52.	MLG Inner Cyl.	51' from ball
53.	MLG Radius Rod	42' from ball
54.	MLG Outer Cyl.	46' from ball
55.	Ram Air Turbine	53' from burned area
56.	R.H. Lower Gear Door	7' from burned area on flight path
57.	Inner Ball Gyro Assy	In burned area
58.	L.H. MLG Door	West end of burned area
59.	Nose Gear Trunion	Aft fuselage 2' from R.H. engine nozzle
60.	Burned Area	

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNONINST P3750.6 SERIES

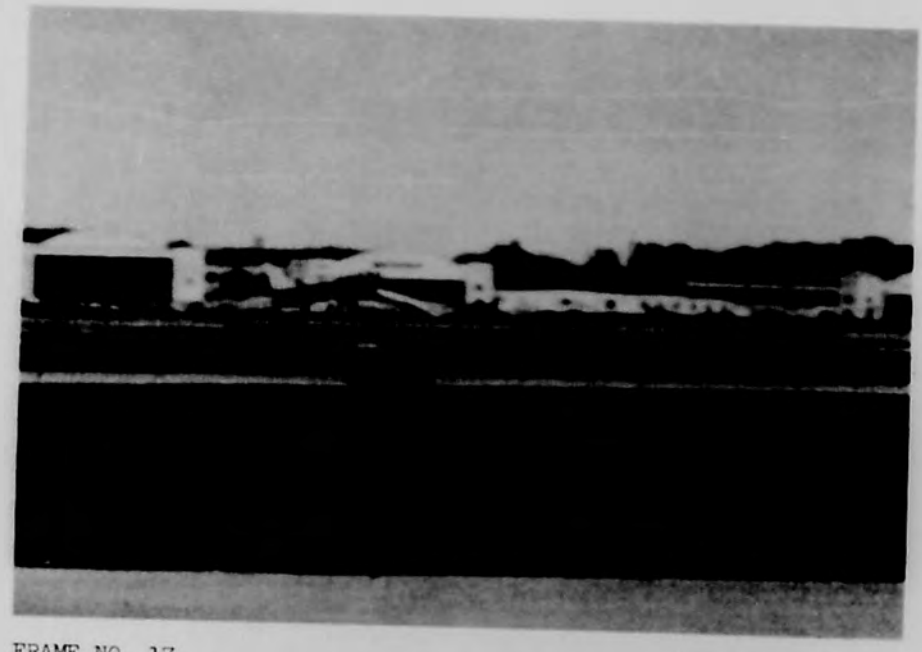

WRECKAGE DIAGRAM CONCERNING NPRO COLUMBUS
FOR RVAH-6 AAR 01-68A OF 30 AUGUST 1967,
RA-5C 149235, PILOT, BRADY
TOWER
FILM TAKEN FROM
THIS LOCATION
LANE AVIATION
N
1050 FEET
APPROX. 2760
FEET FROM
FIRST TOUCHDOWN
TAXIWAY "C"
IMPACT
759 FEET FROM
SECOND LIFT-OFF
POINT
RUNWAY 28L
TAXIWAY "B"
RUNWAY 13-31
X WITNESSES
N.A.A.C. RAMP
N.A.A.C. NORTH PARKING LOT
NAA TOWER
APPROX 250 FEET
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
PARA. 64 OPNAVINST P3750.6F
ENCLOSURE (15)

Motion Picture Frames concerning NPRO Columbus for RVAH-6 AAR 01-68A of 30 August 1967, RA-5C 149295, Pilot Brady.

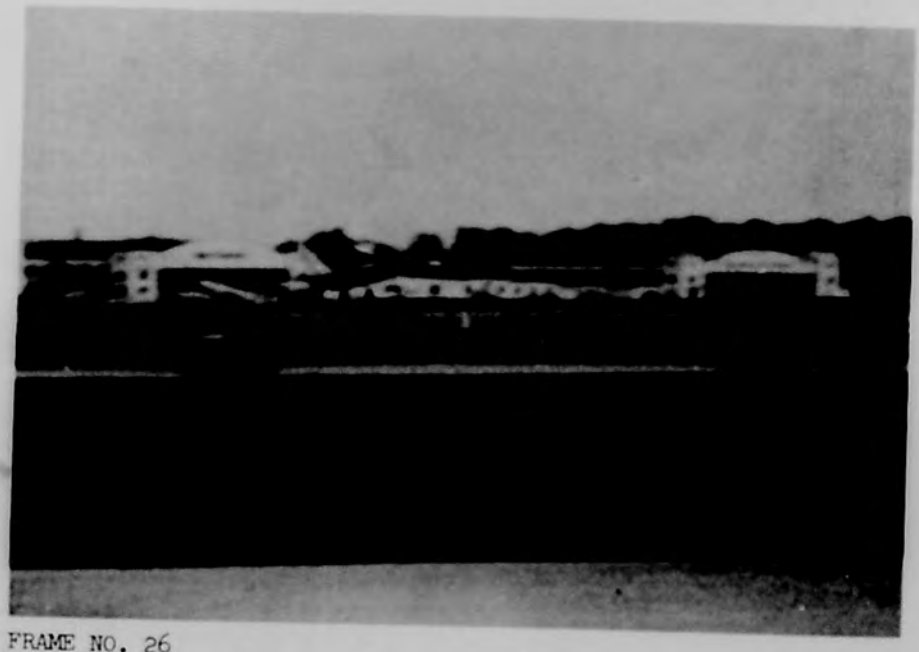
This Enclosure is comprised of photographic blow-ups of selected frames of an 8mm motion picture taken of the accident. The film speed was a nominal 18 frames per second. Frame one of the film begins with the aircraft airborne soon after the initial touchdown.

ENCLOSURE (16a)	FRAME NO.	17;	FRAME NO.	26
ENCLOSURE (16b)	FRAME NO.	58;	FRAME NO.	64
ENCLOSURE (16c)	FRAME NO.	68;	FRAME NO.	90
ENCLOSURE (16d)	FRAME NO.	102;	FRAME NO.	108
ENCLOSURE (16e)	FRAME NO.	123;	FRAME NO.	139
ENCLOSURE (16f)	FRAME NO.	148;	FRAME NO.	150
ENCLOSURE (16g)	FRAME NO.	151;	FRAME NO.	158
ENCLOSURE (16h)	FRAME NO.	159;	FRAME NO.	160
ENCLOSURE (16i)	FRAME NO.	161;	FRAME NO.	173
ENCLOSURE (16j)	FRAME NO.	174;	FRAME NO.	175
ENCLOSURE (16k)	FRAME NO.	176;	FRAME NO.	177
ENCLOSURE (16l)	FRAME NO.	178;	FRAME NO.	193
ENCLOSURE (16m)	FRAME NO.	210;	FRAME NO.	224
ENCLOSURE (16n)	FRAME NO.	227;	FRAME NO.	230

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 64, OPNAVINST 3750.6F.

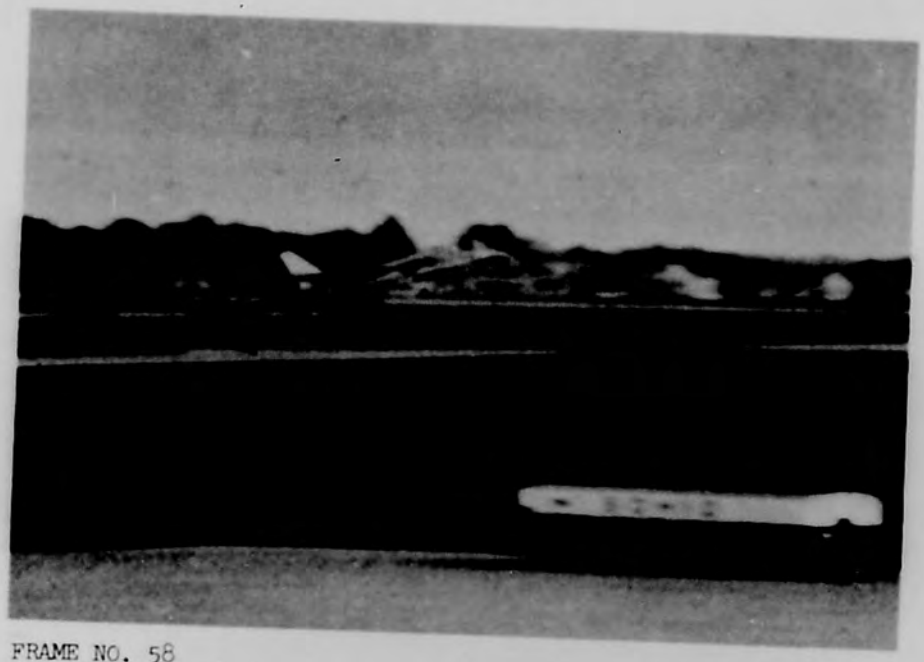


FRAME NO. 17

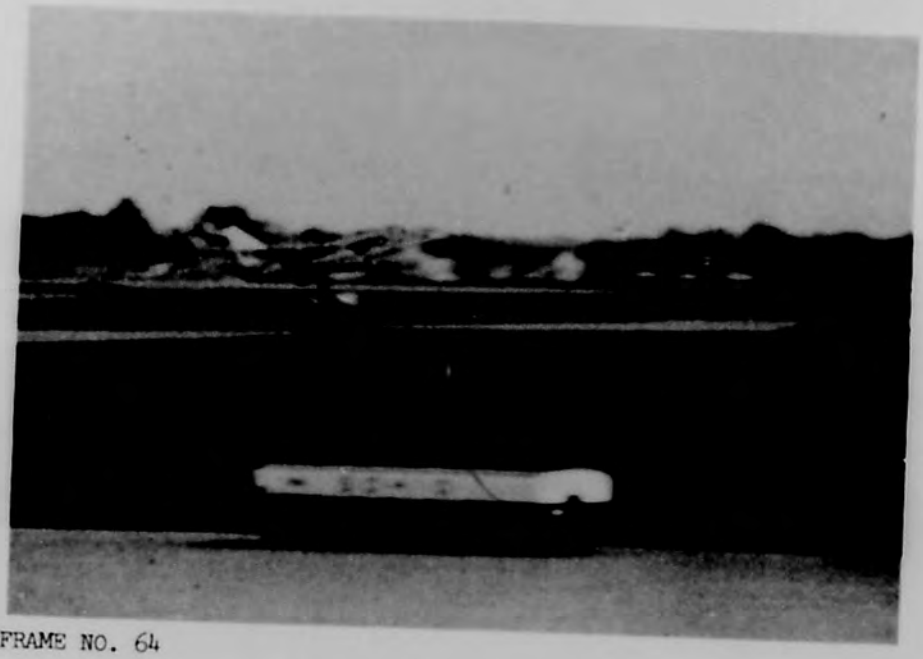


FRAME NO. 26

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F



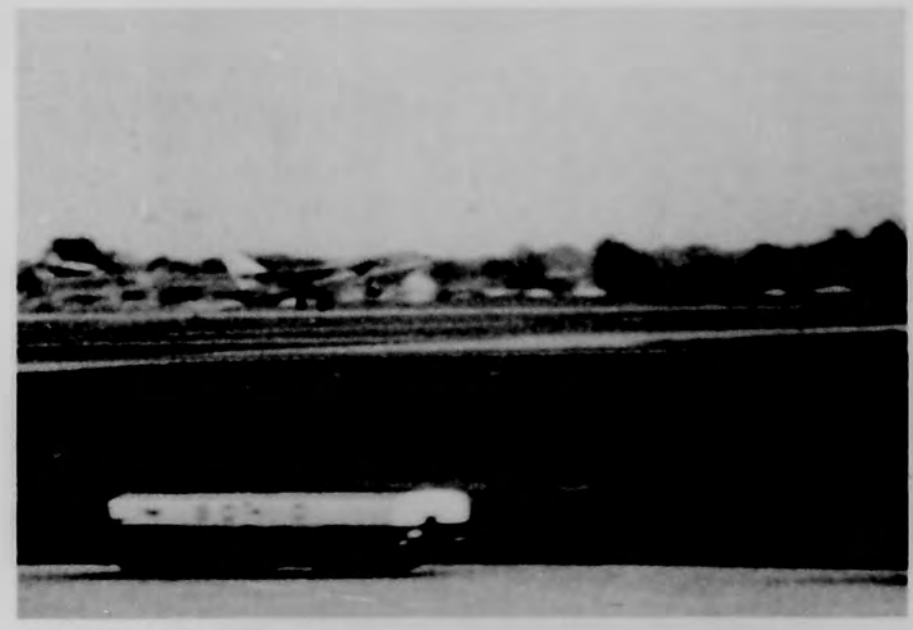
FRAME NO. 58



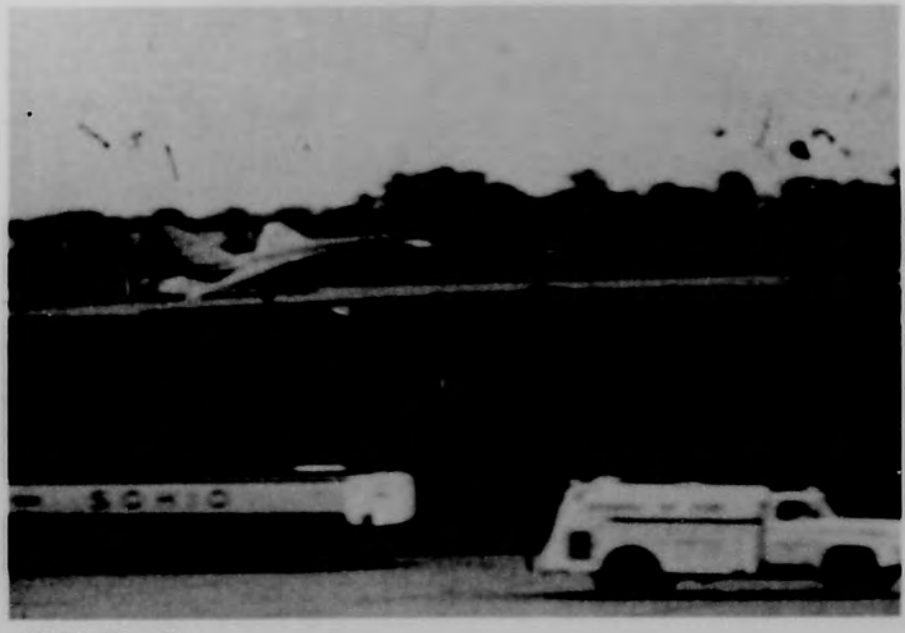
FRAME NO. 64

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

Enclosure (16b)



FRAME NO. 68



FRAME NO. 90

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

Enclosure (16c)

FRAME NO. 102. AIRCRAFT JUST PRIOR TO SECOND TOUCHDOWN

FRAME NO. 108. SECOND TOUCHDOWN; NOSE-HIGH, RIGHT WING-LOW ATTITUDE

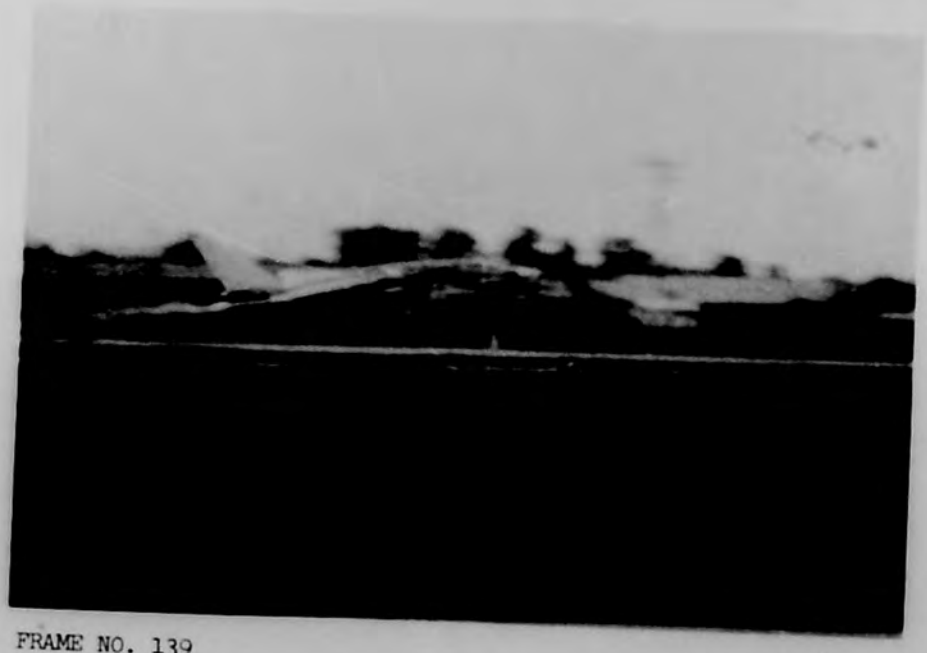
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

FRAME NO. 102. AIRCRAFT JUST PRIOR TO SECOND TOUCHDOWN

FRAME NO. 108. SECOND TOUCHDOWN; NOSE-HIGH, RIGHT WING-LOW ATTITUDE

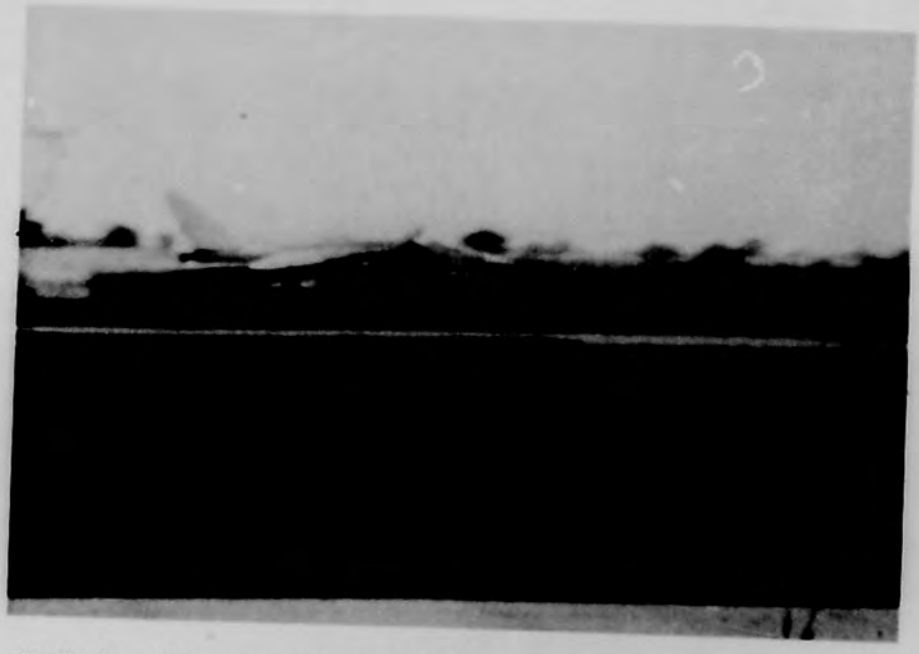
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

FRAME NO. 123. AIRCRAFT LIFTING OFF - EXTREME NOSE-HIGH ATTITUDE



FRAME NO. 139

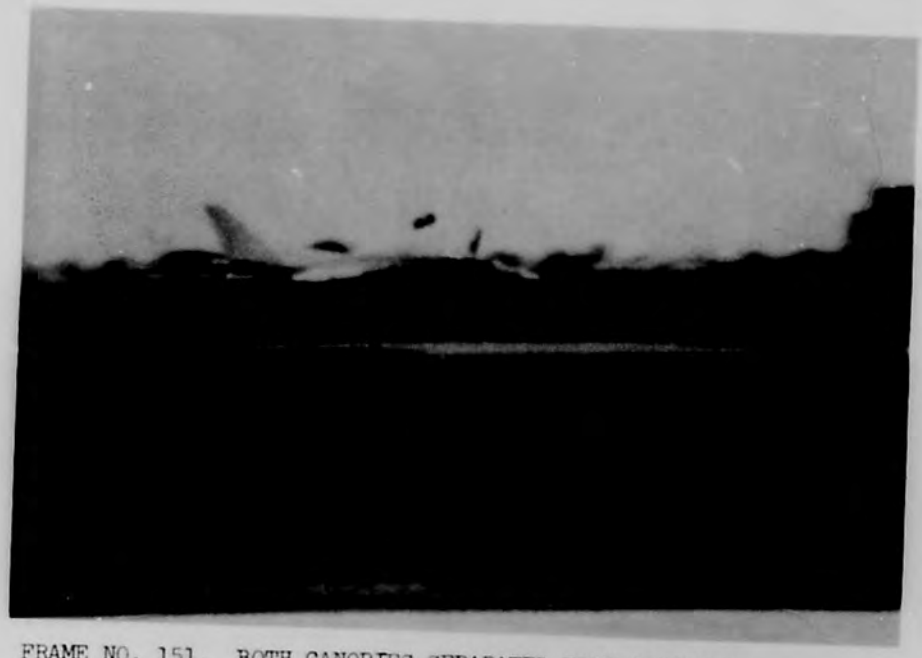
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F



FRAME NO. 148. AFT CANOPY LIFTING

FRAME NO. 150. AFT CANOPY SEPARATED; FORWARD CANOPY LIFTING

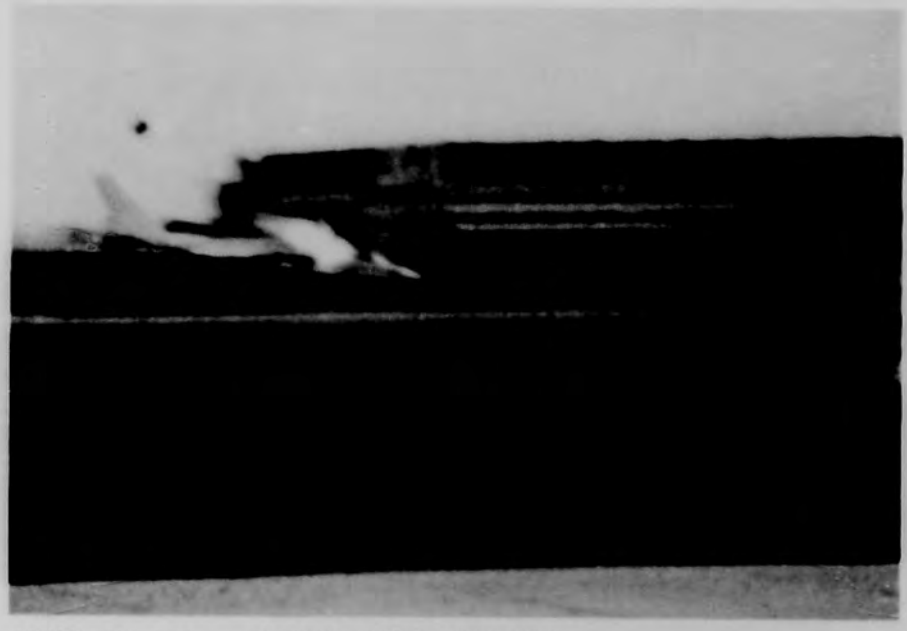
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F



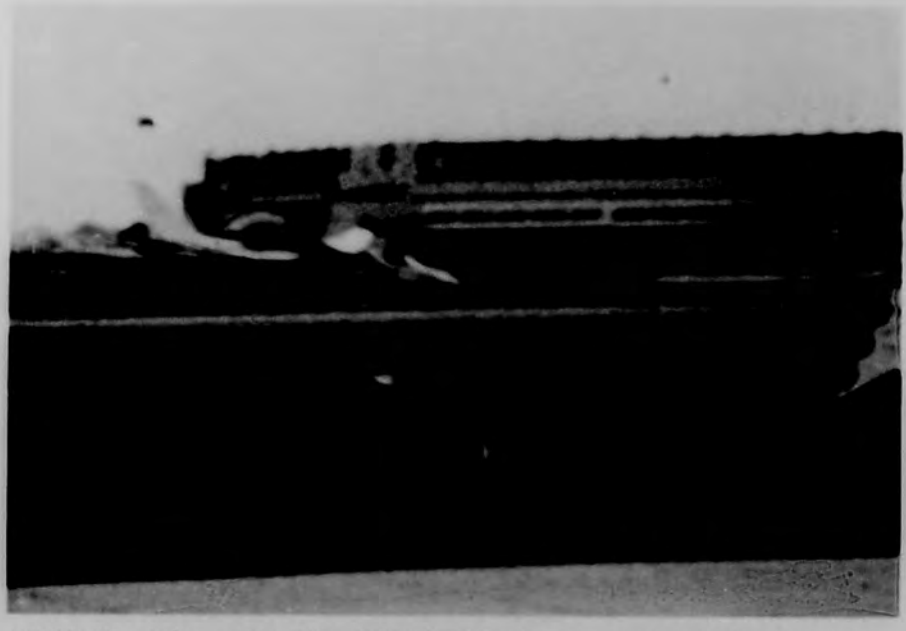
FRAME NO. 151. BOTH CANOPIES SEPARATED FROM AIRCRAFT

FRAME NO. 158. AFT SEAT CATAPULT FIRING; AIRCRAFT SINKING.
NOTE HORIZONTAL STAB IN NEUTRAL POSITION.

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

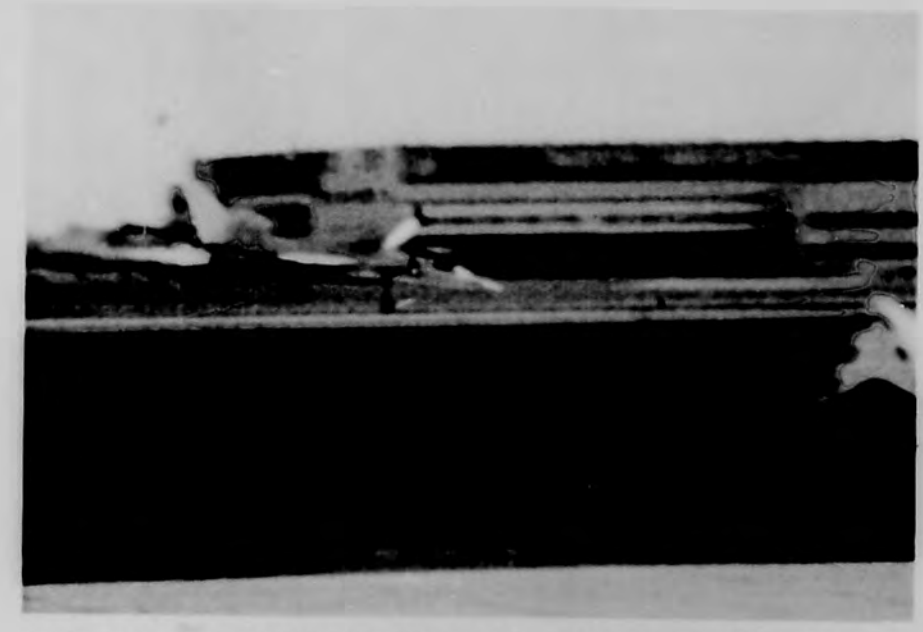


FRAME NO. 159. AFT SEAT ROCKET IGNITING



FRAME NO. 160. AFT SEAT APPROXIMATELY FIVE FEET ABOVE AIRCRAFT

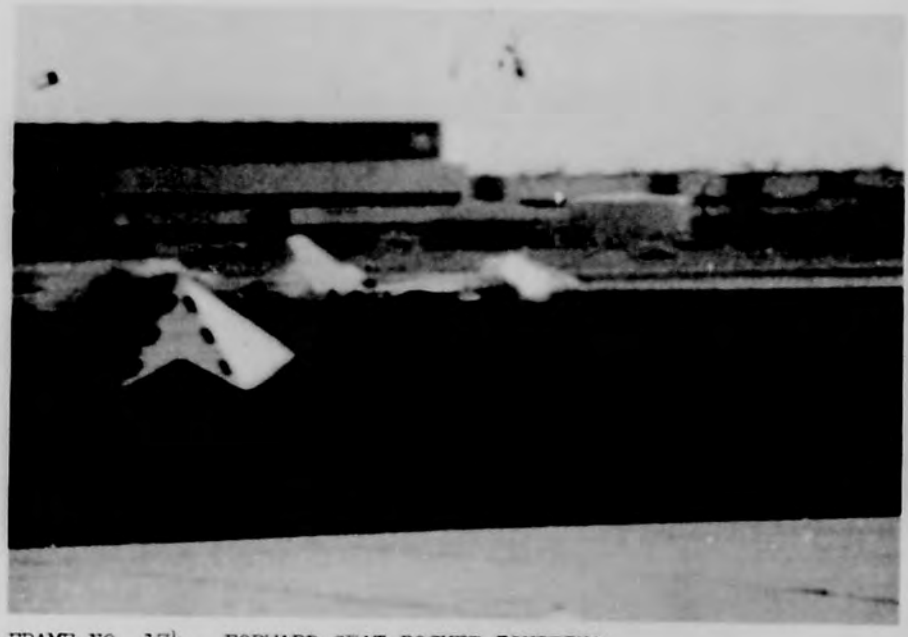
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F



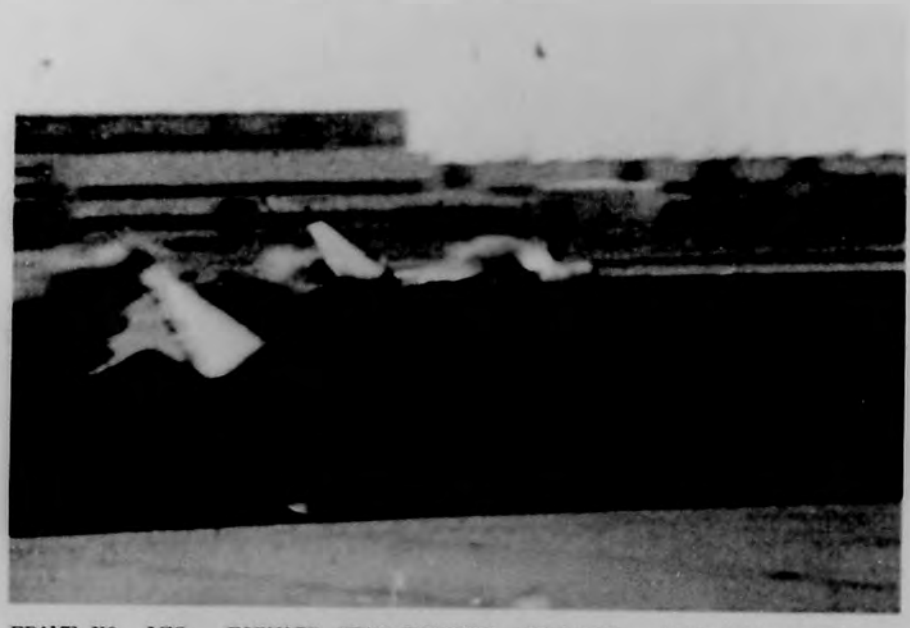
FRAME NO. 161. AFTERBURNER IGNITING. AIRCRAFT IN 5° NOSE-DOWN ATTITUDE.

FRAME NO. 173. AFT SEAT ABOVE SKYLINE. ALL LANDING GEAR COLLAPSED.

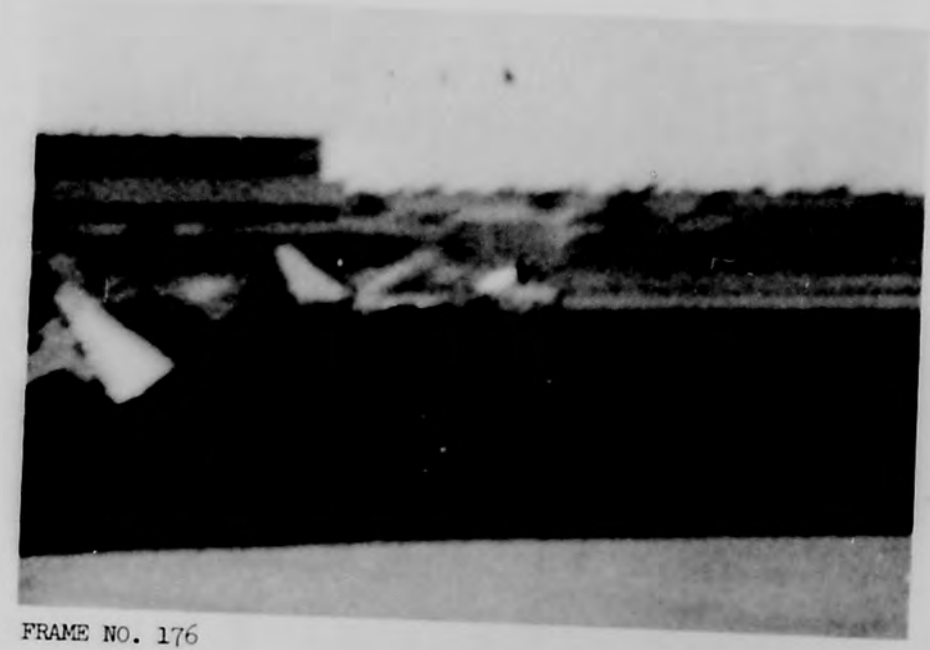
SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F



FRAME NO. 174. FORWARD SEAT ROCKET IGNITING.



FRAME NO. 175. FORWARD SEAT LEAVING AIRCRAFT. NOTE THE TETRA-HEDRON.



FRAME NO. 176

FRAME NO. 177

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

Enclosure (16k)

FRAME NO. 178.

FRAME NO. 193. AFT SEAT-MAN SEPARATION; FORWARD SEAT IS ABOVE THE SKYLINE. AIRCRAFT IS YAWING LEFT.

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

FRAME NO. 210. RAN'S PERSONNEL CHUTE STREAMING.

FRAME NO. 224. PILOT'S PERSONNEL CHUTE STREAMING; RAN'S CHUTE HAS BLOSSOMED.

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

Enclosure (16m)

FRAME NO. 210. RAN'S PERSONNEL CHUTE STREAMING.

FRAME NO. 224. PILOT'S PERSONNEL CHUTE STREAMING; RAN'S CHUTE HAS BLOSSOMED.

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

Enclosure (16m)

FRAME NO. 227. PILOT JUST PRIOR TO GROUND CONTACT (RIGHT-CENTER)

FRAME NO. 230

SPECIAL HANDLING IN ACCORDANCE WITH PARA. 64 OPNAVINST. P3750.6F

WREAKAGE PHOTOGRAPHS CONCERNING NFRO COLUMBUS FOR RVAH-6 AAR 01-68A
OF 30 AUGUST 1967, RA-5C 149295, PILOT BRADY

ENCLOSURE (17A) AERIAL VIEW LOOKING WEST-NORTHWEST

ENCLOSURE (17B) AERIAL VIEW LOOKING SOUTH

ENCLOSURE (17C) AERIAL VIEW LOOKING EAST

ENCLOSURE (17D) PILOT'S LEFTHAND CONSOLE

ENCLOSURE (17E) FORWARD COCKPIT - LOWER RIGHTHAND
INSTRUMENT PANEL AND CONTROL STICK

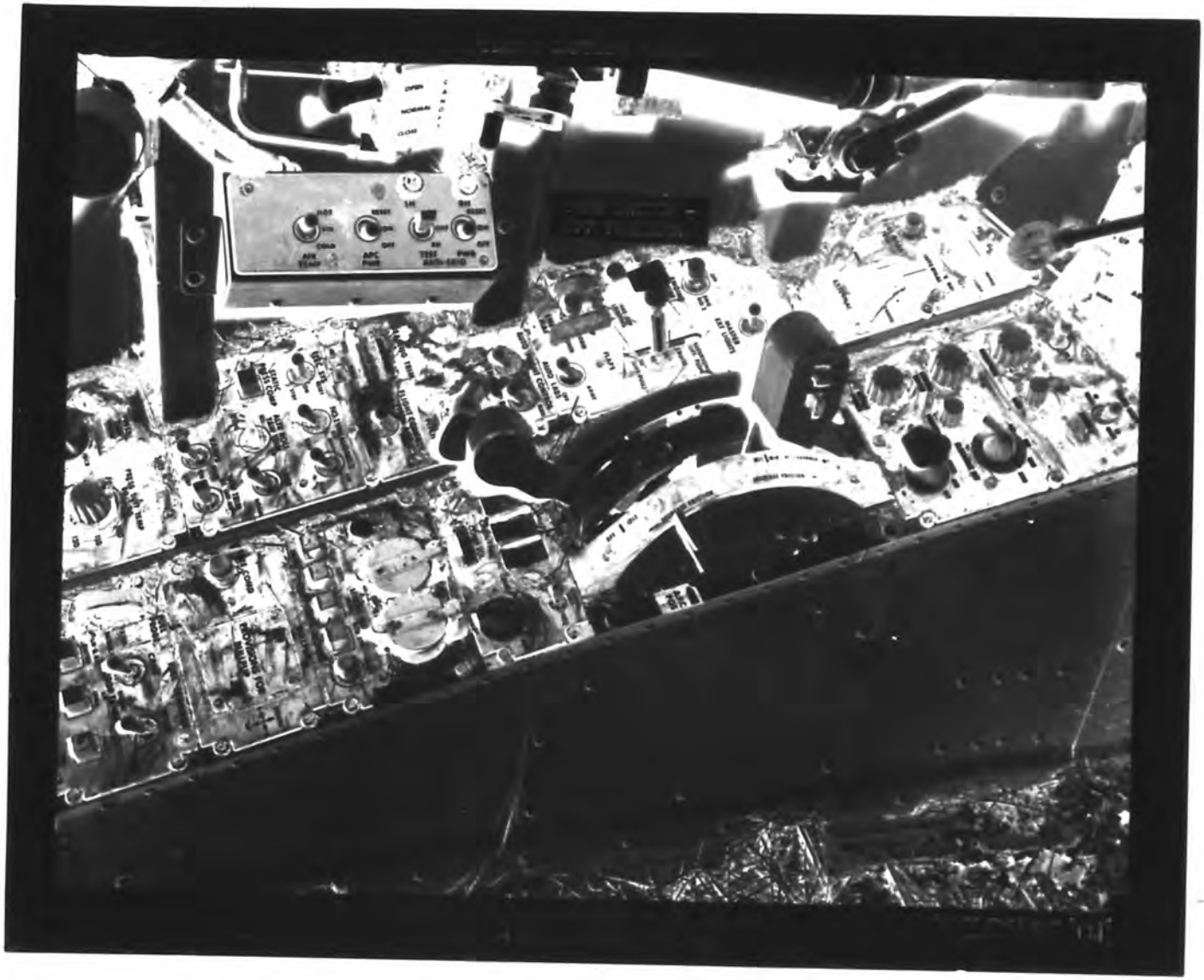
ENCLOSURE (17F) PILOT'S EJECTION SEAT

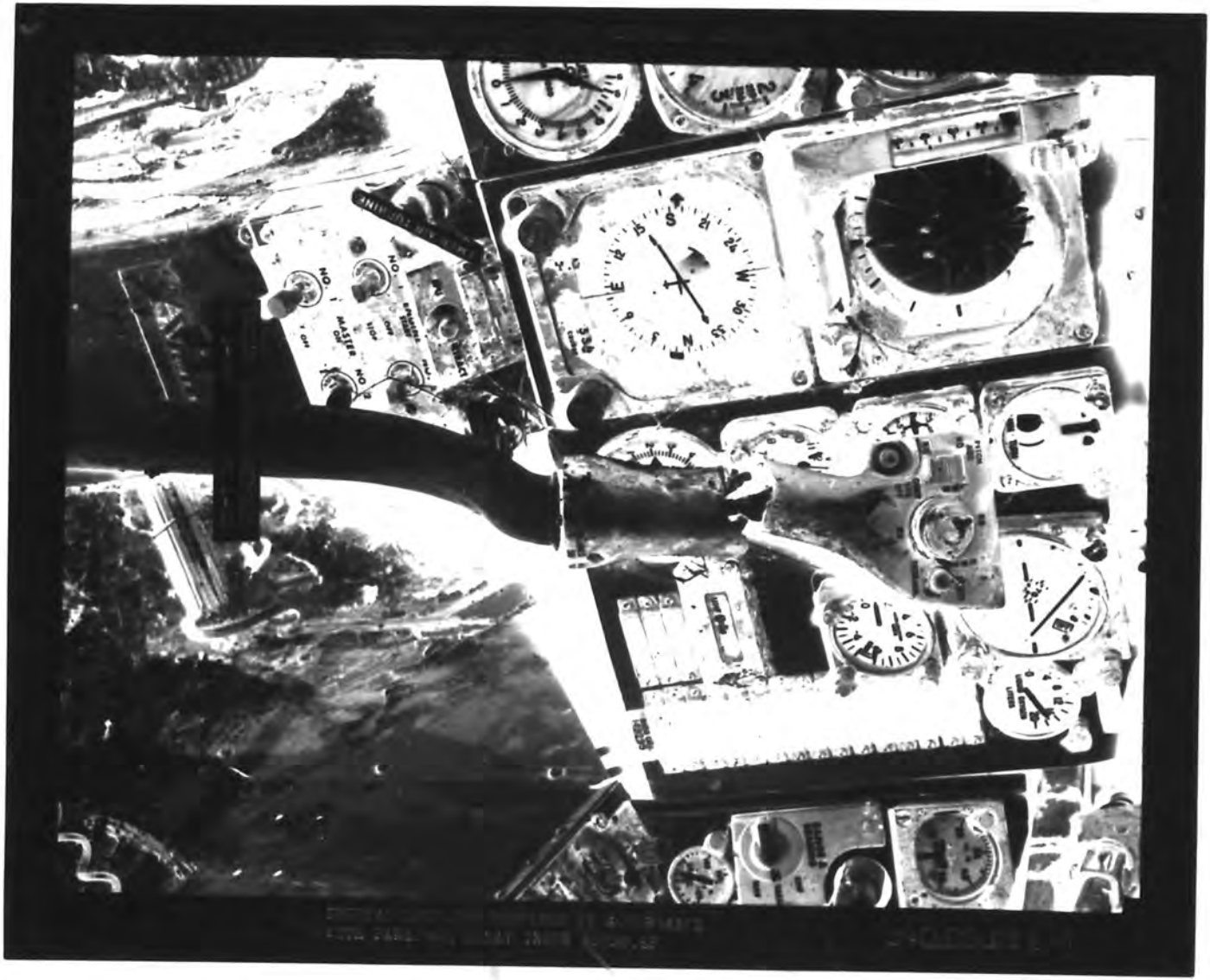
ENCLOSURE (17G) RAN'S EJECTION SEAT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH [illegible]
P3750.6E.

ENCLOSURE ( )

ENCLOSURE





ENCLOSU

SPECIAL FIELDING DESCRIBED IN ACCORDANCE
WITH [illegible] SECTION F3750.0F

ENCLOSURE (171)

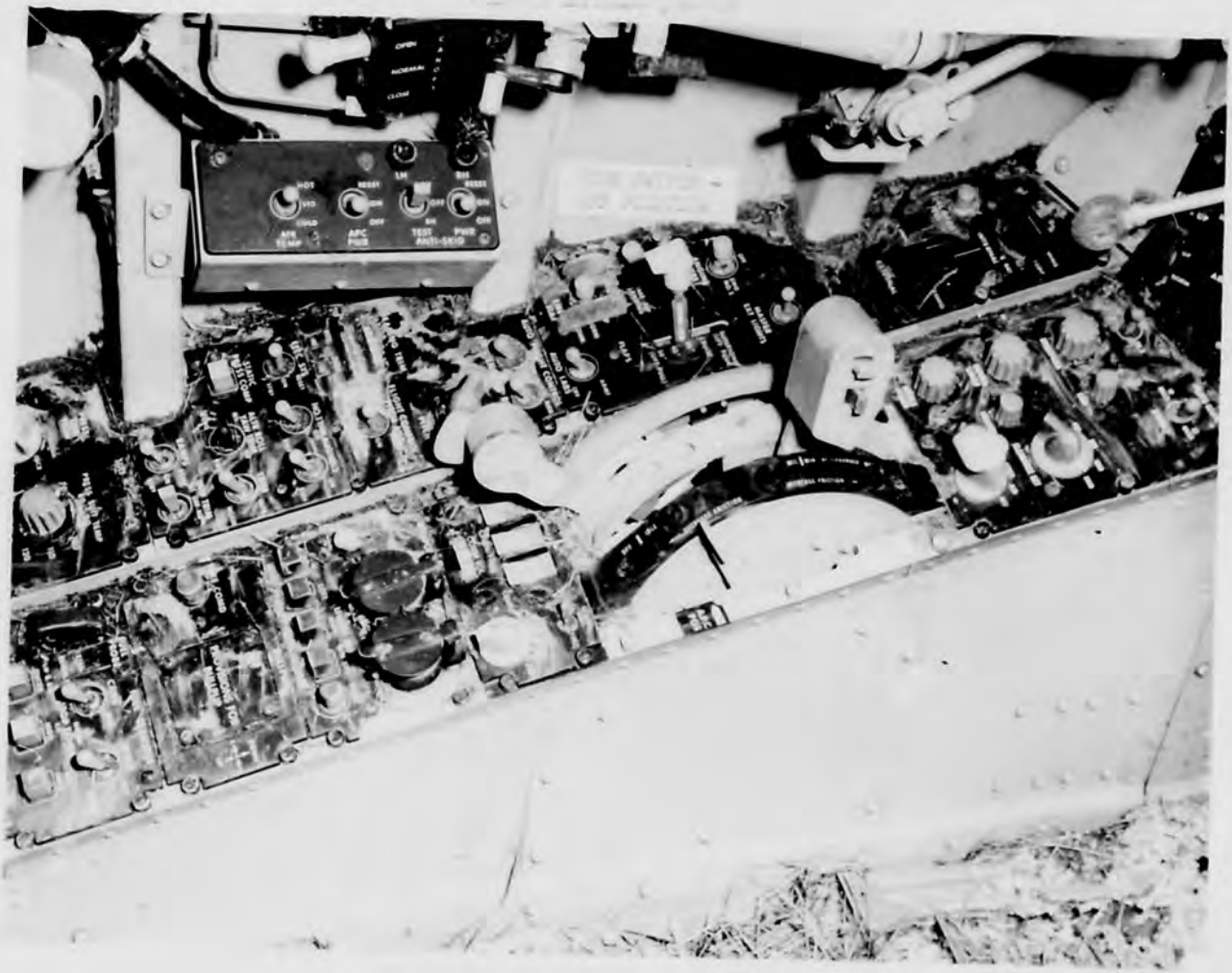
SPECIAL FIELDING DESCRIBED IN ACCORDANCE
WITH [illegible] SECTION F3750.0F

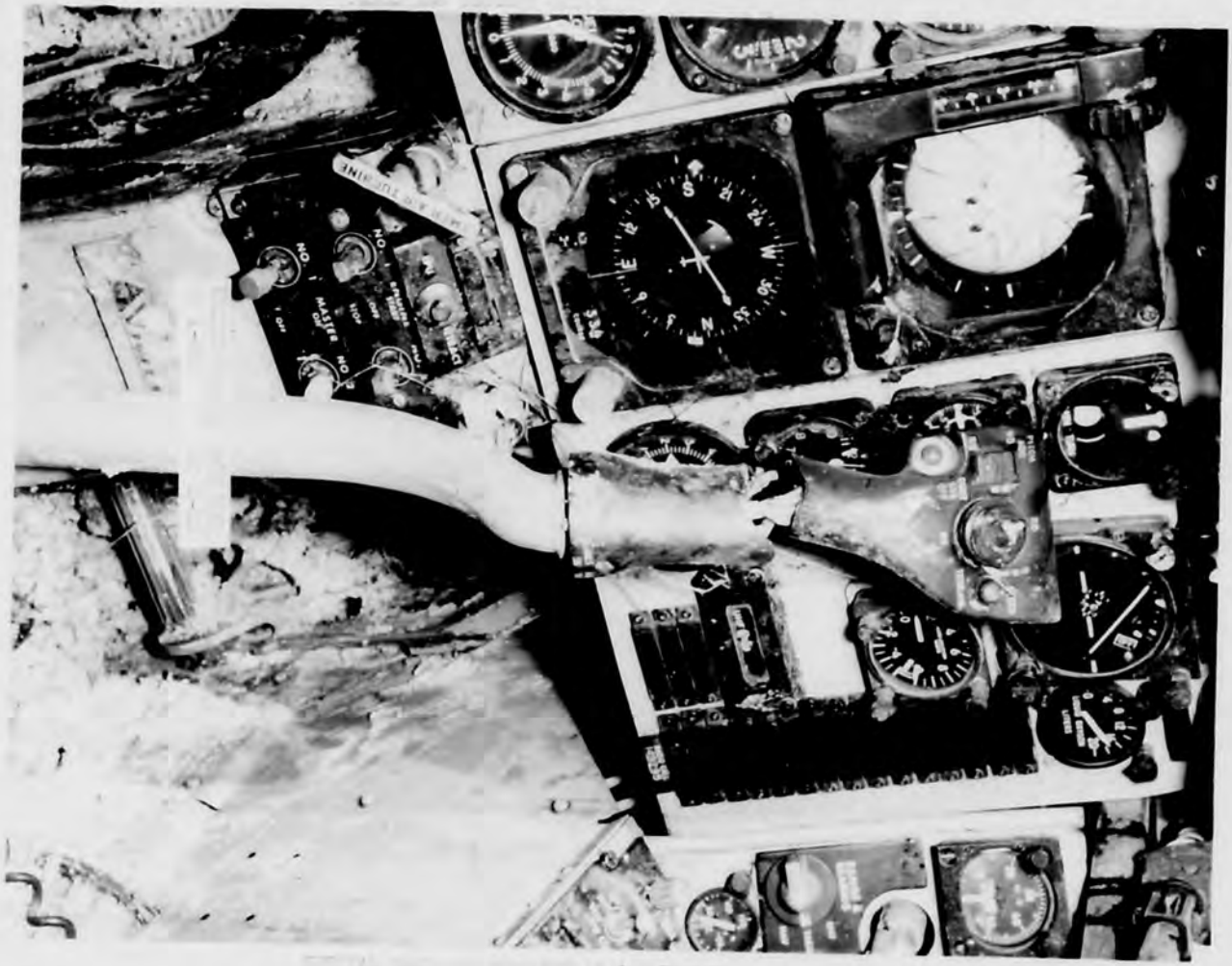
ENCLOSURE (171)

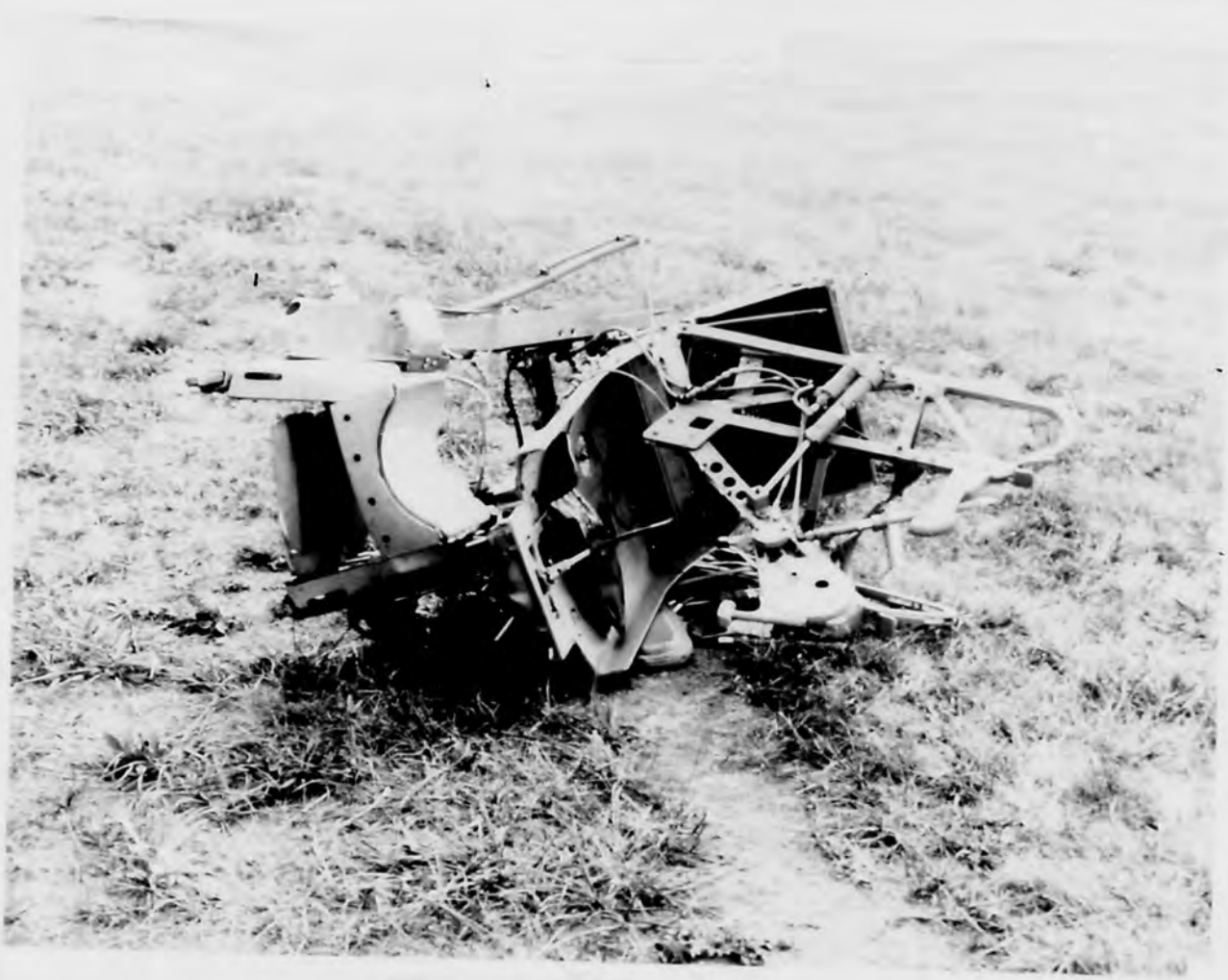
AERIAL VIEW LOOKING EAST

SPECIAL MATERIAL REQUIRED IN ACCORDANCE
WITH PARA. 64, OPNAV INSTR [illegible]

ENCLOSURE (1[illegible])







ENCLOSURE

NNNNOSWZFRLEGU
U-960
RFTEZYUW RUCIYHE0345 2761457-EEEE--RUCILSA.
DE RUCDGD 654 2752008
ZNY EEEEE
R 021857Z OCT 67
FM NAVPLANTREPO COLUMBUS OHIO
TO RUEDHOA/NAVAIREWORKFAC QUONPT
INFO RUCILWA/NAVAIRSYSOMREPLANT NORVA
RUEDBHB/NAVAIRSYSCOMHQ WASHDC
RUCILMA/COMNAVAIRLANT NORVA
RUCILSA/NAVAVNSAFECEN NORVA
RUEOHRA/NATSF PHILA
RUCIHNA/AFPRO GEN ELEC EVANDALE CTN
RUCLBKA/COMFAIRJAX
BT
UNCLAS E F T O INPC-3
NAVAIRSYSCOMHQ PASS TO AIR 41222 H
NAVAIRSYSCOMREPLANT PASS TO ASCR 2133
J79GE-8B ENG S/N 401364, & 401839, WITH A/B S/N 321 & 30 C
A. NAVAIRSYSCOMREPLANT CONTRAOL NR A5-71-67
B. NAVAIRSYSCOMREPLANT 312052 Z AUG 67
1. REFER REF A. ON AUTH REF B SUBJ ENGINES W/A/B REMOVED FROM
CRASH RA5C NO. 73 BUNO 149295 SHPD 2 OCT TO NARF QUONPT ON
GBL D3395935 VIA W. L. MEAD INC.

PAGE TWO RUCDGD 654 UNCLAS E F T O
2. A/B S/N 321 RMVD FROM ENG S/N 401364 & A/B S/N 30 C RMVD FROM
ENG S/N 401839
BT

890/67

Cog

Oct

021857

NNNNZCZCNASC098CZCSLA121
RTTEZYUW RUCILWA0083 2612003-EEEE--RUCILSA.
ZNY EEEEE
R 181938Z SEP 67
FM NAVAIRSYSCOMREPLANT
TO RUCDGD/NAVPLANTREPO COLUMBUS
RUCLBKA/NAVAIREWORKFAC JAX
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILSA/NAVAVNSAFECEN
RUCLMNA/RECONATKRON SIX
RUEOHRA/NATSF PHILA
RUCIJPA/NATC PAXRIV
RUCILMA/COMNAVAIRLANT
RUCLBKA/COMFAIRJAX
RUCLMNA/NAS SANFORD
RUCLMNA/COMRECONATKWING ONE
RUCLMNA/NAMTRADET SANFORD
RUWJMUA/NAVAIRSYSCOMREPAC
RUWJMUA/COMNAVAIRPAC
BT
UNCLAS E F T O FM ASCR 2356
ENGINEERING ANALYSIS RA-5C BUNO 149295 CONTROL UNIT FIRE WARNING
SYSTEM FSN R1680-783-3390-D334, P/N 890842-1000, SER NO. 227
A. NAVPLANTREPO COL 141647Z PASEP

98/67

Cog M&M

PAGE TWO RUCILWA0083 UNCLAS E F T O
B. BWFRRLANTINST 4730.17A
C. BUWEPSINST 4730.6
1. REFER TO CONTROL NO. A5-74-67 ALL RELATED CORRESPONDENCE. REQUEST COMPLY WITH REF B AND C.
2. NAVPLANTREPO COL: REQUEST FORWARD CONTROL UNIT FIRE WARNING CITED REF A TO NARF JAX MARKED PDIR. ADVISE ALL CONCERNED SHIPPING DATA AND MODE OF TRANSPORTATION.
3. NAVAIREWORKFAC JAX: UPON RECEIPT OF CONTROL UNIT FIRE WARNING REQUEST PERFORM ENGINEERING ANALYSIS. ADVISE ALL ADEES FINDINGS AND RECOMMENDATIONS FOR PREVENTION OF OCCURRENCES
BT

dup
181938Z

ZCZCNASC868ZCSLA466
RTTEZYUW RUCLBKA0174 2581938-EEEE--RUCILSA.
ZNY EEEEE
R 151942Z SEP 67
FM NAVAIREWORKFAC JAX
TO RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUCILMA/COMNAVAIRLANT
ZEN/COMFAIRJAX
RUCLMNA/RECONATKRON SIX
RUEDBHB/NAVAIRSYSCOMHQ
RUCLMNA/COMRECONATKWING ONE
RUCDGD/NAVPLANTREPO COLUMBUS
RUCILSA/NAVAVNSAFECEN
BT
UNCLAS E F T O
A. YOUR 052044Z
1. RA-5C BUNO 149295
2. LOC: PORT COLUMBUS OHIO
3. CONTROLLING CUST: COMNAVAIRLANT
4. REPORTING CUST: RECONATKRON SIX
5. NAVAER 2980 SER 133-67
6. RECM DISPOSITION: REP BY ACTY DESIGNATED BY NAVAIRSYSCOMHQ
7. WORK TO BE ACCOMP: BY ACTY DESIGNATED BY NAVAIRSYSCOMHQ
8. EST MAN-HOURS TO ACCOMP REP: 45000
BT

868/67

Cog: M. M.

Sep
1519427

NNZCZCNASC607
DE COMM

2100
Z COMP
JMONASC608CZCSLA815
PTTEZYUW RUCIYHF0847 2572034-EEEE--RUCILSA.
DE RUCDGD 016 2571809
ZNY EEEEE
P R 141647Z SEP 67
FM NAVPLANTREPO COLUMBUS OHIO
TO RUCILWA/NAVAIRSYSCOMREPLANT NORVA
INFO RUEDBHB/NAVAIRSYSCOMHQ WASHDC
RUCLMNA/RECONATKRON SIX NAS SANFORD FLA
RUCILSA/NAVAL AVIATION SAFETY CENTER NAS NORVA
BT
UNCLAS E F T O QA
FAILURE /MALFUNCTION INVESTIGATION
A. NAVAIRSYSCOMREPLANT INSTR 4730.17A
B. NAVAIRSYSCOM INSTR 4730.6
1. REQUEST PDCR
A. RA-5C BUNO 149295
B. FIRE WARNING SYSTEM
C. OVERHAULED NAS JAX OCT 1966
D. CONTROL UNIT FIRE WARNING SYSTEM
E. R1680-783-33900334 P/N 890840-1000 SER NO 227
F. WALTER KIDDE & CO INC CONTRACT NO UNKNOWN
G. NONE
H. CONTROL UNIT FAILED ON LOW TEMPERATURE TEST PERFORMED

PAGE TWO RUCDGD 016 UNCLAS E F T O
BY NAA INC
I. RVAH-6 AAR-01-68A
J. NONE
K. NAVPLANTREPO COLS
BT

608/67

Supp AAR

Cage M&M

SEP
141647Z

RA-5C 149295 8-30-67

NNNNVZCNASC508A605
RTTEZYUW RUCILWA0106 2482330-EEEE--RUCILSA.
ZNY EEEEE
R 052044Z SEP 67
FM NAVAIRSYSCOMREPLANT
TO RUCLBKA/NAVAIREWORKFAC JAX
INFO RUCILMA/COMNAVAIRLANT
RUCLBKA/COMFAIRJAX
RUCLMNA/RECONATKRON SIX
RUEDBHB/NAVAIRSYSCOMHQ
RUCLMNA/COMRECONATKWING ONE
RUCDGD/NAVPLANTREPO COLUMBUS
RUCILSA/NAVAVNSAFECEN
BT
UNCLAS E F T O
RA5C BUNO 149295
A. RVAH-6 312306Z AUG
B. COMFAIRJAX 011354Z MJTAL
C. FONECON 1 SEP NARF JAX PLNG REP AND ASCR 2113
1. CONFIRMING REF C, REQUEST ACCOMPLISH P&E EXAM SUBJ ACFT
AND SUBMIT NAVAER FORM 2980.
2. LANDING ACCIDENT, CREW EJECTED.
3. LOCATION PORT COLUMBUS OHIO
BT

5Q8/67

Cog M+M

Sep
Q520447

NNNNFZCNASC006CZCSLA321
RTTEZYUW RUCLMNA7084 2432306-EEEE--RUCILSA.
ZNY EEEEE
R 312306Z AUG 67
FM RECONATKRON SIX
TO RUCLBKA/COMFAIRJAX
INFO RUCILMA/COMNAVAIRLANT
RUEDBKB/NAVAIRSYSCOMHQ
RUCILWA/NAVAIRSYSCOMREPLANT
RUCILSA/NAVAVNSAFECEN
RUCLBKA/NAVA
REWORKFAC JAX
ZEN/COMRECONATKWING ONE
RUCDGD/NAVPLANTREPO COL
BT
UNCLAS E F T O
REQ P & E INSPECTION
A. COMNAVAIRLANT 5442.14C, CHG 1
B. COMFAIRJAX/COMNABSIX INST. 5442.4B
C. NAVPLANTREPO COL 302350Z NOTAL
1. RASC 149295
2. EXTENT OF DAMAGE UNDETERMINED
3. SINGLE ENG APPR, A/C PORPOISED ON TOUCHDOWN, CREW EJECTED.
4. PORT COLUMBUS, OHIO

6/67

Cog Record's
MOM

PAGE TWO RUCLMNA7084 UNCLAS E FT O
5. NA
6. AFFIRMATIVE OPNAV 3750.6F REF (C)
BT

aug
3123Q67

NZCZCNASC031ZCSLB505
PTTUZYUW RUEONNA2048 2432109-UUUU--RUCILSA.
ZNR UUUUU
P 312109Z AUG 67
FM COMFOUR
TO RUEODQA/NAVAIRDEVCEN JOHNSVILLE, PA.
INFO RUCDGD/NAVPLANTREPO COLUMBUS, OHIO
RUCLMNA/RECONWTKRON SIX NAS SANFORD, FLA
RUCLMNA/COMRECONATKWING ONE NAS SANFORD FLA
RUCILSA/NAVAVNSAFECEN NAS NORVA
RUCILMA/COMNAVAIRLANT NORVA
BT
UNCLAS
1. REQUEST YOU ASSIGN FLIGHT SURGEON TAD ORDERS TO REPORT NLT 0900, 5 SEP NAVY PLANT REPRESENTATIVE, COLUMBUS, OHIO FOR ABOUT 2 WKS AS MEMBER OF AAR BOARD TO INVESTIGATE ACCIDENT INVOLVING RA5C AIRCRAFT WHICH OCCURED PORT COLUMBUS INTERNATIONAL 30 AUG. TRAV AND PER DIEM CHAR APPN 1781804.2270/E/3304/SE036/151/2D/-/0751360101. TANGO NO. T-088-68.
BT

31/67 Sm AAR

Cog Record: A.I

aug 312109Z

NNNNHSWZFRLEGUKLGCZCGLA240
PTTEZYUW RUCILWA0102 2432158-EEEE--RUCILSA.
ZNY EEEEE
P F 312052Z AUG 67
FM NAVAIRSYSCOMREPLANT
TO RUCDGD/NAVPALNTREPO COL
RUEDHGA/NAVAIREWORKFAC QUONPT
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILMA/COMNAVAIRLANT
RUCILSA/NAVAVNSAFECEN
RUEOHRA/NATSF PHILA
RUCIHNA/AFPRO GEN ELEC EVENDALE
RUCLBKA/COMFAIRJAX
BT
UNCLAS E F T O
J79 ENGINES REMOVED FROM RASC BUNO 149295
A. NAVPLANTREPO COL 302350Z PASEP
B. MY INST 4730.17A
C. COMNAVAIRLANT INST 13700.3B
1. REFER TO NAVAIRSYSCOMREPLANT CONTROL NR A5-71-67 OB ALL RELATED
CORRESPONDENCE AND SHIPPING DATA.
2. NAVPLANTREPO COLUMBUS: REQUEST ARRANGE SHIP ENGINES CITED PATA 12
REF A TO NAVAIREWORKFAC QUONSET IN ACCORDANCE WITH REF B AND C.
ADVISE SERNOS AND INDICATE WHICH ENGINE LOSS WAS EXPERIENCED APPROX

978/67

Cog MTM

PAGE TWO RUCILWA0102 UNCLAS E F T O
TEN MINUTES PRIOR TO APPROACH. FURTHER REQUEST FURNISH ANY OTHER PER-
TINENT INFORMATION OF MALFUNCTION EACH ENGINE TO ASSIST IN INVESTIGATION.
ADVISE ALL CONCERNED OF SHIPPING DATA.
NEW SUBJECT: REQUEST OTHER COMPONENTS REQUIRING PDIR BE LISTED
SEPARATELY TO ENSURE RETURN SHIPMENT INSTRUCTIONS FOR CORRECT INVES-
TIGATION LOCATION.
3. NAVAIREWORKFAC QUONPT: ON RECEIPT SUBJECT ENGINES REQUEST CONDUCT
PRIORITY DIR. ADVISE ALL CONCERNED OF FINDINGS
BT

any

312Q52Z

JUZFRLEGUKRHB 413
PFTUZYUW RUCIYHC0959 2432311-UUUU--RUCILSA.
DE RUCDGD 094 2452151
ZNR UUUUU
P R 312032Z AUG 67
FM NAVPLWNTREPO COLUMBUS OHIO
TO RUCILWA/NAVAIRSYSCOMREPLANT NORVA
INFO RUEDHGA/NARF QUONPT RI
RUCILNA/COMNAVAIRLANT NORVA
RUEDBHB/NAVAIRSYSCOMHQ WASHDC
RUCILSA/NAVAVNSAFECEN
RUEOHRA/NAVAIRTECHSERVFWC PHILA.
RUCIHNA/AFPRO GE EVENDALE CINN OHIO
RUCLMNA/COMRECONATKWING ONE SANFORD FLW
RUCLMNA/RECONATKRON SIX SANFORD FLA
BT
UNCLAS POA
FAILURE/MWLFUNCTION INVESTIGATION
A. NAVAIRSYSCOMREPLANTINST 4730.17A
B. NAVAIRSYSCOMINST 4730.6
1. REQUEST PDIR
(A) RA-5C BUNO 149295
(B) J-79-GE-8B SERNOS 401364, 401839
(C) 66.3, 1 DEC 66, NWS QUONPT/67.8, 6 JUL 67, NAS QUONPT

983/67

Cog MYM

PAGE TWO RUCDGD 094 UNCLAS
(D) ENGINES
(E) SAME AS B.
(F) GENERAL ELECRIC, WF33(608)38852/AF33(657)7863
(G) NONE
(H) AIRCRAFT ACCIDENT
(I) RVAH-6 WAR 81-68A
(J) NONE
(K) NAVPLANTREPO COLS
BT RA-5C 149295

any
312032Z

OZCNASC950SLB309
PFTUZYUW RUCIYHG0276 2431826-UUUU--RUCILSW.
DE RUCDGD 025 2431539
ZNR UUUUU
P 311515Z AUG 67
FM NAVPLANTREPO COLUMBUS OHIO
TO RUEONNA/COMFCUR
INFO RUCLMNA/RECONATKRON SIX NAS SANFORD FLA
RUCLMNW/COMRECONATKWING ONE NAS SANFORD FLA
RUCILSA/CAVAVNSAFCEN NAS NORVA
RUCILMA/COMSWVAIRLANT NORVA
BT
UNCLAS
RVAH-6 AAR/01-68, RASC BUNO 149295
A. YOUR 310339Z
B. RECONATKRON SIX 302312Z
1. IAW REF A, NPRO COLUMBUS WSSUMES INVESTIGWTING RESPONSIBILITY FOR SUBJECT A/C ACCIDENT.
2. REQUEST COMFOUR PROVIDE SENIOR AAR BOARD MEMBER AND MEDICAL OFFICER
BT

950/67

Records

AUG
311515Z

Cmy

NNNNZCZCNASC878WUQ
PTTEZYUW RUEONNA1985 2430339-EEEE--RUCILSA.
ZNY EEEEE
P R 310339Z AUUU& 67
FM COMFOUR
TO RUCDGD/NAVPLANTREPO COLUMBUS
INFO RUENAAA/CNO
RUEDNKA/CINCLANTFLT
RUCILWA/COMNAVAIRLANT
RUCIJFA/JAG
RUCILSA/NAVAVNSAFECEN
RUEDBHB/NAVAIRSYSCOMHQQ
RUCLBKA/COMFAIRJWX
RUCIJUA/COMRECONATXWING ONE
RUWJAPA/COMATXCARAIRWING TWO
RUCIFGA/NAVWIRSYSCOMREPCEN DAYTON
RUCLMNA/RECONATXRON SIX
BT
UNCLAS E F T O
RVAH-6 AAR/01-68, RA5C BUNO 149295 AIRCRAFT ACCIDENT INVESTIGATION
AND CUSTODY.
A. RECONATXRON SIX 302312Z NOTAL
B. OPNAV 3750.6F
1. REQ YOU IWKE REF A FORAC. CONDUCT INVESTIGATION IN ACCORDANCE
WITH REFERENCE B. KEEP ALCON INFORM
BT

878/67

Cog MTM

Cmy
310339Z

TMMZCNASC923CZCSLA101
PFTEZYUW RUWTYSF0084 2431421-EEEE--RUCILSA.
DE RUCDGD 972 2430041
ZNY EEEEE
P 302350Z AUG 67
FM NAVPLANTREPO COLUMBUS OHIO
TO RUENAAA/CHIEF OF NAVAL OPERATIONS
RUCILSA/NAVAL AVIATION SAFETY CENTER NAS NORVA
RUCLMNA/RECONATKRON SIX NAS SANFORD FLA
RUEDBHB/NAVAIRSYSCOMHQ
RUCILWA/NAVAIRSYSCOMREPLANT NAS ORVA
INFO RUCIJFA/JUDGE ADVOCATE GENERAL WASHDC
RUEONNA/COMFOUR
RUCLMNA/COMRECONATKWING ONE NAS SANFORD FAL
RUCILMA/COMNAVAIRLANT
RUCIHNA/AIR FORCE PLANT REP GE EVENDALE OHIO
RUCIJUA/CHIEF OF NAVAL MATERIAL WASHDC
RUEDNWB/CMDR AIR CARRIER WING TWO
RUEDNWB/REPLACEMENT CARRIER AIR WING FOUR
RUCLBKA/CMDR FLEET AIR JAX
RUWJMUA/COMNAVAIRPAC
BT
UNCLAS E F T O FOUO
A. OPNAVINST 3750.6F
1. 30 AUG 67 1630R DAY

923/67

AAR

PAGE TWO RUCDGD 972 UNCLAS E F T O FOUO
2. RA5C 149295 RVAH-6 AAR 01-68A
3. PORT COLUMBUS AIRPORT, COLUMBUS OHIO
4. PILOT DONALD BALMES BRADY, CDR, [redacted] (b) (6) USN 1310 ACTIVE NPRO COLUMBUS BRAVO
5. RAN, DONALD LEE NESBITT, LT [redacted] (b) (6) USN 1320 ACTIVE NPRO COLUMBUS BRAVO
6. AT LEAST C, POSSIBLE A. ALL LANDING GEAR SHEARED OFF A/C NOSE FWD OF COCKPIT DESTROYED. FIRE DAMAGE. EXTENT UNKNOWN.
7. 1 J.
8. SINGLE ENGINE LANDING - R/W 28L
9. A/C MAKING SINGLE ENGINE APPROACH. WENT NOSE HIGH CLOSE IN. A/C TOUCHED DOWN AND PORPOISED. STBD WING CONTACTED R/W AND CREW EJECTED. ENGINE LOSS EXPERIENCED APPROX TEN (10) MINUTES PRIOR TO APPROACH
10. 4000 FT SCAT. 10 MILES VIS. 200/14 29.98
11. UNK
12. PDIR BOTH ENGINES - POSSIBLY OTHER COMPONENTS
13. TWO (2) SUCCESSFUL EJECTIONS - NAA LW-1 ROCKET EJECTION SEATS. EJECTION OCCURRED AFTER THE INITIAL TOUCHDOWN - EST SPEED 120 KTS.

PAGE THREE RUCDGD 972 UNCLAS E F T O FOUO
14. UNK
15. NONE/UNK
16. [redacted] (b) (6) CDR WEAPON SYSTEM OFFICER 231-1851 EXT 2283
9214
BT

RA-5C 149295 RVAH-6 1-68A 8-30-67 3023506

NNNNZCZCNASC315834
OTTEZYUW RUCLMWA7029 2422312-EEEE--RUCILSA.
ZNY EEEEE
O P 302312Z AUG 67
FM RECONSTKRON SIX
TO RUEONNA/COMFOUR
INFO RUENAAA/CNO
RUEDNKA/CINCLANTFLT
RUCILWA/COMNAVAIRLANT
RUCIJFA/JAG
RUCILSA/NAVAVNSAFECEN
RUEDBHB/NAVAIRSYSCOMHQ
RUCLBKA/COMFAIRJAX
ZEN/COMRECONATKWING ONE
RUWJAPA/COMATKCARAIRWING TWO
RUCDGD/NAVPLANTREPO COLUMBUS
BT
UNCLAS E F T O
RVAH-6 AAR/01-68, RA5C BUNO 149295
A. OPNAV 3750.6F
1. REQ YOU ASSIGN RESPONSIBILITY FOR INVESTIGATION AND REPORTING
OF SUBJ ACCIDENT OCCURING PORT COLUMBUS INTL, COLUMBUS OHIO IAW
PARA 16D REF A.
BT

815/67

Copy Record's

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