3750
80/ 8039

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

11 DEC 1967

FOURTH ENDORSEMENT on VMFA-115 AAR ser 5-68A concerning F4B BuNo 151020 accident occurring 30 September 1967, pilot SIEGMUND

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

Subj: VMFA-115 AAR ser 5-68A

1. Forwarded. (b) (5) [redacted]

R. A. VOLPI
BY direction

Copy to:
NAVAIRSYSCOMHQ
COMNAVAVNSAFECEN (2)
CG FMFPAC
CG 1st MAW
CO MAG 13
COMFAIRWESTPAC
NAVPLANTREPO MCDONNEL
CO NAVAERORECOVFAC, EL CENTRO

30/jbh
3750
1 DEC 1967

THIRD ENDORSEMENT on VMFA-115, accident, serial 5-68A, concerning F-4B, BuNo 151020, of 30 September 1967, pilot SIEGMUND

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

Subj: VMFA-115 AAR, Serial 5-68A; forwarding of

1. Forwarded (b) (5) [redacted]

W. L. Walker
W. L. WALKER
By direction

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CG, 1ST MAW
CO, MAG-13
CO, VMFA-115
FILE

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

25:RAS:ctc
3750
22 Nov 1967

SECOND ENDORSEMENT on VMFA-115, accident, serial 5-68A, concerning F-4B, BuNo 151020, of 30 September 1967, pilot SIEGMUND

From: Commanding General, 1st Marine Aircraft Wing
To: Commander, Naval Aviation Safety Center
Via: (1) Commanding General, Fleet Marine Force, Pacific
(2) Commander, Naval Air Force, Pacific

Subj: VMFA-115 AAR, Serial 5-68A; forwarding of

1. Forwarded (b) (5) [redacted]

NORMAN J. ANDERSON

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NAVPLANTREPO, ST. LOUIS
CO, MAG-13
CO, VMFA-115

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

3:RSM:tjc
3750
15 Nov 1967

ORIGINAL

FIRST ENDORSEMENT on VMFA-115 accident, serial 5-68A, concerning F-4B, BUNO 151020, of 30 September 1967, Pilot SIEGMUND

From: Commanding Officer, Marine Aircraft Group-13
To: Commander, Naval Aviation Safety Center
Via: (1) Commanding General, 1st Marine Aircraft Wing
(2) Commanding General, Fleet Marine Force, Pacific
(3) Commander, Naval Air Force, Pacific

Subj: Marine Fighter Attack Squadron-115 AAR serial 5-68A; forwarding of

1. Forwarded, (b) (5) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

3:RSM:tjc
3750
15 Nov 1967

[redacted]

E. N. LeFaivre
E. N. LE FAIVRE

DISTRIBUTION:
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NAVAERRECFAC (1)
COMFAIRWESTPAC (1)
CG, 1ST MAW (1)
NAVPLANTREPO, ST. LOUIS (1)
CO, VMFA-115 (2)
FILE (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) [redacted]

SPECIAL HANDLING REQUIRED in accordance with Para. 65, OPNAV INSTRUCTION 3750 [redacted] active edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, VMFA-115	2. SERIAL NO.: 5-68A	3. DTG (MODEL) OF MISHAP: 300230H SEPT	4. MODEL AIRCRAFT: F-4B	5. BUREAU NUMBER: 151020
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 050 RADIAL, 16 N.M. MCAS, CHU LAI, PVN		10. DAMAGE: ALFA
7. VIA: CO, MAG-13; CG, 1st MAW; CG, FMFPAC; COMNAVAIRPAC	8.	11. TIME OF DAY: DAY	12. TIME IN FLIGHT: 00+12	13. FLIGHT CODE: 1S2
		14. CLEARED FROM:	TO:	
		15. TYPE CLEARANCE: VFR	16. AIRSPEED: 250 E	17. A/C WEIGHT: 53,000
18. BRIEF DESCRIPTION OF MISHAP: UNCONTROLLABLE COCKPIT FIRE			19. ELEVATION AT TIME OF MISHAP: B.L. 3,500 TERRAIN WATER	

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

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5) [redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. [illegible]	3. [illegible]	4. [illegible]	5. [illegible]	6. [illegible]	7. [illegible]	8. [illegible]	9. [illegible]	10. [illegible]
PILOT (at controls at time of mishap): SIEGMUND, PAUL L.	LTCO[redacted]	(b) (6) [redacted]	7532	USMC	(b) (6) [redacted]	12	PILOT	FRONT COCKPIT	G
CO-PILOT (identify & submit separate page 1):									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		2,890	17. CV LANDINGS DAY/NIGHT	ALL	20 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		457	18. FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	8 / 0
				IN MODEL	8 / 0
13. ALL MODELS IN LAST 3 MONTHS		58	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	3 / 0
				IN MODEL	0 / 0
14. ALL SERIES THIS MODEL	A/C	79	20. NIGHT HOURS LAST 3 MONTHS	ALL	3 /
	OFT/CPT	NA / NA		IN MODEL	0 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	79	21. TOTAL HOURS IN JETS (if jet mishap) [illegible]		2,118
	OFT/CPT	NA / NA			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	35	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	26 SEPT 67
	OFT/CPT	NA / NA		DURATION	01+00
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		NOT APPLICABLE	24. TYPE INSTRUMENT CARD		SPEC

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. [illegible]	27. [illegible]	28. [illegible]	29. [illegible]	30. [illegible]	31. [illegible]	32. [illegible]	33. [illegible]
BUTTERMAN, ROBERT J.		CAPT	USMCR	(b) (6) [redacted]		B	RIO	REAR CP

AIRCRAFT ACCIDENT REPORT

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

SPECIAL HANDLING REQUIRED

OPNAV REPORT 3750-1

Form 55, OPNAV INSTRUCTION 5100.19, Effective Edition

PART II MAINTENANCE, MATERIAL AND OPERATIONAL DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF OVERHAUL	4. MONTHS SINCE LAST OVERHAUL	5. FLT. HRS. SINCE LAST OVERHAUL	6. FLIGHT HRS. SINCE LAST OVERHAUL REPORT	7. TYPE OF LAST ENGINE OVERHAUL REQUIRED	8. FLIGHT HRS. SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
12 JULY 63	1313	2	6	603	PLANNED ATTACHED	2nd 0ah	218	102

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 REPORT	8. TYPE OF LAST CHECK REQUIRED	9. FLIGHT HRS. SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. DIR REQUESTED?	8. SER. NO. DIR NUMBER
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MAN-HOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

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

10. TIME OF FLAMEOUT	1. ALTITUDE	2. HS	3. RPM	4. EGT	5. [illegible]	6. FUEL FLOW	7. ATTITUDE
8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. PAR 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. HS	19. ALTITUDE	20. RPM	21. MAP	22. [illegible]	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORT

PLEASE OTHER REPORTS CONCERNING THIS MISHAP

1. MAYTUP SERIAL NUMBER _____ (If NATOP no DIR request. See para. 83 OPNAVINST 3710.7 PROPULSION)

2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____

3. OTHER MARFITAIRKRON-115 PRELIMINARY MESSAGE DTG 300012Z SEPT 67

4. MARFITAIRKRON-115 SITREP/SEARCH MESSAGE DTG 010052Z OCT 67

5. MARFITAIRKRON-115 REQUEST FOR SEARCH/SALVAGE DTG 060606Z OCT 67

6. MARFITAIRKRON-115 REQUEST FOR EXTENSION DTG 2607522 OCT 67

7. U.S.S. PERSISTANT TERMINATION OF SEARCH ORG. MSG DTG 031717Z NOV 67

0750

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

SPECIAL HANDLING REQUIRED in accordance with
Para. 45, OPNAV INSTRUCTION 5720A, effective within

OPNAV REPORT 3750-1

1. [illegible] ☐ GRIPULT ☐ [illegible]
2. [illegible]
3. [illegible]
4. RELATIVE WIND
5. APPROACH/END SPEED
6. MARK NUMBER
7. MODEL NUMBER
8. LOCATION OF GRIP
9. LANDING GEAR AND GEAR ARRESTED
10. GRIPULT/ARRESTING GEAR FAILURE OR REMARKS HERE

11. This portion will be completed whenever (1) an aircraft collides with, engages 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, sheaves and other expendable equipment need not be reported herein.

G. SHIPS DATA

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

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CORUS
2. NO. DAYS OPERATING PERIOD
3. DAY HOURS/LANDINGS SINCE DEPLOYMENT
4. DAY HOURS/LANDINGS LAST 30 DAYS
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 RUNWAY ____ OUTSIDE AIR ____
5. DEW POINT
6. ALTIMETER SETTING
7. OTHER WEATHER CONDITIONS (include chop, icing level, sea state, density altitude, as appropriate)

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS
III		2	1 CC CMC (Code AAP) 1 CC CO, VMFA-115
IV		3	H. F. Pyle H. F. PYLE/CAPT VMFA-115 ASO

2. COPY DISTRIBUTION

2CC NAMRU/SAFECN DIRECT (AAR)
1CC BUMEPS DIRECT (AAR)
1 CC CO, MAG-13
1 CC CG, 1st MAW
1 CC CG, FMFPAC
1 CC COMFAIRWESTPAC
1 CC COMNAVAIRPAC
1 CC NAVPLREP McDONNEL
1 CC NAVAERRECFAC

3. DATE SUBMITTED TO CO

COST DAMAGE TO: 3. GOVERNMENT PROPERTY 4. PRIVATE PROPERTY

PART IV SIGNATURES OF THE BOARD

1. [redacted]

(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.

PART V THE ACCIDENT

A flight of two (2) F-4B aircraft, Event Number 0930-177, departed MCAS, Chu Lai at 0905 for a scheduled Direct Air Support Mission on 30 September 1967. The flight was composed as follows:

0930-177-1 [redacted] (b) (6) - Section Leader

0930-177-2 LTCOL SIEGMUND/CAPT BUTTERMAN

The briefing was normal and the flight proceeded to the VMFA-115 Flight Line to check the yellow sheets and prepare for flight. Major ZANGAS was assigned VE-10 and LtCol SIEGMUND was assigned VE-15.

The start, taxi and the take-off were normal except for LtCol SIEGMUND'S stated problem with his oxygen mask (Enclosure 1) which the board considered to have no bearing on the subsequent accident.

Shortly after take-off a muffled explosion was noted by LtCol SIEGMUND and the CNI light was illuminated. Capt BUTTERMAN reset the CNI cooling switch and the light extinguished. It was at this time that smoke was noted in the cockpit by both aircrew men. The pilot pulled back on the power and had difficulty getting the throttle out of the afterburner detent. As the smoke intensified, the pilot pulled the cockpit pressurization vent knob and dumped pressurization. This action had no noticeable effect on the smoke intensity.

The pilot decided at this point to discontinue the hop and told the RIO to switch to guard while simultaneously securing both generators and deploying the RAT. The pilot stated that the RAT failed to function and restore electrical power. It was during this sequence of securing the generator deploying the RAT that the RIO attempted transmissions on Chu Lai Tower frequency and Guard with negative results. Switching the generators back on, the pilot regained electrical power and answered affirmative to the RIO'S question asking him if he should eject. The RIO ejected at an estimated 3500 feet.

After the RIO ejected, the smoke cleared up enough for the pilot to see again and momentarily decided to try to bring the aircraft back. He secured the generators again and then brought the right generator back on the line. The smoke again built up in intensity and the pilot again secured the generators while noticing a fire in the left console. The fire was intense enough that he felt the heat on his left thigh. He shut the engines off with no apparent effect on the fire.

The pilot then attempted to eject by use of the face curtain. The canopy jettisoned, but the seat did not fire. The pilot then ejected using the alternate handle.

The pilot was rescued by a UH-34D helicopter and received only minor injuries. The RIO was rescued by a Swift Boat and received B injury and had to be medically evacuated to CONUS.

DAMAGE TO THE AIRCRAFT

The aircraft sustained ALPHA damage and was lost at sea. Attempts by U.S.S. PERSISTENT to recover it were unsuccessful. Word was recieved on 7 Nov 1967 that the search had terminated.

PART VI CAUSE FACTORS

(b) (3)

[redacted]

(b) (5)

[redacted]

PART VIII CONCLUSIONS/RECOMMENDATIONS

(b) (5)

[redacted]

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

[redacted]

(b) (6)

[redacted]

LTCOL USMC

NOV 9 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

NAVSO 5216/2 (REV. 6-65) 0104-904-1670

USE FOR URGENT LETTERS ONLY

NAVAL SPEEDLETTER

DO NOT CLEAR THROUGH COMMUNICATION OFFICE

(One box must be checked)

☐ REGULAR MAIL ☐ SPECIAL DELIVERY

☒ AIR MAIL ☐ REGISTERED MAIL

CLASSIFICATION

UNCLASSIFIED

IN REPLY REFER TO

51/an
Ser 1618

DATE

24 NOV 1967

TO: Commanding Officer
Marine Fighter-Attack Squadron ONE ONE FIVE
FPO San Francisco 96602

(Fold)

NAVAL SPEEDLETTER—

Permits dispatch or informal language.

May be sent (1) with enclosures, (2) in a window envelope (size 8¾" x 3¾"), if contents are not classified as confidential or higher, (3) to both naval and nonnaval activities.

Subj: Aircraft Accident Report serial 5-68A, F4B, BUNO 151020, occurring 30 September 1967, Pilot SIEGMUND

Ref: (a) Your msg 300510Z Sep 1967
(b) Your msg 010045Z Oct 1967

Advance copies of subject aircraft accident report received on 17 November 1967 identifies references (a) and (b) as Preliminary and Supplementary message reports.

References (a) and (b) not held, request retransmit.

(b) (6)
[redacted]

COPY CNO
COMNAVAIRPAC
CG, FMFPAC

ADDRESS: Commander
Naval Aviation Safety Center
Naval Air Station
Norfolk, Virginia 23511

SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply hereon and return in window envelope (size 8¾" x 3¾"), if not classified as confidential or higher.

CLASSIFICATION

UNCLASSIFIED

A-168

VMFA-115 Accident Report 5-68A, 30 September 1967
F4B, BUNO 151020, Pilot SIEGMUND

INDEX OF ENCLOSURES

1. STATEMENT OF PILOT LT.COL. SIEGMUND
2. MOR
3. STATEMENT OF NFO CAPT. BUTTERMAN
4. STATEMENT OF PILOT MAJ. (b) (6) [redacted]
5. STATEMENT OF NFO CAPT. (b) (6) [redacted]
6. STATEMENT OF MAINTENANCE OFFICER MAJ. (b) (6) [redacted]
7. STATEMENT OF SAFETY SURVIVAL EQUIPMENT OFFICER CAPT. (b) (6) [redacted]
8. RESCUE REPORT LT.COL. SIEGMUND BY HMM-263
9. RESCUE REPORT CAPT. BUTTERMAN BY PCF-15

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

The Medical Officer's Reports were withheld entirely under exemptions (b)(5) and/or (b)6) of the FOIA.

VMFA-115 Accident Report Serial 5-68A, 30 September 1967, F4B
BuNo. 151020, Pilot SIEGMUND

Statement of Lieutenant Colonel PAUL L. SIEGMUND (b) (6) 7532/0102/6302 USMC

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

ENCLOSURE (1)

[redacted]

(b) (6)

[redacted]

VMFA-115 Accident report Serial 5-68A, 30 September 1967, F4B
BuNo. 151020, Pilot SEIGMUND

Statement of Captain [redacted] (b) (6) /7582 USMCR

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

ENCLOSURE (3)

[redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

VMFA-115 Accident Report 5-68A, 30 September 1967, F4B, BuNo 151020, Pilot SIEGMUND

Statement of Major [redacted] (b) (6) /7521 USMC

(b) (5)

[redacted]

(b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

ENCLOSURE (4)

VMFA-115 Accident Report 5-68A, 30 September 1967, F4B, BuNo 151020, Pilot SIEGMUND

Statement of Captain [redacted] (b) (6) /7582 USMC

(b) (5) [redacted]

(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

ENCLOSURE (5)

VMFA-115 Accident Report 5-68A, 30 September 1967, F4B BuNo 151020, Pilot SIEGMUND

Statement of Major [redacted] (b) (6) /7521 USMC

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (6)

(b) (5)

[redacted]

10 [redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

VMFA-115 Accident Report 5-68A, 30 September 1967, F4B, BuNo 151020, Pilot SIEGMUND

Statement of Captain J. W. JACOBSON (b) (6) /7582 USMC, Flight Equipment and Safety Survival Officer

(b) (6)

[redacted]

James Jacobson
CAPT USMC

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

ENCLOSURE (7)

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

SPECI[illegible]ANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible].6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM OFFICER IN CHARGE, PCF-15		2. DATE OF MISHAP 30SEPT67	2A. DATE OF RESCUE 30SEPT67
3. LOCATION AND DUTIES OF RESCUE VEHICLE MARKET TIME OPERATION PATROL CRAFT AREA 2D		4. RESCUE VEHICLE (Type/model) PCF-15	
5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 5	5B. TO BE RESCUED 1	5C. RESCUED 1	6. RESCUE BACK UP MEANS HELICOPTERS IN VICINITY

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

7A. Alert Received 0930H	Method OBSERVED HEAVY BLACK SMOKE
7B. Vehicle Departed 0930H	Distance to Scene TWELVE (12) MILES
7C. Arrived on Scene 0950H	Search Required SAW MAN AND RAFT - TWO MILES
7D. Located Survivor 0950H	Method of Locating LOOKOUT VISUALLY SIGHTED
7E. Began Retrieval 0955H	What Was Sighted First MAN IN RAFT
7F. Ended Retrieval 1000H	Subsequently 1030H - EMBARKED CORPSMAN FROM USS PLEDGE (MSO 492)
7G. Survivor(s) Disembarked 1050H	Location (If different from Item 3) SURVIVOR PLACED IN AMBULANCE AT NAVAL SUPPORT ACTIVITY DETACHMENT, CHU LAI.

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
75 °F	83 °F	10 KNOTS

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION
1/2/7/12 MILES FROM LAND IN OPEN SEA

9. EQUIPMENTS ACTUALLY USED DURING RESCUE
OIC PCF-15 ENTERED WATER, BROUGHT MAN AND RAFT TO BOAT. FOUR CREW MEMBERS LIFTED MAN AND EQUIPMENT INTO BOAT.

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

1. ALERTING PERIOD - RECEIVED CONFIRMATION OF CRASH FIFTEEN MINUTES AFTER OBSERVING SMOKE.
2. SEARCH/LOCATING - SURVIVOR'S DYE MARKER DID NOT FUNCTION.
3. RETRIEVING - NONE.
4. POST RETRIEVAL - NONE.

(DURING ENTIRE RESCUE UNABLE TO COMMUNICATE DIRECTLY WITH HELOS.)

11. PERSONNEL REQUIRING RESCUE NAME-LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
BUTTERMAN, ROBERT J.	CRASH OF F-4B	NONE

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

RESCUE TEAM
1. LTJG R. K. JANKOWSKY, OIC PCF-15
2. EN2 R. A. CRAIG, SECOND IN COMMAND
3. BM3 M. A. TURLEY, POSITIONING OF CRAFT DURING RESCUE.
4. SN T. L. VANDERMOLEN, AS DIRECTED - FIRST AID
5. GMG2 C. C. CHRISTIANSEN, LOOKOUT - FIRST AID

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL
LTJG RICHARD K. JANKOWSKY, OIC PCF-15

SIGNATURE OF SUBMITTING OFFICIAL
Richard K. Jankowsky

15. NAME AND TITLE OF FORWARDING OFFICIAL
LTCOL R. E. GAREY, COMMANDING OFFICER, VMFA-115

SIGNATURE OF FORWARDING OFFICIAL

OP.09F

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

SPECI[redacted]NDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [redacted].6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: COMMANDING OFFICER, HMM-263

2. DATE OF MISHAP: N/A

2A. DATE OF RESCUE: 30 Sept 1967

3. LOCATION AND DUTIES OF RESCUE VEHICLE: MCAF KY HA, RVN — SAR STANDBY

4. RESCUE VEHICLE (Type/model): UH-34D

5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 5 — 5B. TO BE RESCUED: 1 — 5C. RESCUED: 1

6. RESCUE BACK UP MEANS: SWIFT BOATS

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

7A. Alert Received	0920	Method: RECIEVED CALL FROM MAG-36 S-3
7B. Vehicle Departed	0923	Distance to Scene: 15 N.M.
7C. Arrived on Scene	0930	Search Required: NONE
7D. Located Survivor	0930	Method of Locating: LOCATED PILOT IN LIFE RAFT
7E. Began Retrieval	0931	What Was Sighted First: GREEN DYE IN WATER
7F. Ended Retrieval	0937	Subsequently: PILOT DELIVERED TO MAG-13 MCAS CHU LAI
7G. Survivor(s) Disembarked	MCAS CHU LAI	Location (If different from Item 3): SURVIVOR TAKEN TO MAG-13 MCAS CHU LAI

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE: °F — AIR TEMPERATURE: °F — WIND VELOCITY:

8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION: SMALL SWELLS OF APPROXIMATELY 2 FEET

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: HYDRAULIC HOIST AND RESCUE SLING

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

PILOT DID NOT DISEMBARK FROM LIFE RAFT INITIALLY AND HELICOPTER COULD NOT MAINTAIN POSITION OVER RAFT. SECOND PILOT (RIO) WAS RESCUED BY A SWIFT BOAT.

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
SEIGMUND, PAUL	EJECTED FROM A/C	FAILURE TO DISEMBARK FROM LIFE RAFT

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

PILOT-CURTIS T. CREWS
CAPTAIN USMC [redacted] (b) (6)
HMM-263

CO-PILOT-JOHN C. JONES
1st LT USMCR [redacted] (b) (6)
HMM-263

CREW CHIEF-DAVID J. VANN
CPL USMC [redacted] (b) (6)
HMM-263

AERIAL GUNNER-GREGORY A. BAKER
CPL USMC [redacted] (b) (6)
HMM-263

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL: SMITH, CLARENCE L. MAJOR, ASO — SIGNATURE OF SUBMITTING OFFICIAL: Clarence L. Smith Maj USMC

15. NAME AND TITLE OF FORWARDING OFFICIAL: ROBINSON, JAMES C. MAJOR, COMMANDING OFFICER — SIGNATURE OF FORWARDING OFFICIAL: James C. Robinson

OP-09F

Chief Spencer - Did you get a reply to this.

8L8-6306/07

CNAP STILL WAITING REPLY FROM VMFA-115
ON THIS MSG.
11-21-67
HM

NNNNZCZCNASC108LA541
RTTEZYUW RUWJMUA0452 2860002-EEEE--RUCILSA.
ZNY EEEEE
R 130002Z OCT 67
FM ADMINO COMNAVAIRPAC
TO RUMHAW/MARFITAKRON ONE ONE FIVE
INFO RUHHFMA/CG FMFPAC
RUCILSA/NAVAVNSAFECEN
RUENAAA/CNO
BT
UNCLAS E F T O
F4B BUNO 151020 AIRCRAFT MISHAP
A. YOUR 060606Z OCT 67 (NOTAL)
B. YOUR 030146Z OCT 67 (NOTAL)
C. OPNAVINST 3750.6F
1. REF A AND B REPORT LOSS OF SUBJECT AIRCRAFT.
2. REQUEST TRANSMIT OR RETRANSMIT PRELIMINARY MESSAGE REPORT
IN ACCORDANCE WITH REF B.
BT

10/8/67

Cog Records

Oct
130002Z

30 OCT 67 17 04Z

VZCUND 083
PTTEZYUW RUHHMOC2527 2760000-EEEE--RUWJMUA.
ZNY EEEEE
DE RUMHAW 143D 27601
ZNY EEEEE
P 030146Z OCT 67
FM MARFITATKRON ONE ONE FIVE
TO RUWJMUA/COMNAVAIRPAC
RUALDA/COMFAIRWESTPAC
INFO RUMFM/DEP COMFAIRWESTPAC
RUWJMUA/NAVAIRSYSCOMREPAC
RUHHFMA/CG FMFPAC
ZEN/CG FIRST MAW
ZEN/MARAIRGRU ONE THREE
ZEN/MARHAMRON ONE THREE
BT
UNCLAS E F T O
PAC XRAY VMFA-115 93 (OPNAV RPT 5442-1)
A. 151320
B. 000124
C. 09 30 67
D. S
E. 1S
F. F4B
G. 003

PRIORITY

F4B
9-30-151020

PAGE TWO RUMHAW 143D UNCLAS E F T O
H. ~~II-67~~ 6967
J. 1SA2
N. INFLIGHT FIRE. ACFT CRASHED AT SEA.
O. NA.
P. CHU LAI, RVN
BT

CNAP 7112-A- NASCRP-X-

030146Z SEP 67 GLG

NNNN