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

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, [illegible] edition

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
CO, MCAS, YUMA, ARIZONA	3-65A	240935T AUG	A4E	151069

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: 298° Radial/56 NM Yuma Vortac

10. DAMAGE: ALFA

7. VIA (1) CO, MCAS, YUMA, Arizona
(2) CO, VA-44, NAS Cecil, Fla.
(3) CO, RCVW-4
(4) ComFAirJax
(5) ComNavAirLant

8. RC

11. TIME OF DAY: Day

12. TIME IN FLIGHT: 0+30

13. FLIGHT CODE: 1A7

14. CLEARED FROM: MCAS, Yuma TO: MCAS, Yuma

15. TYPE CLEARANCE: Local

16. AIRSPEED: 400Kts+ (E)

17. A/C WEIGHT: 14,200#

18. BRIEF DESCRIPTION OF MISHAP: Aircraft rolled off target, steep, inverted dive contacted ground in

19. ELEVATION AT TIME OF MISHAP: S.L. 1200' TERRAIN 1200'

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

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(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) FORMAN, Paul S.	Lt(jg	(b) (6) [redacted]	1310	USN	(b) (6) [redacted]	1	Pilot	Cockpit	A
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		348	17. CV LANDINGS DAY/NIGHT	ALL	6 /
				IN MODEL	0 /
12. ALL MODELS IN LAST 12 MONTHS		222	18. FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 /
				IN MODEL	0 /
13. ALL MODELS IN LAST 3 MONTHS		53	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1 / 12
				IN MODEL	1 / 3
14. ALL SERIES THIS MODEL	A/C	43	20. NIGHT HOURS LAST 3 MONTHS	ALL	1 /
	OFT/CFT	3 /		IN MODEL	1 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	43	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		310
	OFT/CFT	3 /			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	43	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	24Aug65
	OFT/CFT	3 /		DURATION	1.0
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		21 June 65/SAT	24. TYPE INSTRUMENT CARD		Standard

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. [illegible]	27. [illegible]	28. [illegible]	29. [illegible]	30. [illegible]	31. [illegible]	32. [illegible]	33. [illegible]

ORIGINAL

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

SPECIAL HANDLING REQUIRED in accor[illegible]ch
Para. 66, OPNAV INSTRUCTION 3750.6, [illegible] 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 PER/OVERHAUL	4. MONTHS SINCE LAST PER/OVERHAUL	5. FLT. HRS. SINCE LAST PER/OVERHAUL	6. LAST/PER OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. PUR/IMPEUR
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		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

LIST ANY OTHER REPORTS CONCERNING THIS MISHAP

1. [illegible] SERIAL NUMBER _____
2. DIS MESSAGE REQUEST DATE-TIME-GROUP _____ *Refer NAMC on DIS repts. See para. 30 OPNAVINST 3750.6*
3. [illegible] ATKRON 44 DEP. 48N 242044Z Aug. Preliminary msg. rpt.
4. MCAS, Yuma 252255Z Aug Supplementary msg. rpt.
5. ATKRON 44 251605Z Aug. Req. for Investigative Assistance
6. ComEleven 252117Z Aug. Req. ComCABWest Assign Investigation Responsibility
7. ComCABWest 251520Z Aug. Assigns Responsibility for Investigation

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

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

OPNAV REPORT 3750-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	

10. CATAPULT/ARRESTING GEAR BULLETINS OR 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 RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

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

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
Clear	40 Mi.	Light Wind			

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
			1cc ComCABWest	2CC NAVAVNSAFECN DIRECT (AAR)
				1CC BUWEPS DIRECT (AAR)
				1cc CMC
				1cc ComNavAirLant
				1cc ComFAirJax
				1cc CO. RCVW-4
				1cc CO. VA-44
				1cc CO. MCAS Yuma
				1cc BuWepsRep, DACLB
				1cc US NavAerRFac

COST DAMAGE TO: 3. GOVERNMENT PROPERTY | 4. PRIVATE PROPERTY | 5. DATE SUBMITTED TO CO: 14 September 1965

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.

PART V - THE ACCIDENT

On 24 August 1965, a flight of three (3) A4E aircraft were scheduled for a live bombing/rocket mission on the Chocolate Mountain Impact Area R-2507. The Instructor Pilot for this flight was Lieutenant [redacted]. The assigned flight leader was Lieutenant Junior Grade P. S. FORMAN. (See Enclosure (2)).

Lt(jg) FORMAN was a Fleet Replacement Pilot undergoing weapons training with ATKRON 44's Detachment 48 November. The Detachment was deployed to and operating from Marine Corps Air Station, Yuma, Arizona. Lieutenants FORMAN and [redacted] (b) (6) thoroughly briefed the mission. The flight pre-flighted and manned aircraft at approximately 0830T. Lt(jg) FORMAN, in BuNo. 151069, led the flight from MCAS, Yuma at approximately 0905T.

The mission progressed in a normal manner to the impact area in R-2507. Radio contact was established with Lieutenant [redacted] (b) (6) OinC of the Detachment, who was acting as a Tactical Air Controller (Airborne). Lt. [redacted] (b) (6) was assigning random targets to be attacked, and positioning himself so that he could observe the replacement pilot's dive angles, pullouts and general performance in the pattern.

Lt(jg) FORMAN copied the first mission assigned by the TAC(A) and read it back properly. He, as well as the other flight members, made an identification run on the target. Target identification was evident so the TAC(A) cleared the flight onto the target for a live 250 lb bomb drop. The attack was concluded without incident.

The flight rendezvoused in a column orbit over the target area to copy the second mission assigned by the TAC(A). Lt(jg) FORMAN read back the assigned mission correctly and then initiated an identification run. The target to be attacked was a number of vehicles simulating a SAM site. Lt(jg) FORMAN headed for an incorrect target during the I.D. pass. He was advised of the position of the correct target and acknowledged that he had it in sight. The flight then climbed to pattern altitude to commence the second live bombing attack.

Lt(jg) FORMAN rolled in commencing his attack. His altitude and dive angle were good (approx. 7000 ft. AGL and 30-35 degrees). The TAC(A) cleared him to drop his second 250 lb. GP bomb.

Pullout was initiated at the proper position in the dive. As the pullout began, a slow rate of roll to the left was also initiated. In the pullout, the nose of the aircraft came up to a point where the rate of descent was stopped, however, a rate of ascent never began. The aircraft passed over the target in a roll to the left, at an altitude of approximately 1500 ft. AGL. The rate of roll increased, after the initial 60 degrees of roll, to a point where the aircraft was basically inverted in an extremely nose down attitude. The pilot ejected from this attitude just

PART V - THE ACCIDENT (CONT'D)

prior to aircraft impact. He sustained fatal injuries. The aircraft crashed on desert terrain approximately 1700 ft. beyond the center of the target complex. (See Enclosures (3), (4), (5)). The crash site was 56 nautical miles NW of the Air Station.

PART VI - DAMAGE TO AIRCRAFT

The aircraft, A4E, BuNo. 151069, sustained strike damage as a result of the crash. It contacted the ground heading 320 degrees in an inverted extremely steep nose down attitude. The nose down attitude at impact was estimated at between 70 to 80 degrees. The aircraft had rolled approximately 185 degrees from an upright level attitude.

The force of the impact and explosion severely dismembered the aircraft and scattered pieces circumferentially to a maximum distance of 150 yards. (See Enclosure (6), (7)). Salvage was not practicable.

PART VII - THE INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

PART VIII - CONCLUSIONS

(b) (5)

[redacted]

PART IX - RECOMMENDATIONS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

MEDICAL OFFICER'S REPORT OF A/C AC[illegible]NT, INCIDENT, OR GROUND ACCIDENT - PAG[illegible]

OPNAV FORM 3750-6 (REV. 3-63) SPECIAL HANDLING REQUIRED - *See OPNAVINST 3750.6E for instructions.*

OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity)	2. MOR NUMBER	3. LEAVE BLANK
MCAS, Yuma, Arizona 85364	4-65	

4. TYPE OF MISHAP	5. TIME & ZONE	6. DATE	7. GEOGRAPHICAL LOCATION
[X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	0935 MST	24 Aug 65	56 NM NW of MCAS Yuma

8. MODEL A/C	9. BUNO	10. NO. OF OCCUPANTS	11. DAMAGE CODE	12. UNIT OPERATING A/C
A4E	151069	1	Alfa	VA-44

13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED NAME (Last, first and middle initial)	14. UNIT TO WHICH ATTACHED	15. RANK/RATE	16. FILE/SERV. NO. DESIGNATOR	17. DUTY ASSIGNMENT ABOARD A/C	17. DUTY ASSIGNMENT AT MISHAP	18. DATE OF LAST PHYSICAL	19. PHYSICALLY QUALIFIED FOR FLIGHT	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
A. FORMAN, Paul S.	VA-44	LTJ[illegible]	(b) (6) [redacted]	1310 A	A	16Nov 64	Yes	USN	A	A
B.										
C.										
D.										

23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY

#22 Autopsy Protocol attached is merely a description of the remains

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

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

See additional sheets

31. PRIMARY CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

Undetermined

32. CONTRIBUTING CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

Pilot disorientation/distraction

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

35. REPORT PREPARATION CHECK LIST

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

36. REPORT FILED BY (Name & signature of medical officer)	DATE	37. EMBARGOED (Name & signature of appointing authority)	DATE
R. L. [illegible], LT MC/USN	14 Sep 65	J. H. MC CLOTHLIN, JR. COL USMC	

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—698-435

A-30 NARRATIVE ACCOUNT OF MISHAP

(b) (5)

[redacted]

A-30 NARRATIVE ACCOUNT OF MISHAP (CONTINUED)

(b) (5)

[redacted]

STATEMENT OF Lieutenant [redacted] (b) (6) /1310, concerning VA-44 [redacted] accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]

STATEMENT OF Lieutenant [redacted] (b) (6) 1310, concerning VA-44[redacted] [redacted] accident occurring 24 August 1965, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]

(b) (5)

[redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]

STATEMENT OF Lieutenant [redacted] (b) (6) /1310 concerning VA-44 [redacted] accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (6)

[redacted]

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]

STATEMENT OF Ensign [redacted] (b) (6) /1315, USNR concerning VA-44 [redacted] accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]

STATEMENT OF AN [redacted] (b) (6) concerning VA-44 [redacted] accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

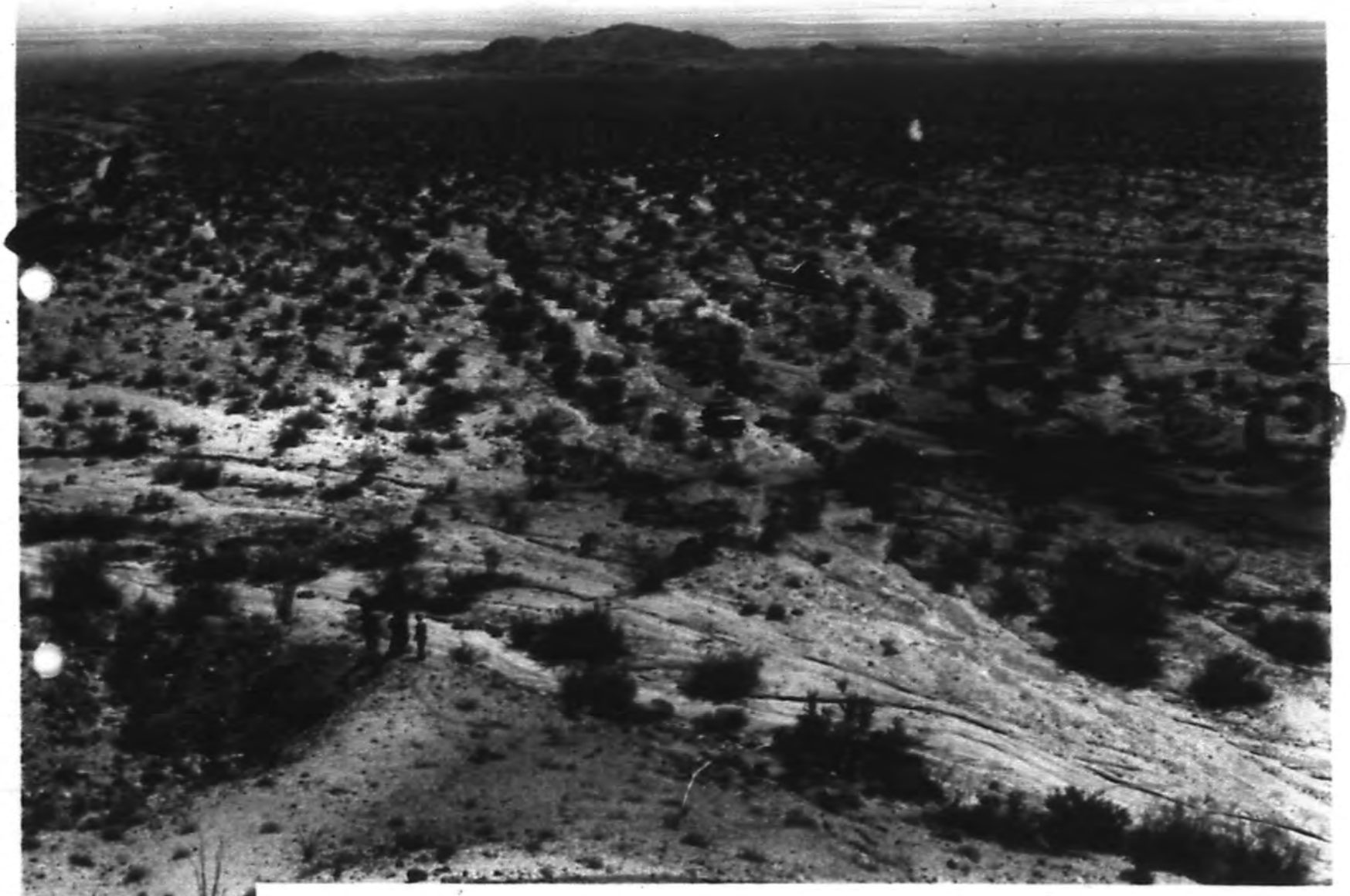
[redacted]

(b) (6)

[redacted]

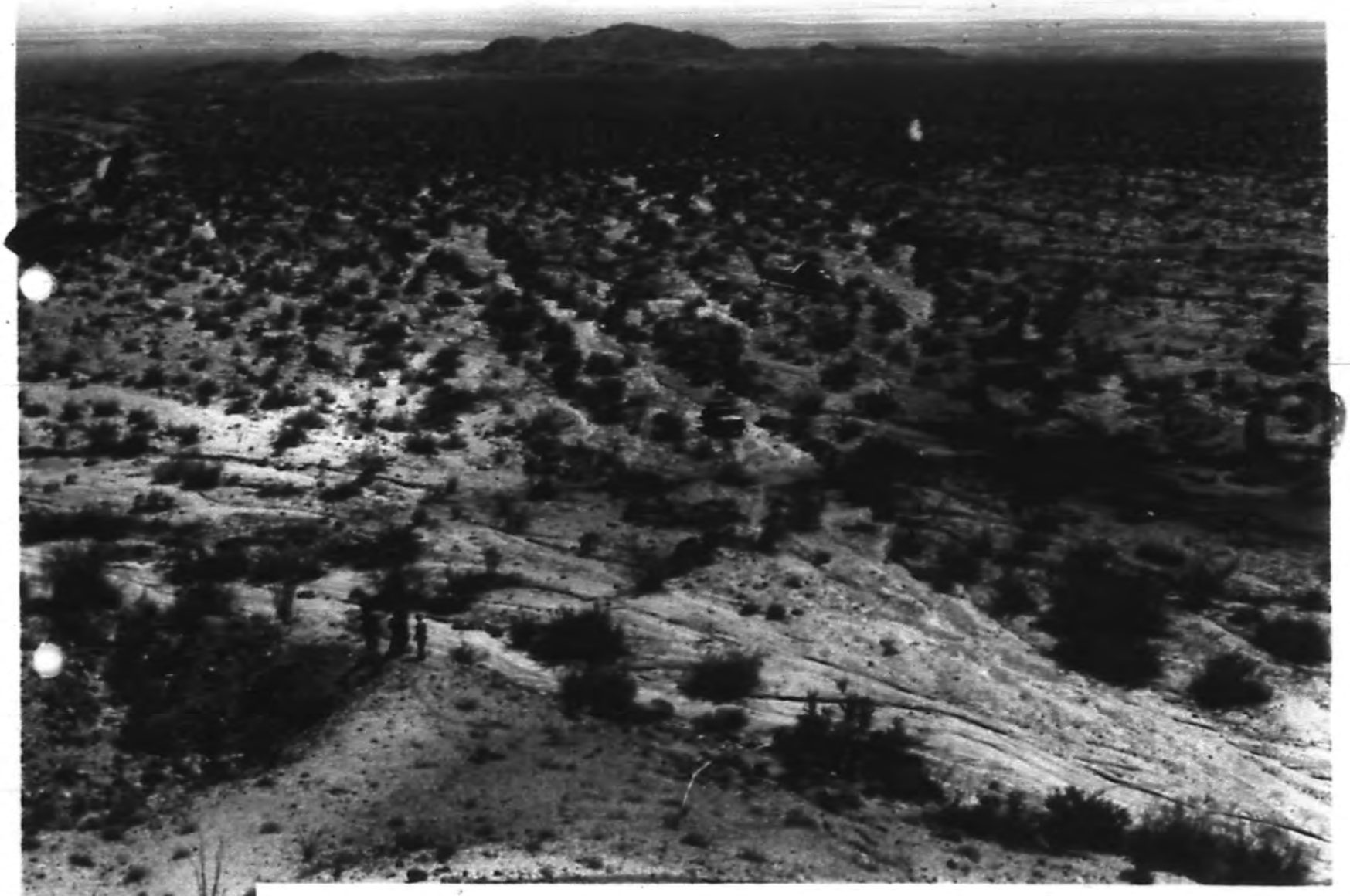
SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE [redacted]



MDR 4-65 MCAS YUMA A4E BuNo 151069 24 AUG 65

Overview of the accident scene. Target is just off edge of picture (1). Aircraft's crater shown. Body and seat hit @ (2). Body came to rest @ (3).



MDR 4-65 MCAS YUMA A4E BuNo 151069 24 AUG 65

Overview of the accident scene. Target is just off edge of picture (1). Aircraft's crater shown. Body and seat hit @ (2). Body came to rest @ (3).

MDR 4-65 MCAS YUMA A/E BuNo 151069 24 AUG 65

Crash scene. Body struck ground @ (1). Came to rest @ (2). Seat Rocket Motor @ (3). Aircraft's crater shown.

ENCLOSURE INDEX SHEET TO VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

ENCLOSURE	TITLE
1	MEDICAL OFFICER'S REPORT
2	FLIGHT SCHEDULE
3	STATEMENT OF [redacted] (b) (6)
4	STATEMENT OF [redacted]
5	STATEMENT OF [redacted]
6	PHOTO OF CRASH SITE
7	PHOTO OF CRASH SITE
8	RESUME OF PILOT EXPERIENCE
9	PHOTO OF SEAT IMPACT POINT
10	PHOTO OF EJECTION SEAT ROCKET MOTOR
11	STATEMENT OF [redacted] (b) (6)
12	STATEMENT OF [redacted]
13	STATEMENT OF [redacted]
14	STATEMENT OF [redacted]
15	PHOTO OF PARACHUTE

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

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

VA-44, Detachment 48 N FLIGHT SCHEDULE, concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

VA-44 DET 48 N
FLIGHT SCHEDULE
MCAS YUMA, ARIZONA

24 AUGUST 1965

SDO: LT CRAIG

BRIEF/TO/LAND	A/C	PILOT	TIME/OFF/ON	ORD	EXP
0545 0730		McDERMOTT		9200#	
EVT 1 0450/0550/0645		KAPPHAHN		3 MK-76	A/C
TGT: R2507		KRATHLEY		6 FFAR	
TOT TIME: 0600/0645		FORMAN (E)		"	
TYPE/HOP: CAS					
EVT 2 0535/0635/0730		JONES		3 MK-76	A/C
TGT: R2507		CRAIG (E)		6 FFAR	
TOT TIME: 0645/0730		STROW		"	
TYPE/HOP: CAS					
0815/1000		McDERMOTT		9200#	
EVT 3 0720/0820/0915		KAPPHAHN		3 MK-76	A/C
TGT: R2507		SMITH		6 FFAR	
TOT TIME: 0830/0915		DETRICK (E)		"	
TYPE/HOP: CAS				RP's A/C	2-250#/A/C
EVT 4 0805/0905/1000		JONES			2 ZUNI
TGT: R2507		KRATHLEY			
TOT TIME: 0915/1000		FORMAN (E)		IP's	2 AERO 6A
TYPE/HOP: CAS					3 MK-76
1045/1230		McDERMOTT		9200#	
EVT 5 0950/1050/1145		KAPPHAHN		RP's A/C	2-250#/A/C
TGT: R2507		CRAIG (E)			2 -ZUNI
TOT TIME: 1100/1145		STROW		IP's	2 AERO 6A
TYPE/HOP: CAS					3 MK-76
EVT 6 1035/1135/1230		JONES		RP's A/C	2-500#/A/C
TGT: R2507		SMITH			2 ZUNI
TOT TIME: 1145/1230		DETRICK (E)		IP's	2 AERO 6A
TYPE/HOP: CAS					3 MK-76
1315/1430		McDERMOTT		9200#	
EVT 7 1215/1315/1415		KAPPHAHN		RP's A/C	2 500#/AC
TGT: R2507		KRATHLEY			2 ZUNI
TOT TIME: 1330/1400		FORMAN (E)		IP's	2 AERO 6A
TYPE/HOP: CAS					3 MK-76

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In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

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J.M. Kapp

ENCLOSURE (2)

VA-44, Detachment 48 N FLIGHT SCHEDULE (CONT'D)

BRIEF/TO/LAND	A/C	PILOT	TIME/OFF/ON	ORD	EXP
EVT 8 1250/1350/1430	____	JONES	___ ___ ___	RP's A/C 2-500# / A/C	
TGT: R2507	____	CRAIG	___ ___ ___	1 ZUNI / A/C	
TGT TIME 1400/1430	____	STROW	___ ___ ___	IP's A/C CLEAN	
TYPE/HOP: CAS					
1515/1630		TBA		5400#	
EVT 9 1450/1550/1630	____	TBA	___ ___ ___	1st RP A/C 2-500#	
TGT: R2507	____	SMITH	___ ___ ___	1 ZUNI	
TGT TIME: 1600/1630	____	DETRICK (E)	___ ___ ___	2nd RP A/C 1-250#	
TYPE/HOP: CAS				1-500#	
				1-ZUNI	

NOTES: 1 EARLY CHOW 0415 5 OFFICERS, 40 ENLISTED
2. CHOC MT. 272.9
3. HOURS SCHEDULED _____
HOURS FLOWN _____

SUBMITTED

C. R. JONES

APPROVED:

J. T. McDERMOTT

Certified A True Copy
J. M. Rapp

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION 3750.6E

ENCLOSURE (2)

STATEMENT OF Lieutenant C. R. JONES, (b) (6) [redacted] 1310, concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, BuNo. 151069, pilot BOEMAN

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

Certified J.M. Kapp

ENCLOSURE (3)

(b) (5)

[redacted]

C. R. JONES

Certified A True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (3)

STATEMENT OF Lieutenant J. T. MC DERMOTT, (b) (6) 1310, concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

Certified A True Copy

(b) (6)

J. T. MC DERMOTT

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (4)

STATEMENT OF Lieutenant J. W. KEATHLEY, (b) (6) [redacted] 1310 concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

J. W. KEATHLEY

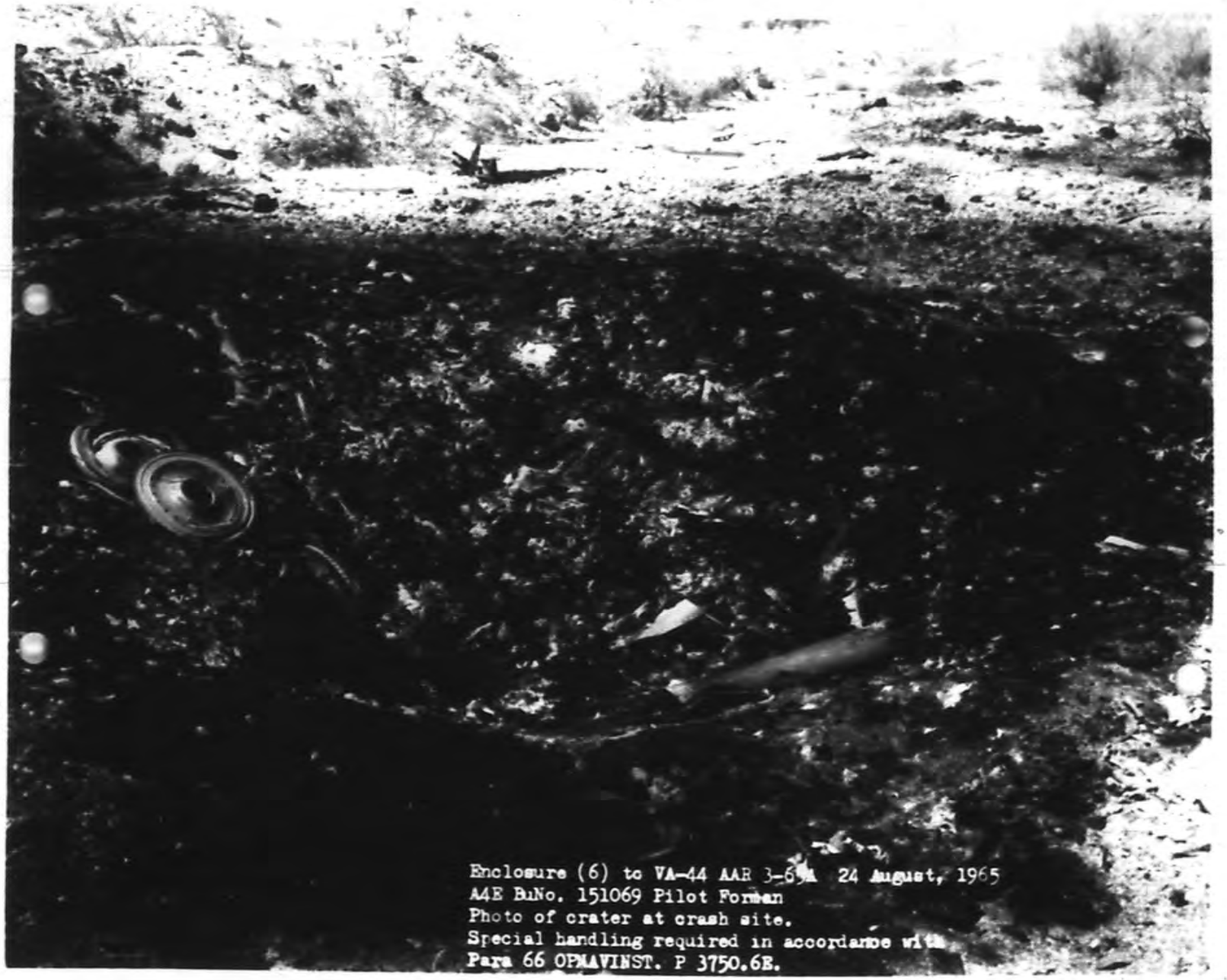
True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (5)



Enclosure (6) to VA-44 AAR 3-65A 24 August, 1965
A4E BuNo. 151069 Pilot Forman
Photo of crater at crash site.
Special handling required in accordance with
Para 66 OPNAVINST. P 3750.6E.

Enclosure (7) to VA-44 AAR 3-65A 24 August, 1965

RESUME OF FLIGHT TIME to VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

FISCAL YEAR	COMMAND	MODEL	FLIGHT TIME	CV LDG'S DAY/NITE	OPER/ PROFICIENCY
1966	VA-44	A4E	40	0/0	OPERATIONAL
1965	VA-44	A4E	2	0/0	OPERATIONAL
	VA-45	TF-9J	14	0/0	OPERATIONAL
	TRN'G COM'D	TF-9J	111	3/0	STUDENT
	TRN'G COM'D	AF-9J	18	0/0	STUDENT
	TRN'G COM'D	F11A	26	0/0	STUDENT
	TRN'G COM'D	T2A	61	3/0	STUDENT
	TRN'G COM'D	T-28	3	0/0	STUDENT
	TRN'G COM'D	T-34	2	0/0	STUDENT
1964	NABTC	T2A	47	0/0	STUDENT
	NABTC	T-34	31	0/0	STUDENT

TRAINING COMMAND GRADES

GROUND

PRE-FLIGHT	56
BASIC	59
ADVANCED	57

FLIGHT

BASIC	49
ADVANCED (Jet Pipeline)	48

OVERALL GRADE 48.43

AVERAGE CATEGORY 41.50 to 58.49

Certified A True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (8)

Enclosure (10) to VA-44 IAR 3-65A 24 August, 1965
A4B Buno. 151069 Pilot Forman.
Photo of ejection seat rocket showing partial
burnout on the ground.
Special handling required in accordance with
Page 66 [illegible]

(b) (6)

STATEMENT OF [redacted] 1315, USNR concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

(b) (6)

[redacted]

Certified A True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6B

ENCLOSURE (11)

MAINTENANCE OFFICER'S STATEMENT concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (12)

(b) (6)

STATEMENT OF AN [redacted] concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

(b) (6)

[redacted]

Certified A True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

ENCLOSURE (13)

STATEMENT OF Lieutenant [redacted] (b) (6) concerning VA-44 AAR 3-65A, accident occurring 24 August 1965, A4E, BuNo. 151069, pilot FORMAN

(b) (5)

[redacted]

(b) (6)

[redacted]

True Copy

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED
In Accordance With Para. 66
OPNAV INSTRUCTION P3750.6E

[redacted]

ENCLOSURE (4)

AAR Supp

SAFECEN DE COMM NR015/26
GUGGDGD79DQMH516
RR RUCKDG
DE RUWDFD 028 2381515
ZNR UUUUU
R 261520Z
FM COMCABWEST
TO RUWDFE/MCAS YUMA
INFO RUWDC/COM ELEVEN
RUCKDG/NAVAVN SAFCEN NORVA
RUCKSN/COMFAIRJAX
RUCKDA/COMNAVAIRLANT
RUCKSL/ATKRON FOUR FOUR
RUWDFE/ATKRON FOUR FOUR DEO FOUR EIGHT NOVEMBER
BT
UNCLAS
VA 44 ACCIDENT OCCURRING 24AUG 1965 A4E BUNO 151069 PILOT FORMAN
1. TAKE RESPONSIBILITY FOR INVESTIGATION AND REROUTING SUBJ
ACCIDENT.
BT

#15/26/65

Cog! RECORDS

A4E 151169 VA-44 AAR 8-24-65 261520Z/AUG

FOR AUTHORITY
RE RUECW #15 2391605
INR UUUUU
R 271605Z
TH CNO
INFO RUCKDG/COMNAVAVSAFECEN
P 272255Z
TH NCAS YUMA
TO CNO
ATHRON FOUR FOUR
INFO RUWENS
CONCARIAWING FOUR
CONVAIRLAX
COMNAVAIRPAC
COMNAVAIRLANT
CINCLANTFLT
CNO
CG TYPFAC
CG TYPLANT
CNATRA
CNAESTMA
CONCARWING ONE TWO
CONAVHAT
RUWENS' REP LONG BEACH
CONVAIRWEST
RUPENS
RER ARMED FORCES INSTITUTE OF PATHOLOGY'
BT
UNCLAS
SUPPLEMENTARY NSC RPT OF ACFT ACCIDENT
A. ONNAVEST F3756.6E
B. ATHRON FOUR FOUR RET FOUR EIGHT N 242844Z
1. A4E 151869/VA-44 (SERIAL 3-65 FORWAR)
2. NOTAMA TO NCAS YUMA, VFR 8 PLUS 3S.
3. A4E AIRCRAFT TOTALLY DESTROYED.
4. PILOT EJECTED JUST PRIOR TO AIRCRAFT IMPACT.
5. CAUSE UNDETERMINED, PILOT ATTACKING TARGET WITH LIVE 250 LB. BOMB

PAGE 2 RUECW #15 UNCLAS
AFTER INITIATING NORMAL PULLOUT FROM 30 DEGREE DIVE, AIRCRAFT NOSE CAME UP TO APPROXIMATELY LEVEL FLIGHT AND THE LEFT WING BEGAN TO DROP. RATE OF ROLL INCREASED AS THE AIRCRAFT ROLLED TO AN INVERTED, NOSE DOWN ATTITUDE. AIRCRAFT CRASHED INVERTED IN NEAR VERTICAL DIVE. PILOT EJECTED JUST PRIOR TO BUT ALMOST SIMULTANEOUSLY WITH AIRCRAFT IMPACT. NO BOMB HIT OBSERVED BY FLIGHT MEMBERS.
6. CLEAR, 40 MI VISIBILITY.
7. NONE
8. NO
9. NO
10. DOUGLAS ESCAPAC UTILIZED. SEAT LEFT AIRCRAFT JUST PRIOR TO AIRCRAFT IMPACT. PILOT AND SEAT LANDED TWENTY YARDS SHORT OF CRATER. PILOT IN SEAT AT IMPACT. SHUTE DID NOT DEPLOY. DO NOT SUSPECT FAILURE/ MALFUNCTION OF EGRESS SYSTEM. SEAT TOTALLY DESTROYED.
11. NONE.
12. N/A
BT

A4E 151869 VA44 AAR 8-24-65 AUG 252255Z

#61/27

SUPP
AAR

NNNNDGA572CRD369
PP RUCKDG
DE RUVDC 126A 2372117
ZNR UUUUU
P 252117Z
FM COMELEVEN
TO RUWDFD/COMCABWEST
INFO RUWDFE/MCAS YUMA
RUCKEG/NAVAVSAFCEN NORVA
RUCKSL/COMATKCARAIRWING FOUR
RUCKSM/COMFAIRJAX
RUCKDA/COMNAVAIRLANT
RUWDKM/BUWEPS REP LBEACH
RUHPG/CG AIRRMFPAC
RUWDFE/ATKRON FOUR FOUR DET FOUR EIGHT NOVEMBER
RUWDAF/COMNAVAIRPAC
RUCKSL/ATKRON FOUR FOUR
RUECER/CMC
BT
UNCLAS
A. VA 44 251605Z
1. REQUEST YOU TAKE REF A FOR ACTION AND ASSIGN RESPONSIBILITY FOR INVESTIGATING AND REPORTING.
BT

NNNN

SAFECEN DE COMM NR079/25
DGA473RSL774
PP RUCKDG
DE RUCKSL 1556 2371605
ZNY EEEEE
P R 251605Z
FM ATKRON FOUR FOUR
TO RUWDCR/COMELEVEN
INFO RUECW/CNO
RUCKDG/NAVAVNSAFCEN
ZEN/COMATKCARAIRWING FOUR
RUCKSM/COMFAIRJAX
RUCKDA/COMNAVAIRLANT
RUWDFE/MCAS YUMA
RUWDKM/BUWEPS REP LBEACH
RUWDFE/CG AIRFMFPAC
RUWDFE/ATKRON FOUR FOUR DET FOUR EIGHT NOVEMBER
RUWDAF/COMNAVAIRAPC
RUWDFE/COMMARCOPRAIRBASES WEST
RUECEM/CMC
BT
UNCLAS E F T O
ACCIDENT INVESTIGATION ASSISTANCE
A. OPNAVINST 3750.6E
B. VA-44 DET 48N 242044Z (NOTAL)
1. IAW SECT B, PARA 22D, REF A REQ ASSIGN RESPONSIBILITY FOR INVEST
AND RPT OF ACCIDENT REPORTED REF B.
2. THIS COMMAND WILL FURNISH LT [redacted] (b) (6) AVSAFOFF AS MBR ARR BOARD.
ETA YUMA AN 28 AUG
BT

79/25/65

Cog. R. I

A4E 151069 VA-44 AAR 8-24-65 251605Z Aug

NNNN

SAFECEN DE COMM RNR016/25
DGA221CRG193
PP RUCKDG
DE RUWDFE 359 2362044
ZNR UUUUU
PR 242044Z
FM TAKRON FOUR FOUR DET FOUR EIGHT N
TO RUECW/CNO
RUCKDG/NAVAL AVIATION SAFETY CENTER
RUCKSL/FORTY FOUR
INFO RUECM/BUWEPS
RUCKSL/COMCARAIRWING FOUR
RUCKSM/COMFAIRJAX
RUWDAF/COMNAVAIRPAC
RUCKDA/COMNAVAIRLANT
RUCKHC/CINCLANTFLT
RUECEM/GMC
RUHPG/CG FMFPAC
RUCKHD/CG FMFLANT
RUCQBQ/CNATRA
RUEGHF/CNARESTRA
RUWDAK/COMCARAIRWING ONE TWO
RUECM/CHNAVMAT
RUWDKM/BUWEPS REP LONG BEACH
RUWDC/COMELEVEN
RUWDFD/COMCABWEST
RUECM/BUPERS
RUEPMR/DIR ARMED FORCES INSTITUE OF PATHOLOGY
BT
UNCLAS
OPRELIMINARY MSG RPT OF ACFT ACCIDENT
A. OPNAVINST P 3750.6E
1. A4E, 151069, VA-44
2. 24 AUGUST 1965, 0935T, R-2507, 298RADIAL/56NM FM YUMA VORTAC
3. CLOSE AIR SUPPORT
4. ALFA
5. SECOND BOMB RUN - FIRST RUN ON NEWLY ASSIGNED TARGET IN IMPACT AREA. 30 DEGREE DIVE 7200 FEET AGL ROLL IN 250 KIAS. AFTER IDENTIFICATION RUN CLEARED FOR LIVE RUN. NORMAL DIVE RUN UNTIL PULL

PAGE TWO RUWDFE 359 UNCLAS
OUT. AT PULL OUT 2800 FEET AGL AIRCRAFT ROLLED SLOWLY TO APPROXIMATELY 60 DEGREE LEFT WING DOWN THEN MORE RAPIDLY TO INVERTED POSTION, THE NOSE FELL THROUGHT IN SPLIT S FASHION. THE INSTRUCTOR PILOT ORBITING TARGET CALLED "PULL OUT, PULL OUT". THE AIRCRAFT IMPACTED WITH THE GROUND IN A 90 DEGREE DIVE. THE INSTRUCTOR PILOT OBSERVED THE CANOPY TO LEAVE THE AIRCRAFT IN AN 80 DEGREE DIVE APPROXIMATELY 500 FEET AGL
6. FORMAN P. S. LTJG (b) (6) [redacted] 1310, USN ACTIVE, FATAL
7. NONE
8. N/A
9. RAPEC EJECTION SEAT SUSPECT USED.
BT

A4E 151069 VA44 AAR 8-24-65

* 16/25/65

AAR

242044Z/Aug