AIR-09E21:RLC
12 MAY 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on VMFA-323 AAR ser 5-69A concerning F-4B BuNo 151441 accident occurring 12 January 1969, pilot BAIN

From: Commander, Naval Air Systems Command
To: Commander, Naval Safety Center

Subj: Aircraft Accident Report

(b) (5), (b) (6)

[redacted]

By direction

Copy to:
COMNAVAIRPAC
CMC (CODE AAP)
CG FMFPAC
CG 1ST MAW
CO MAG THIRTEEN
COMFAIRWESTPAC
NAVPRO ST. LOUIS
CO NAVAEORECOVFAC
CO MARFITATKRON THREE TWO THREE

3750
80/ 3014

14 APR 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on VMFA-323 AAR ser 5-69A concerning F-4B
BuNo 151441 accident occurring 12 Jan 69, pilot BAIN

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center
Via: Commander, Naval Air Systems Command

Subj: VMFA-323 AAR ser 5-69A

(b) (5)

[redacted]

R. A. VOLPI
Force Aviation Safety Officer

Copy to:
COMNAVSAFECEN (advance)
CMC (CODE AAP)
CG FMFPAC
CG 1ST MAW
CO MAG THIRTEEN
COMFAIRWESTPAC
NAVPLANTREPO ST LOUIS
CO NAVAERORECOVFAC EL CENTRO
CO MARFITATKRON THREE TWO THREE

30/rjc
3750
20 MAR 1969

THIRD ENDORSEMENT on VMFA-323 accident, serial 5-69A, concerning F-4B, BuNo 151441 of 12 January 1969, pilot BAIN

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

Subj: VMFA-323 AAR, serial 5-69A; forwarding of

(b) (5)

[redacted]

D. E. ESSLINGER

DISTRIBUTION:
NAVSAFECEN (2)
CMC (CODE AAP)
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CG, 1ST MAW
CO, MAG-13
CO, VMFA-323
CO, NAVAERORECFAC
NAVPLANTREPO

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

25:JRD:jtf
3750
FEB 26 1969

SECOND ENDORSEMENT on VMFA-323 accident, serial 5-69A, concerning F-4B, BuNo 151441 of 12 Jan 1969, pilot BAIN

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

Subj: VMFA-323 AAR, serial 5-69A; forwarding of

(b) (5)

[redacted]

C. J. Quilter

C. J. QUILTER

Copy to:
CMC (Code AAP)
NAVAIRSYSCOM (Air 09E)
CO, NAVAERORECFAC
CO, MAG-13
CO, VMFA-323
NAVPLANTREPO ST. LOUIS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

017304

3:JLW:dlh
3750
16 Feb 1969

FIRST ENDORSEMENT on VMFA-323 Accident, Serial 5-69A, concerning F4B BUNO 151441 of 12 January 1969, Pilot BAIN

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

Subj: VMFA-323 AAR, Serial 5-69A; forwarding of

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6F

(b) (5)

[redacted]

N. W. GOURLEY

Copy to:

NAVSAFCEN	(2)
NAVAIRSYSCOMHQ (AIR-09E)	(1)
CMC (CODE AAP)	(1)
COMNAVAIRPAC	(1)
CG, 7THFPAC	(1)
CG, FIRST MAW	(1)
CO, NAVAIRSPECFAC	(1)
NAVPLANTREPO	(1)

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

SPECIAL HANDLING REQUIRED in accordance with Chap. 66, OPNAVINST 5510.1H, SECTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART I. GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: CO, VMFA-323	2. SERIAL NO.: 5-69A	3. DATE/LOCALE OF MISHAP: 322304H	4. MODEL AIRCRAFT: F-4B	5. BUREAU NUMBER: 151441
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 1547N/10005E CAS/20IN Chu Lai TACAN		10. DAMAGE: ALPHA
7. VIA: CO, MAG-13; CG, FLW TACAN; CG, FMFPac; COMNAVAIRPac	8.	11. TIME OF DAY: NIGHT	12. TIME IN FLIGHT: 1+14	13. FLIGHT CODE: 352
		14. CLEARED FROM: Chu Lai AB	TO: Chu Lai AB	
		15. TYPE CLEARANCE: Operational	16. AUTHORIZED: 32.5K #pH	17. A/C WEIGHT
18. BRIEF DESCRIPTION OF MISHAP: Ordnance jettison attempt, fire lights both engines			19. FLIGHT CONDITION AT TIME OF MISHAP: S.L. TERRAIN	

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

(b) (5)

VF4B
(WN09E)
5-69A

2200 15 MAY 1969

9011212101

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. RANK	3. SERIAL NO.	4. SERVICE	5. BRANCH OF SERVICE	6. AGE	7. TOTAL FLIGHT HRS	8. DUTY	9. STATION	10. FLIGHT CODE
PILOT (at controls at time of mishap): BAIN, Gary L.	1/Lt	(b) (6)	7521	USMCR	27	2	PILOT	Front cockpit	F
CO-PILOT (identify & submit separate page 1):									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		636	17. CV LANDINGS DAY/NIGHT	ALL	11 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		245	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		84	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	5 / 3
				IN MODEL	5 / 3
14. ALL SERIES THIS MODEL	A/C	318	20. NIGHT HOURS LAST 3 MONTHS	ALL	20 /
	OFT/CPT	/		IN MODEL	20 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	233	21. TOTAL HOURS IN JETS (if jet qualified) HELICOPTER/COMMERCIAL		610
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	84	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	6 Jan 69
	OFT/CPT	/		DURATION	1.0
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	1/6/69 QUAL		24. TYPE INSTRUMENT CARD		STAN

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. RANK	27. SERVICE/DATE	28. BRANCH OF SERVICE	29. SERIAL NO.	30. AGE	31. RANK	32. DUTY	33. STATION
RYAN, William C.		1/Lt	USMCR	(b) (6)		F	RIO	Rear cockpit

OP-05F

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 5712-1 (Rev. 8-63) Page 1

SPECIAL HANDLING REQUIRED

SECTION A. IDENTIFICATION

1. ACCIDENT WING LOCATION TODAY	2. SERIAL NO.	3. BUREAU NO. OF AIRCRAFT	4. TYPE AIRCRAFT	5. NAVAL NUMBER
CO, VMA-231	5469A	122304H	F-4B	151741

6. LOCATION OF MISHAP	10. DATE
10. Cherry Point, Naval Aviation Safety Center	

7. VIA	8.	11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT PLAN

14.	15.	16.

18. PHASE OF FLIGHT WHEN MISHAP	19. ELEVATION AT TIME OF MISHAP
	TERRAIN

20. (INCLUDE ALL PERTINENT REPORTING OFFICERS AND ORDER CLASSIFICATION OF ALL OTHER AIRCRAFT INVOLVED. Enter CHIEF Pilot, Co-Pilot, etc. and A/C)

SECTION B. CONTRIBUTING FACTORS

FACTORS	FACTORS	FACTORS
1. PILOT ERROR IN TECHNIQUE/JUDGMENT	9.	7. WEATHER
2. PILOT DISTRACTION	10. DESIGN DEFICIENCY	16. DESIGN INCORRECT
3. PILOT IGNORANCE OF FACTS OF VIOLATION	11. MAINTENANCE (Specify)	17. DESIGN NEW EQUIPMENT
4. PILOT FATIGUE	12.	18. DESIGN OTHER (Specify)
5.	13. PILOT ERROR IN MAINTENANCE	19.
6.	14. PILOT ERROR IN PREFLIGHT	20.
7.	15. PILOT ERROR IN PREFLIGHT	21.
8. SUPERVISOR OTHER (Specify)	16. PILOT ERROR IN PREFLIGHT	22.
	17. PILOT ERROR OTHER (Specify)	23. OTHER (Specify)

1. NAME OF PILOT & MISHAP DATE	2.	3.	4.	5.	6.	7.	8.	9.
PILOT (Specify & Co-Pilot)								
CO PILOT (Specify & Co-Pilot) RYAN, William C.	NFO	1/Lt [redacted] (b) (6)	7580	USMCR	24	2	SEO	Pilot Instructor P

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
1. ALL MODELS		406	17. CUMULATIVE DAY/NIGHT		0 / 0
2. ALL MODELS IN LAST 12 MONTHS		295	18. FOR LANDING LAST 6 MONTHS (Circle)	ALL	0 / 0
3. ALL MODELS IN LAST 3 MONTHS		81	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	NA / NA
4. ALL SERIES THIS MODEL	A/C	302	20.	IN MODEL	NA / NA
	OBT/CPT	NA / NA	21. FLIGHT HOURS LAST 3 MONTHS	ALL	19 /
5. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	295		IN MODEL	2 /
	OBT/CPT	NA / NA	22. TOTAL HOURS IN JCS [redacted]		387
6. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	80	23. LAST FLIGHT IN ALL SERIES THIS MODEL	DATE	10 Jan 69
	OBT/CPT	NA / NA		DURATION	0.9
7. DATE/PAGE LAST NATOPS STANDARDIZATION CHECK		5/2/68 CHAL	24. TYPE INSTRUMENT USED		N/A

OTHER PERS. 25. NAME (Last & Initials)	26.	27.	28.	29.	30.	31.	32.	33.

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

SPECIAL HANDLING REQUIRED in accordance with Form 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. HOURS 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
18 Feb 64	1451.6	2	20	698.4	NORIS	CAL INSP	111.9	73

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)	J79 8-B	421 497	992.3	1		679.5	NORIS	CAL INSP	111.9	80
(2)	J79 8-B	421 243	1328.6	1		795.6	CHERPT	CAL INSP	111.9	80
(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. FUR/AMPFUR
(1)	Bomb Rack Assembly	2RG-1095-971-5976 B5FA					NO	76301
(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)

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 _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ Info NASC on DIR request. See para. 28 OPNAVINST F3750AE
3. OTHER
4. a. VMFA-115 Supplementry Report of Safety UR/Explosive Incident/Aircraft Incident 0068/30-69I 141045Z Jan 69
   b. VMFA-[illegible]3 message 131345Z Jan 69
   c. AIRDEVRON FOUR message 141835Z Jan 69

OP-OSF

AIRCRAFT ACCIDENT REPORT

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

SPECIAL HANDLING REQUIRED in accordance with Part 56, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

G. SHIPS DATA

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

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, windings 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
4500	7				

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

Sea State 1

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
VI	B	1	Impulse cartridges MK-2 MOD I, lot number 21T1 0868, Manufacturer - TALLEY Industries Inc., Mesa Arizona (EL CENTRO)	200 NAVAVKSMECH DIRECT (VAR) ~~100 DIRECT DIR OF A/C~~ ICC, COMNAVAIRSYSCOM ICC, CMC (AAP)
VI	B	2	MER-4 DAC Number 18, Part Number 5820400-505, Manufacturers Code 88277	ICC, COMNAVAIRPAC ICC, CG, FMFPAC ICC, CG, FIRST MAW
VI	B	3	Pylon Assembly, LAU-17, Part Number 32-94581-236, Manufacturers Code 76301 (EL CENTRO)	ICC, CO, MAG-13 ICC, CO, NAVAERORECFAC ICC, NAVPLANTREPO

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

5. DATE SUBMITTED TO CO: 9 Feb 1969

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.

CP-OSP

PART V THE ACCIDENT

Lt. BAIN (NA) and Lt. RYAN (RIO) flying as dash 2 on MANUAL 06, were unable to drop their ordnance on a divert TPQ mission. The aircrew proceeded to the Chu Lai ordnance jettison area to jettison the hung ordnance.

Upon arriving at the prescribed area and under VFR conditions, Lt. BAIN was unable to jettison any of the ordnance. Lt. BAIN and Lt. RYAN then decided to jettison the centerline MER. Proper switchology was used and an attempt to jettison the MER was made. A very audible "BANG" was heard by both crew members during the jettison attempt and a noticeable rumbling noise followed. The pilot then noticed fire warning indications on the port engine. The port throttle was retarded to idle. Immediately after this, the aircrew noticed that the entire port side of the aircraft appeared to be lit up by intense light. Fire warning indications were now observed on the starboard engine and the throttle was retarded to idle. A mild explosion was felt and heard by the aircrew. Both crew members ejected safely at approximately 4,000 feet and were rescued by SAR helicopters(See enclosure 5).

Damage to the aircraft was ALPHA. The aircraft was lost at sea.

PART VI AMPLIFICATION OF CAUSE FACTORS

A. PERSONNEL FACTORS

(b) (5)

[redacted]

B. MATERIAL MALFUNCTIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5750.3

(b) (5)

[redacted]

PART VII MATERIAL MALFUNCTIONS

(b) (5)

[redacted]

PART VIII CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

B. RECOMMENDATIONS. It is recommended that:

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

(b) (5)

[redacted]

PART IX COMMENTS BY THE CONVENING AUTHORITY

(b) (5)

[redacted]

I. L. Morgan

I. L. MORGAN
Commanding Officer
VMFA-323, MAG-13

DATE FORWARDED: 11 February 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

90112 101

LIST OF ENCLOSURES

1. MEDICAL OFFICERS REPORT
2. PILOT STATEMENT
3. RIO STATEMENT
4. MAINTENANCE OFFICER STATEMENT
5. SURVIVAL OFFICER STATEMENT
6. MCDONNELL-DOUGLAS TECHNICAL REPRESENTATIVE STATEMENT
7. MCDONNELL-DOUGLAS ARMAMENT SPECIALIST LETTER
8. ENGINE PHOTOS
9. FORCES ACTING ON AERO-27A/MER
10. FLIGHT SCHEDULE
11. PILOT INFORMATION SHEET
12. RESUME OF FLIGHT TIME

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT IDENTIFICATION, FLIGHT AND NARRATIVE DATA

OPNAV FORM 3750/8A (REV. 4-66) S/N 0107-731-8101

I. IDENTIFICATION

1. FROM (Name and mailing address of activity) MAG-13, MEDICAL DEPARTMENT, FPO, San Francisco 96602		2. MOR NUMBER 2-69	3. DAMAGE CODE ALPHA
4. TYPE OF MISHAP [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	5. NO. OF OCCUPANTS 2	6. DATE 12 JAN 69	7. MODEL A/C F-4B
			8. BUNO 151441
9. MODEL OTHER A/C IF INVOLVED None	10. BUNO N/A	11. NO. OF OCCUPANTS N/A	12. DAMAGE CODE N/A

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)	14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
PILOT AT CONTROLS AT TIME OF MISHAP A. BAIN, Gary L.	1stLT	USMC	Pilot	F	H
CO-PILOT B. RYAN, William C.	1stLT	USMC	R.I.O.	F	H
C.					
D.					

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE	2. CABIN ALTITUDE	3. TIME AT CABIN ALTITUDE	4. AMBIENT ALTITUDE	5. TIME AT AMBIENT ALTITUDE
4,000 FEET	4,000 FEET	0 HOURS 8 MIN.	4,000 FEET	0 HOURS 8 MIN.

6. PLACE IN FORMATION
- [X] A - SINGLE AIRCRAFT
- [ ] L - LEAD
- [ ] W - WING
- Y - OTHER (SPECIFY) ____

7. CLOUD CONDITIONS
- [ ] 0 - CLEAR
- [X] 1 - OVERCAST
- [X] 2 - UNDERCAST
- [ ] 3 - IN CLOUDS
- [ ] 4 - IN AND OUT OF CLOUDS
- 8 - OTHER (SPECIFY) ____

8. HORIZON
- [ ] 1 - DISTINCT
- [X] 2 - OBSCURED
- 8 - OTHER (SPECIFY) ____

9. DURATION OF FLIGHT: HOURS 1 Hour MIN. 14

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if necessary)

(b) (5)

[redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/9B (REV. 4-68) S/N-0107-731-8201

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

- [ ] 1 - NONE
- [x] 2 - MINOR
- [ ] 3 - MAJOR
- [ ] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED: None
3. DAYS IN QUARTERS: None
4. DAYS GROUNDED: Two (2)
5. UNCONSCIOUS: 00 HOURS 00 MIN.

5a. DISPOSITION: H

5b. EXPOSURE: [x] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5c. SHOCK: [x] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART: [redacted] (b) (6)
DIAGNOSIS:
CAUSE:

B. BODY PART:
DIAGNOSIS:
CAUSE: N/A

C. BODY PART:
DIAGNOSIS:
CAUSE: N/A

D. BODY PART:
DIAGNOSIS:
CAUSE: N/A

E. BODY PART:
DIAGNOSIS:
CAUSE: N/A

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE	None			
ALCOHOL	None			
LACTIC ACID	None			
OTHER (SPECIFY)	None			

8. X-RAY RESULTS: [x] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP — DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS APPLICABLE): AUTHORITY	DATE
None						

10. AUTOPSY CONDUCTED BY: N/A

- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] Y - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP: N/A

- [ ] 1 - AUTOPSY REPORT
- [ ] 2 - FROZEN TISSUE
- [ ] 3 - PICTURES
- [ ] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

[redacted] (b) (6) (b) (6)

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	[redacted] (b) (6)	F-4B	151441

C-31418

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/98 (REV. 4-68) S/N-0107-731-8201

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. DEGREE OF INJURY

- [ ] 1 - NONE
- [x] 2 - MINOR
- [ ] 3 - MAJOR
- [ ] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED: None
3. DAYS IN QUARTERS: None
4. DAYS GROUNDED: Two (2)
5. UNCONSCIOUS: 00 HOURS 00 MIN.

5a. DISPOSITION: H

5b. EXPOSURE: [x] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

5c. SHOCK: [x] 1 - MILD [ ] 2 - MODERATE [ ] 3 - SEVERE

6. INJURIES INCURRED DURING MISHAP
(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

A. BODY PART: [redacted] (b) (6)
DIAGNOSIS:
CAUSE:

B. BODY PART:
DIAGNOSIS: N/A
CAUSE:

C. BODY PART:
DIAGNOSIS: N/A
CAUSE:

D. BODY PART:
DIAGNOSIS: N/A
CAUSE:

E. BODY PART:
DIAGNOSIS: N/A
CAUSE:

7.

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE	N/A			
ALCOHOL	N/A			
LACTIC ACID	N/A			
OTHER (SPECIFY)	None			

8. X-RAY RESULTS: [x] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9.

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP — DIAGNOSIS	METHOD OF DISCOVERY: ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	WAIVERS (AS APPLICABLE): AUTHORITY	DATE
None						

10. AUTOPSY CONDUCTED BY: N/A
- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] Y - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP: N/A
- [ ] 1 - AUTOPSY REPORT
- [ ] 2 - FROZEN TISSUE
- [ ] 3 - PICTURES
- [ ] 4 - FIXED TISSUE

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:
[redacted] (b) (6) (b) (6)

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	[redacted] (b) (6)	F-4B	151441

C-31418

ADDENDUM TO OPNAV FORM 3750/8B (REV 4-68), NOR, VMFA-323, 2-69, on F-4B 151441 of 12 JAN 69.

#8. X-RAY RESULTS:

(b) (6)

[redacted]

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 6-68) S/N 0107-720-0201

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF FLIGHT
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTOR INFLUENCE
D – Definitely contributed
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS	CODE	A	E	S	R
1. SUPERVISORY FACTORS None					
A. INADEQUATE BRIEFING					
B. ORDERED/LED ON FLIGHT BEYOND CAPABILITY					
C. POOR CREW COORDINATION					
D. OTHER (SPECIFY)					
2. PRE-FLIGHT FACTORS None					
A. FAULTY FLIGHT PLAN					
B. FAULTY PRE-FLIGHT OF AIRCRAFT					
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT					
D. HURRIED DEPARTURE					
E. DELAYED DEPARTURE					
F. INADEQUATE WEATHER ANALYSIS					
G. OTHER (SPECIFY)					
3. EXPERIENCE/TRAINING FACTORS					
A. INADEQUATE TRANSITION					
B. LIMITED TOTAL EXPERIENCE					
C. LIMITED RECENT EXPERIENCE					
D. FAILURE TO USE ACCEPTED PROCEDURES					
E. OTHER (SPECIFY)					
4. DESIGN FACTORS None					
A. DESIGN OF INSTRUMENTS, CONTROLS					
B. LOCATION OF INSTRUMENTS, CONTROLS					
C. FAILURE OF INSTRUMENTS, CONTROLS					
D. COCKPIT LIGHTING					
E. RUNWAY LIGHTING					
F. LIGHTING OF OTHER AIRCRAFT					
G. PERSONAL EQUIPMENT INTERFERENCE					
H. WORKSPACE INCOMPATIBLE WITH MAN					
I. OTHER (SPECIFY)					
5. COMMUNICATION PROBLEMS None					
A. MISINTERPRETED COMMUNICATIONS					
B. DISRUPTED COMMUNICATIONS					
C. LANGUAGE BARRIER					
D. NOISE INTERFERENCE					
E. OTHER (SPECIFY)					
6. PSYCHOPHYSIOLOGICAL FACTORS None					
A. FOOD POISONING					
B. MOTION SICKNESS					
C. OTHER ACUTE ILLNESS					
D. OTHER PRE-EXISTING DISEASE/DEFECT					
E. GET-HOMEITIS					
F. HANGOVER					
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z. OVERCONFIDENCE	626				
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS None					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION–WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED None					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

[redacted] (b) (6)

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	[redacted] (b) (6)	F-4B	151441

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/BC (REV. 4-68) S/N 0107-711-0301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTOR SUPERVISORY
D – Definitely contributed
S – Suspected factor
P – Conditions present but did not contribute to accident or injury

FACTORS	CODE	A	E	S	R
1. SUPERVISORY FACTORS None					
A. INADEQUATE BRIEFING	101				
B. ORDERED LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS None					
A. FAULTY FLIGHT PLAN	201				
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE TRAINING FACTORS None					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS None					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
D. COCKPIT LIGHTING	404				
E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407				
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS None					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS None					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOMEITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
P. HYPOXIA	616				
Q. HYPERVENTILATION	617				
R. DYSBARISM	618				
S. CARBON MONOXIDE POISONING	619				
T. BOREDOM	620				
U. INATTENTION	621				
V. CHANNELIZED ATTENTION	622				
W. DISTRACTION	623				
X. PREOCCUPATION WITH PERSONAL PROBLEMS	624				
Y. EXCESSIVE MOTIVATION TO SUCCEED	625				
Z. OVERCONFIDENCE	626				
AA. LACK OF SELF-CONFIDENCE	627				
BB. LACK OF CONFIDENCE IN EQUIPMENT	628				
CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS None					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
D. VIBRATION	704				
E. GLARE	705				
F. SMOKE, FUMES, ETC.	706				
G. HEAT	707				
H. COLD	708				
I. WINDBLAST	709				
J. VISIBILITY RESTRICTION–WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED None					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	(b) (6) [redacted]	F-4B	151441

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/8C (REV. 6-68) S/N 0107-731-8301

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTOR SIGNIFICANCE
D – Definitely contributed
S – Suspected factor
P – Condition present but did not contribute to accident or injury

FACTORS	A	E	S	R
1. SUPERVISORY FACTORS None				
A. INADEQUATE BRIEFING				
B. ORDERED LED ON FLIGHT BEYOND CAPABILITY				
C. POOR CREW COORDINATION				
D. OTHER (SPECIFY)				
2. PRE-FLIGHT FACTORS None				
A. FAULTY FLIGHT PLAN				
B. FAULTY PRE-FLIGHT OF AIRCRAFT				
C. FAULTY PREPARATION OF PERSONAL EQUIPMENT				
D. HURRIED DEPARTURE				
E. DELAYED DEPARTURE				
F. INADEQUATE WEATHER ANALYSIS				
G. OTHER (SPECIFY)				
3. EXPERIENCE TRAINING FACTORS				
A. INADEQUATE TRANSITION				
B. LIMITED TOTAL EXPERIENCE				
C. LIMITED RECENT EXPERIENCE				
D. FAILURE TO USE ACCEPTED PROCEDURES				
E. OTHER (SPECIFY)				
4. DESIGN FACTORS None				
A. DESIGN OF INSTRUMENTS, CONTROLS				
B. LOCATION OF INSTRUMENTS, CONTROLS				
C. FAILURE OF INSTRUMENTS, CONTROLS				
D. COCKPIT LIGHTING				
E. RUNWAY LIGHTING				
F. LIGHTING OF OTHER AIRCRAFT				
G. PERSONAL EQUIPMENT INTERFERENCE				
H. WORKSPACE INCOMPATIBLE WITH MAN				
I. OTHER (SPECIFY)				
5. COMMUNICATION PROBLEMS None				
A. MISINTERPRETED COMMUNICATIONS				
B. DISRUPTED COMMUNICATIONS				
C. LANGUAGE BARRIER				
D. NOISE INTERFERENCE				
E. OTHER (SPECIFY)				
6. PSYCHOPHYSIOLOGICAL FACTORS None				
A. FOOD POISONING				
B. MOTION SICKNESS				
C. OTHER ACUTE ILLNESS				
D. OTHER PRE-EXISTING DISEASE/DEFECT				
E. GET-HOMEITIS				
F. HANGOVER				

(b) (6)

FACTORS		A	E	S	R
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
J. DRUGS PRESCRIBED BY MEDICAL OFFICER	610				
K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
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Q. HYPERVENTILATION	617				
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S. CARBON MONOXIDE POISONING	619				
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AA. LACK OF SELF-CONFIDENCE	627				
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CC. APPREHENSION	629				
DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS None					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
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E. GLARE	705				
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G. HEAT	707				
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J. VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS	710				
K. VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION-DUST, SMOKE, ETC. IN ACPT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED None					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	(b) (6)	F-4B	151441

FACTORS		A	B	C	D	FACTORS		A	B	C	D
D. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	005					K. DELAY IN TAKING NECESSARY ACTION	011				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	006					L. VIOLATION OF FLIGHT DISCIPLINE	012				
G. TASK OVERSATURATION	007					M. NAVIGATIONAL ERROR	013				
H. INADEQUATE COORDINATION OR TIMING	008					N. INADVERTENT OPERATION, SELF-INDUCED	014				
I. MISJUDGED SPEED OR DISTANCE	009					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	015				
J. SELECTED WRONG COURSE OF ACTION	010					P. OTHER (SPECIFY)	099				

REMARKS: *(Indicate item and describe circumstances in detail as necessary.)*

#3-D (304) Outside bomb jettison envelope. See A.A.R.

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
OPNAV FORM 3750/9C (REV. 4-68) S/N 0107-731-5201

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP
A – Accident
E – Escape
S – Survival (includes parachute landings)
R – Rescue

FACTORS
D – Definitely contributed
S – Suspected factor
P – Conditions present but did not contribute to accident or injury

FACTORS		A	E	S	R
1. SUPERVISORY FACTORS None					
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B. ORDERED LED ON FLIGHT BEYOND CAPABILITY	102				
C. POOR CREW COORDINATION	103				
D. OTHER (SPECIFY)	199				
2. PRE-FLIGHT FACTORS None					
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C. FAULTY PREPARATION OF PERSONAL EQUIPMENT	203				
D. HURRIED DEPARTURE	204				
E. DELAYED DEPARTURE	205				
F. INADEQUATE WEATHER ANALYSIS	206				
G. OTHER (SPECIFY)	299				
3. EXPERIENCE TRAINING FACTORS None					
A. INADEQUATE TRANSITION	301				
B. LIMITED TOTAL EXPERIENCE	302				
C. LIMITED RECENT EXPERIENCE	303				
D. FAILURE TO USE ACCEPTED PROCEDURES	304				
E. OTHER (SPECIFY)	399				
4. DESIGN FACTORS None					
A. DESIGN OF INSTRUMENTS, CONTROLS	401				
B. LOCATION OF INSTRUMENTS, CONTROLS	402				
C. FAILURE OF INSTRUMENTS, CONTROLS	403				
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E. RUNWAY LIGHTING	405				
F. LIGHTING OF OTHER AIRCRAFT	406				
G. PERSONAL EQUIPMENT INTERFERENCE	407				
H. WORKSPACE INCOMPATIBLE WITH MAN	408				
I. OTHER (SPECIFY)	499				
5. COMMUNICATION PROBLEMS None					
A. MISINTERPRETED COMMUNICATIONS	501				
B. DISRUPTED COMMUNICATIONS	502				
C. LANGUAGE BARRIER	503				
D. NOISE INTERFERENCE	504				
E. OTHER (SPECIFY)	599				
6. PSYCHOPHYSIOLOGICAL FACTORS None					
A. FOOD POISONING	601				
B. MOTION SICKNESS	602				
C. OTHER ACUTE ILLNESS	603				
D. OTHER PRE-EXISTING DISEASE/DEFECT	604				
E. GET-HOMEITIS	605				
F. HANGOVER	606				
G. SLEEP DEPRIVATION	607				
H. FATIGUE, OTHER	608				
I. MISSED MEALS	609				
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K. DRUGS, OTHER	611				
L. ALCOHOL	612				
M. VISUAL ILLUSIONS	613				
N. UNCONSCIOUSNESS	614				
O. DISORIENTATION/VERTIGO	615				
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DD. PANIC	630				
EE. OTHER (SPECIFY)	699				
7. ENVIRONMENTAL FACTORS None					
A. ACCELERATION FORCES, IN-FLIGHT	701				
B. ACCELERATION FORCES, IMPACT	702				
C. DECOMPRESSION	703				
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G. HEAT	707				
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K. VISIBILITY RESTRICTION–ICING, WINDOWS FOGGED, ETC.	711				
L. VISIBILITY RESTRICTION–DUST, SMOKE, ETC. IN ACFT	712				
M. WEATHER, OTHER THAN VISIBILITY RESTRICTION	713				
N. OTHER (SPECIFY)	799				
8. OTHER FACTORS TO BE CONSIDERED None					
A. HABIT INTERFERENCE, USED WRONG CONTROL	801				
B. CONFUSION OF CONTROLS, OTHER	802				
C. MISREAD INSTRUMENT(S)	803				
D. MISINTERPRETED INSTRUMENT READING	804				

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	[redacted] (b) (6)	F-4B	151441

FACTORS		A	E	S	R	FACTORS		A	E	S	R
D. OTHER FACTORS TO BE CONSIDERED (Cont.)											
E. MISLEAD BY FAULTY INSTRUMENTS	005					K. DELAY IN TAKING NECESSARY ACTION	011				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	006					L. VIOLATION OF FLIGHT DISCIPLINE	012				
G. TASK OVERSATURATION	007					M. NAVIGATIONAL ERROR	013				
H. INADEQUATE COORDINATION OR TIMING	008					N. INADVERTENT OPERATION, SELF-INDUCED	014				
I. MISJUDGED SPEED OR DISTANCE	009					O. INADVERTENT OPERATION, MECHANICALLY INDUCED	015				
J. SELECTED WRONG COURSE OF ACTION	010					P. OTHER (SPECIFY)	099				

REMARKS: *(Indicate item and describe circumstances in detail as necessary.)*

N/A

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

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

PERSONAL DATA

OPNAV FORM 3750/5D (REV. 4-68) S/N 0107-731-8401

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE

B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [X] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

II. BACKGROUND *(Complete for all pilots and others who possibly contributed to mishap)*

A. DATE LAST LEAVE ENDED: 17 AUG 68

B. DAYS DURATION LAST LEAVE: 20 Days

C. TYPE OF LEAVE LAST TAKEN: [X] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 6 JAN 69

E. IN LAST 24 HOURS — HOURS AND MINUTES FLOWN: 1 MIN. 14 F. IN LAST 48 HOURS: 1 MIN. 14

G. IN LAST 24 HOURS — MISSIONS FLOWN: 1 H. IN LAST 48 HOURS: 1

I. IN LAST 24 HOURS — HOURS AND MINUTES WORKED: 8 MIN. 0 J. IN LAST 48 HOURS: 15 MIN. 0

K. IN LAST 24 HOURS — HOURS SLEPT: 8 L. IN LAST 48 HOURS: 16

M. CONTINUOUS DUTY PRIOR TO MISHAP: HOURS 3 MIN. 04

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP: 11

O. DURATION OF LAST SLEEP PERIOD: HOURS 8 MIN. 00

P. TIME IN COCKPIT PRIOR TO FLIGHT: 0 HOURS 20 MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING *(For all personnel)*

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure breathing Chamber run	USNAS, Corpus Chris Texas	SEP	66	None
Spacial disorientati Night vision and flash blindness		SEP	66	0

*For role in mishap, use following code:
0 – NO IMPORTANCE
1 – TRAINING DEFINITELY HELPED
2 – TRAINING POSSIBLY HELPED
3 – LACK OF TRAINING DEFINITELY A FACTOR
4 – LACK OF TRAINING POSSIBLY A FACTOR
9 – UNKNOWN

IV. ANTHROPOMETRIC DATA: Not Available [redacted] (b) (6)

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, co-pilots, and/or other persons in control of aircraft)*

a. No. _____ b. DESCRIBE TYPE(S):

None

2. TOTAL YEARS OF FORMAL EDUCATION: 12

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, co-pilots, and/or persons possibly contributing to mishap)*

10 JAN 69
0001-0800 Sleep
0830-1100 Work at Seat Shop
1130-1200 Lunch
1200-1400 Read
1400-1600 Collateral duties
1700-1740 Dinner
1740-1930 Rest, Wrote letter
1930-2200 Movie at club
2200-2300 Played cards
2300-0000 Slept
11 JAN 69
0001-0700 Sleep
0700-0800 Breakfast
0800-1100 Collateral duties
1130-1200 Lunch
1300-1700 Collateral duties
1700-1730 Dinner
1730-1930 Listened to music, Wrote letter, Read
1930-2200 Movie and drinks at club
2300-0100 Read
12 JAN 69
0100-0700 Sleep
0700-0800 Breakfast
0800-1000 Collateral duties
1000-1200 Sleep
1200-1300 Lunch
1300-1700 Collateral duties
17001800 Dinner - Steak
1800-2000 Relaxed in room
2000 Brief for flight

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	[redacted] (b) (6)	F-4B	151441

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT, PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT

OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-731-8501

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS Indicate by code from list on reverse side.
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-5 A with dual visor	Y	Y	AESR	AESR	Ø2
Gloves, leather, flight	Y	Y	A E	A E	
Nomex flight suit	Y	Y	AESR	AESR	
2. OXYGEN MASK A-13A	Y	Y			Ø3
3. OXYGEN REGULATOR R.S.F. Mini Reg	Y	Y			
4. LIFE VEST MK-3C	Y	Y	S	S	
5. LIFE RAFT PK-2	Y	Y	S	S	11 Partially inflated
6. SURVIVAL RADIO(S) ~~PRC-10~~ - RT-1Ø?	Y	Y			
PRC-90	Y	Y	S R	S R	42
7. SIGNALLING DEVICES					
MK-13, Mod-0 Flares (Day-Night)	Y	Y	R	R	42
MK-80, Mod-0 Pen Gun	Y	Y			
Strobe Light	Y	Y	R	R	
38 Revolver with Tracer Rounds	Y	Y	R	R	two 04 while in the water
8. SURVIVAL KIT (CONTAINER) RSSK-1 Seat Pan	Y	Y	S	S	
9. OTHER SURVIVAL GEAR					
S. Knife 22Ø1					44
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
MA-2 Intergrated Harness Assembly	Y	Y	A E	A E	
Leg Restraints	Y	Y	A E	A E	
11. PARACHUTE-TYPE MDS-8 Sky Sail	Y	Y	E	E	39 lines
12. PARACHUTE CANOPY RELEASE Koch	Y	Y	E	E	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES Automatic					
14. SEAT TYPE Martin Baker H-7	Y	Y	E	E	
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

Both .38 revolvers lost sometime during rescue.

see back for problems

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	(b) (6)	F-4B	151442

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

PAGE 1 OF 2

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-731-8501

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEEDED	PROBLEMS Indicate by code from list on reverse side.
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
APH-5 A with dual visor	Y	Y	AESR	AESR	
Gloves, Leather, Flight	Y	Y	A E	A E	
Nomex flight suit	Y	Y	AESR	AESR	
2. OXYGEN MASK A-13A	Y	Y			03
3. OXYGEN REGULATOR R.S.F. Mini Reg	Y	Y			
4. LIFE VEST MK-3C	Y	Y	S	S	
5. LIFE RAFT PK-2	Y	Y	S	S	
6. SURVIVAL RADIO(S) PRC-10 (2)	Y	Y	R	R	one 04 on impact with Water
7. SIGNALLING DEVICES					
MK-13, Mod-0 Flares (Day-Night)	Y	Y	R	R	
Mk-80, Mod-0 Pen Gun	Y	Y			
Strobe Light	Y	Y	R	R	? no mention [illegible]
38 Revolver with tracer rounds	Y	Y	R	R	
8. SURVIVAL KIT (CONTAINER) RSSK-1 Seat pan	Y	Y	S	S	
9. OTHER SURVIVAL GEAR					
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
MA-2 Intergrated Harness Assembly	Y	Y	A E	A E	
Leg Restraints	Y	Y	A E	A E	
11. PARACHUTE-TYPE NES-8 Sky Sail	Y	Y	E	E	
12. PARACHUTE CANOPY RELEASE Koch	Y	Y	E	E	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES Automatic					
14. SEAT TYPE Martin Baker H-7	Y	Y	E	E	
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

Lost PRC-10 on contact with water. Reason unknown.

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	[redacted] (b) (6)	F-4B	151441

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/80 (REV. 4-68) S/N 0107-731-8401

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

A. PRIMARY: [ ] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE

B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [X] 8. NONE [ ] 9. UNKNOWN

II. BACKGROUND *(Complete for all pilots and others who possibly contributed to mishap)*

A. DATE LAST LEAVE ENDED: 6 SEP 68

B. DAYS DURATION LAST LEAVE: 20 Days

C. TYPE OF LEAVE LAST TAKEN: [X] 1. ORDINARY [ ] 2. EMERGENCY [ ] 3. REENLISTMENT [ ] 4. GRADUATION [ ] 5. SICK OR CONVALESCENT [ ] 6. DELAY ENROUTE [ ] 9. UNKNOWN

D. DATE OF LAST PREVIOUS FLIGHT: 11 JAN 69

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS 1 MIN. 10 F. IN LAST 48 HOURS 2 MIN. 05

MISSIONS FLOWN
G. IN LAST 24 HOURS 1 H. IN LAST 48 HOURS 2

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS 8 MIN. 00 J. IN LAST 48 HOURS 16 MIN. 00

HOURS SLEPT
K. IN LAST 24 HOURS 7 L. IN LAST 48 HOURS 15

M. CONTINUOUS DUTY PRIOR TO MISHAP HOURS 3 MIN. 04

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP 11

O. DURATION OF LAST SLEEP PERIOD HOURS 7 MIN. 00

P. TIME IN COCKPIT PRIOR TO FLIGHT 00 HOURS 20 MIN.

III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING *(For all personnel)*

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED Month	COMPLETED Year	ROLE* IN MISHAP
Pressure Breathing Chamber run	NGAS EL TORO, CALIF	FEB	68	0
Spacial Disorient Night Vision and Flash Blindness		FEB	68	0

*For role in mishap, use following code:
0 - NO IMPORTANCE
1 - TRAINING DEFINITELY HELPED
2 - TRAINING POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITELY A FACTOR
4 - LACK OF TRAINING POSSIBLY A FACTOR
9 - UNKNOWN

IV. ANTHROPOMETRIC DATA

[redacted] (b) (6) [redacted] 165 POUNDS

V. GENERAL

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, co-pilots, and/or other persons in control of aircraft)*

a. No. _____ b. DESCRIBE TYPE(S):

None

2. TOTAL YEARS OF FORMAL EDUCATION: 16

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, co-pilots, and/or persons possibly contributing to mishap)*

10 JAN 69
0001-0700 Sleep
0730-0800 Breakfast
0800-1200 Duty Officer
1200-1230 Lunch
1230-1630 Briefing & Flight
1700-1730 Dinner
1730-1930 Relaxing in Room
1930-2200 Movie at club
2200-2400 Wrote letters, Sleep
11 JAN 69
0001-0900 Sleep
0900-1200 Collateral duties
1300-1600 Duty
1700-1900 Dinner and Relax in room
1900-2400 Briefing & Flight

13 JAN 69
0001-0700 Sleep
0700-0800 Breakfast
0900-1200 Duties
1200-1300 Lunch, Cold Cuts
1300-1500 Rest in Room
1500-1700 Duties
1700-1800 Dinner
1800-2000 Movies at club, Coke
2000 Brief for flight

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	[redacted] (b) (6)	F-4B	151441

C-31585

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
OPNAV FORM 3750/OF (Rev. 4-68) S/N-0107-731-0001

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A
- [X] 1. COCKPIT OR PILOT'S COMPARTMENT
- [ ] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 8. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [X] 1. FORWARD Cockpit
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

C. LATERAL LOCATION
- [X] 2. CENTER
- [ ] 4. LEFT SIDE
- [ ] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [ ] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0 NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE *(More than one may apply)*

A. EJECTION
- [X] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 0. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 0. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTING)
- [ ] 3. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [X] 3. EMERGENCY EXIT
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [ ] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE *(1st, 2nd, etc.)* Second

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [X] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [ ] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	[redacted] (b) (6)	F-4B	151441

8. COMMUNICATIONS PRIOR TO ESCAPE

- [X] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [X] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 9. UNKNOWN
- [ ] 0. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 00 EMERGENCY BAILOUTS 00

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 70

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [X] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [X] NOSE DOWN 10 DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE) _____

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS	1.0	JAN 69	1
TRAINING FILMS	0.5	NOV 68	1
UNARMED EJECTION SEAT	0.5	JAN 69	1
ARMED SEAT ON TOWER	3.0	SEP 68	1
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY) Skydive	70 jumps		1

Use codes below to indicate role training played in this mishap.

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES *(Place X in appropriate column)*

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02							X		
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12							X		
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14							X		
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

13. EGRESS DIFFICULTIES *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND				WATER				AIR		
		B	D	A		B	D	A		B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19				19				19			
20. DIFFICULTY RELEASING RESTRAINTS	20				20				20			
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21			
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22			
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	26				26				26			
27. DARKNESS—NO VISUAL REFERENCE	27				27				27			
28. FIRE/SMOKE/FUEL	28				28				28			
29. ANTHROPOMETRIC PROBLEM	29				29				29			
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31				31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32				32				32			
33. MAN STRUCK CANOPY/CANOPY BOW	33				33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				34				34			
35. FLAILING - UPPER EXTREMITIES	35				35				35			
36. FLAILING - LOWER EXTREMITIES	36				36				36			
37. DROGUE SLUG SWINGING AT MAN	37				37				37			
38. DROGUE SLUG STRUCK MAN	38				38				38			
39. MAN STRUCK BY OTHER EQUIPMENT	39				39				39			
40. MAN STRUCK BY SEAT	40				40				40			
41. SEAT SEPARATION DIFFICULTY	41				41				41			
42. SEAT/PARACHUTE ENTANGLEMENT	42				42				42			
43. MAN TANGLED IN CHUTE RISERS—MAJOR	43				43				43			
44. MAN TANGLED IN CHUTE RISERS—MINOR	44				44			X	44			
45. PARACHUTE LINE OVER	45				45				45			
46. MAN HELD ON TO SEAT	46				46				46			
47. TUMBLING/SPINNING	47				47				47			
48. PARACHUTE DID NOT OPEN	48				48				48			
49. PARACHUTE STREAMED	49				49				49			
50. INADVERTENT OPENING OF LAP BELT	50				50				50			
51. FAILURE OF LAP BELT TO OPEN	51				51				51			
52. INRUSHING WATER	52				52				52			
53. COLD	53				53				53			
54. UNCONSCIOUS/DAZED	54				54				54			
55. OTHER	98				98				98			

REMARKS OR CONTINUATION: *(Index each remark with code from above)*

13. (12) Air (B). First ejection attempt was by use of the alternate ejection handle. Could not remove cover.

13. (44) Water (A). A few chute shroud lines tangled around legs after water entry. Cut with personal survival knife.

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	(b) (6)	F-4B	151441

C-21600

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
OPNAV FORM 3750/OP (Rev. 4-68) S/N-0107-731-0001

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

1. LOCATION IN AIRCRAFT

A
- [X] 1. COCKPIT OR PILOT'S COMPARTMENT R.I.O.
- [ ] 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
- [ ] 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
- [ ] 4. PASSENGERS' COMPARTMENT (UPPER DECK)
- [ ] 5. PASSENGERS' COMPARTMENT (LOWER DECK)
- [ ] 6. OTHER COMPARTMENT
- [ ] 9. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION
- [ ] 1. FORWARD SECTION
- [ ] 2. CENTER SECTION
- [X] 3. AFT [redacted] cockpit
- [ ] 4. SECTION UNKNOWN

C. LATERAL LOCATION
- [X] 3. CENTER
- [ ] 4. LEFT SIDE
- [ ] 5. RIGHT SIDE
- [ ] 9. UNKNOWN

D. DIRECTION FACING
- [ ] 1. FORWARD
- [ ] 2. AFT
- [ ] 3. SIDEWARD
- [ ] 9. UNKNOWN

E. USE OF SEAT
- [ ] 0 NOT IN SEAT
- [X] 1. IN SEAT
- [ ] 2. BUNK/LITTER
- [ ] 9. UNKNOWN

2. METHOD OF ESCAPE *(More than one may apply)*

A. EJECTION
- [X] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. SEAT EJECTED ON IMPACT (TERRAIN)
- [ ] 4. INADVERTENT EJECTION
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED EJECTION
- [ ] 9. DEFINITELY NOT ATTEMPTED

B. BAILOUT
- [ ] 1. ACCOMPLISHED (FREE OF AIRCRAFT)
- [ ] 2. ATTEMPTED (NOT ACCOMPLISHED)
- [ ] 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
- [ ] 7. UNKNOWN IF ATTEMPT WAS MADE
- [ ] 8. SUSPECTED BAILOUT
- [ ] 9. DEFINITELY NOT ATTEMPTED

C. OTHER
- [ ] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 2. DID NOT ESCAPE
- [ ] 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
- [ ] 5. CARRIED/ASSISTED OUT
- [ ] 6. BLOWN/THROWN OUT
- [ ] 7. JUMPED FROM A/C (AIRBORNE)
- [ ] 8. UNKNOWN IF ESCAPE ACCOMPLISHED
- [ ] 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 4. INTENT UNKNOWN

4. EXIT USED
- [ ] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [X] 3. EMERGENCY EXIT
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

5. COCKPIT/CABIN CONDITION AFTER IMPACT
- [ ] 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
- [ ] 1. MINOR DAMAGE (DEFINITELY HABITABLE)
- [ ] 2. REASONABLY INTACT (PROBABLY HABITABLE)
- [ ] 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
- [ ] 4. DESTROYED (DEFINITELY NOT HABITABLE)
- [ ] 9. UNKNOWN

6. ORDER OF ESCAPE *(1st, 2nd, etc.)* First

7. REASON(S) FOR ESCAPE *(More than one may apply)*
- [X] A. FIRE/EXPLOSION/SMOKE
- [ ] B. LOSS OF CONTROL
- [ ] C. ENGINE FAILURE
- [ ] D. FUEL EXHAUSTION
- [ ] E. STRUCTURAL FAILURE
- [ ] F. MID-AIR COLLISION
- [ ] G. WATER IMPACT
- [ ] H. GROUND/STRUCTURE IMPACT
- [ ] J. LAUNCH FAILURE
- [ ] K. ARRESTMENT FAILURE
- [ ] Y. OTHER
- [ ] Z. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	[redacted] (b) (6)	F-4B	153443

8. COMMUNICATIONS PRIOR TO ESCAPE

- [X] 1. DISTRESS SIGNAL TRANSMITTED
- [ ] 2. POSITION FIX TRANSMITTED
- [ ] 3. EMERGENCY IFF (MANUAL)
- [X] 4. EMERGENCY IFF (AUTOMATIC)
- [ ] 9. UNKNOWN
- [ ] 8. NONE

9. NUMBER OF PREVIOUS:

EJECTIONS 00 EMERGENCY BAILOUTS 00

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 00

10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- [X] A - OPEN SEA
- [ ] B - LARGE LAKE
- [ ] C - RIVER
- [ ] D - DEEP WATER, OTHER
- [ ] E - SHALLOW WATER
- [ ] F - DEEP SNOW
- [ ] G - THICK ICE
- [ ] H - MARSH/SWAMP/MUD
- [ ] U - HARD GROUND
- [ ] J - SOFT GROUND
- [ ] K - BUILDING
- [ ] L - FLIGHT DECK
- [ ] M - DENSE WOODS
- [ ] N - IN TREES
- [ ] T - THROUGH TREES
- [ ] P - RAVINE/STEEP SLOPE
- [ ] Q - ROCKS
- [ ] R - IN/NEAR FIREBALL
- [ ] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- [ ] NOSE UP
- [X] NOSE DOWN 10 DEGREES
- [ ] RIGHT BANK
- [ ] LEFT BANK _____ DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [ ] Y. OTHER (DESCRIBE) _____

12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS	1.0	JAN 69	1
TRAINING FILMS	0.5	FEB 66	1
UNARMED EJECTION SEAT	0.5	DEC 68	1
ARMED SEAT ON TOWER	3.0	FEB 68	1
JUMP SCHOOL	N/A		
PARASAIL TRAINING	0		
OTHER (SPECIFY)	0		

**Use codes below to indicate role training played in this mishap.*

- 0 - NO IMPORTANCE
- 1 - TRAINING DEFINITE HELP
- 2 - TRAINING POSSIBLE HELP
- 3 - LACK OF TRAINING FACTOR
- 4 - LACK OF TRAINING POSSIBLE FACTOR
- 9 - TRAINING ROLE UNKNOWN

13. EGRESS DIFFICULTIES *(Place X in appropriate column)*

B - Before; D - During; A - After

		GROUND B	GROUND D	GROUND A	WATER B	WATER D	WATER A	AIR B	AIR D	AIR A
1. BUFFETING	01									
2. G FORCES	02									
3. WINDBLAST	03									
4. SEAT PINS NOT REMOVED	04									
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05									
6. HAMPERED BY CLOTHING	06									
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)	07									
8. HAMPERED BY INJURIES	08									
9. DIFFICULTY RELEASING CANOPY/HATCH	09									
10. FAILURE TO RELEASE CANOPY/HATCH	10									
11. DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11									
12. DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12									
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	13									
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	14									
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15									
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)	16									
17. CANOPY JETTISON PROBLEM	17									
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)	18									

CONTINUED ON NEXT PAGE

OPNAV FORM 3750/8F (Rev. 4-68) (Continued)

13. EGRESS DIFFICULTIES *(Place X in appropriate column) (Continued)*

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27									
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31									
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32									
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35									
36. FLAILING - LOWER EXTREMITIES	36									
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39									
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	98									

REMARKS OR CONTINUATION: *(Index each remark with code from above)*

Items 13 (1 thru 55) N/A

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	010447	F-4B	151441

C-21008

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-721-8701

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED
HOURS 00 MINUTES 00 SECONDS 45

2. DELAY IN INITIATING ESCAPE DUE TO: N/A

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:
A. 1. ESCAPE (FEET) 4,000 2. PARACHUTE OPENING (FEET) 4,000
B. 1. AIRSPEED AT TIME OF ESCAPE 300 KIAS
2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) N/A K
C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED YES	NO	UNK	HELMET VISOR LOWERED YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS	X			X		
3. DURING CHUTE LANDING	X	X		X	X	
4. CHIN STRAP FASTENED SNUGLY				X		
5. NAPE STRAP FASTENED SNUGLY				X		

5. ZERO LANYARD: N/A

A. WHEN CONNECTED
- [ ] 8. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 8. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE
- [ ] 8. DID NOT OPEN OR RELEASE
- [X] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 6. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY:
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 8. DEFINITELY NOT ATTEMPTED
- [X] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [X] 1. THIS PERSON
- [ ] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. [illegible]
OPTIMAL	1	X	X	X	X
FORWARD	2				
UPWARD	3				
LATERAL	4				
UNKNOWN	9				

10. POSITION OF EJECTION SEAT
- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [X] 3. INTERMEDIATE POSITION
- [ ] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT
- [ ] 8. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [X] 4. PERSONNEL PARACHUTE
- [ ] 6. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	RANK
BAIN, Gary L.	(b) (6)	F-4B	151441

OPNAV FORM 3750/8G (REV. 4-68) (Continued)

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [X] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [X] 1. AUTOMATIC TIMER
- [X] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [X] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT	X			
B. DURING LANDING	X			

16. PARACHUTE DAMAGE *(Give number of)* N/A

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS—MAJOR _____
4. TORN PANELS—MINOR _____

17. CAUSE OF PARACHUTE DAMAGE N/A

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD, *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [X] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [ ] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: 230 LBS

B. SURFACE WINDS 5 KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [X] 0. NO

D. DISTANCE DRAGGED: N/A YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [ ] 1. LOOKING AHEAD
- [X] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [ ] 1. FELL OBLIQUELY
- [X] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [X] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [X] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT	X		
B. LIFE RAFT	X		
C. LIFE VEST	X		

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [X] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

2R. (C-8) Relaxed

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
EJECTION OR BAILOUT
OPNAV FORM 3750/8G (REV. 4-68) S/N 0107-731-8701

REPORT SYMBOL 3750-7
See Section II of OPNAVINST 3750.6

(Complete for all inflight escapes and ejections)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED
HOURS 00 MINUTES 00 SECONDS 45

2. DELAY IN INITIATING ESCAPE DUE TO: N/A

- [ ] 1. ATTEMPTING TO OVERCOME PROBLEM
- [ ] 2. AVOIDING POPULATED AREA
- [ ] 3. AVOIDING UNSUITABLE TERRAIN
- [ ] 4. GAINING ALTITUDE
- [ ] 5. LOSING ALTITUDE
- [ ] 6. LOSING AIRSPEED
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

A. 1. ESCAPE (FEET) 4,000 2. PARACHUTE OPENING (FEET) 4,000
B. 1. AIRSPEED AT TIME OF ESCAPE 300 KIAS
2. GROUND/FORWARD SPEED (IF NOT AIRBORNE) N/A K
C. [ ] 1. PARACHUTE DID NOT OPEN [ ] 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET:

	CHIN STRAP FASTENED YES	NO	UNK	HELMET VISOR LOWERED YES	NO	UNK
1. BEFORE EMERGENCY	X			X		
2. DURING EGRESS	X			X		
3. DURING CHUTE LANDING	X			X		
4. CHIN STRAP FASTENED SNUGLY				X		
5. NAPE STRAP FASTENED SNUGLY				X		

5. ZERO LANYARD: N/A

A. WHEN CONNECTED
- [ ] 8. AVAILABLE, NOT CONNECTED
- [ ] 1. PRIOR TO EMERGENCY
- [ ] 2. DURING EMERGENCY
- [ ] 3. TIME UNKNOWN
- [ ] 8. NA/NOT AVAILABLE
- [ ] 9. UNKNOWN

B. SURVIVAL FACTOR
- [ ] 0. NOT A FACTOR IN SURVIVAL
- [ ] 1. FACTOR IN SURVIVAL
- [ ] 2. NOT A FACTOR IN NON-SURVIVAL
- [ ] 3. FACTOR IN NON-SURVIVAL
- [ ] 9. UNKNOWN IF FACTOR

6. AUTOMATIC LAP BELT RELEASE
- [ ] 0. DID NOT OPEN OR RELEASE
- [X] 1. RELEASED AUTOMATICALLY AS DESIGNED
- [ ] 2. OPENED MANUALLY
- [ ] 3. OPENED INADVERTENTLY
- [ ] 8. UNKNOWN HOW RELEASED
- [ ] 9. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL, SELF-INDUCED
- [ ] 3. UNINTENTIONAL, MECHANICAL
- [ ] 9. UNKNOWN

B. INITIATED BY:
- [X] 1. THIS INDIVIDUAL
- [ ] 2. ANOTHER INDIVIDUAL
- [ ] 9. UNKNOWN

7. REMOVAL OF AIRCRAFT CANOPY *(Continued)*

C. REMOVAL
- [ ] 0. DEFINITELY NOT ATTEMPTED
- [X] 1. ACCOMPLISHED
- [ ] 2. ATTEMPTED (UNSUCCESSFUL)
- [ ] 3. UNKNOWN IF ATTEMPTED

D. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [ ] 4. MANUALLY UNLOCKED
- [ ] 5. EXTERNAL FORCE
- [ ] 6. CANOPY JETTISON HANDLE
- [ ] 9. UNKNOWN
- [ ] 8. OTHER (DESCRIBE)

8. EJECTION

A. INTENT
- [X] 1. INTENTIONAL
- [ ] 2. UNINTENTIONAL
- [ ] 9. UNKNOWN

B. INITIATED BY
- [ ] 1. THIS PERSON
- [X] 2. ANOTHER PERSON
- [ ] 3. EXTERNAL FORCE
- [ ] 9. UNKNOWN

C. METHOD
- [ ] 1. ARM REST/LEG BRACE
- [X] 2. FACE CURTAIN
- [ ] 3. SEAT PAN HANDLE
- [X] 4. SEAT SEQUENCER
- [ ] 5. IMPACT
- [ ] 6. FIRE
- [ ] 7. MECHANICAL FAILURE
- [ ] 8. OTHER EXTERNAL FORCE
- [ ] 9. UNKNOWN

9. BODY POSITION AT EJECTION *(As compared to optimal)*

		A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1	X	X	X	X
FORWARD	2				
UPWARD	3				
LATERAL	4				
UNKNOWN	9				

10. POSITION OF EJECTION SEAT.
- [ ] 1. FULL UP
- [ ] 2. FULL DOWN
- [X] 3. INTERMEDIATE POSITION
- [ ] 9. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT
- [ ] 0. DID NOT SEPARATE
- [ ] 1. SEAT SEPARATOR
- [ ] 2. SPONTANEOUS/TUMBLING
- [ ] 3. PUSHED SELF AWAY
- [X] 4. PERSONNEL PARACHUTE
- [ ] 5. OTHER
- [ ] 9. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	W/G	SUBD
RYAN, William C.	(b) (6)	F-4B	151441

12. TYPE OF SEAT SEPARATION

- [ ] 0. NONE
- [ ] 1. ROTARY
- [ ] 2. BLADDER
- [x] 3. PARACHUTE
- [ ] 4. SNUBBING LANYARD

13. METHODS OF DEPLOYING PARACHUTE

- [ ] 0. NOT DEPLOYED
- [x] 1. AUTOMATIC TIMER
- [x] 2. ANEROID
- [ ] 3. BALLISTIC DEVICE
- [ ] 4. ZERO LANYARD
- [ ] 5. STATIC LINE
- [ ] 6. MANUAL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

14. PARACHUTE OPENING SHOCK

- [x] 0. NEGLIGIBLE
- [ ] 1. MODERATE
- [ ] 2. SEVERE
- [ ] 9. UNKNOWN

15. OSCILLATIONS

	0-NEGLIGIBLE	1-MODERATE	2-SEVERE	9-UNKNOWN
A. DURING DESCENT	X			
B. DURING LANDING	X			

16. PARACHUTE DAMAGE *(Give number of)* N/A

1. SEVERED SHROUD LINES _____
2. MISSING PANELS _____
3. TORN PANELS–MAJOR _____
4. TORN PANELS–MINOR _____

17. CAUSE OF PARACHUTE DAMAGE N/A

- [ ] 1. OPENING SHOCK
- [ ] 2. FOULED ON EJECTION SEAT
- [ ] 3. FOULED ON A/C
- [ ] 4. FIRE
- [ ] 5. ON LANDING
- [ ] 6. IN TREES
- [ ] 7. DRAGGING
- [ ] 8. OTHER (DESCRIBE)
- [ ] 9. UNKNOWN

18. FOUR LINE CUT DISREGARD, *(Air Force Item only)*

19. DIRECTION FACED AT CHUTE LANDING

- [ ] 1. DIRECTLY FACING
- [ ] 2. FACING AWAY
- [ ] 3. QUARTERING, FACING
- [ ] 4. QUARTERING, BACK
- [ ] 5. DIRECTLY SIDEWAYS
- [x] 9. UNKNOWN

20. LANDING CONDITIONS

A. TOTAL WEIGHT UNDER PARACHUTE: 215 LBS

B. SURFACE WINDS 5 KNOTS

C. DRAGGED BY CHUTE [ ] 1. YES [x] 0. NO

D. DISTANCE DRAGGED: N/A YARDS

21. PARACHUTE LANDING POSITION TECHNIQUES

A.
- [ ] 0. COULD NOT SEE
- [x] 1. LOOKING AHEAD
- [ ] 2. LOOKING DOWN
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

B.
- [x] 1. FELL OBLIQUELY
- [ ] 2. FELL BACKWARD
- [ ] 3. FELL FORWARD
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

C.
- [ ] 1. MUSCLES TENSED
- [ ] 2. MUSCLES TOO TENSE
- [ ] 3. TOO RELAXED
- [x] 8. OTHER
- [ ] 9. UNKNOWN

D.
- [x] 1. PROPER POSITION
- [ ] 2. KNEES LOCKED
- [ ] 3. ARMS IN POOR POSITION
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

22. DEPLOYED BEFORE LANDING

	1 - YES	0 - NO	9 - UNKNOWN
A. SURVIVAL KIT	X		
B. LIFE RAFT	X		
C. LIFE VEST		X	

23. CANOPY DEFLATION POCKETS

- [ ] 0. NOT EFFECTIVE IN COLLAPSING CHUTE
- [x] 1. AIDED IN COLLAPSING CHUTE
- [ ] 7. NOT INSTALLED
- [ ] 8. UNKNOWN IF INSTALLED
- [ ] 9. UNKNOWN IF EFFECTIVE

REMARKS:

8. (B-2) See A.A.R.
21. (C-8) Relaxed

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/8N (REV. 4-68) S/N 0107-731-8800

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

1. SURVIVAL TRAINING
**Use Code at right to indicate the role this person's training played in survival.*

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL: 1. MAINTENANCE SWIM	WATER SURVIVAL, Naval Air Basic Training Command	Pensacola, Florida	DEC	65	1
	2. DILBERT DUNKER	Same	Same	DEC	65	0
	3. PARACHUTE DRAG	"	"	DEC	65	1
	4. IMMERSED COCKPIT	"	"	DEC	65	0
	5. IMMERSED SEAT	"	"	DEC	65	0
B.	JUNGLE SURVIVAL	LAND SURVIVAL: NASTEC	"	JAN	66	0
C.	ARCTIC SURVIVAL	None				
D.	DESERT SURVIVAL	"				
E.	MOUNTAIN SURVIVAL	"				
F.	SURVIVAL (GENERAL)	SERE SCHOOL, Cherry Point	Cherry Pt. N. C.	MAY	68	0

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE 80 °F
B. AIR TEMPERATURE 85 °F
C. SURFACE WINDS 5 KNOTS
D. WAVE HEIGHT 5 FEET
E. WAVE FREQUENCY 10 PER MIN.

F. TERRAIN
- [ ] 1. OPEN GROUND
- [ ] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [X] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [ ] 1. CLEAR
- [X] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)*

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	5 Min.				X		
B. RESCUE VEHICLE DEPARTED	5 Min.				X		
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	40 Min.				X		
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	50 Min.				X		
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED	50 Min.				X		
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)	1.5 hrs				X		

4. A. TIME THIS INDIVIDUAL SPENT IN WATER 00 HRS. 10 MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT 00 HRS. 40 MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE 50 miles B. NEAREST ASSIST RESCUE VEHICLE 10 miles

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL: CH-53 2. LOCATION WHEN ALERTED Da Nang, R.V.N. 3. DUTY WHEN ALERTED S.A.R.

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [ ] 1. YES [X] 2. NO [ ] 9. UNKNOWN
IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED:

D. NUMBER SEARCH AND RESCUE HOURS 1.5

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	(b) (6)	F-4B	151441

C-27500

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET
- [X] Y - OTHER (DESCRIBE) Grasp by hand

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [2] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [6] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [1] G - RADIO MAY-DAY CALL
- [4] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [5] K - VISUAL SIGNALLING EQUIPMENT
- [3] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE)

9. ALERTING/COMMUNICATIONS PROBLEMS None

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE *
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES N/A

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER

11. RESCUE VEHICLE PROBLEMS ENROUTE Unknown

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT) None

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL
	26 (B)	PRC-90 (A)	38 (D)		46 (C)

CONTINUED ON NEXT PAGE

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [X] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [X] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 - X	A - X
2. PARTIALLY ABLE TO ASSIST	2 -	B -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -
4. FATAL ON RECOVERY-DUE TO INJURIES		D -
5. FATAL ON RECOVERY-DROWNED		E -
6. RECOVERED ALIVE-DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW) Unavailable

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
BAIN, Gary L.	[redacted] (b) (6)	F-4B	153441

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT SURVIVAL AND RESCUE

OPNAV FORM 3750/8H (REV. 4-68) S/N 0107-731-8800

1. SURVIVAL TRAINING

*Use Code at right to indicate the role this person's training played in survival.

0 - NOT A FACTOR
1 - DEFINITELY HELPED
2 - POSSIBLY HELPED
3 - LACK OF TRAINING DEFINITE FACTOR
4 - LACK OF TRAINING POSSIBLE FACTOR
9 - ROLE UNKNOWN

	TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED Month	COMPLETED Year	*ROLE
A.	WATER SURVIVAL:					
	1. MAINTENANCE SWIM					
	2. DILBERT DUNKER	Naval Air Training Command	Pensacola, Florida	APR	67	0
	3. PARACHUTE DRAG					
	4. IMMERSED COCKPIT					
	5. IMMERSED SEAT					
B.	JUNGLE SURVIVAL	Naval Air Training Command	Pensacola, Florida	APR	67	0
C.	ARCTIC SURVIVAL					
D.	DESERT SURVIVAL					
E.	MOUNTAIN SURVIVAL					
F.	SURVIVAL (GENERAL)	Naval Air Training Command	Pensacola, Florida	APR	67	0

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE *(If widely variable, give range)*

A. WATER TEMPERATURE 80 °F
B. AIR TEMPERATURE 85 °F
C. SURFACE WINDS 5 KNOTS
D. WAVE HEIGHT 5 FEET
E. WAVE FREQUENCY 10 PER MIN.

F. TERRAIN
- [ ] 1. OPEN GROUND
- [ ] 2. WOODS/JUNGLE
- [ ] 3. MOUNTAINS
- [ ] 4. DESERT
- [X] 5. WATER
- [ ] 6. ICE/SNOW
- [ ] 7. SWAMP
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

G. WEATHER
- [ ] 1. CLEAR
- [X] 2. OVERCAST
- [ ] 3. FOG
- [ ] 4. RAIN
- [ ] 5. SNOW
- [ ] 6. SLEET
- [ ] 7. HAIL
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS *(Give time lapse in hours and minutes from time of mishap)*

For actual rescue vehicle and personnel and others who took an active part in the rescue sequence but did not actually recover this individual. See Instructions for details.

	ACTUAL	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS Day	Night	Dawn	Dusk
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	5 min				X		
B. RESCUE VEHICLE DEPARTED	5 min				X		
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL	40 min				X		
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL	50 min				X		
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED	50 min				X		
F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.)	1.5 hr				X		

4. A. TIME THIS INDIVIDUAL SPENT IN WATER 00 HRS. 10 MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT 00 HRS. 40 MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:

A. ACTUAL RESCUE VEHICLE 50 miles B. NEAREST ASSIST RESCUE VEHICLE 10 miles

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON

1. TYPE/MODEL: CH-53 2. LOCATION WHEN ALERTED Da Nang, R.V.N. 3. DUTY WHEN ALERTED S.A.R.

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? [ ] 1. YES [X] 2. NO [ ] 9. UNKNOWN

IF SO, HOW?
- [ ] A. PARACHUTED
- [ ] B. JUMPED WITHOUT PARACHUTE
- [ ] C. DESCENDED LINE/LADDER/NET
- [ ] D. LOWERED BY HOIST
- [ ] E. NORMAL GROUND/WATER
- [ ] Y. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3)

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED:

D. NUMBER SEARCH AND RESCUE HOURS 1.5

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	(b) (6)	F-4B	151441

C-27520

OPNAV FORM 3750/8H (REV. 4-68) (Continued)

7. RESCUE EQUIPMENT USED *(Use numbers to show sequence)*

- [ ] A - SLING
- [ ] B - SEAT
- [ ] C - CARGO NET
- [ ] D - ROPE
- [ ] E - LIFE RING
- [ ] F - BASKET
- [ ] G - BOOM NET
- [ ] H - DAVIT
- [ ] J - RAFT
- [ ] K - WEBBING CUTTERS
- [ ] L - CHICAGO GRIP
- [ ] M - GRAPNEL
- [ ] N - BOARDING LADDER
- [ ] P - KNIFE/AXE/SAW
- [ ] Q - MAKESHIFT CARRIER/SUPPORT
- [ ] R - FIRST AID EQUIPMENT
- [ ] S - TREE PENETRATOR SEAT
- [ ] T - HELICOPTER PLATFORM
- [ ] U - STRETCHER
- [ ] V - CABLE CUTTERS
- [ ] W - HELICOPTER RESCUE BOOM
- [ ] X - BILLY PUGH NET
- [x] Y - OTHER (DESCRIBE) Grabbed by hand

8. RESCUE ALERTING MEANS *(Use numbers to show sequence)*

- [ ] A - WITNESSED
- [2] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [6] E - CRASH PHONE
- [ ] F - OTHER TELEPHONE
- [1] G - RADIO MAY-DAY CALL
- [4] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [5] K - VISUAL SIGNALLING EQUIPMENT
- [3] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- [ ] P - SMOKE/FIRE-CRASH SCENE
- [ ] Y - OTHER (DESCRIBE)

9. ALERTING/COMMUNICATIONS PROBLEMS N/A

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE*
- [ ] E - POOR RADIO PROCEDURES
- [ ] Y - OTHER

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES N/A

- [ ] A - VEHICLE OPERATOR NOT AVAILABLE
- [ ] B - VEHICLE NOT READY
- [ ] C - VEHICLE CREW NOT AVAILABLE
- [ ] D - COMMUNICATIONS BREAKDOWN
- [ ] E - COMPLETING PREVIOUSLY ASSIGNED DUTIES
- [ ] F - LACK OF INFORMATION ON CRASH SITE
- [ ] G - NATURE OF TERRAIN
- [ ] H - WEATHER
- [ ] Y - OTHER

11. RESCUE VEHICLE PROBLEMS ENROUTE Unknown

- [ ] A - HEADWIND
- [ ] B - POOR VISIBILITY
- [ ] C - HIGH SEA STATE
- [ ] D - MECHANICAL PROBLEMS
- [ ] E - NATURE OF TERRAIN
- [ ] F - OTHER OBSTRUCTIONS (FENCES, ETC.)
- [ ] G - RESCUERS LOST
- [ ] H - WEATHER
- [ ] Y - OTHER

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT) N/A

- [ ] A - HEAVY SEAS
- [ ] B - TREES
- [ ] C - FOG/CLOUDS
- [ ] D - PRECIPITATION
- [ ] E - DARKNESS
- [ ] F - RADIO INTERFERENCE
- [ ] G - CONFUSION DUE TO OTHER LIGHTS
- [ ] H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
- [ ] J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR
- [ ] K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
- [ ] L - LOSS OF RADIO/RADAR CONTACT
- [ ] M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT
- [ ] Y - OTHER

13. LOCATOR MEANS

Consult Instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of observance.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL
	26 (B)	10 (A)			46 (C)

CONTINUED ON NEXT PAGE

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] 01 - INADEQUATE FLOTATION GEAR
- [ ] 02 - INADEQUATE COLD WEATHER GEAR
- [ ] 03 - LACK OF SIGNALLING EQUIPMENT
- [ ] 04 - LACK OF OTHER EQUIPMENT
- [ ] 05 - ENTANGLEMENT (PARACHUTE)
- [ ] 06 - DRAGGING (PARACHUTE)
- [ ] 07 - PARACHUTE HARDWARE PROBLEM
- [ ] 08 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] 09 - PULLED DOWN BY SINKING PARACHUTE
- [ ] 10 - ENTANGLEMENT (OTHER THAN PARACHUTE)
- [ ] 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT
- [ ] 12 - CONFUSED, DAZED, DISORIENTED
- [ ] 13 - INCAPACITATED BY INJURY
- [ ] 14 - POOR PHYSICAL CONDITION
- [ ] 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.)
- [ ] 16 - FATIGUE
- [ ] 17 - WEATHER
- [ ] 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.)
- [x] 19 - DARKNESS
- [ ] 20 - THROWN OUT OF RAFT
- [ ] 21 - HAMPERED BY HELO DOWNWASH
- [ ] 22 - PROBLEM BOARDING RESCUE VEHICLE
- [ ] 23 - THIRST
- [ ] 24 - HUNGER
- [ ] 25 - INSECTS, SNAKES, ANIMALS, ETC.
- [ ] 26 - SHARKS

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- [ ] 01 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] 02 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] 03 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] 04 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] 05 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] 06 - INADEQUATE MEDICAL EQUIPMENT
- [ ] 07 - INADEQUATE MEDICAL FACILITIES
- [ ] 08 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] 09 - RESCUE CREWMAN ASSIST HESITANCY
- [ ] 10 - FIRE/EXPLOSION
- [ ] 11 - ENTRAPMENT IN AIRCRAFT
- [ ] 12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL
- [ ] 13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED
- [ ] 14 - CARELESSNESS OF RESCUE PERSONNEL
- [ ] 98 - OTHER _____
- [ ] 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
- [ ] 16 - RESCUE VEHICLE ACCIDENT
- [ ] 17 - COMMUNICATIONS PROBLEMS
- [ ] 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE
- [ ] 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.)
- [ ] 20 - INTERFERENCE FROM OTHER VEHICLES
- [ ] 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES
- [ ] 22 - WEATHER
- [x] 23 - DARKNESS
- [ ] 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE
- [ ] 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED
- [ ] 26 - FLOATING DEBRIS
- [ ] 27 - PRIMARY RESCUER DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

16. INDIVIDUAL'S PHYSICAL CONDITION

	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 - X	A - X
2. PARTIALLY ABLE TO ASSIST	2 -	B -
3. IMMOBILE OR UNCONSCIOUS	3 -	C -
4. FATAL ON RECOVERY-DUE TO INJURIES		D -
5. FATAL ON RECOVERY-DROWNED		E -
6. RECOVERED ALIVE-DIED FROM INJURIES		F -
7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		G -
8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		H -

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW) Unknown

- [ ] 1 - RESCUE PERSONNEL TRAINING
- [ ] 2 - TRAINING OF PERSON TO BE RESCUED
- [ ] 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS
- [ ] 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS
- [ ] 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS
- [ ] 6 - AVAILABILITY OF RESCUE EQUIPMENT
- [ ] 7 - SUITABILITY OF RESCUE EQUIPMENT
- [ ] 8 - SURVIVOR'S TECHNIQUES
- [ ] 9 - COORDINATION OF RESCUE EFFORTS

NAME	SERIAL NO.	A/C	BUNO
RYAN, William C.	(b) (6) [redacted]	F-4B	153442

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

OPNAV FORM 3750/8I (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7
See Section H of OPNAVINST 3750.6

CONCLUSIONS:

1. That the aircrewmen were physically qualified and psycologically compent to fullfill the duties of this mission.

2. That the escape and survival phase presented no problems, due to either lack of knowledge of the crew or equipment malfunction.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	NO. OF HOURS SPENT	DATE OF REPORT
[X] YES [ ] NO	20 Hours	7 FEB 69
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	**NO. OF HOURS SPENT**	**NO. REPORTS PREPARED**
[X] YES [ ] NO	2 Hours	4

FLIGHT SURGEON'S NAME AND GRADE	DUTY STATION	SIGNATURE
Robert B. Wilcox Robert B. WILCOX LT MC USN	MAG-13, MEDICAL	Robert B. Wilcox

E-31558

STATEMENT OF FIRST LIEUTENANT GARY L. BAIN (b) (6) 7521 USMCR CONCERNING VMFA-323 AIRCRAFT ACCIDENT REPORT 5-69A, 12 JANUARY 1969:

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST. 5750.6

ENCLOSURE (2)

(b) (5)

[redacted]

GARY L. BAIN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5750.6

ENCLOSURE (2)

(b) (6)

STATEMENT OF FIRST LIEUTENANT WILLIAM C. RYAN [redacted] 582 USMCR CONCERNING
VMFA-323 AIRCRAFT ACCIDENT REPORT 5-69A, 12 JANUARY 1969:

(b) (5)

[redacted]

ENCLOSURE (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST. 3750.6

(b) (5)

[redacted]

William C. Ryan

WILLIAM C. RYAN

ENCLOSURE (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST. 3750.6

STATEMENT OF AIRCRAFT MAINTENANCE OFFICER, VMFA-323, REGARDING AIRCRAFT ACCIDENT, F4B BUNO 151441, 5-59A, 12 JANUARY 1969:

(b) (5)

[redacted]

R. J. PERSINA
Major USMC

ENCLOSURE (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

STATEMENT OF THE AIRCREW SURVIVAL EQUIPMENT OFFICER, VMFA-323, CONCERNING AIRCRAFT ACCIDENT, F4B BUNO 151441, 5-69A, 12 JANUARY 1969:

(b) (5)

[redacted]

ENCLOSURE (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5750.6

(b) (5)

[redacted]

MALFUNCTIONS:

(b) (5)

[redacted]

RECOMMENDATIONS:

(b) (5)

[redacted]

GARY E. DAIN
1/Lt. USMCR

ENCLOSURE (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5750.6

STATEMENT OF MR. ROBERT O. PRYOR CONCERNING THE UW RADAR CIRCUIT BREAKER SYSTEM AND INADVERTENT PYLON JETTISONING:

(b) (5)

[redacted]

ENCLOSURE (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5740.6

(b) (5)

[redacted]

ROBERT O. PRYOR
McDonnell-Douglas Rep.

ENCLOSURE (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible]

INTER-OFFICE MEMO

Memo No. 490

Date 23 January 1969

TO: R.O. Pryor

CC: J. Walker, Chu Lai File, File

FROM: R. Hickerson

SUBJECT: Extension Bomb Fuse (36 inch)

Reference: (a) Memo NVE-1-69 dated 13 January, 1969.

Enclosure: (1) Jettison Limitations

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

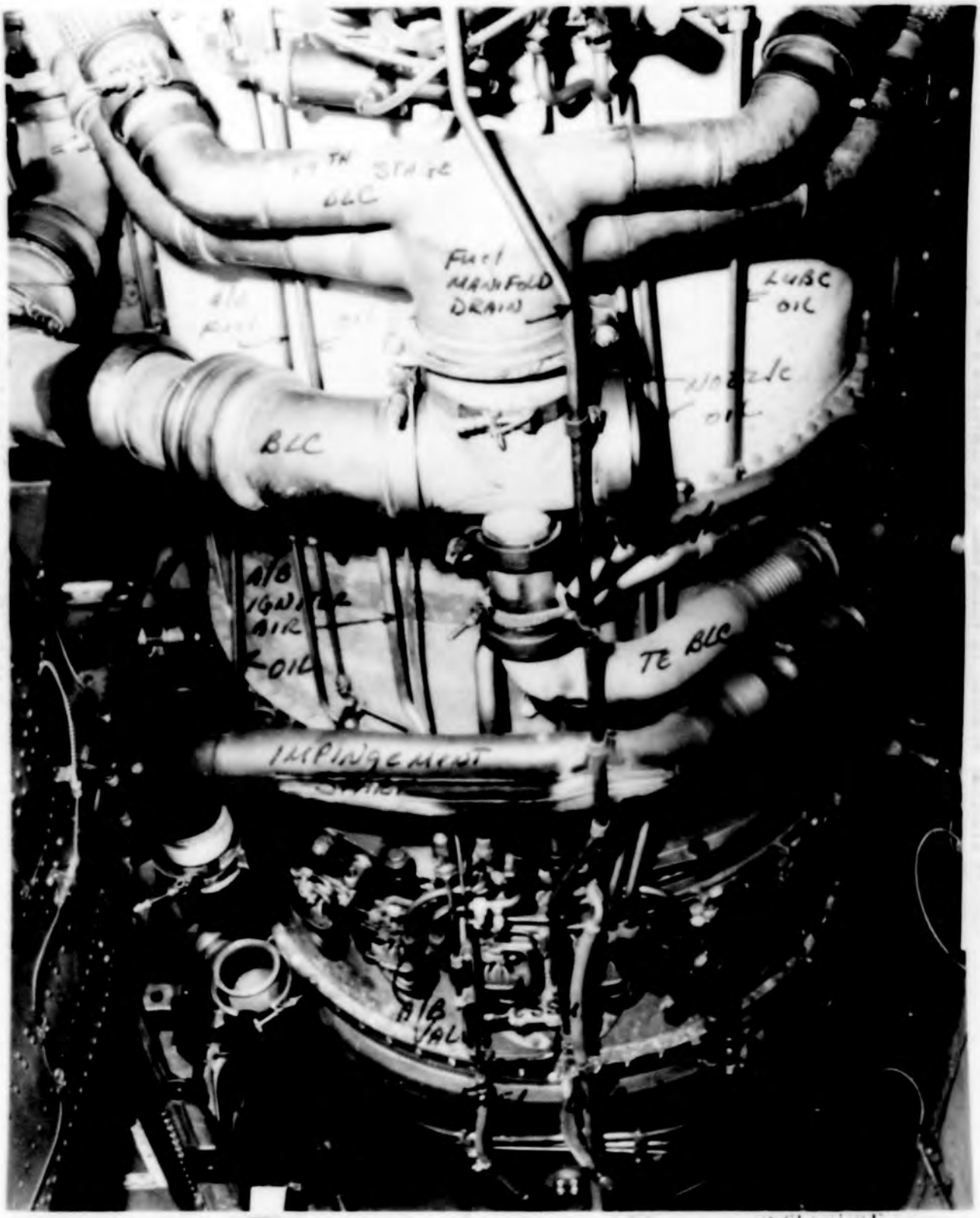
R. L. Hickerson, Armament Specialist
Dept. 92, Bldg. 2, Sta. 29363

CERTIFIED TRUE COPY

MCDONNELL DOUGLAS CORPORATION

ENCLOSURE (7)

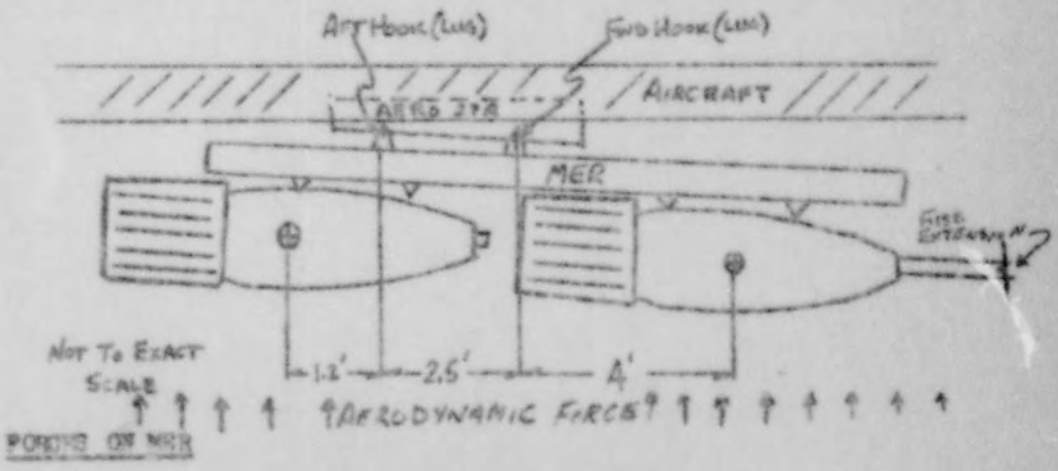
90112101

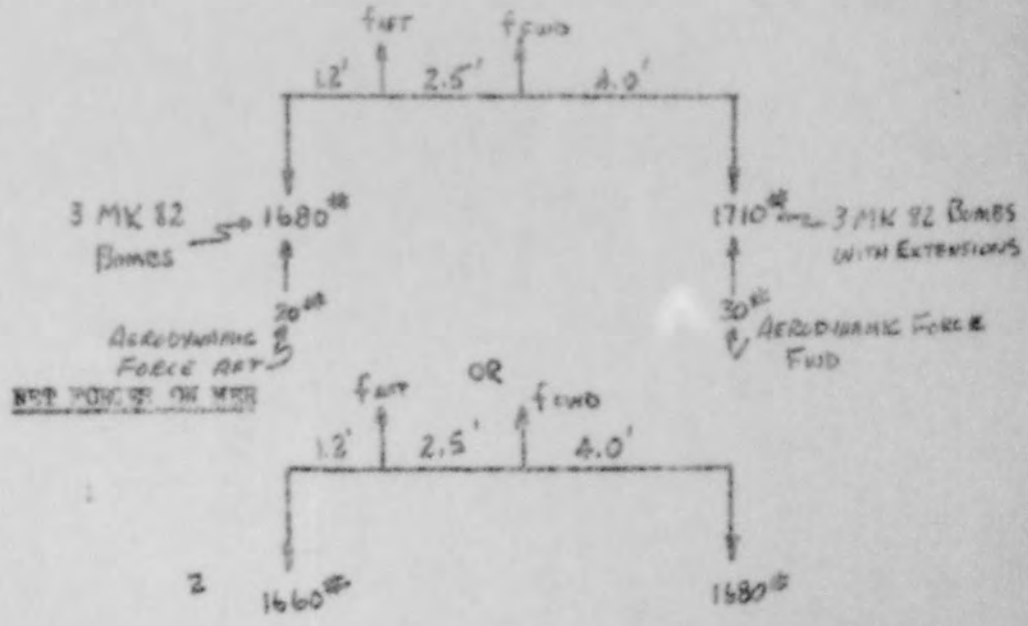

BLC
FUEL
MANIFOLD
DRAIN
LUBC
OIL
BLC
TE BLC
IMPINGEMENT

ENCLOSURE

FORCES ON THE AERO-27A LUGS DUE TO GRAVITY AND AIR LOADS

SKETCH OF A LOADED MER





8

1

ENCLOSURE (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

APPROXIMATE AERODYNAMIC FORCES ON THE LOADED MER

Aerodynamic force = $\frac{1}{2} \rho V^2 A \sin \phi$

where ρ = air density

V = velocity of aircraft

A = equivalent flat plate area of loaded MER

ϕ = angle of attack of loaded MER

For this case of a 42,000# aircraft in level flight at 325 KEAS at 4,500 feet we have:

$$\rho = \rho_o \times \frac{\rho}{\rho_o} = .00238 \times .875 = 2.08 \times 10^{-3} \text{ slugs/ft}^3$$

(Ref. F4B NATOPS NAVAIR 01-245FDB-1 page 11-18)

V = 325 KEAS at 4,500 feet = 349 KTAS

(Ref. F4B NATOPS NAVAIR 01-245FDB-1 page 11-10)

$$V = 349 \frac{NM}{HR} \times 6020 \frac{ft}{NM} \times \frac{1}{3600} \frac{HR}{sec} = 576 \text{ ft/sec}$$

A = approximately 4 ft^2 (estimated)

ϕ = aircraft angle of attack minus MER downward tilt angle

$= 3.2^\circ - 1.0^\circ = 2.2^\circ$

(Ref. NAVAIR 01-245FDB-1T page 2-4)

For this case

Aerodynamic force = $\frac{1}{2} \rho V^2 A \sin \phi$

$= \frac{1}{2} (2.08 \times 10^{-3}) (576)^2 \, 4 \, (\sin 2.2^\circ)$

$= \frac{1}{2} (2.08 \times 10^{-3}) (33.2 \times 10^4) \, 4 \, (.038)$

$\boxed{\text{Aerodynamic force} \doteq 53\#}$

The aerodynamic force will be somewhat greater on the forward cluster of MK-82 bombs than on the aft cluster. This can be rounded off to approximately 30 pounds forward and 20 pounds aft.

The loaded MER suspended from the aircraft is not being moved up or down or rotated by the forces acting on it. Since Newton's law tells us that forces acting on a body cause acceleration, or motion of that body, and here we have no motion, we can say that the net force must be zero. Since torques or moments (force times lever arms) cause rotary motion, and here we have no rotary motion, we can also say that the net moment must be zero.

Adding up the vertical forces we get:

$$1640 + 1680 - f_{aft} - f_{fwd} = 0 .$$

Adding up the moments (about an arbitrary point) we get:

$$1680 \, (4+2.5+1.2) - f_{fwd} \, (1.2+2.5) - f_{aft} \, (1.2) = 0 .$$

We have two independent equations and two unknown forces, so we can solve for this support forces at the forward and aft MER hooks.

Solving the first equation for f_{aft} gives $f_{aft} = 3340 - f_{fwd}$.

Substituting this expression for f_{aft} into the second equation gives

$$1680\ (7.7) - f_{fwd}\ (3.7) - (3340 - f_{fwd})\ 1.2 = 0\ .$$

Solving for f_{fwd} gives

$$f_{fwd} = \frac{9040}{2.5}$$

$$\boxed{f_{fwd} = 3620\#}$$

Since $f_{aft} = 3340 - f_{fwd}$,

$$\boxed{f_{aft} = -280\#}$$

This means that the forward AERO-27A lugs support 3620 pounds while the aft AERO-27A lugs are actually not supporting any load; in fact the aft lugs are being pushed upon by an upward force of 280 pounds.

MARINE FIGHTER ATTACK SQUADRON 323
FLIGHT SCHEDULE FOR SUNDAY 12 JANUARY 1969

ODO:		SUNRISE: 0715	AVAIL	A/C	FDR
	0630-0930- LT SPRAGUE	SUNSET: 1832	0600	___	___
	0930-1230- LT RYAN		1200	___	___
	1230-1530- CAPT MARKS		1800	___	___
	1530-1830- CAPT DAVIS		PRED	___	___
	1830-SEC - LT WHITING				

HOT PAD

	EVENT	ACFT	TIME	AIRCREW	ALERT	TOS	BRIEF	ORD
"A"	___	___	___	CAPT MARKS/LT KING	15 Min	0600-1200	0530	D1A/D24
	___	___	___	LT COLLYAR/LT SIMPSON	" "	" "	"	D1A/D9
"B"	___	___	___	CAPT DAVIS/LT CHEATHAM	" "	" "	"	D1A/D24
	___	___	___	LT HENZE/LT BROWN	" "	" "	"	D1A/D9
"C"	___	___	___	CAPT POTTER/LT WHITING	" "	" "	"	D2A/1 Gun
	___	___	___	CAPT HODGES/LT HILL	" "	" "	"	" "

FLIGHT SCHEDULE

EVENT	MSN NO	ACFT	TIME	AIRCREW	BRIEF	TOT	MSN	ORD
172-1	6172	___	___	CAPT BATTERMAN/LT LANDON	0915	1100	CAS	D2A/D9
-2	"	___	___	LT MURPHY/LT SPRAGUE	"	"	"	D1A/D24
458-1	6458	___	___	PAD	0945	1130	CAP	D2A/D24
-2	"	___	___	PAD	"	"	"	D1A/D9
466-1	6466	___	___	LTCOL MORGAN/CAPT WENRICH	1345	1530	CAP	D1A/D24
-2	"	___	___	CAPT BIRDWELL/LT HUBIS	"	"	"	D1A/D9
M-05-1	1198	___	___	MAJ PEREIRA/LT LANDON	1800	2000	CH	D2Y(DC)
-2	"	___	___	LT HENZE/LT BROWN	"	"	"	"
M-06-1	1200	___	___	CAPT MARKS/LT KING	2000	2200	CH	D2Y(DC)
-2	"	___	___	LT BAIN/LT RYAN	"	"	"	"
M-07-1	1202	___	___	CAPT PETERSEN/LT STAPLETON	2200	2400	CH	D2Y(DC)
-2	"	___	___	LT COLLYAR/LT SIMPSON	"	"	"	"
M-78-1	1436	___	___	CAPT DAVIS/CAPT BRYAN	2400	0200	ST	D15
-2	"	___	___	CAPT HODGES/LT HILL	"	"	"	"
M-79-1	1438	___	___	CAPT BIRDWELL/LT HUBIS	0200	0400	ST	D15
-2	"	___	___	MAJ BERGMAN/LT CHEATHAM	"	"	"	"

EOD: NO DRAG CHUTE LANDING

NOTES: 1. PROMOTION BOARD MEETING AT 0800, MAJ BERGMAN, MAJ PEREIRA, CAPT BRYAN, CAPT BIRDWELL.

SUBMITTED BY:
R.L. SPRAGUE
SCHEDULES OFFICER

APPROVED BY:
R.B. PETERSEN
FLIGHT OFFICER

ENCLOSURE (10)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

PILOT INFORMATION SHEET

REPORTING CUSTODIAN VFA-323

BAIN, Gary L.	1/Lt.	(b) (6)	122304H Jan 69
(PILOTS NAME)	(RANK)	(SERNO)	(DTG OF MISHAP)

Type Aircraft F-4B Aircraft Mishap No. 5-69A

1. Total Flight Hours 636.
2. Total Flight Hours current aircraft F-4B 318.
3. Total number of days in RVN 153.
4. Number of days since last out of country 62.
5. Total Flight Hours in RVN 157.
6. Total Missions in RVN 112.
7. Number of hours on duty prior to mishap 3 hours/04 minutes.
8. Years designated Naval Aviator Two (2).
9. Date last flight prior to mishap (hours and mission) 6 Jan 69/1.0/CAP.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

ENCLOSURE (11)

RESUME OF PILOT FLYING EXPERIENCE

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL A/C	FLIGHT HOURS	C.V. LANDINGS DAY/NITE	OPERATIONAL PROFICIENCY
NABTC	6 Oct 65	T-34	25		STUDENT
	16 Sep 66	T-2A	125	4/0	
NAATC	20 Sep 66	AF-9J	13		STUDENT
	17 Apr 67	TF-9J	137	5/0	
VMFA-531	9 May 67	TA-4F	12		OPERATIONAL
2D MAW	1 Apr 68	TF-9J	7		
		F-4B	95		
		F-4J	29		
VMFA-513	2 Apr 68	F-4B	59		OPERATIONAL
2D MAW	1 Jul 68				
VMFA-323	12 Aug 68	F-4B	135		OPERATIONAL
MAG-13	To date				
1st MAW					

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 5510.6

NNNN

OZCNASCB281W RUMLMHA4168 0260910-EEEE--RUCILSA.
ZNY EEEEE
P R 260910Z JAN 69
FM MARFITATKRON THREE TWO THREE
TO RUEPBHB/NAVAIRSYSCOMHQ
INFO RUCILSA/NAVSAFCEN
RUHHFMA/CG FMFPAC
RUMLMHA/CG FIRST MAW
RUEBLPA/COMOPTEVFOR
RUWJAHA/AIRDEVRON FOUR
ZEN/MARAIRGRU ONE THREE
BT
UNCLAS E F T C
A. MY 121830Z JAN 69
B. MY 131345Z JAN 69
C. AIRDEVRON FOUR 141835Z JAN 69
1. REF A REPORTED FIRE IN FLIGHT AND LOSS OF F4-B 151441 FOLLOWING JETTISON OF CENTERLINE MER WITH SIX (6) MK-82 BANDED SNAKEYE LOADED.
2. REF B REQUESTED SAFE SEPERATION DATA ON SUBJECT LOAD WITH 36 INCH FUZE EXTENSIONS. REF C READDRESSED REF B TO NAVAIRSYSCOMD AIR 530C FOR ACTION.
3. REPLY TO REF B NOT RECEIVED. INFORCONCERNING EFFECTS OF 36 INCH FUZE EXTENSION URGENTLY NEEDED TO PURSUE INVESTIGATION OF ACCIDENT.
BT
#4168

281A

AIR AI M&M AIR

TOR/1459Z 26 JAN 1969

BAIN (VA)

F4B/151441 VMFA 323 5-69 1-12-69 JAN 260910Z

NNNNE

FZCNASCA422CZCSLB829
PTTEZYUW RUMLMHA4857 0180715-EEEE--RUCILSA.
ZNY EEEEE
180715Z JAN 69
FM MARFITATKRON THREE TWO THREE
TO RUCILSA/NAVSAFECEN
INFO RUENAAA/CNO
NRUEBHOA/CMC
RUEBBHB/CHNAVMAT
RUWJMUA/COMNAVAIRPAC
RUADMSA/COMFAIRWESTPAC
RUEBBHB/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPO STL
RUHHFMA/CG FMFPAC
RUEBNVA/CG FMFLANT
RUABQL/CG NINTH MAB
RUMLMHA/CG FIRST MAW
RUEBNLA/CG SECOND MAW
RUWJBRA/CG THIRD MAW
RUMLMHA/MARAIRGRU ONE ONE
ZEN/MARAIRGRU ONE THREE
RUAUDB/MARAIRGRU ONE FIVE
RUHHFAA/MARAIRGRU TWO FOUR

422 B

ACTION

SUPP
AAR

TOR/1845Z 18 JAN 1969

PAGE TWO RUMLMHA4857 UNCLAS E F T O
BT
UNCLAS E F T O XOR OFFICIAL USE ONLY
FOR CNO CODE OP-05F AND CMC CODE AAP
NAVY SUPPLEMENTARY MESSAGE REPORT NUMBER THREE OF AIRCRAFT ACCIDENT
A. OPNAV INST 3650.6F
1. 12 JAN 69, 2245H, NIGHT
2. 050/30 NM CH LAI TACAN
3. F4B 151441
4. VMFA-323, MAG-13, 5-69A
5. THROUGH 16. (C) (.9 :#-,&3
16. (D) OPRATIONAL MISHAP. AAR BOARD IN PROGRESS.
17. VINCENT C. MARKS, CAPT, ASO, 383, MAG-13.
BT

BAIN

90112101

1-12-69

F4B/151441 VMFA-323 5-69A

BT
#4857

JAN 180715Z

NNNNZCZCNASCB511POQ
PTTEZYUW RUMLMHA4790 0YPIEPAEEEE--RUCILSA.
ZN EEEEE
P 160830Z JAN 69
FM MARFITATKRON THGEE TWO THREE
TO RUVILSA/NAVSAFCEN
INFO RUENAAA/CNO
RUEBHOA/CMC
RUEBBHB/CHNAVMAT
RUEBBHB/NAVAIRSYSCOMHQ
RUWJMUA/COMNAVAIRPAC
RUADMSA/COMFAIRWESTPAC
RUCIHHA/NAVPLANTREPO STL
RUHHFMA/CG FMFPAC
RUEBNVA/CG FMFLANT
RUABGL/CG NINTH MAB
RUMLMHA/CG FIRST MAW
RUEBNLA/CG SECOND MAW
RUWJBRA/CG THIRD MAW
RUMLMHA/MARAIRGRU ONE ONE
ZEN/MARAIRGRU ONE THREE
RUAUDB/MARAIRGRU ONE FIVE
RUHHFAA/MARAIRGRU TWO FOUR

511A

SUPP
AAR

TOR/1216Z 16JAN1969

PAGE TWO RUMLMHA4790 UNCLAS E F T O
BT
UNCLAS E F T O FOR OFFICIAL USE ONLY
FOC CNO CODE OP-05F AND CMC COBE AAP
NAVY SUPPLEMENTARY MESSAGE REPOGT NUMBER TWO OF AIRCRAFT ACCIDENT
A. OPNAVINST 3650.6F
1. 12 JAN 69, 2245H, NIGHT
2. 050/30 NM CHU LAI TACAN
3. F4B [TORRG] /151441
4. VMFA-323, MAG-13, 5-69A
5. ALPHA, AIRCRAFT LOST AT SEA
6. BAIN, GACY L., 1/LT, [redacted] (b) (6), USMCR, 7521, ACTIVE, FOXTROT.
TOTAL HOURS /36 IN MODEL 317 LAST 90 BAYS 82. ALL SAFETY/SURVIVAL
EQUIP FUNCTIONED NORMALLY. H-7, MARTIN BAKER, 4,000 FEET/STCAIGHT (2) F
AND LEVEL/300 KTS CAS.
7. RYAN, WILLIAM C., 1/LT, [redacted] (b) (6) USMCR, ACTIVE, FOXTROT, RIO.
ALL SAFETY/SURVIVAL EQUIP FUNCTIONED NORMALLY. H-7, MARTIN BAKER,
4,000 FEST/STGAIGHT AND LEVEL/300 KTS CAS/
8. THROUGH 17. NO CHANGE
BT
#4790

Jan

F4B/151441 VMFA 323 5-69A 1-2269/160830Z

B987
69

MZCNASCA987VZCSLB049
PTTEZYUW RUMLMHA4668 0130945-EEEE--RUCILSA.
ZNY EEEEE
P 130945Z JAN 69
FM MARFITATKRON THREE TWO THREE
TO RUCILSA/NAVSAFECEN
INFO RUENAAA/CNO
RUEBHOA/CMC
RUEBBHB/CHNAVMAT
RUEBBHB/NAVAIRSYSCOMHQ
RUWJMUA/COMNAVAIRPAC
RUADMSA/COMFAIRWESTPAC
RUCIHHA/NAVPLANTREPO STL
RUHHFMA/CG FMFPAC
RUEBNVA/CG FMFLANT
RUABQL/CG NINTH MAB
RUMLMHA/CG FIRST MAW
RUEBNLA/CG SECOND MAW
RUWJBRA/CG THIRD MAW
RUMLMHA/MARAIRGRU ONE ONE
ZEN/MARAIRGRU ONE THREE
RUAUDB/MARAIRGRU ONE FIVE
RUHHFAA/MARAIRGRU TWO FOUR

TOR/1520Z/13 JAN 1969

SUPP
AAR

PAGE TWO RUMLMHA4668 UNCLAS E F T O
BT
UNCLAS E F T O FOR OFFICIAL USE ONLY
FOR CNO CODE OP-05F AND CMC CODE AAP
NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 12 JAN 69, 2245H, NIGHT
2. 050/30 NM CHU LAI TACAN
3. F4B 151441
4. VMFA-323, MAG-13, 5-69A
5. THRU 17. NO CHANGE
BT
#4668

F4B/151441 VMFA 323 5-69A 1-12-69. JAN 130945Z

Maps

OZCNASCB233CSLB992
PTTEZYUW RUMLMHA4626 0121830-EEEE--RUCILSA. 233A
ZNY EEEEE
P 121830Z JAN 69
FM MARFITATKRON THREE TWO THREE
TO RUCILSA/NAVSAFECEN
INFO RUENAAA/CNO
RUEBBHB/NAVAIRSYSCOMHQ
RUEBHOA/CMC
RUHHFMA/CG FMFPAC
RUWJMUA/COMNAVAIRPAC
RUADMSA/COMFAIRWESTPAC
RUEBNVA/CG FMFLANT
RUMLMHA/CG FIRST MAW
RUEBLNA/CG SECOND MAW
RUWJBRA/CG THIRD MAW
ZEN/ MAG ONE THREE
RUCIHHA/NAVPLANTREPO, ST LOUIS
RUABQL/NINTH MAB
RUEBBHB/CHNAVMAT
RUMLMHA/MAG ONE ONE
RUAUDB/MAG ONE FIVE
RUHHFAA/MAG TWO FOUR

ACTION
AAR

CORRECTED COPY
(CORRECTION MADE ON NEXT PAGE
LINE SIX)

(BUNO NUMBER BEING SVC'D, WILL BE
CORRECTED UPON RECEIPT)

TOR/ 0212Z 13 JAN 1969

PAGE TWO RUMLMHA4626 UNCLAS E F T O
BT
UNCLAS E F T O FOR OFFICIAL USE ONLY
FOR CNO CODE OP-05F AND CMC CODE AAP
NAVY PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 12 JAN 69, 2245H, NIGHT
2. 050/30 NM CHU LAI TACAN
3. F-4B RQ 151441 per supp mag. 130945Z JWE
4. VMFA 323, MAG 13, 5-69A
5. ALPHA, AIRCRAFT LOST AT SEA
6. NAME WITHELD PENDING NOTIFICATION NOK. WILL BE SUBMITTED ON SUPPLEMENTARY REPORT. FOXTROT. ALL SAFETY/SURVIVAL EQUIPMENT FUNCTIONED NORMALLY. H-7, MARTIN BAKER, 4000 FEET/STRAIGHT AND LEVEL/300KTS CAS.
7. NAME WITHELD PENDING NOTIFICATION NOK. WILL BE SUBMITTED ON SUPPLEMENTARY REPORT. FOXTROT. ALL SAFETY/SUVIVAL EQUIPMENT FUNCTION NORMALLY. H-7, MARTIN BAKER, 4000 FEET/STRAIGHT AND LEVEL/300KTS CAS.
8. NONE
9. TPQ DIVERT FROM CLASSIFIED MISSION. 90112101
10. DURING ATTEMPTED ORDNANCE JETTISON.
11. WINGMAN OF A FLIGHT OF TWO F-4B'S ON A COMBAT MISSION DIVERTED TO

PAGE ONE OF TWO

F4-B/151441 VMFA-313 5-69A 1-12-69 121830Z

PAGE THREE RUMLMHA4626 UNCLAS E F T O
TPQ IN A HIGH THREAT AREA. AIRCRAFT ORDNANCE LOAD TEN M-82, LDGP BANDED SNAKEYE BOMBS. SIX M-82 ON CENTERLINE, TWO M-82 ON STATIONS TWO AND EIGHT. AIRCRAFT UNABLE TO DROP ORDNANCE BY NORMAL METHOD DURING TPQ RUN. AIRCRAFT PROCEEDED TO RODNANCE JETTISON AREA. ATTPEMTS TO RELEASE ORDNANCE THROUGH NORMAL METHODS AT 4000 FEET, 325 KTS CAS, LEVEL, WERE UNSUCCESSFUL. PILOT THEN EXECUTED PROPER PROCEDURES TO JETTISON CENTERLINE MER

PILOT FELT INITIAL THUMP OF JETTISON FOLLOWED BY SEVERAL ADDITIONAL THUMPS. IMMEDIATELY THEREAFTER LEFT EGINE FIRE WARNING LIGHT ILLUMINATED. AS POWER REDUCED ON LEFT ENGINE LEFT OVERHEAT LIGHT ALSO ILLUMINATED. RIGHT ENGINE OVERHEAT LIGHT THEN ILLUMINATED. AS RIGHT ENGINE POWER WAS REDUCED THE RIGHT ENGINE FIRE LIGHT ILLUMINATED AS WELL. AIRCREW OBSERVED FIRE COMING FROM LEFT REAR FUSELAGE. AIRCREW EJECTED SUCCESSFULLY, 4000', FEET 300 KTS CAS, LEVEL FLIGHT. AIRCREW RESCUED BY SAR HELICOPTER.

12. SE, 10K, SEASTATE 2, 4500 SCATTERED, VIS 7.
13. UNKNOWN
14. UNKNOWN
15. NONE
16. A) NONE
    B) N/A
    C) N/A

PAGE ONE OF TWO

PAGE FOUR RUMLMHA4626 UNCLAS E F T O
D) POSSIBLE DEA operational per msg 180715Z
17. VINCENT C. MARKS, CAPT, ASO, 383 CHU LAI.
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JAN
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