AIRCRAFT ACCIDENT IDENTIFICATION NO.

6 11 09 1 76

Aer-MA-610/33

2 JUL 1957

FOURTH ENDORSEMENT on VP-49 AAR serial 3-56 concerning P5M-1, BuNo. 127705, accident occurring 9 Nov 1956.

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations
Via: Director, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

[redacted] (b) (5)

F. W. SNYDER
by direction

ORIGINAL

Code 101
18 FEB 1957

THIRD ENDORSEMENT on VP-49 AAR ser 3-56, P5M-1, 127705, accident occurring 9 NOV 56, pilot PATTERSON

From: Commander Air Force, U.S. Atlantic Fleet
To: Chief of Naval Operations (Op-57)
Via: (1) Chief, Bureau of Aeronautics (Aer-512)
(2) Director, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report

(b) (5)

[redacted]

(b) (6)

[redacted]

By direction

Copy to:
COMFAIRWINGSLANT
NAVAVSAFCEN (2)
CO, VP-49

2

FF12/1/A25

Ser: 24/

SECOND ENDORSEMENT on VP-49 AAR Serial 3-56 concerning P5M-1, 127705, accident occurring 9 November 1956, Pilot PATTERSON

From: Commander Fleet Air Wings, U. S. Atlantic Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Air Force, U. S. Atlantic Fleet
(2) Director, U. S. Naval Aviation Safety Center

Subj: Patrol Squadron FORTY-NINE Aircraft Accident Report Serial 3-56; forwarding of

(b) (5)

[redacted]

3

Copy to:
CO, VP-49

ORIGINAL

VP-49/EWB:jrr
A25
Ser: [illegible]
28 November 1956

FIRST ENDORSEMENT on VP-49 AAR Serial 3-56 concerning P5M-1, 127705, Accident occurring 9 November 1956, Pilot PATTERSON.

From: Commanding Officer, Patrol Squadron FORTY-NINE
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Fleet Air Wings, U.S. Atlantic Fleet
(2) Commander Air Force, U.S. Atlantic Fleet
(3) Director, U.S. Naval Aviation Safety Center

(b) (5)

[redacted]

W. H. Sours
W. H. SOURS

4

ORIGINAL

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-55)

See Instructions for completion prior to filling out

OPNAV REPORT 3750-1

PAGE 1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Patrol Squadron FORTY-NINE

2. DATE OF ACCIDENT: 11-9-56 | TIME: 2142Q | 3. ARA SERIAL NUMBER: 3-56

4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)

5. ENCLOSURES: (1) POS. T REPORT OF 127705
(2) STATEMENT OF LTJG [redacted] (b) (6)
(3) PRE-FLIGHT SHEET OF 127705
(4) WEIGHT + BALANCE ON 127705
(5) INTERROGATION OF S.S. CAPT. LYRAS
(6) S.S. CAPT. LYRAS REPORT
(7) COAST GUARD CHINCE REPORT
(8)
(9)

6. VIA: (1) COMFAIRWINGSLANT
(2) COMAIRLANT
(3) Chief, Bureau of Aeronautics (AER-512)
(4)
(5)
(6)
(LAST) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER

7. REPORTING CUSTODIAN (if different than item number 6)

8. ACTIVITY OPERATING AIRCRAFT (if different than item 7)

9. KIND OF FLIGHT: 3A7

10. TIME OF DAY: [ ] DAWN [ ] DAY [ ] DUSK [X] NIGHT

11. LOCATION OF ACCIDENT: 355°T 398 NM FM Bermuda 38-38 N. 65-35 W

12. ELEVATION ABOVE SEA LEVEL: Sea Level

13. PLACE OF LAST TAKE-OFF: U.S. Naval Station, Bermuda

14. CLEARED FROM U.S.N.S. Bermuda TO U.S.N.S. Bermuda

15. TYPE CLEARANCE: [ ] IFR [ ] VFR [ ] LOCAL [X] OPERATIONAL [ ] AIRWAYS [ ] DIRECT [ ] OTHER (Specify)

16. TIME IN FLIGHT: 3 15

17. TYPE ACCIDENT: B-5 (Collision with water)

18. PHASE OF FLIGHT: 5 (Flight)

AIRCRAFT

19. MODEL: P5M-1

20. SERIAL NUMBER: 127705

21. DAMAGE TO AIRCRAFT: [X] A. [ ] B. [ ] C. [ ] D.

22. DOLLAR COST: $1,586,000

23. AIRSPEED (kts): Unknown

24. A/C WEIGHT: 69,629

25. LIST MODEL, SERI NRS, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C): None

SECTION B - PERSONNEL INFORMATION

PILOT AND CO-PILOT

1. PERSONNEL	2. NAME (last, first and middle initial)	3. RANK/RATE	4. FILE/SERV. NO.	5. DESIGNATOR	6. DATE DESIGNATED	7. DATE OF BIRTH	AGE
PILOT (Person at controls at time of accident)	PATTERSON, Charles W.	LTJG	[redacted] (b) (6)	1325	6/18/54	[redacted] (b) (6)	24
CO-PILOT	SWEENEY, John M.	CDR	[redacted]	1310	6/12/45	[redacted]	36

8. PERSONNEL	9. OPERATIONAL FLIGHT TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	[X] YES [ ] NO	[X] YES [ ] NO	Patrol Squadron FORTY-NINE	[X] STANDARD [ ] SPECIAL
CO-PILOT	[X] YES [ ] NO	[X] YES [ ] NO	Patrol Squadron FORTY-NINE	[X] STANDARD [ ] SPECIAL

5

12. PILOT, CO-PILOT, STUDENT EXPERIENCE

TOTAL PILOT HOURS	PILOT	CO-PILOT	STUDENT	ITEM	PILOT	CO-PILOT	STUDENT
PATTERSON, C.W. ALL MODELS	344.7	405.7	562.9	CV LANDINGS DAY/NIGHT	6/0	- -	- -
ALL MODELS IN LAST 12 MONTHS	149.3	163.1	127.1	FCLP LANDINGS DAY/NIGHT	59/0	- -	- -
ALL MODELS IN LAST 3 MONTHS	37.1	37.5	23.0	INSTRUMENT HOURS, LAST 3 MONTHS	19.0	- -	- -
ALL SERIES THIS MODEL	225.1	315.2	525.8	NIGHT HOURS, LAST 3 MONTHS	9.8	- -	- -
ALL SERIES THIS MODEL, LAST 12 MONTHS	149.3	163.1	127.1	(jet accidents only) TOTAL JET PILOT HOURS	- -	- -	- -
ALL SERIES THIS MODEL, LAST 3 MONTHS	37.1	37.5	23.0	DATE LAST FLIGHT, ALL SERIES THIS MODEL	7 November 1956		
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	0.5	2.0	- -

13. ALL PERSONNEL

NAME (last, first and middle initial)	RANK/RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1. PATTERSON, Charles W.	LTJG	[redacted] (b) (6)	VP-49	L	PPC	Unknown
2. SWEENEY, John M.	CDR	[redacted]	VP-49	L	C/P	Unknown
3. REID, Cyrus E. Jr.	LTJG	[redacted]	VP-49	L	NAV	Unknown
4. BEVERLY, Wendell F.	AT3	[redacted]	VP-49	L	RADAR	Unknown
5. COMER, Billy G.	AD3	[redacted]	VP-49	L	2MECH	Unknown

(If additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT

SECTION C - WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE	OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS
1500 SCTD	10	225°/25		59°F	- -	54	29.50

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

State of Sea: 2(10 foot swells) in rain showers ceiling 800 feet, visibility 3 miles

SECTION D - CAUSE FACTORS

P = Primary factor
S = Secondary factor

ITEM	P	S	ITEM	P	S	ITEM	P	S
	(b) (5)			(b) (5)			(b) (5)	
PILOT ERROR			LANDING SIGNAL OFFICER ERROR			MATERIAL FAILURE OR MALFUNCTION		
CREW ERROR			OTHER PERSONNEL ERROR, Specify.....			MATERIAL INADEQUACY		
SUPERVISORY PERSONNEL ERROR			ADMINISTRATIVE ERROR			ROLLING AND PITCHING DECK/ROUGH SEAS		
MAINTENANCE PERSONNEL ERROR			AIRPORT OR CARRIER FACILITIES			UNDETERMINED		
SERVICING PERSONNEL ERROR			WEATHER			OTHER, Specify.....		

SECTION E - DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIERS (Complete following Section on Pilot.)

1. DATE DEPLOYED	2. DAY HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

	DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
1. AIRCRAFT HISTORY	3-10-53	2	14	1	515.2	1,201.4	240	34.6	22
		ENGINE MODEL	SERIAL NO. OF ENGINE						
2. ENGINE HISTORY NO. 1	10-23-53	R3350-30WA	W563529	2	16.9	944.7	30	3.3	1
2. ENGINE HISTORY NO. 2	2-28-53	R3350-30WA	W56013	2	308.3	1,320.3	30	3.3	1
2. ENGINE HISTORY NO. 3									
2. ENGINE HISTORY NO. 4									

3. GENERAL

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

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

C. CHECK IF APPLICABLE [ ] AMP FOR SERIAL

D. HAS DIR BEEN REQUESTED? [ ] YES [ ] NO

E. FAILED COMPONENTS INVOLVED

4. A/C MAINT. AND ENG. FACTORS

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. [ ] AIRCRAFT DESIGN
b. [ ] AIRCRAFT EQUIPMENT
c. [ ] MAINTENANCE
d. [X] UNDETERMINED
e. [ ] TECHNICAL INSTRUCTION
f. [ ] OTHER, Specify.....)
g. [ ] SURFACE FACILITIES
h. [ ] HUMAN ENGINEERING (e.g. cockpit configurations)

5. MISCELLANEOUS DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED (kts)	c. OPERATING TEMPERATURE	d. WEIGHT OF AIRCRAFT	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
- - - - -	- - -	- - - -	69,269	21.1	115/145	- - -

h. EVIDENCE OF FUEL CONTAMINATION: Unknown

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: Unknown

j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled: - - - - - - - - - - - - - - - - - -

k. EXTERNAL STORES ABOARD A/C: 2,424 # Live Ordnance

(If additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B - FACILITIES DATA

1. GENERAL (CHECK BASIC FACILITIES INVOLVED - DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION)

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

2. SHIPS DATA

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR | b. PRESSURE SETTINGS | c. WIND OVER DECK | d. RELATIVE HEADWIND | e. APPROACH SPEED (SPN-12 READING)

f. MARK NUMBER | g. MODEL NUMBER | h. LOCATION ON SHIP | i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

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

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUN-OUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART	SECTION	ITEM	PART III REMARKS (continue on separate pages if necessary)

(b) (6)

[redacted]

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-55)

See Instructions for completion prior to filling out

OPNAV REPORT 3750-1

PAGE 1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD CONVENED BY:

2. DATE OF ACCIDENT | TIME | 3. AAR SERIAL NUMBER

4. TO:
CHIEF OF NAVAL OPERATIONS (Op-57)

5. ENCLOSURES: (1)
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)

6. VIA: (1)
(2)
(3)
(4)
(5)
(6)
(LAST) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER

7. REPORTING CUSTODIAN (if different than item number 1)

8. ACTIVITY OPERATING AIRCRAFT (if different than item 7)

9. KIND OF FLIGHT

10. TIME OF DAY ☐ DAWN ☐ DAY ☐ DUSK ☐ NIGHT

11. LOCATION OF ACCIDENT

12. ELEVATION ABOVE SEA LEVEL

13. PLACE OF LAST TAKE-OFF

14. CLEARED FROM _____ TO _____

15. TYPE CLEARANCE ☐ IFR ☐ VFR ☐ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)

16. TIME IN FLIGHT | 17. TYPE ACCIDENT | 18. PHASE OF FLIGHT

AIRCRAFT

19. MODEL | 20. SERIAL NUMBER | 21. DAMAGE TO AIRCRAFT ☐ A. ☐ B. ☐ C. ☐ D. | 22. DOLLAR COST | 23. AIRSPEED (kts) | 24. A/C WEIGHT

25. LIST MODEL, SER. NRS, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C)

SECTION B - PERSONNEL INFORMATION

PILOT AND CO-PILOT

1. PERSONNEL	2. NAME (last, first and middle initial)	3. RANK/RATE	4. FILE/SERV. NO.	5. DESIGNATOR	6. DATE DESIGNATED	7. DATE OF BIRTH	AGE
PILOT (person at controls at time of accident)							
CO-PILOT	SWEENEY, John M.	CDR	(b) (6) [redacted]	1310	6/12/45	(b) (6) [redacted]	36

8. PERSONNEL	9. OPERATIONAL FLIGHT TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	☐ YES ☐ NO	☐ YES ☐ NO		☐ STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☐ NO	☐ YES ☐ NO		☒ STANDARD ☐ SPECIAL

12. PILOT, CO-PILOT, STUDENT EXPERIENCE

TOTAL PILOT HOURS

ITEM	PILOT	CO-PILOT	STUDENT	ITEM	PILOT	CO-PILOT	STUDENT
SWEENEY, John M. ALL MODELS	1,229.6	494.9	379.5	CV LANDINGS DAY/NIGHT	Unknown		
ALL MODELS IN LAST 12 MONTHS	76.9	52.0	18.8	FCLP LANDINGS DAY/NIGHT	Unknown		
ALL MODELS IN LAST 3 MONTHS	40.5	28.5	8.2	INSTRUMENT HOURS, LAST 3 MONTHS	15.8	- -	- -
ALL SERIES THIS MODEL	10.4	5.8	0.0	NIGHT HOURS, LAST 3 MONTHS	23.9	- -	- -
ALL SERIES THIS MODEL, LAST 12 MONTHS	10.4	5.8	0.0	(jet accidents only) TOTAL JET PILOT HOURS	- -	- -	- -
ALL SERIES THIS MODEL, LAST 3 MONTHS	10.4	5.8	0.0	DATE LAST FLIGHT, ALL SERIES THIS MODEL	7 November		1956
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	2.0	0.5	- -

13. ALL PERSONNEL

NAME (last, first and middle initial)	RANK/RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
x6. GRABLE, Jesse W.	AE3	(b) (6) [redacted]	VP-49	L	RADIO	Unknown
x7. MONTGOMERY, Richard W.	AT3		VP-49	L	RADAR	Unknown
x8. QUIMBY, Lyle E.	AO2		VP-49	L	ORD	Unknown
x9. SANDERS, Bobbie L.	AN		VP-49	L	OBS	Unknown
x10. TAYLOR, Robert W.	AD1		VP-49	L	MECH	Unknown

(if additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT

SECTION C - WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE	OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS

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

SECTION D - CAUSE FACTORS (P = Primary factor, S = Secondary factor)

ITEM	P	S	ITEM	P	S	ITEM	P	S
PILOT ERROR			LANDING SIGNAL OFFICER ERROR			MATERIAL FAILURE OR MALFUNCTION		
CREW ERROR			OTHER PERSONNEL ERROR, Specify.....			MATERIAL INADEQUACY		
SUPERVISORY PERSONNEL ERROR			ADMINISTRATIVE ERROR			ROLLING AND PITCHING DECK/ROUGH SEAS		
MAINTENANCE PERSONNEL ERROR			AIRPORT OR CARRIER FACILITIES			UNDETERMINED		
SERVICING PERSONNEL ERROR			WEATHER			OTHER, Specify.....		

SECTION E - DEPLOYMENT

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

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. AIRCRAFT HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK

2. ENGINE HISTORY

	ENGINE MODEL	SERIAL NO. OF ENGINE						
NO. 1								
NO. 2								
NO. 3								
NO. 4								

3. GENERAL

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☐ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☐ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

D. HAS DIR BEEN REQUESTED? ☐ YES ☐ NO

E. FAILED COMPONENTS INVOLVED

4. A/C MAINT. AND ENG. FACTORS

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☐ AIRCRAFT DESIGN
b. ☐ AIRCRAFT EQUIPMENT
c. ☐ MAINTENANCE
d. ☐ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER, Specify.....)
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

5. MISCELLANEOUS DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED (kts)	c. OPERATING TEMPERATURE	d. WEIGHT OF AIRCRAFT	e. C.G (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT

j. FUEL CONTROL REGULATOR/CARBURETOR *(List Stock and Ser. nos., give time since new or overhauled*

k. EXTERNAL STORES ASBOARD A/C

(if additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-55)
PAGE 1

See Instructions for completion prior to filling out

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD CONVENED BY:

2. DATE OF ACCIDENT | TIME

3. AAR SERIAL NUMBER

4. TO:
CHIEF OF NAVAL OPERATIONS (Op-57)

5. ENCLOSURES: (1)
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)

6. VIA: (1)
(2)
(3)
(4)
(5)
(6)
(LAST) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER

7. REPORTING CUSTODIAN *(if different than item number 1.)*

8. ACTIVITY OPERATING AIRCRAFT *(if different than item 7)*

9. KIND OF FLIGHT

10. TIME OF DAY ☐ DAWN ☐ DAY ☐ DUSK ☐ NIGHT

11. LOCATION OF ACCIDENT

12. ELEVATION ABOVE SEA LEVEL

13. PLACE OF LAST TAKE-OFF

14. CLEARED
FROM _____ TO _____

15. TYPE CLEARANCE: ☐ IFR ☐ VFR ☐ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER *(Specify)* _____

16. TIME IN FLIGHT

17. TYPE ACCIDENT

18. PHASE OF FLIGHT

AIRCRAFT

19. MODEL

20. SERIAL NUMBER

21. DAMAGE TO AIRCRAFT ☐ A. ☐ B. ☐ C. ☐ D.

22. DOLLAR COST

23. AIRSPEED *(kts)*

24. A/C WEIGHT

25. LIST MODEL, SER. NRS, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED *(complete separate OPNAV Form 3750-1 for each A/C)*

SECTION B - PERSONNEL INFORMATION

PILOT AND CO-PILOT

1. PERSONNEL	2. NAME *(last, first and middle initial)*	3. RANK/RATE	4. FILE/SERV. NO.	5. DESIGNATOR	6. DATE DESIGNATED	7. DATE OF BIRTH	AGE
PILOT (Person at controls at time of accident)							
Navigator ~~Pilot~~	REID, Cyrus E. Jr.	LTJG	(b) (6) [redacted]	1325	7/8/55	(b) (6) [redacted]	26

8. PERSONNEL	9. OPERATIONAL FLIGHT TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CARD
Navigator ~~Pilot~~	[X] YES ☐ NO	[X] YES ☐ NO		[X] STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☐ NO	☐ YES ☐ NO		☐ STANDARD ☐ SPECIAL

10

12. PILOT, CO-PILOT, STUDENT EXPERIENCE

TOTAL PILOT HOURS	PILOT	CO-PILOT	STUDENT	ITEM	PILOT	CO-PILOT	STUDENT
REID, Cyrus E. Jr. ALL MODELS	310.6	176.7	579.1	CV LANDINGS DAY/NIGHT	6/0	--	--
ALL MODELS IN LAST 12 MONTHS	83.3	133.0	266.7	FCLP LANDINGS DAY/NIGHT	70/0	--	--
ALL MODELS IN LAST 3 MONTHS	29.8	32.6	50.8	INSTRUMENT HOURS, LAST 3 MONTHS	17.5	--	--
ALL SERIES THIS MODEL	101.8	159.2	329.2	NIGHT HOURS, LAST 3 MONTHS	12.5	--	--
ALL SERIES THIS MODEL, LAST 12 MONTHS	83.3	133.0	266.7	(jet accidents only) TOTAL JET PILOT HOURS	--	--	--
ALL SERIES THIS MODEL, LAST 3 MONTHS	29.8	32.6	50.8	DATE LAST FLIGHT, ALL SERIES THIS MODEL	7 November 1956		
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	2.9	--	--

13. ALL PERSONNEL

NAME *(last, first and middle initial)*	RANK/RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1.						
2.						
3.						
4.						
5.						

(If additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT

SECTION C - WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE	OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS

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

SECTION D - CAUSE FACTORS (P = Primary factor, S = Secondary factor)

ITEM	P	S	ITEM	P	S	ITEM	P	S
PILOT ERROR			LANDING SIGNAL OFFICER ERROR			MATERIAL FAILURE OR MALFUNCTION		
CREW ERROR			OTHER PERSONNEL ERROR, Specify.....			MATERIAL INADEQUACY		
SUPERVISORY PERSONNEL ERROR			ADMINISTRATIVE ERROR			ROLLING AND PITCHING DECK/ROUGH SEAS		
MAINTENANCE PERSONNEL ERROR			AIRPORT OR CARRIER FACILITIES			UNDETERMINED		
SERVICING PERSONNEL ERROR			WEATHER			OTHER, Specify.....		

SECTION E - DEPLOYMENT

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

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. AIRCRAFT HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK

2. ENGINE HISTORY

	ENGINE MODEL	SERIAL NO. OF ENGINE						
NO. 1								
NO. 2								
NO. 3								
NO. 4								

3. GENERAL

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☐ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☐ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

D. HAS DIR BEEN REQUESTED? ☐ YES ☐ NO

E. FAILED COMPONENTS INVOLVED

4. A/C MAINT. AND ENG. FACTORS

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☐ AIRCRAFT DESIGN

b. ☐ AIRCRAFT EQUIPMENT

c. ☐ MAINTENANCE

d. ☐ UNDETERMINED

e. ☐ TECHNICAL INSTRUCTION

f. ☐ OTHER, Specify.....)

g. ☐ SURFACE FACILITIES

h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

5. MISCELLANEOUS DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED (kts)	c. OPERATING TEMPERATURE	d. WEIGHT OF AIRCRAFT	e. C.G (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT

j. FUEL CONTROL REGULATOR/CARBURETOR *(List Stock and Ser. nos., give time since new or overhauled*

k. EXTERNAL STORES ABOARD A/C

(if additional space is necessary, attach additional sheet(s))

PART V - THE ACCIDENT

On 9 November 1956, at approximately 1827Q, LTJG Charles W. PATTERSON, (b) (6) [redacted] USNR, was airborne in P5M-1 BUNO 127705, from Great Sound, U.S. Naval Station, Bermuda. LTJG PATTERSON proceeded to the operational area which beger at 35-17 North latitude and extended to 39-17 North latitude. The mission of LTJG PATTERSON was to conduct routine shipping surviellance under the operational control of Commander Task Group 81 point 3. At 2047Q, LTJG PATTERSON reported his 2020Q position as 36-09 North and 65-27 West.

At approximately 2130Q, LTJG (b) (6) [redacted] in P5M-1 BUNO 126506, who was on a similar mission, contacted LTJG PATTERSON on UHF, who only memtioned the fact that he was flying at 2000 feet and proceeding North. No other transmissions were received from LTJG PATTERSON.

The S.S. CAPTAIN LYRAS of Liberian registry reported an aircraft flying over the ship making low passes. The master and mate of the ship saw the plane crash in flames six miles to starboard at approximately 2142Q. The ship altered course to render assistance; but when approximately three miles distance lost contact with the aircraft due to heavy rain squalls. At approximately 2215Q, a heavy explosion was heard aboard the ship. The explosion was of such magnitude that the shock was felt below decks by the personnel on engine watch. The ship then transmitted an SOS on 500 kcs to Coast Guard Haadquarters, Brooklyn, New York who in turn ordered the Coast Guard Detachment at the Naval Station, Bermuda on the scene.

PART VI - DAMAGE TO AIRCRAFT

Any damage to aircraft as the result of a landing at sea or crash at sea is unknown.

PART VII - THE INVESTIGATION

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The investigation of the accident revealed the following facts:

A. With regard to LTJG PATTERSON:

1. LTJG PATTERSON completed flight training on 18 June 1954 with the total flight time of 247.2 hours, 185.7 of which were in SNJ type aircraft and 61.5 of which were in PBM type aircraft.

2. LTJG PATTERSON reported to Patrol Squadron FORTY-NINE for duty involving flying on 4 September 1954.

3. LTJG PATTERSON had a total of 1,313.3 hours, 1,066.1 of which were in the P5M type aircraft. This P5M time was received in Patrol Squadron FORTY-NINE.

4. LTJG PATTERSON held a valid standard instrument rating.

5. LTJG PATTERSON received the following designations in P5M type aircraft: PP3P on 12 December 1955, PP2P on 2 April 1956, and PPC on 13 September 1956.

6. The last flight that LTJG PATTERSON flew, prior to the accident, was on 7 November 1956 between the hours of 1242 and 1508. The flight purpose code was 1A1, in which LTJG PATTERSON instructed CDR SWEENEY on P5M single engine and cross-wind landing techniques.

7. LTJG PATTERSON had no flights or watches, which prevented him from getting adequate sleep and regular meals, for a period of 51 hours prior to the flight on which the accident occurred.

B. With regard to CDR SWEENEY:

1. CDR SWEENEY completed flight training on 12 June 1945 with the total flight time of 343.0 hours, 119.0 of which were in N2S type aircraft, 28.0 of which were in SNV type aircraft, 21.0 of which were in SNJ type aircraft, and 135.0 of which were in PBY type aircraft.

2. CDR SWEENEY reported to Patrol Squadron FORTY-NINE for duty involving flying on 24 October 1956.

3. CDR SWEENEY had a total of 2,104.0 hours, 16.2 of which were in the P5M type aircraft. This P5M time was received in Patrol Squadron FORTY-NINE.

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4. CDR SWEENEY held a valid standard instrument card.

5. CDR SWEENEY was designated a first pilot in PBM type aircraft on 30 April 1947.

6. CDR SWEENEY was designated a PPC in PBM type aircraft on 26 August 1947.

7. Between August 1948 and August 1956, CDR SWEENEY was attached to billets which dictated that his flying be in a proficiency status. During this period of eight years CDR SWEENEY averaged 75.0 hours flight time per year. Only SNJ and SNB type aircraft were flown during this period.

8. CDR SWEENEY received 58.3 hours of refresher training in PBM type aircraft prior to reporting to Patrol Squadron FORTY-NINE.

9. CDR SWEENEY had no flights or watches, which prevented him from getting adequate sleep and regualr meals, for a period of 51 hours prior to the flight on which the accident accurred.

C. With regard to LTJC REID:

1. LTJG REID completed flight training on 8 July 1955 with the total flight time of 313.2 hours, 192.3 of which were in SNJ type aircraft, 71.9 of which were in SNB type aircraft, and 47.8 of which were in PBM type aircraft.

2. LTJG REID reported to Patrol Squadron FORTY-NINE for duty involving flying on 6 August 1955.

3. LTJG REID had a total of 1,066.4 hours, 590.2 of which were in the P5M type aircraft. This P5M time was received in Patrol Squadron FORTY-NINE.

4. LTJG REID was designated a PP3P in P5M type aircraft on 26 April 1956.

5. LTJG REID held a valid standard instrument rating.

6. The last flight that LTJG REID flew, prior to the accident, was on 7 November 1956 between the hours of 0843 and 1135. The flight purpose code was 1A1, in which LTJG REID received three GCA approaches and one hour of simulated instrument time.

7. LTJG REID had no flights or watches, which prevented him from getting adequate sleep and regular meals, for a period of 54 hours prior to the flight on which the accident accurred.

D. With regard to the weather at the scene of the accident and at base:

1. The cloud cover in the operating area was nine tenths, being made up of cumulus and strato-cumulus. The bases of the clouds were 2500 feet with tops approximately 6000 feet. Visibility below the cloud base was ten miles. There were frequent light rain showers in the area wherein the cloud bases would drop to 1200 feet and visibility to three miles. Some isolated heavy rain showers were reported which lowered the ceilings to 800 feet and the visibility to one half mile. The altimeter setting was 29.50, the outside air temperature was 59°F., the dew point was 54°, and the water temperature was 70°F.

2. The weather at the U.S. Naval Station, Bermuda was a four tenths coverage of cumulus whose bases were 2000 feet. A six tenths coverage of strato-cumulus whose bases were 5000 feet gave an overcast condition. The visibility was ten miles, temperature 74°F., dew point 67°, and the altimeter setting 29.75. There was some scattered rain showers in the area which lowered ceilings and visibility occasionally.

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E. With regard to S.S. CAPTAIN LYRAS:

1. The S.S. CAPTAIN LYRAS radioed SOS on 500 kcs at 2216Q that an aircraft had crashed six miles to starboard. The ship gave her position as 38-38 North and 65-35 West.

2. A check of times as stated by various naval sources and those of the S.S. CAPTAIN LYRAS show the cronometer of the ship to be eight minutes fast.

3. The ship stated that the aircraft flew very low over the ship. They identified that the aircraft was grey color, that it had a white star identification, and that it was propeller driven; although it was not noticed how many engines the plane had.

4. The ship stated that the aircraft was not on fire in the air.

5. The master and mate of the S.S. CAPTAIN LYRAS are the only witnesses to the crash.

6. The ship stated the aircraft crashed one to two minutes after passing overhead, the impact occurring approximately six miles to starboard.

7. The ship stated that the aircraft burst into flames upon impact and then an explosion was heard. The flames were bright orange to read. The flames appeared to die out relatively fast.

8. The ship changed course to render assistance; but lost sight of a small light on a raft or piece of wreckage at 2150Q, at a distance of approximately three miles due to heavy rain showers.

9. When at approximately three miles, a second explosion was heard and felt by the engine watch and other crew standing by the life boats. This occurred at 2215Q.

10. The ship searched the local area for thirteen hours with negative results.

11. The ship stated that the weather was winds NNW force 5 increasing to force 7 during the search. There were heavy rain squalls in which the visibility was poor to nil. The waves were ten feet high.

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F. With regard to the search of P5M-1 BUNO 127705:

1. In this case, search and rescue started the instant the crash accurred. The S.S. CAPTAIN LYRAS was only six miles away at the time of crash.

2. A PBM from the Coast Guard Detachment at the U.S. Naval Station, Bermuda was on station by 0121Q. The Commander Eastern Sea Frontier designated the Commander U.S. Naval Station, Bermuda as the operational control for the search. Aircraft and ships from VP-49, VP-45, VAHM 13, CARDIV 16, and DESRON 30 conducted intensive search operations of the crash area until 1900Q 13 November 1956. The results were negative.

G. With regard to the squadron night searchlight attack procedures:

1. The squadron training procedures assumes a basic altitude of 1500 feet.

2. Upon contact with the target by radar or other means, a turn into target is initiated at the same time a descent to one thousand feet is made.

3. As soon as the aircraft is headed directly for the target, the altitude is further decreased to 500 feet.

4. Squadron doctrine is that no night searchlight training exercises will descend below 500 feet.

5. Squadron doctrine further dictates that the entire searchlight attack be flown by the pilot on instruments, who will receive information as to the course from radar. As soon as the target is received by the searchlight, the co-pilot passes course information to the pilot.

6. On this particular operation, where only qualified PPC's were used, they were instructed prior to each flight on the mission. During these briefings, a representative of station aerology briefed the pilots on the weather. The aerologist made particular mention of the low pressure area to the North.

H. With regard to P5M BUNO 127705:

1. P5M-1 BUNO 127705 was received for service from the O & R, NAS, Norfolk, Virginia on 7 September 1955.

2. Major Accessories changed since 9-7-55:

a.	Changed APU	11-25-55
b.	Changed Stbd. #2 Power Recovery Turbine	12-21-55
c.	Changed Stbd. #3 Power Recovery Turbine	12-6-55
d.	Changed Stbd. Propeller	12-5-55
e.	Changed Stbd. #1 Power Recovery Turbine	12-8-55
f.	Changed Port Engine	12-8-55
g.	Changed Port Propeller	12-13-55
h.	Changed Port Engine	1-13-56
i.	Changed APU	1-18-56
j.	Changed Port Power Recovery Turbine #1	1-31-56
k.	Changed Port #2 Power Recovery Turbine	1-31-56
l.	Changed Stbd. #1 Power Recovery Turbine	1-31-56
m.	Changed Port #3 Power Recovery Turbine	1-31-56
n.	Changed Port Propeller	1-31-56
o.	Changed Stbd. Propeller	1-31-56
p.	Changed Stbd. Engine	3-21-56
q.	Changed Stbd. #1 Power Recovery Turbine	3-31-56
r.	Changed APU	5-13-56
s.	Changed Port Propeller	6-22-56
t.	Changed Stbd. #3 Power Recovery Turbine	7-5-56
u.	Changed APU	6-25-56
v.	Changed Stbd. #1 Power Recovery Turbine	10-4-56
w.	Changed Stbd. #2 Power Recovery Turbine	10-4-56
x.	Changed Stbd. #3 Power Recovery Turbine	10-4-56
y.	Changed Port Engine	10-10-56

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3. Aircraft Services Changes Incorporated:

13, 14, 15, 18, 26, 28, 30, 31, 32, 36, 37, 38, 39, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 61A, 62, 63, 64, 66, 67, 68, 69, 70A, 71, 72, 73, 74, 75, 76, 77, 78, 81, 82, 82A, 83, 84, 86, 87, 95, 96, 97, 99, 100, 101, 103, 104, 105, 107, 109, 110, 111, 117, 118, 119, 121, 122, 123, 124, 125, 126, 130, 131, 131A, 134, 135, 136, 137, 138, 139A, 144, 145, 147, 148, 149, 150, 151, 152, 154, 155, 156, 159, 161, 166, 167, 168, 168A, 169, 170, 171, 173, 174, 175, 182, 186, 190, 191, 192, 192A, 194, 196, 198, 200, 218, 219, 220, 228A, 229, 232, 233, 235, 237, 238, 241, 242, 244, 247, 248, 251, 256, 265, 267, 272, 277, 281, 285, 292, 296, 297, 303, 310, 320, 329, 334, 337, 350, 364, 385, 395, 396A, 387 and 184.

4. Of the above listed numbers the following were incorporated by VP-49:

247, 248, 277, 281, 296, 303, 329, 337, 364, 385, 395, 396A, 387 and 184.

5. The following Service Changes were not incorporated:

286, 287, 288, 289, 290, 291, 293, 294, 295, 298, 299, 300, 301, 302, 304, 305, 306, 307, 308, 309, 311, 312, 313, 314, 315, 316, 317, 318, 321, 323, 324, 325, 326, 328, 330, 331, 332, 333, 335, 336, 338, 339, 340, 341, 342, 343, 344, 346, 347, 348, 349, 351, 353, 354, 355, 356, 357, 358, 362, 363, 365, 366, and 367.

6. Aircraft Service Bulletins not Incorporated:

1, 6, 7, 9, 13, 15, 19 and 31.

7. Aircraft Service Bulletin's Incorporated, none by VP-49:

2, 5, 8, 10, 12, 16, 20, 22, 24, 29A, 32 and Sunstrand Bulletin #140.

8. Technical Orders Incorporated:

82-45, 29-53, 80-53 and 84-53.

9. Aircraft Technical Bulletin's Incorporated:

39 and 55.

10. Electronic Material Changes Incorporated:

147-54 and 180-54.

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11. Electronic Material Bulletin's Incorporated:

14-54.

12. Dispatches Incorporated:

COMAIRLANT 162204Z of August 1956, COMFAIRWINGSLANT ADMIN 241804Z of May 1956.

13.

Discrepancies last 60 days.	Corrective Action Taken
9-12-56 Port Eng. only 2850 RPM on T.O.	Adjusted prop governor
9-12-56 Aileron Tab Indicator Inop.	Replaced transmitter and repaired open in phase.
9-12-56 Port Wing Light Out	Replaced Bulb.
9-12-56 Pilots gyro horizon 3 left wing down in level flight	Replaced "A" phase fuze.
9-21-56 No. 2 Sezekley Adapter sheared	Replaced adapter.
9-25-56 #1 Throttle binding	Adjusted Throttle.

9-25-56 UHF out	Replaced Ant. and all Coax connectors.
10-23-56 Stbd. distributor out	Replaced distributor.
10-24-56 10 Pound torque drop Stbd. Engine	Replaced distributor, installed new coils, leads, plugs, & "Y" lead to #6 & #7 cylinders.
10-24-56 Pull sumps strainers, port engine	Pulled sumps and strainers, no leaks.
10-24-56 #1 AC Generator freq. range 415-405N	Replaced cam and motor Assy. on sunstrand.
10-10-56 APU Voltage 120V	Adjusted resistor on APU.
10-26-56 Radio compass out	Changed ARA-19
9-14-56 No video gain control pilots radar	None
11-5-56 Slight oil leak stbd. engine	Tightened loose breather line fitting.
10-7-56 Fuel leak accessory section APU	Changed fuel pump filter.
10-24-56 Searchlight failed to light	Reworked searchlight
11-5-56 Fluxgate compass inoperative	Replaced amplifier, needs new cannon plug, none in stock, on order.

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14. A check of the weight and balance revealed the following information:

a. That the gross weight of the aircraft at take-off was 75,731 pounds.

b. That the calculated and final MAC was 21.2 percent and within design limitations of the aircraft.

c. That by computing normal fuel consumption the MAC of 21.1 percent at the time of the accident was within design limitations. It was also computed that the aircraft gross weight at time of crash was 69,629 pounds.

PART VIII - THE ANALYSIS

A. There are two important factors to take into consideration in anaylzing this accident.

1. That the aircraft was making a low altitude surveillance run on the S.S. CAPTAIN LYRAS immediately before the accident.

2. That due to the low pressure area there was approximately a 235 feet error in the altimeter between the operating area and the base. Navy 126506 reported a maximum altimeter error of 300 feet at the northern part of the area in which the accident occurred.

B. It is possible that one of the following causes resulted in the accident:

1. That the aircraft developed engine trouble or other malfunction during the low altitude pass which caused the aircraft to go out of control and crash.

2. That the pilot left the instruments and became disorientated after completion of the searchlight run which resulted in a loss of control.

3. That the pilot did not cross check for error between the pressure altimeter and radio altimeter and flew into the water.

C. If the pilot had due warning of a malfunction it is believed that he would have contacted Navy 126506, which he had contacted on UHF approximately 12 minutes prior to the accident. It is also believed he would have jettisoned his ordnance.

D. In further analyzing the accident, the primary explosion as reported by the ship is believed to be mainly fuel from a ruptured fuel cell as the flames died out relatively fast. The second explosion which occurred at 2207Q, was from depth charges. This means the aircraft remained at least partially afloat for 25 minutes. The shock of the landing or crash evidently pulled the arming wires from the depth charges. This action allowed them to explode when that portion of the aircraft sank to a depth of 25 feet, the fused depth of the charges.

PART IX - CONCLUSIONS AND RECOMMENDATIONS

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A. CONCLUSIONS

1. The primary cause of this fatal accident is undetermined.

B. RECOMMENDATIONS

1. Although LTJG PATTERSON had met all the current requirements for PPC, it is recommended that first tour pilots reporting to squadrons similar to VP type have a minimum tour of three years. The present qualifications for PPC require nearly two years for the pilots to qualify. After qualification, the pilot is due for transfer leaving the squadron continually training pilots, but never with people who have held the designation of PPC for any length of time.

2. It is recommended that no pilot be assigned continuous tours of duty wherein proficiency flying is dictated. Each tour of proficiency flying should be followed by a tour of active flying preferably in a squadron.

INCOMING
OUTGOING

CLASSIFICATION
PLAIN

NAVAL MESSAGE

From:	12T65 (NAVY 127705)	Date: 1Ø NOVEMBER	DTG: 1ØØØ2ØZ
Action:	VP-49 C.O.	Precedence:	-P-
Info:	G.T.G. 81.3		

TEXT

NWUI DE 12T65 -T-P-1ØØØ2ØZ -FM 12T65 -TO OLKT - INFO 32G1
GR 3 BT POSIT 36 - Ø9N 65 - 27W BT K

2

12T65 -- 4738.5 KCS
))
0047Z -- AHT
TOR

Certified to be a true copy
(b) (6)
[redacted]

(ENCLOSURE 1)

C.O.	X.O.	OPER	ADMIN	MAINT	MAT	ORD	PER	AIO	COMM	SDO		FILE NR:

STATEMENT OF RADIO CONTACT
BETWEEN NAVY 127705 AND NAVY 126506

On the night of November 10th on a routine night patrol, when communications were very poor, we had no voice communications with anyone. We had tried all given frequencies to no avail. All night long I had been trying to contact Navy 127705 and could not reach him.

Around 2130Q I called Navy 127705 once more on UHF Guard and he came back loud and clear. It was a purely routine transmission, I asked him his altitude and he told me 2000 feet. He asked mine, I told them 1200 feet. His heading was North and I was going South. I nevery heard from him again although I called regularly every half hour for a radio check.

The weather on the night of 10 November was being affected by a low pressure cell centered in the Northern Sector of our Patrol Area. The drop in pressure was quite apparent by the continual spread in the radio and pressure altimeter. From base to the Southern boundry of the area there was a 40 foot difference which increased to a 300 foot difference at the Northern boundry. There was a distance between boundaries of approximately 250 miles. When landing back at base both altimeter matched with the current setting. Visability was hampered by a low ceiling, haze and rain squalls.

LTJG (b) (6) [redacted]
PPC OF NAVY 126506

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Certified to be a true copy
(b) (6) [redacted]

ENCLOSURE 2

OPNAV FORM 3760-2 (7-53)
FORMERLY
NAVAER 2700 (NEW 10-50)

NAVAL AIRCRAFT FLIGHT RECORD

PART A—PRE-FLIGHT *(Retain at place of take-off)*

CERTIFICATION

DATE	FUEL ABOARD (GAL.)	OIL ABOARD (GAL.)
9 NOV 56	2775	150

AMMO. LOADED	OTHER ORDNANCE LOADED
5 5" ROCKETS 3 MK 54	1 MK 34 20 MK 6

I certify that this aircraft has this day been inspected by me or under my supervision in accordance with existing instructions and that the aircraft is ready for flight, fueled and armed as stated above.

SIGNATURE OF MAINTENANCE CREW LEADER OR PLANE CAPTAIN: (b) (6) [redacted]

ACCEPTANCE

I accept this aircraft for flight.

I (have) (have not) examined discrepancy report for last flight.

For VP-VR aircraft: I have presented a Weight and Balance Clearance Form F, Form DD-365F, to the clearance authority as required.

SIGNATURE OF PILOT: C.W. PATTERSON

PILOT'S RANK	PILOT'S UNIT
LTJG	VP-49

MAINTENANCE FILL IN FIRST TWO ITEMS BELOW. OTHERS FOR USE IF NO OTHER CLEARANCE FILED.

MODEL OF AIRCRAFT	P5M-1
BUREAU NO.	127705
ETD/ETA	1800/0100
DESTINATION	AREA PATROL
PURPOSE OF FLIGHT	3A7
CLEARANCE GRANTED BY	VP-49 OPERATIONS

IF NO OTHER PASSENGER LIST IS FILED, LIST NAME, RANK, UNIT OF CREW AND PASSENGERS ON REVERSE OF PART A.
(DETACH HERE WHEN REST OF FORM IS TAKEN IN AIRCRAFT. ALWAYS TAKE PARTS B, C, AND D ON NONLOCAL FLIGHTS.)

(ENCLOSURE 3)

Rev. 1 Mar 1956

	WEIGHT	INDEX
Basic Weight and Index	52,652	89.0
Oil	1,125	88.1
Fuel		
Wing Service Tanks (inboard)	3,012	
Wing Aux. Tanks (outboard)	6,108	
No. 1 Hull Tank	1,710	
No. 2 Hull Tank	3,426	
No. 3 Hull Tank	2,448	90.6
Bomb Bays		
Useful Load		
Bombs (Water-fills - 56 lb. ea.)		
Jato Mk 2 (204 lb stowed, 100 lb loated)		
Jato Mk 6 (143 lb stowed, 71 lb loaded)	284	94.8
Mk 7 extra raft (80 lb ea.)		
Mk 4 (16 lb ea.)		
Mk 5 (4 lb ea.)		
Mk 6 (16 lb ea.)	320	94.8
Mk 34 (1080 lb)	1,080	
Mk 54 (350 lb)	1,050	99.5
Rockets (5" - 150 lb)	456	99.9
Sonobuoys (16 lb)	160	99.9
Other		

Crew and Cargo

Compt	Men	Cargo		
A				
B	3		540	83.9
C	2		360	76.9
D	1		180	73.1
E				
F				
G	4		720	96.1
H				

GROSS WEIGHT 75,731

MAC Limits 15.8 % to 26.0 %

Desired MAC 24.2 % Index

Calculated MAC 21.4 Index 96.1

Load Changes A B C D E F G H

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(b) (6) [redacted]

Final MAC 21.4 % Index 96.1

Weight Tables

Personnel

No.	Wt.	No.	Wt.
1	180	9	1620
2	360	10	1800
3	540	11	1980
4	720	12	2160
5	900	13	2340
6	1080	14	2520
7	1260	15	2700
8	1440		

Misc. Items

Oil	7.5 lb/gal
Bomb Hoist	48
Dye Marker	5
Parachute	20
Seabag	65
Suitcase	25
Harness & MW	11

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COMPUTED BY (b) (6) [redacted]

PILOT C. [redacted]. PATTERSON

INCOMING
OUTGOING

CLASSIFICATION

NAVAL MESSAGE

From: COMAIRLANT

Date: ~~22~~ 13 NOV 56 **DTG:** 132130Z

24

Action: SS CAPTAIN LYRAS

Precedence: ROUTINE DEFERRED

Info: COMFAIRWINGSLANT/NAVAVSAFCEN NORVA/CNO/BUAER/PATRON FOUR NINE////

TEXT

REQUEST FOLLOWING INFORMATION RELATIVE TO AIRCRAFT CRASH 092216Q ALFA X WEATHER AT LOCATION OF CRASH INCLUDING HEIGHT OF WAVES X BRAVO X TIME INTERVAL BETWEEN SIGHTING AND CRASH X CHARLIE X WAS AIRCRAFT ON FIRE WHEN FIRST SIGHTED X DELTA X DID FIRE APPEAR TO INCREASE IN INTENSITY PRIOR TO EXPLOSION X ECHO X WHAT WAS COLOR OF FLAMES AND EXPLOSION X FOXTROT X DID FLAMES APPEAR TO DIE OUT IN AIR OR AFTER X CONTACT WITH WATER X GOLF X WHAT WAS APPROXIMATE ANGLE OF IMPACT X HOTEL X ANY OTHER DETAILS WHICH MIGHT PROVE HELPFUL IN DETERMINING NATURE OF ACCIDENT

(ENCLOSURE 5)

Certified to be a true copy
(b) (6) [redacted]

C. O.	X. O.	OPER	ADMIN	MAINT	MAT	ORD	PER	AIO	COMM	SDO		FILE NR:
												153

INCOMING
OUTGOING

CLASSIFICATION

NAVAL MESSAGE

From: COMAIRLANT **Date:** 15 NOV 56 **DTG:** 151405Z

Action: **Precedence:** DEFERRED

Info: CNO/BUAER/NAVAL AVIATION SAFETY CENTER NORVA/COMFAIRWINGSLANT/PATRON FOUR NINE////

TEXT

READDRESSED:
P 150138Z
FM USS CAPTAIN LYRAS
TO COMAIRLANT
BT
FOL GECD VIA MACKAY RADIO X
ALXA NNW 5 INCREASED TO 7 DURING SEARCH HEAVY RAIN SQUALLS VISIBILITY POOR TO NIL IN SQUALLS WAVES TEN FEET STOP BRAVO ONE TO TWO MINUTES AFTER PASSED OVER HEAD STOP CHARLIE AIRCRAFT NOT ON FIRE STOP DELTA BURST IN TO FLAMES AND THEN FIRST EXPLOSION STOP ECHO BRIGHT ORANGE TO RED FLAMES STOP FOX AFTER CRASH FLAMES APPEAR TO DIE OUT STOP GOLF NOT KNOW BUT AIRCRAFT WAS FLYING VERY LOW ALTITUDE STOP

25

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(ENCLOSURE 6)

C.O.	X.O.	OPER	ADMIN	MAINT	MAT	ORD	PER	AIO	COMM	SDO		FILE NR:
												176

CONVERSATION BETWEEN COAST GUARD CHINCOTEAGUE AND S.S.CAPTAIN LYRAS

NMN4 DE VRT

HAVE COPIED LONG CONVERSATION BETWEEN NBOZ AND ELSA

NBOZ FM ELSA
PLANE FIRST SEEN STARBOARD SIDE IN FLAMES ABOUT SIX MILES ALTERED COURSE AND REDUCED DISTANCE TO THREE MILES GUIDED BY SMALL LIGHT ON RAFT OR WRECK WHEN ABOUT THREE MILES OFF LIGHT EXTINGUISHED AND SIGHT HEAVY RAIN SQUALLS WHICH REDUCED VISIBILTY TILL NOW NO CONTACT

NBOZ TO ELSA
DID ANY ONE ACTUALLY SEE PLANE CRASH,??

26

ELSA TO NBOZ
CAPTAIN AND MATE SEEN PLANE CRASH SMALL LIGHT AT SEA SHOWING TILL 0150 LIGHT LOST IN HEAVY RAIN SQUALLS WHEN THREE MILES OFF STRONG EXPLOSION HEARD AND FELT EVEN BY ENGINE WATCH AND ALL OTHER CREW WHICH WAS STANDING BY AT LIFE BOATS EXPLOSION OCCURRED 0215 PLANE PASSED OVER VESSAL AT VERY LOW ALTITUDE ALSO SEEN STAR IDENTIFICATION MARK NO SIGN OF WRECK IN SPITE OF THIRTEEN HOURS EFFORTS SHALL I PROCEED DESTINATION PSE?

NBOZ TO ELSA
WHEN PLANE PASSED OVER WERE YOU ABLE TO TELL IF IT WAS PROPELLER TYPE AND HOW MANY ENGINES AND COULD YOU POSSIBLY MAKE OUT COLOR AND WAS THE STAR ONLY IDENTIFICATION ALSO YOU SAY YOU LOST LIGHT AT 0150 BUT EXPLOSION OCCURRED AT 0215 PLEASE CLARIFY TIMES

ELSA TO NBOZ
PLANE FLEW OVER VESSAL IN LOW ALTITUDE LIKE MAKING EXERCISES SINCE ABOUT 2200 9TH COLOR GREY BUT DID NOT NOTICE ANY OTHER IDENTIFICATION MARK EXCEPT WHITE STAR WAS PROPELLER DRIVEN BUT NOT NOTICED HOW MANY AFTER PLANE CRASHED IN FLAMES ALTERED COURSE TOWARDS PLANE GUIDED BY LIGHT AT SEA LOST SIGHT AT 0150 OWING HEAVY RAIN SQUALLS SECOND EXPLOSION HEARD AT 0215

CONVERSATION STARTED AT 1410Z AND JUST FINISHED

DE NMN4 RGR TKS

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(b) (6) [redacted]

ENCLOSURE (7)