AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-58)
PAGE 1

See instructions for completion prior to filling out

ORIGINAL

OPNAV REPORT 3750-1

PART I – GENERAL

SECTION A – CLASSIFICATION

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: VF-121
2. DATE OF ACCIDENT: 22 Sept 1958 | TIME: 1125T
3. AAR SERIAL NO.: 6-58
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)
5. ENCLOSURES: (1) SEE ATTACHED LIST
(2) (PAGE 4) FOR ENCLOSURES
(3)
(4)
(5)
(6)
(7)
(8)
(9)
6. VIA: (1) COMMANDER, CARRIER AIR GROUP 12
(2) COMMANDER NAVAL AIR FORCE, PACIFIC FLEET
(3) CHIEF, BUREAU OF AERONAUTICS
(4) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER
(5)
(6)
(LAST) DIRECTOR, U. S. NAV. AV. SAFETY CENTER
7. REPORTING CUSTODIAN (if different than item number 1): VF-121 DET ALFA
8. ACTIVITY OPERATING AIRCRAFT (if different than item 7):
9. KIND OF FLT.: 1A2
10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT: 33 miles, 265° M. from NAAS El Centro
12. ELEV. ABOVE SEA LEVEL: 2800 feet
13. PLACE OF LAST TAKE-OFF: NAS North Island
14. CLEARED FROM NAS North Island TO NAS North Island
15. TYPE CLEARANCE: ☐ IFR ☐ VFR ☒ LOCAL ☒ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER, Specify

AIRCRAFT

16. TIME IN FLT.: 1-25
17. TYPE ACCIDENT: G 6 (Abandoned Aircraft)
18. PHASE OF FLIGHT: 4 (In Flight)
19. MODEL: TV-2
20. SERIAL NO.: 136834
21. DAMAGE TO AIRCRAFT: ☒ A. ☐ B. ☐ C. ☐ D.
22. DOL. COST: $148,000
23. AIRSPEED (kts): Estimated 200 Kts At
24. A/C WT.: 11,747 lbs
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): 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)	GONZALEZ, Alfred H.	LTJG	[redacted] (b) (6)	1310	4 APR 55	[redacted] (b) (6)	25
CO-PILOT	QUITMEYER, Herman C.	LT	[redacted]	1310	23 AUG 50	[redacted]	29

8. PERSONNEL	9. OPERATIONAL FLT. TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	☐ YES ☒ NO	☐ YES ☒ NO	VF-121 DET ALFA	☒ STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☒ NO	☐ YES ☒ NO	COMNAVAIRPAC	☒ STANDARD ☐ SPECIAL

12. PILOT, CO-PILOT, STUDENT EXP.

TOTAL PILOT HOURS

ITEM	PILOT	CO-PILOT	STUDENT	ITEM	PILOT	CO-PILOT	STUDENT
ALL MODELS	1578		1790	CV LANDINGS DAY/NIGHT	114/52	08	12/0
ALL MODELS IN LAST 12 MOS.	408		95	FCLP LANDINGS DAY/NIGHT	302/115		79/0
ALL MODELS IN LAST 3 MOS.	117		25	INSTRUMENT HOURS, LAST 3 MONTHS	6.8		8.2
ALL SERIES THIS MODEL	183		19	NIGHT HOURS, LAST 3 MOS.	6.1		0
ALL SERIES THIS MODEL, LAST 12 MONTHS	183		19	(jet accidents only) TOTAL JET PILOT HOURS	192		260
ALL SERIES THIS MODEL, LAST 3 MONTHS	73		11	DATE LAST FLIGHT, ALL SERIES THIS MODEL	9-19-58		9-19-5
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	2.1		2.1

13. ALL PERSONNEL

	NAME (last, first and middle initial)	RANK RATE	FILE SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	PORTION
1.	GONZALEZ, Alfred H.	LTJG	[redacted] (b) (6)	VF-121 DET ALFA	ECHO	PILOT	R/S
2.	QUITMEYER, Herman C.	LT	[redacted]	CNAP	ECHO	STU-DENT	R/S
3.							
4.							
5.							

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

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AIRCRAFT ACCIDENT REPORT

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1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE	OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS
CLEAR	20	NOT APPLICABLE		NA	NA	NA	NA

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

NOT APPLICABLE

ITEM	✗	ITEM	✗	ITEM	✗

(b) (5)

[redacted]

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

	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	6 APR 54	2	16	1	678.4	1779.1	MAJOR	16.5	70
		ENGINE MODEL	SERIAL NO. OF ENGINE						
2. ENGINE HISTORY NO. 1	6 DEC 51	J-33A20	41-079738	1	753.8	928.9	MAJOR	16.5	70
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 FUR SERIAL 477

D. HAS DIR BEEN REQUESTED? ☒ YES ☐ NO

E. FAILED COMPONENTS INVOLVED: SUSPECTED FUEL CONTROL FAILURE

4. CAUSE AND CONTRIBUTING 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. FLIGHT DATA

A. ALTITUDE AT MALFUNCTION	B. AIR SPEED (Kts)	C. OPERATING TEMPERATURE	D. WEIGHT OF AIRCRAFT	E. C.G. % M.A.C.	F. KIND OF FUEL	G. FUEL PRESSURE
20,000	220 Kts	1000° (MAX)	11,507	26.7%	JP-4	NORMAL

H. EVIDENCE OF FUEL CONTAMINATION: NONE

I. CAUSE OF ENGINE FAILURE OR FLAMEOUT: SUSPECTED FUEL CONTROL FAILURE

6. MISCELLANEOUS DATA

J. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled): FSN R2915-344-0046 NBFN SER 167444 (173 hrs.)

K. EXTERNAL STORES ABOARD A/C: NONE

(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 CAUSE 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 & 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-1A READING)

F. MARK NUMBER | G. MODEL NO. | 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.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE RATIO	CONTROL VALVE SETTINGS: CONSTANT RUNOUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

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PART III – REMARKS (continue on separate pages if necessary)

PART	SECTION	ITEM

A. NONE
B. NONE
C. AAR COPIES TO:
(1) NAVAVSAFCEN (2) (AIR MAIL) DIRECT
(2) BUAER DIRECT
(3) CINCPACFLT DIRECT
(4) BAR BURBANK DIRECT
(5) BAR COLUMBUS DIRECT (FOR ALLISON, INDIANAPOLIS)
(6) NAVY FLT SAF LIAISON OFFICER, DIRECT RATE OF FLT SAF RESEARCH, NORTON AFB DIRECT
(7) COMNAVAIRPAC DIRECT
(8) O-IN-C NDU EE CENTRO, CAL.
(9) BU ORD (MA-5)
(10) CVG-12

D. GONZALEZ and QUITMEYER had not received any OFT or CPT time in this aircraft. GONZALEZ had completed a ground and flight check out course on 6 May 1958.

PART IV – SIGNATURES (INDICATE DATE SUBMITTED TO C. O.)

8 OCT 1958

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

[redacted]

PART V. THE ACCIDENT

At 0952 on 22 September 1958, TV-2 BuNo 136834 (Voice Call: Cherry Coke 185) departed on a VF-121 Detachment Alfa scheduled instrument training flight from NAS North Island, San Diego, California. The front cockpit was occupied by LTJG Alfred H. GONZALEZ, the pilot and instructor. The rear cockpit was occupied by LT Herman C. QUIMMEYER, the student.

For approximately one hour and fifteen minutes the flight proceeded according to plan and there was no malfunction noted regarding the operation of the aircraft.

The pilot had just given the student two unusual attitude situations (from which he recovered successfully) when the pilot heard a loud rumble from the engine. At this time the pilot noted the tailpipe temperature gauge against the stop at 1000° C+ and the RPM indicating approximately 105%. The pilot retarded the throttle and the RPM stabilized at 86% until the exhaust temperature readings were within the green range (275° - 715° C). The position of the aircraft at this time was approximately 30 miles west of NAS Miramar at 20,000 feet. Because NAS North Island, NAS Miramar and NAAS Brown Field were covered by an overcast, the pilot elected to proceed to NAAS El Centro, about 105 miles to the east.

Approximately eleven minutes after the pilot received the first indication of engine malfunction a second and third high-temperature, high-RPM, loud-rumble were experienced and the engine was shut down by the pilot.

The aircraft was glided to approximately 10,000 feet in an easterly direction at which time both pilots successfully ejected from the aircraft. Chute openings were normal and both pilots landed in desert terrain with only minor scratches. The aircraft crashed and burned near the peak of a 2,900' mountain, 33 nautical miles west of NAAS El Centro.

The pilots were rescued thirty minutes after the ejection by a helicopter from NAAS El Centro.

PART VI. DAMAGE TO AIRCRAFT

The aircraft sustained Category I strike damage as a result of the accident.

On the first impact with the ground the left wing tip and tank tore away starting a fire which eventually consumed the entire aircraft. The next impact was approximately 150 feet, 240° from initial impact when the aircraft apparently exploded, with bits of the instrument panels, engine accessories, main landing gear bits and pieces strewn over a circle of 250 feet in diameter. The wreckage bounced another 150 feet before the remains of the tail and engine reached their final resting place. Bits and pieces of the nose section, AN/ARC-27, wing fuel filler caps, gun access doors, etc., were found approximately 500 feet from the point of initial impact.

The engine, although relatively intact, had the accessory section missing completely. Approximately half the combustion chambers were crushed or missing. The turbine nozzle area did not appear extensively damaged and there were no holes in the casing to indicate possible turbine blade failure.

Impact speed in excess of 200 knots is estimated. The angle of impact was approximately ten degrees nose down with the left wing low.

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PART VII: THE INVESTIGATION

The following information was determined during the investigation:

(b) (5)

[redacted]

PART VIII: THE ANALYSIS

(b) (5)

[redacted]

PART IX: COMMENTS AND RECOMMENDATIONS

(b) (5)

[redacted]

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1. REPORTING ACTIVITY: NAS NI SD

2. REPORT SERIAL: 94

3. DATE OF TROUBLE: 9/25/58

4. MAJOR COMMAND (Enter number in space at right): 1 - ANT 3 - NABS 5 - FLAW 7 - NART 9 - MATS 2 - [illegible]C 4 - NATRA 6 - R & D 8 - BAR 0 - OTHER — 3

5. ITEM IDENTIFICATION (Serial number): R-2915-344-0046-NBPO

6. MFGR'S. CODE: BD

7. ITEM PART NUMBER:

8. ACCT. CODE: X

9. ITEM NOMENCLATURE: Control Assembly TJ-A3

10. QUANTITY: 1 ea

11. OVERHAULED BY (Enter number in space at right): 1. ALAM 3 - CORP 5 - LAKE 7 - NORIS 9 - QUON. 2 - CH. PT. 4 - JAX 6 - NORF 8 - PENS 0 - OTHER

12. AIRCRAFT: MODEL TV-2

13. ENGINE/ACCESSORY: MODEL TJ-A3

14. AIRCRAFT: BUNO 136834

15. ACCESSORY: SER. NO. 167444

16. TIME (Hours): 172.7

17. OPERATING BASE: North Island

18. CONTRACT NUMBER:

19. TROUBLE RESULTED IN (Check as more than two): X AAR 11 FLIGA 2 FLAME-OUT X ENGINE FAILURE

20. HOW TROUBLE NOTICED
- 0 INOPERATIVE
- 1 INTERFER./BINDING
- 2 EXCESS. VIBRATION
- 3 UNSTABLE/SURGING
- 4 LEAKAGE
- X RPM OUT-OF-LIMITS
- X TEMP. OUT-OF-LMT
- 7 PRESS. OUT-OF-LMT
- 8 TROUBLE SHOOTING
- 9 PREVENTIVE MAINT.
- 11 OTHER
- 12 NOT REMOVED-UNSAT. (Amplify)

21. WHAT IS PART CONDITION
- 0 CHAFED
- 1 BROKEN
- 2 CRACKED
- 3 DISTORTED
- 4 SCORED
- 5 EXCESSIVE WEAR
- 6 DISCOLORED
- 7 OUT OF TOLERANCE
- 8 CORRODED
- 9 O.K.
- 11 CANNOT DETERMINE
- X OTHER (Amplify)

22. CAUSE OF TROUBLE
- 0 DESIGN DEFICIENCY
- 1 OP. TECH./ADJ.
- 2 NORMAL USE
- 3 FAULTY MFG/INSPEC.
- 4 DEFICIENT MAINT/O.H.
- 5 DAMAGED ON RECPT.
- 6 WEATHER CONDITION
- 7 FLUID CONTAMINATION
- 8 FOREIGN OBJ/COMBAT
- 9 OTHER PARTS
- 11 FAULTY PRESERV.
- X UNDETERMINED/OTHER (Amplify)

23. CIRCUMSTANCES

Special
- 0 FOLLOW-UP REPORT
- 11 HIGH TIME REMOVAL
- 12 MISSION ABORTED

Environment
- 1 SANDY/DUSTY
- 2 ARCTIC
- 3 TROPIC
- 4 ARID

Trouble Discovered During
- X FLIGHT OPS
- 6 GROUND OPS/TEST
- 7 MAINTENANCE
- 8 PRIOR PART INSTALL.

24. DISPOSITION OF FAILED PART (Do not check if not removed)
- 0 RETURNED TO SUPPLY
- 1 REPAIRED/REINSTALLED
- 2 SURVEYED (Lost, Missing, or Destroyed)
- X HOLDING 60 DAYS 9/29/58 (Show BASO or date returned to supply)
- 4 RELEASED FOR PRIORITY INVEST. (Name of OO'R)
- PER: (Ref. document specifying invest. OO'R)
- 5 TO CONTRACTOR (Name of contractor)
- VIA: (Signature contractor's local rep.) (Date)
- FINAL DISPOSITION: (Ref. doc. advising ultimate return to supply)

25. STATEMENT OF TROUBLE/CORRECTIVE ACTION (Check box only when publication as FUR Digest Phrase is desired)

26. AMPLIFYING REMARKS (Attach additional sheets, sketches, and photographs, as appropriate)

27. REPORT IS
- 0 FUR
- 1 AMPFUR
- 2 URGENT AMPFUR
- 3 FLIGHT SAFETY AMPFUR
- X PRIORITY DIR (OO'R use only)

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FAILURE, UNSATISFACTORY OR REMOVAL REPORT

29. SIGNATURE

30. RANK/RATE

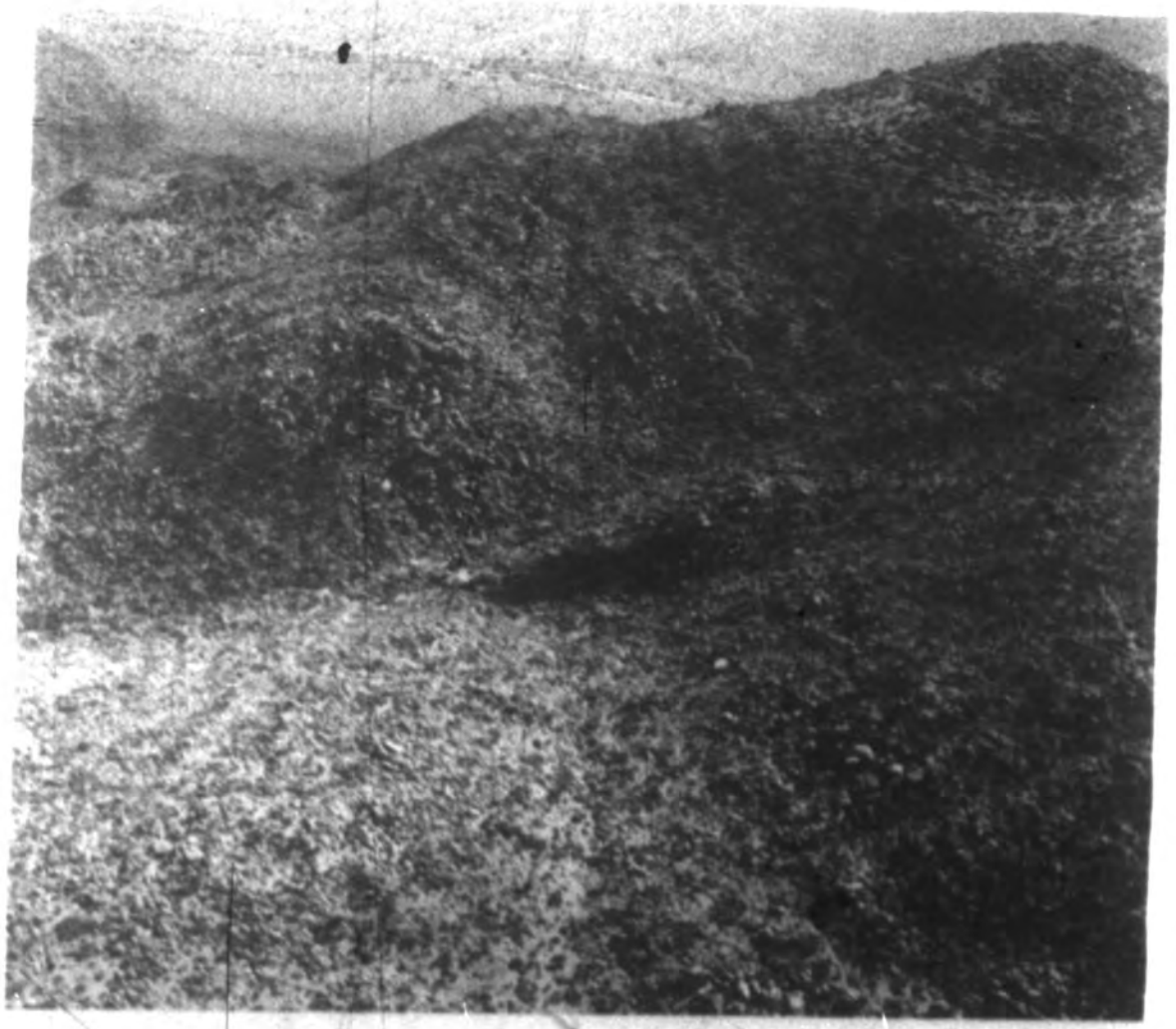
31. DATE

FUR (Mail to FUR Center)

C72227

ENCLOSURE 5A

ENCLOSURE 4A VF-121 AAR 6-58
POINT OF IMPACT. Heading of Aircraft upon impact, approximately 240°.



ENCLOSURE 4B VF-121 AAR 6-58
CLOSE UP AERIAL PHOTO OF CRASH SCENE. Initial impact to the left of burned area. Fire result of impact.

ENCLOSURE 1G VF-121 AAR 6-58

- IMPACT AREA OF CRASH. Note initial impact to the left, empennage and final position right center, clamshell nose section door in foreground.

ENCLOSURE 4D VF-121 AAR 6-58
INDICATES LINE OF FLIGHT. Note initial point of impact directly behind wreckage left tip tank torn off at this point.

ENCLOSURE 4E VF-121 AAR 6-58
AIRCRAFT WRECKAGE. Note absence of wings, accessory section, severe fire and crash damage to engine, and crumpled tail pipe.