AIR-09E21:RLC
9 SEP 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on NCAS Yuma AAR ser 1-69A concerning UH-34D BuNo 143981 accident occurring 27 June 1969, pilot ANDERSON

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

Subj: Aircraft Accident Report

1. Forwarded.

(b) (5)
[redacted]

R. L. TROUT
By direction

Copy to:
COMNAVAIRPAC
NAVAIRSYSCOMREPAC
CNC (CODE AAP)
CO NCAS YUMA
NAVPRO HARTFORD
CO NAVAEROREGOVPAC
DIR AFIP
COMCABWEST



9-12-69
RLT

3750
Ser 80/7121

30 AUG 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on MCAS Yuma AAR ser 1-69A concerning UH-34D
BuNo 143981 accident occurring 27 Jun 69, pilot ANDERSON

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

Subj: MCAS Yuma AAR ser 1-69A

Ref: (a) NAVAIRINST 4700.2
(b) OPNAVINST 3750.6F

1. Readdressed and forwarded for NAVAIRSYSCOMHQ comments concerning the recommendation contained in part IX of the AAR, concerning DIR procedures.

(b) (5)

[redacted]

R. A. VOLPI
Force Safety Officer

Copy to:
COMNAVSAFECEN (advance)
CMC (CODE AAP)
CO MCAS YUMA
NAVPLANTREPO HARTFORD
CO NAVAERORECOVFAC EL CENTRO
DIR AFIP
COMCABWEST

D1:HAH:mc
3750
13 August 1969

SECOND ENDORSEMENT on MCAS Yuma, accident serial 1-69, concerning UH-34D, Bu No. 143981, of 27 June 1969, pilot ANDERSON

From: Commander, Marine Corps Air Bases, Western Area, El Toro (Santa Ana), California
To: Commander, Naval Safety Center, Norfolk, Virginia 23511
Via: Commander, Naval Air Forces, Pacific Fleet, Naval Air Station, North Island, San Diego, California 92135

Subj: Aircraft accident report, forwarding of

1. Forwarded.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH
OPNAVINST 3750.6 (SERIES)

D1:HAH:mc
3750
13 August 1969

Subj: Aircraft accident report, forwarding of

(b) (5)

[redacted]

Dan C. Holland

DAN C. HOLLAND
Chief of Staff

Copy to:
MCAS Yuma
NAVSAFCEN (2)
CMC (Code AAP)
NAVAIRSYSCOM (AIR-09E)
NAVPLANTREP, HARTFORD
DIR, AFP
NAVAERRELFAC, EL CENTRO

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH
OPNAVINST 3750.6 (SERIES)

ORIGINAL

AO:RCH:cjd
3750
24 JUL 1969

FIRST ENDORSEMENT on MCAS Yuma accident Serial 1-69A concerning H-34, 143981 of 27 June 1969, pilot ANDERSON

From: Commanding Officer, Marine Corps Air Station, Yuma, Arizona
To: Commander, Naval Safety Center, Norfolk, Virginia 23511
Via: (1) Commander, Marine Corps Air Bases, Western Area, U.S. Marine Corps Air Station, El Toro (Santa Ana), California 92709
(2) Commander, Naval Air Forces, Pacific Fleet, Naval Air Station, North Island, San Diego, California 92135

Subj: Aircraft Accident Report, forwarding of

1. Forwarded, concurring with the comments, conclusions and recommendations of the Aircraft Accident Board.

(b) (5)

[redacted]

W. J. Sims
[redacted]

Copy to:
Opns O, MCAS Yuma
NAVSAFECN (2)
BUWEPS
CMC (Code AAP)
NAVAIRSYSCOM (AIR-09E)
NAVPLANTREP, HARTFORD
DIR, AFIP

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

# ORIGINAL

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

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

OPNAV REPORT 3750-1

## PART 1 GENERAL

**SECTION A. IDENTIFICATION**

| 1. AIRCRAFT ACCIDENT BOARD APPOINTED BY | 2. SERIAL NO | 3. DTG (LOCAL) OF MISHAP | 4. MODEL AIRCRAFT | 5. BUREAU NUMBER |
|---|---|---|---|---|
| MCAS Yuma, Ariz | 1-69 A | 272055T | UH-34D | 143981 |

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: 335 Radial 9 N.M. MCAS Yuma Tacan

10. DAMAGE: ALPHA

7. VIA: CO, MCAS Yuma, Arizona; COMCABWEST; COMNAVAIRPAC

8.

11. TIME OF DAY: Night

12. TIME IN FLIGHT: 0+40

13. FLIGHT CODE: 3A1

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

15. TYPE CLEARANCE: VFR Local

16. AIRSPEED: 20 Knots

17. A/C WEIGHT: 10,000 lbs

18. BRIEF DESCRIPTION OF MISHAP: Inflight Collision with steel grounding cable

19. ELEVATION AT TIME OF MISHAP: S.L. 288 TERRAIN 60

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

**SECTION B. CONTRIBUTING FACTORS**

| ✓ | FACTOR | ✓ | FACTOR | ✓ | FACTOR |
|---|---|---|---|---|---|

(b) (5)

[redacted]

**SECTION C. PERSONNEL DATA**

| 1. NAME (Last, First, & middle initial) | 2. RANK/RATE | 3. FILE/SERVICE NO. | 4. DESIG. NATOR | 5. BRANCH OF SERVICE | 6. AGE | 7. YEARS EXP. PILOT | 8. BILLET | 9. POSITION | 10. INJURY CODE |
|---|---|---|---|---|---|---|---|---|---|
| PILOT (at controls at time of mishap) ANDERSON, Joseph C. | Capt | (b) (6) | N/A | USMC | 38 | 17 | HAC | Cockpit | Bravo |
| CO-PILOT (identify & submit separate page 1) None | | | | | | | | | |

**PILOT EXPERIENCE IN HOURS**

| ITEM | | | ITEM | | |
|---|---|---|---|---|---|
| 11. ALL MODELS | | 3310.6 | 17. CV LANDINGS DAY/NIGHT | ALL | 319 / 28 |
| | | | | IN MODEL | 313 / 28 |
| 12. ALL MODELS IN LAST 12 MONTHS | | 280.1 | 18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT | ALL | 347 / 186 |
| | | | | IN MODEL | 34 / 61 |
| 13. ALL MODELS IN LAST 3 MONTHS | | 20.0 | 19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED | ALL | 0.3 / 1.5 |
| | | | | IN MODEL | 0 / 1.5 |
| 14. ALL SERIES THIS MODEL | A/C | 1621.3 | 20. NIGHT HOURS LAST 3 MONTHS | ALL | 3.9 / |
| | OFT/CPT | / | | IN MODEL | 3.9 / |
| 15. ALL SERIES THIS MODEL LAST 12 MONTHS | A/C | 20.0 | 21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap) | | 2392.3 |
| | OFT/CPT | / | | | |
| 16. ALL SERIES THIS MODEL LAST 3 MONTHS | A/C | 20.0 | 22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL | DATE | 25 June 1969 |
| | OFT/CPT | / | | DURATION | 1.4 Hours |
| 23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK | | 23 June 1969/ Satisfactory | 24. TYPE INSTRUMENT CARD | | Standard |

**OTHER PERS.**

| 25. NAME (Last, first, & middle initial) | 26. DRA | 27. RANK/RATE | 28. BRANCH OF SERVICE | 29. FILE/SERVICE NO. | 30. UNIT | 31. INJURY | 32. BILLET | 33. POSITION |
|---|---|---|---|---|---|---|---|---|
| MARTINEZ, Jose L. | | Cpl | USMC | (b) (6) | | Alpha | Observer | Cockpit |
| | | | | | | | | |

ORIGINAL

# ORIGINAL

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

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

OPNAV REPORT 3750-2

## 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. MONTHS 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 |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

### B. ENGINE HISTORY

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

### C. COMPONENT HISTORY

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

### D. INCIDENTS & GROUND ACCIDENTS

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

### E. ENGINE FAILURES

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

| AT TIME OF FLAMEOUT | 1. ALTITUDE | 2. IAS | 3. RPM | 4. EGT | 5. MANEUVER AT TIME OF FLAMEOUT | 6. FUEL FLOW | 7. ATTITUDE |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| 8. A FORCED | 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/SHEP | 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. AMPLIFIER SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ Refer NARCOM DIR reports. See para. 20 OPNAVINST 3750.6
3. OTHER Prelim Msg Rpt MCAS, Yuma 280646Z June 69
4. Supp Msg Rpt MCAS, Yuma 290059Z June 69
5. Engineering Investigation request MCAS, Yuma 012305Z July 69

ORIGINAL

DF-02

# ORIGINAL

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

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

OPNAV REPORT 3750-1

**G. SHIPS DATA**

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

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

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

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

**H. DEPLOYMENT**

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

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

**I. WEATHER**

WEATHER AT SCENE OF MISHAP

| 1. CEILING | 2. VISIBILITY | 3. RELATIVE WIND DIRECTION AND VELOCITY | 4. TEMPERATURE RUNWAY / OUTSIDE AIR | 5. DEW POINT | 6. ALTIMETER SETTING |
|---|---|---|---|---|---|
| None | Unlimited | | | | |

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

PART III ADDITIONAL INFORMATION

| PART | SECTION | ITEM | 1. REMARKS | 2. COPY DISTRIBUTION |
|---|---|---|---|---|
| | | | | 2CC NAVAVNSAFECN DIRECT (AAR) |
| | | | | 1CC BUWEPS DIRECT (AAR) |
| | | | | CMC (Code AAP) |
| | | | | NAVAIRSYSCOM (AIR-09 |
| | | | | NAVPLANTREP, HARTFOR |
| | | | | DIR, AFIP |

| COST DAMAGE TO | 3. GOVERNMENT PROPERTY | 4. PRIVATE PROPERTY | 5. DATE SUBMITTED TO CO |
|---|---|---|---|
| | None | $1863.58 | 18 July 1969 |

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER

(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.

(b) (6)

[redacted]

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PART V - THE ACCIDENT

At 2105T on 27 June 1969 the MCAS, Yuma Operations Duty Officer was notified by an Inspector at the California State Inspection Station west of Winterhaven, California that an aircraft had crashed one mile north of Highway 80. At 2115 the Winterhaven Sheriff notified the ODO that a California State Highway Patrolman had picked up Capt. J. C. ANDERSON, the pilot of a crashed helicopter, at the intersection of Highway 80 and the All-American Canal. Capt. ANDERSON was returned to the MCAS dispensary and the airborne SAR helicopter was instructed to search for the other crewmember.

UH-34D 143981 took off from MCAS, Yuma at 2015T with Capt. J. C. ANDERSON at the controls and Cpl. J. L. MARTINEZ in the left seat, as observer. Approximately 40 minutes later, following an otherwise normal and uneventful flight, the aircraft contacted two (2) one half inch steel high power line grounding cables as Capt. ANDERSON was attempting a night landing, in open desert, nine (9) miles northwest of MCAS, Yuma. Control of the aircraft was lost and it impacted the ground sixty (60) yards from point of contact with the cables in a clockwise twisting motion. The aircraft rolled onto its left side and was engulfed in fire. Capt. ANDERSON exited the aircraft via the pilot's side window. Cpl. MARTINEZ remained in the aircraft and received fatal injuries.

PART VI - DAMAGE TO AIRCRAFT

Initial damage to the aircraft was caused by contact of a main rotor blade with a taut one half inch steel grounding cable. The cable was severed and whipped into the tail rotor and pylon with sufficient force to separate the automatic shaft coupling and cause loss of directional control. Almost simultaneously a second steel grounding cable was contacted, duplicating and intensifying the initial damage and causing complete loss of control of the aircraft. Aircraft momentum carried it sixty (60) yards further along the flight path, where it contacted the ground in a clockwise twisting motion. At some point between initial blade contact with the cable and subsequent impact with the ground, one of the cables touched a high power line, or connector, and the aircraft at the same time. This caused an arcing in the aircraft and ignited a fire at or near one of the fuel cells. The main landing gear collapsed at ground contact and the tail wheel separated after digging a shallow arcing furrow six (6) feet long. As the aircraft's underbelly contacted the ground it flipped onto its port side. The fire increased in intensity and consumed approximately 85% of the aircraft and all related equipment. The main rotor, transmission, rotor blades and tail pylon were the only parts not completely consumed by the fire, but did receive some fire damage. Enclosures (1) and (2).

PART VII - THE INVESTIGATION AND ANALYSIS

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The MAR Board arrived on the scene within one hour of the accident and made an initial survey of the wreckage distribution, topography and

# ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

man made obstacles. An intense magnesium fire precluded close scrutiny of the aircraft and darkness hampered the search for, or diagraming of, periphery wreckage. Enclosures (3) and (4). The following facts were ascertained:

1. One member of the flight crew remained in the aircraft receiving fatal injuries.

2. The main portion of the wreckage and all of the fire was contained in a small area. Enclosures (5) and (6).

3. The location of several non-fire damaged pieces of the aircraft indicated a flight path across a high power line complex and that some structural damage had occurred prior to ground impact.

4. Two cables of the power line complex were severed.

5. One rotor blade had a six foot length of steel cable laying adjacent to the blade tip. Enclosure (7).

During the time that the Board members were at the crash site, Capt. ANDERSON received preliminary treatment at the MCAS, Yuma Dispensary and was air medevaced to the Balboa Naval Hospital at San Diego. Initial diagnosis included second degree burns over sixty five percent of his body.

The following morning, the entire AAR Board conducted a detailed examination of the wreckage and reviewed all the aircraft's maintenance records. No maintenance/servicing errors or material failure/malfunction was detected. Liaison with the Balboa Naval Hospital disclosed that Capt. ANDERSON was able to talk to a limited number of visitors for a short time. The Flight Surgeon, O.I.C. of the MCAS Yuma SAR Unit and Aviation Safety Officer members of the AAR Board conducted a tape recorded interview with Capt. ANDERSON. This recording was transcribed to writing as Enclosure (8). At the time of the interview, Capt. ANDERSON was under some sedation and, due to the nature of his injuries, experiencing some pain. Although he had difficulty speaking concisely, it is the opinion of the Board that he was sufficiently lucid to accurately describe events as they occurred prior to and at the time of the accident.

Liaison with the Bureau of Reclamation confirmed that they are the agency responsible for the power lines contacted by the helicopter and an engineering survey of the area was obtained. Enclosure (9). This survey depicts a ground elevation of 288 feet above sea level. Two power line towers extend to a height of approximately seventy six feet above ground level and support three 955 feet long high power lines. Above the power lines are two steel grounding cables. Separation between the power lines and grounding cables is eight feet at the supporting towers and 32 feet at the center, or widest separation point. The horizontal lines on enclosure (9) represent four foot intervals.

# ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

Utilizing Capt. ANDERSON's statement, on site investigation and deductive analysis the Board reconstructed the accident as occurring in the following manner:

1. Capt. ANDERSON was in the final phase of demonstrating a night landing to his enlisted observer.

2. The landing light was on.

3. Just prior to flare, Capt. ANDERSON saw a reflection of light on the steel grounding cables and mistook them for high power lines. He did not see the black high power cables approximately 30 feet below him.

4. Capt. ANDERSON attempted to fly below the grounding cables because of their height at, or above, the main rotor head and his close proximity to them.

5. He passed over the actual power lines causing no damage to them. However, due to the engine power being utilized to transverse the power line area, his main rotor blades had a slight upward arc. One of the blade tips hit and severed the first grounding cable. Enclosure (10).

6. The second steel cable was hit a moment later and damage ensued as listed in Part VI of the AAR.

Evidence of electrical arcing on one of the rotor blades indicates that electricity from the power line complex was transmitted to the aircraft at some point between initial blade contact and subsequent ground impact.

The presence of the automatic shaft coupling ten yards from the power lines, fifty (50) yards from the crash site and along the flight path indicated the possibility of tail rotor damage almost immediately after initial main rotor blade contact. The condition of the coupling, Capt. ANDERSON's belief that it was the tail rotor which hit the cables first and loss of tail rotor control confirmed the suspected order of damage and indicates further flight was impossible almost immediately after initial blade contact. Enclosure (11).

The following factors were considered by the Board:

Personnel Factors

ORIGINAL

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

PILOT FACTORS (CONT'D)

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

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



ORIGINAL

ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

SUPERVISORY PERSONNEL (CONT'D)

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

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

# ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

SUPERVISORY PERSONNEL (CONT'D)

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

[redacted]

ORIGINAL

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

MATERIAL FAILURES OR MALFUNCTIONS (CONT'D)

(b) (5)

[redacted]

PART VIII - CONCLUSIONS

(b) (5)

[redacted]

PART IX - RECOMMENDATIONS

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

[redacted]

(b) (5)

[redacted]

ORIGINAL



ORIGINAL

ENCLOSURE INDEX SHEET to MCAS, Yuma AAR 1-69A, accident occurring 27 June 1969, UH-34D, BuNo. 143981, pilot ANDERSON

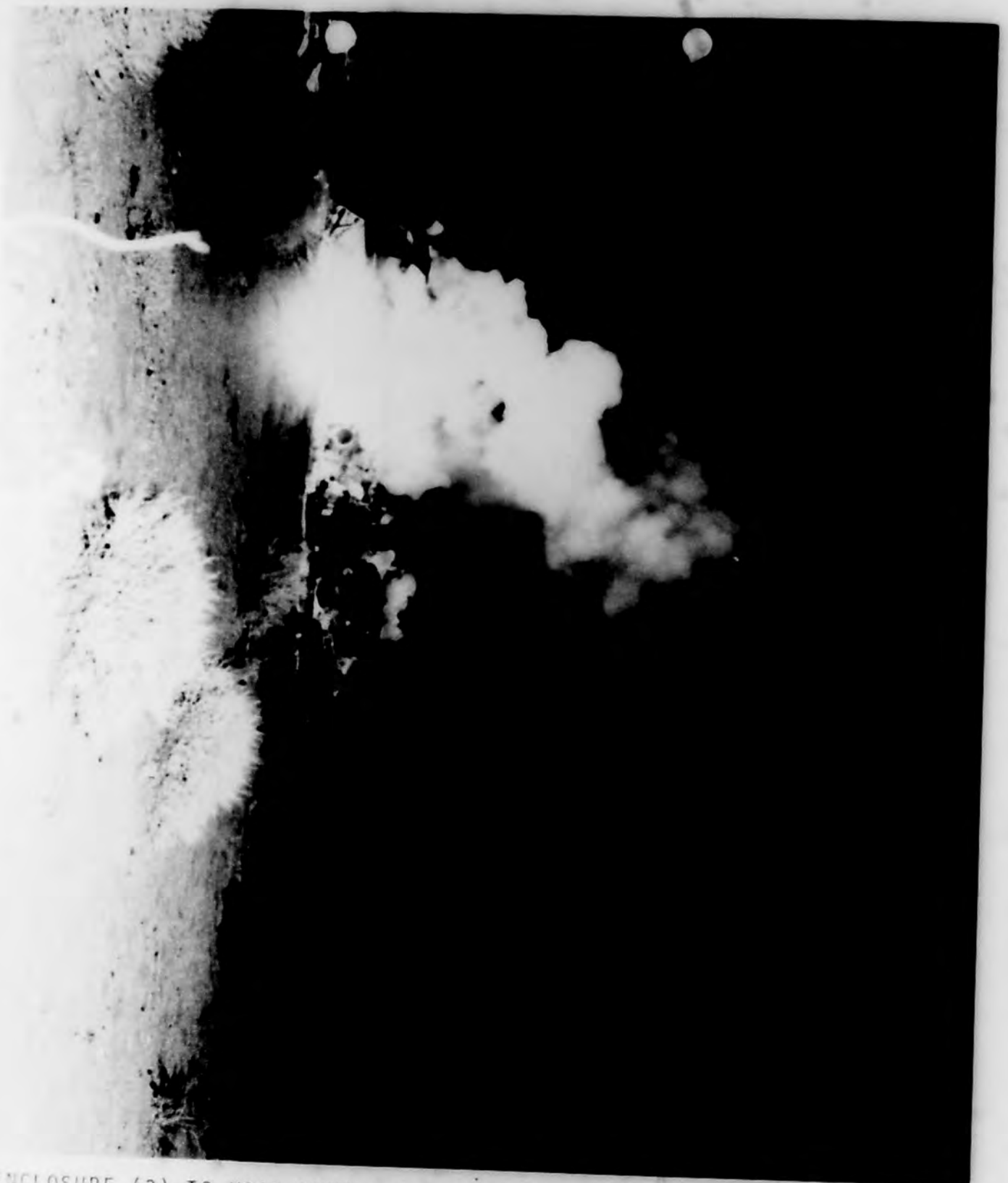
| ENCLOSURE | TITLE |
|---|---|
| 1 | PHOTO OF CRASH SITE AND WRECKAGE |
| 2 | PHOTO OF CRASH SITE AND WRECKAGE |
| 3 | PHOTO OF CRASH SITE AND WRECKAGE |
| 4 | PHOTO OF CRASH SITE AND WRECKAGE |
| 5 | AERIAL PHOTO OF CRASH SITE |
| 6 | AERIAL PHOTO OF CRASH SITE |
| 7 | PHOTO OF SEVERED STEEL GROUNDING CABLE LAYING ADJACENT TO MAIN ROTOR BLADE TIP |
| 8 | STATEMENT OF CAPTAIN J. C. ANDERSON |
| 9 | PHOTO OF BUREAU OF RECLAMATION ENGINEERING SURVEY |
| 10 | PHOTO OF MAIN ROTOR BLADE WITH BLADE TIP MISSING AND INDENTATIONS OF LEADING EDGE. WIDTH OF INDENTATIONS IDENTICAL TO DIAMETER OF STEEL GROUNDING CABLE |
| 11 | PHOTO OF PORTION OF AUTOMATIC SHAFT COUPLING SHOWING PROTRUSION FROM SIDE OF TAIL OF AIRCRAFT |
| 12 | STATEMENT OF SERGEANT FRIEL |
| 13 | MEDICAL OFFICERS REPORT (ORIGINAL ONLY) |
| 14 | RESUME OF CAPTAIN ANDERSON'S FLIGHT HISTORY |
| 15 | RESCUE REPORT (ORIGINAL ONLY) |

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (1) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON
SHOWING PHOTO OF CRASH SITE & WRECKAGE SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ICLOSURE (2) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON
IOWING PHOTO OF CRASH SITE & WRECKAGE SPECIAL HANDLING REQUIRED
ACCORDANCE WITH OPNAVINST 3750.6 SERIES



ENCLOSURE (3) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING PHOTO OF CRASH SITE & WRECKAGE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (4) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON
PHOTO OF CRASH SITE & WRECKAGE SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (5) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING AERIAL PHOTO OF CRASH SITE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (6) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING AERIAL PHOTO OF CRASH SITE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (7) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING PHOTO OF SEVERAL STEEL GROUNDING CABLE LAYING ADJACENT TO MAIN ROTOR BLADE WITH BLADE TIP SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

(b) (5)

[redacted]

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

(b) (5)

[redacted]

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

(b) (5)

[redacted]

Enclosure (8)

SPECIAL HANDLING IS REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

TRANSCRIBED STATEMENT ON CAPTAIN J. C. ANDERSON

(b) (5)

[redacted]

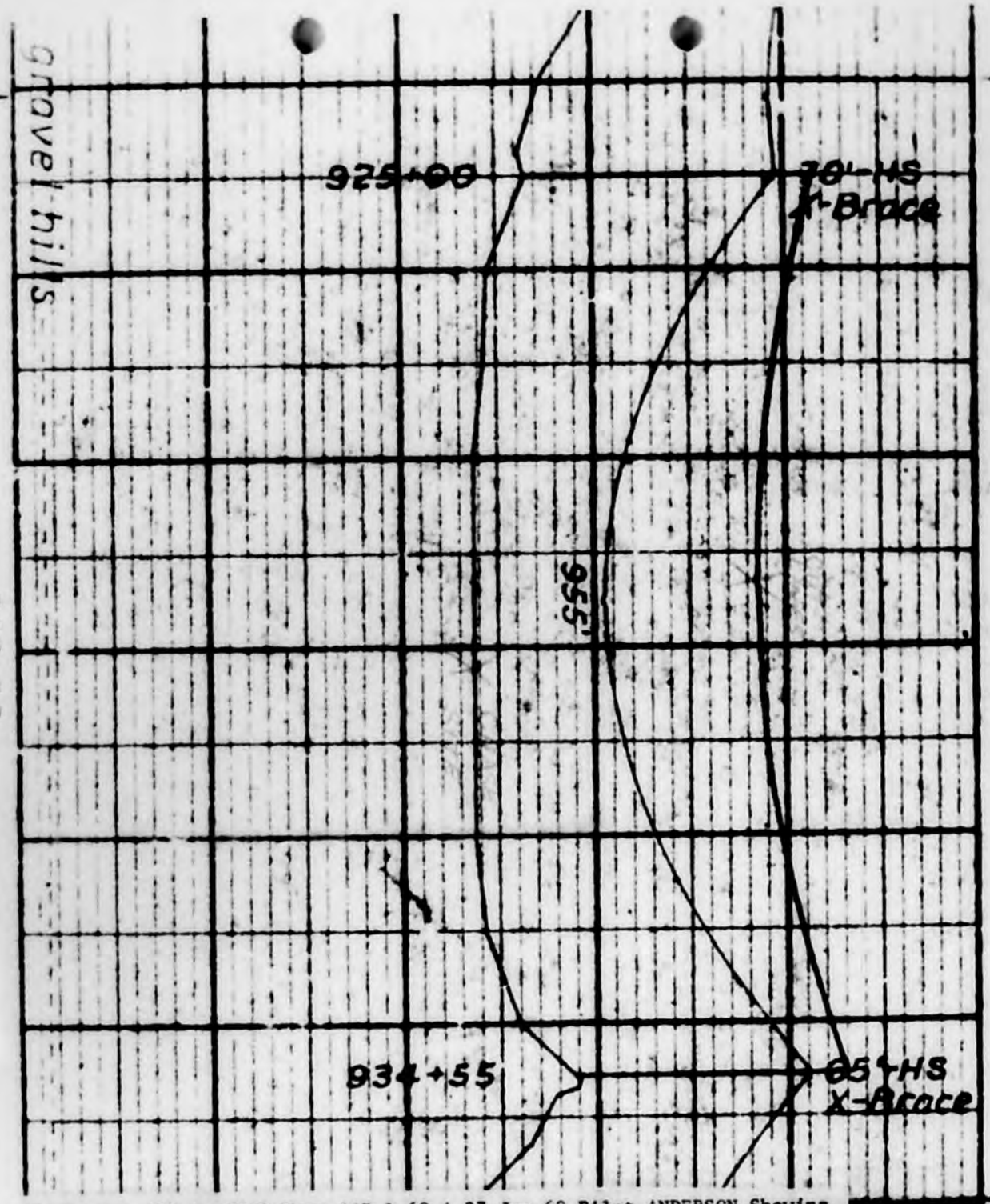
R. C. HOFFMAN
MAJ USMC

CAPTAIN ANDERSON was designated a Naval Aviator on 17 Nov 1952 and has accumulated 3311 flight hours.

ORIGINAL

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES




Enclosure (9) to MCAS Yuma AAR 1-69 A 27 Jun 69 Pilot ANDERSON Showing Power Line Complex at Crash Site

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (10) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING PHOTO OF MAIN ROTOR BLADE WITH BLADE TIP MISSING AND INDENTATIONS ON LEADING EDGE. WIDTH OF INDENTATIONS IDENTICAL TO DIAMETER OF GROUNDING CABLE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (11) TO MCAS YUMA AAR 1-69A 27 JUNE 1969 PILOT ANDERSON SHOWING PHOTO OF PORTION OF AUTOMATIC SHAFT COUPLING SHOWING PROTRUSION FROM SIDE OF TAIL SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

STATEMENT OF SERGEANT ROBERT M. FRIEL, (b) (6) [redacted] /6332

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

[redacted]

Certified to be a true copy.

R. C. HOFFMAN
Maj USMC

The Board considers this to be a credible witness.

ORIGINAL

Enclosure (12)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DATA
OPNAV FORM 3750/8A (REV. 4-68) S/N 0107-731-8101

REPORT SYMBOL 3750-7

*See Section H of OPNAVINST 3750.6*

## I. IDENTIFICATION

1. FROM *(Name and mailing address of activity)*: MCAS YUMA, ARIZONA 85364
2. MOR NUMBER: 5-69
3. DAMAGE CODE: Alfa
4. TYPE OF MISHAP: [X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT
5. NO. OF OCCUPANTS: Two
6. DATE: 27 Jun 69
7. MODEL A/C: UH-34D
8. BUNO: 143-981
9. MODEL OTHER A/C IF INVOLVED: N/A
10. BUNO:
11. NO. OF OCCUPANTS:
12. DAMAGE CODE:

| 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<br>A. ANDERSON, Joseph C. | Capt. | USMC | Pilot | B | G |
| CO-PILOT<br>B. | | | | | |
| C. MARTINEZ, Jose L. | Cpl | USMC | Observer | A | E |
| D. | | | | | |

## II. FLIGHT DATA *(At Time of Emergency)*

1. TERRAIN CLEARANCE: 75 FEET
2. CABIN ALTITUDE: 75 FEET
3. TIME AT CABIN ALTITUDE: 0 HOURS 0 MIN.
4. AMBIENT ALTITUDE: 75 FEET
5. TIME AT AMBIENT ALTITUDE: 0 HOURS 0 MIN.
6. PLACE IN FORMATION
   - [X] A - SINGLE AIRCRAFT
   - [ ] L - LEAD
   - [ ] W - WING
   - Y - OTHER (SPECIFY):
7. CLOUD CONDITIONS
   - [X] 0 - CLEAR
   - [ ] 1 - OVERCAST
   - [ ] 2 - UNDERCAST
   - [ ] 3 - IN CLOUDS
   - [ ] 4 - IN AND OUT OF CLOUDS
   - 8 - OTHER (SPECIFY): Night
8. HORIZON
   - [X] 1 - DISTINCT
   - [ ] 2 - OBSCURED
   - 8 - OTHER (SPECIFY): Moonlight
9. DURATION OF FLIGHT: HOURS 0 MIN. 40

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

See inclosure #8

**ORIGINAL**

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION
OPNAV FORM 3750/BB (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
- [ ] 2 - MINOR
- [X] 3 - MAJOR
- [ ] 4 - FATAL
- [ ] 5 - MISSING, LAND
- [ ] 6 - MISSING, WATER
- [ ] 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED 70 Est.
3. DAYS IN QUARTERS
4. DAYS GROUNDED Undetermined
5. UNCONSCIOUS 0 HOURS 0 MIN.

5a. DISPOSITION: G

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 DDNC, NAVMED P-5055.)*

LEAVE THESE COLUMNS BLANK

A. BODY PART: 812
DIAGNOSIS: 9456
CAUSE: 80149

B. BODY PART: 414
DIAGNOSIS: 9436
CAUSE: 80149

C. BODY PART: 603
DIAGNOSIS: 9426
CAUSE: 80149

D. BODY PART: 812
DIAGNOSIS: 9456
CAUSE: 80149

E. BODY PART: 207
DIAGNOSIS: 9416
CAUSE: 80149

P D C

7.

| LABORATORY TESTS | A. TISSUE TESTED | B. METHOD USED | C. LABORATORY DOING TEST | D. RESULT |
|---|---|---|---|---|
| CARBON MONOXIDE | | | | |
| ALCOHOL | | | | |
| LACTIC ACID | | | | |
| OTHER (SPECIFY) Hct. | Blood | Wintrobe Tube | NCAS YUMA, ARIZONA | 52% |

8. X-RAY RESULTS: None
[ ] 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 |
|---|---|---|---|---|---|---|
| [redacted] (b) (6) | X | | | | | |

10. AUTOPSY CONDUCTED BY: None
- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] T - OTHER
- [ ] WILL BE FORWARDED

11. MATERIAL SUBMITTED TO AFIP: None
- [ ] 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:
None

# ORIGINAL

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| ANDERSON, Joseph Christian | [redacted] (b) (6) | UH-34 | 143-981 |

C-31418

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT**
**PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS**
OPNAV FORM 3750/8C (REV. 4-68) S/N-0107-721-8301

**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 midair 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 IMPORTANCE
*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** | | | | | |
| 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** | | | | | |
| 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** | | | | | |
| A. INADEQUATE TRANSITION | 301 | | | | |
| B. LIMITED TOTAL EXPERIENCE | 302 | | | | |
| C. LIMITED RECENT EXPERIENCE | 303 | | | | |
| D. FAILURE TO USE ACCEPTED PROCEDURES (see NATOPS) | 304 | | D | | |
| E. OTHER (SPECIFY) | 399 | | | | |
| **4. DESIGN FACTORS** | | | | | |
| 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** | | | | | |
| A. MISINTERPRETED COMMUNICATIONS | 501 | | | | |
| B. DISRUPTED COMMUNICATIONS | 502 | | | | |
| C. LANGUAGE BARRIER | 503 | | | | |
| D. NOISE INTERFERENCE | 504 | | | | |
| E. OTHER (SPECIFY) | 599 | | | | |
| **6. PSYCHOPHYSIOLOGICAL FACTORS** | | | | | |
| 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** | | | | | |
| A. ACCELERATION FORCES, IN-FLIGHT | 701 | | P | P | |
| B. ACCELERATION FORCES, IMPACT | 702 | | | | |
| C. DECOMPRESSION | 703 | | | | |
| D. VIBRATION | 704 | | | | |
| E. GLARE | 705 | | | | |
| F. SMOKE, FUMES, ETC. | 706 | | P | | |
| G. HEAT (A/C Fire) | 707 | | D | D | |
| 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 | | P | | |
| M. WEATHER, OTHER THAN VISIBILITY RESTRICTION | 713 | | | | |
| N. OTHER (SPECIFY) | 799 | | | | |
| **8. OTHER FACTORS TO BE CONSIDERED** | | | | | |
| A. HABIT INTERFERENCE; USED WRONG CONTROL | 801 | | | | |
| B. CONFUSION OF CONTROLS, OTHER | 802 | | | | |
| C. MISREAD INSTRUMENT(S) | 803 | | | | |
| D. MISINTERPRETED INSTRUMENT READING | 804 | | | | |

ORIGINAL

*CONTINUED ON REVERSE SIDE*

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) [redacted] | UH-34 | 143-981 |

| FACTORS | | A | E | S | R | FACTORS | | A | E | S | R |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8. OTHER FACTORS TO BE CONSIDERED (Cont.) | | | | | | | | | | | |
| E. MISLEAD BY FAULTY INSTRUMENTS | 805 | | | | | K. DELAY IN TAKING NECESSARY ACTION | 811 | | | | |
| F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES | 806 | | | | | L. VIOLATION OF FLIGHT DISCIPLINE | 812 | | | | |
| G. TASK OVERSATURATION | 807 | | | | | M. NAVIGATIONAL ERROR | 813 | | | | |
| H. INADEQUATE COORDINATION OR TIMING | 808 | | | | | N. INADVERTENT OPERATION, SELF-INDUCED | 814 | | | | |
| I. MISJUDGED SPEED OR DISTANCE | 809 | | | | | O. INADVERTENT OPERATION, MECHANICALLY INDUCED | 815 | | | | |
| J. SELECTED WRONG COURSE OF ACTION | 810 | | | | | P. OTHER (SPECIFY) | 899 | | | | |

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

OPNAV Form 3750.8C, Pages 1 and 2, were compleated using a somewhat different definition of "accident" than that given in OPNAVINST 3750.6F, ~~Chapter 2~~ CH-2. The term accident" is here taken to encompass that time span and those events directly leading up to the begining of the emergency situation(when the pilot first glimpsed power lines), and terminating when the occupants first initiated escape attempts. Using this expanded definition of the accident phase will allow this section of the MOR to be meaningful, because once the actual emergency was in progress, none of the above listed factors played a significant part in the outcome. The pilot reacted as well as could be expected in the time he had available.

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (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: [X] 1. DEFINITE [ ] 2. PROBABLE [ ] 3. POSSIBLE
B. CONTRIBUTING: [ ] 4. DEFINITE [ ] 5. PROBABLE [ ] 6. POSSIBLE [ ] 8. NONE [ ] 9. UNKNOWN

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

A. DATE LAST LEAVE ENDED: 14 Jun 69
B. DAYS DURATION LAST LEAVE: 20
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: 25 Jun 69

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS: 0 MIN. 0 F. IN LAST 48 HOURS: 1 MIN. 21

MISSIONS FLOWN
G. IN LAST 24 HOURS: 0 H. IN LAST 48 HOURS: 1

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS: 5 MIN. J. IN LAST 48 HOURS: 16 MIN.

HOURS SLEPT
K. IN LAST 24 HOURS: 8½ L. IN LAST 48 HOURS: 17

M. CONTINUOUS DUTY PRIOR TO MISHAP: HOURS 1 MIN. 15
N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP: 14
O. DURATION OF LAST SLEEP PERIOD: HOURS 8 MIN. 30
P. TIME IN COCKPIT PRIOR TO FLIGHT: HOURS 10 MIN.

**III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING** *(For all personnel)* Information not in Health Record

| TYPE TRAINING ACCOMPLISHED | PLACE TRAINING ACCOMPLISHED | COMPLETED Month | COMPLETED Year | ROLE* IN MISHAP |
|---|---|---|---|---|
| Low Pressure Chamber | CHERRY Pt. N.C. | | 1958 | 0 |
| Centrifuge - | CHERRY Pt. N.C. | | 1958 (est) | 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** Does not appear in Local Health Record or in BUMED and SURGERY record.

a. DATE OF BIRTH: DAY 13 MONTH Aug YEAR 30
b. HEIGHT 72 INCHES
c. WEIGHT 182 POUNDS
d. SITTING HEIGHT ____ INCHES
e. TRUNK HEIGHT ____ INCHES
f. FUNCTIONAL REACH ____ INCHES
g. BUTTOCK-KNEE LENGTH ____ INCHES
h. LEG LENGTH ____ INCHES
i. SHOULDER WIDTH (BIDELTOID) ____ INCHES

**V. GENERAL**

1. NUMBER AND TYPE OF PRIOR MISHAPS *(Complete for all pilots, co-pilots, and/or other personnel in control of aircraft)*
a. No. One b. DESCRIBE TYPE(S): Engine failure of UH-34 Helo over water off coast Viet Nam. Aircraft was successfully ditched and all occupants escaped.

2. TOTAL YEARS OF FORMAL EDUCATION: 15
3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS *(For all pilots, copilots, and/or persons possibly contributing to mishap)*

(b) (5)

[redacted]

| NAME | SERIAL NO. | | |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) [redacted] | UH-34 | 143-981 |

ORIGINAL

(b) (5)

[redacted]

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT [illegible]IDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-721-8501

REPORT SYMBOL 3750-7
*See Section H of OPNAVINST 3750.6*
PAGE 1 OF 2

| 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.) | | | | | |
| Coveralls, flying, mens, summer | | | | | |
| Spec. Mil-C-5390G (weps) | | | | | |
| Stock # 8415-543-7868 | | | | | |
| (Indian Orange) | N | Y | AES | ES | 08,60, See paragraph 16 below. |
| NOMEX flight suit Mil-C-81120 | Y | N | AES | ES | |
| Flight safety shoe | Y | Y | AES | AES | |
| 2. OXYGEN MASK | | | | | |
| 3. OXYGEN REGULATOR | | | | | |
| 4. LIFE VEST | | | | | |
| 5. LIFE RAFT | | | | | |
| 6. SURVIVAL RADIO(S) | | | | | |
| Flight helmet APH-6A | Y | Y | AE | AE | |
| 7. SIGNALLING DEVICES | | | | | |
| Pistol with tracer ammo | Y | N | | | 60, see paragraph 16 below |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 8. SURVIVAL KIT (CONTAINER) | Y | N | | | 60, see paragraph 16 below |
| 9. OTHER SURVIVAL GEAR | | | | | |
| Survival knife | Y | N | | SR | 60, see paragraph 16 below |
| 2 Cell flashlight | Y | N | | S | |
| 1 Cell Pencil flashlight | Y | N | | | |
| Flight Gloves Mil-C-3830CA | | | | | |
| (not NOMEX) | Y | Y | AE | AE | |
| ID Tags | Y | N | | | |
| 10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS) | | | | | |
| LAP Belt, Shoulder harness | | | | | |
| quick release type | Y | Y | A | A | |
| | | | | | |
| 11. PARACHUTE-TYPE | | | | | |
| 12. PARACHUTE CANOPY RELEASE | | | | | |
| 13. PARACHUTE OPENING/DEPLOYMENT DEVICES | | | | | |
| 14. SEAT TYPE | | | | | |
| 15. OTHER (SPECIFY) | | | | | |
| AN/PRC-63 (for example) | N | N | | SR | 60, See paragraph 16 below |
| | | | | | |

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

1. Orange flight suit used was not regulation, although the NOMEX suit was available. The suit was badly burned, allowing the pilot to recieve first, second, and third degree burns, (see Photo of suit).

7 & 8. Pistol with tracer ammunition as well as survival kits were present in the aircraft, but not on pilots person or in the cockpit.

CONTINUED ON REVERSE SIDE

| NAME | SERIAL NO. | A/C | SQ/HO |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) [redacted] | UH-34 | 143-981 |

ORIGINAL

01 - NOT AVAILABLE-SUPPLY PROBLEM
02 - NOT AVAILABLE-LEFT BEHIND
03 - DISCARDED
04 - LOST
05 - DAMAGED-MINOR
06 - DAMAGED-MAJOR
07 - BURNED-MINOR
08 - BURNED-MAJOR
09 - DESTROYED BY EXTREME FORCE/FIRE
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
11 - OPERATED PARTIALLY
12 - DIFFICULTY LOCATING
13 - BEYOND REACH
14 - CONNECTION/CLOSURE DIFFICULTY
15 - CONNECTION/CLOSURE FAILURE
16 - RELEASE/DISCONNECT DIFFICULTY
17 - RELEASE/DISCONNECT FAILURE
18 - INADVERTENT RELEASE/DISCONNECT
19 - INADVERTENT ACTUATION
20 - ACTUATION DIFFICULTY
21 - ACTUATION FAILURE
22 - ACTUATED BY OTHER PERSON
23 - RESTRAINT/ATTACHMENT INADEQUACY
24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
25 - IMPROPER USE (OTHER)
26 - UNFAMILIAR WITH USE
27 - COLD HAMPERED USE
28 - INJURY HAMPERED USE
29 - WATER HAMPERED USE
30 - OTHER EQUIPMENT INTERFERED
31 - DOFFING/REMOVAL PROBLEM
32 - DISCOMFORT/BULKINESS
33 - POOR FIT
34 - LEAKED
35 - MATERIEL DEFICIENCY
36 - DESIGN DEFICIENCY
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
40 - DRAGGING (PARACHUTE ONLY)
41 - NON-STANDARD CONFIGURATION
42 - AIDED IN LOCATION/RESCUE
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
44 - PREVENTED/MINIMIZED INJURY
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
49 - MAINTENANCE/INSTALLATION ERROR
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE-SELF INDUCED
52 - EQUIPMENT FAILURE-SELF INDUCED
60 - OTHER (SPECIFY)

9. A survival knife may have enabled this pilot to free the observer from his restraints and rescue him.

15. This type radio should be on the person of the pilot flying helocopter, and one should be kept in the passenger area for the use of passengers or crewmembers in a survival situation.

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
OPNAV FORM 3750/8F (Rev. 4-68) S/N-0107-731-8601

REPORT SYMBOL 3750-7
*See Section II of OPNA VINST 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 SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

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

D. DIRECTION FACING
- [X] 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
- [ ] 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
- [X] A. STANDARD EMERGENCY GROUND EGRESS
- [ ] 1. UNDERWATER EGRESS (NOT EJECTION)
- [ ] 3. DID NOT ESCAPE
- [X] 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**
- [X] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

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

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

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

**ORIGINAL**

CONTINUED ON REVERSE SIDE

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) | UH-34 | 143-981 |

## 8. COMMUNICATIONS PRIOR TO ESCAPE

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

## 9. NUMBER OF PREVIOUS:

EJECTIONS _____ EMERGENCY BAILOUTS _____

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

## 10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

*(More than one may be applicable)*

- [ ] 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
- [X] 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
- [X] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

## 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

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

- [ ] NOSE UP
- [ ] NOSE DOWN _____ DEGREES
- [ ] RIGHT BANK
- [X] LEFT BANK 90 DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [X] Y. OTHER (DESCRIBE) Helo lying on left side

## 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 | This information is | | |
| TRAINING FILMS | not available. | | |
| UNARMED EJECTION SEAT | | | |
| ARMED SEAT ON TOWER | | | |
| JUMP SCHOOL | | | |
| PARASAIL TRAINING | | | |
| OTHER (SPECIFY) | | | |

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

- Ø - 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 | | | | | | | | | |

UNCLASSIFIED

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 | | | | 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 | | | |
| 98. OTHER | 98 | | | | 98 | | | | 98 | | | |

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

# ORIGINAL

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) [redacted] | UH-34 | 143-981 |

C-31668

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT [illegible]IDENT OR GROUND ACCIDENT**
**SURVIVAL AND RESCUE**
**OPNAV FORM 3750/8H (REV. 4-68)** S/N 0107-721-8800

**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

This information does not appear in local Health record or BUMED and SIBG record.

| | TYPE TRAINING | COURSE AND SPONSOR | PLACE ACCOMPLISHED | COMPLETED Month | COMPLETED Year | *ROLE |
|---|---|---|---|---|---|---|
| A. | WATER SURVIVAL: 1. MAINTENANCE SWIM | | | | | |
| | 2. DILBERT DUNKER | | | | | |
| | 3. PARACHUTE DRAG | | | | | |
| | 4. IMMERSED COCKPIT | | | | | |
| | 5. IMMERSED SEAT | | | | | |
| B. | JUNGLE SURVIVAL | | | | | |
| C. | ARCTIC SURVIVAL | | | | | |
| D. | DESERT SURVIVAL | | | | | |
| E. | MOUNTAIN SURVIVAL | | | | | |
| F. | SURVIVAL (GENERAL) | | | | | |

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

A. WATER TEMPERATURE ____ °F
B. AIR TEMPERATURE 85 °F
C. SURFACE WINDS 8 KNOTS
D. WAVE HEIGHT ____ FEET
E. WAVE FREQUENCY ____ PER MIN.

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

G. WEATHER
[X] 1. CLEAR
[ ] 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)* N/A

*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 | | | | | | | |
| B. RESCUE VEHICLE DEPARTED | | | | | | | |
| C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL | | | | | | | |
| D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL | | | | | | | |
| E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED | | | | | | | |
| F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.) | | | | | | | |

**4.** A. TIME THIS INDIVIDUAL SPENT IN WATER N/A HRS. ____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT N/A HRS. ____ MIN.

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

**6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE**

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON
1. TYPE/MODEL: Automobile 2. LOCATION Cruising Hway 80 West of Yuma, Ariz. 3. DUTY Calif. Hiway patrol

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

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3) UH-34D, SAR, MCAS Yuma, Arizona
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: None

D. NUMBER SEARCH AND RESCUE HOURS 1.1

*CONTINUED ON REVERSE SIDE*

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) [redacted] | UH-34 | 143-981 |

**ORIGINAL**

C-27559

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

- [ ] 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
- [ ] Y - OTHER (DESCRIBE)

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

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

**9. ALERTING/COMMUNICATIONS PROBLEMS**

- [ ] A - POOR RADIO RECEPTION
- [ ] B - TELEPHONE LINE BUSY
- [ ] C - POOR RADIO DISCIPLINE
- [ ] D - AIRCRAFT RADIO/IFF EQUIPMENT INOPERATIVE
- [ ] E - POOR RADIO PROCEDURES
- [X] Y - OTHER No personal radio communications available

**10. DELAYS IN DEPARTURE OF RESCUE VEHICLES** NONE

- [ ] 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** NONE

- [ ] 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)**

- [ ] 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
- [X] Y - OTHER left crash site, walked to highway;flagged patrolman

**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 |
|---|---|---|---|---|---|
| 01 A | | | | | |
| 03 B | | | | | |
| 04 C | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

CONTINUED ON NEXT PAGE

ORIGINAL

## 14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON

- [ ] #1 - INADEQUATE FLOTATION GEAR
- [ ] #2 - INADEQUATE COLD WEATHER GEAR
- [X] #3 - LACK OF SIGNALLING EQUIPMENT
- [X] #4 - LACK OF OTHER EQUIPMENT
- [ ] #5 - ENTANGLEMENT (PARACHUTE)
- [ ] #6 - DRAGGING (PARACHUTE)
- [ ] #7 - PARACHUTE HARDWARE PROBLEM
- [ ] #8 - ENTRAPMENT IN AIRCRAFT
- [ ] 98 - OTHER _____
- [ ] #9 - 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.)
- [ ] 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

- [ ] #1 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS)
- [ ] #2 - INADEQUACY/LACK OF RESCUE VEHICLE
- [ ] #3 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.)
- [ ] #4 - INADEQUACY/LACK OF RESCUE EQUIPMENT
- [ ] #5 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING
- [ ] #6 - INADEQUATE MEDICAL EQUIPMENT
- [ ] #7 - INADEQUATE MEDICAL FACILITIES
- [ ] #8 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE)
- [ ] #9 - 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 | | DURING RESCUE | AFTER RESCUE |
|---|---|---|---|---|---|
| 1. FULLY ABLE TO ASSIST | 1 - X | A - X | 5. FATAL ON RECOVERY-DROWNED | | E - |
| 2. PARTIALLY ABLE TO ASSIST | 2 - | B - | 6. RECOVERED ALIVE-DIED FROM INJURIES | | F - |
| 3. IMMOBILE OR UNCONSCIOUS | 3 | C - | 7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED | | G - |
| 4. FATAL ON RECOVERY-DUE TO INJURIES | | D - | 8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED | | H - |

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

- [ ] 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 |
|---|---|---|---|
| ANDERSON, Joseph Christian | (b) (6) | UH-34 | 143-981 |

ORIGINAL

C-21698

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

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

REPORT SYMBOL 3750-7
*See Section H of OPNAVINST 3750.6*

COMMENTS:

(b) (5)

[redacted]

ANALYSIS and RECOMMENDATIONS:

(b) (5)

[redacted]

| FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION | NO. OF HOURS SPENT | DATE OF REPORT |
|---|---|---|
| [X] YES [ ] NO | 30 | 18 July 69 |
| FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS | NO. OF HOURS SPENT | NO. REPORTS PREPARED |
| [X] YES [ ] NO | 6 | 2 |

| FLIGHT SURGEON'S NAME AND GRADE | DUTY STATION | SIGNATURE |
|---|---|---|
| L.S. ALLISON LT MC USNR | MCAS YUMA, ARIZ. | L. Allison |

ORIGINAL

(b) (5)

[redacted]

ORIGINAL

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT**
**MEDICAL INFORMATION**
OPNAV FORM 3750/8B (REV. 4-68) S/N-0107-751-8201

**REPORT SYMBOL 3750-7**
*See Section H of OPNAVINST 3750.6*

**1. DEGREE OF INJURY**

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

2. DAYS HOSPITALIZED N/A
3. DAYS IN QUARTERS N/A
4. DAYS GROUNDED N/A
5. UNCONSCIOUS N/A HOURS ____ MIN.

**5a. DISPOSITION** E

**5b. EXPOSURE** N/A
- [ ] 1 - MILD
- [ ] 2 - MODERATE
- [ ] 3 - SEVERE

**5c. SHOCK** N/A
- [ ] 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: 001
DIAGNOSIS: 9480
CAUSE: 914

B. BODY PART:
DIAGNOSIS:
CAUSE:

C. BODY PART:
DIAGNOSIS:
CAUSE:

D. BODY PART:
DIAGNOSIS:
CAUSE:

E. BODY PART:
DIAGNOSIS:
CAUSE:

**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:** None
- [ ] CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

**9.**

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

**10. AUTOPSY CONDUCTED BY:** None
- [ ] M - MILITARY PATHOLOGIST
- [ ] C - CIVILIAN PATHOLOGIST
- [ ] PROTOCOL ATTACHED
- [ ] F - FLIGHT SURGEON
- [ ] Y - OTHER
- [ ] WILL BE FORWARDED

**11. MATERIAL SUBMITTED TO AFIP:** None
- [ ] 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:**

The incinerated remains of the individual do not permit speculation on the occurance of injury due to impact forces.

**ORIGINAL**

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) [redacted] | UH-3A | 143-981 |

C-31418

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 0107-731-8301

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

FACTOR IMPORTANCE
*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** | | | | | |
| 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** | | | | | |
| A. FAULTY FLIGHT PLAN | 201 | | | | |
| B. FAULTY PRE-FLIGHT OF AIRCRAFT | 202 | | | | |
| C. FAULTY PREPARATION OF PERSONAL EQUIPMENT | 203 | | S | | |
| D. HURRIED DEPARTURE | 204 | | | | |
| E. DELAYED DEPARTURE | 205 | | | | |
| F. INADEQUATE WEATHER ANALYSIS | 206 | | | | |
| G. OTHER (SPECIFY) | 299 | | | | |
| **3. EXPERIENCE/TRAINING FACTORS** | | | | | |
| A. INADEQUATE TRANSITION | 301 | | | | |
| B. LIMITED TOTAL EXPERIENCE | 302 | | D | | |
| C. LIMITED RECENT EXPERIENCE | 303 | | D | | |
| D. FAILURE TO USE ACCEPTED PROCEDURES | 304 | | | | |
| E. OTHER (SPECIFY) Lack of familiarity with lap belt quick release buckle. | 399 | | S | | |
| **4. DESIGN FACTORS** | | | | | |
| 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** | | | | | |
| A. MISINTERPRETED COMMUNICATIONS | 501 | | | | |
| B. DISRUPTED COMMUNICATIONS | 502 | | | | |
| C. LANGUAGE BARRIER | 503 | | | | |
| D. NOISE INTERFERENCE | 504 | | | | |
| E. OTHER (SPECIFY) | 599 | | | | |
| **6. PSYCHOPHYSIOLOGICAL FACTORS** | | | | | |
| 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 | | | | |

| 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 | | | | |
| 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 | | S | | |
| DD. PANIC | 630 | | | | |
| EE. OTHER (SPECIFY) | 699 | | | | |
| **7. ENVIRONMENTAL FACTORS** | | | | | |
| A. ACCELERATION FORCES, IN-FLIGHT | 701 | | | | |
| B. ACCELERATION FORCES, IMPACT | 702 | | S | | |
| C. DECOMPRESSION | 703 | | | | |
| D. VIBRATION | 704 | | | | |
| E. GLARE | 705 | | | | |
| F. SMOKE, FUMES, ETC. | 706 | | | | |
| G. HEAT (Fire of burning A/C) | 707 | | S | | |
| 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 | | S | | |
| M. WEATHER, OTHER THAN VISIBILITY RESTRICTION | 713 | | | | |
| N. OTHER (SPECIFY) | 799 | | | | |
| **8. OTHER FACTORS TO BE CONSIDERED** | | | | | |
| A. RADIO 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 |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) redacted | UH-34 | 143-981 |

ORIGINAL

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

| FACTORS | | A | E | S | R |
|---|---|---|---|---|---|
| 8. OTHER FACTORS TO BE CONSIDERED (Cont.) | | | | | |
| E. MISLEAD BY FAULTY INSTRUMENTS | 805 | | | | |
| F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES | 806 | | | | |
| G. TASK OVERSATURATION | 807 | | | | |
| H. INADEQUATE COORDINATION OR TIMING | 808 | | | | |
| I. MISJUDGED SPEED OR DISTANCE | 809 | | | | |
| J. SELECTED WRONG COURSE OF ACTION | 810 | | | | |

| FACTORS | | A | E | S | R |
|---|---|---|---|---|---|
| K. DELAY IN TAKING NECESSARY ACTION | 811 | | | | |
| L. VIOLATION OF FLIGHT DISCIPLINE | 812 | | | | |
| M. NAVIGATIONAL ERROR | 813 | | | | |
| N. INADVERTENT OPERATION, SELF-INDUCED | 814 | | | | |
| O. INADVERTENT OPERATION, MECHANICALLY INDUCED | 815 | | | | |
| P. OTHER (SPECIFY) | 899 | | | | |

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

The expanded definition of the term "Accident" holds true here as described OPNAV FORM 3750.8C, Page 2 of 2, section of this MOR concerning Capt. J.C. ANDERSON.

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/8D (REV. 4-68) S/N 0107-721-8401

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: N/A

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

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

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

A. DATE LAST LEAVE ENDED

B. DAYS DURATION LAST LEAVE

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

D. DATE OF LAST PREVIOUS FLIGHT

HOURS AND MINUTES FLOWN
E. IN LAST 24 HOURS ____ MIN. ____ F. IN LAST 48 HOURS ____ MIN. ____

MISSIONS FLOWN
G. IN LAST 24 HOURS ____ H. IN LAST 48 HOURS ____

HOURS AND MINUTES WORKED
I. IN LAST 24 HOURS ____ MIN. ____ J. IN LAST 48 HOURS ____ MIN. ____

HOURS SLEPT
K. IN LAST 24 HOURS ____ L. IN LAST 48 HOURS ____

M. CONTINUOUS DUTY PRIOR TO MISHAP ____ HOURS ____ MIN. ____

N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP ____

O. DURATION OF LAST SLEEP PERIOD ____ HOURS ____ MIN. ____

P. TIME IN COCKPIT PRIOR TO FLIGHT ____ HOURS ____ MIN.

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

| TYPE TRAINING ACCOMPLISHED | PLACE TRAINING ACCOMPLISHED | COMPLETED Month | COMPLETED Year | ROLE* IN MISHAP |
|---|---|---|---|---|
| | | | | |

*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 N/A

a. DATE OF BIRTH: DAY ____ MONTH ____ YEAR ____
b. HEIGHT ____ INCHES
c. WEIGHT ____ POUNDS
d. SITTING HEIGHT ____ INCHES
e. TRUNK HEIGHT ____ INCHES
f. FUNCTIONAL REACH ____ INCHES
g. BUTTOCK-KNEE LENGTH ____ INCHES
h. LEG LENGTH ____ INCHES
i. SHOULDER WIDTH (BIDELTOID) ____ INCHES

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. N/A b. DESCRIBE TYPE(S):

2. TOTAL YEARS OF FORMAL EDUCATION: ____

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

N/A

# ORIGINAL

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) [redacted] | UH-34 | 143-981 |

E-51581

MEDICAL OFFICER'S REPORT OF A/C ACCIDE[illegible]NCIDENT OR GROUND ACCIDENT
PERSONAL, SURVIVAL AND ESCAPE EQUIPME[illegible]
OPNAV FORM 3750/8E (REV. 4-68) S/N 0107-721-8501

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.) | | | | | |
| Marine Utility Uniform | N | Y | AE | ? | |
| Nomex Flight Suit Mil-C-81126 | N | Y | AE | ? | |
| Marine combat type black boot | N | Y | AE | ? | |
| Flight Helmet AFH-6A | Y | Y | AE | ? | |
| Flight gloves | Y | N | AE | ? | |
| 2. OXYGEN MASK | | | | | |
| 3. OXYGEN REGULATOR | | | | | |
| 4. LIFE VEST | | | | | |
| 5. LIFE RAFT | | | | | |
| 6. SURVIVAL RADIO(S) | | | | | |
| 7. SIGNALLING DEVICES | | | | | |
| Pistol with Tracer ammunition | Y | N | | | |
| 8. SURVIVAL KIT (CONTAINER) | | | | | |
| 9. OTHER SURVIVAL GEAR | | | | | |
| Survival knife | Y | N | | ? | |
| Two cell flashlight | Y | N | | | |
| One cell pencil flashlight | Y | N | | | |
| ID Tags | Y | N | | R | |
| 10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS) | | | | | |
| Lap belt shoulder harness quick release type | Y | Y | A | A | 12, 16, 26, 28 |
| 11. PARACHUTE-TYPE | | | | | |
| 12. PARACHUTE CANOPY RELEASE | | | | | |
| 13. PARACHUTE OPENING/DEPLOYMENT DEVICES | | | | | |
| 14. SEAT TYPE | | | | | |
| 15. OTHER (SPECIFY) | | | | | |

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

1-9 These items are question-marked in the "needed"column because it cannot be determined to what extent this gear might have helped or hindered this individual's effort to escape.

10.The numbers appearing in the "problems" column represent what may have occured, since the occupant was apparently in good condition following the impact, but never succeded in opening his quick release lap belt buckle.

CONTINUED ON REVERSE SIDE

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) [redacted] | UH-34 | 143-981 |

ORIGINAL

01 - NOT AVAILABLE-SUPPLY PROBLEM
02 - NOT AVAILABLE-LEFT BEHIND
03 - DISCARDED
04 - LOST
05 - DAMAGED-MINOR
06 - DAMAGED-MAJOR
07 - BURNED-MINOR
08 - BURNED-MAJOR
09 - DESTROYED BY EXTREME FORCE/FIRE
10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
11 - OPERATED PARTIALLY
12 - DIFFICULTY LOCATING
13 - BEYOND REACH
14 - CONNECTION/CLOSURE DIFFICULTY
15 - CONNECTION/CLOSURE FAILURE
16 - RELEASE/DISCONNECT DIFFICULTY
17 - RELEASE/DISCONNECT FAILURE
18 - INADVERTENT RELEASE/DISCONNECT
19 - INADVERTENT ACTUATION
20 - ACTUATION DIFFICULTY
21 - ACTUATION FAILURE
22 - ACTUATED BY OTHER PERSON
23 - RESTRAINT/ATTACHMENT INADEQUACY
24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
25 - IMPROPER USE (OTHER)
26 - UNFAMILIAR WITH USE
27 - COLD HAMPERED USE
28 - INJURY HAMPERED USE
29 - WATER HAMPERED USE
30 - OTHER EQUIPMENT INTERFERED
31 - DONNING/REMOVAL PROBLEM
32 - DISCOMFORT/BULKINESS
33 - POOR FIT
34 - LEAKED
35 - MATERIEL DEFICIENCY
36 - DESIGN DEFICIENCY
37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
40 - DRAGGING (PARACHUTE ONLY)
41 - NON-STANDARD CONFIGURATION
42 - AIDED IN LOCATION/RESCUE
43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
44 - PREVENTED/MINIMIZED INJURY
45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
49 - MAINTENANCE/INSTALLATION ERROR
50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
51 - EQUIPMENT DAMAGE-SELF INDUCED
52 - EQUIPMENT FAILURE-SELF INDUCED
60 - OTHER (SPECIFY)

ORIGINAL

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS
OPNAV FORM 3750/8P (Rev. 4-68) S/N-0107-721-8601

REPORT SYMBOL 3750-7
See Section H 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 SECTION
- [ ] 2. CENTER SECTION
- [ ] 3. AFT SECTION
- [ ] 4. SECTION UNKNOWN

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

D. DIRECTION FACING
- [X] 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
- [ ] 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)
- [X] 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** N/A
- [ ] 1. NORMAL EXIT
- [ ] 2. EJECTED THROUGH CANOPY
- [ ] 3. EMERGENCY EXIT
- [ ] 8. OTHER
- [ ] 9. UNKNOWN

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

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

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

ORIGINAL

CONTINUED ON REVERSE SIDE

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) [redacted] | UH-34 | 143-981 |

## 8. COMMUNICATIONS PRIOR TO ESCAPE

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

## 9. NUMBER OF PREVIOUS:

EJECTIONS 0 EMERGENCY BAILOUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) 0

## 10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

*(More than one may be applicable)*

- [ ] 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
- [X] 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
- [X] S - DESERT
- [ ] Y - UNKNOWN
- [ ] Z - OTHER _____

## 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

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

- [ ] NOSE UP
- [ ] NOSE DOWN _____ DEGREES
- [ ] RIGHT BANK
- [X] LEFT BANK 90 DEGREES
- [ ] A. NOSE DOWN SPIN
- [ ] F. DISINTEGRATION
- [ ] B. FLAT SPIN
- [ ] G. INVERTED
- [ ] C. OSCILLATING SPIN
- [ ] H. MUSHING
- [ ] D. ROLLING
- [ ] Z. UNKNOWN
- [ ] E. TUMBLING
- [X] Y. OTHER (DESCRIBE) Helo lying on left side

## 12. EJECTION SEAT/PARACHUTE TRAINING N/A

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

| TYPE OF TRAINING | TOTAL HOURS IN TRAINING | DATE OF LAST TRAINING | ROLE* |
|---|---|---|---|
| LECTURES/DEMONSTRATIONS | | | |
| TRAINING FILMS | | | |
| UNARMED EJECTION SEAT | | | |
| ARMED SEAT ON TOWER | | | |
| JUMP SCHOOL | | | |
| PARASAIL TRAINING | | | |
| OTHER (SPECIFY) | | | |

*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 | X | | | | | | | | |
| 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

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

**B - Before; D - During; A - After**

| | | GROUND B | GROUND D | GROUND A | WATER B | WATER D | WATER A | AIR B | AIR D | AIR A |
|---|---|---|---|---|---|---|---|---|---|---|
| 19. COULD NOT OPEN CANOPY/HATCH | 19 | | | | | | | | | |
| 20. DIFFICULTY RELEASING RESTRAINTS | 20 | X | | | | | | | | |
| 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 | X | | | | | | | | |
| 27. DARKNESS-NO VISUAL REFERENCE | 27 | X | | | | | | | | |
| 28. FIRE/SMOKE/FUEL | 28 | X | | | | | | | | |
| 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 | 99 | | | | | | | | | |

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

08,20,26,27, and 28 above are checked because these would have played a role in this individual's failure to escape;although the real reasons are not known for certain.

**ORIGINAL**

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Luz | (b) (6) [redacted] | UH-34 | 143-981 |

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 3750/5H (REV. 6-68) S/N 0107-721-8800

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.* N/A

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 | | | | | |
| | 3. PARACHUTE DRAG | | | | | |
| | 4. IMMERSED COCKPIT | | | | | |
| | 5. IMMERSED SEAT | | | | | |
| B. | JUNGLE SURVIVAL | | | | | |
| C. | ARCTIC SURVIVAL | | | | | |
| D. | DESERT SURVIVAL | | | | | |
| E. | MOUNTAIN SURVIVAL | | | | | |
| F. | SURVIVAL (GENERAL) | | | | | |

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

A. WATER TEMPERATURE _____ °F
B. AIR TEMPERATURE 85 °F
C. SURFACE WINDS 8 KNOTS
D. WAVE HEIGHT _____ FEET
E. WAVE FREQUENCY _____ PER MIN.

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

G. WEATHER
[X] 1. CLEAR
[ ] 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 | 10 min | None | | | X | | |
| B. RESCUE VEHICLE DEPARTED | 13 min | | | | X | | |
| C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL | 30 min | | | | X | | |
| D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL | 30 min | | | | X | | |
| E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED | 60 min | | | | X | | |
| F. RESCUE COMPLETED (PERSON RETURNED TO STATION, HOSPITAL, ETC.) | 68 min | | | | X | | |

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. _____ MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. _____ MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE 9 NM B. NEAREST ASSIST RESCUE VEHICLE _____

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON (Body left in burning wreckage)
1. TYPE/MODEL UH-34D 2. LOCATION WHEN ALERTED [illegible] 3. DUTY WHEN ALERTED SAR

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

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT: (OTHER ASSISTS IN ITEM 3) None
OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED: None

D. NUMBER SEARCH AND RESCUE HOURS 1.1

CONTINUED ON REVERSE SIDE

| NAME | SERIAL NO. | A/C | BUNO |
|---|---|---|---|
| MARTINEZ, Jose Inz | (b) (6) [redacted] | UH-34 | 143-981 |

ORIGINAL

C-27500

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

- [ ] 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 _____
- [ ] Y - OTHER (DESCRIBE) _____

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

- 2. [X] A - WITNESSED
- [ ] B - RADAR SURVEILLANCE
- [ ] C - OVERDUE REPORT TO SAR
- [ ] D - AIRBORNE RAPID RELAY
- [ ] E - CRASH PHONE
- 3. [X] F - OTHER TELEPHONE
- [ ] G - RADIO MAY-DAY CALL
- [ ] H - RADIO SURVIVAL TYPE
- [ ] J - OTHER RADIO REPORT
- [ ] K - VISUAL SIGNALLING EQUIPMENT
- [ ] L - AUDIO SIGNALLING EQUIPMENT
- [ ] M - SURVIVOR REPORT
- [ ] N - LOSS OF RADIO CONTACT
- 1. [X] 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** None

- [ ] 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** None

- [ ] 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)**

- [ ] 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
- [X] Y - OTHER Remains in fire presented some identification problem.

**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 |
|---|---|---|---|---|---|
| 01 A | | | | | |
| 02 B | | | | | |
| 03 C | | | | | |
| | | | | | |
| | | | | | |

CONTINUED ON NEXT PAGE

ORIGINAL

**14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON** N/A

- [ ] 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
- [ ] 09 - 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.)
- [ ] 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** N/A

- [ ] 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
- [ ] 99 - 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
- [ ] 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-WAITING FUTILE ATTEMPTS BY OTHER RESCUERS
- [ ] 28 - HAMPERED BY HELICOPTER DOWNWASH

**16. INDIVIDUAL'S PHYSICAL CONDITION** N/A

| | DURING RESCUE | AFTER RESCUE |
|---|---|---|
| 1. FULLY ABLE TO ASSIST | 1 - | A - |
| 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)** N/A

- [ ] 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 |
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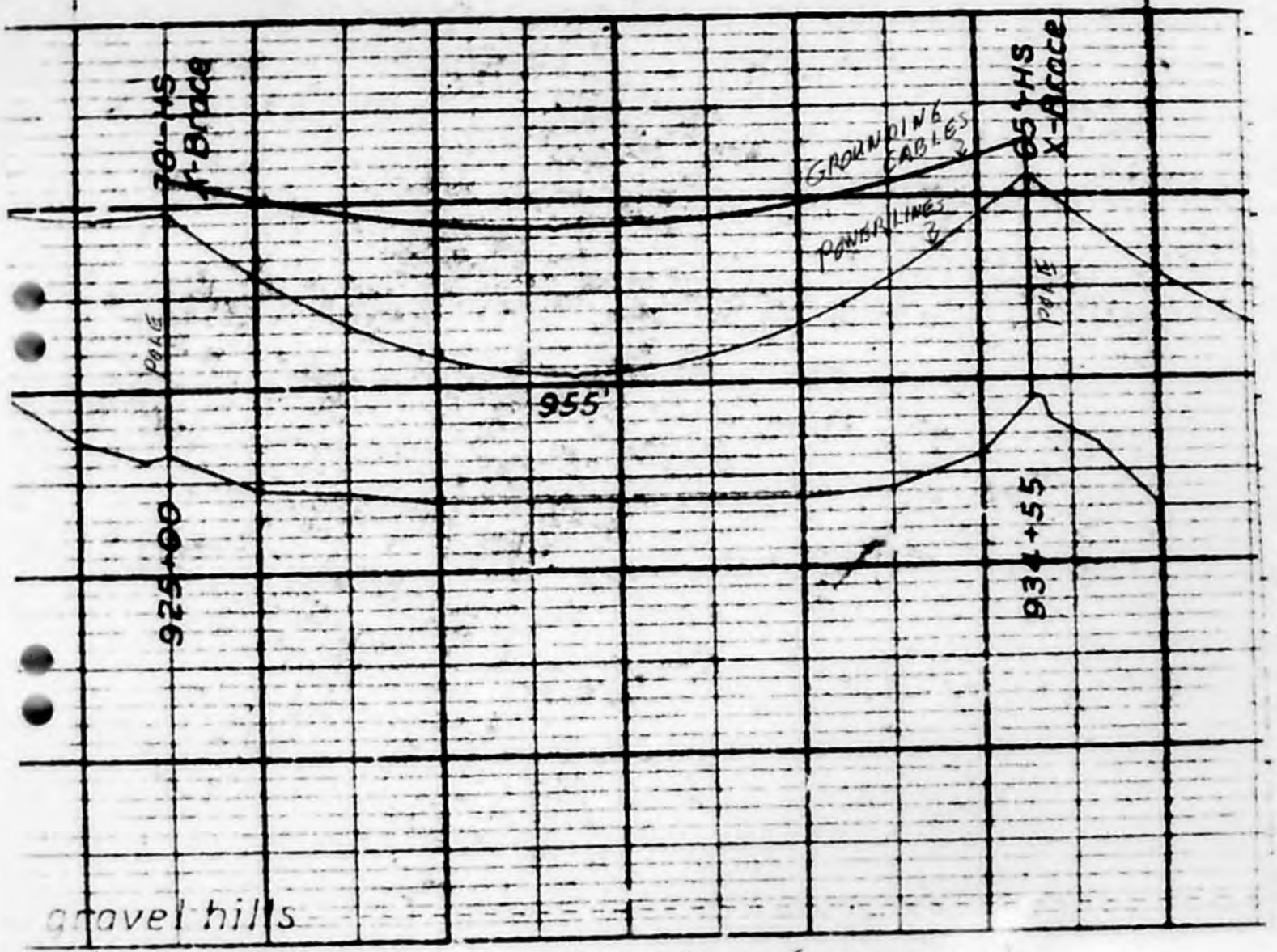
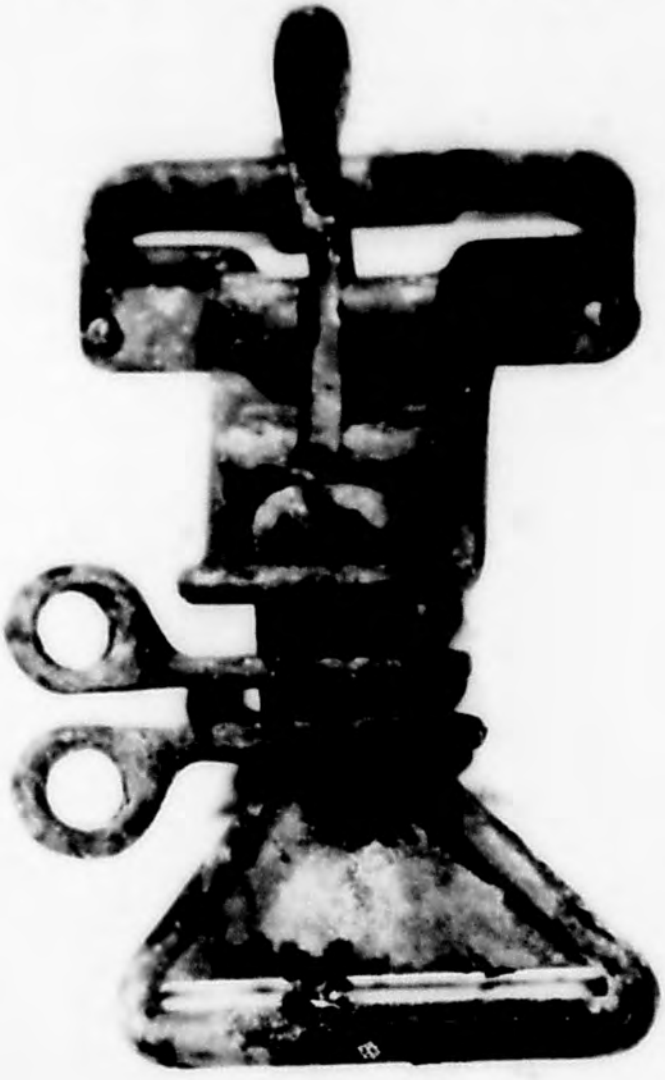
ENCLOSURE (1) TO MCAS YUMA MORS-69 [redacted] 27 JUNE 1969 PILOT ANDERSON SHOWING AERIAL PHOTO OF CRASH SITE SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

MOK 5-69

ENCLOSURE (1) TO MCAS YUMA [redacted] 27 JUNE 1969 PILOT ANDERSON
PHOTO OF CRASH SITE & WRECKAGE SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6 SERIES




ENCLOSURE #3 930+00 (SEE BACK)



ENCLOSURE (4) TO MCAS YUMA MOR 5-69 27 JUNE 1969 SHOWING QUICK RELEASE LAB BELT BUCKLE WORN BY OBSERVER MARTINEZ NOT RELEASED AS FOUND IN WRECKAGE.

[illegible]SURE (5) TO MCAS YUMA MOR 5-69 27 JUNE 1969 SHOWING
[illegible]ORMAL SIZED LEATHER FLIGHT GLOVES WORN BY PILOT ANDERSON &
[illegible]HRUNKEN BROWN LEATHER GLOVES CARRIED IN HIS FLIGHT SUIT POCKET.

ENCLOSURE (6) TO MCAS YUMA MOR 5-69 27 JUNE 1969 SHOWING
[illegible] ORANGE FLIGHT SUIT WORN BY PILOT ANDERSON.

STATEMENT OF SERGEANT ROBERT M. FRIEL, (b) (6) [redacted] /6332

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

[redacted]

R. C. HOFFMAN
Maj USMC

The Board considers this to be a credible witness.

ORIGINAL

7

Enclosure ([redacted])

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

(b) (5)

[redacted]

ORIGINAL

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



MOR #5-69

ORIGINAL

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

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

[redacted]

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

TRANSCRIBED STATEMENT OF CAPTAIN J. C. ANDERSON

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

[redacted]

Enclosure (8)

SPECIAL HANDLING IS REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

TRANSCRIBED STATEMENT ON CAPTAIN J. C. ANDERSON

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

[redacted]

Certified to be a true transcript of a tape recording made at Balboa Naval Hospital on 28 June 1969.

R. C. HOFFMAN
MAJ USMC

CAPTAIN ANDERSON was designated a Naval Aviator on 17 Nov 1952 and has accumulated 3311 flight hours.

ORIGINAL

Enclosure (8)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

RESUME OF CAPT ANDERSON'S FLIGHT HISTORY FOR PRECEDING FIVE YEARS

| COMMAND ATTACHED | PERIOD ASSIGNED | MODEL A/C | FLIGHT HOURS | CV LANDINGS DAY / NIGHT | OPERATIONAL/ PROFICIENCY |
|---|---|---|---|---|---|
| MCAS YUMA | 5/69-6/69 | UH-34D | 10.4 | 0 / 0 | OPERATIONAL |
| 1st MAW | 4/68-4/69 | UH-34D | 3.3 | 0 / 0 | OPERATIONAL |
| | | CH-53A | 498.8 | 6 / 1 | OPERATIONAL |
| 3rd MAW | 2/68-3/68 | CH-53A | 67.2 | 0 / 0 | OPERATIONAL |
| MCAS YUMA | 7/65-1/68 | UH-34D | 211.4 | 0 / 0 | OPERATIONAL |
| | | UH-34J | 92.7 | 0 / 0 | " |
| | | CH-19E | 86.1 | 0 / 0 | " |
| | | UC-45J | 24.6 | 0 / 0 | " |
| | | C-117D | 4.1 | 0 / 0 | " |
| 1st MAW | 6/64-5/65 | UH-34D | 377.1 | 99 / 2 | OPERATIONAL |

NO SYNTHETIC TRAINER TIME FOR PRECEDING 12 MONTHS

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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

SPECIAL [illegible]ING REQUIRED IN ACCORDANCE WITH OPNAVINST P37[illegible]E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

| | | | |
|---|---|---|---|
| 1. FROM: Search & Rescue, MCAS, Yuma, Arizona | | 2. DATE OF MISHAP: 27Jun69 | 2A. DATE OF RESCUE: 27Jun69 |
| 3. LOCATION AND DUTIES OF RESCUE VEHICLE: MCAS, Yuma, Arizona - SAR | | 4. RESCUE VEHICLE (Type/model): UH-34D | |
| 5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 7 | 5B. TO BE RESCUED: 2 | 5C. RESCUED: 0 | 6. RESCUE BACK UP MEANS: Ground Vehicles |

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

| | |
|---|---|
| 7A. Alert Received: 2105 | Method: Civilian Phone Call |
| 7B. Vehicle Departed: 2108 | Distance to Scene: 9 NM |
| 7C. Arrived on Scene: 2116 | Search Required: None |
| 7D. Located Survivor: - | Method of Locating: - |
| 7E. Began Retrieval: - | What Was Sighted First: Burning Wreckage |
| 7F. Ended Retrieval | Subsequently |
| 7G. Survivor(s) Disembarked | Location (If different from Item 3) |

8. WEATHER CONDITIONS AT RESCUE SITE

| 8A. WATER TEMPERATURE | AIR TEMPERATURE | WIND VELOCITY |
|---|---|---|
| N/A °F | 85 °F | 160/7K |

8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION

Desert, with high tension lines running east and west north of crash site

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

UH-34D

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

No radio transmission received. First knowledge of crash was civilian phone call. During this time lapse survivor left scene and hiked to highway.

| 11. PERSONNEL REQUIRING RESCUE (NAME: LAST FIRST INITIAL) | GIVE REASON FOR RESCUE | FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.) |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

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

UH-34D Helicopter crashed & Burned. Pilot walked to highway and was picked up by highway patrol. Remains of crewmember were recovered next morning (28 June 1969), from the Wreckage.

**ORIGINAL**

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

| | |
|---|---|
| 14. NAME AND TITLE OF SUBMITTING OFFICIAL: C. D. HAMILTON Capt OIC Search & Rescue | SIGNATURE OF SUBMITTING OFFICIAL: C D Hamilton |
| 15. NAME AND TITLE OF FORWARDING OFFICIAL: T. J. AYERS LtCol Operations Officer | SIGNATURE OF FORWARDING OFFICIAL: T J Ayers |

MRS Hassell
R&DP

NNNNZCZCNASCB740

RTTUZYUW RUEONNA7287 2132250-UUUU--RUCILSA.

ZNR UUUUU
R 312026Z AUG 69
FM NAVAIRDEVCEN JOHNSVILLE
TO RUWJMUA/NAVAIRSYSCOMREPAC
RUWJMRA/MCAS YUMA
INFO RUEBBHB/NAVAIRSYSCOMHQ
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVSAFECEN
RULYSAA/NAVAERORECOVFAC
RUCILWA/NAVAIRSYSCOMREPLANT
RUEOHRA/NAVAIRTECHSERVFAC
RUWJMUA/COMCABWEST
RUEODQA/NAF JOHNSVILLE
BT

| 00 | 01 | 011 | 012 | 013 | 014 | 015 | 02 | 02A | 02B | 05 | 051 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| / | / | | / | / | | | / | | | / | |

TOR: _____ CHANNEL NUMBER A740

INIT: RJ DATE _____

| 055 | 10 | 11 | 12 | 13 | 20 | 30 | 40 | 50 | 60 | 70 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | / | / | A | / | | | | / | | | / |

UNCLAS F O U O
MCAS YUMA FOR MAJ R. C. HOFFMAN
NAVAIRSYSCOMREPAC FOR CODE 3312
10470 LAP BELT BUCKLE; ENGINEERING INVESTIGATION OF
A. NR PAC-H34-0458-9S
B. FONECON CODE EMF AND EMF-4 OF NAVAEROSPARECOVFAC AND CODE ACLE-3 OF ACED ON 14 JUL 69.

280646? Jun

PAGE 2 RUEONNA7287 ~~UNCLAS F O U O~~

1. REF A APPLIES
2. SUBJ BUCKLE RECEIVED BY NADC IN OPERABLE CONDITION, REF B ADVISED THAT UNAUTHORIZED PERSONNEL HAD FORCED BUCKLE OPEN, USING KNIFE BLADE TO PRY BALLS FROM LATCH DETENT.
3. D.I.R. COMPONENTS FOUND TO BE NORMAL CONDITION EXCEPT AS AFFECTED BY HIGH HEAT. ANALYSIS INDICATE THAT JAMMED BUCKLE CONDITION RESULTED FROM PARTIAL FUSION OF MATERIAL AROUND SURFACE OF BALLS AS RESULTS FIRE.
4. IN THE ABSENCE OF MECHANICAL DEFECTS OR SUSPECT FINDINGS NADC CONCLUDES OCCUPANT FAILED TO UNLATCH BUCKLE AND EXIT A/C DUE TO OTHER CIRCUMSTANCES.

AUG 012026?

Tie - In

NNNNZCZCNASCB536CZCSLB940
RTTUZYUW RUWJMUA8853 1902153-UUUU--RUCILSA.
ZNR UUUUU
R 092153Z JUL 69
FM NAVAIRSYSCOMREPAC
TO RUWJNTA/NAVAEROSPARECFAC EL CENTRO
RUEONNB/NAEC ACED PHILA
INFO RUEBBHB/NAVAIRSYSCOMHQ
RUCILSA/NAVSAFECEN
ZEN1/COMNAVAIRPAC
RUEOHRA/NAVAIRTECHSERVFAC
RUCILWA/NAVAIRSYSCOMREPLANT
RUWJGFA/COMCABWEST
RUWJMRA/MCAS YUMA
BT
UNCLAS
AIR-4111
UH34D/143981 ACCIDENT, SAFETY BELT BUCKLE INVEST
A. MY 071814Z JUL 69 NOTAL
B. MCAS YJMA 012305Z JUL 69 PASEP
C. NAVAIR INST 4730.5
1. FROM CODE 3312. REQ REFER MY CONTROL NR PAC-H34-0458-9S ON ALL DOCUMENTS, CONTAINERS AND FUTURE RELATED CORRES.

10 JUL 69 13 03z

| 00 | 01 | 011 | 012 | 013 | 014 | 015 | 02 | 02A | 02B | 05 | 051 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| / | / | | / | / | | | / | | | / | |

TOR: _____ CHANNEL NUMBER 536 A

INIT: rj DATE _____

| 055 | 10 | 11 | 12 | 13 | 20 | 30 | 40 | 50 | 60 | 70 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | / | / | A | / | | | | / | 7 | | |

PAGE TWO RUWJMUA8853 UNCLAS
2. NAVAEROSPACE RECOVERY FAC EL CENTRO: REQ CANCEL REF A INVEST YOUR ACTY. FWD SUBJ ITEM REPTD REF B TO NAEC ACED PHILA IAW REF C. MARK CONTAINERS AND DOCUMENTS FOR ENGRG ANAL AND WITH ABOVE CONTROL NR. ADCON SHIPPING MODE AND TCN OR B/L NRS.
3. NAEC ACED PHILA: REQ CONDUCT ENGRG ANAL SUBJ BUCKLE IAW REF C. ADCON RESULTS. MSG REPORT DESIRED. REFER ABOVE CONTROL NR ALL FUTURE RELATED CORRES.
BT
#8853

Anderson

JUL
092153Z
6/27/69

UH-34D/143981 MCAS Yuma 1-69A

NNNN

MACNASCA630CZCSLA636
RTTUZYUW RUWJMRA0306 1822305-UUUU--RUCILSA.
ZNR UUUUU
R 012305Z JUL 69
FM MCAS YUMA
TO RUWJMUA/NAVAIRSYSCOMREPAC
INFO RUWJNTA/NAVAEROSPACE RECOVERY FAC EL CENTRO
RUWJGFA/COMCABWEST
RUEBBHB/NAVAIRSYSCOMHQ
RUCILSA/NAVSAFCEN
RUCILSA/NAVAIRTECHSERVFAC
BT
UNCLAS
SPECIAL UR REQUEST FOR ENGINEERING INVESTIGATION
A. OPNAVINST 3750.6F
B. NAVAIRINST 4730.5
C. FONCON NAVAIRSYSCOM REP PAC AND MCAS YUMA AMO
1. MCAS YUMA, AAR-1-69A
2. MCAS YUMA, 272055T
3. UH-34D, 143981
4. NONE
5. A/C ALPHA. ONE OCCUPANT ALPHA, ONE OCCUPANT BRAVO
6. TWO (2) SEVERED GROUNDING CABLED

630B

ACTION 12

2 JUL 69 30Z

PAGE TWO RUWJMRA0306 UNCLAS
7 A/C CRASHED AND BURNED. ONE OCCUPANT UNABLE TO EXIT A/C. INVESTIGATION REVEALED LAP BELT NOT RELEASED.RECOVERED LAP BELT BUCKLE PROHIBITS NORMAL RELEASE.
8. SAFETY BELT BUCKLE/WUC 12114/MFG CODE UNKNOWN/PART NOS/ MS22013-1 AND MS22003-1/ CONTRACT NO. UNKNOWN
9. NA
10. NA
11. UNK
12. A. CLASSIFICATION: SPECIAL ENGINEERING INVESTIGATION
B. TYPE: ENGINEERING ANALYSIS
13. YES
14. YES
15. MCAS YUMA AAR BOARD
16. MAJ R C HOFFMAN, MCAS YUMA ASO YUMA EXT 2206 HOME 725-8511 AREA 602
17. PAC H34-0458-9S CONTROL NUMBER ASSIGNED BY REF C. ITEM LISTED PARA 8 WILL BE DELIVERED BY MCAS REP TO NAVAEROSPACE REC FAC EL CENTRO
ATTN : MR KEN LUSKIN
BT
#0306

JUL
0123051

LR

Mike

NNNNZCZCNASCB393CZCSLB459
RTTUZYUW RUWJMRA0235 1790646-UUUU--RUCILSA.
ZNR UUUUU
P R 280646Z JUN 69
FM MCAS YUMA
TO RUCILSA/NAVSAFCEN
RUENAAA/CNO
INFO RUEBBHB/NAVAIRSYSCOM
RUCIRNA/SIKORSKY REP HARTFORD CONN
RUWDSAA/COMNAV ONE ONE
RUWJGFA/COMCABWEST
RUEBHOA/CMC
RUHHFMA/CG FMFPAC
RUEADWD/DIR AFIP
RUHHBRA/CINCPACFLT
RUWJABA/DAS NORTON AFB
RUCIKKA/USABAAR FORT RUCKER
RUWJMUA/COMNAVAIR PAC
BT
UNCLAS

28 JUN 69 10 33z

STRIKE AAR

| 00 | 01 | 011 | 012 | 013 | 014 | 015 | 02 | 02A | 023 | 05 | 051 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | 1 | 1 | | | 1 | | | 1 | |

TOR: _____ CHANNEL NUMBER 393A

INIT: _____ DATE _____

| 055 | 10 | 11 | 12 | 13 | 20 | 30 | 40 | 50 | 60 | 70 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |

[redacted]

CMC (CODE AAP)
PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

PAGE TWO RUWJMRA0235 UNCLAS ~~FOR OFFICIAL USE ONLY~~
A. OPNAVINST 3750.6F
1. 27JUNE69 2104T, NIGHT
2. AFEET IAGP NM CH 84 MCAS YUMA ARIZ TACAN
3. UH-34D 143981
4. MCAS YUMA ARIZONA
5. ALPHA
6. ANDERSON , JOSEPH C. CAP (b) (6) [redacted] USMC ACTIVE, MAJOR (1) B
7. MARTINEZ, J. L. CPL USMC [redacted] ACTIVE, ALPHA, OBSERVER (1) A
8. N/A
9. VFR LOCAL
10. INFLIGHT
11. A/C APPARENTLY PROCEEDING IN GENERAL DIRECTION OF MCAS YUMA AT UNKNOWN ALTITUDE WHEN CONTACT WAS MADE WITH UNLIT POWER LINES APPROXIMATELY 100 FT ABOVE GROUND. CAUSE UNKNOWN. A/C IMPACTED IN FLAT ATTITUDE AND WAS CONSUMED BY FIRE.
12. CLEAR, 15 MILES PLUS VIZ
13. UNK
14. UNK
15. TWO SEVERED POWER LINES
16. A/C CRASHED IN OPEN DESERT
17. MAJ. R. G. HOFFMAN, ASO, MCAS YUMA EXT. 2286
BT
#0235

9/627/02

FIN

280646Z

1.69A

UH-34D/143981 - MCAS Yuma ~~UH~~ 6/27/69

ONPASCB53#CSLB728 29 JUN 69 06 35z
PTTUZYUW RUWJMRA0247 1800059-UUUU--RUCILSA.
ZNR UUUUU
P R 290059Z JUN 69
FM MCAS YUMA
TO RUENAAA/CNO
RUCILSA/NAVSAFCEN
INFO RUEBHOA/CMC
RUWJGFA/COMCABWEST
RUEBBHA/NAVAIRSYSCOM
RUEDDPA/NAVPLANTREPO HARTFORD
RUWDSAA/COMNAVELEN
RUHHFMA/CG FMFPAC
RUEADWD/DIR. A. F. I. P.
RUHHBRA/CINCPACFLT
RUWJMUA/COMNAVAIRPAC
RUWJABA/DAS NORTON AFB
RUCIKKA/USABAAR FORT RUCKER
BT
UNCLAS FOR OFFICIAL USE ONLY
ATTN: CMC (CODE AAP)
SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F

SUPP AAR

| 00 | 01 | 011 | 012 | 013 | 014 | 015 | 02 | 02A | 02B | 05 | 051 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | 1 | 1 | | | 1 | | | 1 | |

TOR: _____ CHANNEL NUMBER 530 A

INIT: pj DATE _____

| 055 | 10 | 11 | 12 | 13 | 20 | 31 | 40 | 50 | 60 | 70 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |

PAGE TWO RUWJMRA0247 [redacted]
B. MY 280646Z
1. 27 JUNE, 2055 VICE 2104T, NIGHT
2. 335 RADIAL, 9 N. M. MCAS YUMA TACAN
3. UH-34D, 143981
4. MCAS YUMA ARIZONA
5. PILOT DEMONSTRATING NORMAL PATTERN NIGHT LANDING IN OPEN DESERT TO NON-RATED ENLISTED OBSERVER SITTING IN LEFT SEAT OF COCKPIT. LANDING LIGHT BEING UTILIZED. JUST PRIOR TO FLAIR PILOT SAW POWER LINES TO HIS IMMEDIATE FRONT AT OR ABOVE HIS MAIN ROTOR HEIGHT. HE LOWERED COLLECTIVE AND ATTEMPTED TO FLY BELOW POWER LINES. SUSPECT TAIR ROTOR AND AT LEAST ONE MAIN ROTOR BLADE CONTACTED ONE HALF INCH STEEL GROUNDING CABLE RUNNING PARALLEL TO POWER LINES. A/C IMPACTED WITH GROUND SIXTY YARDS BEYOND POWER LINES IN A PORT TURNING MOTION AND FLIPPED ONTO PORT SIDE. IMMEDIATE SEVERE FIRE CONSUMED 85 PERCENT OF A/C ACCESSORIES AND EQUIPMENT. PILOT STATES HE HAD POWER AVAILABLE AT TIME OF IMPACT WITH GROUNDING CABLE.
6. NO KNOWN OR SUSPECTED MAINTENANCE OR SERVICING FACTORS.
7. NO KNOWN OR SUSPECTED MATERIAL FAILURE/MALFUNCTION.
BT
#0247 UH-34D/143981 MCAS Yuma UNR. 6/27/69 290059Z JUN