AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 5-62) 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
CO, VF-124	5-69A	021217U NOV 68	F8J	150850

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: 059 DEG/43NM NAS MIRAMAR

10. DAMAGE: ALFA

7. VIA: CO, VF-124
COMRCVW-12
COMFAIRMIRAMAR
COMFAVAIRPAC

8.

11. TIME OF DAY: DAY

12. TIME IN FLIGHT: 0 + 32

13. FLIGHT CODE: 1A6

14. DEPARTED FROM: NAS MIRAMAR TO: NAS MIRAMAR

15. TYPE CLEARANCE: VFR

16. AIRSPEED: 170 E

17. A/C WEIGHT: 24,000

18. BRIEF DESCRIPTION OF MISHAP: SPIN

19. ELEVATION AT TIME OF MISHAP: S.L. 2300 (FT) TERRAIN 0

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

(b) (5)

[redacted]

1. NAME (Last, first, & middle initial)	2. RANK	3. SERIAL NO.	4. DESIGN	5. BRANCH OF SERVICE	6. AGE	7. HOURS OF SLEEP	8. BILLET	9. POSITION	10. PILOT CODE
PILOT (as controls at time of mishap): EMMETT, MICHAEL C.	LTJG	(b) (6) [redacted]	1315	USNR	(b) (6) [redacted]	½	Pilot	Cockpit	ALFA
CO-PILOT (Identify & submit separate page 1): NONE									

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		319.0	17. CV LANDINGS DAY/NIGHT	ALL	7 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		184.4	18. FDLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	63 / 18
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		23.0	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	0.4 / 5.9
				IN MODEL	0.4 / 5.9
14. F8 ALL SERIES THIS MODEL	A/C	21.3	20. NIGHT HOURS LAST 3 MONTHS	ALL	3.7 /
	OFT/CFT	7.5 /		IN MODEL	3.7 /
15. F8 ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	21.3	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		292.6
	OFT/CFT	7.5 /			
16. F8 ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	21.3	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	1 NOV 1968
	OFT/CFT	7.5 /		DURATION	1.3
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		FLEET REPLACEMENT PILOT	24. TYPE INSTRUMENT CARD		Standard

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. TYP	27. MODEL DATE	28. BRANCH OF SERVICE	29. SERIAL NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION

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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. FUR/AMPEUR
(1)							
(2)							
(3)							
(4)							

D. INVOLVED OR UNDER OVERHAUL

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

E. ENGINE FAILURE

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

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

8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORTS

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPEUR SERIAL NUMBER _____

2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____

3. OTHER Preliminary/Supplementary MSG 030051Z NOV 68

4.

AIRCRAFT ACCIDENT REPORT

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G. SHIPS DATA

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

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOTICE(S) 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. R.E.M. 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. WEATHER IN 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

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE INTERNAL / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				CO NAVAVSAFECEN DIRECT (AAR)
				[redacted]
				NAVAIRSYSCOMHDQ (AO4)
				COMNAVAIRPAC
				COMNAVAIRLANT
				COMRCVW-12
				NAVPLANTREPO DALLAS
				CO, NATC PAX RIVER
				DIRAFIP

COST DAMAGE TO	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	NONE	22 November 1968

PART IV SIGNATURES ON THE REPORT

(b) (6)

[redacted]

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART V - THE ACCIDENT

Following a (b) (5) brief (including spin recovery procedures) and preflight inspection LT HOUSTON and LTJG [illegible] launched at 1145 (P), 2 November 1968 in F8J [illegible] 150297 (NODEX NJ 401) and F8J [illegible] 150850 (NODEX NJ 402), from NAS MIRAMAR, California, on an authorized basic tactics (ATAC-3) flight.

The flight proceeded to the [illegible] VALLEY tactics area and practiced combat spread and tracking maneuvers. LTJG [illegible] then assumed a wide gunnery perch and made an attack on LT HOUSTON followed by high "G" tracking. A climb back to altitude was made and a second attack commenced. LT HOUSTON countered the attack with a hard break and both aircraft passed nearly head on. Both aircraft continued to maneuver for the advantage until LT HOUSTON lost sight of LTJG [illegible]. The next time he spotted him the aircraft was in a spin and below 10,000 feet. LT HOUSTON transmitted "EJECT" four or five times. It appeared that [redacted] (b) (5) [redacted]. However, the aircraft impacted nose low on a rocky hillside and exploded. At no time did LT HOUSTON hear a transmission nor did he see a chute. LT HOUSTON reported the crash and left the scene after the arrival of a Coast Guard rescue plane.

PART VI - DAMAGE TO THE AIRCRAFT

The aircraft impacted on a rocky hillside close to the desert floor about 43 NM northeast of NAS MIRAMAR, California. The aircraft disintegrated on impact and the wreckage was contained in a small circular area on the side of the hill. This same area was blackened by the explosion and fire from the aircraft fuel. All parts of the wreckage were relatively small, the largest pieces being two sections of the wing. The engine had broken up and rolled down the hill. The ejection seat was located within the center of the area and was removed for inspection. The airframe was disintegrated to the point that salvage was impracticable. Damage to the aircraft was classified as ALFA.

PART VII - INVESTIGATION AND ANALYSIS

The Aircraft Accident Board was convened immediately upon Squadron notification of the mishap. Two members of the Board, the Safety Officer and Flight Surgeon, arrived at the crash site approximately three hours after the accident occurred. They investigated the accident and removed the pilot's body. The Senior Member and Safety Officer spent the following day at the crash site. Small sections of the wing, fuselage and cockpit were closely

examined. The seat was located in the center of the burned out area with the canopy close by. A technical representative of the Martin Baker Company inspected the recovered seat and could not find any discrepancies other than impact damage. The pilot was out of the seat and attached to the seat pan by his left rocket jet fitting, the right rocket jet fitting and the two top koch fittings were unattached. A maintenance crew was sent to the scene to recover the droop actuating pistons from two relatively intact sections of the wing. Investigation of the droop pistons indicate cruise droop was extended and the landing droop had not been blown down (procedural step for spin recovery). The board initially believed that [redacted] (b) (5) [redacted] Interviews with classmates of LTJG EMMETT stated this practice had been discretely mentioned in Advance Training and that the information was available to LTJG EMMETT. The two recovered koch fittings had definite failure marks on them and by failing several other sets of koch fittings in various stages from fully closed to partially open the failure marks were duplicated. It is believed that LTJG EMMETT [redacted] (b) (5) [redacted].

A. PERSONAL FACTORS.

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

PART VIII - CONCLUSIONS

(b) (5)

[redacted]

PART IX - RECOMMENDATIONS

(b) (5)

[redacted]

INDEX OF ENCLOSURES

VF-124 AIR Serial 5-694, 2 November 1968, F8J, BUNO 150850, Pilot EMMETT.

ENCLOSURES:

1. Statement of Instructor Pilot LT J. [redacted]. HOUSTON, USN

2. Statement of Plane Captain AN W. R. KNOWEL, USN

Withheld under (b)(5) and (b)(6).

3. Resume of pilot's flying experience

4. Photograph of crash site

5. Photograph of crash site

6. BATLC-2&3 Squadron briefing card

7. Rescue Report

8. Maintenance Officer's statement

9. Medical Officer's Report

Withheld under (b)(5) and (b)(6).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

VF-124 AAI Serial 5-694, 2 November 1968, F8J, BUNO 150850, Pilot EMMETT

RESUME OF PILOT's FLYING EXPERIENCE

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL A/C	FLT HRS	CV LDS D/N	OPER/ PROFIC.
BAS TRA	3/67-4/67	T-34	26	0/0	OPER
BAS TRA	5/67-12/67	T2A/B	91	4/0	OPER
ADV TRA	3/68-5/68	F9J	136	5/0	OPER
VF-124	8/68-11/68	TA4F	19	0/0	OPER
		F8	21	0/0	OPER

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

2 NOVEMBER 1968
PILOT EMMETT
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES
(ENCLOSURE 4)
CRASH SITE

VF 124 AAR 5-69A, 2 NOVEMBER 1968
BUNO 150850, PILOT EMMETT
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES
(ENCLOSURE 5)
CANOPY
PARACHUTE
WING SKIN
COMPRESSOR
CRASH SITE

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: Commanding Officer, Coast Guard Air Station, San Diego		2. DATE OF MISHAP: 2 Nov 1968	2A. DATE OF RESCUE: 2 Nov 1968
3. LOCATION AND DUTIES OF RESCUE VEHICLE: CGAS San Diego		4. RESCUE VEHICLE (Type/model): HH52A HU16B	
5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 5	5B. TO BE RESCUED: 0	5C. RESCUED: 0	6. RESCUE BACK UP MEANS: NONE

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

7A. Alert Received: 02/1225Z	Method: SARTEL from NAS Miramar
7B. Vehicle Departed: 02/1235Z	Distance to Scene: 48 miles
7C. Arrived on Scene: 02/1314Z	Search Required: NO
7D. Located/Survivor: NO	Method of Locating:
7E. Began Retrieval:	What Was Sighted First:
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
°F	75 °F	5

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION
Crash site East side of a 2000 ft hill approximately 250 ft up slope from valley floor.

9. EQUIPMENTS ACTUALLY USED DURING RESCUE
No rescue performed. Crash site located by HU16B, HH52A landed to talk with Sheriff ground party on scene. Later transported accident investigation team to scene.

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

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 teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

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

14. NAME AND TITLE OF SUBMITTING OFFICIAL: R. T. COOK, CDR, USCG	SIGNATURE OF SUBMITTING OFFICIAL: R T Cook
15. NAME AND TITLE OF FORWARDING OFFICIAL	SIGNATURE OF FORWARDING OFFICIAL

Enclosure (1)

VF-124 AAR Serial 5-69A, 2 November 1968, 28J, BUO 150850, Pilot EMMETT

VF-124 OPS FORM 1542/5
DATAC-2&3 TRIP TIME 30 MI

REVISED 8/68
ROUTE FLT TIME
1.5 hrs

IP_____ WJ____ A/C_____ _____
FRP_____ WJ____ A/C_____ DEPART_____
BINGO VFR_____
IFR_____

FLIGHT PROCEDURES:

1. LAUNCH: A. IP lead section NRT 7.0. (CRT DATAC-3)
   B. FRP assume Combat Spread on signal from IP climbing to 25M.
   C. Call out all bogies.

2. MANEUVERING: A. Practice Combat Spread at 20-25M, airspeed .80-.90. Stress uncalled turns.
   B. On DATAC-2, at a comfortable fuel state, set a base course at 25M. FRP commence attack from a wide gunnery perch. IP turn slightly nose down allowing FRP to track for 360° turn. On second attack, IP maintain enough 'G' to force FRP to high YO-YO. On subsequent attacks continue turn until FRP demonstrates a proper YO-YO, their commence maximum maneuvering, IP execute at least one hi-"G" barrel roll. Brief counter-tactics for hi-"G" rolls.
   C. On DATAC-3 conduct flight as in item (A). At a comfortable fuel state, allow FRP to make (2) attacks from the perch. IP turn into the attack to cause high angle off. FRP should demonstrate proper maneuvers to maintain the offensive. (ie. high & low YO-YO, barrel rolls etc.) On subsequent engagements the IP will make the attack with FRP turning to cause high angle off. Review maneuvers used to gain the offensive.
   D. Maintain minimum off 200kts and disengage at 15M.

PREFLIGHT BRIEFING IP:
1. Specify lost communications procedures.
2. Review offensive and defensive maneuvers.
3. Explain gunnery perch.

PREFLIGHT BRIEFING IP:

1. Explain positioning of Fire Control switches.
2. Review flight restrictions and spin recovery.

Enclosure (6)

Make

A212/68

AAR

NNNN
ZCNASCA212779
PTTUZYUW RUMJAFA2648 3380351-UUUU--RUCILSA.
ZNR UUUUU
P 030051Z NOV 68
FM FITRON ONE TWO FOUR
TO RUENAAA/CNO
RUCILSA/NAVAVNSAFCEN
INFO RUEBSHB/NAVAIRSYSCOMHQ
RUMJHEA/COMELEVEN
RUMJNUA/COMNAVAIRPAC
ZEN/COMFAIRMIRAMAR
RUEBJFA/CHNAVPERS
RUERINA/CGFMFLANT
RUMHFMA/CGFMFPAC
RUMTATB/NAVPLANTREPO DALLAS
RUEDDFA/NAVPLANTREPO EAST HARTFORD
RUFSBHB/CHNAVMAT
RUCILMA/COMNAVAIRLANT
ZEN/COMREADAIRCARAIRWING TWELVE
RUEDGGA/CNARESTRA
RUEBFDA/DIRAFIP
BT
[redacted]

[redacted]

NAVY PRELIMINARY/SUPPLEMENTARY MSC REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 2 NOVEMBER 1968, 1217 (U) DAY
2. APPROX 057 DEGREES 38NM NORTHEAST NAS MIRAMAR
3. F8J BUNO 150859
4. VF-124 NAR 5-69A
5. ALPHA
6. EMMETT, MICHAEL C., LTJG, (b) (6) USNR (b) (6) ACTIVE, ALPHA, TOT FLT HRS 317 TOT HRS F8 21, TOT HRS LAST 90 DAYS 38. PILOT DID NOT EJECT
7. NA
8. NA
9. TACTICS TRAINING, ZERO PLUS THIRTY-TWO VFR, LOCAL, NAS MIRAMAR
10. TACTICS
11. SPIN, PILOT DID NOT EGRESS
12. CLEAR, VIS UNLIMITED
13. UNK
14. UNK
15. NONE, GOV PROPERTY
16. WREACKAGE ACCESSIBLE
17. (b) (6) LCDR, SAFETY OFFICER, AUTOVON 959-271-3381/2/3/4.
BT

[redacted]