NAVAL AVIATION SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

Rec

131/kn
Ser 1510
20 December 1966

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
[redacted]

From: Commander, Naval Aviation Safety Center
To: Commanding Officer, Fighter Squadron ONE TWO ONE

Subj: VF-121 AAR ser 4-66A concerning F-4B BuNo 153035 accident occurring 30 September 1966, pilot TERHUNE

(b) (5)
[redacted]

(b) (6)
[redacted]

By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 404) (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
COMRCVW-12
NAVPLANTREPO ST LOUIS

[redacted]

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
Norfolk, Virginia 23511

Code 66
24 Oct 1966

NAVAVNSAFECEN INVESTIGATION 14-67

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Reference: (a) NAS North Island message 122047Z Oct 1966

1. INTRODUCTION

a. The Accident. F-4B BUNO 153035 assigned to FIGHTER SQUADRON ONE TWENTY-ONE (VF-121), manned by the crew of MAJOR Elmo P. TERHUNE, FV [redacted] (b) (6) USAF, pilot, and ENSIGN Eric R. SOLON, [redacted] (b) (6) 1325, USN, as Naval Flight Officer (NFO), crashed 350°/35 N.M. from the Imperial, California, VORTAC at 1006T on 30 September 1966. Ground scars indicated a rotation around the longitudinal axis when the aircraft impacted at approximately 30 degrees nose down and 125 degrees left wing down. The aircraft sustained ALFA damage from impact and ground fire. There was no private property damage.

b. Synopsis of Flight. The aircraft was number three in a flight of four scheduled for a navigational training/conventional ordnance delivery in the R-2507 (Chocolate Mountain Impact Area). The flight departed MCAS Yuma at 0936T and climbed to 22,000 feet. The navigational part of the flight was cut short due to delay in take-off, and a descent to 8000 feet was accomplished so as to arrive over the orbit point at 1000T, the assigned target time. The flight was briefed to make individual napalm runs with the number two aircraft photographing the napalm runs in order to evaluate the MOPIC camera pod. The flight leader received his target assignment from the Safety Spotter, a T-28 orbiting in the target area. An "S" turn was commenced to adjust for the assigned run-in heading. The number two aircraft radioed the flight leader to increase his airspeed which had decreased during the turns. The number three and four aircraft were to take interval on the first section and orbit the target to await their turn on target. The number three aircraft started to "S" turn and slow down to take interval on the first section. The number four aircraft started to "S" turn to take interval on number three, but overran number three, so he added power and commenced a starboard climbing turn. The turn was continued for 360 degrees and when number four tried to visually reacquire number three, he noted a fireball on the desert floor. Number three was last seen in an approximately 45-degree port turn, slightly nose down at an estimated airspeed of 200 KCAS.

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2. INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:ds
3750
Ser 80/709
7 November 1966

SECOND ENDORSEMENT on VF-121 ser 4-66A, F4B, BuNo, 153035, accident occurring 30 September 1966, Pilot TERHUNE, RIO SOLOW

From: Commander Readiness Attack Carrier Air Wing TWELVE
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commander Fleet Air, Miramar
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: FITRON ONE TWO ONE Aircraft Accident Report serial 4-66A; forwarding of

(b) (5)

[redacted]

R. E. Gallatin
R. E. GALLATIN

Copy to:
COMNAVAVNSAFECEN (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
CO, VF-121
COMNAVAIRSYSCOMHQ
NAVPLANTREPO STL

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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

SPECIAL HANDLING REQUIRED in accord[illegible] 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-121	4-66A	301006T SEP	F-4B	153035

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: 300°/58NM MCAS YUMA TACAN

10. DAMAGE: ALFA

7. VIA: CO, FITRON 121
COMRCVW - 12
COMFAIRMIRAMAR
COMNAVAIRPAC

8.

11. TIME OF DAY: DAY

12. TIME IN FLIGHT: 00 + 30

13. FLIGHT CODE: 1A7

14. CLEARED FROM: MCAS YUMA TO: MCAS YUMA

15. TYPE CLEARANCE: VFR LOCAL

16. AIRSPEED: E160-200 KCAS

17. A/C WEIGHT: 39,000 LBS

18. BRIEF DESCRIPTION OF MISHAP: COLLISION WITH GROUND following Stall/Spin

19. ELEVATION AT TIME OF MISHAP: S.L. 640ft. TERRAIN FLAT DESERT

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
[redacted] (b) (5)					

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. RANK/GATE	3. FILE SERVICE NO.	4. DESIGN NATOR	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DNA	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) TERHUNE, Elmo P.	Major	[redacted] (b) (6)	[redacted]ED	USAF	34	8½	PILOT	FRONT COCKPIT	FATAL
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		3086	17. CV LANDINGS DAY/NIGHT	ALL	15/8
				IN MODEL	15/8
12. ALL MODELS IN LAST 12 MONTHS		304	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	57/49
				IN MODEL	57/49
13. ALL MODELS IN LAST 3 MONTHS		109	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1/6
				IN MODEL	1/6
14. ALL SERIES THIS MODEL	A/C	103	20. NIGHT HOURS LAST 3 MONTHS	ALL	37/
	OFT/CPT	2/5		IN MODEL	37/
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	103	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		2968
	OFT/CPT	2/5			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	103	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	9-29-66
	OFT/CPT	2/5		DURATION	0.7
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		QUAL 9/16/66	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. DNA	27. RANK/GATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
SOLOW, Eric R.		ENS	USNR	[redacted] (b) (6)		FATAL	RIO	REAR COCKPI

OP-05F

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

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. 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
6-29-66	163	0	NA	NA	NA	ACCEPT	159	92

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)	J-79-8	422020	167	0	YES	NA	NA	ACCEPT	159	92
(2)	J-79-8	422029	167	0	YES	NA	NA	ACCEPT	159	92
(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. 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. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL		14. NO. RELIGHT ATTEMPTS
INTENTIONAL SECURE	15. ENGINE SYMPTOMS		16. CAUSE OF SYMPTOMS				

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS				

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP 020421Z OCT _____ *Info NASC on DIR request. See para. 30 OPNAVINST 3750.6E*
3. OTHER PRELIMINARY MSG 010100Z OCT
4. SUPPLEMENTARY MSG 011712Z OCT
5. NAS NORIS 122047Z OCT (DIR)

OP-OSF

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: COME (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	30	310/7	80°F	64°F	29.84

7. OTHER WEATHER CONDITIONS (include sleet, icing, hail, sea state, density altitude, as appropriate)

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION

2CC NAVAVNSAFECEN DIRECT (AAR)
~~[illegible]~~
1CC COMNAVAIRSYSCOM
1CC COMNAVAIRPAC
1CC COMFAIRMIRAMAR
1CC COMRCVW - 12
1CC NAVPLANTREPO STI

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	NONE	21 October 1966

PART IV SIGNATURES OF THE BOARD

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

* 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.

OP-NSF