ORIGINAL

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

SPECIFIC [illegible] ED 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, FITRON 51	3-69A	011307T DEC 68	F8J	149227

6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP	10. DAMAGE
	280/71 NM MCAS YUMA TACAN	ALFA

7. VIA:	8.	11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
CO, VF-51 COMCVW-5 COMEATRMTRAMAR COMNAVATRPAC		DAY	00+37	1A64

14. CLEARED FROM: NAS [illegible]RAM[illegible]R TO: MCAS, YUMA

15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
VFR Tower to Tower	450E	26,000

18. BRIEF DESCRIPTION OF MISHAP: During practice tactics A/C stall/spin

19. ELEVATION AT TIME OF MISHAP: S.L. 18,000 TERRAIN 18,100 AGL

20. LIST MODEL, BUNO, REPORTING [illegible] TODIAN 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. NAME/DATE	3. FILE/SERVICE NO.	4. OFFICE/NATION	5. DEPARTMENT OF SERVICE	6. AGE	7. YEARS EXP. FOR	8. SHAFT	9. POSITION	10. [illegible]
PILOT (at controls at time of mishap) McCOY, Norman K. Jr.	LT	(b) (6) [redacted]	1310	USN	25	3	PILOT	COCKPIT	BRAVO
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		846	17. CV LANDINGS DAY/NIGHT	ALL	142 / 40
				IN MODEL	137 / 40
12. ALL MODELS IN LAST 12 MONTHS		293	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		32	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	4.0 / 0
				IN MODEL	4.0 / 0
14. ALL SERIES THIS MODEL	A/C	640	20. NIGHT HOURS LAST 3 MONTHS	ALL	3.0 /
	OFT/CPT	/		IN MODEL	3.0 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	293	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		824 Jet
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	32	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	26 NOV 68
	OFT/CPT	/		DURATION	1.4
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		JUNE 1967 QUAL	24. TYPE INSTRUMENT CARD		Standard

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. [illegible]	27. NAME/DATE	28. DEPARTMENT OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. POSITION	32. SHAFT	33. [illegible]
NONE								

ORIGINAL

OP-OSF

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A. A/C HISTORY

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

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 OV-HAULS	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 C417152 DEC 68 *Info NASC on DIR request. See para. 30 OPNAVINST F3750.6E*
3. OTHER Preliminary/supplementary msg C20108Z DEC 68
4.

AIRCRAFT ACCIDENT REPORT
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OPNAV REPORT 3750-1

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							

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

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR 68	5. DEW POINT	6. ALTIMETER SETTING
Clear	2			38	29.94

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

Desert dust storm with dust as high as 2000 feet.

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				20C NAVINSAFECN DIRECT (AAR)
				[redacted]
				COMNAVAIRPAC
				COMNAVAIRSYSCOM (AIR 03E)
				COMFAIRMIRAMAR
				CVW-5
				NAVPLANTREPO DALLAS
				CO, NATC PAX RIVER
				CO, NARF EL CENTRO

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	None	None	18 DEC 1968

PART IV SIGNATURES OF THE BOARD

(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

CDR [redacted] (b) (6) and LT McCOY briefed for a one-versus-one tactics flight scheduled for take off at 1300 (U) on 1 December. The brief was thorough and all phases of the flight were covered including the inflight tactical phase and the termination phase to include a final landing at MCAS, Yuma, Arizona. The pilots launched at 1230 (U) in F8J BUNO 149226 (MODEX NF 113) CDR [redacted] (b) (6), and F8J BUNO 149227 (MODEX NF 111) LT McCOY and proceeded toward the pre-briefed tactical area.

They arrived over the DOMECO VALLEY tactics area and separated for the first engagement. After completing the first engagement, the section rejoined and set up for the second engagement. This second engagement was commenced and after several turns, CDR [redacted] (b) (6) had gained the advantage. During the termination phase of this engagement CDR ALTMEYER completed his manuevering into 1500 feet at six o'clock on NF 111. He broke off the engagement at this time and passed to the left and ahead of NF 111. He transmitted that the fight was terminated. He looked back over his right shoulder to check the position of NF 111 and witnessed the aircraft depart from a very slow and nose high position (estimated 45 degrees nose up) enclosure (1) into a rapid roll to the left followed by another larger diameter left roll. The aircraft then entered post stall gyrations swinging back and forth through approximately 160 degrees of arc, 40 degrees nose down. CDR [redacted] (b) (6) transmitted to NF 111 that he was not in a spin and to just let the stick go. (As the aircraft started into the initial departure, LT McCOY positioned the stick forward of the neutral position and held it there enclosure (2). The A/C continued to gyrate with each successive arc diminishing in degree and the nose continuing to drop. At approximately 12,000 feet the a/c nose dropped to 70-80 degrees below the horizon and the oscillations had almost damped out. From this position, the nose of NF 111 came up sharply and the a/c dropped off into a right spin. CDR ALTMEYER transmitted that NF 111 was in a right spin and that LT McCoy not to stay with a/c below 10,000 feet. LT McCOY's actions from the initial placement of the stick forward to the time he heard the transmission from NF 113 that he was in a spin to the right are unaccounted for as LT McCOY does not recall this phase of the incident. When LT McCOY realized he was in a spin to the right, he immediately actuated the emergency land droops and applied full left rudder, full back stick, and full right aileron. LT McCOY then heard the transmission from CDR [redacted] (b) (6) not to stay with the a/c below 10,000 feet if he was out of control. He checked his altimeter and noted he was passing through 10,000 feet still in a spin to the right. At this time he released the controls, positioned himself for ejection and pulled the face curtain ejecting himself out of the aircraft. (During the entire period of uncontrolled flight, LT McCOY indicated that he was being flung about the cockpit violently and was being forced up into the canopy area due to the negative "G" forces on the a/c. LT McCOY recalls that his inertia harness was unlocked and he made no attempt to lock it during descent.) The ejection sequence, parachute deployment and descent were normal, excepting the extreme pain experienced after parachute opening (enclosure (2)) and the high surface winds present during landing (enclosure (1) and (2)). As the a/c continued downward the spin became tighter and tighter and the nose dropped lower and lower. CDR [redacted] (b) (6) estimating the altitude of NF 111 to be 6,000 feet, transmitted to LT McCOY to eject at this time. The a/c seemed to be recovering from the right spin and settling down into a 30 degrees nose down right hand spiral. From this position, the a/c collided with the ground at an estimated speed of 450-500 knots, 30 degrees nose low and slightly right wing down enclosure (1). NF 113 was descending rapidly to get a fix on the crash site and spotted a chute at a fairly low altitude approximately one mile southeast of the crash site. From the position, CDR [redacted] (b) (6) witnessed LT McCOY's landing and saw people on the ground converging on him. He relayed all pertinent

SPECIAL HANDLING IAW OPNAV 3750.6 SERIES

information to orbiting squadron mates and also to El Centro tower. A rescue helo was dispatched from MCAS Yuma at the initial mayday call (1320)(U) and arrived on the scene at 1425 (U) enclosure (3). Pickup was effected and LT McCOY was flown to NAF El Centro. From there, he was transferred to an AIR FORCE SA 16 aircraft and flown to NAS MIRAMAR and further transferred to Naval Hospital, San Diego by ambulance.

1405

Part VI - Damage to the Aircraft

The aircraft impacted on a sandy stretch of terrain on the desert floor (33 degrees by 08 minutes North, 115 degrees by 54 minutes West), 280 degrees, 70 NM from MCAS Yuma, Arizona TACAN station. The aircraft disentegrated on impact and was contained in the area as depicted in enclosure (4,5). All parts of the aircraft were relatively small, the largest piece being the compressor section of the engine. The ejection seat and canopy were located in the proximity of the pilots landing position, approximately 6 miles Southeast of the aircraft impact point. The airframe was disintegrated to the point that salvage was impracticable. Damage to the aircraft was classified as ALFA.

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PART II Investigation and Analysis

(b) (5)

[redacted]

(6)

SPECIAL HANDLING IAW OPNAVINST
3750.6 SERIES

(b) (5)

[redacted]

SPECIAL HANDLING IAW OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

SPECIAL HANDLING IAW OPNAVINST 3750.6 SERIES

[redacted]

PART VIII Conclusions

(b) (5)

[redacted]

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3750.6 SERIES

RESCUE REPORT S[illegible]L HANDLING REQUIRED IN ACCORDANCE WITH OPNAV[illegible]3750.6E

OPNAV FORM 3750-13 (3-63) INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: Search & Rescue, MCAS, Yuma, Arizona	2. DATE OF MISHAP: 1 DEC 1968 / 2A. DATE OF RESCUE: 1 DEC 1968
3. LOCATION AND DUTIES OF RESCUE VEHICLE: MCAS, Yuma, Arizona	4. RESCUE VEHICLE (Type/model): UH-34D (BuNo 143981) MCAS Yuma
5. NUMBER OF PERSONNEL: 5 / 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 5 / 5B. TO BE RESCUED: 1 / 5C. RESCUED: 1	6. RESCUE BACK UP MEANS: UH-34D (BuNo 149358) at Yuma

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

7A. Alert Received: 1420	Method: Crash Phone
7B. Vehicle Departed: 1425	Distance to Scene: 71NM
7C. Arrived on Scene: 1525	Search Required: None
7D. Located Survivor: 1525	Method of Locating: Civilians & Fixed Wing A/C on Scene
7E. Began Retrieval: 1525	What Was Sighted First: Civilian Automobiles and Personnel
7F. Ended Retrieval: 1530	Subsequently:
7G. Survivor(s) Disembarked: 1545	Location (If different from Item 3): NAF, El Centro, California

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
N/A °F	65° °F	25 Kts 16/270° Gusts to

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

Desert Sand - Location Just South of Highway 78

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

1 - UH-34D
1 - Strecher
1 - Air Force SA-16 Aircraft

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

Distance to Crash Site and Strong Headwind

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
MC COY, Norman K.	Pilot Ejection	Pilot was stretcher patient

12. REMARKS: (Training of rescue teams or crews, communication equipments/techniques, retrieval equipments/techniques, rescue vehicle)

After picking up the injured man the pilot of an Air Force SA-16 Aircraft in the vicinity was contacted. He agreed to take the injured pilot to USN Hospital, San Diego. The transfer was made at NAF, El Centro, with a doctor from El Centro accompanying the patient.

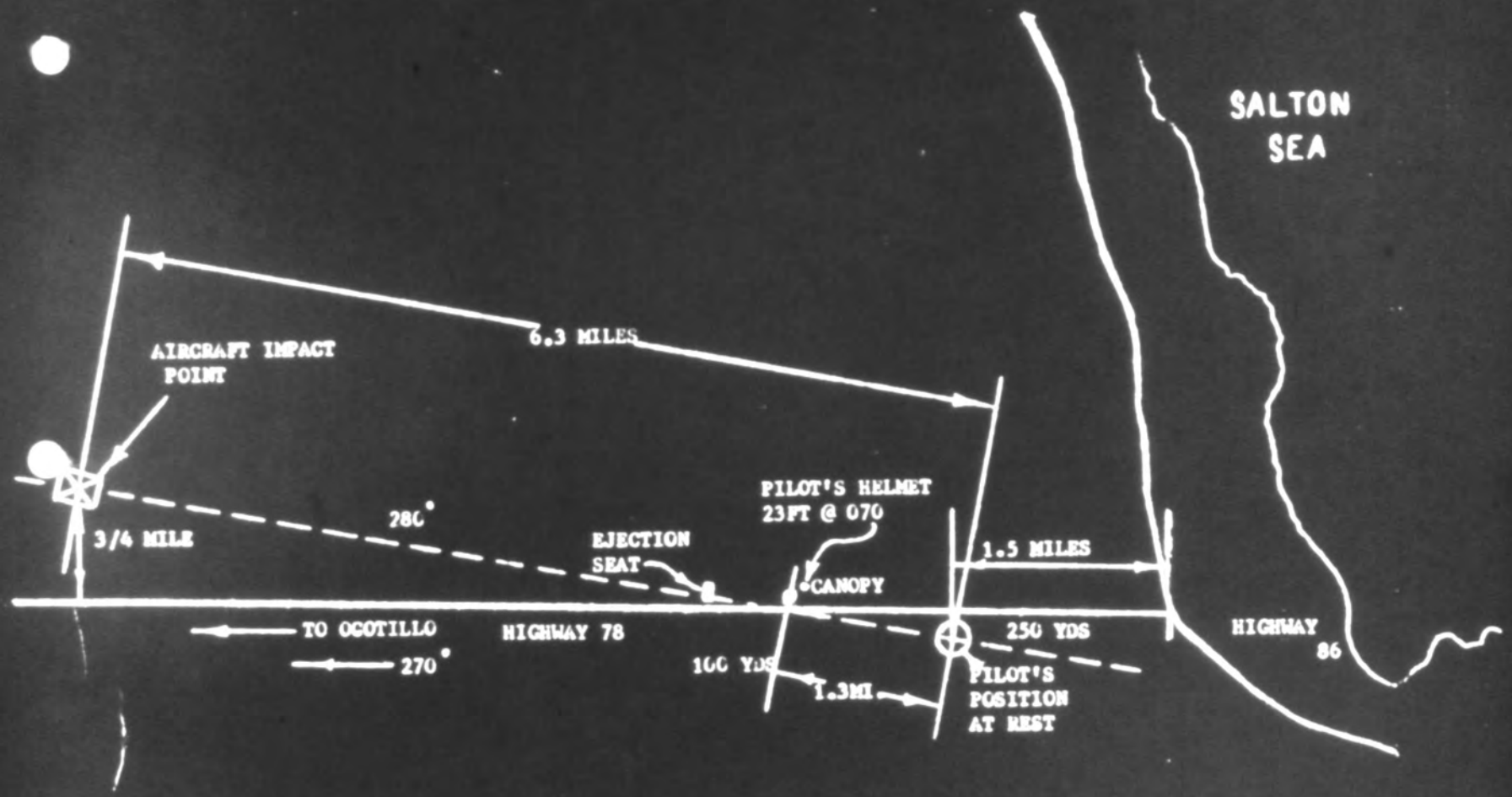
13. ATTACH ENCLOSURES: Narratives of search, location and retrieving, Survivor's statements

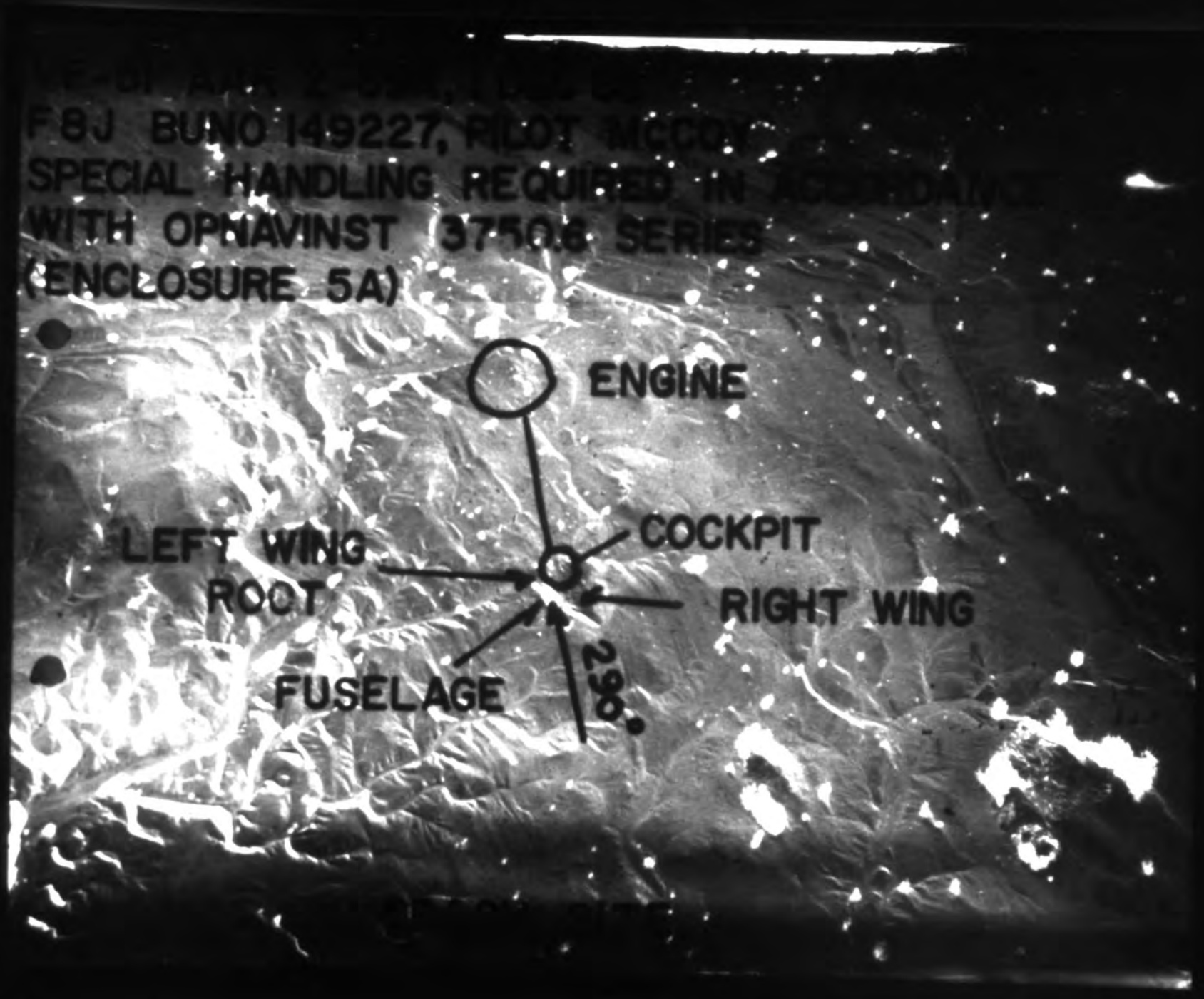
14. NAME AND TITLE OF SUBMITTING OFFICIAL: C. D. HAMILTON, Capt, OIC, SAR	SIGNATURE OF SUBMITTING OFFICIAL: [illegible] for
15. NAME AND TITLE OF FORWARDING OFFICIAL: T. J. AYERS, LtCol, OPERATIONS OFFICER	SIGNATURE OF FORWARDING OFFICIAL:

SPECIAL HANDLING IAW OPNAV 3750.6 SERIES

Enclosure (3)

VF-51 AAR 2-69A , 1 DEC 68
F8J BUNO 149227, PILOT McCOY
SPECIAL HANDLING REQUIRED IN ACCORDCE
WITH OPNAVINST 3750.6 SERIES
(ENCLOSURE 4)

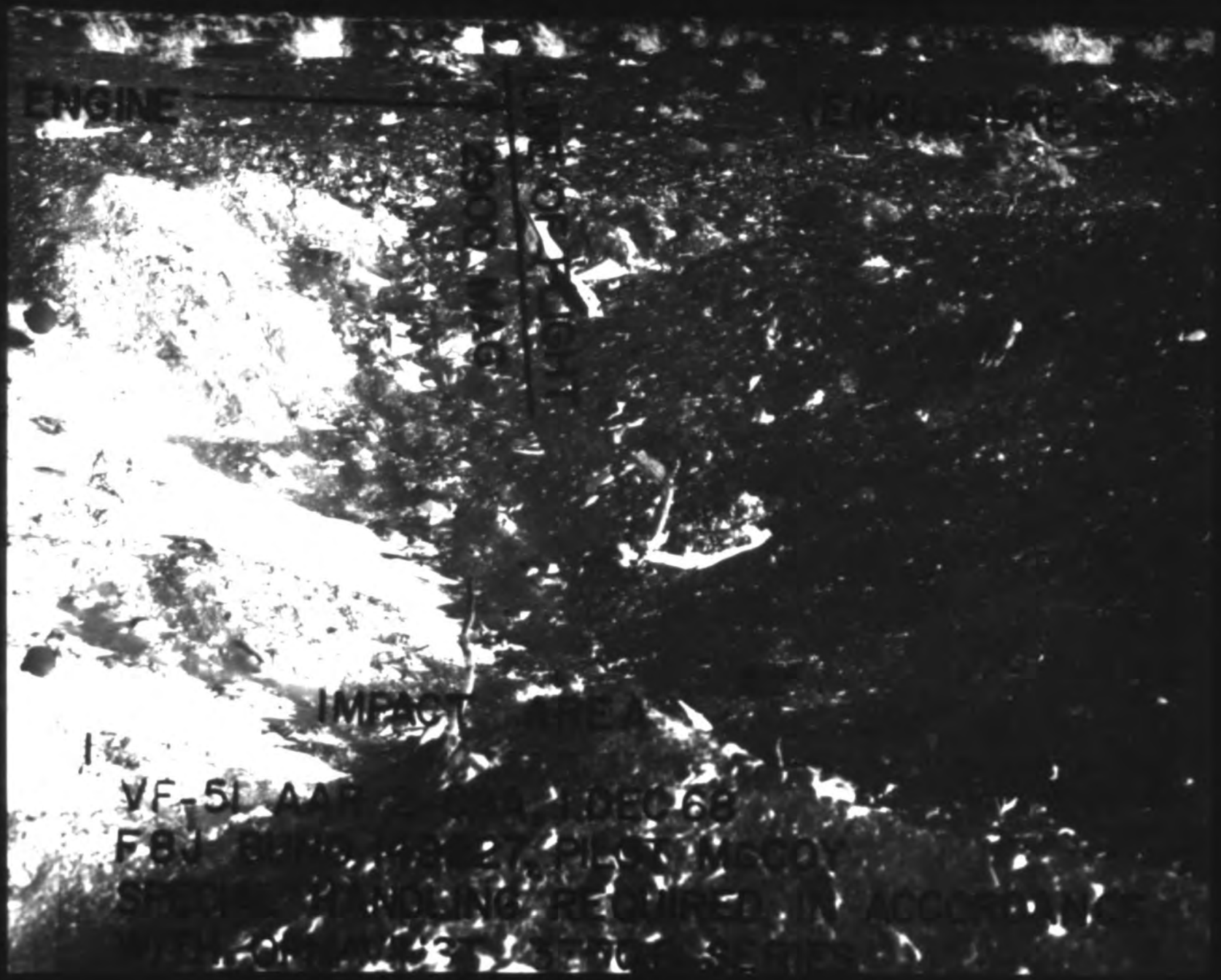



F8J BUNO 149227, PILOT MCCOY
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES
(ENCLOSURE 5A)
ENGINE
COCKPIT
LEFT WING
ROOT
RIGHT WING
FUSELAGE
296.

VF-51 AAR 2-69A, 1 DEC 68
F8J BUNO 149227, PILOT McCOY
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 5716.6 SERIES

(ENCLOSURE 68)

VF-51 AAR 2-69A, 1 DEC 68
F8J BUNO 149227, PILOT McCOY
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES
(ENCLOSURE 5C)


ENGINE
IMPACT AREA
VF-51
F8J

VF-51 AAR 2-69A, 1 DEC 68
F8J BUNO 149227, PILOT McCOY
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3770.6 SERIES

(ENCLOSURE 5E)