

Aer-MA-610/1945

21 OCT 1958

SEVENTH ENDORSEMENT on VMF-334 AAR ser 1-58 concerning F8U-1 BUONO 143763
accident occurring 10 July 1958, pilot BLACK

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations
Via: Commander, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

1. Forwarded.

(b) (5)

O. L. Maupin

O. L. MAUPIN
By direction

Copy to:
COMNAVIAIRPAC
BUORD (MA-5)
CNC(AAP)
CINCPACFLT
CG AIRFMFPAC
CG 3rd MAW
CG MAG-33
CG VMF-251
CG VMF-234
OINC NPU EL CENTRO

2

5

FF4-1/A25

Serial:

80/

9856

28 AUG 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 69, OPNAVINST 3750.6C

SIXTH ENDORSEMENT on VMF-334 AAR ser 1-58 concerning F8U-1 BUONO 143765
accident occurring 10 July 1958, pilot BLACK

From: Commander Naval Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (MA-61)
(2) Commander, U. S. Naval Aviation Safety Center
Subj: VMF-334 AAR ser 1-58

(b) (5)

Beecher Snipes
BEECHER SNIPES
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CG, AIRFMFPAC
CG, 3rd MAW
CO, MAG-33
CO, VMF-251
CO, VMF-334
OIC, NPU EL CENTRO
BAR, DALLAS

6

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 69
OPNAVINST 3750.6C

ORIGINAL

FF13-5
II:phw
A25-1

19 AUG 1958

FIFTH ENDORSEMENT on VMF-334 AAR ser 1-58, concerning F8U-1, BuNo. 143765, accident occurring 10 July 1958, pilot BLACK

From: Commanding General, Aircraft, Fleet Marine Force, Pacific
To: Chief of Naval Operations (Op-37)
Via: (1) Commander, Naval Air Force, Pacific Fleet
(2) Chief, Bureau of Aeronautics (MA-61)
(3) Commander, U. S. Naval Aviation Safety Center

Subj: Major Aircraft Accident Report, case of Second Lieutenant H. BLACK
(b) (6) 7333, USMC

(b) (5)

S. S. JACK

Copy to:
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CinCPacFlt
CG, 3d MAW
OIC, NPU, NAAS, El Centro
CO, MAG-33
CO, VMF-251
CO, VMF-334
CO, VMF-122
BAR, Chance-Vought Aircraft Co.,
Dallas, Texas

ORIGINAL

ORIGINAL

SPECIAL HANDLING
in accordance with para 69
of CPNAV INST 3750.6C

61:CEM:kf

13 AUG 1958

FOURTH ENDORSEMENT on VTF-334 AAR ser 1-58, concerning F8U-1,
143765, accident occurring 10 July 1958, pilot BLACK

From: Commanding General, 3d Marine Aircraft Wing
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding General, Aircraft, Fleet Marine Force,
Pacific
(2) Commander, Naval Air Force, Pacific Fleet
(3) Chief, Bureau of Aeronautics (MA-61)
(4) Commander, U. S. Naval Aviation Safety Center

Subj: VTF-334 AAR serial 1-58

(b) (5)

J. G. Ennis
J. G. ENNIS

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BAR Dallas
CIC, NTH, NAAS El Centro
CO, MAC-33
CO, VTF-334
CO, VTF-251
CO, VTF-122

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
PARAGRAPH 69, OPNAV INST 3750.6C

31:AJG:edk
7 August 1958

THIRD ENDORSEMENT on VIF-334 AAR serial 1-58, concerning F8U-1,
143765, accident occurring 10 July 1958, Pilot BLACK

From: Commanding Officer, Marine Aircraft Group 33
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding General, 3d Marine Aircraft Wing
(2) Commanding General, Aircraft, Fleet Marine Force, Pacific
(3) Commander Naval Air Force, Pacific
(4) Chief, Bureau of Aeronautics (MA-61)
(5) Commander, U.S. Naval Aviation Safety Center

Subj: VIF-334 AAR serial 1-58

(b) (5)

Direct copies to:

- (1) CNO (Code AAF)
- (1) BUORD (Code MA-5)
- (1) BAR DALLAS
- (1) BUAMA (MA-61)
- (1) CENCPACFLT
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C. J. QUITYE

- (1) CG 3D MAM
- (2) NAVVHSPCEN (Via Air Mail)
- (1) CG VIF-122
- (1) CG VIF-334
- (1) CG VIF-251
- (1) OIC NPU M.S. EL TORO

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

1 August 1958

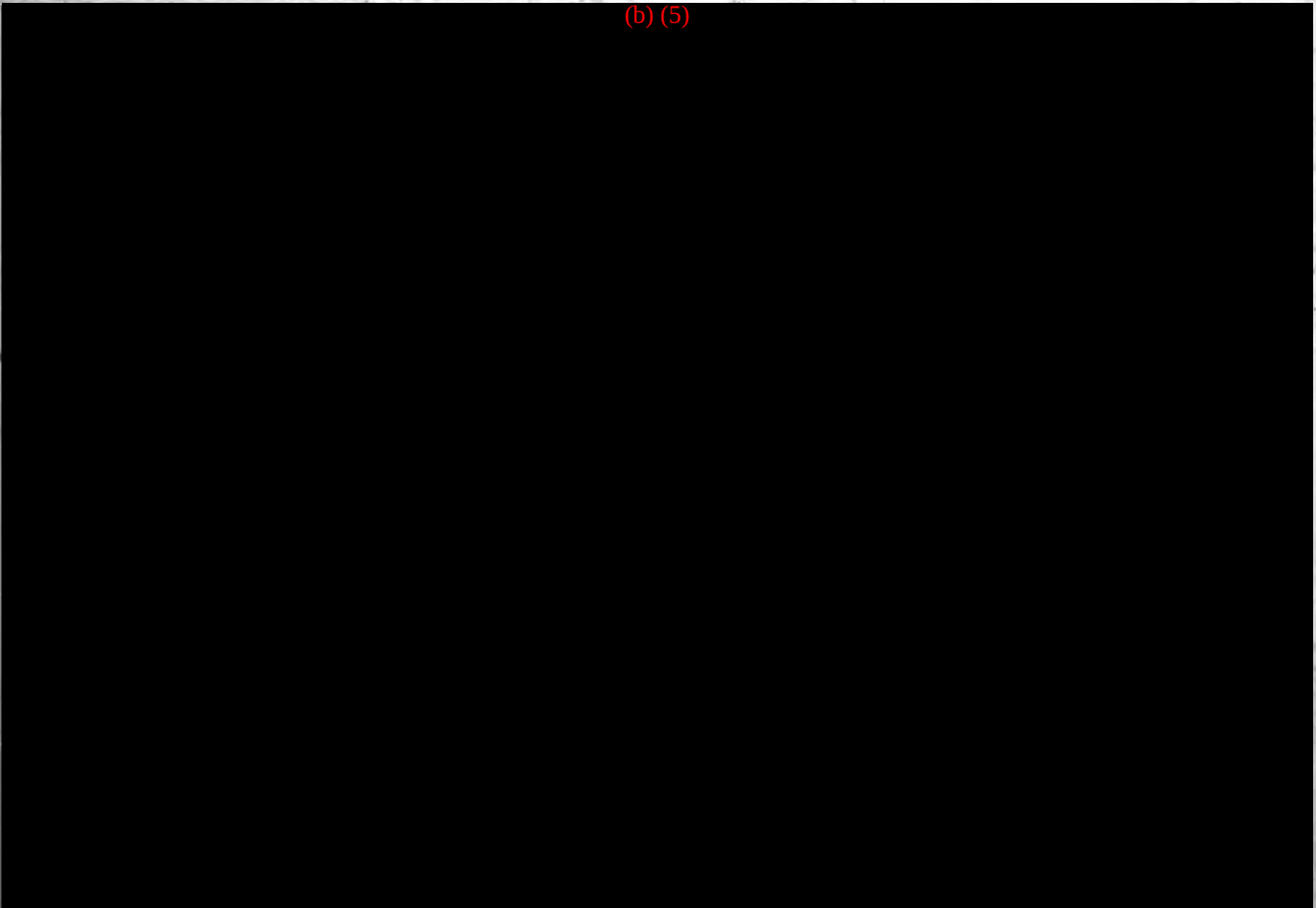
SECOND ENDORSEMENT on VMF-334 AAR serial 1-58, concerning F8U-1, 143765
accident occurring 10 July 1958, Pilot BLACK

From: Commanding Officer, Marine Fighter Squadron 251
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding Officer, Marine Aircraft Group 33
(2) Commanding General, 3d Marine Aircraft Wing
(3) Commanding General, Aircraft, Fleet Marine Force, Pacific
(4) Commander Naval Air Force, Pacific
(5) Chief, Bureau of Aeronautics (MA 61)
(6) Commander, U.S. Naval Aviation Safety Center

Subj: VMF-334 AAR serial 1-58

Encl: (1) Photographs of Canopy Locking Handle

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INSTN 3750.6C

(b) (5)

A. L. Clark
A. L. CLARK

Direct copies to:

- (1) CMC (Code AAP)
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- (1) CINCPACFLT
- (1) COMNAVAIRPAC
- (1) CG AIRFMPAC
- (1) CG 3D MAM
- (2) NAVSAFCEN (Via Air Mail)
- (1) CO MAG-33
- (1) CO VMF-122
- (1) OIC NPU NAAS EL CENTRO
- (1) CO VMF-334

11

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INSTN 3750.6C

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INSTN 3750.60

1 August 1958

FIRST ENDORSEMENT on VMF-334 AAR serial 1-58, concerning F8U-1, 143765
accident occurring 10 July 1958, Pilot BLACK

From: Commanding Officer, Marine Fighter Squadron 334, Marine Aircraft
Group-33, Third Marine Aircraft Wing, Aircraft, Fleet Marine
Force, Pacific, Marine Corps Air Station, El Toro (Santa Ana),
California

To: Chief of Naval Operations (OP-57)

Via: (1) Commanding Officer, Marine Fighter Squadron 251, Marine Aircraft
Group-33, Third Marine Aircraft Wing, Aircraft, Fleet Marine
Force, Pacific, Marine Corps Air Station, El Toro (Santa Ana),
California

(2) Commanding Officer, Marine Aircraft Group-33, Third Marine
Aircraft Wing, Aircraft, Fleet Marine Force, Pacific, Marine
Corps Air Station, El Toro (Santa Ana), California

(3) Commanding General, Third Marine Aircraft Wing, Aircraft, Fleet
Marine Force, Pacific, Marine Corps Air Station, El Toro (Santa
Ana), California

(4) Commanding General, Aircraft, Fleet Marine Force, Pacific,
Marine Corps Air Station, El Toro (Santa Ana), California

(5) Commander Naval Air Force, Pacific

(6) Chief, Bureau of Aeronautics (NA-61)

(7) Commander, U. S. Naval Aviation Safety Center

Subj: VMF-334 AAR serial 1-58

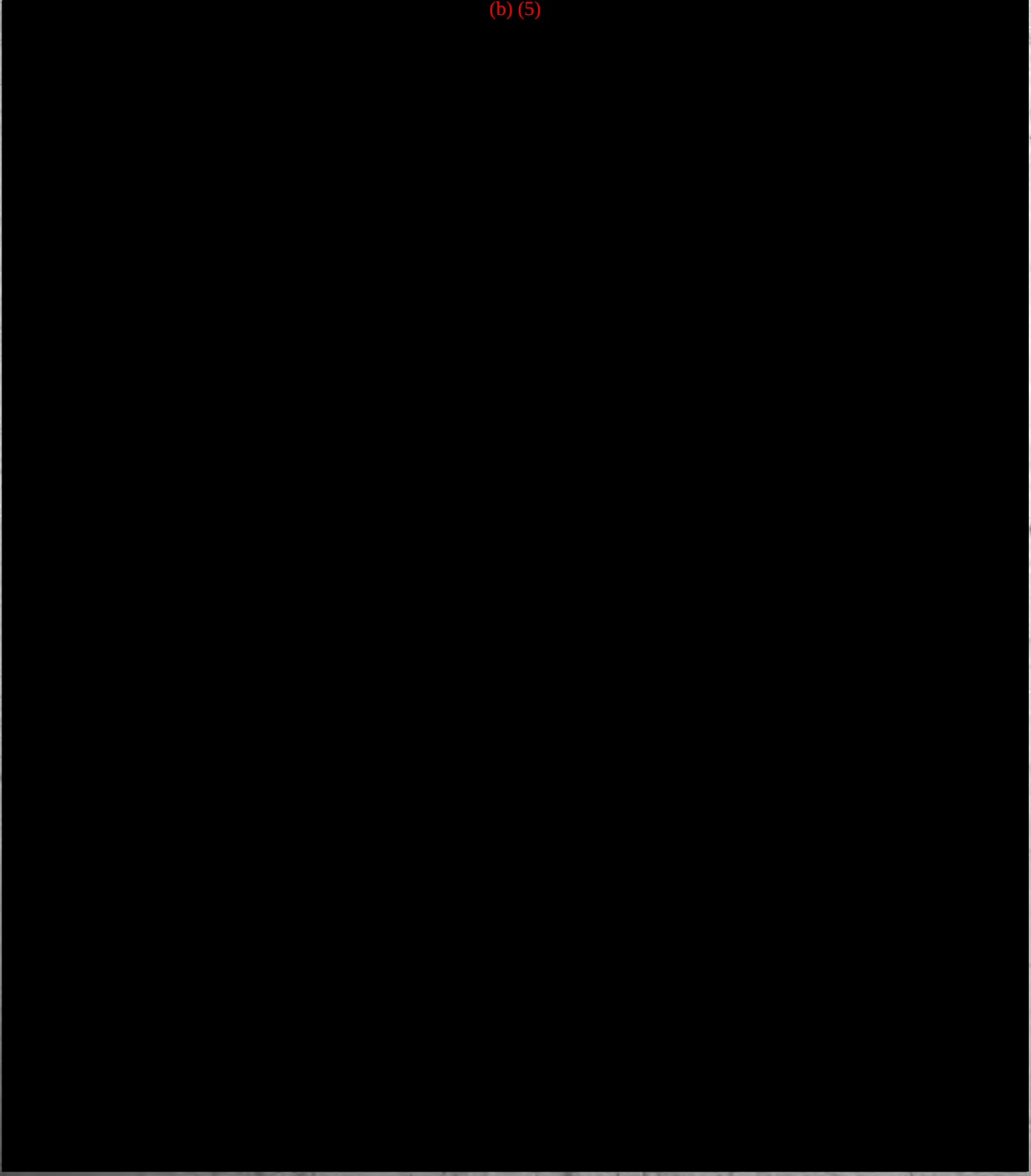
(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INSTN 3750.60

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OFNAV INSTN 3750.60

1 August 1958

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OFNAV INSTN 3750.60

1 August 1958

(b) (5)

J. B. Winter
J. B. WINTER

Direct copies to:

- (1) CMC (Code AAP)
- (1) INOCD (Code MA-5)
- (1) HQR DALLAS
- (1) HUALR (MA-61)
- (1) CINCPACFLT
- (1) COMNAVAIRPAC
- (1) CG AIRFIMPAC
- (1) NAVSAPCON (Via Air Mail)
- (1) CG HIG-33
- (1) CG VIF-122
- (1) OIC HPU NAAS EL CENTRO
- (1) CG VIF-334

14

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OFNAV INSTN 3750.60

ORIGINAL

ACCIDENT DESCRIPTION

On the morning of 10 July 1958, 2nd LT BLACK found, as he had anticipated, that he was scheduled for his first familiarization hop in the F8U-1 that afternoon. He had just recently been transferred to his present squadron, having flown F9F-8's for 5 1/2 months in his former squadron. As preparation for his first flight in the F8U-1 he had spent one week at the Chance Vought factory school in Dallas, Texas; one week of training with (NAME) Naval Air Mobile Trainer at MCAS, El Toro; and one week going through the training syllabus as required by VMP-334. He felt well prepared, mentally and physically for his first flight that afternoon. The remainder of his day prior to the flight was spent as follows: Noon meal; took the routine pre-FAM-1 hop oral test on safety procedures in the F8U given by the safety officer; listened to a lecture by the Chance Vought test pilot; and finally, was thoroughly briefed for the hop.

At the plane he made a thorough unhurried pre-flight check which was monitored by his chase pilot, 1st LT (b) (6). The pre-flight check was satisfactory and start was normal. During starting checks, LT (b) (6) informed LT BLACK that some difficulty had been encountered in replacing the canopy of his plane which had been removed the previous day in order to change an oxygen converter. The difficulty had been in re-centering the cone of the pins which hinge the rear of the canopy to the airframe. With this fact in mind, LT BLACK activated the canopy at least once while still at the line, and once while taxiing out to the runway; both times the hooks were felt to be engaged with the lock handle going full forward and the canopy indicator indicating down and locked. At any rate, prior to take off LT BLACK states that the canopy lock handle was full forward but not "stowed" (i.e., the telescopic extension of the handle was not pushed in) and indicator showed down and locked. LT (b) (6) states that his external check of BLACK's plane prior to take off indicated that the canopy lock was flush with the side of the aircraft.

At approximately 1600 Pacific Standard Time, LT BLACK commenced his take off run and was followed approximately four seconds later by his chase pilot. After normal take off without afterburner, gear retraction, and wing transition, he turned on cabin pressurization, fuel transfer, and left the cruise droop out. A normal military schedule climb-out in a port climbing turn was performed without event. As the flight of two was going through 15,000 feet at an indicated airspeed of approximately 400 knots LT BLACK was informed to go into afterburner by his chase pilot. With afterburner in, LT BLACK began to pull away from his chase pilot. He was then advised to throttle back to approximately 92% which he apparently did for the chase plane began to close on him. Both planes then commenced a combat climb schedule at approximately .93 Mach on a heading of 360 degrees.

At approximately 1605 or five minutes after take off, as the flight passed through 21,000 feet, the chase pilot observed a part (later found to be the canopy) separate from the lead aircraft and approximately 3 or 4 seconds later two more objects (the pilot and seat) separated from the aircraft. The chase pilot observed that the parachute opened almost immediately after pilot left plane. (Note: In this squadron the aeroid is set at the factory to automatically deploy parachute at 10,000 feet) The abandoned aircraft yawned and rolled slightly and then commenced a nose down starboard turn with afterburner still operating. The aircraft crashed into the west side of a hill approximately 16 miles S.E. of MCAS, El Toro.

LT BLACK only recalls that as he was going through 21,000 feet he heard a loud explosion as his head was thrown back against the head rest by wind blast, which also blinded him. During the next few seconds of remaining consciousness which the pilot remembers, he tried to reach the face curtain but does not remember pulling it. His only recollection of the descent is a few seconds of relative lucidity or semi-consciousness while groping for the "T" ring and at the same time experiencing a swaying motion and then realizing that his parachute was already deployed. The pilot does not remember landing.

(Continued next page)

(Continued)

ADDENDUM 1:

ACCIDENT DESCRIPTION

He was found approximately 5 - 10 minutes after landing by Major [REDACTED] (b) (6) who lowered himself and jumped approximately 15 feet from a HUS-1 helicopter. The pilot was cut loose from the parachute by his rescuer and by this time regained consciousness.

The HUS-1 helicopter from HMR(L)-362 was on a routine training flight, approximately 7 miles from there LT BLACK landed when they heard the "MAY-DAY" and nature of the emergency on Guard Channel as broadcast by the chase pilot. The HUS was directed to the pilot by the orbiting chase pilot. The co-pilot of the HUS, Major Armstrong, lowered himself and jumped to LT BLACK and cut the pilot loose as mentioned previously. During the next 15 minutes the pilot of the HUS-1 orbited and finally made a pass down the wooded ravine because he was unable to see the men on the ground. His co-pilot, Major Armstrong, waved him off and gave him the "thumbs up" signal to indicate that all was well. However, as it approached the overhead position the HUS-1 lost power and settled to the hillside (approximately 35-45 degree incline) turning 360 degrees in process and rolling completely over on its left side. Aware of what was happening because of the odd sound of the engine, the rescuer dove for LT BLACK and both lay flat on the ground while the blades of the HUS chopped trees over their head, to both sides, and several feet below them on the hillside before settling on its side. The above resulted in a [REDACTED] (b) (6) from flying rotor blades in LT BLACK but no other injury to any of the three men including the HUS pilot. The above also resulted in strike damage to the aircraft, i.e., the HUS. Fortunately, LT BLACK had been cut loose from his parachute prior to the HUS crash, for the canopy of the parachute was picked up by the rotor blades, chopped to bits, and flung over the entire area.

Later, when walking out of the wooded ravine LT BLACK noted that he had lost his APH-5 helmet which also had a nape strap, his A-13-A oxygen mask, and his gloves. He states that the helmet was secured well with a chin strap. He does not know when he lost the above nor have they been found to date after extensive search.

ADDENDUM #1:

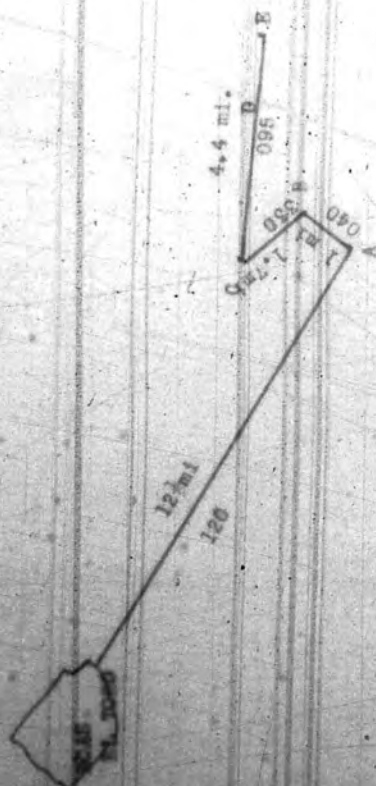
BLACK, Harry 2nd LT

Plane No. 4 143768

MAP OF 1/6 ACCIDENT OF FSU ON 7-10-55, SHOWING HEADINGS AND
DISTANCES OF CRASH SITE, WHERE SEAT AND CANOPY FOUND, PROBABLE
POINT OF EJECTION, AND WHERE PILOT LANDED.



A-Canopy Found
B-Seat Found
C-Pilot Landed
D-Probable point of ejection
E-Site of FSU crash



Mileage Scale
5 Miles

COAST
PACIFIC OCEAN

17

ADDENDUM 2:

BLACK, Harry (n)

FSU-1 Bureau Number 143765

For the sake of completeness of this report, the following additional information is submitted in addendum form following the outline of OpNav Form 3750-8 A (Rev 5-58) as found in OpNav Inst. 3750.6C since blank forms of OpNav Form 3750-8 A (Rev. 5-58) are not available.

SECTION A - Identification: All of this information supplied in OpNav Form 3750-8 (Rev 2-54).

SECTION B - Medical Officer's Questionnaire: The flight surgeon did visit scene of mishap, participate fully in field investigation, participate fully in the deliberations of the A/C accident board.

Approximate number of hours spent by flight surgeon in:

Field investigation - 7 hours.

Board deliberations - 9 hours.

Preparation of this report - 8 hours.

SECTION C - Physiological, Human Engineering, Training Factors, etc. which contributed to this A/C accident.

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

ADDENDUM 2: (Continued)

BLACK, Harry (n)

FSU-1 Bureau Number 143765

SECTION D - Air Crew Data: As per listed on OpNav Form 3750-8 (Rev 2-54)
except:

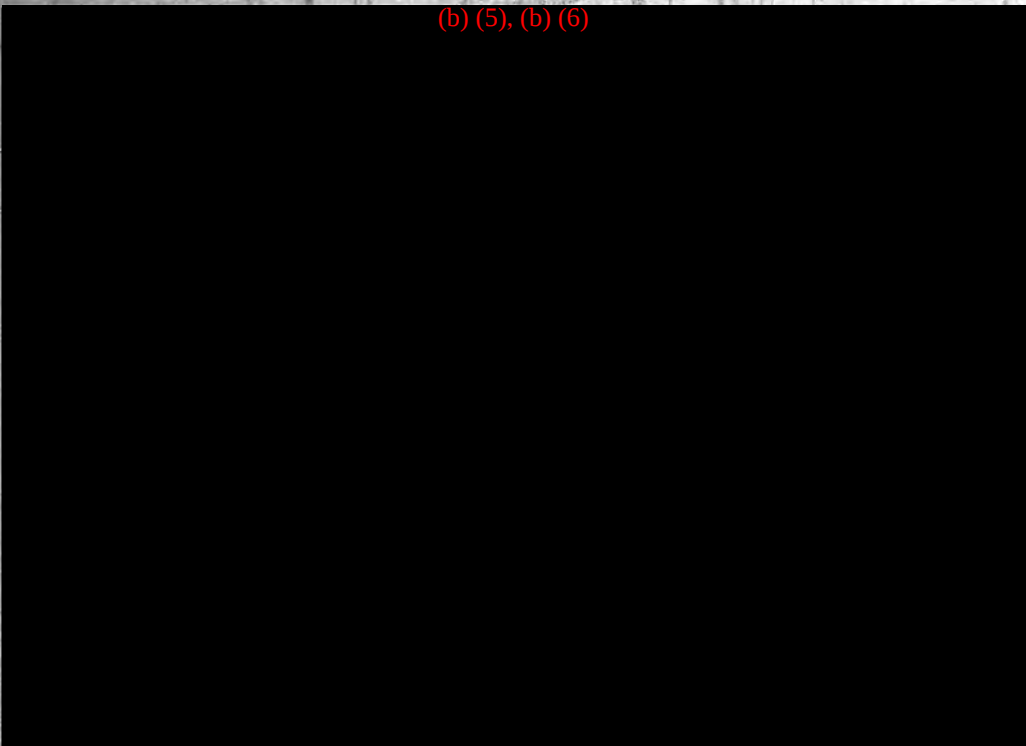
D-1: Flight time past 30 days = 719 hours which was in F9F-8.

SECTION E - Contributory Factors and their Analysis:

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

ADDENDUM #2: (Continued) SECTION E.

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



ADDENDUM 2: (Continued)

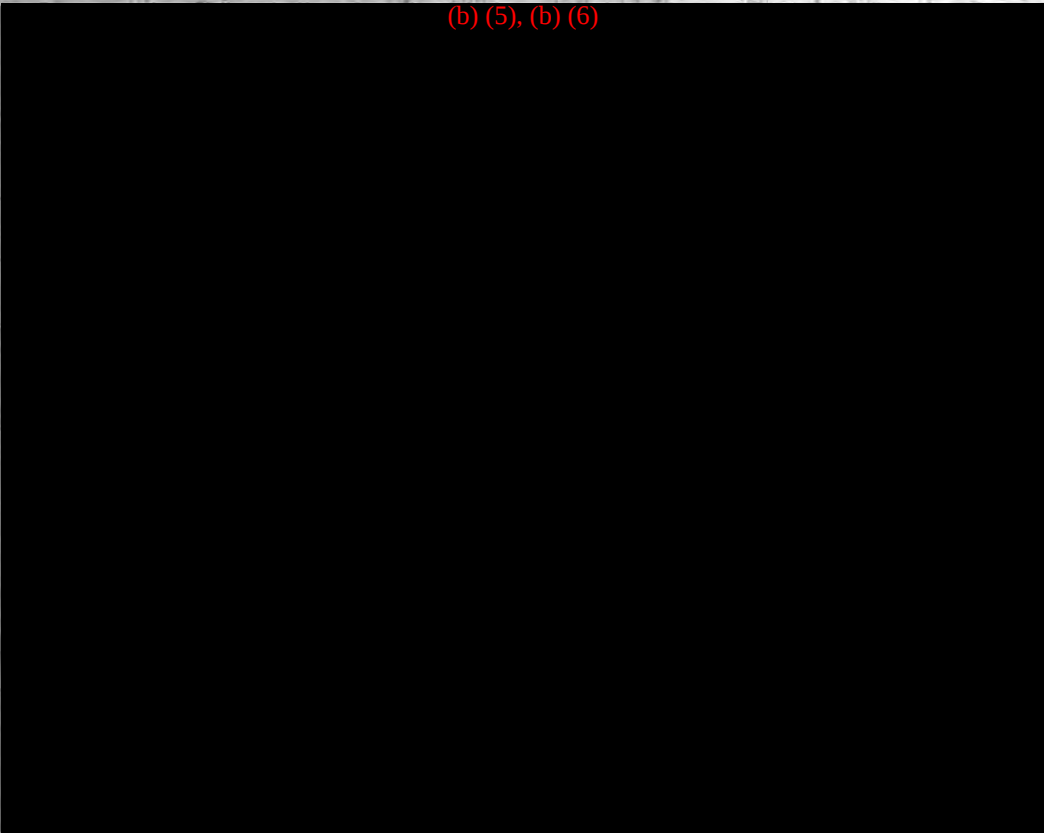
BLACK, Harry (n)

F8U-1

Bureau Number 143765

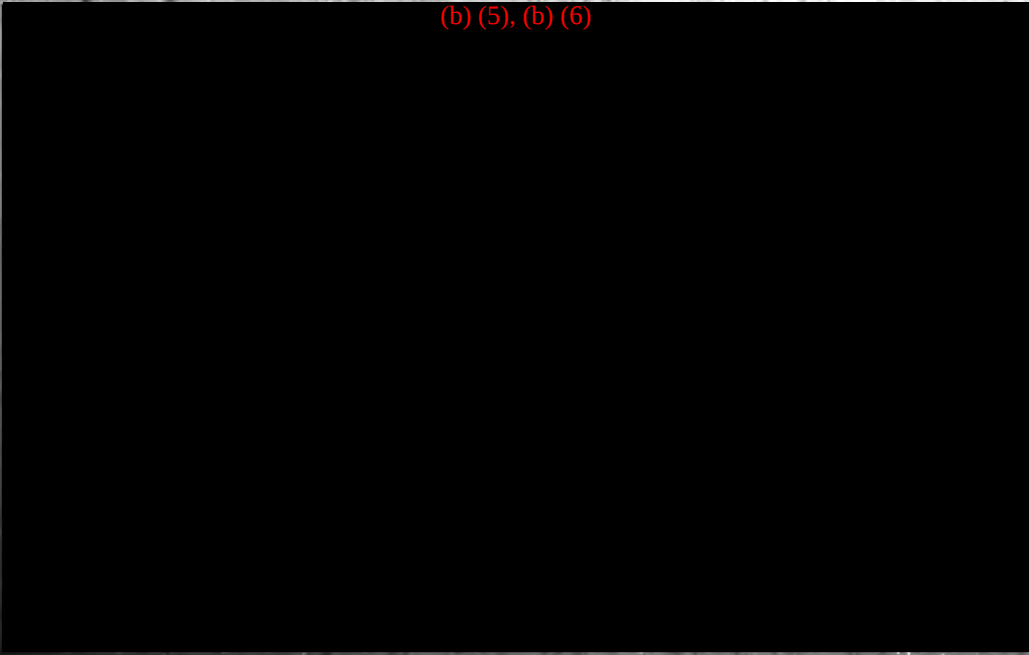
SECTION F - Safety, Personnel, and Survival Equipment:

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



SECTION G - Detailed Equipment Questionnaire:

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



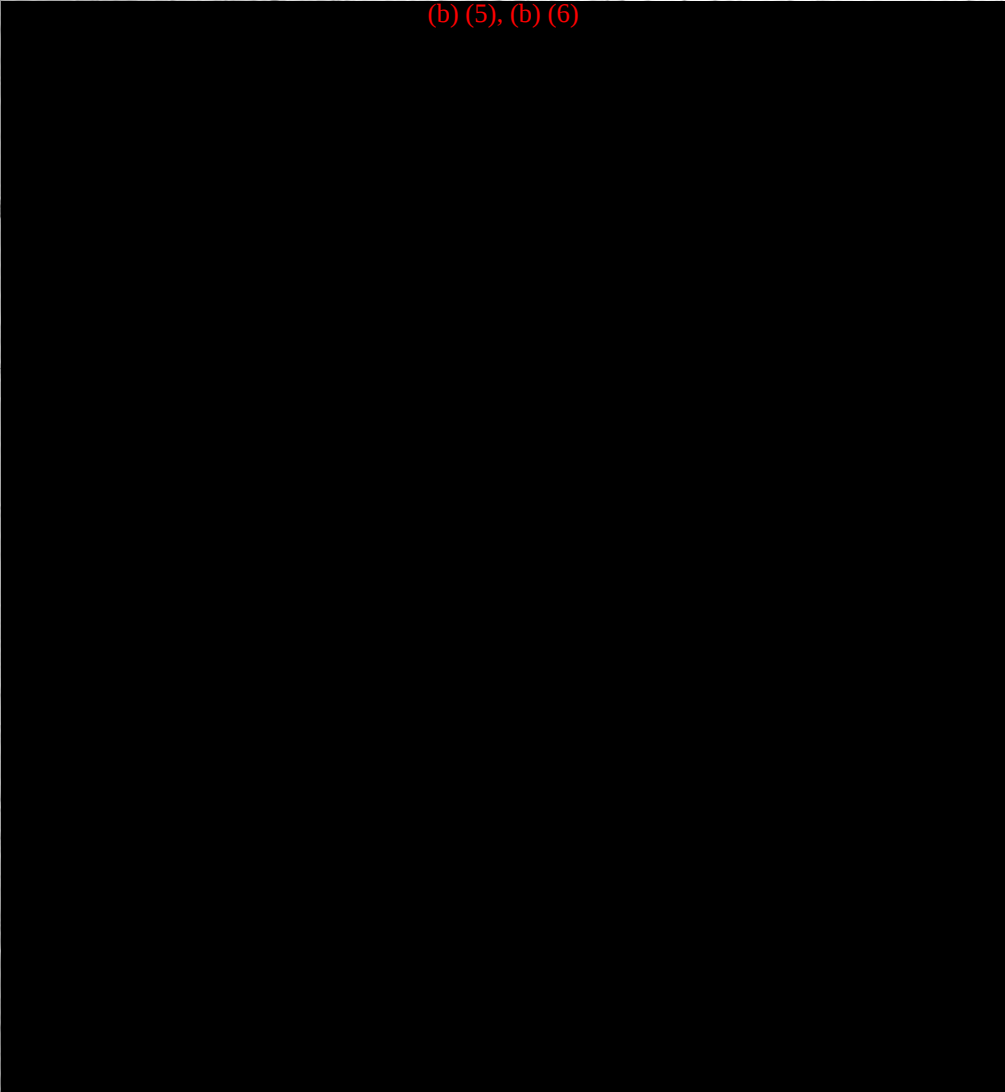
ADDENDUM 2: (Continued)

BLACK, Harry (n)

F8U-1

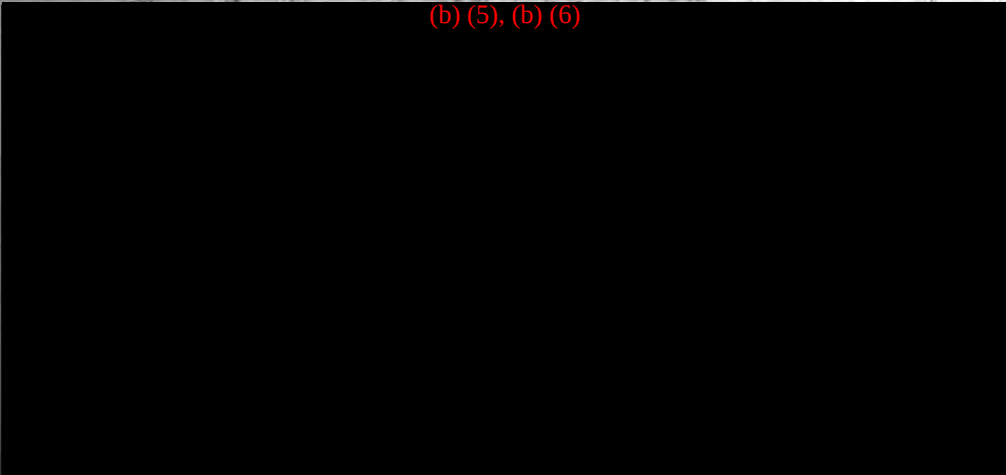
Bureau Number 143765

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



SECTION H - Emergency exit from A/C and Survival Factors:

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



APPENDIX 2: (Continued)

BLACK, Harry (n)

F8U-1

Bureau Number 143765

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



SECTION I: All this information supplied in Oplav Form 3750-8 (Rev 2-54).

THE ACCIDENT

At approximately 1530 Tango, on 10 July, 1958, 2/LT BLACK was airborne in F8U-1 BuNo 143765 as the lead aircraft in a flight of two. He was on his first familiarization flight in the F8U-1. His chase pilot, 1/LT (b) (6) was airborne approximately four seconds later in F8U-1 BuNo 143758. The flight rendezvoused in a port climbing turn. The take-off and climb to 15,000 feet were made utilizing military power. At 15,000 feet, both pilots selected afterburner and continued to climb. Lt. BLACK had been briefed to level off at 40,000 feet. As the aircraft passed through 21,000 feet, on a heading of approximately 360°, at an indicated airspeed of 400 knots, the chase pilot observed a part separate from the lead aircraft. This was later determined to have been the canopy. Approximately four seconds later, the chase pilot observed two more objects separate from the lead aircraft. He identified these objects as the pilot and the ejection seat. He saw the parachute stream immediately after the pilot emerged from the aircraft.

The abandoned aircraft yawed and rolled slightly, then commenced a steep starboard nose down turn. The afterburner was still operating. The aircraft crashed into the East slope of Nickel Canyon approximately 16 miles, bearing 110° from MCAS El Toro. The aircraft exploded on impact with the terrain. The attitude of the aircraft on impact was approximately 70° nose down. Its heading was about 095°. The force of the impact, and the ensuing explosion gouged a hole in the hillside which measured 38 feet long, 31 feet wide, and 12 feet deep. (See enclosure 7, figure #1). The pilot, Lt. BLACK, was partially blinded by the terrific force of the wind blast that struck him when the canopy left the aircraft. He attempted to reach the face curtain but did not believe he pulled it. His next recollection was after his parachute had opened. He did not fully regain his eyesight until after he was on the ground.

The chase pilot orbited the parachute as it descended from altitude. He contacted El Toro tower to alert rescue facilities in the area. Yankee Lima 39, the pilot of an HHS-1 helicopter from HMR-362, called the orbiting chase pilot, and reported his position over San Juan Capistrano. The chase pilot directed the helicopter to the downed pilot. The co-pilot of the helicopter lowered himself and jumped approximately 15 feet to Lt. BLACK'S position. He freed Lt. BLACK from his parachute which was caught in the trees on the side of a steep slope. The pilot of the helicopter contacted the circling chase aircraft and informed the chase pilot that Lt. BLACK was all right. The chase pilot returned to El Toro for landing.

As the helicopter hovered over the hillside, it lost power and crashed almost on top of the downed pilot and the co-pilot of the helicopter. The co-pilot of the helicopter knocked Lt. BLACK to the ground when he realized that the helicopter was going to crash. The shearing rotor blades of the helicopter chopped through trees, ripped the parachute canopy to bits and gouged holes in the terrain on both sides of the pilots on the ground.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 65 CPNAV INST 3750.60

THE ACCIDENT continued

Lt. BLACK was struck on the head by flying debris; [REDACTED] (b) (6) [REDACTED] and was broken. The helicopter pilot emerged uninjured from the wreckage and the three pilots walked to a nearby highway where they were picked up by a Patrol car and returned to El Toro.

When the chase pilot called for landing instructions at El Toro, the tower requested the position of the helicopter. It had not been heard from since the chase pilot left the scene. The chase pilot returned to the area where he had last seen the helicopter, but was unable to contact Yankee Lima 39 on the radio. The parachute was no longer visible. He made several orbits over the area, then returned to El Toro and landed.

The weather at the time of the accident was clear. The visibility was six miles in haze.

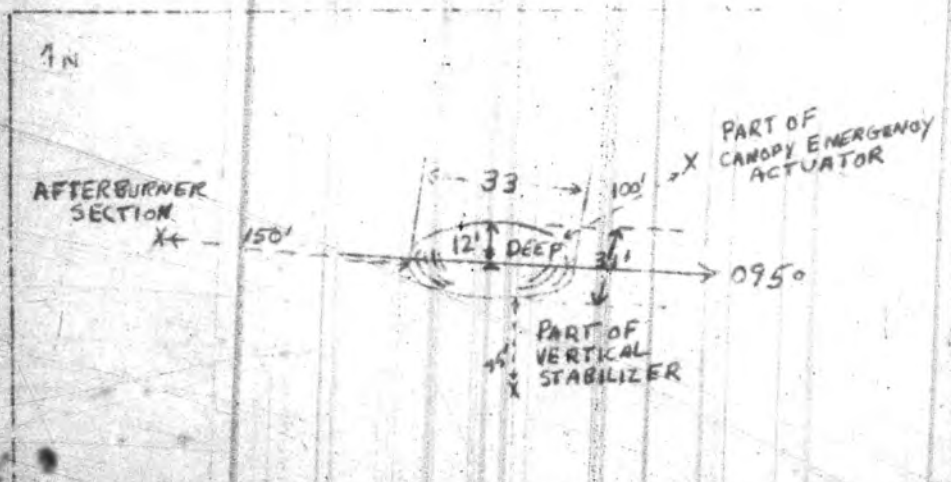
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WITH PARAGRAPH 65 OF NAV INST 3750.60

DAMAGE TO AIRCRAFT

After the pilot ejected, or was ejected, the aircraft rolled into a steep nose down starboard turn with the engine operating at full power including afterburner. The aircraft received strike damage when it crashed on the East slope of Nickel Canyon at a point approximately 10 miles bearing 110° from MCAS, El Toro. The aircraft exploded on impact with the terrain. The attitude of the aircraft on impact was approximately 70° nose down. Its heading was approximately 095° . The airspeed of the aircraft was approximately 650 knots. The force of the impact and the ensuing explosion gouged a hole in the hillside which measured 38 feet long, 31 feet wide, and 12 feet deep (see enclosure 7, figure #1). Small parts of wreckage were scattered over a wide surrounding area.

Final salvage operations will be conducted by Salvage Section, MCAS, El Toro.

DIAGRAM OF CRASH SCENE

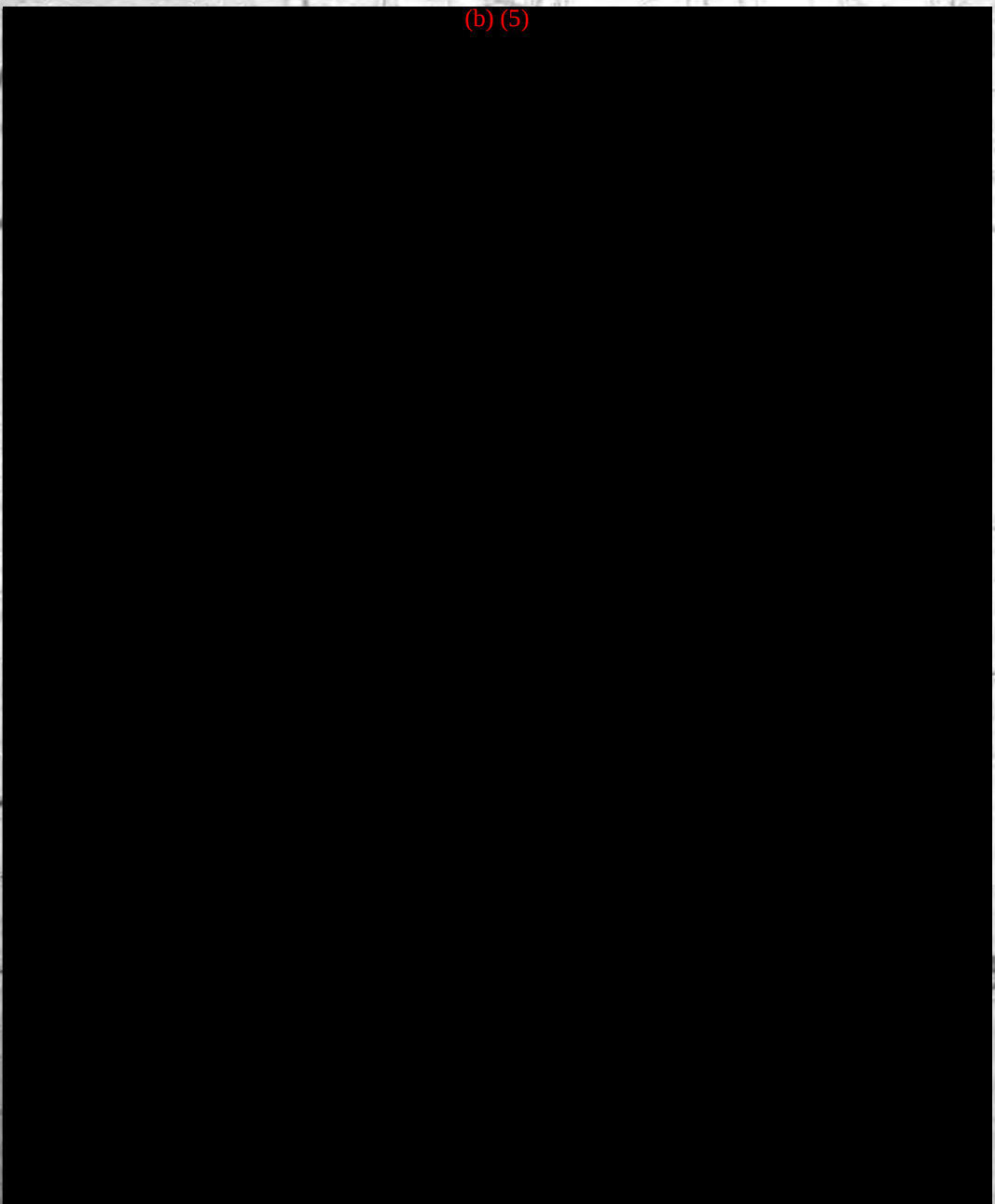


Note: The force of the explosion on impact disintegrated the aircraft and scattered the parts over a wide area. Most of the parts were unrecognizable thereby making it impossible to include all parts in the diagram.

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WITH PARAGRAPH 65. OFNAV INST 3750.6C

THE INVESTIGATION

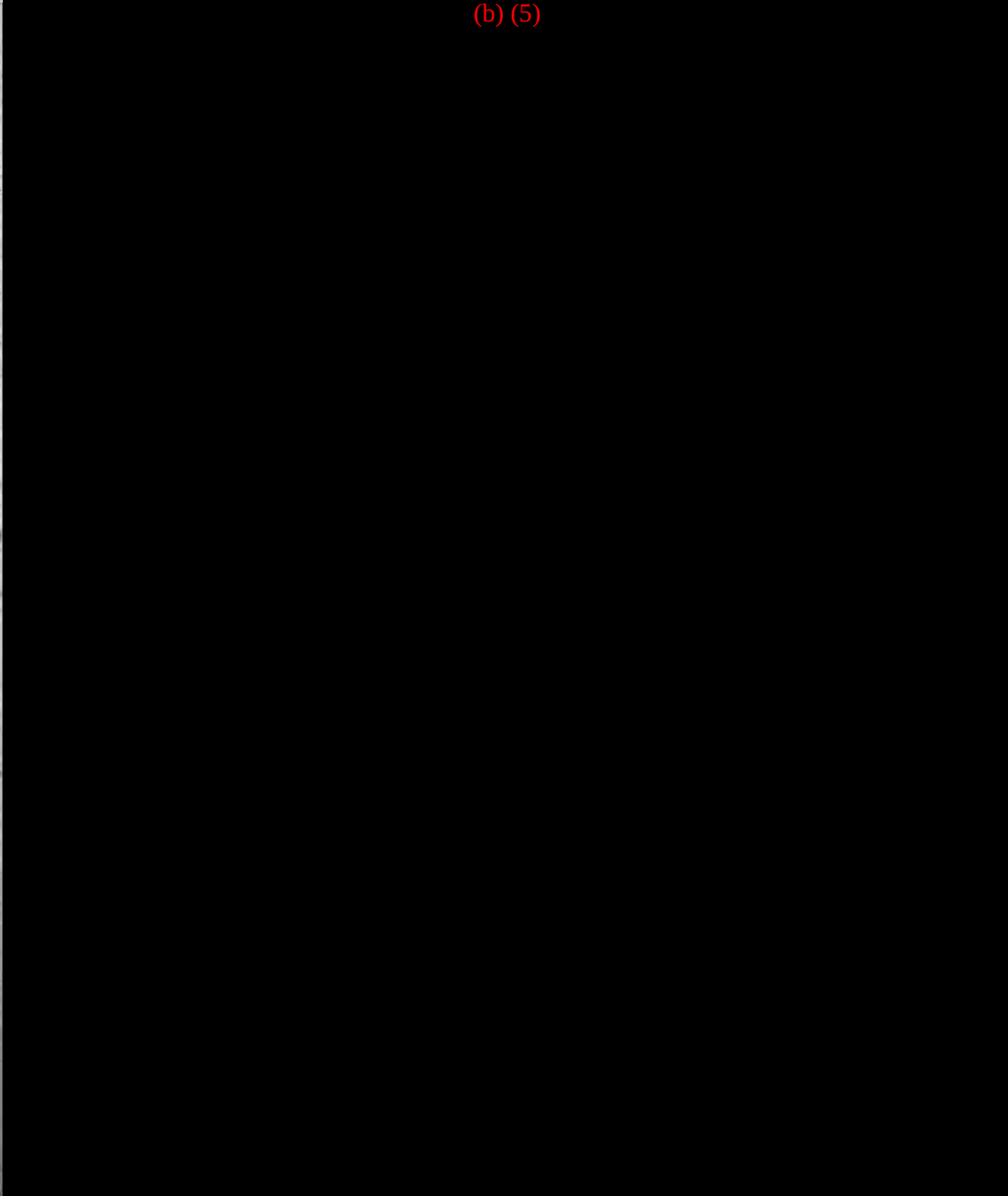
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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
PARAGRAPH 65 OF NAV INST 3750.60

THE ⁹INVESTIGATION continued

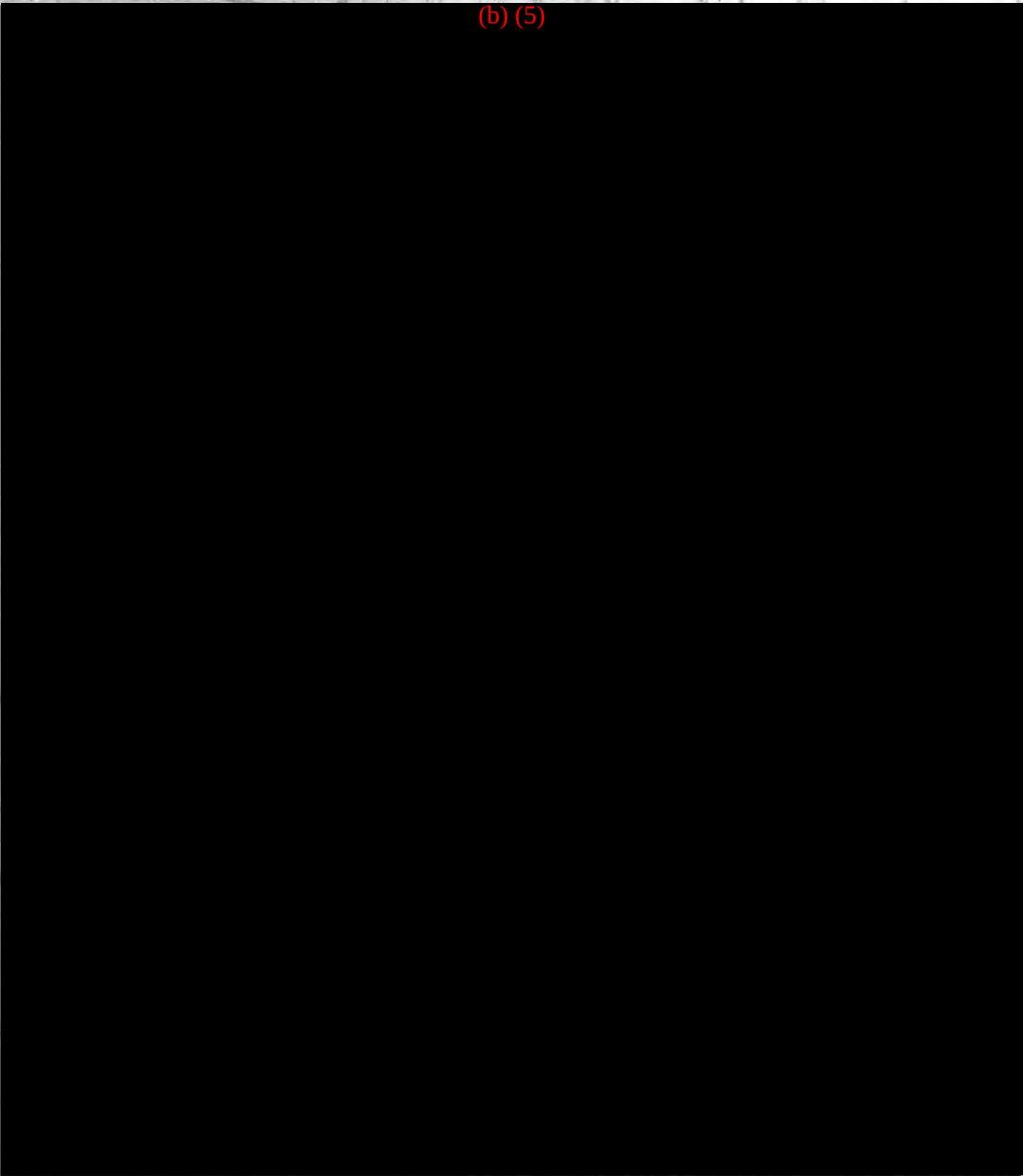
(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 CPNAV INST 3750.60

THE INVESTIGATION continued

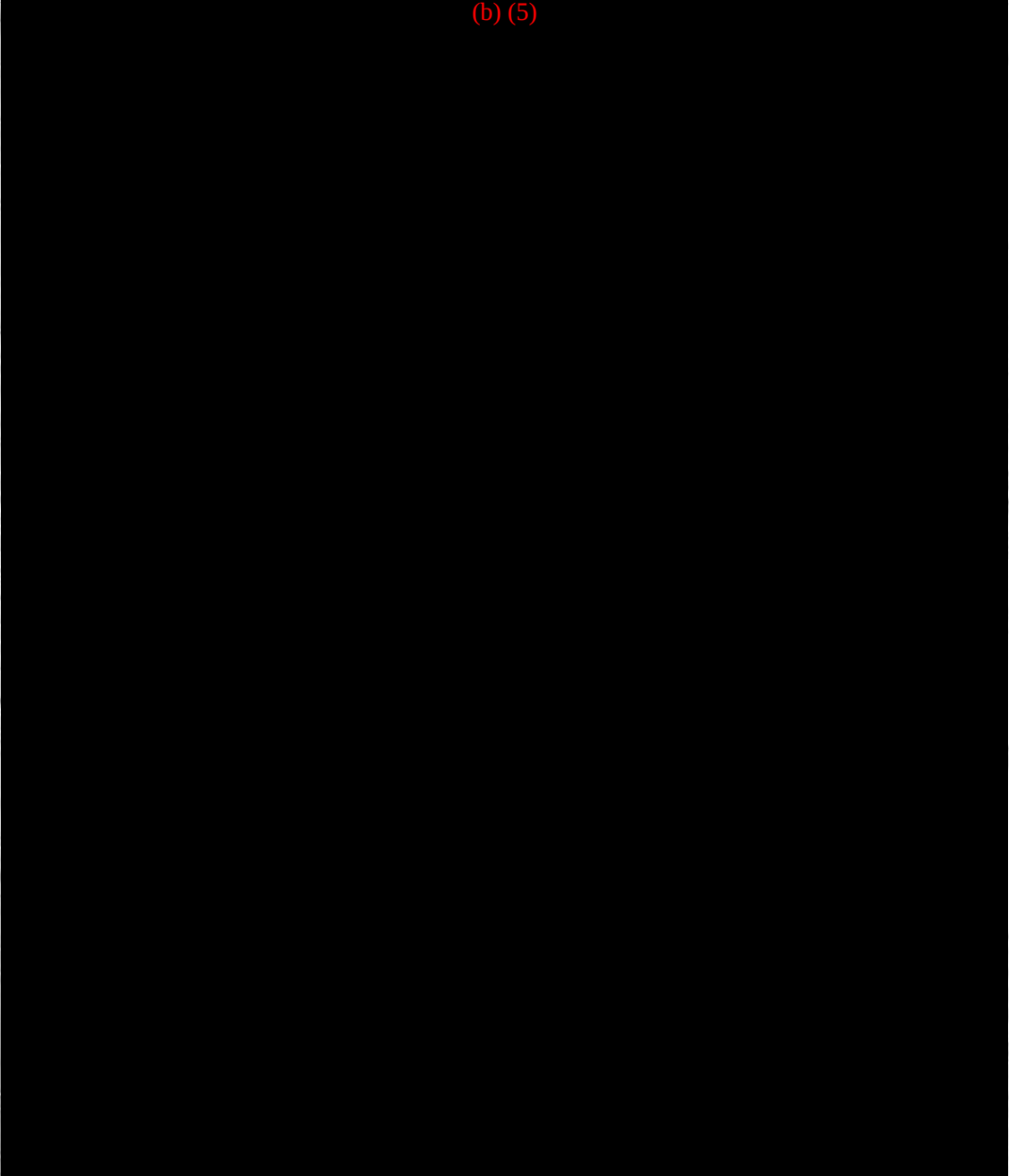
(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 CPNAV INST 3750.60

THE INVESTIGATION continued

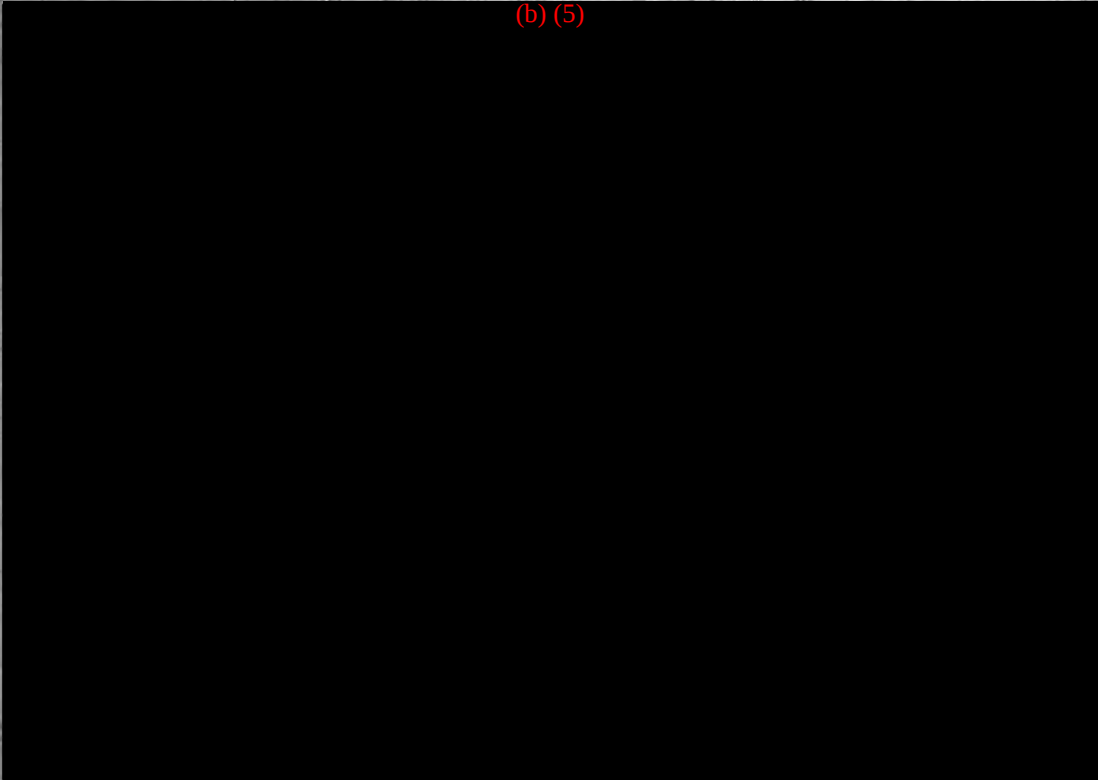
(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OF NAT INST 3750.6C

THE INVESTIGATION continued

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

THE ANALYSIS

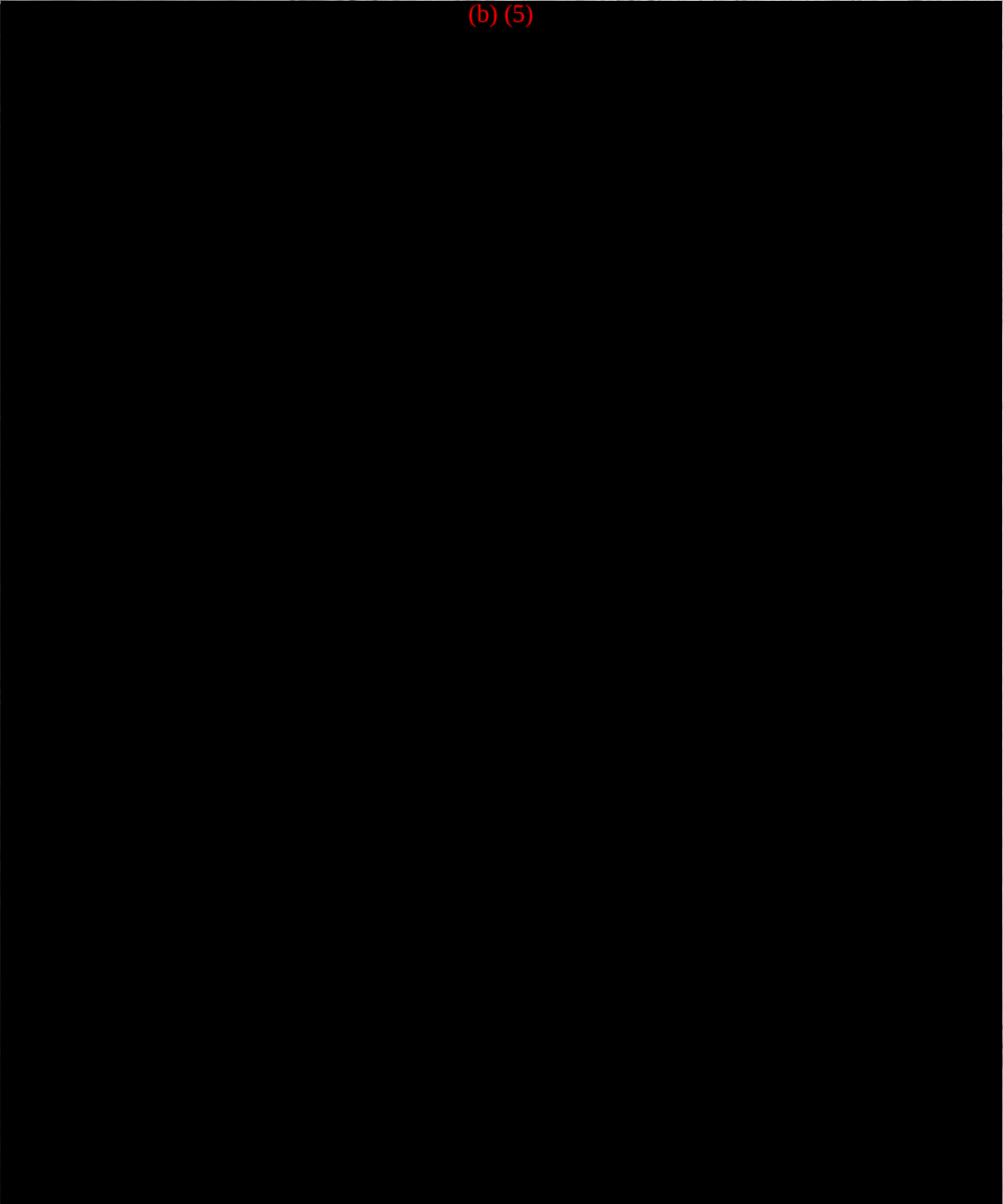
(b) (5)

32

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 COMNAV INST 3750.60

THE ANALYSIS continued

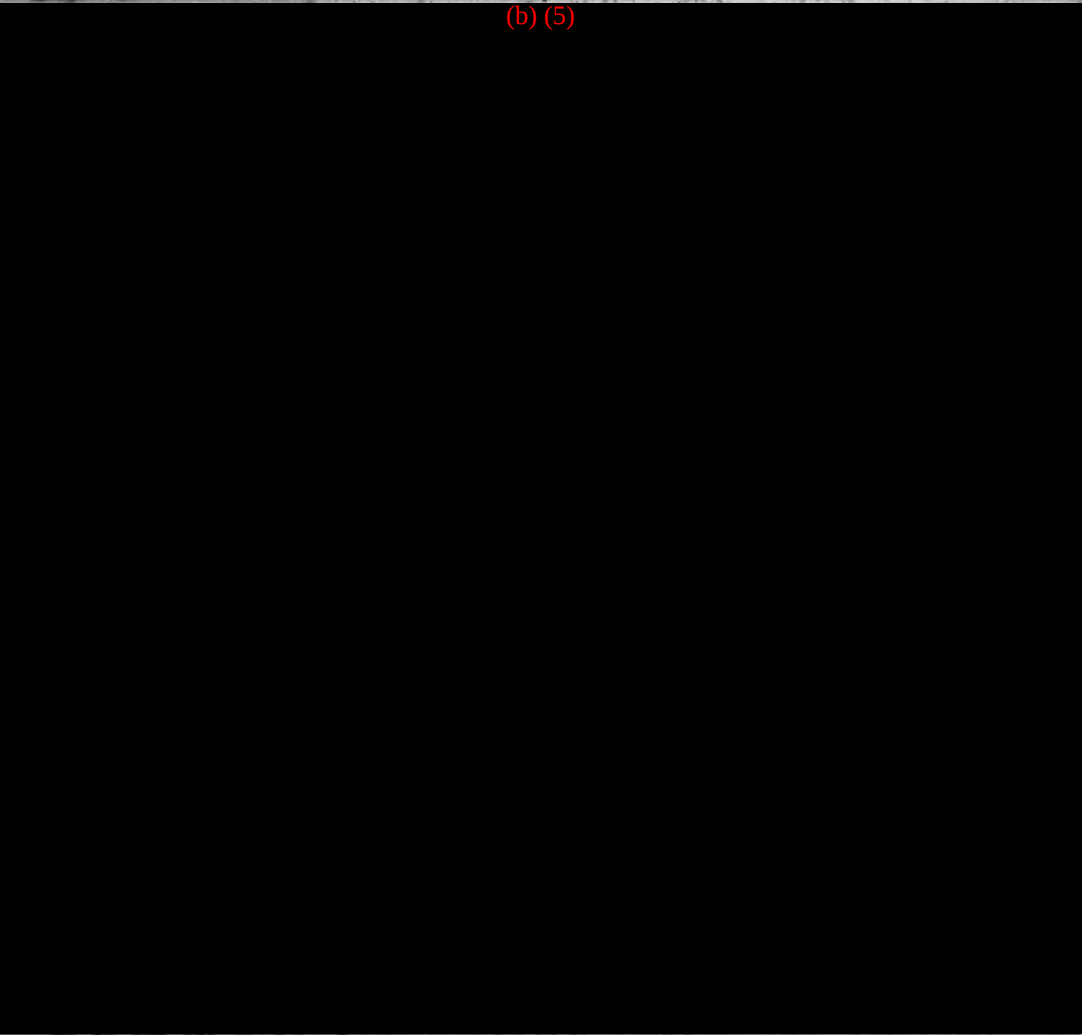
(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OF NAV INST 3750.60

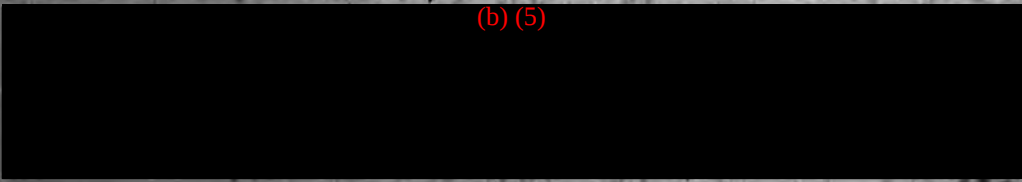
THE ANALYSIS continued

(b) (5)



COMMENTS AND RECOMMENDATIONS

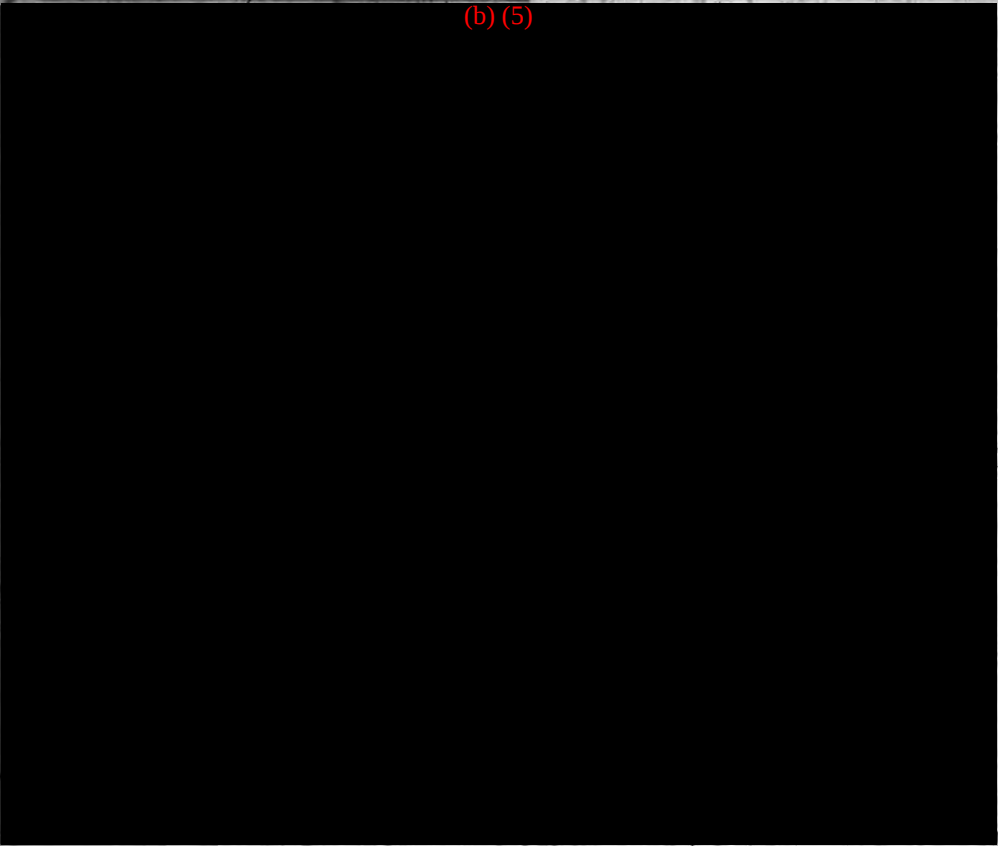
(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

OPINIONS AND RECOMMENDATIONS continued

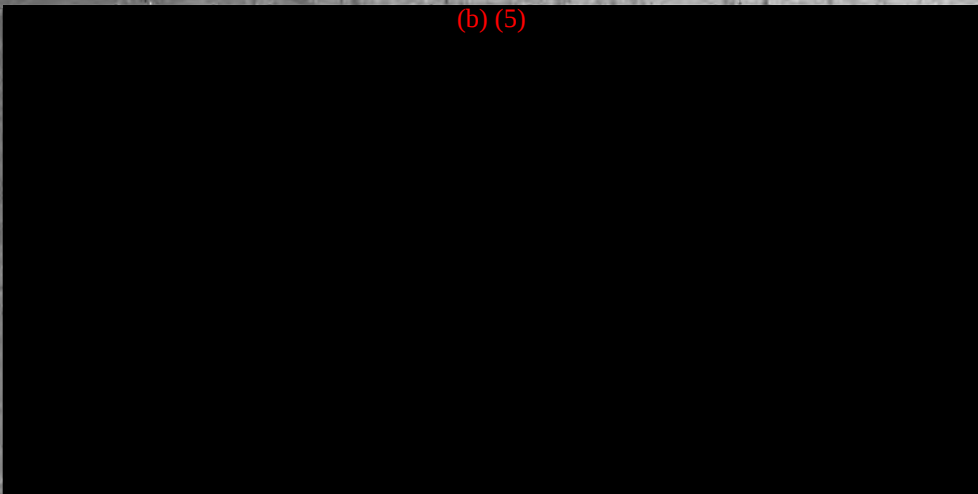
(b) (5)



35

SUMMARY AND CONCLUSIONS:

(b) (5)



Summary and Conclusions, MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/
INCIDENTS AND GROUND ACCIDENTS, SERIAL #10-58.

36

Special handling required in accordance with
Paragraph 19, OPNAVINST 3750.00

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-53)
PAGE 1

See instructions for completion
prior to filling out

OPNAV REPORT 3750-

PART I - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY:

Marine Fighter Squadron 334

2. DATE OF ACCIDENT TIME

10 July 1958 1535T

3. AAR SERIAL NO.

1-58

4. TO:

CHIEF OF NAVAL OPERATIONS (Op-57)

5. ENCLOSURES: (If Pilots Statement)

(1) Chase Pilots statement

(2) Helicopter pilots statement

(3) Check crew NOIC'S statement

(4) Night check crew NOIC'S statement

(5) Maintenance Officer's statement

(6) Photos

(7) Pilot's officers report

(8) Helicopter rescue report

(9) Diagram

6. VIA: (1) CO, VMF-251

(2) CO, MAG-33

(3) CG, 3d MAW

(4) CG, AIRMFPAD

(5) COMNAVAIRPAD

(6) BULSH (AFR-516) (MAG)

(7) COMMANDER, U.S. NAV. AV. SAFETY CENTER

7. REPORTING CUSTODIAN (If different than item number 1)

8. ACTIVITY OPERATING AIRCRAFT (If different than item 1)

9. KIND OF FLT. 10. TIME OF DAY

1A1

☐ DAWN

☒ DAY

☐ DUSK

☐ NIGHT

11. LOCATION OF ACCIDENT

16 miles bearing 110°

from MCAS, El Toro

12. ELEV. ABOVE SEA LEVEL

21,000 feet

13. PLACE OF LAST TAKE-OFF

MCAS, EL TORO

14. CARRIED FROM MCAS, EL TORO TO MCAS, EL TORO

15. TYPE CLEARANCE

☐ IFH

☒ VFR

☒ LOCAL

☐ OPERATIONAL

☐ AIRWAYS

☐ DIRECT

☐ OTHER, specify

16. TIME IN FLT.

0-05

17. TYPE ACCIDENT

G (Abandoned Aircraft)

18. PHASE OF FLIGHT

(4) Inflight

19. MODEL

F8U-1

20. SERIAL NO.

143765

21. DAMAGE TO AIRCRAFT

☒ a.

☐ b.

☐ c.

☐ d.

\$1,160,000

22. DOL. COST

400

23. AIRSPEED (kts)

26,000

24. LIST MODEL, SER. NOS. REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C)

None

25. PERSONNEL (2. NAME (last, first and middle initial)

3. GRADE

4. TYPE

5. DATE

6. DATE

7. DATE

8. DATE

9. DATE

1. PILOT (PERSON AT CONTROLS AT TIME OF ACCIDENT)

BLACK, H. (N)

2/LT

(b) (6)

1. PILOT

2. PILOT

3. PILOT

4. PILOT

5. PILOT

CO-PILOT

BLACK, H. (N)

2/LT

(b) (6)

1. CO-PILOT

2. CO-PILOT

3. CO-PILOT

4. CO-PILOT

5. CO-PILOT

8. PER-SONNEL

9. OPERATIONAL FLT. TRAINER

AVAILABLE

USED

10. UNIT TO WHICH ATTACHED

Marine Fighter Squadron 251

11. TYPE INSTRUMENT CARD

☒ STANDARD

☐ SPECIAL

PILOT

☒ YES ☐ NO

☒ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

CO-PILOT

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

☐ YES ☐ NO

ITEM

PILOT

PILOT

PILOT

PILOT

PILOT

PILOT

PILOT

PILOT

PILOT

ALL MODELS

394.6

CV LANDINGS DAY/NIGHT

0

0

0

0

0

0

0

ALL MODELS IN LAST 12 MOS.

219.6

FCLP LANDINGS DAY/NIGHT

60

60

60

60

60

60

60

ALL MODELS IN LAST 3 MOS.

27.9

INSTRUMENT HOURS, LAST 3 MONTHS

18

18

18

18

18

18

18

ALL SERIES THIS MODEL

.2

5.0

NIGHT HOURS, LAST 3 MOS.

7.6

7.6

7.6

7.6

7.6

7.6

ALL SERIES THIS MODEL, LAST 12 MONTHS

.1

5.0

(first accidents only)

TOTAL SET PILOT HOURS

162.3

162.3

162.3

162.3

162.3

ALL SERIES THIS MODEL, LAST 3 MONTHS

.2

5.0

DAY, LAST FLIGHT, ALL SERIES

7-10-58

7-10-58

7-10-58

7-10-58

7-10-58

7-10-58

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

2/LT

2/LT

2/LT

NAME (last, first and middle initial)

BLACK, H. (N)

2/LT

(b) (6)

VMF-251

2/LT

2/LT

Special handling required in accordance with
Paragraph 69, OPM/AFM 3745.11

OPNAV FORM 3750-1 (REV. 11-58)
PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT SYMBOL

1. CEILING UNL	2. VISIBILITY 6 H	3. WIND DIRECTION AND VELOCITY 170/25 Kts	4. TEMPERATURE NA	5. OUTSIDE RUNWAY D. DEW POINT NA	6. ALTITUDE NA
7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, state of sea, etc., if pertinent to accident) NA					
FACTOR		FACTOR		FACTOR	

(b) (5)

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
29 OCT 1957	1	7	0	0	80.0	1st Major Calendar	51.1	68
ENGINE MODEL SERIAL NO. OF ENGINE								
7 June 57	J57-P4A	P-626052	0	0	89.3	1st Major Calendar	51.1	68
☐ DID FIRE OCCUR ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR ☐ DID EXPLOSION OCCUR IN FLIGHT ☐ YES ☒ NO								
☐ CHECK IF APPLICABLE ☐ AMP FOR SERIAL ☐ HAD DIR BEEN REGULATED ☐ YES ☒ NO ☐ FAILED COMPONENTS INVOLVED UNKNOWN								
CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT								
☐ AIRCRAFT DESIGN ☐ AIRCRAFT EQUIPMENT ☐ MAINTENANCE			☒ UNDETERMINED ☐ TECHNICAL INSTRUCTION ☐ OTHER, Specify:			☐ SURFACE FACILITIES ☐ HUMAN ENGINEERING (e.g. cockpit configurations)		
☐ DISFUNCTION 21,000 feet			☐ OPERATING 400 kts Normal			☐ CAUSE OF FUEL FAILURE OR FLAMEOUT None		
☐ EVIDENCE OF FUEL CONTAMINATION None			☐ FUEL CONTROL REGULATOR/CAUSE (List 2 and reg. fuel, etc. only)			☐ EXTERNAL STORES AROUND AIR None		

(If additional space is necessary, attach additional sheets)

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AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PART II - MAINTENANCE MATERIAL AND FACILITIES DATA (Cont'd)

- | | | |
|---|--|--|
| a. ☐ CLEARANCE AUTHORITY | b. ☐ RUNWAY | c. ☐ EMERGENCY ARRESTING GEAR (Runway) |
| d. ☐ FLIGHT PLANNING INFORMATION SOURCE | e. ☐ WATER LANDING AREA | f. ☐ AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship) |
| g. ☐ LANDING AIDS (CCA, CCA, ILS, etc.) | h. ☐ APPROACH ZONE | i. ☐ CRASH AND RESCUE |
| j. ☐ TRAFFIC CONTROL TOWER (Field or Ship) | k. ☐ END ZONE | l. ☐ SEARCH AND RESCUE |
| m. ☐ APPROACH AND ENROUTE AIDS TO NAVIGATION | n. ☐ SHOULDERS | o. ☐ CATAPULT |
| p. ☐ RUNWAY WATCH | q. ☐ TAXIWAY | r. ☐ ARRESTING GEAR (Carrier) |
| s. ☐ LANDING SIGNAL OFFICER | t. ☐ PARKING AREA | u. ☐ BARRIER OR BARRICADE (Field or Ship) |
| v. ☐ OTHER, Specify _____ | | w. ☐ FLIGHT DECK |

- x. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR ☐ SLIPSTREAM ☐ WIND OVER DECK ☐ RELATIVE HEADING ☐ APPROACH SPEED ☐ DECK READINGS
- y. MARK NUMBER ☐ G. MODEL NO. ☐ H. LOCATION ON SHIP ☐ I. LAUNCHING BRIDLE AND CONFIRMATION USED

J. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

K. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONS OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	ARM TRAVEL (IN.)	CONTROL VALVE SETTINGS			ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failures specify number of landings and months in service)
			CONSTANT PRESSURE (PSI)	RATIO	CONSTANT RUNOUT (INT. LOSS)		
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART III - REMARKS (Continue on separate pages if necessary)

- A. No damage to Government property
- B. No damage to Private property

Direct copies to:

(1) CMD (code AAP) (1) CO, MAG-33

(1) BUORD (code MA-5) (1) CO, VMF-122

(1) BAR DALLAS (1) OIC NPU NAS

(1) BULER (MA-61) EL CENTRO

(1) CINCASFLT

(1) COMNAVFORPAC

(1) CG, AIRCRAFT

(1) CG, 304AM

(2) NAVJAG (VIA AIR MAIL)

PART IV - SIGNATURES (INDICATE DATE WHEN SIGNED) 30 July, 1958

(b) (6)

39

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 CPMV INST 3750.60

STATEMENT OF SECOND LIEUTENANT H. (N) BLACK
VMF-334 AAR 1-58 FSU-1 BuNo 143765

(b) (6)

7333 USMC concerning

(b) (5)

Enclosure (1) to VMF-334 AAR 1-58

40

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

STATEMENT OF SECOND LIEUTENANT H. (N) BLACK CONTINUED

(b) (5)

H. Black USMC
H. (N) BLACK
2/LT USMC

41

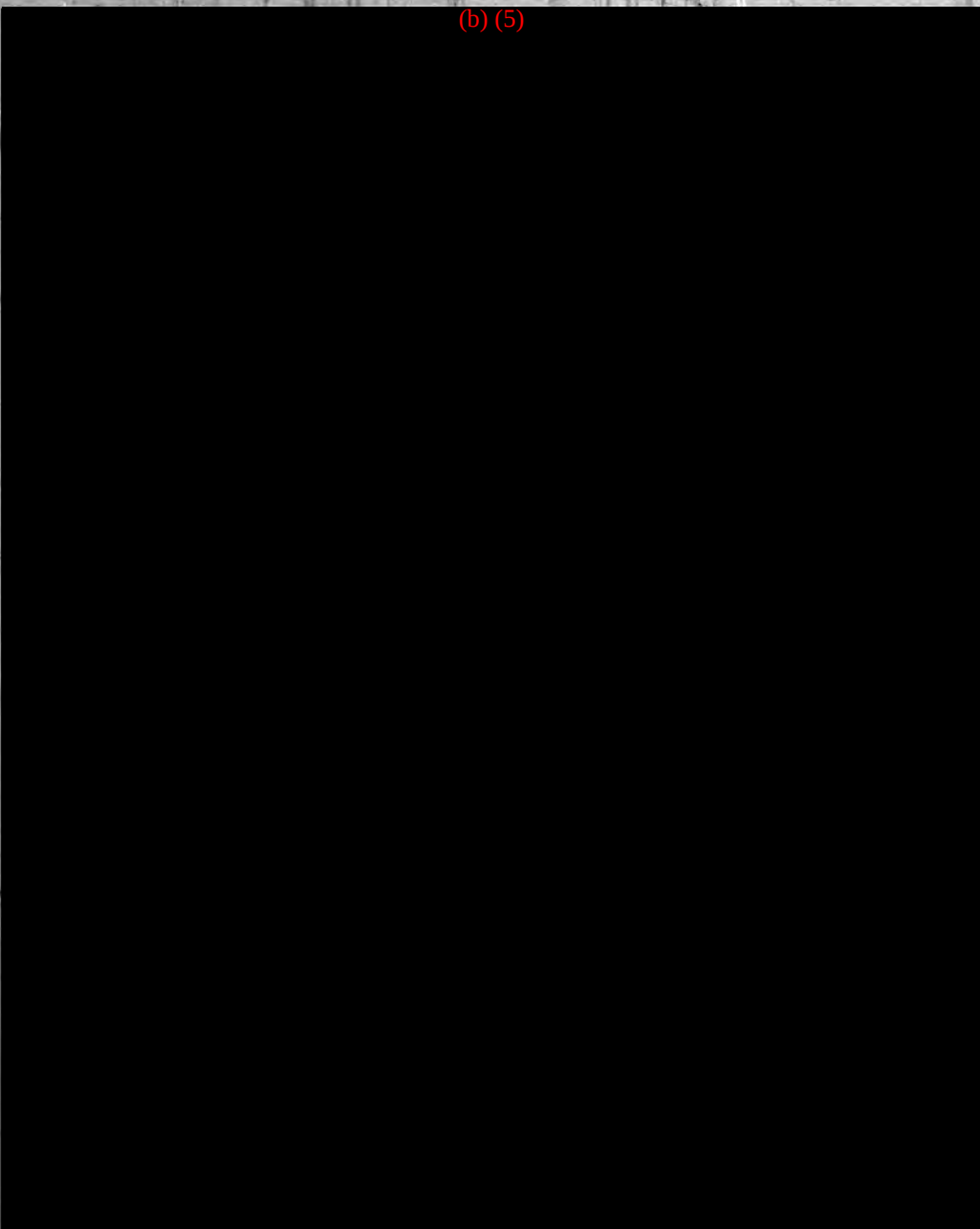
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 6; OPNAV INSTN
3750.60

STATEMENT OF 1stLT. [REDACTED]

(b) (6)

7333 USMC CONCERNING
VNF-334 AAR 1-58 FSU-1 B&No 143765

(b) (5)

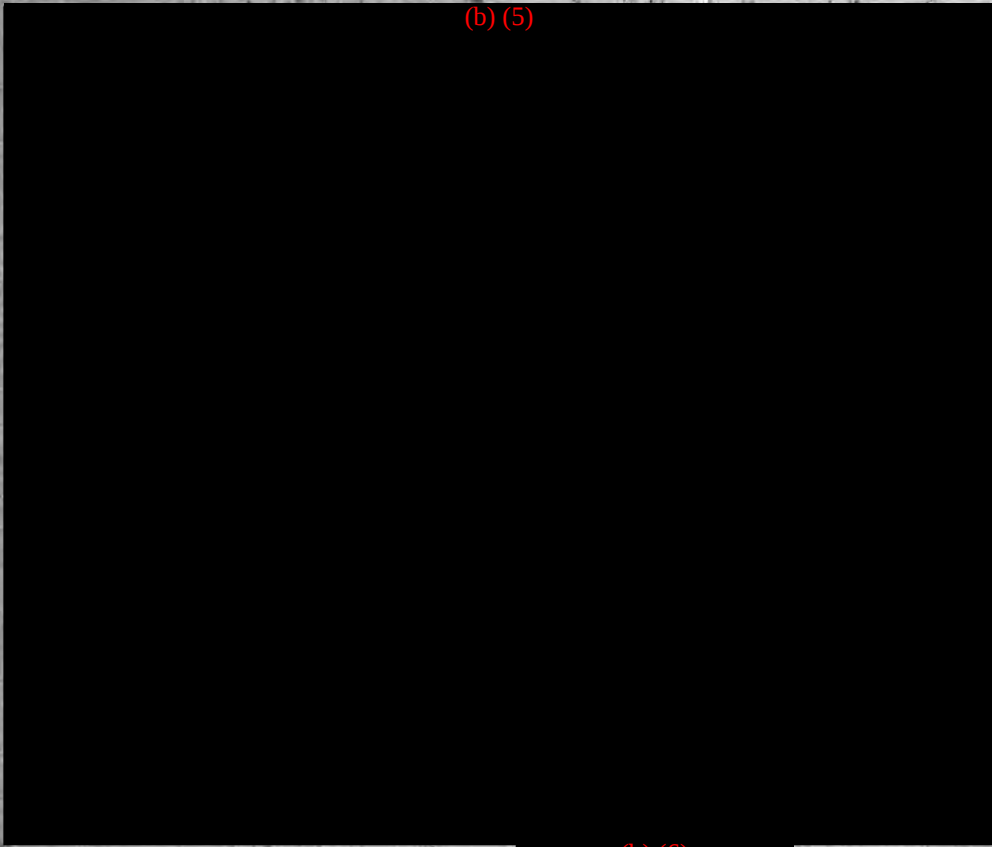


Enclosure (2) to VNF-334 AAR 1-58

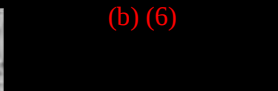
(1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 CPNAV INST 3750.60

(b) (5)



(b) (6)

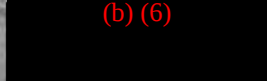


1/LT USMR

It is the opinion of this board that this witness is credible.

39

(b) (6)



ADJUTANT GENERAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 GPNV INST 3750.60

(b) (6)

Statement of Major

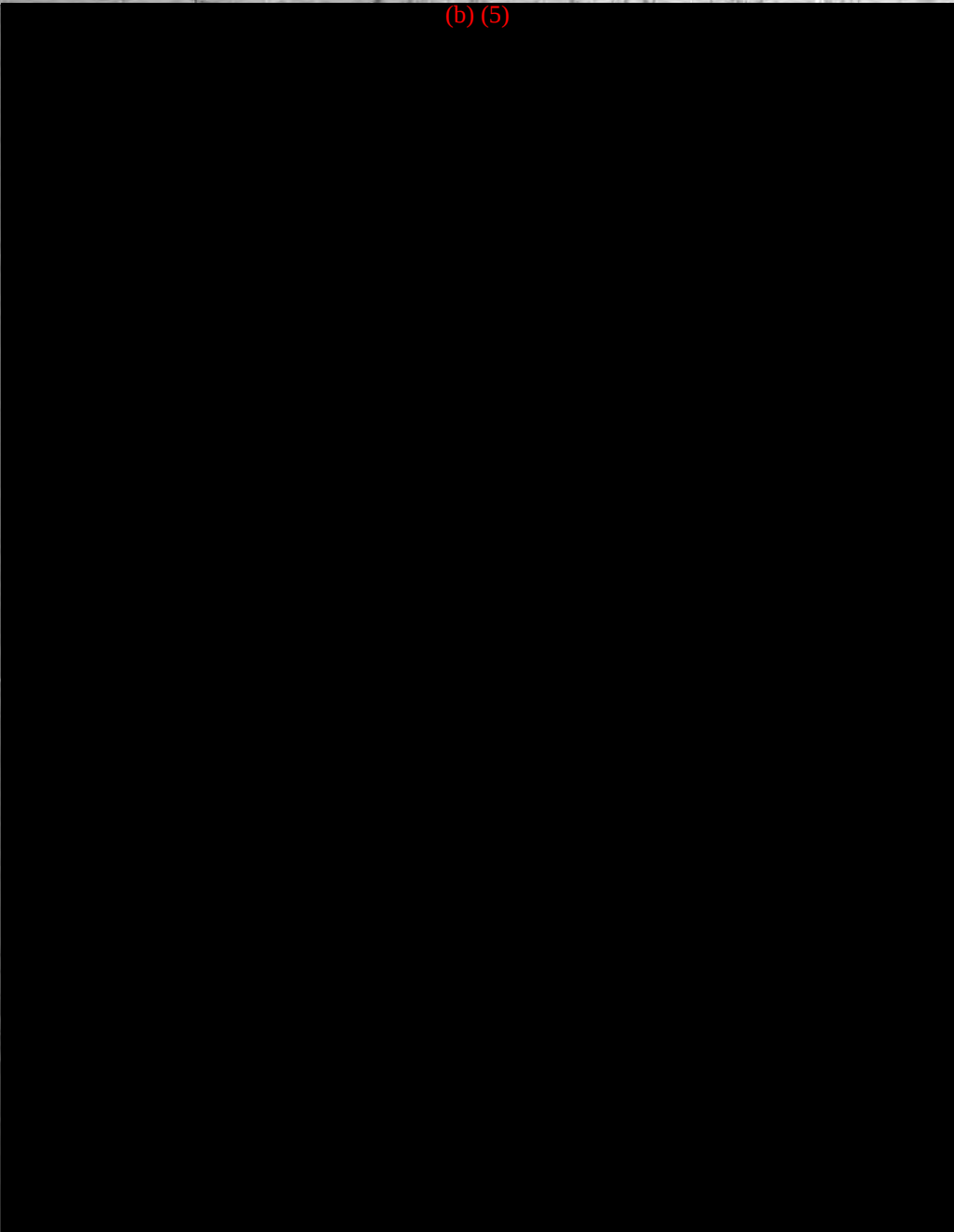
USMC Concerning

WFF-334 AAR 1-58 380-1 BuNo 143765

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 GPMV INST 3750.60

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

(b) (5)

(b) (6)

MAJOR USMC

It is the opinion of this board that this witness is credible.

(b) (6)

MAJOR USMC

(3)

12

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 CENAV INST 3750.60

Statement of Staff Sergeant
VMF-334 AAR 1-58 EBU-1 BuNo 143765

(b) (6)

/6412 USMC concerning

(b) (5)

(b) (6)

S/SGT

USMC

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OFNAV INST 3750.6C

Statement of T/SOT

(b) (6)

6412 USMC Concerning

WVF-334 AAR 1-58 F3U-1 BuNo 149765

(b) (5)

(b) (6)

T/SOT

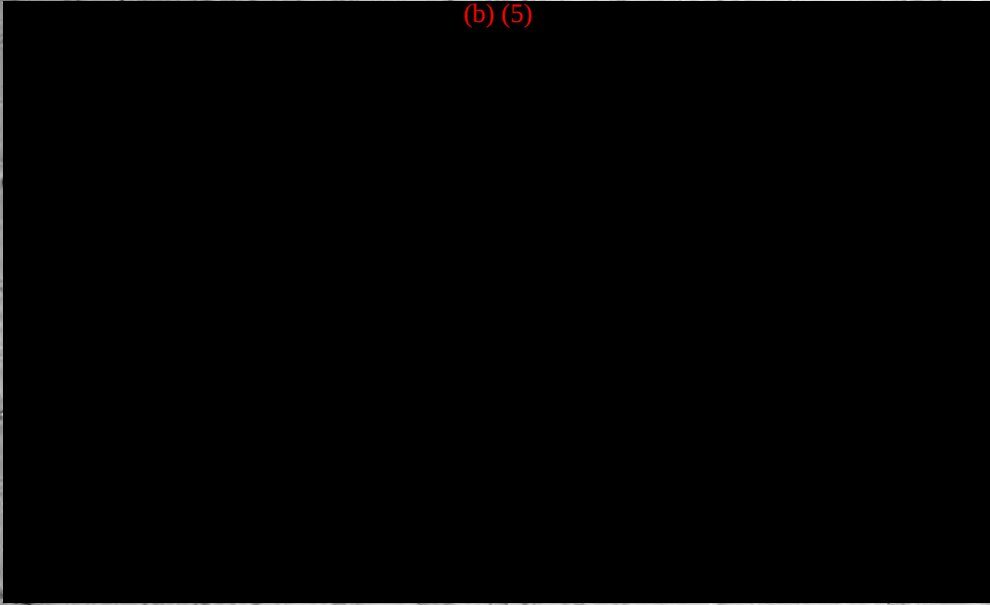
USMC

Enclosure (5) to WVF-334 AAR 1-58

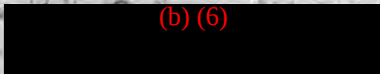
SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OPNAV INST 3750.60

Statement of: (b) (6) Major, (b) (6) 7333, USMC Concerning
VMF-334 AAR 1-58 F8U-1, BuNo 143765

(b) (5)



(b) (6)



MAJOR

USMC

45

Enclosure (6) to VMF-334 AAR 1-58

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65 OF NAV INST 3750.60

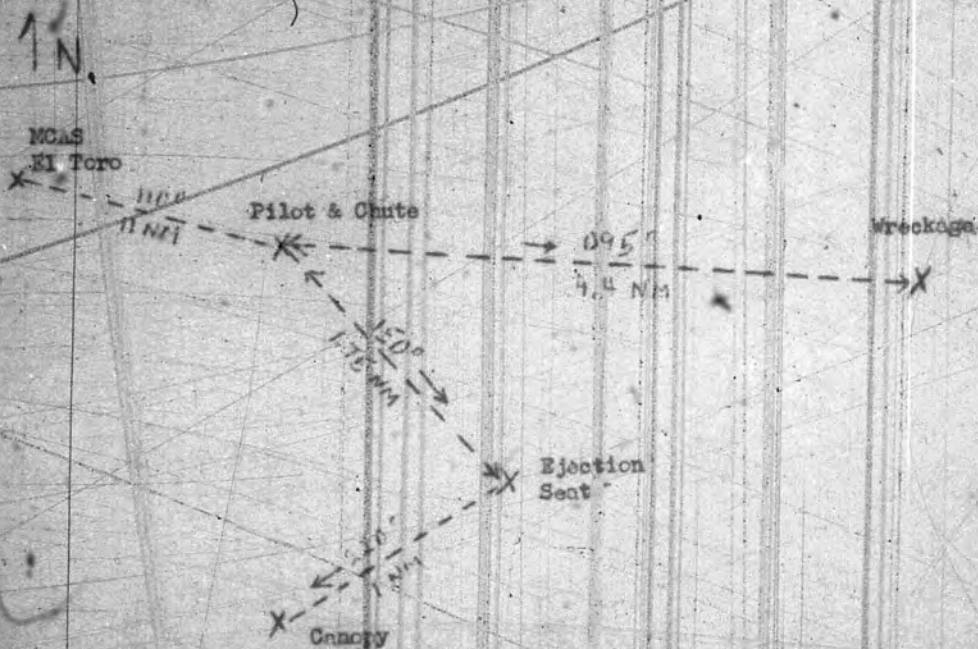


Diagram of relative positions of canopy, seat, pilot and parachute and aircraft wreckage.

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Enclosure (10) to VMT-334 AAR 1-58

SUMMARIES OF SAFETY EQUIPMENT, INJURIES AND CAUSE

1. Use appropriate form for each person.
2. Under Injury Class, use following key:

Class "A" Fatal injuries, to be considered for reporting procedure as one that results in death prior to submission of the Aircraft Accident Report.
 Class "B" Critical injury is considered for reporting procedure as injury which threatens to result in death within 30 days if not treated in the hospital or from complications thereof. Critical injuries resulting in death within 30 days shall be reported by letter to the original addressee.
 Class "C" Serious injury is considered for reporting procedure as injury from the critical but definitely requiring five or more days hospitalization involving medical treatment but from which the individual will be expected to recover. Unreporting critical conditions or complications accordingly.

DIRECTIONS

Enter in this category which result in death within 30 days shall be reported by letter to the original addressee.
 Class "D" Minor injury is considered for reporting procedure as any injury less than serious.
 Class "E" No injury.
 Class "F" Unknown injury - lost and presumed deceased.
 Class "G" Unknown injury - missing.
 Under disposition, use following key:
 "1" Isolated.
 "2" Grounded.
 "3" Treated and returned to duty.
 "4" Hospitalized.
 "5" Rescued and recovered.
 "6" Presumed not recovered.

1. NAME BLACK, Harry (n)	2. FILE NO. 073999	3. RANK/RATE 2nd LT	4. AGE 23	5. HEIGHT 182	6. WEIGHT 6' 2"
7. DUTY ASSIGN PLANE, OR DESIG/POSITION Pilot			8. POSITION OCCUPIED AT TIME OF ACCIDENT Pilot's seat		9. INJURY CLASS D
11. SAFETY EQUIPMENT			12. DISPOSITION		
SHOULDER HARNESS	MODEL/TYPE	AVAILABLE	USED	NOT USED	DAMAGED
SHOULDER HARNESS	Integrated	☒	☒	☐	☐
LAP BELT	torso harness	☒	☒	☐	☐
WING/TA REEL	544-6308-505	☒	☒	☐	☐
"G" SUIT	2-2	☒	☒	☐	☐
HELMET	APR-5 with nose strap	☒	☒	☐	☐
OXYGEN MASK	A-13-1 with miniature rly	☒	☒	☐	☐
GOOGLES	Visor	☒	☒	☐	☐
SHOES (type)	Flight	☒	☒	☐	☐
FLIGHT SUIT, OTHER THAN "G" (type)	Summer	☒	☒	☐	☐
EXPOSURE SUIT (type)		☐	☐	☐	☐
OTHER (specify)	Gloves and toe feet	☒	☒	☐	☐
13. COMMENT ON EFFECTIVENESS (entries of "No," "None," "As designed," etc., will not be accepted. If any equipment failed, describe failure and probable cause). Use additional sheet, if necessary. Helmet, oxygen mask and gloves lost, probably as a result of this. Therefore cannot say that were too effective in this case.					

13. POST CRASH EXAMINATION	
IF DEAD, LIST PRIMARY CAUSE (multiple entries, as stated)	INTERNAL INJURIES
AUTOPSY FINDINGS, IF PERFORMED	EXTERNAL INJURIES
ESTIMATED LENGTH OF HOSPITALIZATION Twenty hours	IF CRASHED, DIVISION OF CRASH SITE Subcutaneous hemorrhage
CADON NUMBER-NAME CRASH TEST RESULTS Not done	PLATE MDA, El Toro
IF CRASHED, REASON Fracture, left 4th finger	ESTIMATED LENGTH OF WOUNDING Three weeks

14. INJURIES											
RANK	DEGREE	1ST	2ND	3RD	1ST	2ND	3RD	1ST	2ND	3RD	CARRIAGE/ENTIRE BODY
		HEAD (ventral)	dorsal	THORAX (ventral)	dorsal	EXTREMITIES (upper)	(lower)				
FRONT/REAR	AREA										
UNCONSCIOUSNESS ☒ SHORT DURATION, LITTLE SIGNIFICANCE ☐ OTHER (specify)											
HEAD	CEREBRAL CONCUSSION	☒ MINOR	☐ SERIOUS	☐ CRITICAL	☐ FATAL	MAJOR FACIAL INJURIES			MAJOR FACIAL INJURIES		
HEARINGS	MINOR EYE INJURIES	☒ RIGHT EYE	☐ LEFT EYE	MAJOR EYE INJURIES			☐ RIGHT EYE	☐ LEFT EYE			
TYPE	SKULL	VERTEBRAL (specify no.)			SHOULDER	RIBS	PELVIS	UPPER ARM (upper arm)	Wrist	UPPER LEG (lower leg)	FOOT
BONES	CEREBRAL FACIAL	CERV. THOR.	LUMBAR	SACRAL	COCYX	CLAVICLE	SCAPULA	ELBOW	WRIST	HIP	KNEE
SIMPLE	FRACURE										
COMPOUND	FRACURE										
COMMINUTED	FRACURE										
COMMINUTED	FRACURE										
DIS.	JAW										
DIS.											
DIS.											
DIS.											

AREA OF INVOLVEMENT	LACERATIONS			CONTUSION/SPRAIN/STRAIN			FRACTURES			DISLOCATIONS	OTHER
	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE	MILD	MODERATE	SEVERE		
HEAD	FRONTAL										
HEAD	VENTRAL										
THORAX	FRONTAL										
THORAX	VENTRAL										
ABDOMEN	FRONTAL										
ABDOMEN	VENTRAL										

15. REASON FOR CRASH (entries of "No," "None," "As designed," etc., will not be accepted. If any equipment failed, describe failure and probable cause). Use additional sheet, if necessary.
Subcutaneous hemorrhage - occurred from plane of flying refer to from MD-1 reason plane.

MEDICAL OFFICERS REPORT OF AIRCRAFT ACCIDENTS/INCIDENTS AND GROUND ACCIDENTS

FORM 100-100, 1-1967, 1-1-101

REPLACES FORM 100-100, 1-1-101

SPRINT REPORT 100-101

GENERAL INSTRUCTIONS

1. This report shall be filed in the event of an aircraft accident/incident which involves one or more of the following:

- Death
- Injury
- Disabling
- Partial Crew
- Detachment of aircraft (excepted or damaged)
- Wherever physiological or psychological factors are involved
- Aircraft Ground Accidents resulting in serious injury

2. Completion of the form shall be the responsibility of the flight surgeon.

3. For type, accident and damage code refer to DOWRY INSTRUCTION 1750.0A.

4. This form shall be prepared in quadruplicate. One copy shall be turned over to the Aircraft Accident Board for the Survival and

Intelligence Officer in the case of combat incidents, and the original shall be air mailed (regular mail within 720 miles of Washington, D.C.) direct to Chief of Naval Operations (OP-15) Navy Department, Washington 25, D.C. within 8 working days following the accident. The third copy shall be mailed direct to Safety Equipment Branch, HHS, Navy Department, Washington 25, D.C. The fourth copy shall be forwarded direct via air mail (regular mail within 250 miles of Norfolk, Va.) to the U.S. Naval Aviation Safety Activity, Naval Air Station, Norfolk 11, Virginia. Where more than one aircraft is involved, separate forms must be completed for each aircraft wherein one or more of the requirements in paragraph 1. above are applicable. (Additional copies may be prepared for use of squadron flight surgeons and other interested individuals.)

1. NAME (Last, first, middle)		2. SERIAL NO.		3. ACCIDENT OCCURRED (Geographic location)		4. TIME (GMT)		5. DATE	
BLAKE, El Toro, California		10-58		16 miles S.E. of El Toro		1605		7-10-58	
6. FLIGHT NO.		7. NO. PASSENGERS		8. NO. CREW		9. TYPE AIRCRAFT		10. TYPE INCIDENT	
F4U-1		14765		1		VF-334		G-1	
11. OTHER FLIGHT NO.		12. NO. PASSENGERS		13. NO. CREW		14. TYPE AIRCRAFT		15. TYPE INCIDENT	
16. NAME OF PILOT IN CONTROL OF AIRCRAFT AT TIME OF ACCIDENT/INCIDENT (Last, first, middle)									
BLAKE, Harry (a)									
17. FLIGHT NO.									
VF-334									
18. FLIGHT NO.									
VF-334									
19. REPORT FILED BY									
(b) (6)									
20. DATE									
13 July 1958									
21. SIGNATURE									
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13. ACCIDENT DESCRIPTION

INCLUDE HERE A PARAGRAPH GIVING A BRIEF BUT FACTUAL ACCOUNT DESCRIBING THE ACCIDENT/INCIDENT. INCLUDE SUCH CAUSES AS KNOWN, ESTIMATED OR "G" FORCE, WINDS OF WIND, SPEED OF IMPACT, ALTITUDE OF IMPACT, ETC. ATTACH PHOTOGRAPHS WHEN PERTINENT.

See addendum 1.

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14. PILOT FACTORS (Check pertinent pilot factors listed below)

	PILOT	CO-PILOT		PILOT	CO-PILOT
1. CONTROL AT TIME OF ACCIDENT/INCIDENT	1		11. HYPOXIA SUSPECTED	10	
2. HISTORY OF FLIGHT TIME IN LAST 24 HOURS	5		12. COMMON MONITORING POSITIONING SUSPECTED	10	
3. NUMBER OF FLIGHTS IN LAST 24 HOURS	5		13. FAULTY VISION	10	
4. NUMBER HOURS DUTY IN LAST 24 HOURS	8 hrs.		14. ANXIETY	10	
5. AROUND HOURS LAST FULL NIGHT	4 hrs.		15. BLACKOUT; DREYDOUT; REDOUT	10	
6. TIME AT CONTROLS THIS FLIGHT	0.2		16. VERTIGO	10	
7. TOTAL FLIGHT TIME	341.6		17. NIGHT BLINDNESS	10	
8. TOTAL FLIGHT TIME IN MODEL	0.2		18. FATIGUE	10	
9. NUMBER PREVIOUS ACCIDENTS	0		19. DOMESTIC DIFFICULTIES	10	
10. DATE OF LAST ACCIDENT			20. UNFAMILIARITY IN TYPE AIRCRAFT	10	
11. NUMBER DAYS DRUNKEN IN LAST MONTH	0		21. ANXIETY REACTION	10	
12. DATE LAST FOR PREVIOUS INCIDENT (LOCATION)	July 1957		22. LAST JOB (ARMY AND NAVY)		
13. NUMBER HOURS IN LAST 24 HOURS	9 hrs.		23. OTHER PERTINENT FACTORS IN ACCIDENT (Describe below)		

14. COMMENTS ON OTHER CRITICAL DATA AFTER 12 HOURS AND PERTINENT TO ACCIDENT/INCIDENT. WHERE APPLICABLE, COMMENTS HERE ON ONE OF THE ABOVE FACTORS AFFECTING DATA REPORTED IN THIS REPORT.

Pilot was definitely unfamiliar with aircraft, this being his first hop in same.

BALLOON EJECTION REPORT
(Use separate form for each person)

UNIT: **TRF-33**
DATE REPORT: **10 July 1958**
MODEL: **FM-1**
SER. NO.: **143765**

NAME: **BLACK, Harry (a)** (b) (6) GRADE: **2nd LT**

1. AT TIME OF EJECTION

INDICATED AIR SPEED (KNOTS)	400	VEET IN STENOPE	None in this model
ALTITUDE ABOVE SEA LEVEL	21,000	SEAT BELT FASTENED	☒
ALTITUDE ABOVE TERRAIN	20,000	SHOULDER HARNESS LOCKED	☒
ATTITUDE OF AIRCRAFT	Approx. 30 degree climb (18in)	SHOULDER HARNESS TIGHT	☒
		DISCONNECT USED (5544 TYPE)	☒ Integrated harness activator

2. WERE YOU FORCEFUL PRESENT ☐ YES ☒ NO

3. LAST EJECTION (THE CONDITIONS IN SECTION 2) - (Describe normal parachute, opening, etc.)

Unknown - Pilot unconscious or does not remember. Claims he did not jettison canopy or pull face curtain.

4. AFTER EJECTION

5. TIME TO SEAT AFTER EJECTION (Seconds)

Unknown

6. DID SEAT TABLE AFTER LEAVING A/C ☐ YES ☒ NO

7. AUTOMATIC LAP BELT RELEASE WORKS ☐ YES ☒ NO

8. AUTOMATIC AIR CORD MOVIE CORD ☒ YES ☐ NO

9. WERE ANY DIFFICULTIES ENCOUNTERED IN LEAVING SEAT ☐ YES ☒ NO

10. (If yes, describe)

Unknown

11. **Integrated harness - M - automatic.**

12. **Master Specialties release.**

13. **Approximately three seconds.**

5. - BAILLOUT ONLY

6. BAILLOUT AND EJECTIONS

INDICATED AIRSPEED (KNOTS)		WAS FREE FALL DELIBERATE	☐ YES ☒ NO
ALTITUDE ABOVE SEA LEVEL		RET BAILLOUT OXY. GEN AVAILABLE	☒ YES ☐ NO Automatic Douglas seat in
ALTITUDE ABOVE TERRAIN		ALTITUDE RIF CORD PULLED	Approximately 21,000
ATTITUDE OF AIRCRAFT		ALTITUDE CRUTE OPENED	20,500
EXIT OVER RIGHTSIDE	☐ YES ☒ NO	BODY POSITION WHEN CRUTE SPIND	Unknown
WRIGHT OVER LEFTSIDE	☐ YES ☒ NO	TYPE PARACHUTE	ES-7 SIZE CANOPY 28 FEET
WRIGHT INVERTED	☐ YES ☒ NO	CRUTE HARNESS CINCHED TIGHT	☒ YES ☐ NO

7. LAST AND DIFFICULTIES IN PULLING RIF CORD OR CRUTE OPENING

Unknown - Pilot does not remember pulling rif cord.

8. (If yes, describe)

None - except after landing was chopped to bits by crashing into rescue plane.

9. (Describe manner of escape, landing, etc.)

Body would revive.

10. (Describe if any in landing)

Head downhill, body jerked

11. (Describe if any in recovery, wounds and other injuries, parachute, aerial equipment)

Got by rescuer, Major Armstrong

12. (Describe if there was any equipment)

See next to last paragraph in description of accident.

13. (Describe if there was any equipment)

Last ejection training July 1957. Several lectures given.

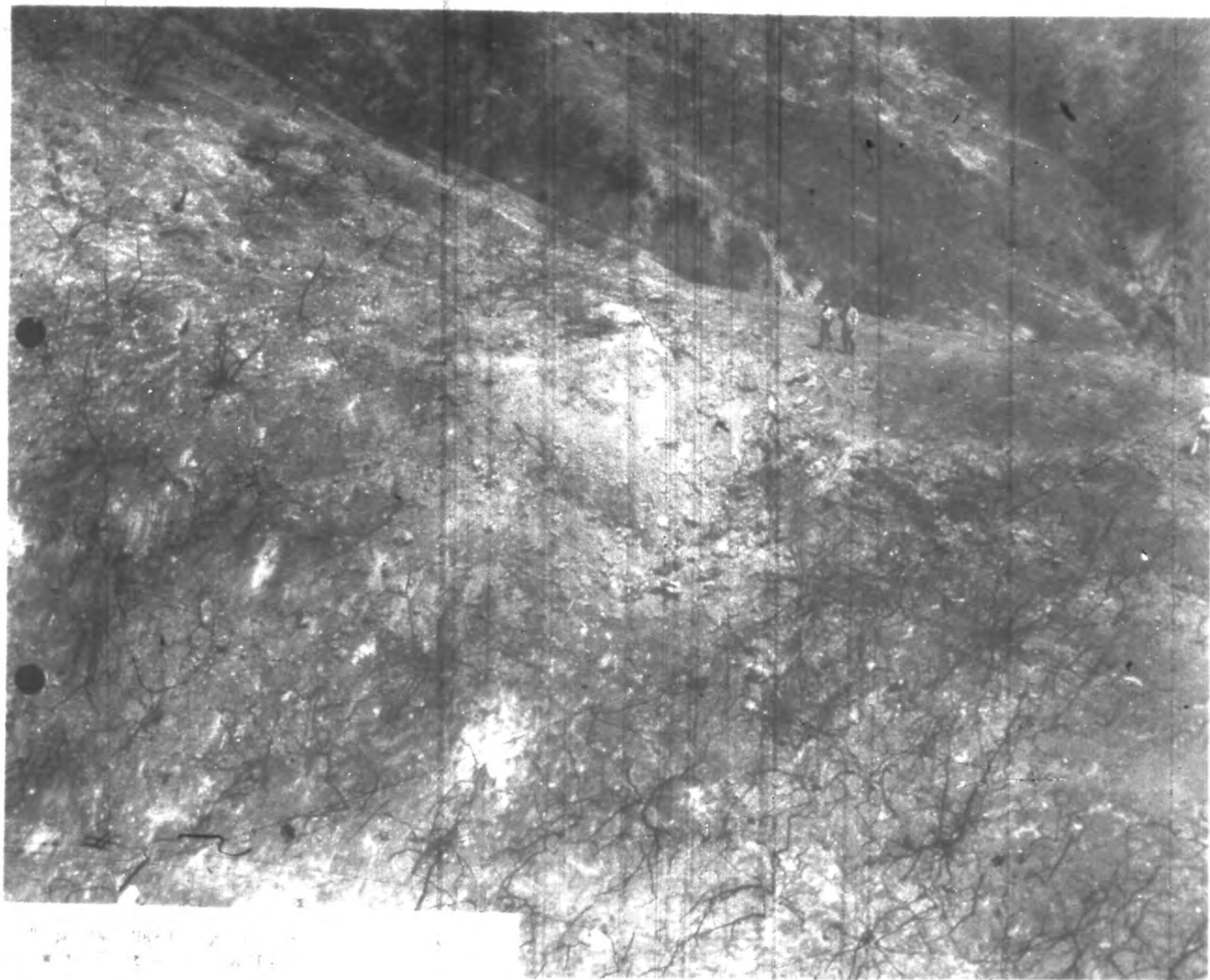
NO.	NAME	TYPE	GRADE	DAMAGE	LOST	DESCRIPTION OF DAMAGE OR WHEN LOST
1	BLACK, Harry	FM-1	2nd LT	Yes	Yes	
2	...	...	...	...	...	...
3	...	...	...	...	...	...
4	...	...	...	...	...	...
5	...	...	...	...	...	...
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9	...	...	...	...	...	...
10	...	...	...	...	...	...

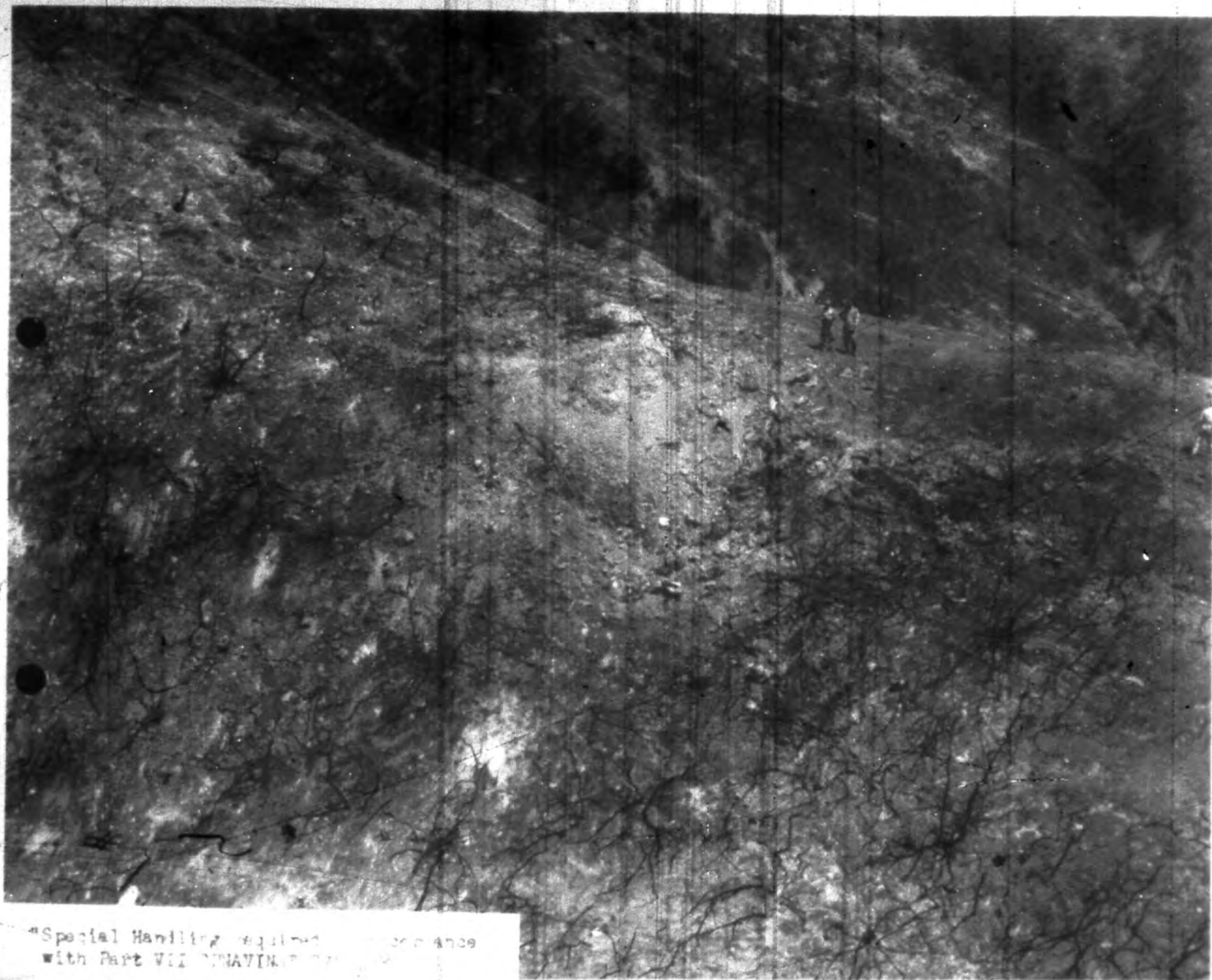
14. (Describe if there was any equipment)

Lost radio GALT - not used but was undamaged.



"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.5B"





"Special Handling required - accordance
with Part VII 'STRAVING' of the

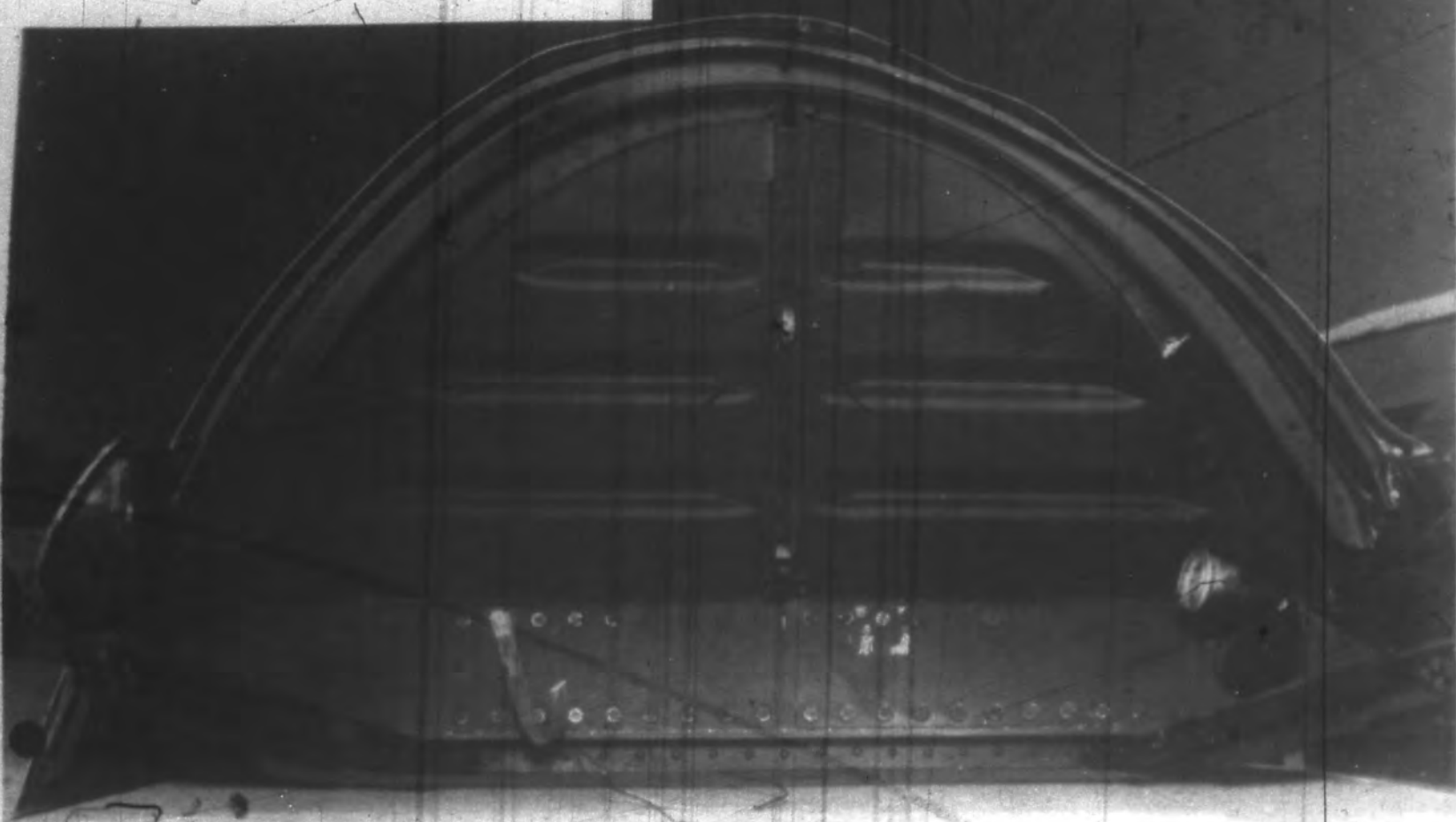


100-10000-100
100-10000-100



"Spec" Handling Required in Accordance
With Art VII SPNAVINST 3750.6B"

"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"



#3

"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"

9



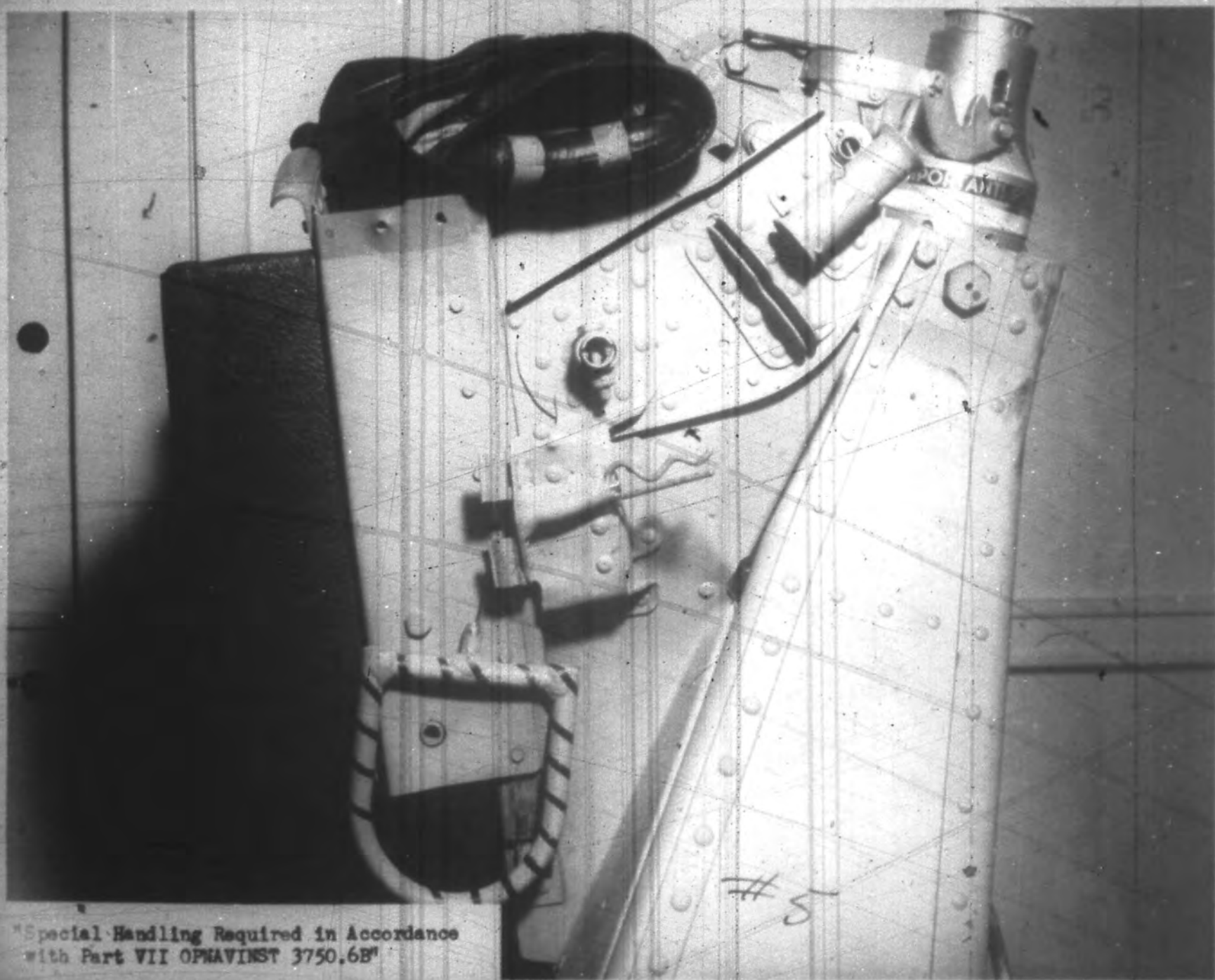
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"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"



"Special Handling Required in Accordance
with Part VII OPNAV 3750.6B"



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with Part VII OPNAVINST 3750.6B"





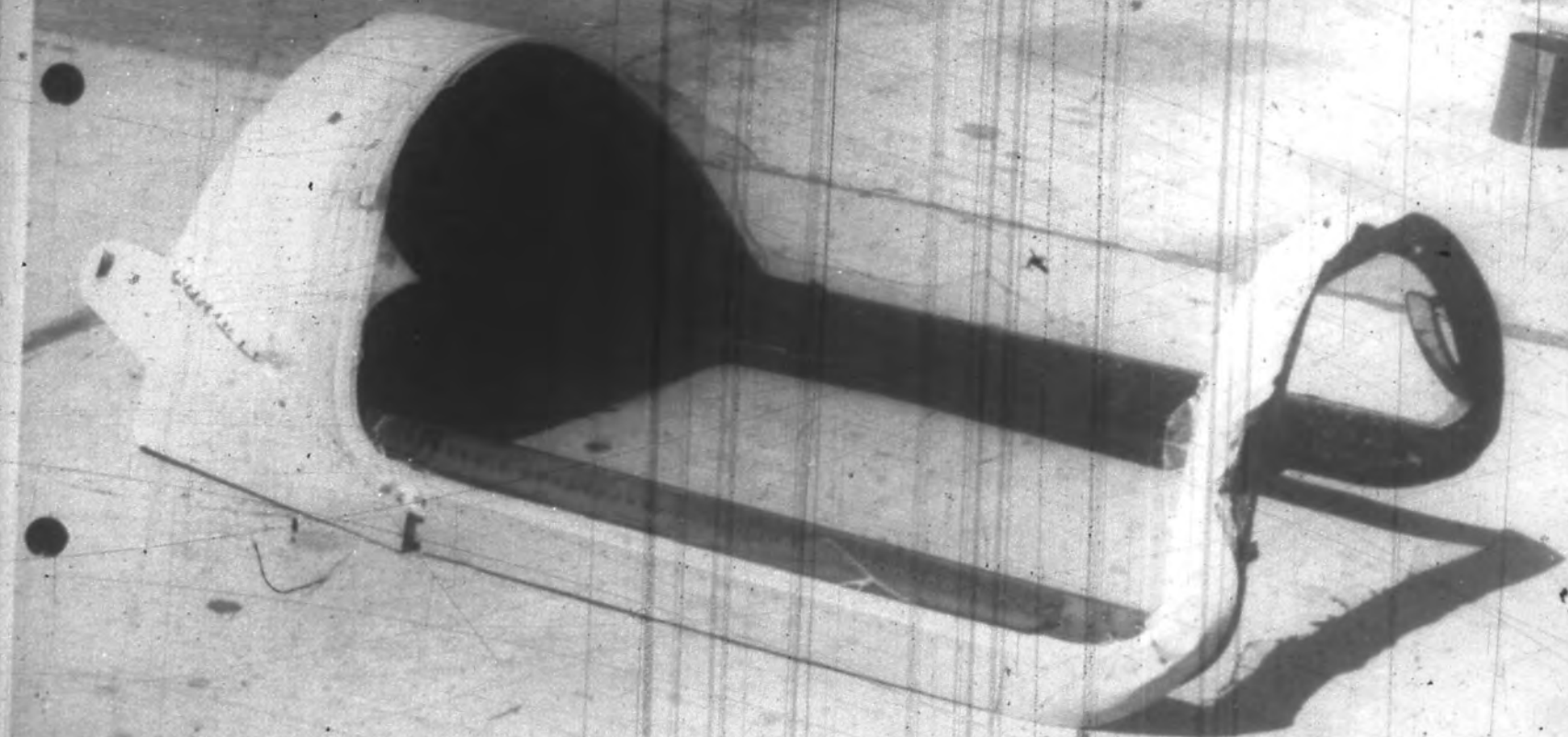
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with Part VII OPNAVINST 3750.6B"



"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"



"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"



#8

"Special Handling Required in Accordance
with Part VII OPMV-INST 3250.68"



#8

"Special Handling Required in Accordance
with Part VII OPNAVINST 3750.6B"

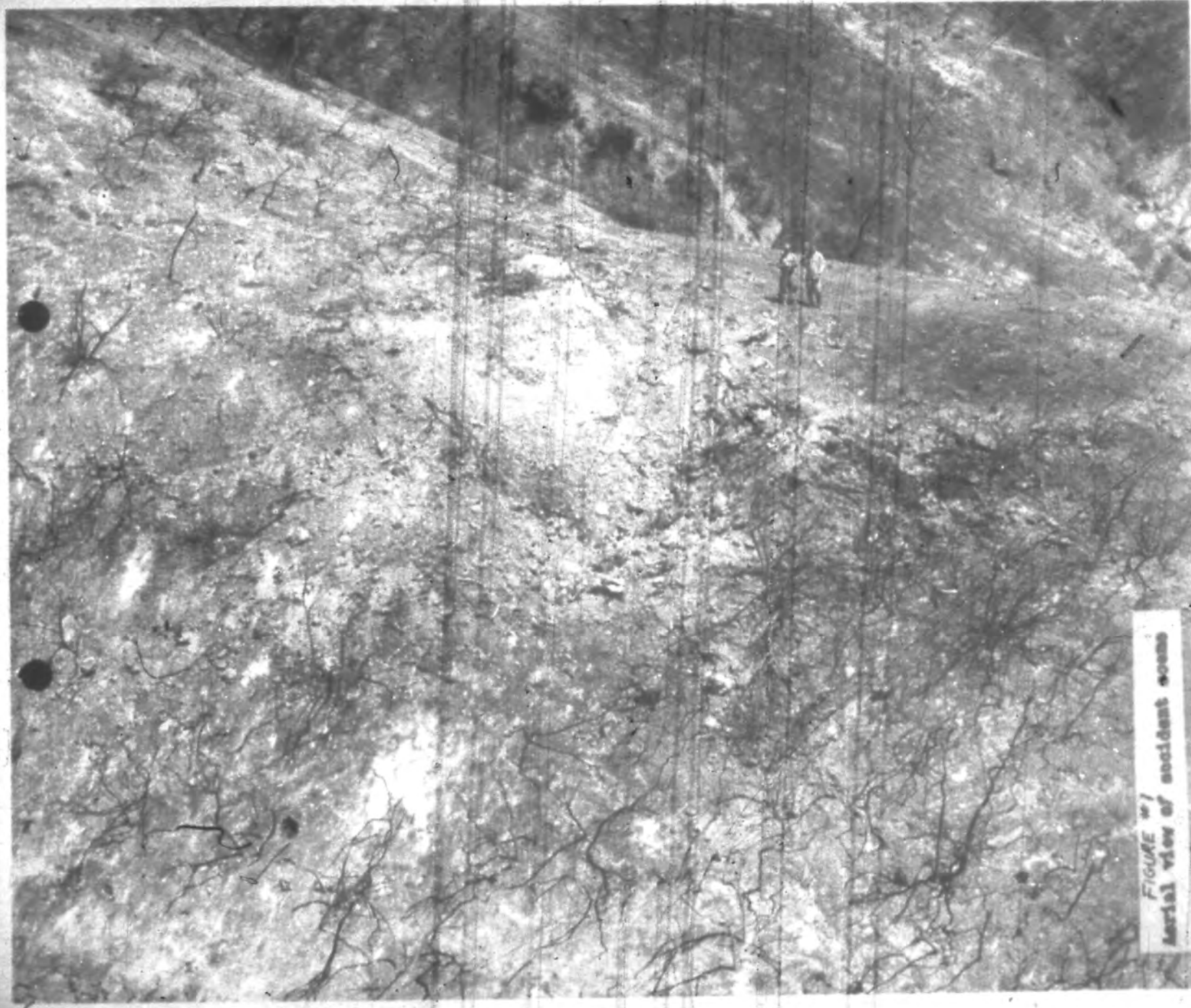


FIGURE #1
Aerial view of accident scene

500' (A) HARD T.N. N. 100' (DAM E. WITH T.M. 7' INST. 312' 6" TO VME-174 149 1-54

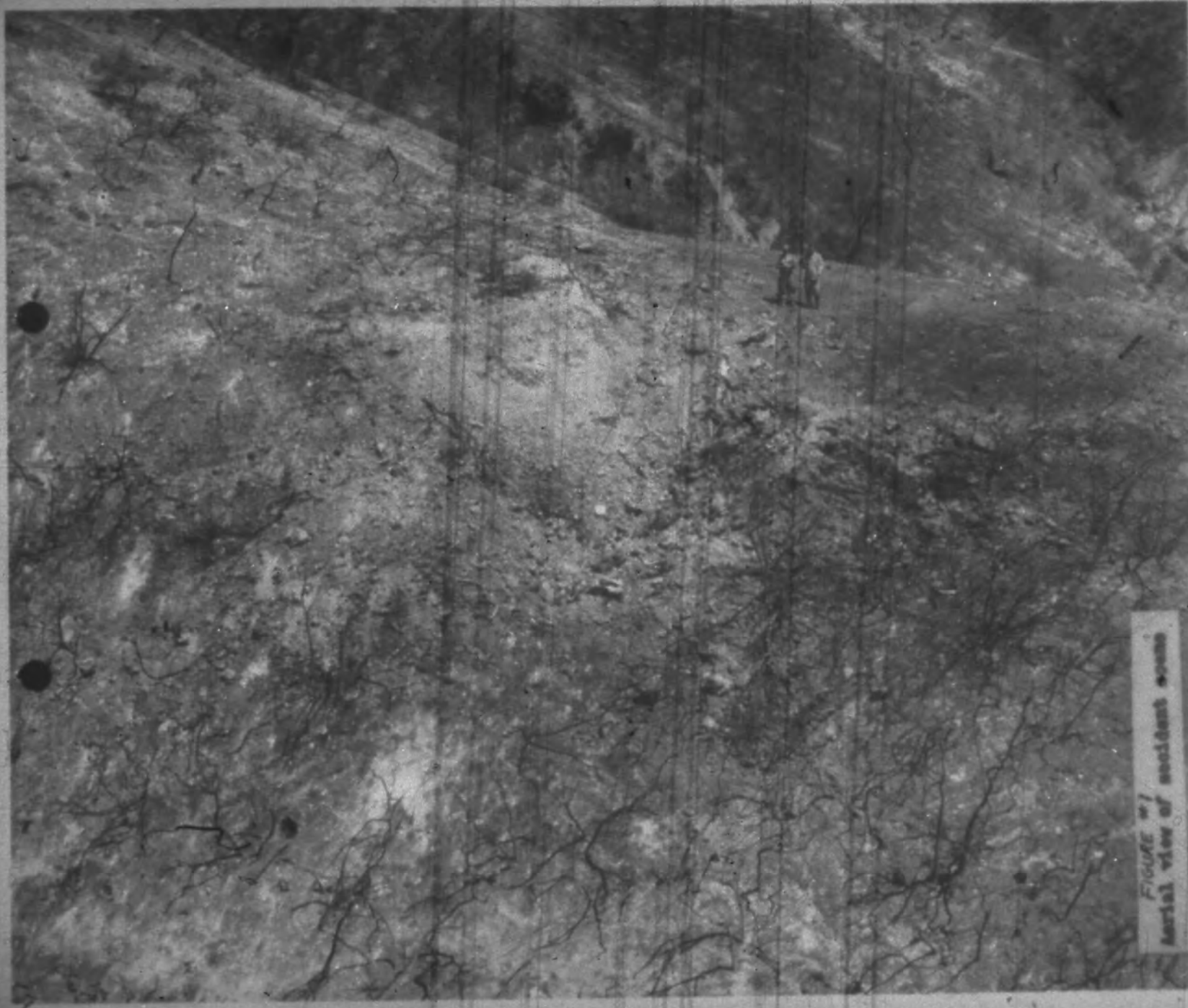


FIGURE #1
Aerial view of accident scene

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INST 1750.60 ENCLOSURE (7) TO OMF-334 APR 1-58

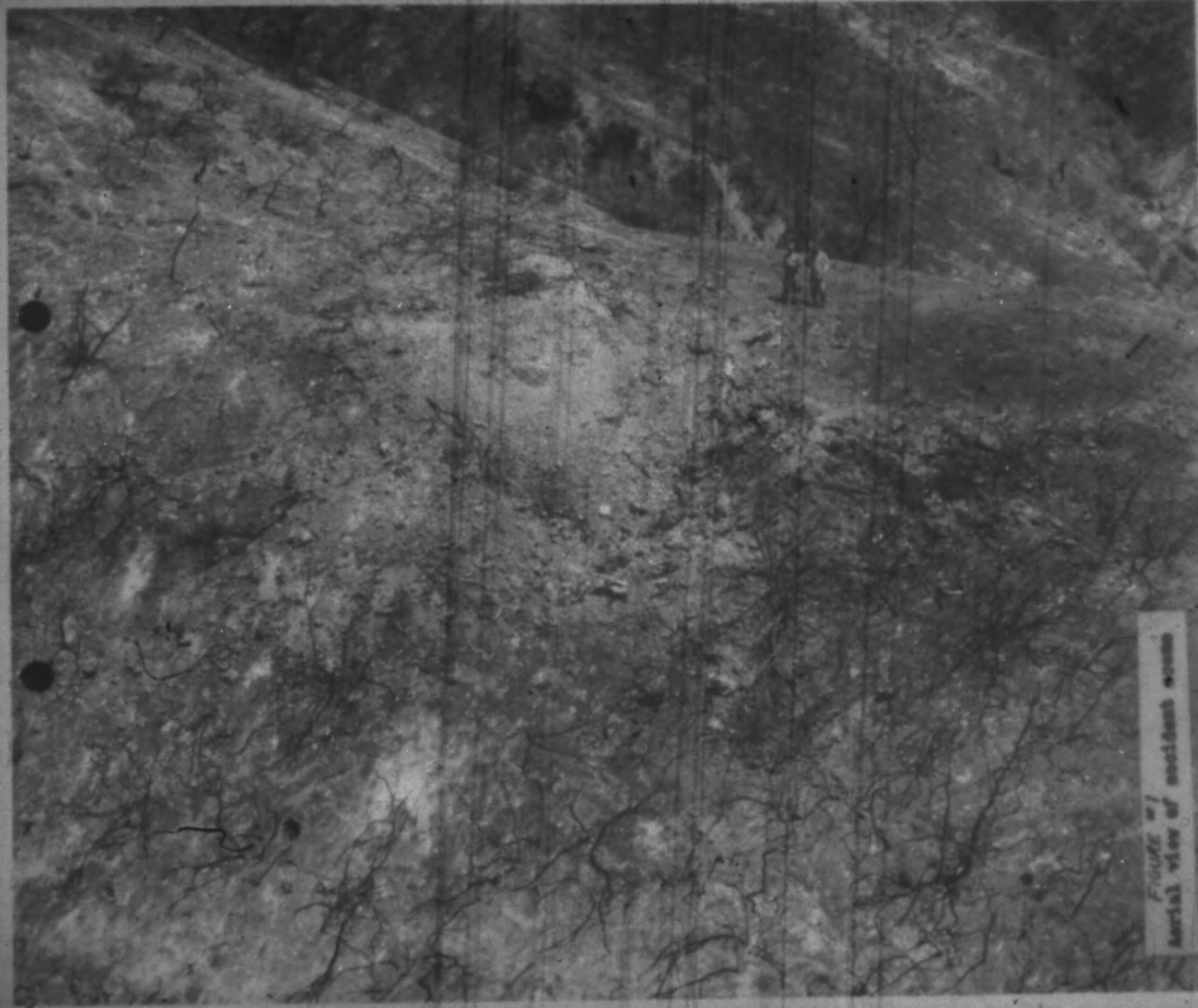


FIGURE #1
Aerial view of accident scene

SPECIAL HANDLING IN ACCORDANCE WITH OPMAY INSTN 3752.60 ENCLOSURE (7) TO WMP-334 AWP 2-58

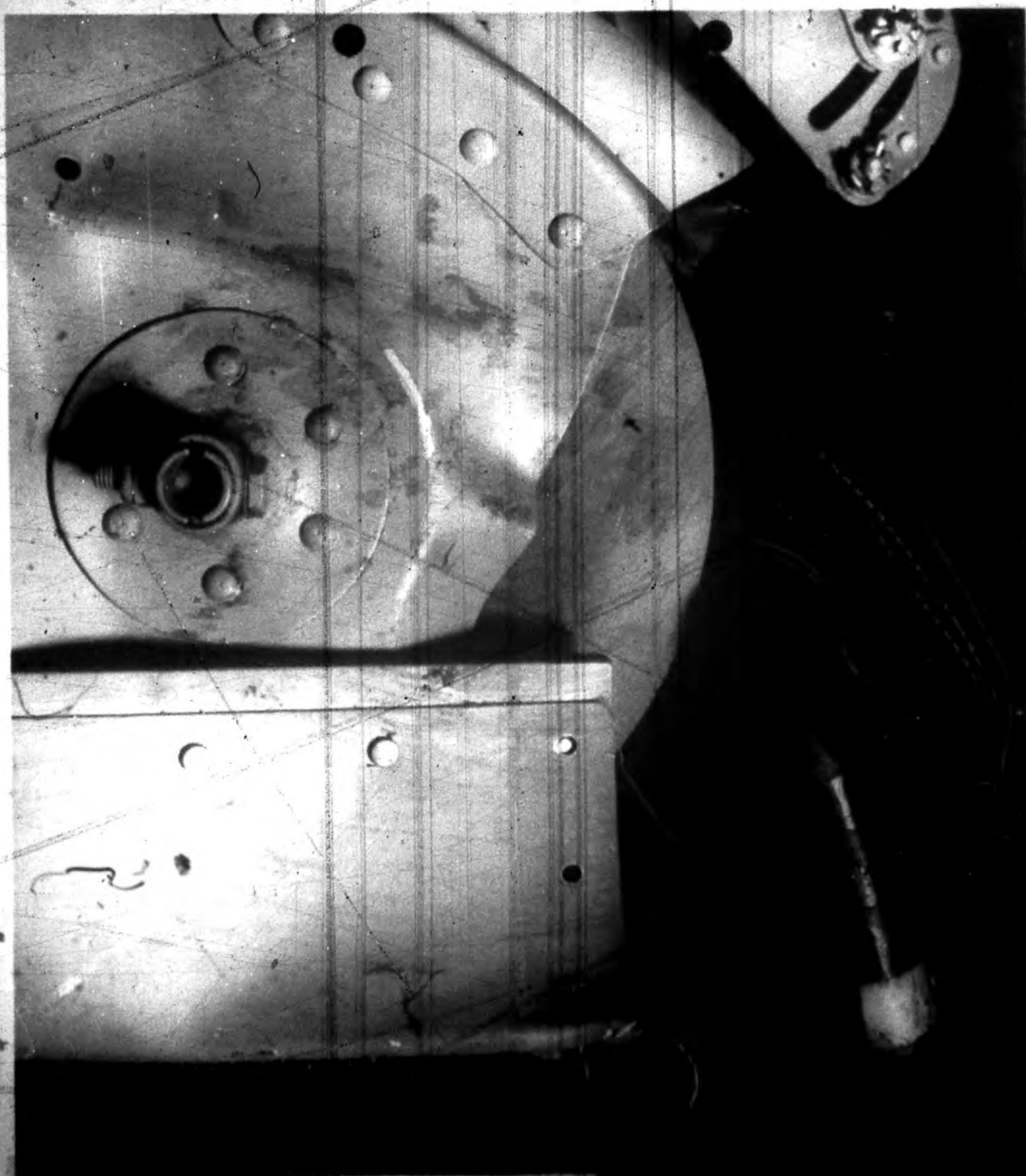


FIGURE 2
Head rest showing elongated rivet holes
where face curtain housing is mounted (right side)

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INSTN 3750.6c ENCLOSURE (7) TO WWP-336 AAR 1-58



FIGURE #3

Head rest showing elongated rivet holes
where face curtain housing is mounted (left side)

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INSTRN 3750.6c ENCLOSURE (7) TO VWP-334 AAR 1-58

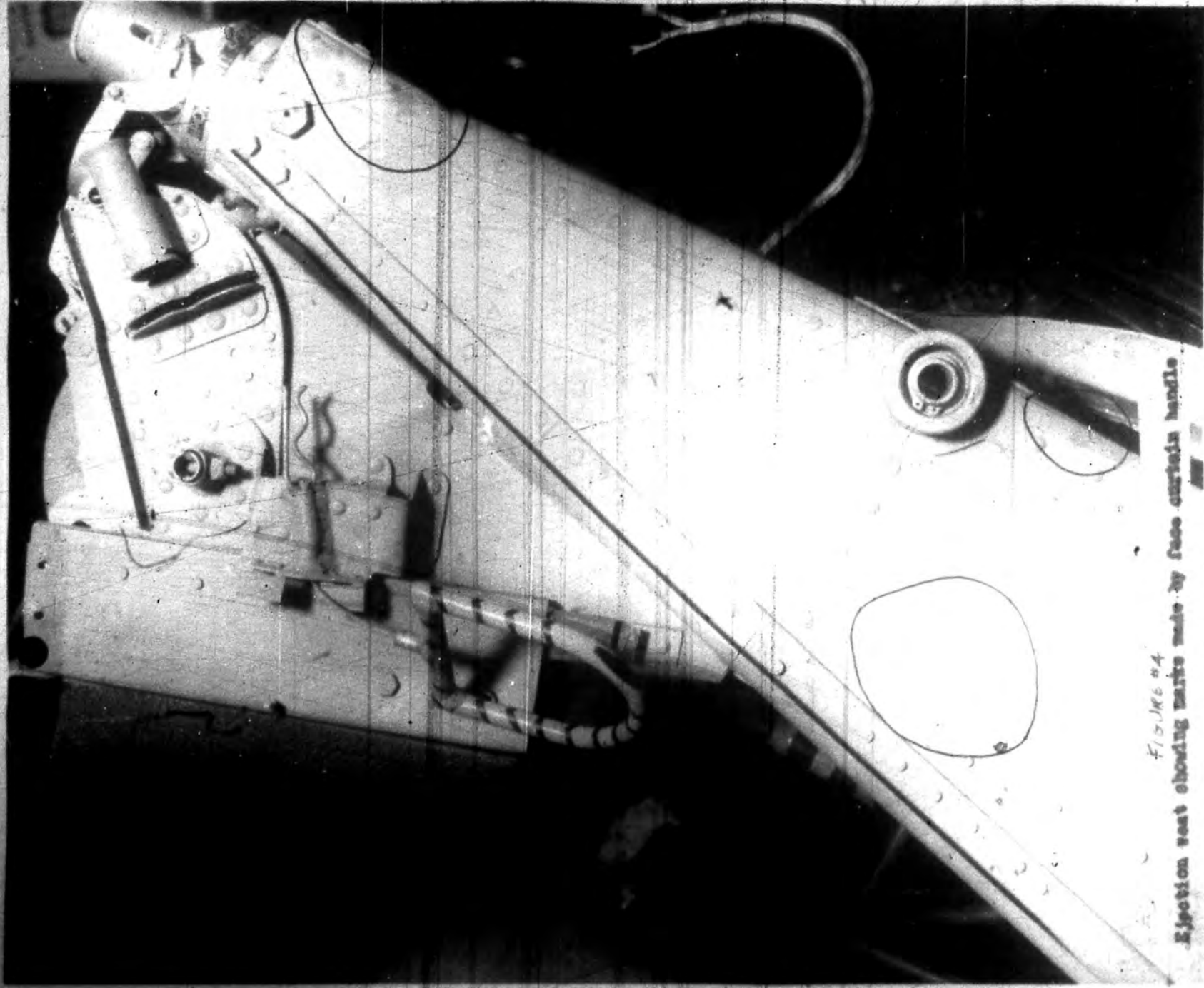


FIGURE #4
Ejection seat showing marks made by face curtain handle

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INSTRN 3750.6C ENCLOSURE (7) TO VAP-334 AAR 1-58



Figure #5
Canopy showing undamaged U channel

SPECIAL HANDLING IN ACCORDANCE WITH OPMAT INSTRN 3750.6c ENCLOSURE (7) TO VWP-334 A18 1-58

FIGURE #6
Section sent

85-1447 TEL-AMA DA (4) BML-1 JMA





FIGURE #7
Emergency canopy actuator CYLINDER

SPECIAL HANDLING IN ACCORDANCE WITH DPMSC SYSTEM 3750.6a ENCLOSURE (7) TO VNF-334 AAW 1-58

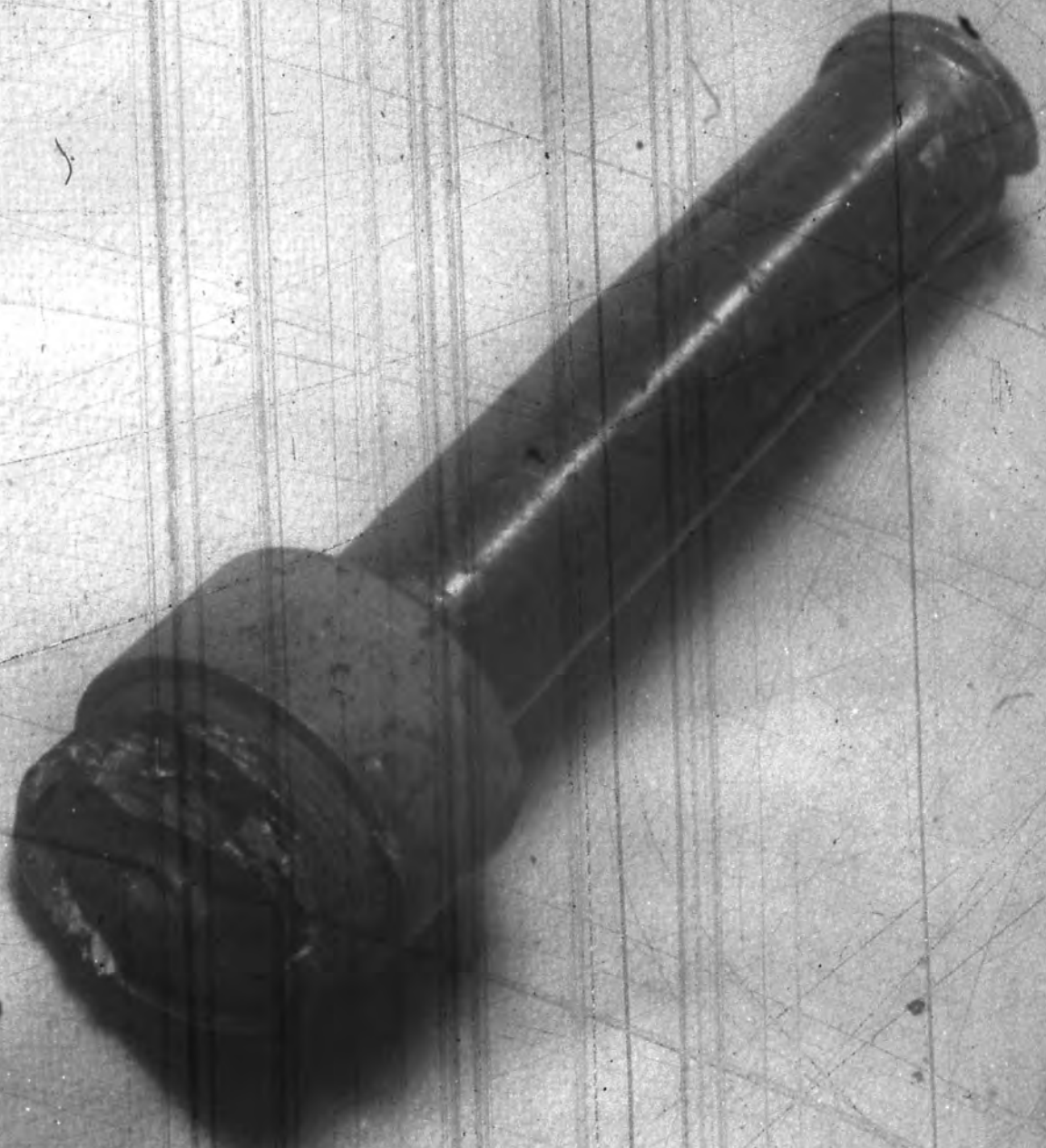


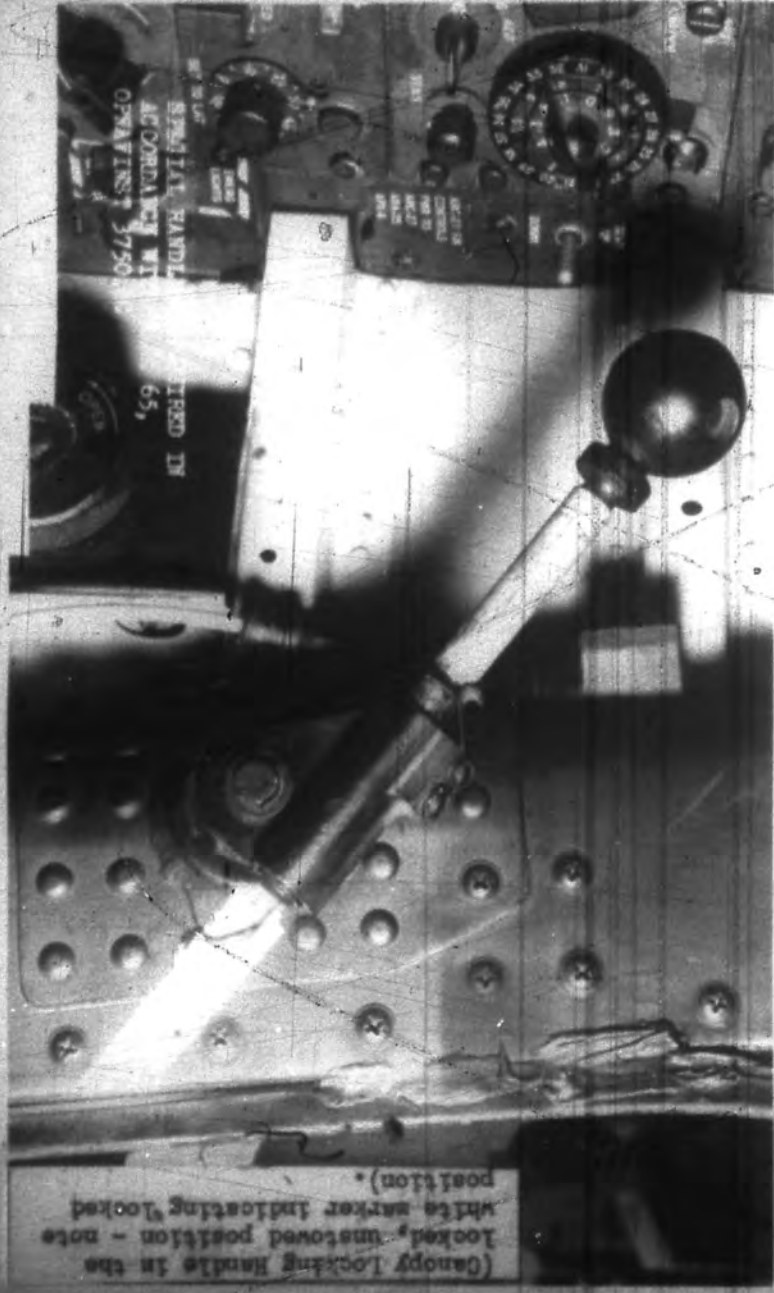
FIGURE 8
Emergency canopy actuator CYLINDER.

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INSTR. 3740.6, ENCLOSURE (2) TO VMP-114 11R 2-68

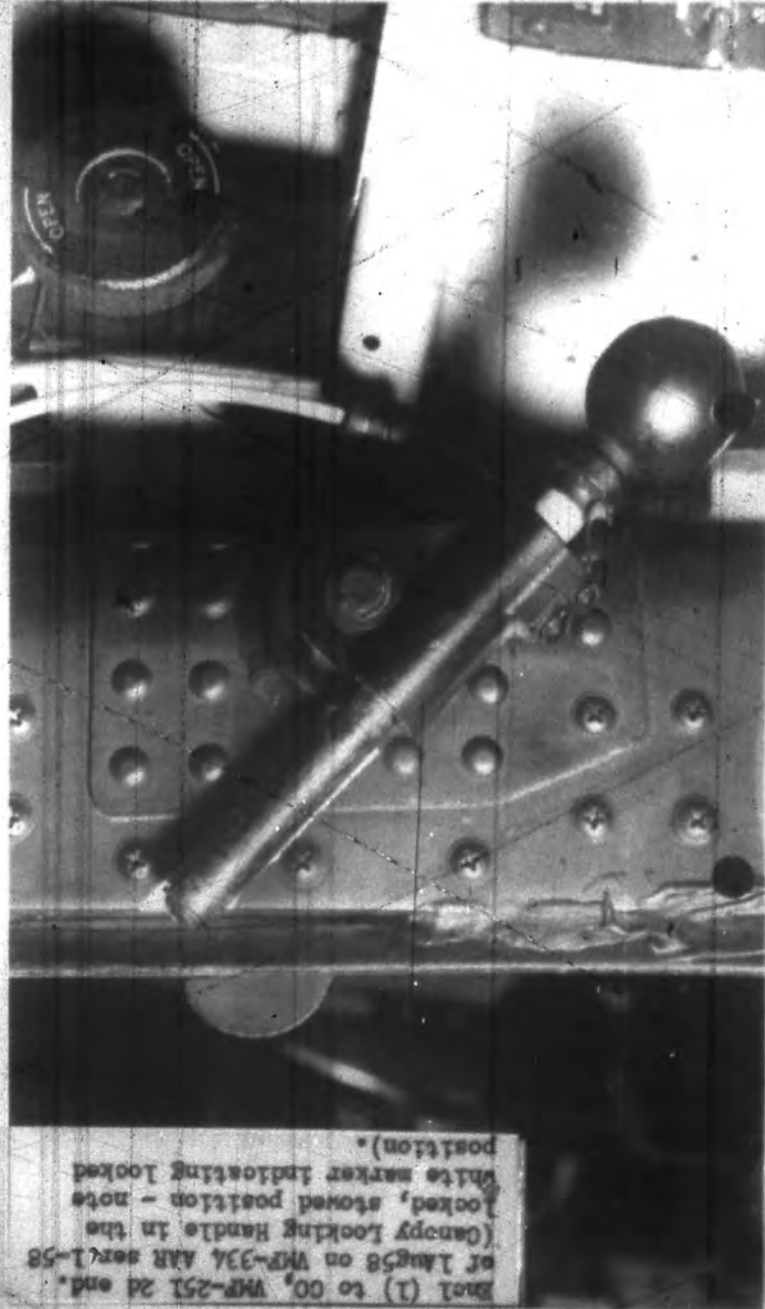


FIGURE #9
Emergency canopy actuator CYLINDER

SPECIAL HANDLING IN ACCORDANCE WITH OPNAV INSTRN 3740.6c ENCLOSURE (X) TO VMP-334 AAR 1-58



(Canopy Locking Handle in the locked, unstowed position - note white marker indicating 'locked position').



Encl (1) to OO, WAF-251 2d and. of Lang 58 on WAF-334 AAR ser 1-58 (Canopy Locking Handle in the locked, stowed position - note white marker indicating 'locked position').