

SECTION A

A1	A2 COPY DISTRIBUTION
TO: COMMANDER NAVAL SAFETY CENTER	
FROM: Aircraft Mishap Board Helicopter Anti-Submarine Squadron FOUR	2 CC NAVSAFEEN DIRECT 1 CC NAVAIRSYSCOM DIRECT
VIA:	

A3 NARRATIVE DESCRIPTION OF ACCIDENT (GIVE A DETAILED HISTORY OF FLIGHT, OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE ACCIDENT AS APPLICABLE). CONTINUE ON SEPARATE SHEET IF MORE SPACE IS NEEDED.

At 04 1900T JUN 75 NE740 departed NALF Imperial Beach enroute to Halo Offshore Training Area to conduct scheduled 3.0 hr. basic night ASW sonar training flight. NE740 reported established in assigned area at 1920T and commenced coupler operations with four approaches to sonar hover and four night/low visibility and windline rescue patterns with hover trim practice until after dark. Sunset was 1953T. NE740 then conducted four additional approaches to sonar hovers while practicing dip-to-dip navigation with pilots alternating approaches and coupler functioning normally. NE740 made all required half-hourly position/ops normal reports to NALF Imperial Beach tower with last report made at 2125T. At approximately 2133 with

b(5) 5 words

[redacted] aircraft was in sonar hover with cyclic coupler switch in cable angle, altitude coupler switch in VA and dome depth 100 ft.

b(5) 12 words

[redacted]

b(5) 5 lines

b(5) 2 words

[redacted] hover became unstable. Sonar cable angle controls were unable to reduce drag of dome.

b(5) 8 words

b(5) 5 words

[redacted] Aircraft appeared to correct momentarily as dome depth increased. Aircraft then commenced to back down more rapidly.

b(5) 4 lines

[redacted]

b(5) 5 words

aircraft descent to 30 ft. on RAD ALT [redacted]

b(5) 1 word

[redacted] calling "30 ft" on ICS. Aircraft altitude momentarily corrected to 40 ft. Aircraft then descended rapidly to the water in rearward flight.

b(5) 4 lines

[redacted]

AIRCRAFT ACCIDENT REPORT
OPNAV 3750/1 (Rev. 10-70) Page 1-a

b(5) 3 lines

[REDACTED]

b(5) 9 words

aircraft impacted water [REDACTED]

b(5) 3 lines

[REDACTED]

[REDACTED] Pilot received serious injuries during crash and means of successful egression unknown. Copilot

b(5) 1 line

[REDACTED]

b(5) 8 words

[REDACTED] egress [REDACTED]

b(5) 7 words

Second crewman [REDACTED] egressed [REDACTED]

b(5) 7 words

First crewman [REDACTED] egressed [REDACTED]

b(5) 9 words

[REDACTED] egressed [REDACTED]

b(5) 1 line

[REDACTED] All four

b(5) 8 words

survivors were rescued by Coast Guard HH-3F aircraft at 2338F and transported to Naval Hospital, San Diego. Both crewmen were released from the hospital later that evening and the copilot was released on 8 June 1975. Due to the critical nature of his injuries, the pilot was never available for interview by the AMB and he died 28 June 1975.

44 W/C NO.	45 MODEL A/C	46 REPORTING CUSTODIAN	<input type="checkbox"/> ENBARKED <input checked="" type="checkbox"/> DISBARKED		SHIP NAME, ICB, CA.
152711	SH-3D	UNIT HS-4			NALE, IB, CA.
47 SER NO. A/C	48 ACFT CLASS	49 ACFT DATE	50 TIME (Local)	51	STATION
HS-4 1-75A	<input checked="" type="checkbox"/> MAJOR <input type="checkbox"/> MINOR	4 JUN 75	2135T		DAWN DAY <input checked="" type="checkbox"/> NIGHT UNKNOWN
43 ACCIDENT LOCATION			44 LATITUDE	45 LONGITUDE	
252 DEG 17 NM NRS TACAN			32° 28' N	117° 26' W	

22 Oct 1968 in Illinois

SECTION B - PILOT/FLIGHT CREW DUTY ASSIGNMENT
(Complete a separate Section B for each aircraft involved)

61 PILOT IN COMMAND/FLY. NO. (Last, First & Middle)	62 RANK	63 SER. NO.	64 CAUSE FACTOR	65 AGE
ROLEK, LEO STANLEY	LT	USN 760973/1310		26
67 SEAT POSITION AT TIME OF ACCIDENT (Check applicable items)				
FRONT	REAR	LEFT	RIGHT	OTHER (Specify)
X			X	
AT CONTROLS				
68 PILOT/COPILOT (Last, First & Middle)			69 RANK	70 SER. NO.
NEVILLE, CHARLES DEMPSEY			LTJG	USNR (173125)/1310
67 SEAT POSITION AT TIME OF ACCIDENT (Check applicable items)				
FRONT	REAR	LEFT	RIGHT	OTHER (Specify)
X		X		
SENSOR OPERATOR				
68 PILOT/COPILOT (Last, First & Middle)				
TURNER, BRADY WAYNE				
69 RANK			70 SER. NO.	71 CAUSE FACTOR
AWH3			USN	788
67 SEAT POSITION AT TIME OF ACCIDENT (Check applicable items)				
FRONT	REAR	LEFT	RIGHT	OTHER (Specify)
	X	X		
SENSOR OPERATOR				

See reverse for fourth crewmember data

SECTION C - FLYING EXPERIENCE

C1 ASSIGNED DUTY ON FLIGHT SCHEDULE OR YELLOW SHEET (Last Name)	PILOT IN COMMAND				CHECKED OTHER		OTHER		OTHER	
	ROLEK	NEVILLE	TURNER	CASSIDY						
C2 TOTAL FLYING HOURS	683	391	468.5	393.3						
C3 TOTAL TIME ALL SERIES THIS MODEL	481	174	468.5	393.3						
C4 TOTAL TIME ALL SERIES THIS MODEL LAST 90 DAYS	54	27	108.7	107.1						
C5 TOTAL NIGHT TIME ALL SERIES THIS MODEL LAST 90 DAYS	12.7	7.5	6.3	1.9						
C6 TOTAL SHIPBOARD HELO LANDINGS	33	21	6	0	NA	NA	NA	NA		
C7 TOTAL CV LANDINGS THIS MODEL	NA	NA	NA	NA	NA	NA	NA	NA		
C8 TOTAL (Fixed Wing) CV LANDINGS LAST 90 DAYS	NA	NA	NA	NA	NA	NA	NA	NA		
C9 DATE OF LAST HATOPS CHECK	QUAL 29MAY75	QUAL 6DEC74	QUAL 9OCT74	QUAL 10DEC74						
C10 INSTRUMENT CARD TYPE/EXPIRATION DATE	STANDARD 31OCT75	STANDARD 29FEB76	NA	NA						
C11 YEARS DESIGNATED NAVAL AVIATOR/NFO	3 YRS	1 YR	NA	NA						
SYNTHETIC TRAINER SUMMARY - (Last 90 days)										
C12 EMERGENCY PROCEDURES TRNR										
C13 INST TRAINER										
C14 WST	3 HRS	8 HRS								
C15 OTHER										

FOURTH CREWMEMBER DATA

B17 CASSIDY, PETER CHARLES
B18 AWH3
B19 USN
B20 [REDACTED] 7881 b(6) 1 word
B21 [REDACTED] b(5) 1 word
B22 21
B23 REAR RIGHT SENSOR OPERATOR
B24 HS-4

SECTION D - CAUSE FACTORS
(Fill in in number sequence ALL applicable cause factors) b(5) 2 columns

PILOT	b(5) 2 columns		DESIGN	b(5) 2 columns	
	KNOWN	PROBABLE		KNOWN	PROBABLE
PILOT IN COMMAND			AIRCRAFT		
COPILOT					
OTHER PILOTS					
CREW MEMBERS (Other than pilots, specify)					
SUPERVISORY PERSONNEL (Specify)					
MAINTENANCE PERSONNEL (Type and orgn. level)					
OTHER PERSONNEL					
		UNDETERMINED			

SECTION E - ENVIRONMENTAL CONDITIONS

E1 SKY CONDITION OVERCAST	E2 VISIBILITY 7 MILES	E3 RELATIVE WIND DIR & VEL TO LANDING/TAKOFF LINE 280/4	E4 TEMP 60° RUNWAY	E5 DEW PT 52		
E6 OTHER CONDITIONS SEA WATER TEMP. 60°		E7 FILED (Check applicable item)				
		STR	WTR ON TOP	IFR	LOCAL	OTHER
					XX	
E8 FLIGHT REFERENCE AT TIME OF ACCIDENT (Check applicable item)			E9 FLIGHT DURATION		E10 FLIGHT PURPOSE CODE	
CONTACT	INST ACT	DEPT DIR	UNKN	HRS	MIN	1A1
	X			2	35	
E11 DENSITY ALT	E12 CLEARED ALT AGL	E13 ALT ABOVE TERRAIN STRIPPED SEQUENCE BEGAN		E14 ALT AGL IMPACT #		
+ 300 FT	1200 FT	400 AGL		SL		
E15 HIGHEST ALT FLOW AGL		E16 SIDE FLOW HIGHEST ALT				
500 FT		<input type="checkbox"/> UNKNOWN 0 HRS		15 MINS <input type="checkbox"/> UNKNOWN		
FIRE AND EXPLOSION DATA						
E17 FIRE						
GROUND FIRE OCCURRED AS RESULT OF GROUND IMPACT						
<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> IN FLIGHT	<input type="checkbox"/> GROUND	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> NA	
E18 EXPLOSION						
GROUND EXPLOSION OCCURRED AS RESULT OF GROUND IMPACT						
<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> IN FLIGHT	<input type="checkbox"/> GROUND	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> NA	

SECTION F - FACILITIES
(Items F1 through F8 for shore activities only)

F1 FIELD ELEVATION	F2 RUNWAY HEADING	F2A OBTUSE RUNWAY	F3 RUNWAY LENGTH	F4 OVERRUN LENGTH
F5 RUNWAY COMPOSITION/CONDITION		F6 OVERRUN COMPOSITION/CONDITION		

NOT APPLICABLE

TRAVELED AFTER TOUCHDOWN	AIRCRAFT LEFT RUNWAY	LIGHTING IN USE			OPTICAL GLIDESLOPE DEVICES USED		
F7 DISTANCE	F8 POINT	F9 APPROACH	F10 CARRIER FLOOD	F11 TYPE/NO	YES	NO	SETTINGS

F12 INSTRUMENT APPROACH/DEPARTURE

F13A ARRESTING EQUIPMENT ENGAGED/STRUCK	MODEL/NO	ENGAGE SPEED	APPROACH SPEED	A/C WEIGHT	QUALITY USED	NOTE NO.
	FEET OFF CENTER	FEET RUN OUT	AW STRIKE	RESETTING	LOCATION WIRE NO.	
F13B ARRESTING EQUIPMENT ENGAGED/STRUCK BARRICADE/BARRIER	MODEL/NO	ENGAGE SPEED	APPROACH SPEED	A/C WEIGHT	QUALITY USED	NOTE NO.
	FEET OFF CENTER	FEET RUN OUT	AW STRIKE	RESETTING	LOCATION WIRE NO.	
F14 CATAPULT EQUIPMENT UTILIZED	MODEL/NO	PRESS/CSL SETTING	A/C WEIGHT	END SPEED	CATAPULT NO.	
	HOLD BACK/TENSION BAR	SHIELD POSITION	SHIELD ARMATURE	RELEASED	NOTE NO.	

NOTES

ACCIDENT OCCURRED AT SEA -

[Redacted]

b(5) 4 words

SECTION G - DAMAGE
(Complete a separate Section G for each aircraft involved)

01 PROPERTY DAMAGE COST 0	02 PRIVATE COST 0	03 GOVERNMENT COST 0
04 AIRCRAFT DAMAGE <input checked="" type="checkbox"/> DESTROYED <input type="checkbox"/> MINOR <input type="checkbox"/> LIMITED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> NONE		
05 A/C BEYOND ECON REPAIR <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	06 DIR MARKINGS TO REPAIR	07 A/C EST REPAIR COST NA
08 FINAL A/C RESTING POINT IF NOT RECOVERED 32 ° 28 N LATITUDE 117 ° 26 W LONGITUDE		09 A/C MODEL AND BUREAU NO. SH-3D 152711

10 DESCRIPTION (Describe briefly extent of aircraft and property damage incurred)

Aircraft impacted water in rearward flight from hover at 40 feet.

The aircraft then sank in approximately 800 fathoms of water.

SECTION H - MAINTENANCE AND MATERIAL DATA

H-1 ACCIDENT HISTORY

1. DATE	2. FLT. HRS.	3. NUMBER	4. MONTHS	5. FLT. HRS.	6. TYPE	7. FLT. HRS.	8. DATE
4MAR67	3245.2	4	5	183.6	PHASE D	44.1	5-15-75

H-2 ENGINE HISTORY

1. MODEL	2. SERIAL NO.	3. FLIGHT HRS	4. NO.	5. YES	5. NO	6. FLT. HRS	7. TYPE	8. FLT. HRS.	9. DATE
T58GE-10	281001	1326	0		X	1326	CALENDAR	200.6	9-11-74
T58GE-10	281065	1151	1		X	1151	CALENDAR	182.1	12-17-74

H-3 COMPONENT HISTORY

1. NOMENCLATURE	2. CODE	3. PART NO.	4. TOE. HRS	5. NO.	6. HOURS	7. ACTIVITY	8. YES	8. NO
NOT APPLICABLE								

H-4 JET ENGINE FLAMEOUT-FAILURES (Include intentional securing to prevent engine damage)

1. ENG. NO.	2. ALT.	3. FWD	4. AWD	5. 20"	6. WHATEVER 20" TIME OF FLAMEOUT	7. FUEL FLOW	8. ATTITUDE
NOT APPLICABLE							
9. D. FORCES	10. SIGHT	11. ACCOMPLISHED		12. ALT	13. 20"	14. FUEL CONTROL	15. ATTITUDE
<input type="checkbox"/> ATTEMPTED		<input type="checkbox"/> ACCOMPLISHED		<input type="checkbox"/> PRIMARY		<input type="checkbox"/> MANUAL	
16. NO. SIGHT ATTEMPT		17. INTENTIONAL SECURE		18. ENGINE STOPPED			
		<input type="checkbox"/> YES <input type="checkbox"/> NO					
19. CAUSE OF SYMPTOM							

RECIPROCATING ENGINE FAILURE

19. ENG. NO.	20. ALT.	21. HRS	22. RPT. TIME	23. RPM	24. 20"	25. FUEL FLOW	26. FUEL FLOW
27. OIL PRESSURE		28. INTENTIONAL SECURE		29. ENGINE STOPPED			
		<input type="checkbox"/> YES <input type="checkbox"/> NO					
30. CAUSE OF SYMPTOM							