

Morgan Jr., John B.
Dates in the 57th - 1967
CW2 – Pilot
Birth Date: October 21st 1944
City, ST UNKNOWN
Died After Tour Date: May 24th 1998
Blyth, CA



<https://directory.vhpa.org/details.php?m=Bwn%2By0I%2F67t5q1TnDnz1K3oWlBoYAKJLcOziSnm6bDtf%2BYd9TfY18KR2xODxuexrN6viU5AXTmR%2FbVznkXJpxw%3D%3D>

John B. Morgan Jr
Military rank: CW2

Status: DAT - 24 May 1998

There is more information about this person on the [VHPA web site](#).

Flight Class(es):
66-11

Call Sign(s):
BIKINI 14
GLADIATOR

Unit(s):

4 AVN 4 INF (67)

170 AHC (67)

57 AHC (67)

4 AVN 4 INF (69)

Branch of Service:

AR

<https://www.vhpa.org/DAT/datM/D00065.HTM>

MORGAN JOHN B

CW2 John B. Morgan was a VHPA member who died after his tour in Vietnam on 05/24/1998 at the age of 53.6 from A/C accident Hillsboro, OR

Flight Class 66-11

Date of Birth 10/21/1944

Served in the U.S. Army

Served in Vietnam with 4 AVN 4 INF in 67, 170 AHC in 67, 57 AHC in 67, 4 AVN 4 INF in 69

Call signs in Vietnam BIKINI 14, GLADIATOR

This information was provided by Ray Pollok

More detail on this person: One of the VHPA's founding members and attended most of the reunions with his family. His foresight and willingness to travel great distances to be with his friends and loved ones helped make the VHPA the outstanding organization it is today.

He was killed while flying a factory built RV-8 as a factory demo pilot for Van's Aircraft when the left wing separated in flight over Blythe, CA. John was a tech rep with Vann's, and had volunteered to show the aircraft to a potential buyer while his wife sat with her comatose mother.

John's widow, Sally, came to the reunion with her family this year for the first time since John's death. I gave her a copy of my postings and the responses to those postings. She has pointed out some inaccuracies in the preliminary info I was working with. In addition, her son and son-in-law, both pilots, had info disputing the NTSB closeout on the accident. The following info doesn't change our loss, but out of respect to the family, I offer the corrected and additional info:

The idea to travel from Oregon to Blythe was John's. John had voiced his feelings about Pentecost, and urged his wife to stay with her comatose mother for the final days.

The aircraft being flown was not John's personally owned Vann, but a new model just released by Vann. No aerobatics were being conducted. John did not know the potential customer's aviation background, and was not given to scaring passengers.

John's son-in-law, a duster inbound to pick up a load, had passed John inbound to the airport 30 seconds prior to the breakup. They both acknowledged the other by flashing their LLs. Two ground witnesses both reported that the aircraft pitched violently upward after 8-10 seconds of straight and level flight, immediately losing a wing and then spiraling in. The NTSB final cause was determined to be the exceeding of the aircraft's flight envelope by the PIC.

The electric trim was found to be in the full forward position prior to impact. The trim clevis had failed. The clevis was noted to have been machined after original manufacture to provide additional throat clearance in that particular model, and had fractured at that point. No combination of weight and balance requires the use of full trim, fore or aft, on this aircraft. The family believes that the accident was triggered by a runaway trim situation. Considerable back pressure would be required to maintain level flight. Unexpected clevis failure COULD have resulted in a full rearward stick movement, with the resultant over stressing of the airframe.

The NTSB repeated delayed releasing the findings, only doing so on the day another Vann's fatality occurred. "Clearing the deck?"

Finally, John's son was scheduled to enter Naval flight training when John was killed. At the reunion, Matthew showed his gun camera footage from Afganistan. John would be proud of his son, now an F-14 Tomcat driver who has already seen combat.

Thanks for letting me take this bandwidth. Dead pilots should bear full responsibility only when the evidence justifies it.

From: "Terry Langille"

This information was last updated 05/18/2016

https://www.findagrave.com/memorial/122280086/john-b_-morgan

John B. Morgan, Jr

BIRTH	21 Oct 1944
DEATH	24 May 1998 (aged 53) Blythe, Riverside County, California, USA
BURIAL	<u>Palo Verde Cemetery</u> Blythe, Riverside County, California, USA
MEMORIAL ID	122280086 · <u>View Source</u>

CW2 John B. Morgan, Jr. was a VHPA member who died after his tour in Vietnam on 05/24/1998 at the age of 53 while flying a factory built RV-8 as a factory demo pilot for Van's Aircraft when the left wing separated in flight.

Hillsboro, OR

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Date of Birth 10/21/1944

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John's son-in-law, a duster inbound to pick up a load, had passed John inbound to the airport 30 seconds prior to the breakup. They both acknowledged the other by flashing their LLs.

2 ground witnesses both reported that the aircraft pitched violently upward after 8-10 seconds of straight and level flight, immediately losing a wing and then spiraling in.

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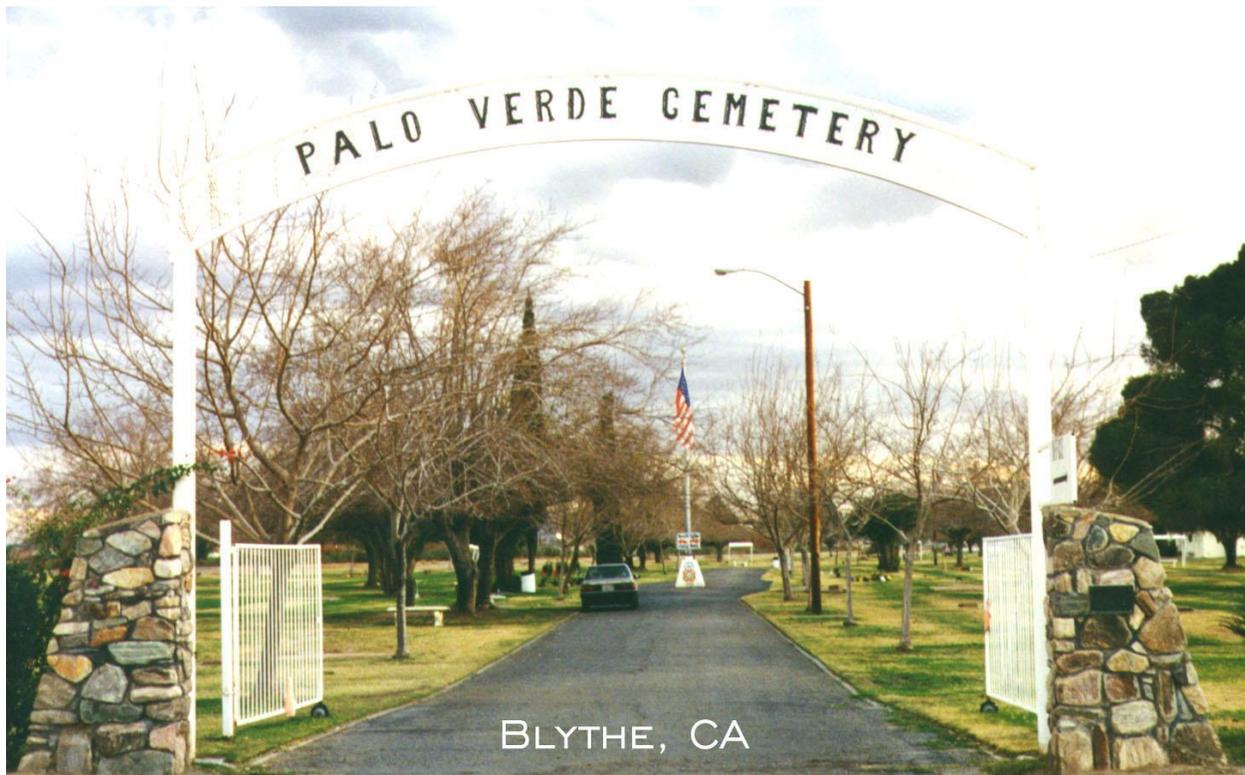
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From: "Terry Langille"

This information was last updated 07/16/2002

<https://www.findagrave.com/cemetery/8251/palo-verde-cemetery#view-photo=22095628>



https://www.findagrave.com/memorial/122280086/john-b_-morgan

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