3750
Ser 80/ 3574
19 JUN 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on VA-95 AAR ser 1-67A concerning A-4B BuNo 145037 accident occurring 10 April 1967, pilot LAMBERT

From: Commander Naval Air Force, U.S. Pacific Fleet
To: Commander, U.S. Naval Aviation Safety Center

Subj: VA-95 AAR ser 1-67A

(b) (5)

R. A. VOLPI
By direction

Copy to:
NAVAIRSYSCOMHQ
NAVAVNSAFECEN (2)
COMFAIRALAMEDA
CO ATKRON 95
CO NAAS FALLON
NAVPLANTREPO LBEACH

FF7-2/5800
Ser 011/ 2593
8 JUN 1967

FIRST ENDORSEMENT on CO, VA-95 ltr FF12/VA-95/FBO:jc 3750 ser 228 of 9 May 1967

From: Commander Fleet Air Alameda
To: Commander Naval Air Force, U. S. Pacific Fleet

Subj: VA-95 Aircraft Accident involving A4B BUNO 145037

1. Forwarded.

(b) (5)

R. P. COOGAN
CHIEF OF STAFF

Copy to:
CO, VA-95

ORIGINAL

FF7-2/3750
Ser 3018/259h
8 June 1967

THIRD ENDORSEMENT on VA-95 ser 1-67A concerning A4B BuNo. 145037 accident occurring 10 April 1967 pilot LAMBERT

From: Commander Fleet Air Alameda
To: Commander, Naval Aviation Safety Center
Via: Commander Naval Air Force, U. S. Pacific Fleet

Subj: ATTRON NINETY FIVE AAR 1-67A; forwarding of

Encl: (10) NAVAIREWORKFAC msg 212302Z APR 67 (copy of DIR completed on this AAR)

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FF7-2/3750

(b) (5)

[redacted]

R. P. COOMN
Chief of Staff

Copy to:
NAVAVNSAFECN (2)
NAVAIRSYSCOM HQ
NAVAIRSYSCOM DPLANT REPLBEACH
CO NAAS FALLON
CO ATKRON 95

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
OPNAVINST 3750.6 SERIES

K

FF7-2/3750
Ser 301B/ 2334

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 series

FIRST ENDORSEMENT on CO, VA-95 ltr undated

From: Commander Fleet Air Alameda
To: Commander, U. S. Naval Aviation Safety Center

Subj: Supplementary Accident Data concerning VA-95 AAR, A4B BUNO 145037
occurring 10 April 1967, pilot LAMBERT

(b) (5)

[redacted]

C

E. J. LAWRENCE
By direction

Copy to:
CO, VA-95

3750

FOR OFFICIAL USE ONLY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

From: Commanding Officer, Attack Squadron NINETY-FIVE

To: Commander, U S. Naval Aviation Safety Center
Via: Commander Fleet Air Alameda
Subj: Supplementary Accident Data concerning VA-95 AAR, A4B BUNO 145037 occurring 10 April 1967, Pilot LAMBERT

submission of

Ref: (a) NASC ltr ser: 50/B220 of 27 APR 1967

Encl: (1) Supplementary Accident Data Form for subject accident pages 1 through 5
(2) Reproduction of subject pilot's log covering month of accident and two (2) preceding calendar months
(3) ~~[illegible]~~
(4) ~~[illegible]~~

1. As requested by reference (a), the enclosures are forwarded.

2. It is requested that Commander Fleet Air Alameda fill in questions 9 and 13 of enclosure (1) and forward both enclosures (1) and (2) to U.S. Naval Aviation Safety Center.

F. E. O'CONNOR, JR.

FOR OFFICIAL USE ONLY

FOR OFFICIAL USE ONLY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SUPPLEMENTARY ACCIDENT DATA

In addition to answering the following questions, enclose a duplicate of the pilot's log covering the month in which the accident occurred as well as the preceding two calendar months.

1. Date of mishap: year 1967 month April day 10
2. Aircraft model A4B
3. Bureau Number of aircraft 145037
4. Reporting custodian VA-95
5. Pilot file number 584564
6. Branch of service: Marine ____ Navy XX
7. Readiness Attack Carrier Air Wing (RCVW) trained? Yes XX No ____

   If Yes, date completed 3/18/64

   RCVW Squadron VA-125
8. Percentage of training completed if in a formal training status N/A
9. Length of time (mo.) in present squadron 15 Months
10. Pilot currently qualified in following aircraft (model and series)

    A4B/C/E ____ ____ ____ ____

FOR OFFICIAL USE ONLY

11. a. Specify training time (hrs.) with reference to date of mishap as follows:

	WST		OFT		CPT		LINK
	This model	All other models	This model	All other models	This model	All other models	
Previous 12 months							
Previous 6 months							
Previous 3 months							
Previous 1 month							

Investigation by accident board revealed no record of OFT/WST time.

If training time in this model during previous three months was less than 3 hours in Weapons Systems Trainer (WST), Operational Flight Trainer (OFT), or Cockpit Training (CPT), indicate reason by checking appropriate spaces in part b.

b.

	WST	OFT	CPT	LINK
(1) Pilot deployed				
(2) Trainer not in area (station _____)				
(3) Down for maintenance				
(4) Not available due to trainer schedule				
(5) Lack of trainer personnel				
(6) Not available due to pilot's schedule				
(7) Other reasons (specify):				
_____				
_____				

12. If flight was a maintenance test flight, was pilot designated by Commanding Officer as qualified maintenance test pilot? Yes ___ No ___ N/A

13. Commanding Officer's rating of pilot's ability: Superior X

Average ___ Below Average ___

14. Length of time (mo.) Commanding Officer

a. Has been aboard 19

b. Has been in command of this squadron 10

15. Estimate of total time (hrs.) involved in accident investigation by:

a. Accident board members 200

b. Wreckage recovery and salvage 100

c. Supporting Personnel 150

16. Best estimate of operation and maintenance funds expended for investigation and salvage (e.g. civilian salaries, O&R cost, equipment rental, etc.) $ None

Attach itemized breakdown.

17. Did funding cause a delay in wreckage recovery? Yes ___ No XX

If Yes, how long? ___ (days)

18. Was equipment for wreckage recovery adequate? Yes XXX No ___

If No, list deficiencies. ___

MONTH: [illegible] YEAR: 1967

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME DUAL PILOT	SPECIAL CREW TIME	INSTRUMENT TIME ACTUAL	INSTRUMENT TIME SIM									
3	U 11A	149069	1R4	1.2	1.2					1.2				1	1	R	S	NLC-NGZ
8	TA4F	152681	1A0	0.7	0.7				.3					1	1	G	A	NGZ-NGZ VA-125
24	U 11A	149069	1R4	3.0	3.0				2.6					2	2	G	A	
TOTAL THIS PAGE				4.9														
BROUGHT FORWARD		2490.2																
TOTAL TO DATE		2495.1																
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		TOTALS, THIS FISCAL YEAR					TOTALS, THIS FISCAL YEAR									

CODES: A - AUTOMATIC
S - SIMULATED
G - GCA

CERTIFIED A CORRECT RECORD:

Pilot

Approved:

C. O. or authorized deputy

Pilot-time report submitted through last (or _____) day of this month; noted by _____ (initials)

ENCL (2)

MONTH MARCH YEAR 1967

CODES: A—actual S—simulated G—GCA R—radio range C—CCA F—ADF I—ILS J—jet X—Catapult

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME DUAL PILOT	SPECIAL CREW TIME	INSTRUMENT TIME DAY INST. TIME	INSTRUMENT TIME DAY A/S	INSTRUMENT TIME NIGHT INST. TIME	INSTRUMENT TIME NIGHT A/S	NIGHT VFR TIME	LANDINGS FCL	LANDINGS OTHER LAND OR SEA	LANDINGS CARRIER	CATAPULT	STD INST. APPR. COMPLETED NO.	TYPE	A/S	REMARKS
8	A4C	147723	3J	1.3	1.3				.3	A			1.3			1		1 1	JT G	A A	NGZ-NLC VA-446
9	A4E	152059	3J	1.3	1.3								1.3			1					NLC-NGZ VA-125
10	A4E	149998	1L	1.6	1.6											1					NGZ NAS ALA
21	A4E	149979	1L	1.2	1.2											1					NGZ NAS ALA
24	A4E	149959	1L	1.2	1.2											1					NGZ NAS ALA
28	A4E	149959	1J	1.6	1.6				.5	A			.6			1		1 3	JT G	A A	NGZ-NLC VA-153
29	A4E	151196	1A7	2.4	2.4				.3	A						1		1 1	R G	A A	NLC-NLC VA-164
29	A4E	150001	1A7	2.3	2.3											1					NLC NLC VA-164
29	A4E	150001	3A7	2.6	2.6				.3	A			2.3			1		1 1	R G	A A	NLC NLC VA 164
30	A4E	150001	1A7	1.5	1.5											1					NLC NFL VA 164
30	A4E	150001	1A7	1.8	1.8				.5	A						1		1 1	R G	A A	NFL-NLC VA-164
30	A4E	150001	3A7	2.3	2.3				1.6	A			2.3			1		1 1 1	JT R G	A A A	NLC-NLC VA-164
31	A4E	151196	1A7	2.0	2.0				.3	A						1					NLC NLC VA 164

TOTAL THIS PAGE

BROUGHT FORWARD

TOTAL TO DATE

*See page 2 for codes.

TOTAL ACCUM. PILOT TIME

TOTALS, THIS FISCAL YEAR

	A		A
	S		S
	A		A
	S		S
	A		A
	S		S

TOTALS, THIS FISCAL YEAR

Pilot-time report submitted through last (_____) day of this month; noted by _____ (initials)

Pilot

C. O. or authorized Senior

ENCL (2)

8

MONTH APRIL YEAR 1967

CODES: A—actual S—simulated Q—GCA R—radio range C—CCA F—ADF I—ILS J—jet X—Catapult

DAY	AIRCRAFT MODEL	AIRCRAFT SERIAL NUMBER	KIND OF FLIGHT CODE*	PILOT TIME TOTAL PILOT TIME	PILOT TIME FIRST PILOT	PILOT TIME CO-PILOT	PILOT TIME DUAL PILOT	SPECIAL CREW TIME	INSTRUMENT TIME DAY INST. TIME	INSTRUMENT TIME DAY A.S.	INSTRUMENT TIME NIGHT INST. TIME	INSTRUMENT TIME NIGHT A.S.	NIGHT VFR TIME	LANDINGS FCL	LANDINGS OTHER LAND OR SEA	LANDINGS CARRIER	CATAPULT	STD INST APPR COMPLETED NO.	STD INST APPR COMPLETED TYPE	STD INST APPR COMPLETED A.S.	REMARKS
4	U11A	149067	1R4 3R4	7.0	3.5	3.5			2.0				5.0			1					NORTH IS + RETURN

TOTAL THIS PAGE

BROUGHT FORWARD

TOTAL TO DATE

*See page 3 for codes. TOTAL ACCUM. PILOT TIME TOTALS, THIS FISCAL YEAR

	A		A
	S		S
	A		A
	S		S
	A		A
	S		S

TOTALS, THIS FISCAL YEAR

CERTIFIED A CORRECT RECORD:

Pilot

Approved:

C. O. or authorized deputy

Pilot-time report submitted through last (or _____) day of this month: noted by _____ (initials)

ENCL (2)

3

ORIGINAL

AO:CHH:gy
3750

11 MAY 1967

SECOND ENDORSEMENT on VA-95 ser AAR 1-67A concerning A4B BUNO 145037 accident occurring 10 April 1967 pilot LAMBERT

From: Commanding Officer, U. S. Naval Auxiliary Air Station, Fallon, Nevada
To: Commander, Naval Aviation Safety Center
Via: (1) Commander Fleet Air Alameda
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: ATKRON NINETY FIVE AAR 1-67A, forwarding of

[redacted] (b) (5)

F. H. BAXTER
Acting

Copy to:
NAVAVNSAFECN (2)
NAVAIRSYSCOM
COMNAVAIRPAC
NAVAIRSYSCOMDPLANTREPLBEACH
VA-95

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on VA-95 AAR 1-67A of 10 April 1967, A4B BUNO 145037,
Pilot: LAMBERT

From: Commanding Officer, Attack Squadron NINETY-FIVE
To: Commander Naval Aviation Safety Center
Via: (1) Commanding Officer, U.S. Naval Auxiliary Air Station, Fallon, Nevada
(2) Commander Fleet Air Alameda
(3) Commander Naval Air Force, U.S. Pacific Fleet

Subj: ATKRON NINE FIVE AAR 1-67A

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

F. E. O'CONNOR, JR.

Copy to:
CO, NASC (2)
COMNAVAIRPAC
COMFAIRALAMEDA
CO, NAAS FALLON
NAVAIRSYSCOMD
NAVAIRSYSCOMDPLANTREPLBEACH

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ATTACK SQUADRON NINETY-FIVE
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 93246

FF12/VA95/FBO:jc
3750
Ser: 228
9 MAY 1967

From: Commanding Officer, Attack Squadron NINE FIVE
To: Commander Naval Air Force, U.S. Pacific Fleet (Code 80)
Via: Commander Fleet Air, Alameda

Subj: VA-95 aircraft accident involving A4B BUNO 145037

Ref: (a) COMNAVAIRPACINST 5440.15B

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

F. E. O'CONNOR, JR.

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

SPECIAL HANDLING REQUIRED 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: CO VA-95	2. SERIAL NO: 1-67A	3. DATE (LOCAL) OF MISHAP: 102109 APR67	4. MODEL AIRCRAFT: A4B	5. BUREAU NUMBER: 145037
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: 091/21 NAAS FALLON TACAN		10. DAMAGE: ALFA
7. VIA: CO, ATKRON 95 CO, NAAS FALLON, NEV. COMFAIRALAMEDA COMNAVAIRPAC	8. P	11. TIME OF DAY: NIGHT	12. TIME IN FLIGHT: 0+24	13. FLIGHT CODE: 3M
		14. CLEARED FROM: NAAS FALLON	TO: NAAS FALLON	
		15. TYPE CLEARANCE: VFR	16. AIRSPEED: UNK	17. A/C WEIGHT: APPROX 15000LBS
18. BRIEF DESCRIPTION OF MISHAP: COLLISION WITH GROUND UNCONTROLLED			19. ELEVATION AT TIME OF MISHAP: S.L. 4100 TERRAIN: MOUNTAINOUS	

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): NA

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. RANK/RATE	3. [redacted]	4. [redacted]	5. [redacted]	6. [redacted]	7. [redacted]	8. [redacted]	9. [redacted]	10. [redacted]
PILOT (at controls at time of mishap): LAMBERT, WALKER W.	LCDR	(b) (6) [redacted]	1310	USN	(b) (6) [redacted]	12	COMFAIRALA ASO	PILOT	A
CO-PILOT (identify & submit separate page 1):									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		2525.2	17. CV LANDINGS DAY/NIGHT	ALL	403 / 79
				IN MODEL	190 / 57
12. ALL MODELS IN LAST 12 MONTHS		150.1	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		41.5	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	9.8 / 2.7
				IN MODEL	4.7 / 0
14. ALL SERIES THIS MODEL	A/C	843.8	20. NIGHT HOURS LAST 3 MONTHS	ALL	10.8 /
	OFT/CPT	UNK /		IN MODEL	7.8 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	115.7	21. TOTAL HOURS IN SETS (if jet mishap) HELOS (if helo mishap)		2047.3
	OFT/CPT	NONE /			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	27.8	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	10 APR 67
	OFT/CPT	NONE /		DURATION	.9
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK: 22 OCT 64		UNK	24. TYPE INSTRUMENT CARD: NO VALID INSTRUMENT CARD		

OTHER PERS

25. NAME (Last, first, & middle initial)	26. [redacted]	27. [redacted]	28. [redacted]	29. [redacted]	30. [redacted]	31. [redacted]	32. [redacted]	33. [redacted]

OP-08F

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED
Form 66, OPNAV INSTRUCTION 3750.6, [illegible] 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
7/15/59	2563.1	4	19	601.8	NAS ALAMEDA	CAL EVEN	109.5	60

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) J65W16A	N610284	2826.4	6	NO	540.6	NAS ALAMEDA	CAL EVEN	109.5	60
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S 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/AMPLIFIER
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED

PART NUMBER	NOMENCLATURE

3. DIRECT MANHOURS INVOLVED

2. PARTS REPLACED

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	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS
	☐ ATTEMPTED ☐ ACCOMPLISHED				☐ PRIMARY ☐ MANUAL	

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. AMPLIFIN SERIAL NUMBER NONE
2. DIR MESSAGE REQUEST DATE-TIME-GROUP ATKRON NINE FIVE 141700Z APR67
3. OTHER Preliminary msg rpt - VA-95 110845Z APR 67
a. Supplementary msg rpt - VA-95 120354Z APR 67
5. DIR RESULTS - NAVAIREWORKFAC ALA 212302Z APR 67

OPNAV

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 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							

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 46°F OUTSIDE AIR 46°F	5. DEW POINT	6. ALTIMETER SETTING
5000	10+	UNK		25°F	29.57

7. OTHER WEATHER CONDITIONS (*winds aloft, icing level, sea state, density altitude, as appropriate*)
SCATTERED RAIN/SNOW SHOWERS

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				2CC NAVAVNSAFECN DIRECT (AAR)
				~~[illegible]~~
				ICC NAVAIRSYSTEMSCHD
				ICC NAVPLANTREPOLBEAC

COST DAMAGE TO	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	NONE	28 April 1967

PART IV SIGNATURES OF THE BOARD

[redacted]

THE ACCOUNT

PART V: THE ACCIDENT

On the evening of 10 April 1967, at NAAS Fallon, Nevada, LCDR LAMBERT, COMFAIRALAMEDA Staff, was scheduled to observe a 30° night bombing COMPEX in an A-4B provided by VA-95.

The flight briefed, manned aircraft at 2025 and was airborn at 2045. LCDR LAMBERT in A-4B BuNo. 145037 (MODEX AK 01) trailed a flight of 4 other A-4B's to the target area, slightly below and about ¼ mile astern.

The flight arrived in the target area (B-17W in R-4804) and found that a cloud layer had moved in over the target. The ceiling was such, that it precluded a VFR approach to the target at roll in altitude, so the flight leader elected to delay the exercise for a short time to await signs of a change in the weather. LCDR LAMBERT said that he was VFR in the clear at 9,000 feet MSL, so the flight leader requested that he remain over the target for 15 or 20 minutes, at which time if the weather had changed to either better or worse, the flight would either bomb or call off the exercise for that night.

The night was very dark with no horizon but with excellent visibility under a thin broken cloud layer.

The flight of 4 A-4B's returned overhead NAAS Fallon and was commencing a left orbit overhead when at 2109 a large orange fireball was observed in the target area. Efforts to contact LCDR LAMBERT were futile and it was assumed that he crashed. No signs of a survivor could be found immediately after the accident and subsequent investigation of the crash site revealed that the pilot had suffered fatal injuries in the crash.

PART VI: DAMAGE TO AIRCRAFT

Alfa damage was incurred as a result of impact with the ground at high speed and a high rate of descent. The aircraft was completely destroyed. The impact force, explosion of the fuel cells and the resulting fire damaged all parts and components beyond any further service.

PART VII: THE INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

(b) (5)

[redacted]

PART VIII: CONCLUSIONS.

(b) (5)

[redacted]

PART IX: RECOMMENDATIONS.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

VA-95 AAR SERIAL 1-67A 10 APRIL 1967 A-4B BUNO 145037
PILOT: LAMBERT

AIRCRAFT ACCIDENT REPORT

ENCL NO.	ENCLOSURE TITLES
1.	Medical Officer's Report (Original Only)
2.	Fire/Rescue Report, NAVWEPS 11135/1 (Original Only)
3.	Maintenance Officer's Statement
4.	Other Statements
	(b) (6) [redacted] - Flight Leader - Member of Flight - Member of Flight - Witness - Witness
5.	Resume of Pilot Experience
6.	VA-95 Flight Schedule
7.	NAAS Fallon Weather Observation Statements
8.	Crash Area Diagram
9.	Photographs
	a. Sector Assembly with wrench b. Sector Assembly without wrench c. Crater (aerial) d. Crater (close up) e. Wreckage (dispersal pattern)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

The Medical Officer's Report withheld entirely under exemptions (b)(5) and/or (b)6) of the FOIA.

AIRCRAFT FIRE/RESCUE REPORT
NAVWEPS FORM 11135/1 (8-60)

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWEPS 11135-1

STATION AND LOCATION: U. S. Naval Auxiliary Air Station, Fallon, Nevada 89406

DATE OF REPORT: 13 April 1967

AIRR NO: 4-67

DATE AND TIME OF INCIDENT: 10 April 67 2109(U)

ON STATION / OFF STATION

MODEL AIRCRAFT INVOLVED: A4B

BUREAU NO: 145037

REPORTING CUSTODIAN: Attack Squadron Ninety-Five, FPO San Francisco, California 96601

TO: Chief, Bureau of Naval Weapons (SEEO) SEM

VIA: MILITARY COMMAND: COMFAIR ALAMEDA

SIGNATURE

EXACT LOCATION OF INCIDENT: 39°-18'-50" N, 118°-17'-00" W, 3 miles NNW of Frenchman Station on Hwy #50.

TYPE OF INCIDENT					
TAKE-OFF		LINE OR LOADING		FUELING	
LANDING		PARKED		MAINTENANCE	
TAXIING		DEFUELING		INFLIGHT	
OTHER (Specify)	Collison with ground				

FIRE INVOLVED	
YES	X
NO	
IMPACT IGNITION	
DELAYED IGNITION	X

ESTIMATED CASE: Collision with ground while orbiting bombing target area Bravo 17 to check weather conditions.

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE: estimated 9000'AGL ceiling-broken clouds-5000' scattered clouds visibility 15 miles

WIND DIRECTION: NNW 342° Mag.

WIND VELOCITY (mph): 6 to 7 MPH

TEMPERATURE (°F): 46°

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT: Flat land (valley of mountainous terrain)

OTHER FUELS: None

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs): JP-5 Fuel

ESTIMATED ON BOARD AFTER INCIDENT (lbs): JP-5 Fuel 4000 lb.

ESTIMATED SPILL AREA (Size in feet): 30'x60'

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	1
NO. PERSONNEL SURVIVED	0
NO. PERSONNEL ESCAPED UNAIDED	0
NO. PERSONNEL RESCUED	0

DESCRIBE RESCUE METHODS USED: None required.

FIRE FIGHTING

FIRST METHOD OF ALARM USED

TWO-WAY RADIO		EMERGENCY INTER-COM.		EMERGENCY PHONE	
OTHER METHOD (State)					

TIME RECORD

TIME ALARM RECEIVED: 2115(U)

TIME EQUIPMENT ARRIVED: 2000(U)

STATION EQUIPMENT

EACH EQUIPMENT AVAILABLE AT INCIDENT: TYPE	NO. LOADS USED	NO. PERSONNEL MANNING EQUIPMENT: MIL.	CIV.	QUANTITY EXTINGUISHING AGENTS USED: FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
1-MB5 enroute to scene	none	2	2	None	None
4x4 crash/rescue			2	None	None

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
	None - All equipment in service.		

ENCLOSURE (2) Page 1

DESCRIPTION OF DIFFICULTIES IN FIRE CONTROL AND EXTINGUISHMENT DUE TO UNUSUAL CONDITIONS OR EQUIPMENT AND/OR AGENT INADEQUACIES

None encountered.

RECOMMENDATIONS FOR IMPROVEMENTS IN EQUIPMENT AND/OR PROCEDURES TO INCREASE EFFICIENCY

None

MONETARY LOSSES (Estimated)

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
100%	None	None

DATE	PREPARED BY (Name and title)	SIGNATURE
4-19-67	L. R. TUCKER, LCDR, USNR Security Officer	L. R. Tucker
DATE	STATION COMMANDING OFFICER	SIGNATURE
	C. C. SANDERS, CAPT, USN	

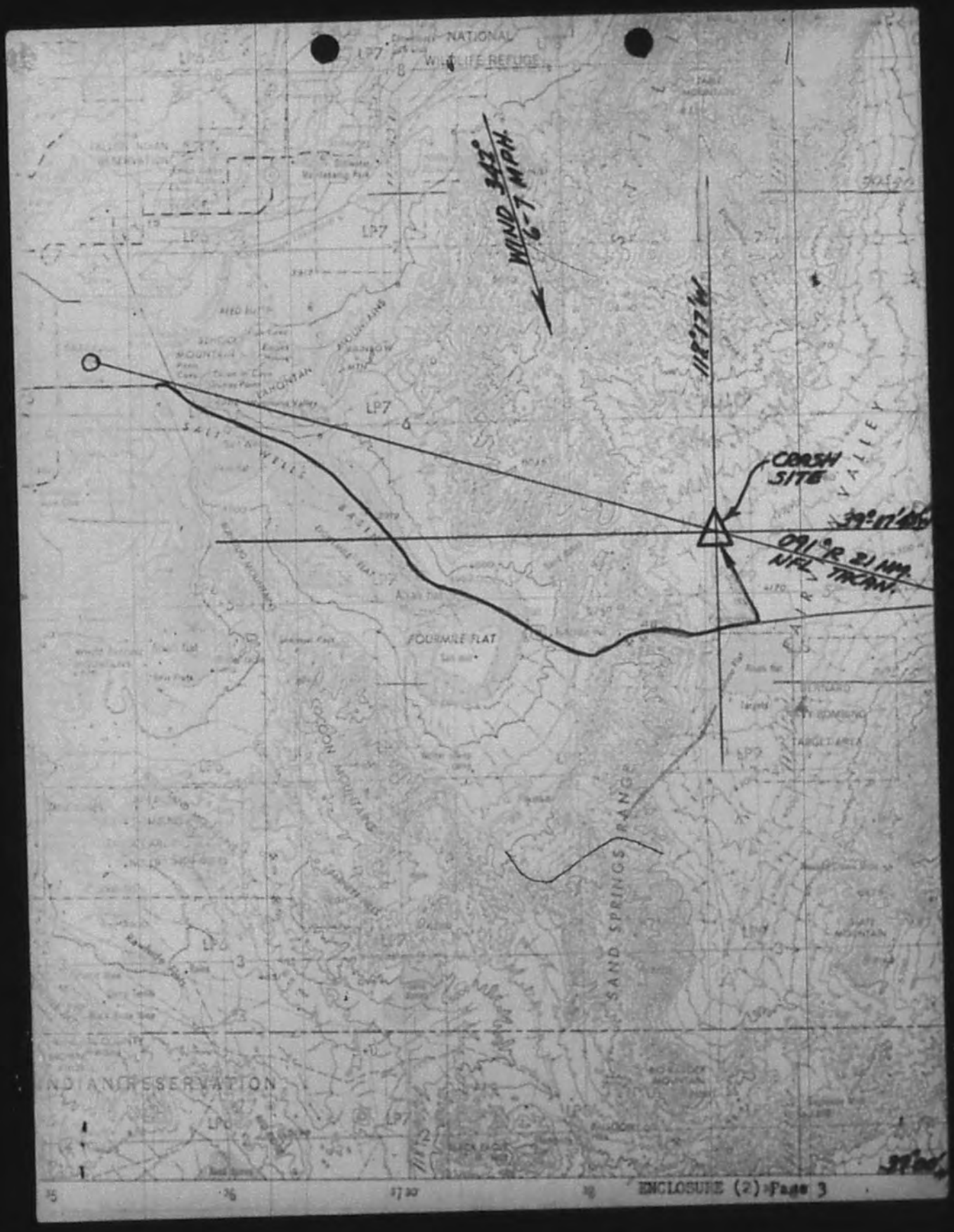

NATIONAL
WILDLIFE REFUGE
LP7
WIND 342°
6-7 MPH.
118°17'W
CRASH
SITE
39°17'45"
091°R 21 NM.
NFL TACAN.
FOURMILE FLAT
SAND SPRINGS RANGE
COCOON MOUNTAINS
SALT WELLS BASIN
VALLEY
INDIAN RESERVATION
39°00'

DIAGRAM OF INCIDENT SHOWING WIND, DIRECTION, APPROACH OF EQUIPMENT, POSITION OF AIRCRAFT, DISTANCES, ETC.
(Maps and photographs should be included, if significant)

One 4x4 Crash/Rescue pickup with the Fire Chief and one man were to arrive on the scene of the crash shortly after the arrival of range crew.

One MB5 truck and crew responded East on Highway #50 to within 3 miles of the crash site where they were directed by radio by the Fire Chief who was at the crash site to return to station since their services were not required.

Statement of Lieutenant Commander [redacted] (b) (6) 1310
Maintenance Officer for Attack Squadron NINETY-FIVE concerning VA-95,
AAR 1-67A occuring 10 April 1967, Pilot: LAMBERT

[redacted] (b) (5)

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (3)

Statement of Commander [redacted] (b) (6) 1310 concerning VA-95 AAR 1-67A occuring 10 April 1967, Pilot: [redacted]

[redacted] (b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of Lieutenant Commander [redacted] /1310
concerning VA-95, AAR 1-67A occuring 10 April 1967, Pilot: LAMBERT

(b) (5)

[redacted]

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (4b)

(b) (6)

Statement of Lieutenant [redacted] 1310 concerning
VA-95, AAR 1-67A occuring 10 April 1967, Pilot: [redacted]

(b) (5)

[redacted]

(b) (6)

[redacted]

LT, USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

ENCLOSURE (4c)

Statement of [redacted] (b) (6)
Driver for Nevada Truck Lines concerning VA-95 AAR 1-67A occurring
10 April 1967, Pilot: LAMBERT

[redacted] (b) (5)

[redacted] (b) (6)

THIS WITNESS IS CONSIDERED CREDITABLE

CERTIFIED TO BE A TRUE COPY

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (4d)

Statement of Airman Apprentice [redacted] (b) (6) concerning
VA-95, AAR 1-67A occuring 10 April 1967, Pilot: LAMBERT

[redacted] (b) (5)

[redacted] (b) (6)

THIS WITNESS IS CONSIDERED CREDITABLE

CERTIFIED TO BE A TRUE COPY

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (4a)

RESUME OF LCDR LAMBERT'S FLIGHT EXPERIENCE FROM APRIL 1962 TO APRIL 1967

	COMMAND ATTACHED	PERIOD ASSIGNED	MODEL A/C	FLIGHT HOURS	CV LDGS DAY/NIGHT	OPERATIONAL PROFICIENCY
1.	P.G. SCHOOL MONTERREY	JUL 60-JUN 63	T-28B	8.0	0/0	PRO
			T-2J-1	103.0	0/0	PRO
			SNB-5	4.0	0/0	OP
			TC45J	4.0	0/0	PRO
2.	UNIV. SO. CALIFORNIA	JUL 63-SEPT 63	TC45J	2.0	0/0	OP
3.	ATTACK SQD. 125	SEPT 63-MAR 64	TF-9J	25.0	0/0	OP
			A-4B	11.0	0/0	OP
			A-4C	108.0	12/6	OP
4.	ATTACK SQD. 153	MAR 64-JAN 66	A-4C	611.0	178/51	OP
			TC-45J	2.0	0/0	OP
5.	COMFAIR ALAMEDA	JAN 66-10 APRIL 67	T-33	10.0	0/0	PRO
			A-4B	71.0	0/0	OP
			A-4C	22.0	0/0	OP
			A-4E	37.0	0/0	OP
			TA-4F	1.0	0/0	OP
			U-11	28.0	0/0	OP
			SP-2H	1.0	0/0	OP
			C-45	1.0	0/0	OP

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (5)

FLIGHT SCHEDULE
SDO: LTJG BISHOP
PHONE: 2560

ATTACK SQUADRON NINETY FIVE
U. S. NAVAL AUXILLIARY AIR STATION
FALLON, NAVADA

MON 10 APRIL 1967
SUNRISE: 0517
SUNSET: 1832

TAIL LETTERS "AK"

EVT NO	NO A/C TYPE	BRIEF	ETD ETA	MISSION	ETE POPUP	MODEX	PILOT	FUEL CONF	TIME D/N	LDG D/N	REMARKS
1.	4A4B	0715	0815 0915	WN-20 2 NUC L/D 4 INST O/S	1+00	___ ___ ___ ___	*CDR O'CONNOR HART SAGEHORN GUBBINS	5400	/	/	B-16 TOT 0830-0900 341.0 6MK76/2MK106
2.	4A4B	0745	0845 0945	WC/N-4 6/45°DIVE 6-L/D	1+00	___ ___ ___ ___	*HALL VICKERS KEATHLEY IAMS	5400	/	/	B-17W TOT 0900-0930 267.4 12MK76/150 RDS 20 MM
3.	4A4B	0945	1045 1145	WC/N-4 6/45°DIVE 6-L/D	1+00	___ ___ ___ ___	*CDR O'CONNOR HART SAGEHORN GUBBINS	5400	/	/	B17W TOT 1100-1130 267.4 12MK76/150 RDS 20 MM
4.	4A4B	1015	1115 1215	WC/N-5 6/45° DIVE 6-L/D	1+00	___ ___ ___ ___	*HALL VICKERS KEATHLEY IAMS	5400	/	/	B-17W TOT 1130-1200 267.4 12MK76/150 RDS 20 MM
5.	4A4B	1215	1315 1415	WC/N-5 6/45° DIVE 6-L/D	1+00	___ ___ ___ ___	*CDR O'CONNOR HART SAGEHORN GUBBINS	5400	/	/	B-17W TOT 1330-1400 267.4
6.	4A4B	1245	1345 1445	WN-20 2NUC L/D 4INST O/S	1+00	___ ___ ___ ___	*HALL VICKERS KEATHLEY IAMS	5400	/	/	B-16 TOT 1400-1430 341.0 6MK76/2MK106

ENCLOSURE (6) Page 1

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66. OPNAVINST 3750.6 SERIES

6A.		1445	1545 1645	MAKEUP	1+00			5400	/	/	B-17W TOT 1600-1630 267.4
7.	4A4B	1730	1830 1930	WC-16	1+00		*CDR OHLRICH LECRONE WOOD MITCHELL	5400	/	/	B-17W TOT 1845-1915 267.4 12MK76
8.	4A4B	1800	1900 2000	WC-16	1+00		*MURRAY LEV KESSLER MERKLE	5400	/	/	B-17W TOT 1915-1945 267.4 12MK76
9.	4A4B	1945	2045 2145	CX-3	1+00		*CDR OHLRICH LECRONE WOOD MITCHELL	5400	/	/	B-17W TOT 2100-2130 267.4 3MK76
9A.	1A4B	1945	2045 2215	OBSERVER	1+30		*	5400	/	/	NO BOMBS
10.	4A4B	2015	2115 2215	CX-3	1+00		*MURRAY LEV KESSLER MERKLE	5400	/	/	B-17W TOT 2130-2200 267.4 3MK76

1. *FLIGHT LEADERS
2. BRIEF 1+00 PRIOR TO LAUNCH

SORTIES SCHEDULED: 24 / 16
SORTIES FLOWN: /
HOURS SCHEDULED: 24.0/ 16.0
HOURS FLOWN: /
FIELD LANDINGS: /

SUBMITTED:

/S/ D. L. HALL
D. L. HALL, LCDR, USN
OPERATIONS OFFICER

APPROVED:

/S/ F. E. O'CONNOR, JR.
F. E. O'CONNOR, JR., CDR, USN
COMMANDING OFFICER

DIST: OPS FLIGHT CLEARANCE (2), FUEL FARM (3), RANGE OFFICE (7), GALLEY (2), OOD (1), OFFICERS STATEROOM (1 EA)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66, OPNAVINST 3750.6 SERIES

U. S. NAVAL AUXILIARY AIR STATION
FALLON, NEVADA

NAAS FORM 3144/1 (10-61)

CRASH WEATHER REPORT

PLACE B 17 W DATE 10 APRIL 1967 TIME 2111 PST

PLANE TYPE A4B BUNO 145037 VA-95

SKY CONDITION 50LE90[illegible] VISIBILITY 15 WEATHER NONE

TEMPERATURE 46.2 DEG F DEW POINT 24.6 DEG F

RELATIVE HUMIDITY 42 % STATION PRESSURE 25.600 IN

PRESSURE ALTITUDE 4280 FT DENSITY ALTITUDE +4450 FT

SURFACE WIND DIRECTION 360 DEG TRUE 342 DEG MAG

SURFACE WIND VELOCITY 05 KTS GUSTING TO 06 KTS

ALTIMETER SETTING 29.57 INCHES

REMARKS: (LIST AND EXPLAIN ANY WEATHER PHENOMENA NOT COVERED ABOVE. IF WIND DIRECTION WAS VARIABLE OR GUSTY EXPLAIN BELOW)

The above observation was taken at NAAS Fallon, Nevada.

/s/ R. L. Hopkins AG3
(Observer - Name - Rate)

CERTIFIED TO BE A TRUE COPY

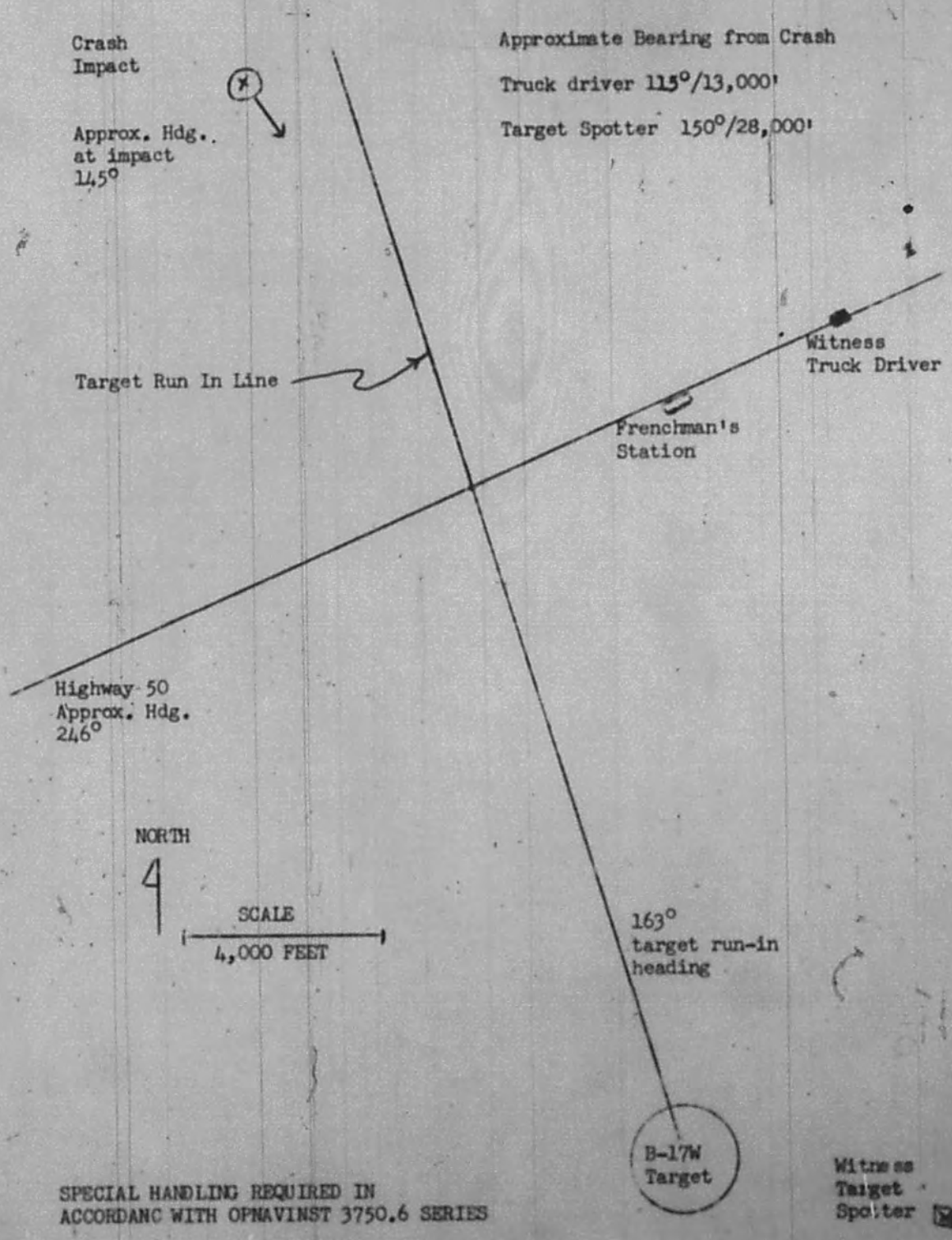
(b) (6)
[redacted]

/s/ CWO4 R.B. Nowlan
(Verified by - Name - Rate)

/s/ CWO4 R.B. Nowlan
(Officer in Charge, Naval Weather Environmental Detachment)

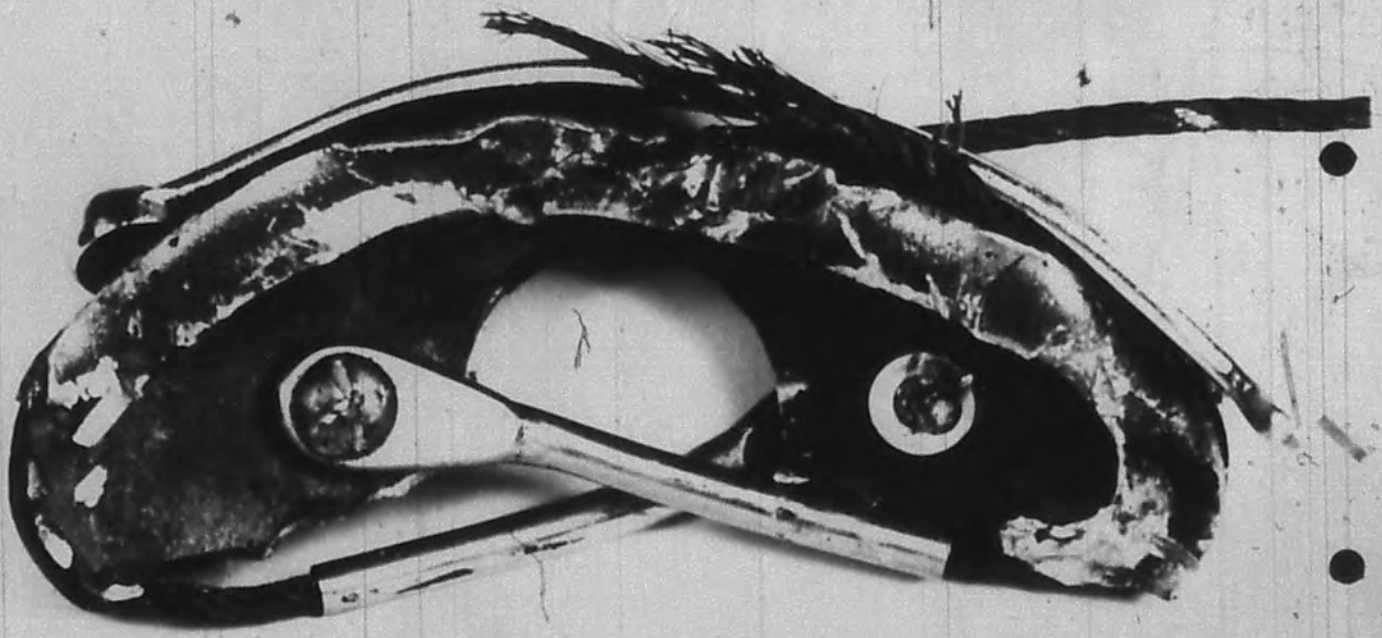
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (7)

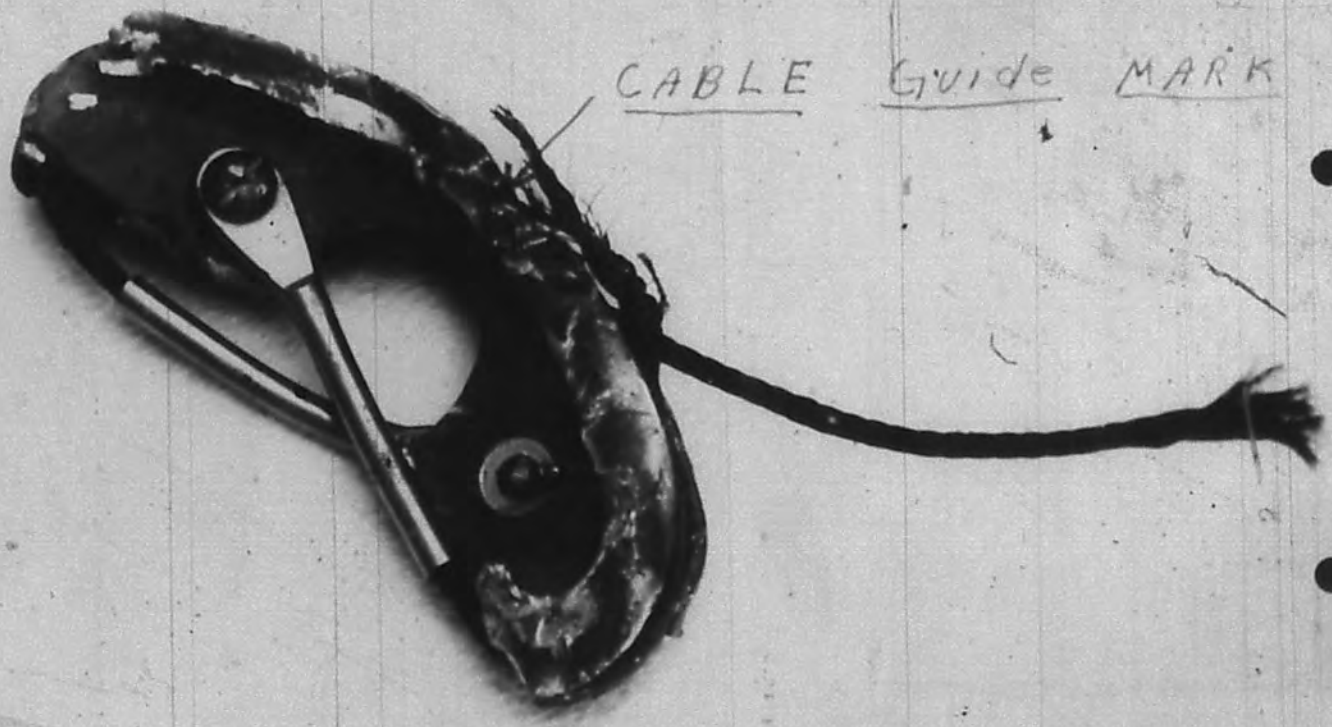


SPECIAL HANDLING REQUIRED IN
ACCORDANC WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (8)

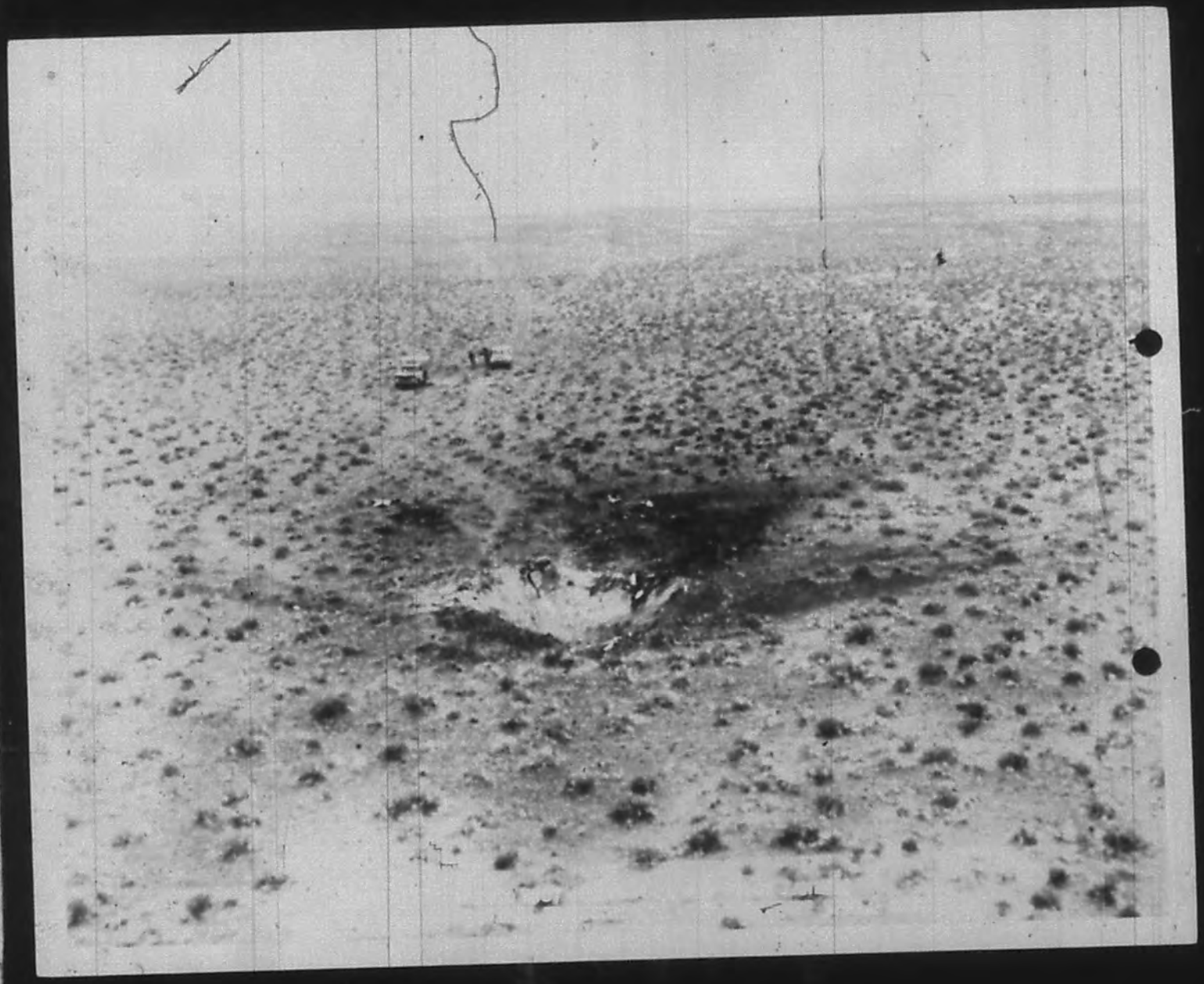


[illegible]



ENCLOSURE (9B)

VA-95 AAR 1-67A 10 APRIL 1967 A4B BUNO 145037 PILOT LAMBERT
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



WA-95 AIR 2-67A 10 APRIL 1967 A&B BUNO 145037 PILOT LAMBERT
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

WA-95 AAR 2-67A 10 APRIL 1967 A&B BUNO 145037 PILOT LAMBERT
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

DIR on Lambert

[illegible] 419
[illegible] JAN RUWMHVA2764 1112311-UUUU--RUWJMDA RUENAAA RUHHBRA RUWJHIA
[illegible] RUWJAPA RUCILSA RUWJNDA [illegible] RUEOHRA.
[illegible]
[illegible] APR 67
[illegible] NAVAIR[illegible]ORXFAC ALAMEDA
[illegible] RUWJ[illegible]/NAVAIRSYSCOMREPAC
[illegible] RUENAAA/[illegible]
[illegible]HHBRA/CINCP[illegible]
[illegible]JHIA/COMFIR[illegible]
[illegible]EOUHR/NAVAIRSYSCOM
[illegible]
[illegible]/COMNAVAIR[illegible]AC
[illegible]APA/COMATACAPAIRWING ONE TWO
[illegible]LSA/NAVAVNSAFECEN NORVA
[illegible]NDA/NAVPLANTREPO LBEACH
[illegible]COMA/ATKRON NINE FIVE
[illegible]HRA/NAVAIRTECHSERVFAC PHILA
[illegible]
[illegible]CLAS
FAILURE ANALYSIS A-4B BUNO 145037 ACCIDENT INVESTIGATION
A. ATKRON NINE FIVE 1417002 APR 67 (NOTAL)
B. NAVAIRSYSCOMREPAC 1522122 APR 67
1. RESULTS FAILURE ANALYSIS AS FOLLOWS:
A. SECTOR ASSEMBLY, AILERON POWER MECHANISM 3444442, AND THREE-EIGHTH INCH DEFORMED OPEN-END [illegible] WRENCH: VISUAL OBSERVATION CONFIRMED WRENCH COULD BE NESTED [illegible] BY HAND INTO GROOVED PERIPHERY [illegible] SEGMENT CONTOUR. EMISSION SPECTROGRAPHIC ANALYSIS AND SPOT TEST [illegible]

Enclosure (10)

8

OF WRENCH. ALSO MATCHING CARBON STEEL SMEAR MARKS FOUND ON UPPER SURFACE OF WRENCH INDICATING THAT CONTROL CABLE HAD CROSSED OVER THE WRENCH. STRONG EVIDENCE EXISTS TO SUPPORT CONCLUSION THAT WRENCH WAS TRAPPED BETWEEN CONTROL CABLE AND SECTOR PERIPHERY AT TIME OF IMPACT. WRENCH AND SECTOR PICKED UP AS SEPARATE UNITS IN CLOSE PROXIMITY AT CRASH SITE.

B. ELEVATOR POWER MECHANISM 5552577-9: EXAMINATION OF BROKEN SECTION FURNISHED DISCLOSED UNIT IN FULL DISCONNECT POSITION PRIOR TO IMPACT.

C. HORIZONTAL STABILIZER ACTUATOR 5547309-515 OR -517 WAS JAMMED AT IMPACT WITH JACKSCREW EXTENSION OF FIVE AND SEVEN-EIGHTH INCHES. CORRESPONDS TO APRX ZERO-DEGREE TRIM.

D. RUDDER FORCE TRIM ACTUATOR 5551239-501 FOUND TO BE OPERABLE AND IN NEUTRAL TRIM POSITION.

E. PILOT'S CONTROL THROTTLE ASSEMBLY 5444795: JAMMED WITH POWER LEVER BETWEEN NORMAL AND MILITARY RPM. NO SIGNIFICANCE AS HIGH IMPACT FORCES COULD MOVE LEVER.

F. EJECTION SEAT PILOT ACTUATOR ASSEMBLY 3678132 CONTAINED LIVE MARK 86 MOD ZERO CARTRIDGE. NITROGEN BOTTLE BROKEN OFF AT NECK DUE TO IMPACT. SEAL WAS INTACT.

PAGE THREE RUWMHVA2784 UNCLAS

G. AILERON TRIM TAB ACTUATOR ASSEMBLY 3444043-507 SHAFT AND DRUM COMPONENT: RELATIONSHIP OF CABLE AND DRUM GROOVE ENGAGEMENT TENDS TO INDICATE TRIM TAB POSITION WITHIN FOUR DEGREES OF FAIRED POSITION.

H. INSTRUMENTS: ABLE TO IDENTIFY ID-1015 RADAR ALTIMETER AND ID-663 BEARING DISTANCE HEADING INDICATOR. SIGNIFICANT DATA OBLITERATED AT IMPACT. C-8 DIRECTIONAL GYROSCOPE ROTOR AND SHELL COMPONENTS DISCLOSED ROTOR TURNING AT IMPACT WITH PROBABILITY OF ELECTRICAL POWER AVAILABLE.

I. LIGHTING INTENSITY CONTROL RHEOSTATS: INSTRUMENT AND CONSOLE LIGHTS WERE IN SET POSITIONS OF APRX TWO-THIRDS OF BRIGHTEST POSSIBLE SETTING. FLOODLIGHT SWITCH IN DIM POSITION.

2. THIS COMPLETES ACTION ON YOUR CONTROL NUMBER 2411-67.

BT

DFAA/CSQ/03/ADMIN ACMT-0 READ/COMM//NT

2 1 2 3 0 2 1 APR67

NNNNGZCNASC790CZCSLB160
RTTU JAW RUWMHVA2784 1112311-UUUU--RUCILSA.
ZNR UUUUU
R 212302Z APR 67
FM NAVAIREWORKFAC ALAMEDA
TO RUWJMUA/NAVAIRSYSCOMREPAC
INFO RUENAAA/CNO
RUHHBRA/CINCPACFLT
RUWJHIA/COMFIRSTFLT
RUEDBHB/NAVAIRSYSCOM
ZEN/COMFAIRALAMEDA
RUWJMUA/COMNAVAIRPAC
RUWJAPA/COMATACARAIRWING ONE TWO
RUCILSA/NAVAVNSAFECEN NORVA
RUWJNDA/NAVPLANTREPO LBEACH
RUWMHMA/ATKRON NINE FIVE
RUEOHRA/NAVAIRTECHSERVFAC PHILA
BT
UNCLAS
FAILURE ANALYSIS A-4B BUNO 145037 ACCIDENT INVESTIGATION
A. ATKRON NINE FIVE 141700Z APR 67 (NOTAL)
B. NAVAIRSYSCOMREPAC 182212Z APR 67
1. RESULTS FAILURE ANALYSIS AS FOLLOWS:
A. SECTOR ASSEMBLY, AILERON POWER MECHANISM 3444442, AND THREE-EIGHTH INCH DEFORMED OPEN-END BOX WRENCH: VISUAL OBSERVATION CONFIRMED WRENCH COULD BE NESTED SNUGLY BY HAND INTO GROOVED PERIPHERY OF SEGMENT CONTOUR. EMISSION SPECTROGRAPHIC ANALYSIS AND SPOT TEST METHOD DISCLOSED MATCHING ALUMINUM ALLOY SMEAR MARKS ON LOWER SURFACE

PAGE TWO RUWMHVA2784 UNCLAS
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B. ELEVATOR POWER MECHANISM 5552577-9: EXAMINATION OF BROKEN SECTION FURNISHED DISCLOSED UNIT IN FULL DISCONNECT POSITION PRIOR TO IMPACT.
C. HORIZONTAL STABILIZER ACTUATOR 5547329-515 OR -517 WAS JAMMED BY IMPACT WITH JACKSCREW EXTENSION OF FIVE AND SEVEN-EIGHTH INCHES. CORRESPONDS TO APRX ZERO-DEGREE TRIM.
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E. PILOT'S CONTROL THROTTLE ASSEMBLY 3444795: JAMMED WITH POWER LEVER BETWEEN NORMAL AND MILITARY RPM. NO SIGNIFICANCE AS HIGH IMPACT FORCES COULD MOVE LEVER.
F. EJECTION SEAT PILOT ACTUATOR ASSEMBLY 3678132 CONTAINED LIVE MARK 86 MOD ZERO CARTRIDGE. NITROGEN BOTTLE BROKEN OFF AT NECK DUE TO IMPACT. SEAL WAS INTACT.

PAGE THREE RUWMHVA2784 UNCLAS
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2. THIS COMPLETES ACTION ON YOUR CONTROL NUMBER 2411-67.
BT

790)67

Cog: M&M

APR 212302

NNNNNSWWRPAGQQYA038
PTTU JAW RUWMHJA1789 1020410-UUUU--RUCILSA.
ZNR UUUUU
P R 120354Z APR 67
FM ATKRON NINE FIVE
TO RUENAAA/CNO
RUCILSA/NAVAVAVSAFECEN
INFO RUWMHVA/COMFAIRALAMEDA
RUWJHIA/COMFIRSTFLT
RUWJMUA/COMNAVAIRPAC
RUWJAPA/COMATKCARAIRWING TWELVE
RUHHBRA/CINCPACFLT
RUCIJFA/BUPERS
RUCILMA/COMNAVAIRLANT
RUEDGGA/CNARESTRA
RUEOPDA/DIR ARMED FORCES INSTITUTE PATHOLOGY
RUEDBHB/NAVAIRSYSCOMHQ
RUWJNDA/NAVAIRSYSCOM PLANT REP DAC LBEACH
BT
UNCLAS
SUPPLIMENTARY MSG REPT OF AAR
A. OPNAVINST P3750.6E
B. MY 110845Z APR 67

66/67

Supp AAR

PAGE TWO RUWMHJA1789 UNCLAS
1. A4B, 145037, VA-95, 1-67A, LCDR WALKER WINSTON LAMBERT
2. LOCAL NAAS FALLON, NIGHT VFR, 0 PLUS 20
3. STRIKE DAMAGE
4. COLLISION WITH GROUND, UNCONTROLLED
5. PILOT WAS COMPEX OBSERVER ORBITING TARGET AREA NEAR NAAS FALLON AWAITING BETTER WX FOR NIGHT BOMB COMPEX. CEILING 5,000 FT AGL. PILOT OBSERVED TO DESCEND IN A STEEP TURN AND IMPACTED THE GROUND 60 DEGREES LEFT WING DOWN AND 25 DEGREE DIVE. IMPACT OBSERVED BY BOTH MEMBERS OF FLIGHT AND TARGET PERSONNEL. SUSPECTED PILOT DISORIENTATION.
6. 5000 FT AGL OVER CAST,VIS 15 PLUS, TEMP 46 DEGREES F DEW PT 26 DEGREES F.
7. POSSIBLE LOSS OF INST LITES. TWO PREVIOUS OCCASIONS ALL INSTRUMENT LITES WENT OUT WHILE A/C WAS ON DECK. REPAIR OF DISCREPANCIES WAS CONSIDERED SATISFACTORY.
8. DIR BEING REQUESTED ON INTERIOR LIGHTS REHOSTAT PANEL.
9. NO
10. NA
11. NONE
BT

A4B 145037 VA-95 1-67A 4-10-67 120354Z

NNNNONØ-:572A722
PTTU JAW RUWMHJA1768 1011005-UUUU--RUCILSA.
ZNR UUUUU
P R 110845Z APR 67
FM ATKRON NINE FIVE
TO RUENAAA/CNO
RUCILSA/NAVAVSAFECEN
INFO RUWMMFA/COMNAB TWELVE
RUWMHVA/COMFAIRALAMEDA
RUWJHIA/COMFIRSTFLT
RUWJMUA/COMNAVAIRPAC
RUWJAPA/REPLACEMENT COMATKCARAIRWING TWELVE
RUHLHL/CINCPACFLT
RUCIJFA/BUPERS
RUCILMA/COMNAVAIRLANT
RUEDGGA/CNARESTRA
RUEOPDA/DIR ARMED FORCES INSTITUTE PATHOLOGY
RUEDBHB/NAVAIRSYSCOMHQ
RUWJNDA/NAVAIRSYSCOM PLANT REP DAC LBEACH
BT
UNCLAS
PRELIMINARY MSG REPT OF AAR
A. OPNAVINST P3750.6E

572/67

AAR

PAGE TWO RUWMHJA1768 UNCLAS
1. A4B, 145037, ATKRON 95
2. 10 APR 1967, 2109U, 093 RADIAL 21 NM FROM NAAS FALLON, NEVADA
3. COMPEX OBSERVER
4. ALFA
5. COLLISION WITH GROUND WHILE OIRBITING TARGET TO CHECK WEATHER CONDITIONS. PILOT HAD REPORTED VFR BELOW 5000 AGL
6. WALKER WINSTON LAMBERT, LCDR, 584564/1310,USN, ACTIVE, COMFAIRALAMEDA, FATAL
7. NONE
8. NA
9. EJECTION SEAT NOT USED, SUSPECT PILOT DISORIENTATION
BT

110845Z

A4B 145037 VA-95 4-10-67