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

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
CO, FITRON 101	2-64A	212102R	F-4B	149428

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: OLF WHITEHOUSE, FLA., RWY 29

10. DAMAGE: SUBSTANTIAL

7. VIA: (1) CO, VF-101
(2) CO[illegible]-4
(3) CO, NAS CECIL FIELD, FLA.
(4) [illegible]FAIRJAX
(5) COMNAVAIRLANT

8.

11. TIME OF DAY: NIGHT

12. TIME IN FLIGHT: 0 + 08

13. FLIGHT CODE: 3A3

14. CLEARED FROM: NZC TO: NZC

15. TYPE CLEARANCE: VFR

16. AIRSPEED: 138P

17. A/C WEIGHT: 33,900 #

18. BRIEF DESCRIPTION OF MISHAP: NOSE GEAR COLLAPSED ON NIGHT FMLP. FUEL FROM CENTERLINE TANK IGNITED

19. ELEVATION AT TIME OF MISHAP: S.L. 80 TERRAIN 0

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
[redacted] (b) (5)					

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. [illegible]	3. [illegible]	4. [illegible]	5. [illegible]	6. [illegible]	7. [illegible]	8. BILLET	9. POSITION	10. [illegible]
PILOT (at controls at time of mishap): LINDSEY, AUSTIN M.	LT	[redacted] (b) (6)	1310	USN	[redacted] (b) (6)	7½	PILOT	F/C	G
CO-PILOT (identify & submit separate page 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		1589	17. CV LANDINGS DAY/NIGHT	ALL	82/20
				IN MODEL	0/0
12. ALL MODELS IN LAST 12 MONTHS		152	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	65/112
				IN MODEL	65/112
13. ALL MODELS IN LAST 3 MONTHS		76	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	9/1
				IN MODEL	9/1
14. ALL SERIES THIS MODEL	A/C	76	20. NIGHT HOURS LAST 3 MONTHS	ALL	44/
	OFT/CPT	1/6		IN MODEL	44/
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	76	21. TOTAL HOURS IN JETS (If jet mishap)		1288
	OFT/CPT	1/6			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	73	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	21 FEB 64
	OFT/CPT	1/6		DURATION	0 + 56
23. DATE/GRADE LAST NATOPS STAMP/ARCHIVATION CHECK		NA	24. TYPE INSTRUMENT CARD		STANDARD

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. [illegible]	27. [illegible]	28. [illegible]	29. [illegible]	30. [illegible]	31. [illegible]	32. BILLET	33. POSITION
VAUGHAN, GERALD E.		ENS	USNR	[redacted] (b) (6)	VF-101	G	RIO	R/C

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

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

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-

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
10 APR 62	418	1	2	74	MCAS CHERPT	ACCEPTANCE	72	45

B. ENGINE HISTORY

NA

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPEUF
(1) CYLINDER, NOSE GEAR DRAG BRACE,	32-45617-3	EST 418	UNK	UNK	UNK	YES	0035
(2) OUTER							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED

PART NUMBER	NOMENCLATURE

3. DIRECT MANHOURS INVOLVED: 2300

2. PARTS REPLACED

PART NUMBER	NOMENCLATURE

SEE PART V - DAMAGE TO THE AIRCRAFT

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
	0	100E	65	340	LANDING ROLLOUT	1100	NOSE DOWN

8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS
1	☐ ATTEMPTED ☐ ACCOMPLISHED				☐ PRIMARY ☐ MANUAL	NA

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS
YES	ENGINES SECURED TO DECREASE ROLLOUT, PREVENT FOD,	FIRE/EXPLOSION

NA 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. AMPLIFYING SERIAL NUMBER FLIGHT SAFETY 0035
2. DIR MESSAGE REQUEST DATE-TIME-GROUP VF-101 241815Z FEB
3. OTHER PRELIMINARY: NAS CECIL FIELD 220458Z FEB
4. SUPPLEMENTARY #1: NAS CECIL FIELD 231444Z FEB
5. SUPPLEMENTARY #2: VF-101 241820Z FEB
6. ORIG CHERPT DAMAGED A/C CONDITION REPT 9-64 of 3 MAR 64

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) P[illegible]

SPECIAL HANDLING REQUIRED *in accordance with Para. 65, OPNAV INSTRUCTION 3750.6, effective edition*

OPNAV REPORT 3750-

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

NA

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

NA 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 49 OUTSIDE AIR 49	5. DEW POINT	6. ALTIMETER SETTING
UNK BRKN	10	070 / 2		29	30.06

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
2CC NAVAVNSAFECN DIRECT (AA2)
1CC BUWEPS DIRECT (AA2)
1cc BUWEPSREPSTL
1cc NFS[illegible]O NORTON
1cc CO, NAS CECIL
1cc COM[illegible]VW-4
1cc COMFAIRJAX
1cc COMNAVAIRLANT

COST DAMAGE TO: 3. GOVERNMENT PROPERTY NONE 4. PRIVATE PROPERTY NONE

5. DATE SUBMITTED TO CO. 12 MAR 1964

PART IV SIGNATURES OF THE BOARD

[redacted] (b) (6)

2. MEMBER

UNIT BILLET

3. MEMBER

UNIT BILLET

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

GP-[illegible]

VF-101 ser 2-64A 21 Feb 1964, F4B BUNO 149428 pilot LINDSEY

Part V The Accident

At 2054R, 21 February 1964, LT LINDSEY, pilot, and ENS VAUGHAN, RIO, departed NAS, Cecil Field in F4B BUNO 149428, NUTGRASS 122, for a second scheduled night FMLP period at OLF Whitehouse. The first period had been normal in all respects, the aircraft returning to NAS, Cecil to refuel while turning up and proceed back to Whitehouse for the second period. The aircraft entered the FMLP pattern at approximately 2100, and made a normal FMLP pass touching down on centerline, with an amber (on speed) approach light showing, at a gross weight of 33,900 pounds.

The nose continued to fall through after touchdown. The pilot first added full military power, then retarded the throttles, and secured the engines as the aircraft slid down the runway on its nose.

Immediately after touchdown, the installed centerline tank ruptured, and trapped fuel ignited. In addition, hydraulic fluid leaking from the nose section ignited.

The aircraft continued straight down the runway, and both canopies were jettisoned during the slide. The aircraft came to a stop on the runway after approximately 6500 feet of rollout, and the crew evacuated the cockpits.

The fire underneath the aircraft was extinguished expeditiously by the crash crew. The nose of the aircraft was hoisted by the use of a "wrap-around" sling, a towing line was attached from the nose gear to the truck -- mounted crane, and the aircraft towed back to NAS, Cecil Field in this manner.

PART VI DAMAGE TO THE AIRCRAFT

1. The nose drag brace outer cylinder fractured circumferentially near the upper attachment fitting, causing nose gear collapse. Hydraulic fluid leaking from the cylinder, and fuel from the centerline tank and fuel lines ignited.

2. The following damage occurred necessitating parts replacement as indicated:

A.

PART NUMBER	NOMENCLATURE	QUANTITY
32-31932-5	Frame	1 ea.
32-30074-15	Bracket	2 ea.
32-30074-23	Angle	2 ea.
32-30074-13	Angle	2 ea.
32-30074-11	Angle	2 ea.
32-31783-115	Frame	1 ea.
32-31783-117	Frame	1 ea.
32-31789-5	Angle	1 ea.
32-31789-51	Angle	1 ea.
32-31789-59	Angle	1 ea.
32-31789-55	Frame	1 ea.
32-31903-3	Skin	1 ea.
32-31903-11	Skin	1 ea.
32-31903-21	Skin	1 ea.
32-31903-43	Skin	1 ea.
32-31903-19	Skin	1 ea.
32-31903-23	Skin	1 ea.
32-31876-3	Longeron	1 ea.
32-30073-4	Longeron	2 ea.
32-30073-3	Longeron	2 ea.
32-30073-3	Longeron	2 ea.
32-31785-49	Angle	1 ea.
32-31785-143	Frame	1 ea.
32-31783-11	Angle	1 ea.
32-31783-105	Frame	1 ea.
32-31783-125	Angle	1 ea.
32-31783-127	Gusset	1 ea.
32-31783-129	Angle	1 ea.
32-31783-130	Angle	1 ea.
32-31783-131	Angle	1 ea.
32-46114-5	Pin	1 ea.
32-46114-6	Pin	1 ea.
32-31265-7	Longeron	1 ea.
32-31790-267	Tee	1 ea.
32-45000-3	Pin	1 ea.
32-46030-3	Roller	1 ea.
32-31789-5	Angle	1 ea.
32-31003-133	Skin	1 ea.
32-31003-143	Skin	1 ea.

VF-101 SER 2-64A 21 FEBRUARY 1964, F4B BuNo 149428 PILOT LINDSEY

PART NUMBER	NOMENCLATURE	QUANTITY
32-31824-17	Track	1 ea.
32-31824-19	Clip	1 ea.
32-31785-102	Frame	1 ea.
32-30075-31	Bracket	1 ea.
32-31902-5	Longeron	1 ea.
32-30071-3	Door	1 ea.
32-31784-137	Frame	1 ea.
32-31784-131	Tee	1 ea.
32-31784-127	Tee	1 ea.
32-31784-121	Tee	1 ea.
32-31784-111	Angle	1 ea.
32-31784-39	Tee	1 ea.
32-31784-35	Channel	1 ea.
32-31784-21	Bracket	1 ea.
32-31784-11	Clip	1 ea.
32-31785-15	Channel	1 ea.
32-31785-11	Angle	1 ea.
32-31785-17	Support	1 ea.
32-31785-19	Bracket	1 ea.
32-31903-35	Skin	1 ea.
32-31902-4	Longeron	1 ea.
32-46110-1	Rod	2 ea.
32-46006-7	Rod	1 ea.
32-46018-7	Fitting	1 ea.
32-46109-3	Cover	1 ea.
32-31809-41	Radome	1 ea.
32-46102-305	Door	1 ea.
32-46102-303	Door	1 ea.
32-31824-15	Track	1 ea.
32-45609-3	Pin	2 ea.
32-31867-3	Stud	1 ea.
A/S 105/ASQ-19	Antenna	1 ea.
42545	Light	1 ea.
R3800-006-0252	Line	1 ea.
32-83197-4	Scoop	1 ea.
32-83197-3	Scoop	1 ea.
32-87270-05	Antenna cover	1 ea.
32-31831-5	Fitting	1 ea.
32-31831-6	Fitting	1 ea.
32-46101-303	Strut	1 ea.
32-31130-303	Door	1 ea.
32-85011-1	Door	1 ea.
32-31802-301	Door	1 ea.
32-31472-1	Panel	1 ea.
32-31128-301	Door	1 ea.
32-45601-1	Actuator	1 ea.
32-35202-01	Canopy, fwd	1 ea.
32-35203-01	Canopy, aft	1 ea.
	Center fuselage droppable tank	

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

PART NUMBER	NOMENCLATURE	QUANTITY
	Nose gear wheel well structure received heat damage along with associated wiring and plumbing. Nose gear up lock mechanism broken.	

B. Heat damage from Fuselage Station 249.65 through 515.00. Following parts require replacement:

PART NUMBER	NOMENCLATURE	QUANTITY
J790E8	Engine and QEC	2 ea.
32-32054-301/302	Doors	1 ea.
32-32351-1	Door	1 ea.
32-32065-305/306	Doors	1 ea.
32-32050-307	Door	1 ea.
32-32014-302	Door	1 ea.
32-32430-305	Door	1 ea.
32-32067-317/319	Doors	1 ea.
32-32053-309/310	Doors	1 ea.
32-32352-1	Door	1 ea.
	All associated plumbing and wiring attached to the above doors.	

C. Heat damage from fuselage station 515.00 through 671.98. Following parts require replacement:

PART NUMBER	NOMENCLATURE	QUANTITY
32-33161-301/-79/-77/-85/-73/-71	Tail cone panels	1 ea.
32-32467-303/-304	Fairing	1 ea
	Tail hook fairing	1 ea.
	Aluminum honeycomb, both stabilators.	
	Steel honeycomb, both stabilators.	

3. The Planner and Estimator from MCAS Cherry Point has estimated 2300 manhours to repair the aircraft, repair to be effected at O&R Cherry Point.

(b) (5)

[redacted]

VF-101 SFR 2-64A 21 FEBRUARY 1964, F4B BuNo 149428 PILOT LINDSEY

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

(b) (5)

[redacted]

PART VIII CONCLUSIONS

(b) (5)

[redacted]

PART IX RECOMMENDATIONS

(b) (5)

[redacted]

VF-101 SER 2-64A 21 FEB 64, F4B BUNO 149428 PILOT LINDSEY
STATEMENT OF LT. LINDSEY, PILOT

(b) (5)

[redacted]

Austin M. Lindsey
AUSTIN M. LINDSEY

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E
ENCL (1)

VF-101 SER 2-64A 21 FEB 64, F4B BUNO 149428 PILOT LINDSEY STATEMENT OF ENS VAUGHAN, RIO

(b) (5)

[redacted]

Gerald E. Vaughan

GERALD E. VAUGHAN

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

Enclosure (2)

VF-101 SER 2-64A 21 FEB 64, F4B BUNO 149428 PILOT LINDSEY

STATEMENT OF LT (b) (6) CONTROLLING LSO

(b) (5)

[redacted]

(b) (6)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

Enclosure (3)

VF-101 SER 2-64A 21 FEB 64, F4B BUNO 149428 PILOT LINDSEY

STATEMENT OF LCDR [redacted] (b) (6) MAINTENANCE OFFICER

F4B BUNO 149428 was accepted for service on 13 April 1962 from BUWEPSREP, St. Louis by VF-41. On 30 July 1962 it was transferred to VF-101 Det A, thence to VF-101 on 14 February 1963. On 22 May 1963 the aircraft was transferred to VF-14 who maintained custody until 27 December 1963, at which time it was again accepted by VF-101 via PAR at O&R Cherry Point for service period 2. On 17 January 1964 the aircraft was assigned to VF-31 with temporary reporting custody being maintained by VF-101 until such time as VF-31 would complete RCVW training. An acceptance inspection was performed on 7 January 1964 at which time the landing gear functional check was normal. The aircraft has had no landing gear discrepancies since acceptance from PAR.

Aircraft Operating History

Airframe time since new	418	
Airframe time this period	74	
Period	2	
Months this period	2	
Total engine time since new	Port 3.7	Stbd 370
Total field ldgs	4[illegible]	
This period	63	
Total FMLP	593	
This period	52	
Total CV landings	40	
This period	0	

No discrepancies were noted on pre-flight and the aircraft was considered ready for flight in all respects.

[redacted] (b) (6)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

Enclosure (4)

1. OVERHAUL ACTIVITY	REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
NAS QUONPT RI	447	8/20/64		X

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
J79-GE-8	401611	94791	2/26/64		

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
382.9	--	--	--	--	F-4B	149428

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/FH/GA	20. REASON FOR REMOVAL AND CODE
VF-31	--	Aircraft crash (4B)

21. FINDINGS: O [X] NO DISCREPANCY; B [ ] BASIC (MFG/DESIGN) DISCREPANCY; N [ ] NON-BASIC (MAINT/OPER) DISCREPANCY; F [ ] FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

No significant or unreported discrepancies were noted.

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

None

28. RECOMMENDATIONS

None

29. [ ] PRIORITY DIR | REQUESTED BY | REFERENCE

25. GRED 114 | APPLICABLE | INCORPORATED

30. SIGNATURE: C. E. LAGER, JR. for

31. TITLE: DESIGN AND DEVELOPMENT SUPT.

32. DATE: 8/20/64

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61) REPORT SYMBOL BUWEPS 4730-2

Information directly related to the below reported occurrence, retained and incorporated into mishap document.

40221102
F4B 149428

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
NAS QUONPT RI	446	8/20/64		X

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
J79-GE-8	401587	94791	2/21/64		

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
425.9	--	--	--	--	F-4B	149428

18. OPERATING ACTIVITY	19. FUR-EFR-AAR-I/FH/DA	20. REASON FOR REMOVAL AND CODE
VF-31	--	Aircraft crash (4B)

21. FINDINGS

[O] NO DISCREPANCY [B] [X] BASIC (MFG/DESIGN) DISCREPANCY [N] NON-BASIC (MAINT/OPER) DISCREPANCY [F] FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

a. Seventeenth stage disc P/N 108R752P2, serial No. WY3441, excessively pitted in blade slots and disc platforms.
b. Sixteenth stage disc P/N 108R751P2, serial No. WY3364 excessively pitted in blade slots and disc platforms.
c. First stage turbine nozzle, serial No. 85581, had six cracks and moderate erosion on all blades.

23. DISCREPANT PARTS (Part No.) | COND.

108R752	520
108R751	520

24. PERTINENT BULLETINS, CHANGES, ETC. INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

a. and b. Inability to withstand environmental conditions.
c. Chronic discrepancy.

28. RECOMMENDATIONS

a, b and c. Manufacturer investigate.

25. GRED 114 | APPLICABLE | INCORPORATED

29. [ ] PRIORITY DIR | REQUESTED BY | REFERENCE

30. SIGNATURE C. E. LAGER, JR. | 31. TITLE DESIGN AND DEVELOPMENT SUPT. | 32. DATE 8/20/64

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61)

REPORT SYMBOL BUWEPS 4730-2

DAMAGED AIRCRAFT CONDITION AND DISPOSITION REPORT
NAVAER-2980 (Rev. 6-59)

Of AAR
2-21-64

Aer-Rep NA-73

Submit original and one copy without letter of transmittal to the cognizant Bureau of Aeronautics Maintenance Representative and one copy to the following activities: (1) NAVAVNSAFEACTY NAS Norfolk, (2) Controlling Custodian, (3) O&R, (4) Reporting Custodian, (5) Log Book, (6) Controlling Activity (if ferry aircraft), (7) ComNAB, (if ferry or other transient aircraft and a ComNAB is concerned), and (8) Ferry Squadron, (if concerned).

FROM	SERIAL NUMBER	DATE
[redacted] Overhaul and Repair Department MCAS Cherry Point, N. C.	9-64	3 March 1964

TO: [redacted] Bureau of Naval Weapons Fleet Readiness Representative, Atlantic, NAS Norfolk, Va.

REFERENCE
(a) LATEST ISSUE OF [redacted] Instruction 4710.1
(b) BUFRELANT 242110Z Feb 64

DATE OF ACCIDENT OR DAMAGE	LOCATION OF AIRCRAFT	REPORTING CUSTODIAN
21 February 1964	NAS Cecil Field, Fla.	FITRON ONE ZERO ONE

AIRCRAFT MODEL	SERVICE TOUR	ENGINE MODEL
F-4B	2	J79GE8

BUREAU NUMBER	MONTHS THIS SERVICE TOUR
149428	2

STATUS (Flyable, non-flyable)	FLIGHT HOURS THIS MONTH
Non-flyable	27.5

ACCEPTANCE DATE	FLIGHT HOURS THIS TOUR
10 April 1962	73.7

TOTAL OVERHAULS	FLIGHT HOURS SINCE NEW
1 PAR	417.8

ENGINE DATA	PORT		STARBOARD	
ENGINE BUREAU NUMBER	401611		401587	
TIME ON ENGINE(S) SINCE NEW	382.9		425.9	
TIME ON ENGINE(S) SINCE OVERHAUL	0		0	

DETAILED DESCRIPTION OF DAMAGE AND REMARKS

OPNAV Instruction 3750.6D - Estimate 2300 manhours.

#8900 manhours x $9.61 = $85,529.00

*80% of the estimated $75,000.00 will be saved on material due to turn in credit.

For details of damage see attached sheet.

ESTIMATED COSTS OF LABOR AND MATERIAL NECESSARY TO PLACE AIRCRAFT IN COMPLETE SERVICEABLE CONDITION

TOTAL MANHOURS	DIRECT	8900
	INDIRECT	0
TOTAL MANHOUR COST		# $ 85,529.00
NON-REPAIRABLE ESTIMATED COST	APA Est.	* $ 75,000.00
MATERIAL COST	Est.	$ 500.00
SHIPPING OR TRANSPORTING TO O&R		$ NA
TOTAL COST		$ 161,029.00

RECEIVED MAR 1964

RECOMMENDED DISPOSITION

Due to excessive heat damage, non-availability of material, jigs, dollies and fixtures at site, it is recommended aircraft be transferred to FR Custody and prepared for low freeboard shipment to the DOP, O&R MCAS Cherry Point, for overhaul and repair.

The following preparatory work shall be accomplished by the operating unit prior to acceptance by the Overhaul and Repair Department for repair:

a. Remove ammunition, pyrotechnics and ejection seat charge.
b. Remove spare and loose gear.
c. Preserve engine(s).
d. Drain and purge fuel cells and disconnect battery.
e. Bring log books up-to-date and deliver with aircraft.
f. Inventory aircraft and retain copy for reference.

ESTIMATED INDUCTION DATE FOR REPAIR (Contingent on availability of material)	ESTIMATED COMPLETION DATE
NA	NA

COPY TO
NAVAVNSAFEACTY NAS Norfolk
Controlling Custodian
O&R Department
Reporting Custodian
Log Book
COMNAVAIRLANT
FITRON ONE ZERO ONE
Interservice Liaison Office
Hill AFB, Ogden, Utah

SIGNATURE OF PLANNER AND ESTIMATOR
E. L. WHORTON

SIGNATURE
C. H. VELLINES
By direction

1. Aircraft flying FCLP at OLF Whitehouse. Upon touchdown nose gear collapsed, plane continued down R/W on after gear and nose section. Fire resulted from friction of metal on R/W.

2. Fire was extinguished with dry chemical powder foam.

F-4B BUREAU NO. 149428 DAMAGED REPORT SERIAL NO. 9-64

1. Crash and heat damage from Fuselage Station-27.10 through 249.65. Following parts require replacement.

PART NUMBER	NOMENCLATURE	QUANTITY
32-31932-5	Frame	1 each
32-30074-15	Bracket	2 each
32-30074-23	Angle	2 each
32-30074-13	Angle	2 each
32-30074-11	Angle	2 each
32-31783-115	Frame	1 each
32-31783-117	Frame	1 each
32-31789-5	Angle	1 each
32-31789-51	Angle	1 each
32-31789-59	Angle	1 each
32-31789-55	Frame	1 each
32-31903-3	Skin	1 each
32-31903-11	Skin	1 each
32-31903-21	Skin	1 each
32-31903-43	Skin	1 each
32-31903-19	Skin	1 each
32-31903-23	Skin	1 each
32-31876-3	Longeron	1 each
32-30073-4	Longeron	2 each
32-30073-3	Longeron	2 each
32-30073-3	Longeron	2 each
32-31785-49	Angle	1 each
32-31785-143	Frame	1 each
32-31783-11	Angle	1 each
32-31783-105	Frame	1 each
32-31783-125	Angle	1 each
32-31783-127	Gusset	1 each
32-31783-129	Angle	1 each
32-31783-130	Angle	1 each
32-31783-131	Angle	1 each
32-46114-5	Pin	1 each
32-46114-6	Pin	1 each
32-31265-7	Longeron	1 each
32-31790-267	Tee	1 each
32-45000-3	Pin	1 each
32-46030-3	Roller	1 each
32-31789-5	Angle	1 each
32-31003-133	Skin	1 each
32-31003-143	Skin	1 each
32-31824-17	Track	1 each
32-31824-19	Clip	1 each
32-31783-102	Frame	1 each
32-30073-31	Bracket	1 each
32-31902-3	Longeron	1 each

PART NUMBER	NOMENCLATURE	QUANTITY
32-30071-3	Door	1 each
32-31784-137	Frame	1 each
32-31784-131	Tee	1 each
32-31784-127	Tee	1 each
32-31784-121	Tee	1 each
32-31784-111	Angle	1 each
32-31784-39	Tee	1 each
32-31784-35	Channel	1 each
32-31784-21	Bracket	1 each
32-31784-11	Clip	1 each
32-31785-15	Channel	1 each
32-31785-11	Angle	1 each
32-31785-17	Support	1 each
32-31785-19	Bracket	1 each
32-31903-35	Skin	1 each
32-31902-4	Longeron	1 each
32-46110-1	Rod	2 each
32-46006-7	Rod	1 each
32-46018-7	Fitting	1 each
32-46109-3	Cover	1 each
32-31809-41	Radome	1 each
32-46102-305	Door	1 each
32-46102-303	Door	1 each
32-31824-15	Track	1 each
32-45609-3	Pin	1 each
32-31867-3	Stud	2 each
A/S 105/ASQ-19	Antenna	1 each
42545	Light	1 each
R3800-006-0252	Line	1 each
32-83197-4	Scoop	1 each
32-83197-3	Scoop	1 each
32-87270-05	Antenna cover	1 each
32-31831-5	Fitting	1 each
32-31831-6	Fitting	1 each
32-46101-303	Strut	1 each
32-31130-303	Door	1 each
32-85011-1	Door	1 each
32-31802-301	Door	1 each
32-31472-1	Panel	1 each
32-31128-301	Door	1 each
32-45601-1	Actuator	1 each
32-35202-01	Canopy, fwd	1 each
32-35203-01	Canopy, aft	1 each

Center fuselage droppable tank
Nose gear wheel well structure received heat damage along with associated wiring and plumbing
Nose gear up lock mechanism broken

2. Heat damage from Fuselage Station 249.65 through 515.00. Following parts require replacement.

PART NUMBER	NOMENCLATURE	QUANTITY
J79GE8	Engine and QEC	2 each
32-32054-301/302	Doors	1 each
32-32351-1	Door	1 each
32-32065-305/306	Doors	1 each
32-32050-307	Door	1 each
32-32014-302	Door	1 each
32-32430-305	Door	1 each
32-32067-317/319	Doors	1 each
32-32053-309/310	Doors	1 each
32-32352-1	Door	1 each
	All associated plumbing and wiring attached to the above doors.	

3. Heat damage from Fuselage Station 515.00 through 671.98. Following parts require replacement.

PART NUMBER	NOMENCLATURE	QUANTITY
32-33161-301/-79/-77/ -85/-73/-71	Tail cone panels	1 each
32-32467-303/-304	Fairing	1 each
	Tail hook fairing	1 each
	Aluminum honeycomb, both stabilators	
	Steel honeycomb, both stabilators	

4. Recommendation: This aircraft was subjected to extreme heat throughout the entire lower fuselage. Numerous checks were made with ED-500 instrument on structural members where heat damage was indicated. Annealed conditions were found in the forward, center, and aft fuselage. Aside from the crash damage sustained, heat damage is apparent in areas that could not be reached due to the disassembly work required. Due to the conditions stated above, it is recommended this aircraft be prepared for low freeboard shipment to the Overhaul and Repair Department, Cherry Point where adequate dollies, jigs, fixtures, and facilities are available to make a complete repair and overhaul.

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (5)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (6)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST

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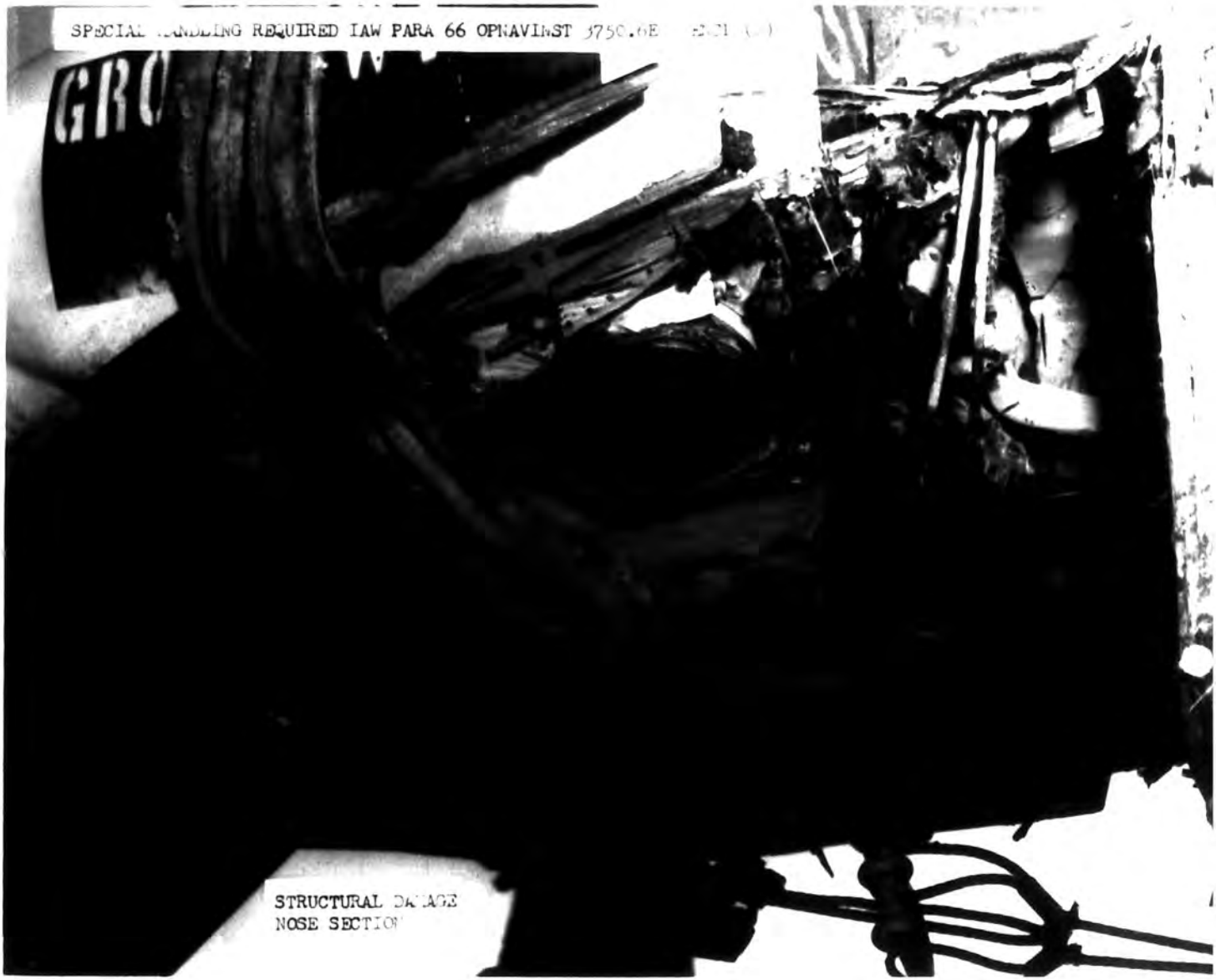
SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (7)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (8)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (8)


SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E
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STRUCTURAL DAMAGE
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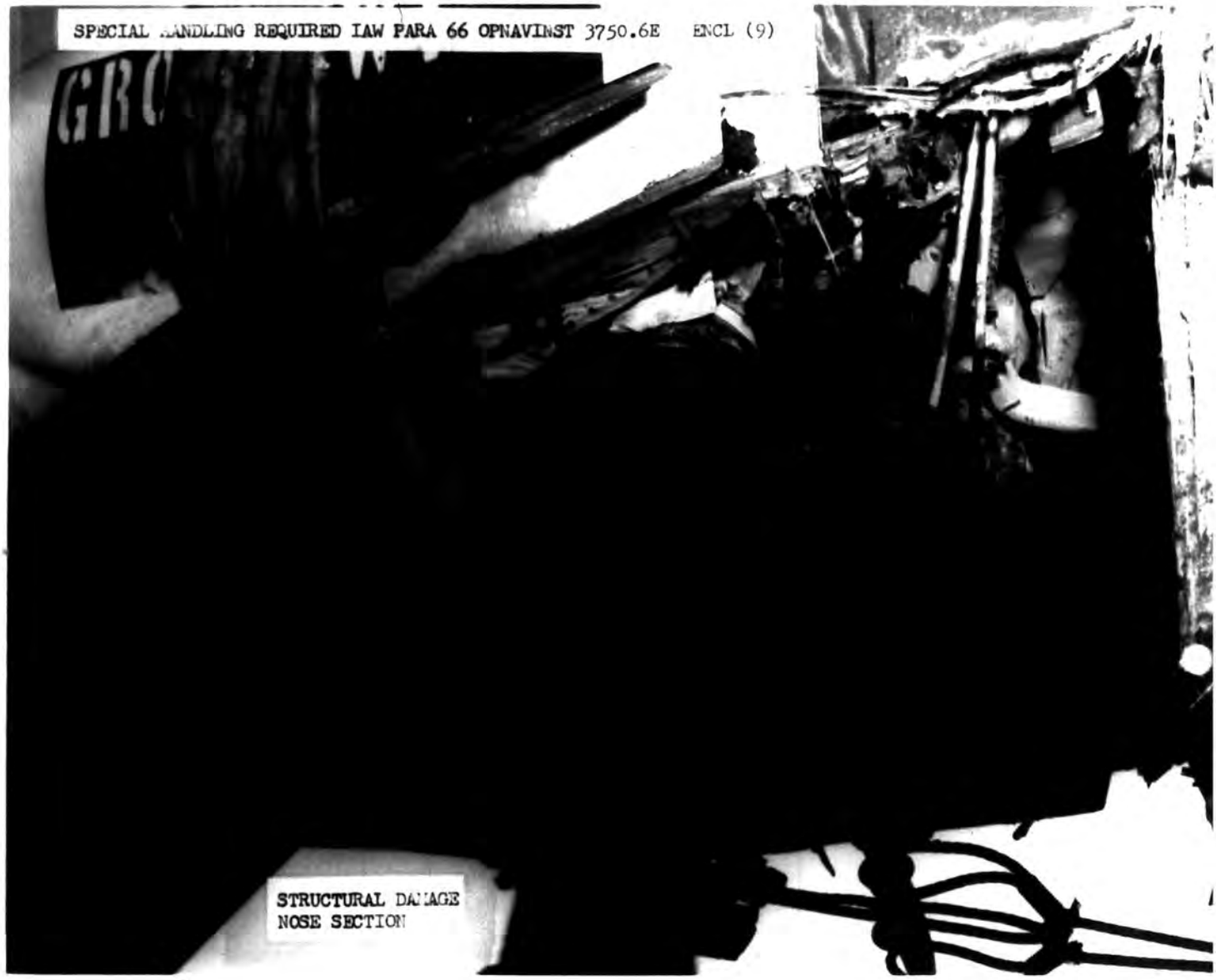

STRUCTURAL DAMAGE
NOSE SECTION

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (8)

SPECIAL HANDLING REQUIRED IAW PARA 66 OPNAVINST 3750.6E ENCL (10)

Medical Officer Report.

Withheld in its entirety under exemptions (b)(5) and (b)(6).