CNAL 002
Ser: 5734
14 SEP 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on VF-11 serial 1-67, concerning F-4B, BuNo 153048, accident occurring 12 June 1967, pilot FENDLEY

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

Subj: Aircraft Accident Report

1. Forwarded. (b) (5) [redacted]

CNAL 002
Ser: 5734
14 SEP 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Subj: Aircraft Accident Report

(b) (5)

[redacted]

Howard C. Lee
HOWARD C. LEE
By direction

Copy to:
COMNAVAIRSYSCOM
COMFAIRNORFOLK
CO, NAS NORFOLK
COMCVW-7
CO, VF-11
CO, VF-101
NAVAIREWORKFAC NORFOLK
NAVAERORECOVFAC EL CENTRO
NAVPLANTREPO ST LOUIS

ORIGINAL

Code 334
Ser 1262
28 JUL 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on VF-11 Ser 1-67 concerning F-4B BUNO 153048 Accident occurring 12 June 1967, Pilot FENDLEY

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

Subj: Aircraft Accident Report

Encl: (10) Naval Air Test Center, Weapons Systems Test Notice 3710 of 20 October 1966
(11) Naval Air Test Center, Weapons Systems Test Notice 3700 of 20 October 1966

1. Forwarded. (b) (5)

[redacted]

(b) (5)

[redacted]

ORIGINAL

Code 334

28 JUL 1987

Subj: Aircraft Accident Report

(b) (5)

[redacted]

D. C. RUMSEY, II

Copy to:
COMNAVAVNSAFECEN (2)
COMNAVAIRSYSCOMHQ
COMCVW-17
CO, NAS NORFOLK
CO, NAVAIREWORKFAC NORFOLK
CO, VF-11
CO, VF-101
NAVAIRSYSCOMREP ST LOUIS
CO, NAVAERORECOVFAC, EL CENTRO

21 NAVAL AIR TEST CENTER
23 U.S. NAVAL AIR STATION
24 PATUXENT RIVER, MARYLAND

WSTNOTE 3710
WST501
20 Oct 1966

WEAPONS SYSTEMS TEST NOTICE 3710

From: Director, Weapons Systems Test
To: Distribution List

Subj: Check-Out Pilots; assignment and duties of

Ref: (a) WSTINST 3740.1A of 27 Aug 1962

1. Purpose. To designate WST Check-Out Pilots.

2. Cancellation. WST Notice 3710 of 9 Aug 1966 is superseded by this Notice.

3. Discussion. This unit operates numerous types of aircraft with a minimum number of pilots who are operationally qualified in each. In addition to standard models, many aircraft are equipped with test installations which require some explanation in operation techniques. It is intended that each pilot become qualified in as many types of models as possible to provide flexibility in scheduling. It is apparent however, that to maintain valid qualifications in all models a pilot would "spread his talent TOO THIN". To provide proper checkout procedures, checkout pilots are assigned to each type aircraft with duties outlined in reference (a).

4. Assignment. The following pilots are assigned:

A-1	O'NEAL, AYARS
A-3A/B	BELTER, BLOOMER, O'NEAL
A-4	HICKERSON, MC GOWEN, MC AFEE, HAMMOND, DAVIS
A-6A	RUBEY, HICKERSON, DEITRICK
A-7A	MACKS, MC AFEE
C-131F	PULLEN, TINSLEY
EC-121K	[illegible]OTTER
F-4	WAYS, BLACKBURN, FENDLEY
F-8	BLOOMER, JAMES, MAUGHLIN
OV-1	MC GOWEN, MAUGHLIN
P-3A	CAVANAUGH
S-2D	PULLEN, RENNIE
Sp-2E	CUSH
SH-3A	BOWLING, RUNZO
T-39	BLACKBURN, JAMES

5. Any changes to this notice desired by cognizant Operational Branch Heads will be recommended by means of a memorandum submitted to the Operations Officer.

6. This notice will remain in effect until superseded.

L. J. REINHART

ENCLOSURE (a)

NAVAL AIR TEST CENTER
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

WSTNOTE 3700
WST301
20 Oct 1966

WEAPONS SYSTEMS TEST NOTICE 3700

From: Director, Weapons Systems Test
To: Distribution List

Subj: Maintenance Test Pilots; assignment of

Ref: (a) BUWEPSINST 3700.2 of 20 Jul 1960
(b) WSTINST 4700.3 of 2 May 1963
(c) OPNAVINST 3710.6C of 11 Feb 1963

1. Purpose. To assign pilot personnel to conduct aircraft maintenance test flights as required by reference (a).

2. Cancellation. WST Notice 3700 of 9 Aug 1966 is superseded by this notice.

3. Assignment. The following pilots are assigned as aircraft maintenanc test pilots in the aircraft models indicated:

A-1	O'NEAL, AYARS
A-3	BELTER, O'NEAL
A-4	HICKERSON, MC GOWEN, DAVIS, HAMMOND, DEITRICK
A-6A	BELTER, RUBEY, HICKERSON, DEITRICK
A-7A	MACKE, MC AFEE
C-54	KEHOE, MOORE
C-131F	PULLEN, TINSLEY
EC-121K	FECHTELKOTTER
F-4	WAYS, FENDLEY, BLACKBURN
F-8	BLOOMER, JAMES, MAUGHLIN
OV-1	MC GOWEN
P-3A	MELTZER, CAVANAUGH, RENNIE, FORSMAN
S-2D	PULLEN, RENNIE
SP-2E	CUSH
SH-3A	BOWLING, WRIGHT, RUNZO
UH-1E	BOWLING
T-39	BLACKBURN, JAMES

4. The senior aircraft maintenance test pilot assigned for each model aircraft will ensure that maintenance test flight check list cards are prepared and maintained up-to-date in accordance with reference (b).

5. Ferry pilots will be assigned from those aircraft maintenance test pilots that meet the requirements of reference (c).

6. Any changes to this notice desired by cognizant Operational Branch Heads will be recommended by means of a memorandum submitted to the Operations Officer.

7. This notice will remain in effect until superceded.

L. G. Rienhardt

ENCLOSURE (11)

Code 12:dwd
3750
Ser 779
24 JUL 1967

SECOND ENDORSEMENT on VF-11 AAR 1-67A, F-4B BUNO 153048, occurring 12 June 1967, Pilot FENDLEY

From: Commanding Officer, Fighter Squadron ONE HUNDRED ONE
To: Commander Naval Aviation Safety Center
Via: (1) Commander Fleet Air Norfolk
(2) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: VF-11 Aircraft Accident Report 1-67A

1. Forwarded, (b) (5)
(b) (5)
[redacted]
t.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAV INSTRUCTION P3750.6E

Code 12:dwd

(b) (5)

[redacted]

R. C. ADAMS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66,
OPNAV INSTRUCTION P3750.6E

Code A
3750
10 July 1967

FIRST ENDORSEMENT on VF-11 Ser 1-67A, F-4B BUNO 153048 of 12 Jun 1967, Pilot FENDLEY

From: Commanding Officer, Naval Air Station, Norfolk, Virginia 23511
To: Commander, Naval Aviation Safety Center
Via: (1) Commanding Officer, VF-101
(2) Commander Fleet Air Norfolk
(3) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Aircraft Accident Report; forwarding of

Ref: (a) COMNAVAIRLANT msg 271939Z June 1967
(b) OPNAVINST 3510.9C

1. Forwarded, (b) (5) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH [illegible] OPNAVINST P3750.6E

ORIGINAL

Code A
3750
10 July 1967

(b) (5)

[redacted]

A. H. SALLENGER

Copy to:
NAVAVNSAFECN (Advance (2))
NAVAIRSYSCOM
NAVAIRSYSCOM REP, St.Louis
NAVAIROSPACEREFAC, El Centro
CVW-17
NAVAIREWORKFAC, NORVA
VF-11

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 66, OPNAVINST P3750.6E

ORIGINAL

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

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

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: NAS, Norfolk, Va.	2. SERIAL NO. VF-11 1-67A	3. DTG (LOCAL) OF MISHAP: 1140Q 12 June 1967	4. MODEL AIRCRAFT: F4B	5. BUREAU NUMBER: 153048
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: NAS Norfolk, Va. 500 south Runway 10		10. DAMAGE: Brave
7. VIA: (1) CO NAS NORVA (2) VF-101 (3) COMFAIRNORFOLK (4) COMNAVAIRLANT	8.	11. TIME OF DAY: Day	12. TIME IN FLIGHT: 17 minutes	13. FLIGHT CODE: 1L
		14. CLEARED FROM: NAS Norfolk	TO: NAS Norfolk	
		15. TYPE CLEARANCE: VFR	16. AIRSPEED: approx.130 kts	17. A/C WEIGHT: 38,630 lbs.

18. BRIEF DESCRIPTION OF MISHAP: After overshooting a single engine approach and attempting a wave-off, aircraft settled into ground.

19. ELEVATION AT TIME OF MISHAP: S.L. 15 TERRAIN

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): None

SECTION B. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR
[redacted] (b) (5)					

SECTION C. PERSONNEL DATA

1. NAME (LAST, FIRST, & MIDDLE INITIAL)	2. RANK/RATE	3. FILE/SERVICE NO.	4. DESIGNATOR	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXCLUDING	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (AT CONTROLS AT TIME OF MISHAP): FENDLEY, John N.	LT	(b) (6) [redacted]	1310	USN	(b) (6) [redacted]	6 years	pilot	cockpt	E
CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE 1)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		1749	17. CV LANDINGS DAY/NIGHT	ALL	143 / 64
				IN MODEL	73 / 30
12. ALL MODELS IN LAST 12 MONTHS		104	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		20	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1 / 0
				IN MODEL	1 / 0
14. ALL SERIES THIS MODEL	A/C	656	20. NIGHT HOURS LAST 3 MONTHS	ALL	0
	OFT/CPT	NA / 0		IN MODEL	0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	27	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		1555
	OFT/CPT	NA / 0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	18	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	7 June 1967
	OFT/CPT	NA / 0		DURATION	1.0
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		No Record	24. TYPE INSTRUMENT CARD	standard	14 August 167

OTHER PERS.

25. NAME (LAST, FIRST, & MIDDLE INITIAL)	26. Desig RIO	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
WHELDON, Maurice A.	5/64	LT	USN	(b) (6) [redacted]	VF 101 Det Oceana	A	RIO	Rear cockpit

ORIGINAL

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E" -1-

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

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
F4B 153048	490.6	00	NA	NA	NA	1st CalEven	85.2	88

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) J79GE-8B	422068	490.6	00	Yes	00	NA	1st CalEven	150.3	88
(2) "	422070	490.6	00	Yes	00	NA	1st CalEven	150.3	88
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVER-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPFUR
(1) Fire warning Circuit harness	Mfd. 73168	490.6	00	NA	NA	Yes	Control No. F4B-54-67
(2) Main fuel control (port)	Mfd. 66503	490.6	00	NA	NA	Yes	"
(3) Wing tank external valve	Mfd. 73760	490.6	00	NA	NA	Yes	"
(4) shut off gate							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		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 ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS
X	Fire warning light stbd. engine	Break in Fire Warning Detector Circuit

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. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP NAVAIRSYSCOMREPLANT 190542Z Info NASC on DIR request. See para. 38 OPNAVINST 3750.6E
3. OTHER NRSCREPLANT Control Number F4B-54-67 Assigned.
4. All other items removed for DIR or inspection are listed in Section VII

ORIGINAL "SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

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

SPECIAL HANDLING REQUIRED in accordance [redacted]
Para. 66, OPNAV INSTRUCTION 3750.6, effe[redacted]e 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 ON 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	5. DEW POINT	6. ALTIMETER SETTING
3000 Scattered	5	020/5	RUNWAY 84 OUTSIDE AIR 79	61 ° F.	30.10

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

Relative Humidity 54%

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
- 2 CC NAVAVNSAFECN DIRECT (AAR)
- 1 CC BUMEPS DIRECT (AAR)
- 1-cc NAV AEROSPACE RECFAC El Centro
- 1-cc NAVAIRSYS REP- St. Louis
- 1-cc CVW-17
- 1-cc VF-11
- 1-cc NARF NORVA

COST DAMAGE TO: 3. GOVERNMENT PROPERTY Broken MB-5 Crash Truck - $42 Axle; 4. PRIVATE PROPERTY -

5. DATE SUBMITTED TO CO: 6 JUL 1967

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

considered appropriate should also be filled in.

(b) (6)

[redacted]

ORIGINAL

OP-05F

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

PART V - THE ACCIDENT

The flight of F-4B BUNO 153048 was assigned as a routine first acceptance test flight after completing a Shoehorn modification at Naval Air Rework Facility, Norfolk, on 12 June 1967. The pilot and RIO conducted an informal briefing covering flight and emergency procedures. The pilot, RIO and a civilian plane captain preflighted the aircraft. The airplane was configured with 3 external fuel tanks, reported to be empty. The start was normal except that a GTC 85 was used instead of a RCPT-105, which is the preferred starting equipment. The GTC 85 start was slower as expected and nothing else unusual was noted. The taxi and take-off up to the lift off point were normal, pilot selecting afterburner on the roll.

At lift off aircraft rolled to the right which required left aileron to correct. After trimming aircraft, pilot noted no unusual flight characteristics. Both pilot and RIO thought the aircraft could have a split flap configuration. At this time the trailing edge flap indicator was observed to be barber poled. In an effort to confirm this condition, the pilot/RIO called NAS Oceana tower and requested a fly-by to see if a drooping flap could be observed. Two passes were made with no definite conclusions reached. Upon climbing out from Oceana, at approximately 7000 feet, the starboard fire warning light illuminated. The pilot retarded throttle to about 70% and the light went out temporarily, but shortly thereafter came on steady. The pilot then secured the starboard engine by retarding the throttle to cut-off position. The fire warning light went out and remained out the remainder of the flight.

At this point, the RIO called Navy Norfolk tower stating that they had an engine out, were over the Hampton Bridge Tunnel, and were entering down wind for a landing on Runway 10 NAS Norfolk. Navy Norfolk tower acknowledged and the pilot started his approach while dumping fuel. The aircraft reached the 180-degree position at approximately 1200-1500 feet and commenced a left turn. The gear was reported down. The RIO reported base leg and tower cleared the aircraft to land and alerted the NAS Norfolk crash equipment. The pilot states he experienced difficulty in turning aircraft to left and approaching the 90-degree position saw he was over shooting the extended center line to Runway 10 to the south and elected to take a wave-off. The aircraft was turned back toward the center line of the runway at an altitude of 150-200 feet.

As the aircraft continued to sink the landing gear was raised and an extremely nose high attitude was observed at the field boundary. In this extreme nose high attitude (approximately 30-35 degrees above horizontal) the aircraft continued to settle impacting runway 5-23, 580 feet south of the center line of Runway 10. RIO and pilot ejected at extremely low ground level, the RIO first followed by pilot. Fire commenced shortly after impact from fuel spread by ruptured external tanks. Aircraft continued straight ahead approximately 1200 feet, paralleling Runway 10, then crossed Runway 1-19 and came to rest heading 155 degrees magnetic. The port engine was still running and a fire started under the aircraft. Crash and rescue personnel extinguished the engine and residual fire with foam. RIO impacted the ground 440 feet beyond the initial aircraft impact point and the pilot 680 feet beyond. Pilot was removed to NAS Norfolk Dispensary, RIO was helicopter air evacuated to Naval Hospital Portsmouth.

Take-off was at 1123Q, impact 1140Q. Total flight time -17 minutes.

PART VI - DAMAGE TO AIRCRAFT

The damage sustained by F-4B BUNO 153048 was the result of an uncontrolled impact with the ground on 12 June 1967 which will require extensive repairs at an overhaul facility. Damage Code Brave has been assigned by the Planning and Estimating Branch, NARF NORVA. Estimated time for repairs is in excess of sixty days with 33,000 direct man-hours involved.

The aircraft contacted the ground in a landing gear up, nose high, right wing down attitude. The first part of the aircraft to impact was the starboard stabilator, which requires replacement. The nose of the aircraft then fell through damaging all external stores (one centerline fuel tank, two external wing tanks, and two LAU-17A missle pylons) beyond repair. The forward portion of the fuselage suffered extensive damage. Both port and starboard canopy sills in the forward cockpit were cracked completely through. All wing control surfaces, leading and trailing edge flaps, ailerons and speed brakes were sufficently damaged to require replacement. The radome and several antennas on the lower fuselage were damaged beyond repair. Post impact fire caused extensive damage to the accessory section of the port engine and engine bay. The port engine injested a large quantity of foam. There is also a strong possibility of FOD, especially in the port engine. Both ejection seats were damaged beyond economical repair. Final analysis of damage to the keel, spar and various mounting assemblies cannot be determined prior to induction of the airframe into overhaul.

For a detailed list of the damage see the NARF Planning and Estimating Damage Estimate - enclosure (II. e).

The engines are being forwarded to NARF, NAS Quonset Point, for DIR and overhaul and the airframe to NARF, NAS Cherry Point, for repair and overhaul.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

16 Blacked out pages consisting of - The Investigation and Analysis, Conclusions, and Recommendations removed under exemption (b)(5).

INDEX OF ENCLOSURES

I. MEDICAL OFFICER's REPORT (ORIGINAL ONLY)

II. STATEMENTS

ORIGINAL

a. Transcript NAS Norfolk Tower
b. Transcript NAS Oceana Tower
c. Weather Data
d. Witness Statements

(1) LT J.N. FENDLEY (PILOT)
(2) (b) (6) [redacted]
(3)
(4)
(5)
(6)
(7)
(8)
(9)
(10)
(11)
(12)
(13)
(14)
(15)
(16)
(17)
(18)

e. Damaged Aircraft Condition and Disposition Report
f. Martin Baker Technical Representative, Mr. (b) (6) [redacted]
(with supplementary information provided by AAR board)

III. Photographs

a. Port and Starboard External Wing Tank Remains
b. Starboard External Wing Tank
c. External View of A/C, starboard trailing edge flap full down
d. Pilot's left console
e. Number 1 Circuit Breaker Panel
f. View of NAS Norfolk and Witness positions
g. Location of Crack in Fire Detector Element
h. Crack in Fire Detector Element
i. Damage to Aircraft (Aft View)
j. Damage to Aircraft (Fwd. View)
k. Damage to Aircraft (Stbd. Wing)
l. Fire Damage to Port Engine (Accessory section)
m. Fire Damage to Port Engine (Engine Bay)
n. Fire Damage to Port Engine (Auxillary Air Door)

IV. Flight Path Depiction
a. Flight Path Take-off to Landing
b. Approach Diagram
c. Ground Path of Aircraft Showing Fire Damage
d. Wreckage Diagram (Photo)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAVINST P3750.6E

V. Pilot Flight Time Report
VI. Local Flight Clearance
VII. Aircraft Fire/Rescue Report, NAVWEPS Form 111351 (8-6) (Original only)
VIII. Rescue Report, OPNAV Form 3750-13(3-63) (Original only)
IX. PDIR/DIR Results (Missing DIR's will be forwarded when available)
a. NAVAIREWORKFAC NORVA, WEAPONS Engineering Dept. Memo Code [illegible]RF 340 dtd 3 July 1967

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

ORIGINAL

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

NORFOLK TOWER TRANSCRIPT

12 June 1967

The following is a transcript of the Control Tower recorder tape of 12 June 1967, frequency 340.2, from approximately 1135 local time, for a period of about 15 minutes and is true and accurate to the best of my knowledge.

Raz 048	Navy Norfolk Tower, Razberry 048, over.
Twr	Razberry 048, Navy Norfolk.
048	Razberry 048, we're over the bridge, we've lost an engine, We're entering downwind at this time. We'd like to land at your airport.
Twr	048 roger, report base with gear.
048	048
Twr	048, you are the F4, affirmative?
048	That's affirmative. We're approaching the base at this time, gear is down and in place
Twr	Roger, continue approach.
Twr	048, you are cleared to land, wind zero degrees at five.
048	Forty-eight.
048	048, going to take it around once.
Twr	048, roger.
Twr	048, your gear is up.
	No further transmissions from the aircraft were reported.

[redacted] (b) (6)

[redacted] (b) (6)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750. 6E"

Enclosure II a.

OCEANA TOWER TAPE TRANSCRIPT OF 12 JUNE 1967 - RASBERRY 048

Tape 0864

048 - Oceana Tower this is Raz 048, over

Twr - Raz Helo 048, Oceana tower

048 - Roger we're overhead at about 5000 feet, we're a Foxtrot Four Bravo on a test hop out of Norfolk. We think we have a trailing edge flap that's partially down, we'd like to make a low pass and maybe get us visual

Twr - Roger Oceana Landing Runway 5 altimeter 3010 wind 100 degrees at 7

Tape 0865

048 - Roger you have any known traffic ?

Twr - 048 Negative at the time

048 - Roger we'll give you a call off the end of the runway

Twr - 048 Roger

Twr - 048, tower, say type aircraft in difficulty

048 - We're Foxtrot Four Bravo on a test hop out of Norfolk and we don't have any difficulty. We just have a (garbled) flap that didn't come all the way up on the trailing edge of the wing - we want you to take a look to see if it's up or down.

Twr - 048 Roger

Tape 0866

Twr - 048 call three miles with gear, Runway 5 Right

048 - Negative we won't put the gear down we'll make low pass up the taxiway along side the fuel pits and maybe put the glasses on the airplane. We'll get about 150 feet.

Twr - 048 Roger

Twr - 048 no lower than 200 feet

048 - Roger 200 feet

CERTIFIED TO BE A TRUE COPY

(b) (6) [redacted]

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Tape 0867

048 - This is Raz 048 about three miles out commencing approach

Twr - Raz 048, cleared low pass down 5 Right

048 - Understand down 5 Right Roger

Twr - 048, tower, disregard the wave-off lights

048 - Roger

Tape 0688

048 - This 048 we suspected the left trailing edge flap and you might check along side there and see if there's anything protruding

Twr - 048 Roger

048 - Tower, 048, We'll make a left turn when we get abeam of you and give you a better look at it

Twr - 048 Roger

Twr - 048 go around make one low pass you're cleared downwind 5 right

Tape 0689

048 - 048 Roger we'll favor the taxiway this time

Twr - 048 Roger

Tape 0690

048 - 048 turning in for low pass

Twr - 048 Roger your're cleared low pass 5 right

Twr - 110 degrees at 6, taxiway on 5 right

048 - 048

Tape 0691

Twr - 048 both flaps appear slightly down the right flap seems to be further down than your left one

048 - This is 048 Roger, thank you very much we're departing your pattern

Twr - Roger good day sir

Transcribed by: [redacted] (b) (6)

CERTIFIED TO BE A TRUE COPY

[redacted] (b) (6)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

706 12 101

UNITED STATES FLEET WEATHER FACILITY
NAVAL AIR STATION
NORFOLK, VIRGINIA

Code 31:GGM:ha
3140
Ser 321
28 June 1967

From: Officer in Charge, U. S. Fleet Weather Facility, Norfolk, Virginia
To: Commanding Officer, U. S. Naval Air Station Norfolk

Subj: Weather data from Fleet Weather Facility Norfolk records on 12 June 1967; forwarding of

Ref: (a) FONECON between LCDR [redacted] (b) (6) NAS Norfolk and LT DEROUIN, FLEWEAFAC Norfolk of 12 Jun 67

1. As requested by reference (a), the following weather data has been extracted from the U. S. Fleet Weather Facility Norfolk records and is hereby forwarded.

a. Synoptic situation. Weak high pressure area off New Jersey coast with associated ridge extending Southwest to Louisiana.

b. Surface observational data at 1040 EST (1140 DST) on 12 June 1967. Sky condition: scattered. Height: 3000 feet. Visibility: 5 miles. Obstructions to vision: haze. Sea level pressure: 30.134 inches. Altimeter setting: 30.106 inches. Pressure altitude: -175 feet. Temperature: 79°F. Dewpoint 61°F. Relative humidity 54%. Wind direction: 020 degrees true/027 degrees magnetic, 05 knots. Gusts: none.

C. M. LEMASTER
Acting

" Special Handling Required in Accordance with OPNAVINST. 3750.6E"

Enclosure II. c.

Statement of (b) (6) [redacted], AEC, USN, concerning VF-11 Serial 1-67A, 12 June 1967, F4B, BuNo 153048, Pilot Fendley.

(b) (5) [redacted]

(b) (6) [redacted]

THE BOARD CONSIDERS THIS A CREDIBLE WITNESS.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Witness statement of LCDR (b) (6) [redacted], US Navy concerning F4B BUNO 153048 which crashed at 1140 local, 12 June 1967 at Naval Air Station, Norfolk, Virginia.

(b) (5)

[redacted]

(b) (6)

[redacted]

ENCLOSURE II.D.(3)

Statement of (b) (6) [redacted] Aircraft Examiner, concerning VF-11 Serial 1-67A, 12 June 1967, F4B, BuNo 153048, Pilot Fendley.

(b) (5) [redacted]

(b) (6) [redacted]

THE BOARD CONSIDERS THIS A CREDIBLE WITNESS.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Enclosure II. d. (5)

Statement of (b) (6) [redacted] AC-2, USN, concerning VF-11 Serial 1-67A, 12 June 1967, F4B, BuNo 153048, Pilot Fendley.

(b) (5)

[redacted]

(b) (6)

[redacted]

THE BOARD CONSIDERS THIS A CREDIBLE WITNESS.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Statement of (b) (6) [redacted] AC2, USN, concerning VF-11 Serial 1-67A, 12 June 1967, F4B, BuNo 153048, Pilot Fendley.

(b) (5) [redacted]

(b) (6) [redacted]

THE BOARD CONSIDERS THIS A CREDIBLE WITNESS.

(b) (6) [redacted] LT USN.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Statement of (b) (6) [redacted] AA, USN, concerning VF-11 Serial 1-67A, 12 June 1967, F4B, BuNo 155048, Pilot Fendley.

(b) (5)

[redacted]

(b) (6) [redacted]

(b) (6) [redacted]

THE BOARD CONSIDERS THIS A CREDIBLE WITNESS.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

DAMAGED AIRCRAFT CONDITION AND DISPOSITION REPORT
NAVAER-2000 (Rev. 6-60)

Aer-Exp NA-79

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) OAR, (4) Reporting Custodian, (5) Log Book, (6) Controlling Activity (if ferry aircraft), (7) ComNAD, (if ferry or other transient aircraft and a ComNAD is concerned), and (8) Ferry Squadron, (if concerned).

FROM	SERIAL NUMBER	DATE
Commanding Officer, NAVAL AIR REWORK FACILITY, NORFOLK, VA.	104-67	6-20-67

TO: NAVAL AIR SYSTEMS COMMAND REPRESENTATIVE ATLANTIC

REFERENCE: NAVAIRSYSCOMREPLANT 162022Z June 67

DATE OF ACCIDENT OR DAMAGE	LOCATION OF AIRCRAFT	REPORTING CUSTODIAN
6-13-67	: NAS NORVA	VF-11

AIRCRAFT MODEL	SERVICE Pd.	ENGINE MODEL
F-4B	1	J79-GE8B

BUREAU NUMBER	MONTHS THIS SERVICE Pd.	ENGINE DATA	PORT		STARBOARD	
153048	10					
STATUS (non-flyable) NON FLYABLE	FLIGHT HOURS THIS MONTH 0.3	ENGINE BUREAU NUMBER	422068		422070	
ACCEPTANCE DATE 26 Aug 66	FLIGHT HOURS THIS Pd. 473.6	TIME ON ENGINE(S) SINCE NEW	467.6		463.7	
TOTAL Reworks None	FLIGHT HOURS SINCE NEW 475.6	TIME ON ENGINE(S) SINCE OVERHAUL	New		New	

DETAILED DESCRIPTION OF DAMAGE AND REMARKS

SEE ATTACHED SHEET FOR DAMAGE NOTED

" Special Handling Required in Accordance with OPNAVINST. 3750.6E"

OPNAV INSTR. 3750,6E EST MANHOURS 25,000

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

TOTAL MANHOURS	DIRECT	33,000
	INDIRECT	
TOTAL MANHOUR COST		$ --
NON-REPAIRABLE ASSEMBLIES COST		$ --
MATERIAL COST		$ --
SHIPPING OR TRANSPORTING TO OAR		$ --
TOTAL COST		$ --

RECOMMENDED DISPOSITION

Aircraft be turned into NAVAIRSYSCOMHQ FS custody for repair in excess of sixty days.

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 COMNAVAIRLANT
NAVAIREWORKFAC NAS CHERRY POINT
Reporting Custodian FITRON ONE ONE
Log Book
COMFAIRNORFOLK
FITRON ONE ZERO ONE DET OCEANA

SIGNATURE OF PLANNER AND ESTIMATOR: C. Knisely C. KNISELY

SIGNATURE: C. W. [illegible]
By direction

1 copy - C. Knisely

Enclosure II. e. -1

NAVAIREWORKFAC NORVA DAMAGED AIRCRAFT CONDITION AND DISPOSITION REPORT
SER. NO. 104-67 F 4B BuNo. 153048

Damage due to wheels up crash landing.

Damage Noted:

1. Forward fuselage skins frames webs and stringers, torn, buckled and twisted upward. Damaged area extends from bottom to top of both port and starboard sides at fuselage station 138. to station 169.

2. Skins, frames and stringers buckled and torn on bottom fuselage at station 62. to station 118.

3. Radome damaged byond economical repair.

4. Skins and frames buckled and torn on starboard side of fuselage at station 62. to station 100.

5. Lower outboard center wing skin buckled and punctured at wing station 239. to wing station 247. starboard side.

6. Starboard outer wing panel skins and frames damaged beyond economical repair.

7. Starboard center wing fold fitting requires check for structural integrity.

8. Skins and frames on port inboard center wing flap, damaged beyond economical repair.

9. Skins and frames of both starobard center wing flaps damaged beyond economical repair.

10. Bottom center wing milled skins damaged by smoke and heat. Requires metallurgical check for structural integrity. Located at center line of aircraft to wing stations 247. port and starboard side.

11. Port and starboard center wing leading edge flap buckled. Attach fittings require integrity check.

12. Starboard outerwing leading edge flap buckled and torn. Attach fittings require integrity check.

13. Port speed brake buckled and torn.

14. All external stores tanks smashed up into bottom of wings and center keel. Tanks damaged beyond economical repair. Starboard pylon broken and torn from mounts. Center and port pylons subjected to heavy stress loads and require integrity check.

15. Skins and frames buckled and torn on lower fuselage at station 539. to 556.

16. All engine bay door skins and frames buckled and torn.

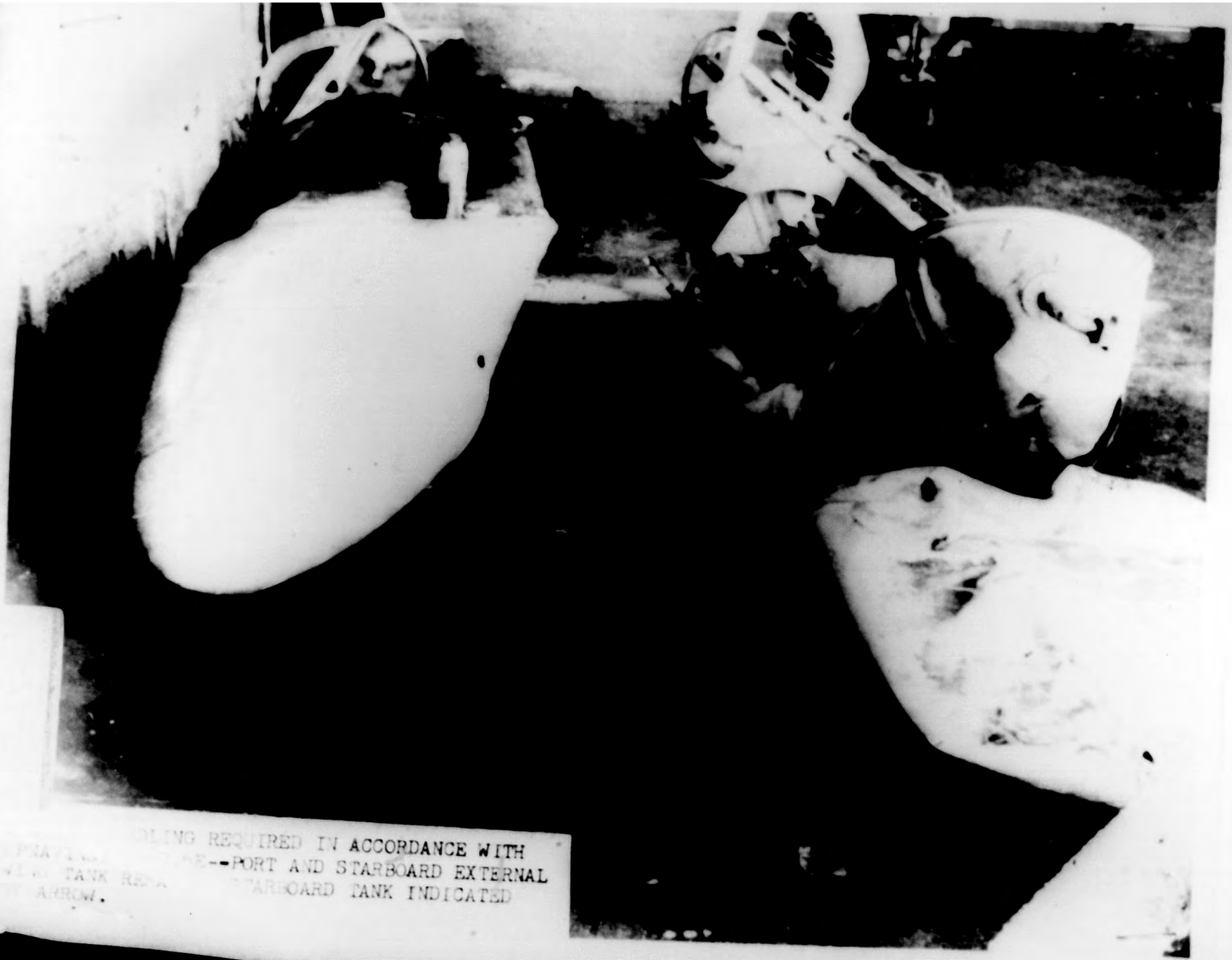
17. Martin Baker seats damaged beyond economical repair.

18. Engines ingested fire fighting foam and debris.

19. Port stabilator damaged beyond economical repair.

20. Stabilator attach mountings require structural integrity check.

21. Left hand forward engine accessory compartment damaged by smoke and heat. Requires replacement of access door, all components, wiring, hoses and tubing; also a metallurgical check of forward spar and fuselage attach fittings in this compartment



Enclosure IIIa

...DLING REQUIRED IN ACCORDANCE WITH
...--PORT AND STARBOARD EXTERNAL
...TARBOARD TANK INDICATED

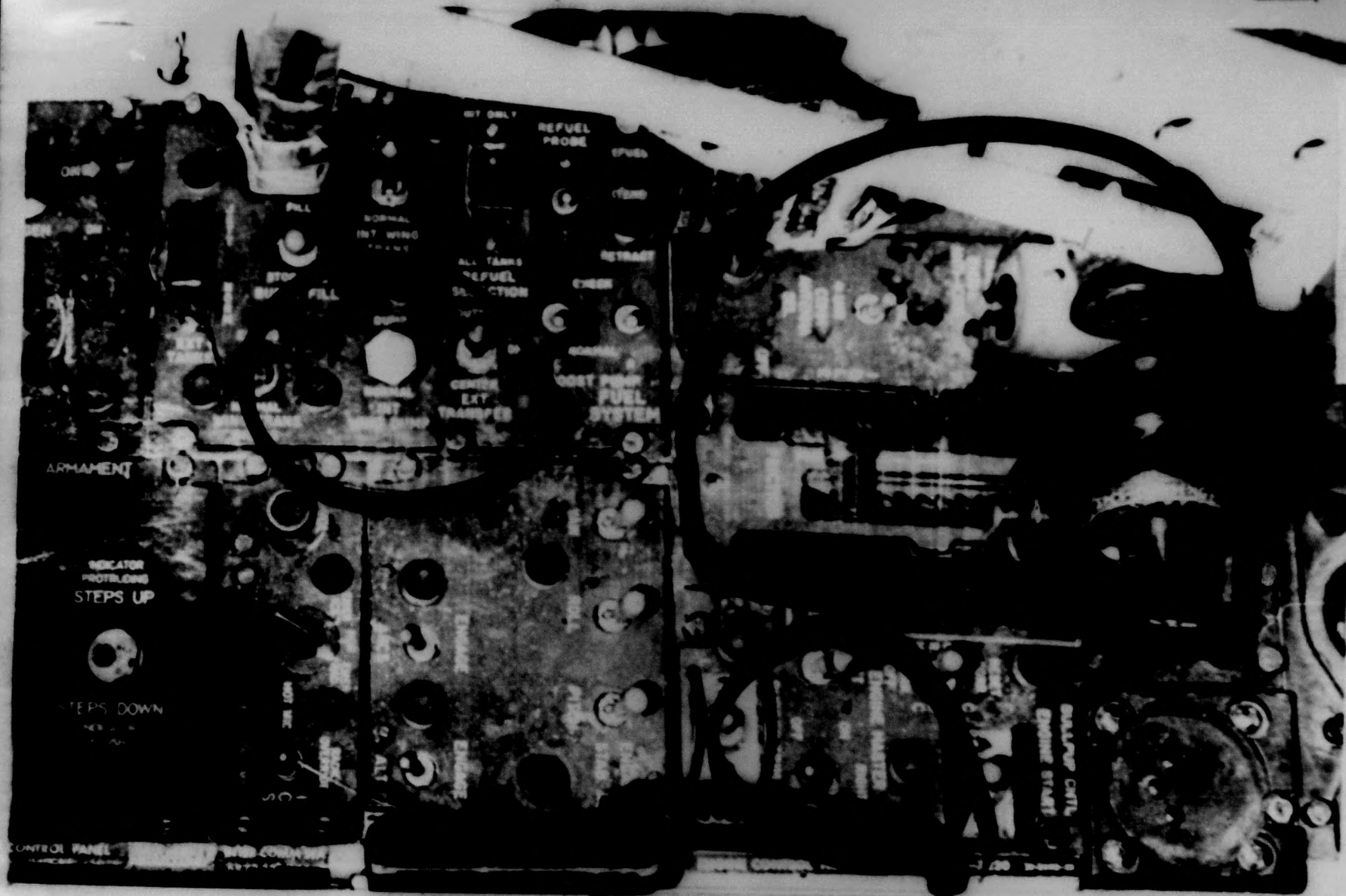
[illegible] ES IN ACCORDANCE
[illegible] --F4B 153ONE STAR
[illegible] TANK. [illegible] AND AFT
[illegible] REMAIN [illegible] IN AFT
[illegible]

Enclosure IIIb.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E--F4B 153048 EXTERNAL VIEW OF A/C SHOWING STARBOARD TRAILING EDGE FLAP IN FULL DOWN POSITION.

Enclosure IIIc.

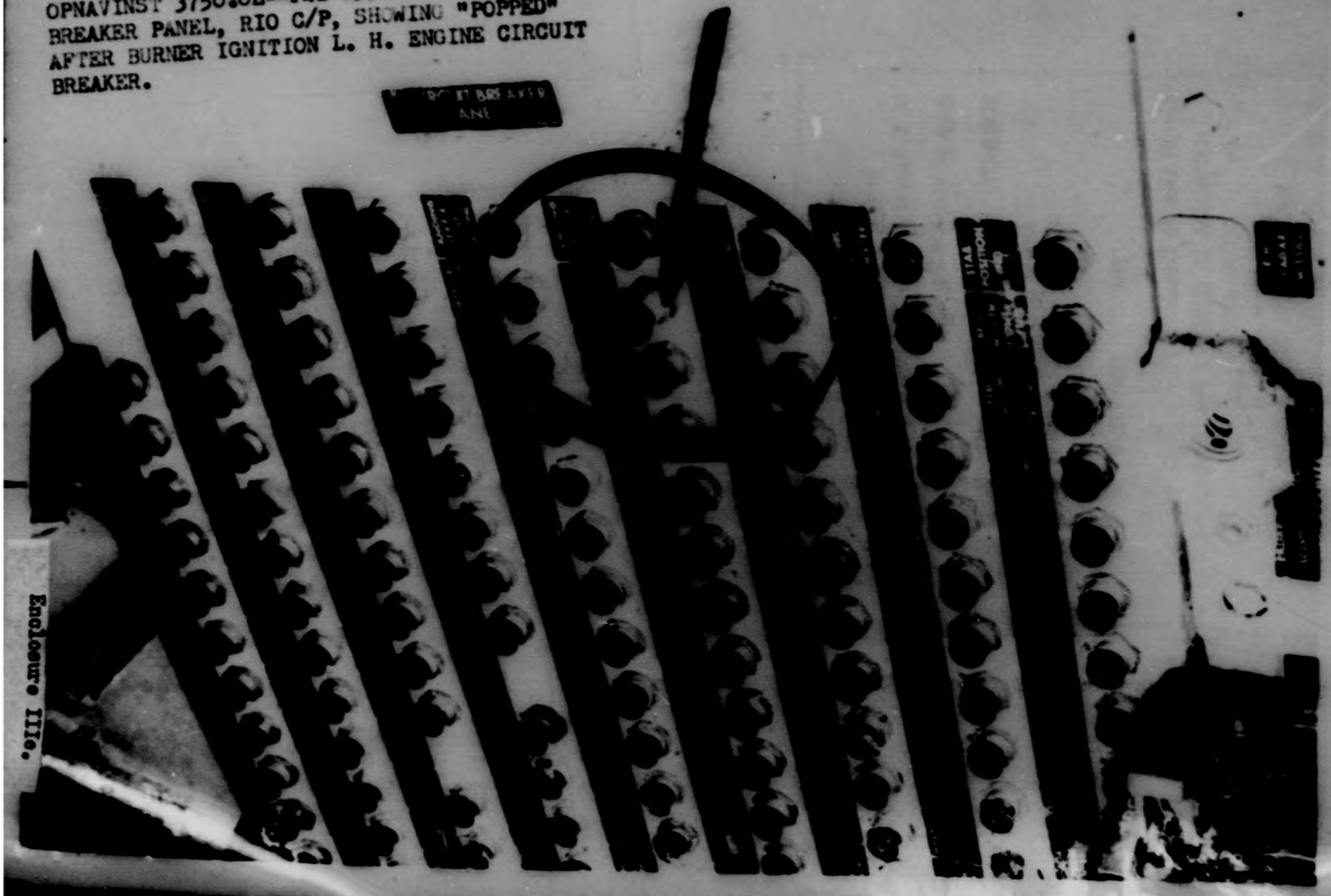
Enclosure IIIc.



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E--F4B 153048 PILOTS LEFT CONSOLE SHOWING THROTTLES POSITION AND STAR BOARD ENGINE MASTER SWITCH.

Enclosure IIId.

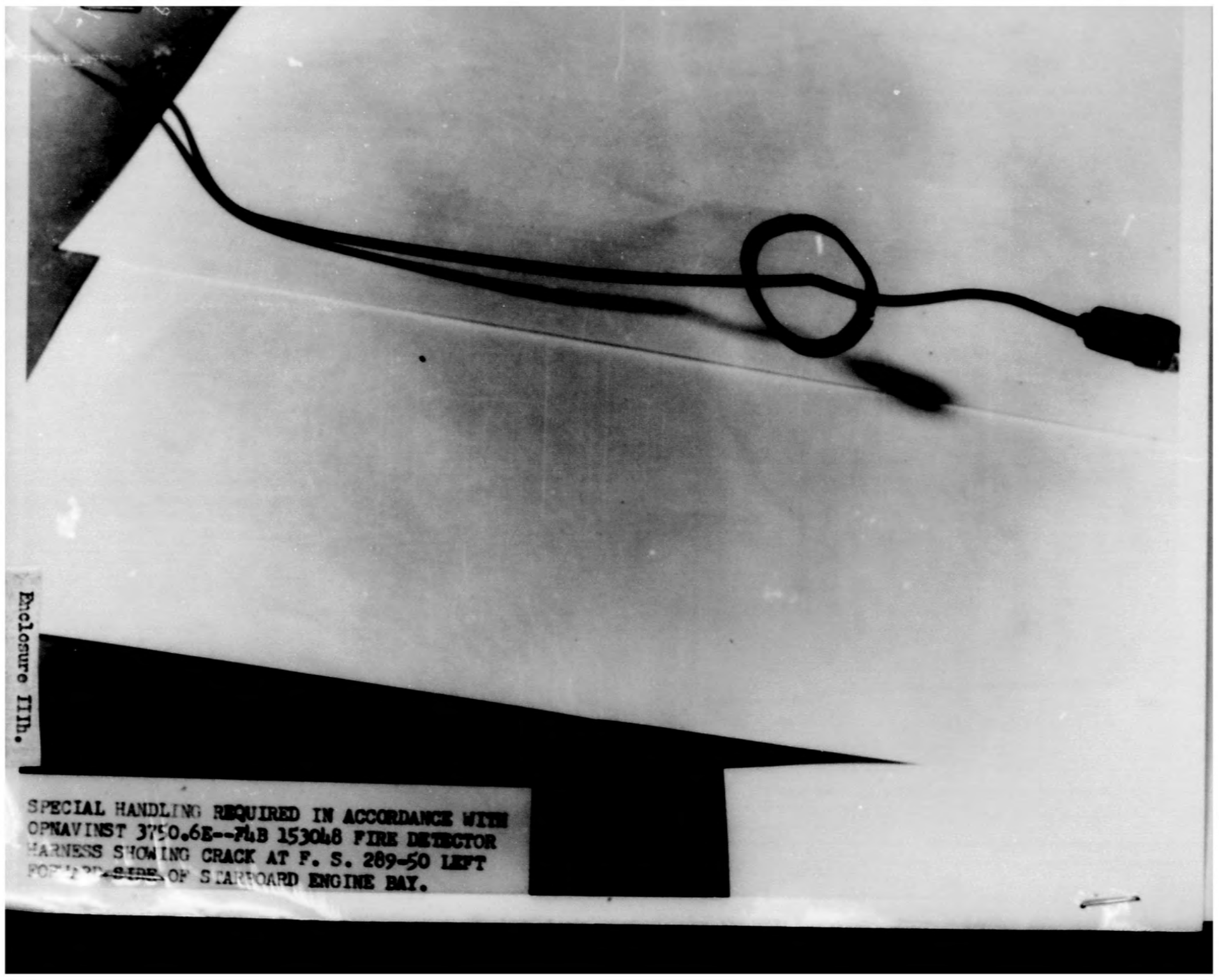
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E--F4B 153048 #1 CIRCUIT BREAKER PANEL, RIO C/P, SHOWING "POPPED" AFTER BURNER IGNITION L. H. ENGINE CIRCUIT BREAKER.



Enclosure IIIc.

Enclosure IIIf.

Enclosure IIIg.

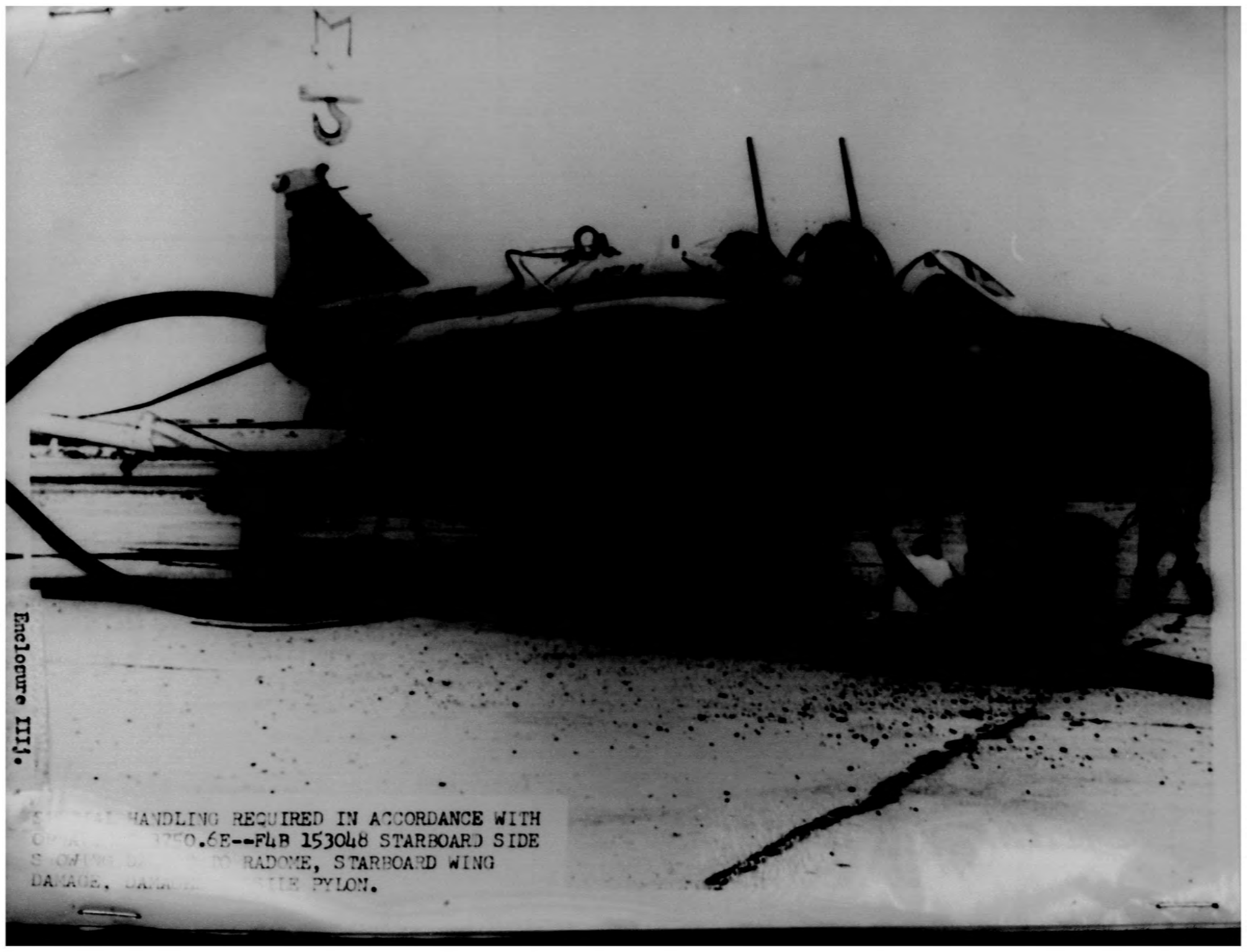


Enclosure IIIb.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E--F4B 153048 FIRE DETECTOR HARNESS SHOWING CRACK AT F. S. 289-50 LEFT FORWARD SIDE OF STARBOARD ENGINE BAY.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
SECNAVINST 3750.6E--FLB 153048 SHOWING
DAMAGE TO PORT FLAP, AILERON, STARBOARD
ELEVATOR AND STARBOARD AILERON.

Enclosure IIII.



HANDLING REQUIRED IN ACCORDANCE WITH
0.6E--F4B 153048 STARBOARD SIDE
RADOME, STARBOARD WING
DAMAGE.
PYLON.

Enclosure IIIj.

Enclosure IIIb.

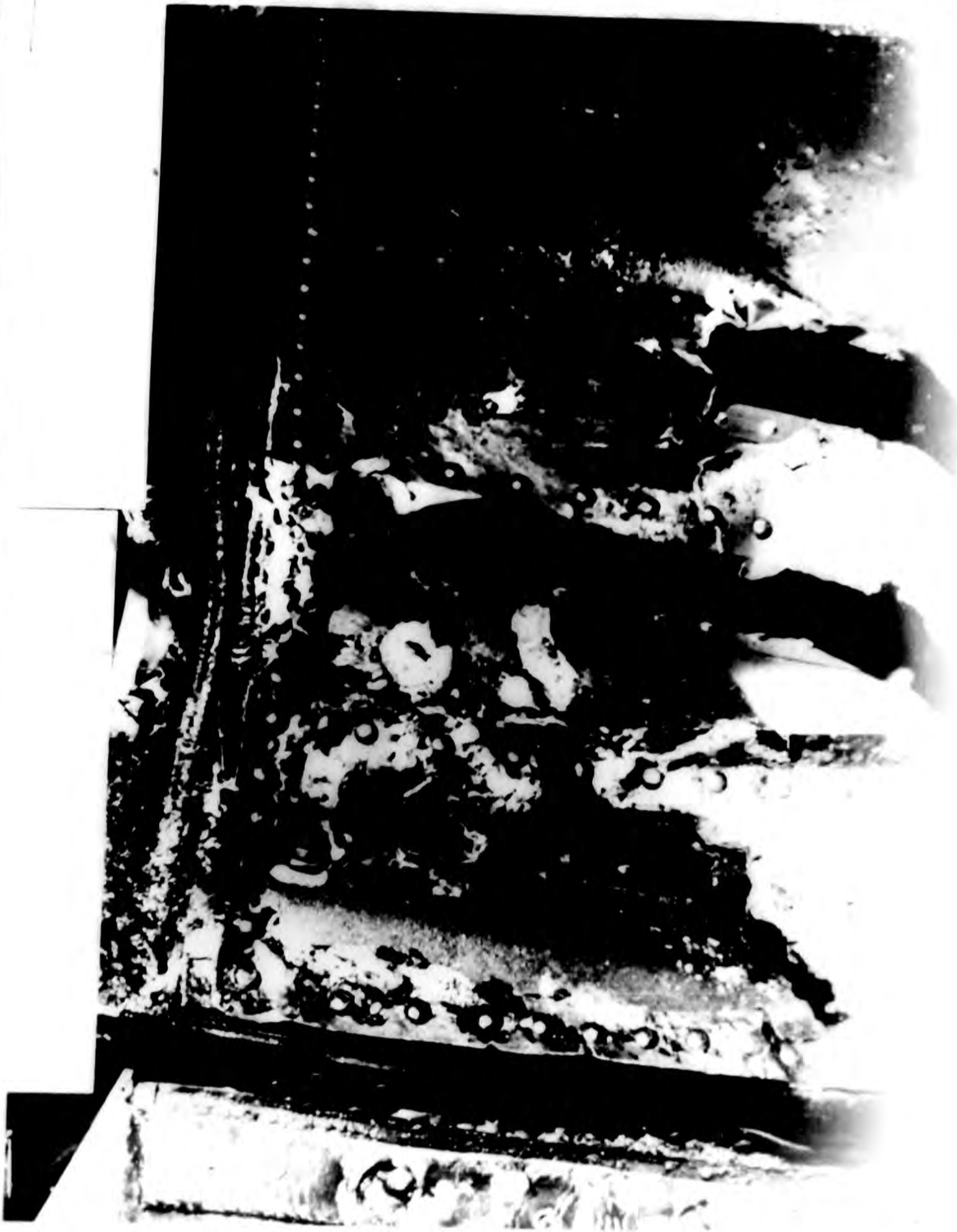
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
[illegible] 3750.6E--F4B 153048 STARBOARD WING
TRAIL[illegible] SHOWING DAMAGE TO STARBOARD
TRAIL[illegible] AND AILERON.

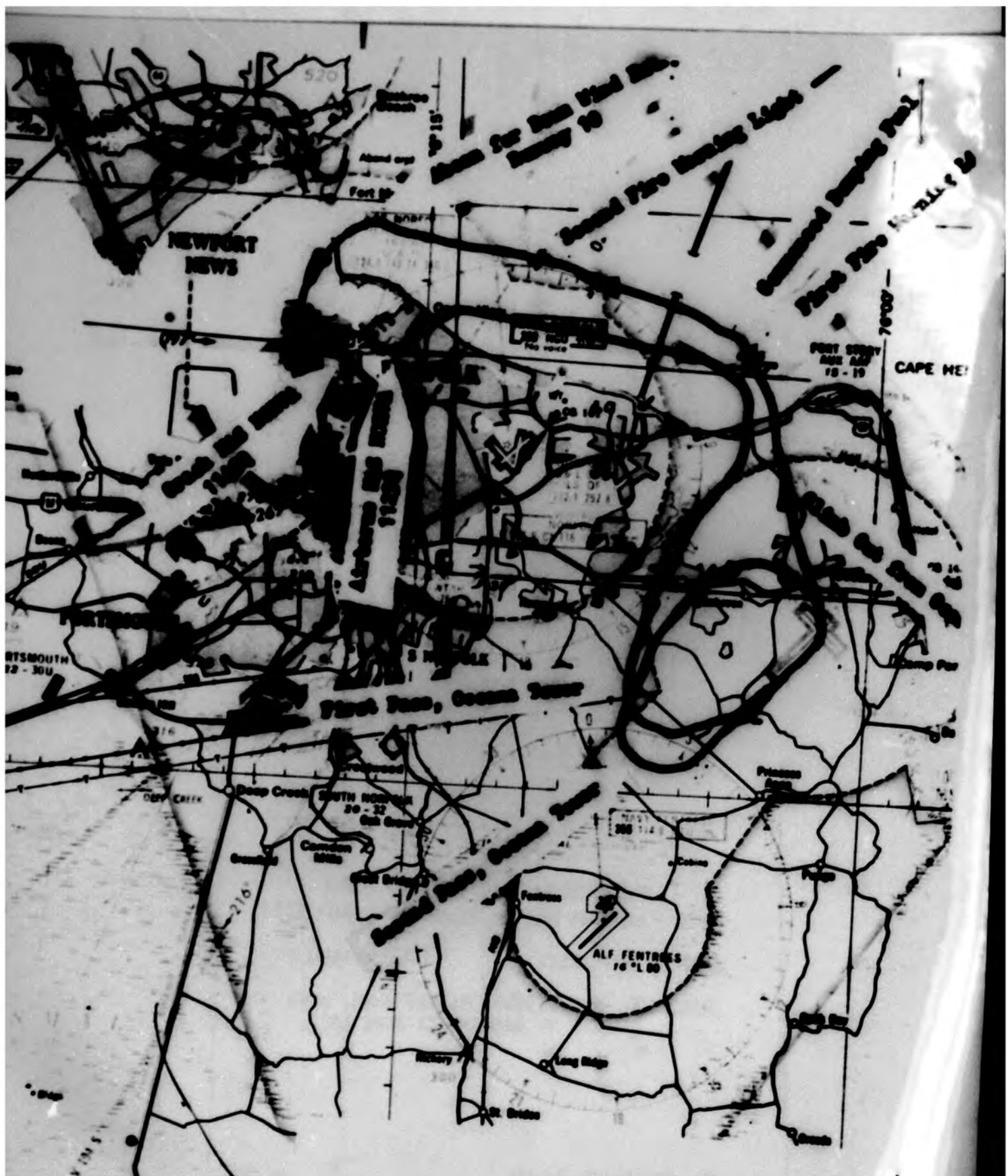
SPECIAL HANDLING REQUIRED IN A
OPNAVINST 3750.6E--FLB 153048 PORT E
ACCESSORY SECTION SHOWING POST IMPACT
DAMAGE

Enclosure IIII.

Enclosure IIII.

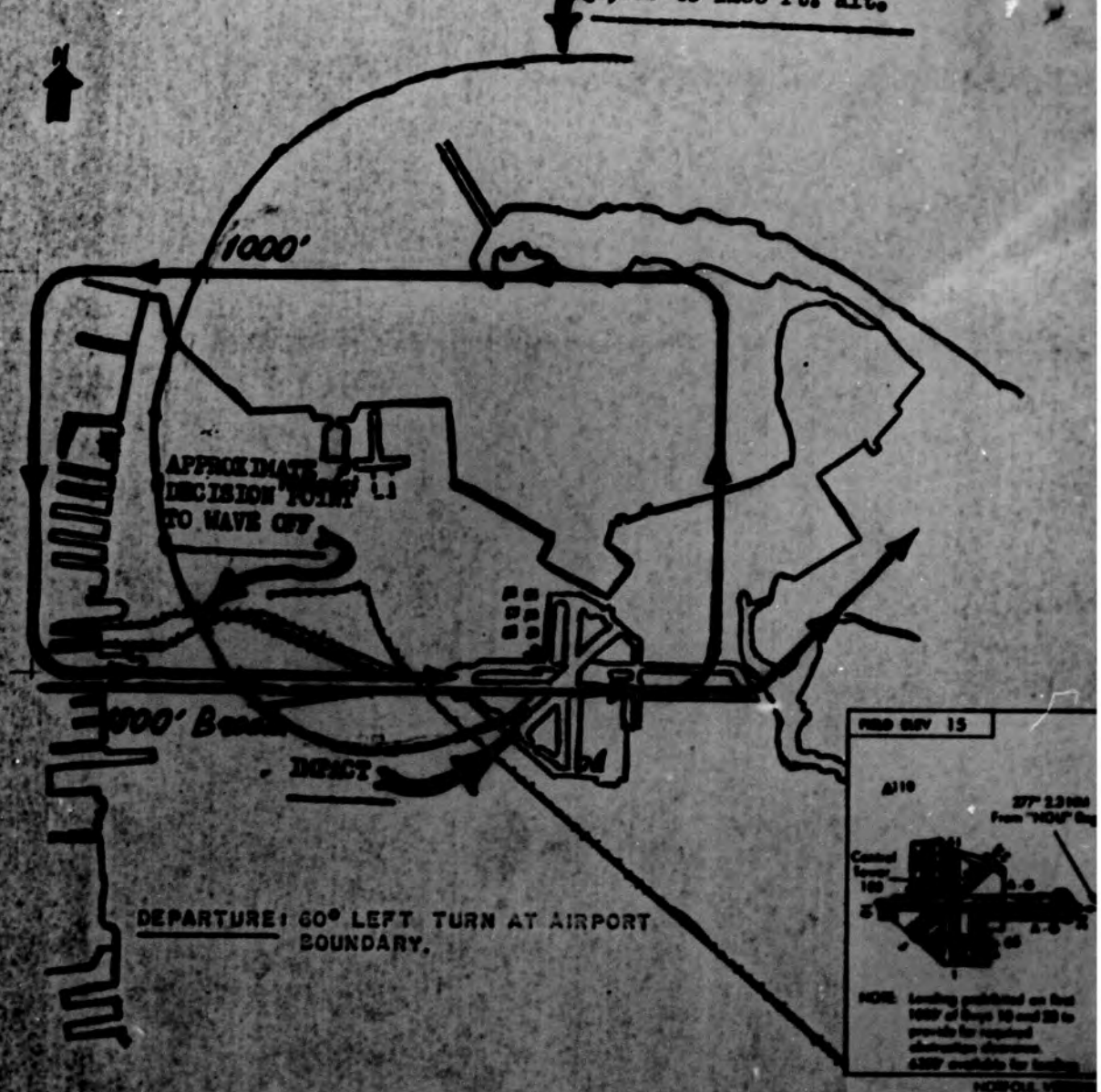
Enclosure IIIm.





Enclosure IVa.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E--NAB 153068 FLIGHT PATH, TAKE OFF TO LANDING 12 JUNE 1967.

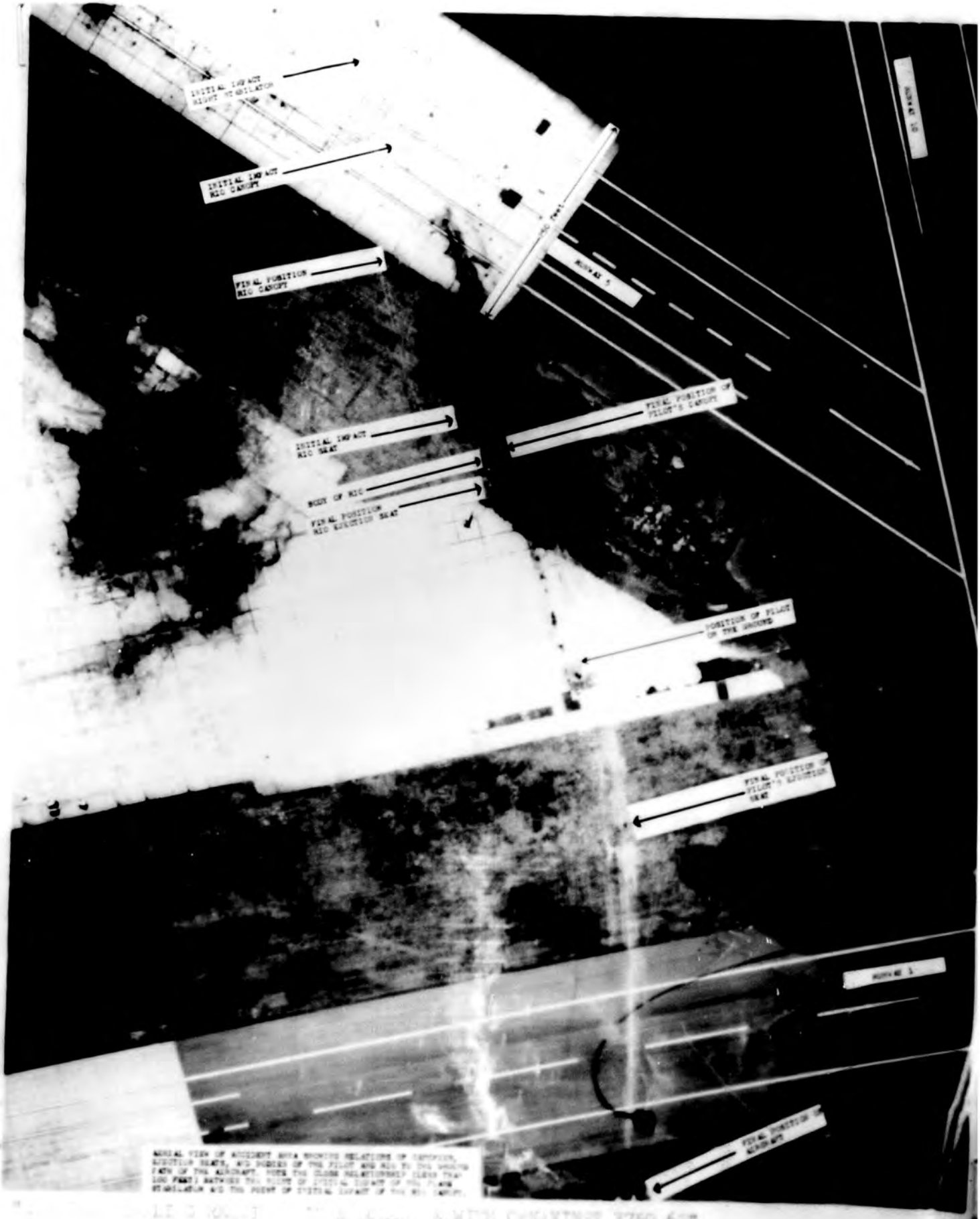


STAY OUTBOARD OF PIERS

PLATE IIIa

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
OPNAVINST 3750.6E--F4B 153048 GROUND PATH
OF AIRCRAFT SHOWING FIRE PATTERN.

Enclosure IVc.



AERIAL VIEW OF ACCIDENT AREA SHOWING RELATIONS OF DEPOSITS, EJECTION SEATS, AND BODIES OF THE PILOT AND RIO TO THE GROUND PATH OF THE AIRCRAFT. NOTE THE CLOSE RELATIONSHIP (LESS THAN 100 FEET) BETWEEN THE POINT OF INITIAL IMPACT OF THE PLANE STABILATOR AND THE POINT OF INITIAL IMPACT OF THE RIO CANOPY.

[illegible] WITH OPNAVINST 3750.6[illegible]"

WRECKAGE DIAGRAM

Encl IV.d.

[illegible]

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
JULY 66	-	6.6	-	-	-	-	6.6
AUG 66	2.1	1.7	-	2.2	-	-	6.0
SEP 66	-	1.0	-	-	-	-	1.0
OCT 66	-	-	-	15.6	-	17.5	33.1
NOV 66	-	4.6	-	10.1	5.0	-	21.5
DEC 66	1.0	2.0	-	1.8	-	-	4.8
JAN 67	-	-	-	-	-	-	-
FEB 67	-	-	3.2	-	-	-	3.2
MAR 67	10.7	-	-	-	-	-	10.7
APR 67		1.9	-	-	-	-	1.9
MAY 67	10.6	-	-	-	-	-	10.6
JUN 67	2.3	-	-	-	-	-	2.3
TOTAL	26.7	17.8	3.2	29.7	5.0	17.5	99.9

*SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6P

RESUMÉ OF PILOT EXPERIENCE FOR PRECEDING FIVE YEARS

COMMAND ASSIGN.	PERIOD ASSIGN.	MODEL A/C	FLT HRS	CV LANDGS DAY/NIGHT	OPERATIONAL PROFICIENCY
VF-41	JUL 62-JUN 63	F-4B	309	10/2	OPERATIONAL
		TOTAL	309		
VF-41	JUL 63-DEC 63	F-4B	119	53/22	OPERATIONAL
USN TEST PILOT SCHOOL	JAN 64-JUN 64	T-28B	34	0/0	"
		A-4B	20	"	"
		T-1A	14	"	"
		S-2A	9	"	"
		F-8B	8	"	"
		F-6A	5	"	"
		OTHERS	8	"	"
		TOTAL	217		
USN TPS & WST, NATC	JUL 64-JUN 65	F-8	48	"	"
		T-1A	20	"	"
		F-4B	20	"	"
		C-54Q	9	"	"
		T-28B	17	"	"
		C-130	11	"	"
		A-4B	9	"	"
		OTHERS	14	"	"
		TOTAL	148		
WST, NATC	JUL 65-JUN 66	F-4B	82	"	"
		F-8C	24	"	"
		C-131F	20	"	"
		T-39D	10	"	"
		P-3A	10	"	"
		T-2B	4	"	"
		A-4E	4	"	"
		OTHERS	7	"	"
		TOTAL	161		
WST, NATC	JUL 66-DEC 66	F-4	3.1	"	"
		F-8	15.9	"	"
		T-39	29.7	"	"
		T-28	17.5	"	"
		P-3	5.0	"	"
CONFAIRNORFOLK	JAN 67	F-4	23.6	"	PROFICIENCY
		F-8	1.9	"	"
		U-11	3.2	"	"
		TOTAL	99.9		

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Enclosure V

RESUME OF PILOT EXPERIENCE FOR PRECEDING FIVE YEARS

COMMAND ASSIGN.	PERIOD ASSIGN.	MODEL A/C	FLT HRS	CV LANDGS DAY/NIGHT	OPERATIONAL PROFICIENCY
VF-41	JUL 62-JUN 63	F-4B	309	10/2	OPERATIONAL
		TOTAL	309		
VF-41	JUL 63-DEC 63	F-4B	119	53/22	OPERATIONAL
USN TEST PILOT SCHOOL	JAN 64-JUN 64	T-28B	34	0/0	*
		A-4B	20	*	*
		T-1A	14	*	*
		S-2A	9	*	*
		F-8B	8	*	*
		F-6A	5	*	*
		OTHERS	8	*	*
		TOTAL	217		
USN TPS & WST,NATC	JUL 64-JUN 65	F-8	48	*	*
		T-1A	20	*	*
		F-4B	20	*	*
		C-54Q	9	*	*
		T-28B	17	*	*
		C-130	11	*	*
		A-4B	9	*	*
		OTHERS	14	*	*
		TOTAL	148		
WST,NATC	JUL 65-JUN 66	F-4B	82	*	*
		F-8C	24	*	*
		C-131F	20	*	*
		T-39D	10	*	*
		P-3A	10	*	*
		T-2B	4	*	*
		A-4E	4	*	*
		OTHERS	7	*	*
		TOTAL	161		
WST,NATC	JUL 66-DEC 66	F-4	3.1	*	*
		F-8	15.9	*	*
		T-39	29.7	*	*
		T-28	17.5	*	*
		P-3	5.0	*	*
CONFAIRNORFOLK	JAN 67	F-4	23.6	*	PROFICIENCY
		F-8	1.9	*	*
		U-11	3.2	*	*
		TOTAL	99.9		

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6B

Local Flight Clearance

1. The pilot was on a local VFR flight clearance in accordance with Chapter II, paragraph 201.1 of NAVNORVAINST 3710.5A (Air Operations Manual). The pilot filed his test flight plan by radio direct to the tower in accordance with local operating procedures.

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Enclosure VI

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

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL NAVWEPS 11135-1

STATION AND LOCATION	DATE OF REPORT	AFRR NO.
Naval Air Station Norfolk, Virginia 23511	12 June 1967	5-67
	DATE AND TIME OF INCIDENT: 12 June 1967 1140Q	ON STATION: X OFF STATION:
REPORTING CUSTODIAN: Commanding Officer, VF-11	MODEL AIRCRAFT INVOLVED: F4B	BUREAU NO.: 153048

TO: Chief, Bureau of Naval Weapons (SEEQ)

VIA: MILITARY COMMAND

SIGNATURE

EXACT LOCATION OF INCIDENT: 3500 ft down R/W 10
400 ft south center line
R/W 10, South East of LP-1

TYPE OF INCIDENT						FIRE INVOLVED		ESTIMATED CASE
TAKE-OFF		LINE OR LOADING		FUELING		YES		Strike damage.
LANDING	X	PARKED		MAINTENANCE		NO		
TAXIING		DEFUELING		INFLIGHT		IMPACT IGNITION	X	
OTHER (Specify)						DELAYED IGNITION		

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE			NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT
	WIND DIRECTION	020	Concrete, dirt, grass
	WIND VELOCITY (mph)	5	
	TEMPERATURE (°F)	79	

LIQUID FUEL QUANTITY

			OTHER FUELS
ESTIMATED ON BOARD BEFORE INCIDENT (lbs)	7000 lb	JP5	Oil, Hyd, etc.
ESTIMATED ON BOARD AFTER INCIDENT (lbs)			
ESTIMATED SPILL AREA (Size in feet)	15 X 1500		

PERSONNEL RESCUE

		DESCRIBE RESCUE METHODS USED
NO. PERSONNEL ON BOARD AIRCRAFT	2	Two ejected falling in trail of fire from aircraft.
NO. PERSONNEL SURVIVED	1	
NO. PERSONNEL ESCAPED UNAIDED	0	
NO. PERSONNEL RESCUED	2	

FIRE FIGHTING

FIRST METHOD OF ALARM USED						TIME RECORD
TWO-WAY RADIO		EMERGENCY INTER-COM.		EMERGENCY PHONE	X	TIME ALARM RECEIVED
OTHER METHOD (State)						TIME EQUIPMENT ARRIVED

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
24		1 PKP		1		30 lb PKP
MB1	11	6 cans	4	0	30 GAL	30 lb pkp
MB1	12	4 cans	2	1	20 gal	
MB5	13	5 cans	3	0	25 gal	30 lb PKP
06	8	1 ton CO2	3	0	1 ton	
MB5	19	1 can	3	0	5 gal	30 lb PKP
00			1			

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
	NONE		

Enclosure VII

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

1. Received stand-by emergency alarm 1140 DST.

2. Hot Spot truck on station (MB5), three trucks (two MB1 and one 06) and two pick-ups responded on emergency.

3. F4B approached, field south of and parallel to runway 10.

4. Tower gave information that starboard engine was out and that aircraft was waving off going around again.

5. Aircraft was 1000' down runway 10. It was apparant that it was losing power also dumping fuel.

6. Aircraft first touched on runway 5, sliding approximately 1500', passing about 5' in front of Hot Spot truck, stopping on grass area between runway 1 and taxiway.

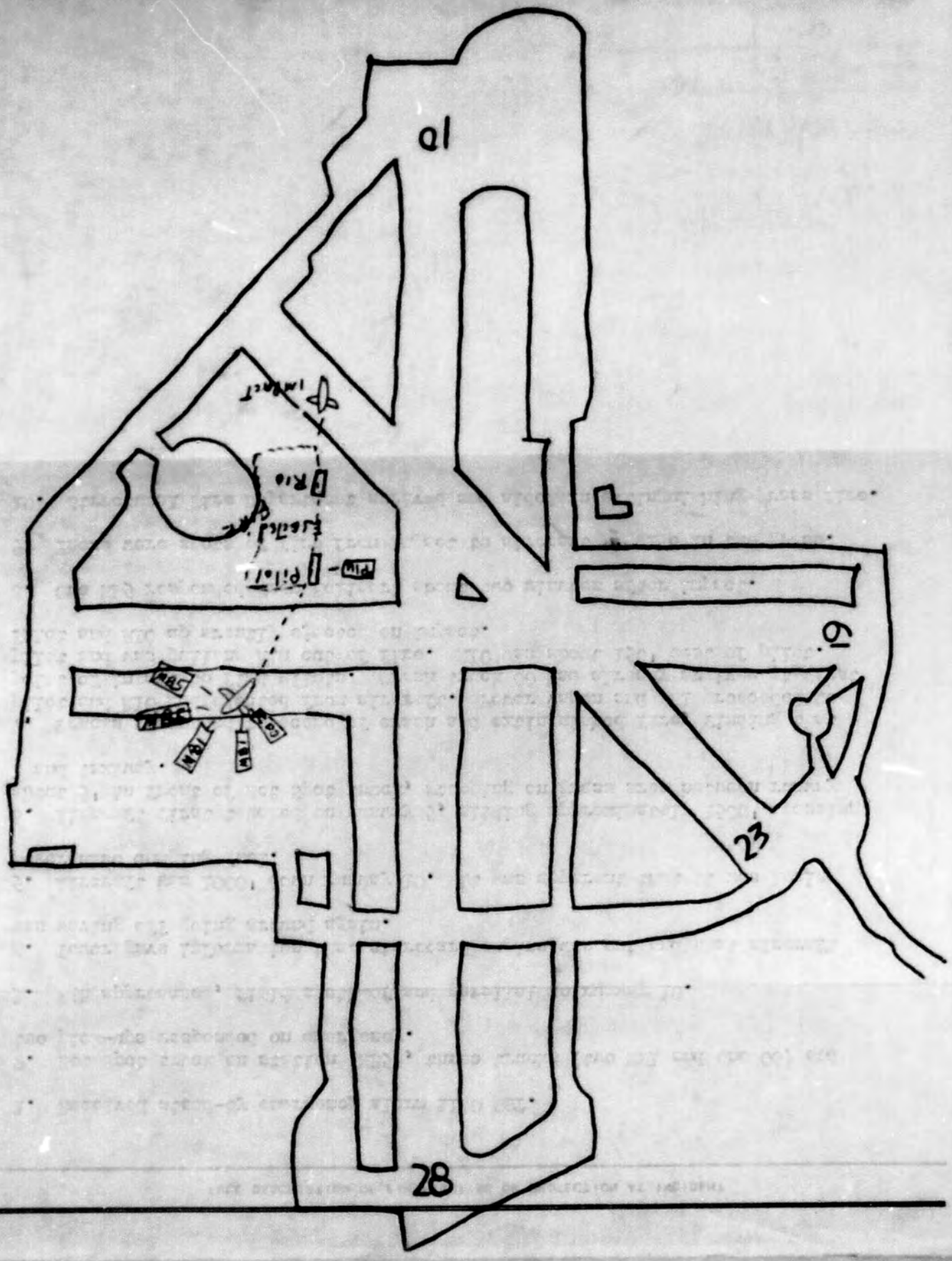
7. Trucks responded to scene of crash and extinguished fire, finding that pilot and RIO had ejected from aircraft. Power wagon and MB1 proceeded to point of impact to find pilots. Crash truck 00 had already arrived at first pilot and was pulling him out of fire. RIO was about 150' west of pilot. Pilot and RIO apparently ejected on impact.

8. One MB5 responded from Heliport about two minutes after impact.

9. There were spots of fire from impact to aircraft 50' wide in the grass.

10. Structural Fire Department arrived and aided in extinguishing grass fire.

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



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

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

MONETARY LOSSES (*Estimated*)

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
40%	30%	NONE

DATE	PREPARED BY (*Name and title*)	SIGNATURE
6-13-67	E. R. ALMEDA, ABHC, Crash Chief	E R Almeda
DATE	STATION COMMANDING OFFICER	SIGNATURE
	J. T. WILLI[illegible], LCDR, USNR By direction	J. T. Williams

RESCUE REPORT

OPNAV FORM 3750-13 (3-63)

SPEC[illegible]ANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST[illegible].6E

INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: HC-4 DET NORFOLK		2. DATE OF MISHAP: 12 JUNE 67	2A. DATE OF RESCUE: 12 JUNE 67
3. LOCATION AND DUTIES OF RESCUE VEHICLE: LP-4 NO DUTY STATUS		4. RESCUE VEHICLE (Type/model): UH34J	
5. NUMBER OF PERSONNEL: 3	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 3	5B. TO BE RESCUED: 1	5C. RESCUED: 1
		6. RESCUE BACK UP MEANS: NONE	

7. TIME SEQUENCE OF EVENTS (Local Date Time Group)

7A. Alert Received: 1138	Method: TOLD TO LAUNCH POSS. MEDIVAC
7B. Vehicle Departed: 1142	Distance to Scene: TAXIED ACROSS AIRPORT
7C. Arrived on Scene: 1144	Search Required: NONE
7D. Located Survivor: 1144	Method of Locating: AT CRASH SCENE
7E. Began Retrieval: 1144	What Was Sighted First: CRASH CREW AND VEHICLES
7F. Ended Retrieval: NA	Subsequently: NA
7G. Survivor(s) Disembarked: 1150	Location (If different from Item 3): U.S. NAVAL HOSPITAL PORTSMOUTH

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE: ------ °F	AIR TEMPERATURE: ------ °F	WIND VELOCITY: ------

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: NA

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: UH34 AND STRETCHER

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

NONE

11. PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
UNKNOWN	CRASH VICTIM	UNCONCIOUS AND INJURED
(Wheldon, Maurice Austin, Jr.)		

12. REMARKS: (Training of rescue team or crew, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL: LT. V. BECK CO-PILOT	SIGNATURE OF SUBMITTING OFFICIAL: is found on the attached statement by LT BECK
15. NAME: LCDR [redacted] (b) (6) Senior Member of AAR Board	SIGN[redacted] (b) (6)

OP-05F

Enclosure VIII

Statement of LT V. Beck, USN, Co-pilot of Rescue Helicopter (HC-4, Det-Norfolk)

At approximately 1130 local on 12 June 1967 LT WIRTH and myself heard the SAR buzzer sound. Not scheduled to have the SAR duty we went to the Flight Office to check. Enroute we heard LCDR HEDGES telling flight to launch a plane for a possible Medivac because of a crash on the field. LT WIRTH ran out and started the aircraft and was just engaging when I climbed into the Co-pilot's seat. BASS, AM2, jumped in the cabin as our crewman. We taxied out to Runway 19 and offered the tower our assistance. About three minutes later we were directed to taxi to the crash scene and fly a victim to Portsmouth Naval Hospital. Upon arrival at the scene, adjacent to Runway 5, several corpsmen, doctors and crash personnel placed the victim on a stretcher in the aircraft and we left immediately for the Portsmouth Naval Hospital. We arrived at the hospital baseball field just as the ambulance pulled up. The victim was transferred to the ambulance and we returned to NAS Norfolk.

VBeck
V. BECK
LT,USN

CERTIFIED TO BE A TRUE COPY
[redacted] LT USN

(b) (6)

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E"

Enclosure VIII

NNNNZCZCNASC273RTTE JAW RUCILSA1240 1882104-EEEE--RUCILWA RUEDBHB RUCILMA RU
MUA
RUEOHRA RUCIHHA RUCINBA RUQPNA RUCILKA RUCLAKA RUEDNKA RUEOAWA.
ZNY EEEEE
R 072104Z JUL 67
FM NAVAIREWORKFAC NAS NORVA
TO RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILMA/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
ZEN1/NAVAVNSAFECEN
RUEOHRA/NATSF PHILA
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCINBA/COMFAIRNORVA
ZEN1/NAS NORVA
RUQPNA/FITRON ELEVEN
RUCILKA/FITRON ONE ZERO ONE DET OCEANA
RUCLAKA/CARAIRWING FOUR
RUEDNKA/CINCLANTFLT
RUEOAWA/NAVAIREWORKFAC CHERPT
BT
UNCLAS E F T O
PDIR F4B 153048 COMPONENTS NAVAIRSYSCOMREPLANT CONTROL NO F4-54-67
A. NAVAIRSYSCOMREPLANT 192054 JUNE 1967

273/67

Cog M
FM

PAGE TWO RUCILSA1240 UNCLAS E F T O
B. NAVAIRSYSCOMREPLANT 291602Z JUNE 1967 (NOTAL)
1. RESULTS OF INVESTIGATION OF COMPONENTS SUBMITTED FOR PDIR AS RESULT OF REFS A AND B ARE AS FOLLOWS:
A. FIRE DETECTION SYSTEM COMPONENTS. NO DISCREPANCIES WERE FOUND IN PANEL ASSEMBLY NO. 1 MISCELLANEOUS RELAY, P/N 32-76112 NO.1 JUNCTION BOX, P/N 32-76132; FOUR FLEXIBLE CONDUCTORS, FENWALL P/N 35302-( ); AND SIX OF THE SEVEN FIRE OVERHEAT SENSING ELEMENTS DELIVERED FOR INVESTIGATION. THE SEVENTH ELEMENT, FENWALL P/N 35620-0-735, WAS RECEIVED WITH THE OUTER TUBING SEPARATED AT A POINT APPROXIMATELY 3.5 INCHES FROM ONE OF THE CONDUCTOR ENDS. CONDITION OF THIS ELEMENT AS RECEIVED INDICATES A DISTINCT PROBABILITY THAT A PREMATURE WARINING SIGNAL COULD OCCUR.
B. B. ANGLE OF ATTACK SYSTEM COMPONENTS. NO DISCREPANCIES EXCEPT THOSE BELIEVED TO HAVE RESULTED ROM CRASH DAMAGE OR REMOVAL TECHNIQUE, WERE FOUND IN THE LEFT AND RIGHT ANGLE OF ATTACK INDICATOR LIGHT ASSEMBLIES, P/N 20020-327, AND THE INDEXER LIGHT CONTROL PANEL ASSY, P/N 32-81044-301. THE ANGLE OF ATTACK INDICATOR, P/N SL29081, WAS FOUND TO BE OPERABLE, HOWEVER THE READING FOR SOME OF THE TESTS SPECIFIED BY THE HANDBOOK OF OVERHAUL INSTRUCTIONS WERE SLIGHTLY OUT

PAGE THREE RUCILSA1240 UNCLAS E F T O
OF TOLERANCE.
C. GENERAL CONTROL, P/N AV16B1358B, SHUT-OFF VALVE. NO DISCREPANCIES. VALVE WAS PARTIALLY OPEN WHEN RECEIVED.
BT

July
07210

NNNNZCZCNASC504CZCSLA627
RTTE JAW RUCILMA1967 1811329-EEEE--RUCILSA.
ZNY EEEEE
R 301329Z JUN 67
FM COMNAVAIRLANT
TO RUCILSA/NAS NORFOLK
INFO RUCILSA/NAVAVNSAFECEN
RUCINBA/COMFAIRNORFOLK
BT
UNCLAS E F T O
VF-11 SER 1-67A
A. YOUR 292102Z JUN 67
1. THREE WORK DAY EXT REQ REF A APPROVED.
BT

504/67

Cog: Records

3013297

NNNNZCZCNASC400E JAW RUCILSA5272 1802102-EEEE--RUCILMA RUCINBA.
ZNY EEEEE
R 292102Z JUN 67
FM NAS NORVA
TO RUCILMA/COMNAVAIRLANT
INFO ZEN1/NASC NORVA
RUCINBA/COMFAIRNORVA
BT
UNCLAS E F T O
FOR OFFICIAL USE ONLY
VF-11 AAR 1-67A F-4B BUNO 153048
A. OPNAVINST 3750.6E, PARA 43
1. DUE TO DELAY IN FORMING AAR BOARD AND KEY MEMBER BEING SIMULTANEOUSLY ASSIGNED BY NAVAIREWORKFAC TO LOCAL F-8 AAR BOARD, [redacted] OF DEADLINE FOR SUBMISSION OF REPORT REQUIRED BY REF A
BT

#400/67

COB: RECORDS

JUN
292102

NNNNZCZCNASC372CSLA245
RTTE JAW RUCILWA0074 1801615-EEEE--RUCILSA.
ZNY EEEEE
R 291602Z JUNE 67
FM NAVAIRSYSCOMREPLANT
TO RUCILSA/NAVAIREWORKFAC NORVA
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILMA/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
RUEOHRA/NATSF PHILA
RUCIHHA/NAVPLANTREPO ST LOUIS
BT
UNCLAS E F T O
FM ASCR 2361
PDIR F4B 153048 ANGLE OF ATTACK INDEXER, LEFT AND RIGHT,P/N
20020-327 ANGLE OF ATTACK RHEOSTAT,P/N83-0402, ANGLE OF
ATTACK INDICATOR,P/N SZL9081
A. FONECON OF 28 JUN MY ASCR2361/LT TRIPP F4B 153048 ACCIDENT
INVESTIGATION BOARD
B. BUWEPS 4730.6
C. BWFRRLANT 4730.17A
1. NASCRLANT CONTROL NR.F4-54-67 REFERS.

372/67

Cog: M+M

PAGE TWO RUCILWA0074 UNCLAS E F T O
2. REQUEST FORWARD SUBJ ITEMS TO NARF NORVA ATTN CUSTOMER
SERVICE. COMPLY WITH REF B AND C.
3. UPON RECEIPT OF SUBJ MAT BY NARF NORVA CUSTOMER SERVICE,
REQUEST PERFORM PDIR AND ADVISE ALCONFINDINGS
4. REF A CONCURS
BT

Guie
2916022Z

NNNNJMQNASC129SLB666
RTTE JAW RUCILMA1667 1781939-EEEE--RUCILSA.
ZNY EEEEE
R 271939Z JUN 67
FM COMNAVAIRLANT
TO RUCILSA/NAS NORFOLK
INFO RUCILSA/COMNAVAVNSAFECEN
RUCINBA/COMFAIRNORFOLK
RULGRL/COMATKCARAIRWING SEVENTEEN
RULGRL/FITRON ELEVEN
BT
UNCLAS E F T O
VF-11 SERIAL 1-67A
1. IF ACDT BOARD DETERMINES NO VF-11 INVOLVEMENT IN SUBJ ACDT, AUTHORITY GRANTED TO EXCLUDE VF-11 AND CVW-17 FROM VIA ADDEE ROUTING. HOWEVER VF-11 AND CVW-17 SHOULD BE PROVIDED INFO COPY OF AAR.
2. IF APPROPRIATE, VF-11 WILL BE EXONERATED OF ACDT.
BT

129/67

Copy Record's

JUN
2719398

F4B 153048 VF-11 1-67A 6-12-67

ZCZCNASC084
UUYCZCSLA416
RTTE JAW RUCILWA0064 1781702-EEEE--RUCILSA. 84/67
ZNY EEEEE
R 271604Z JUN 67
FM NAVAIRSYSCOMREPLANT
TO RUCILSA/NAVAIREWOFKFAC NORVA
RUEOAWA/NAVAIREWOFKFAC CHERPT
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILMA/COMNAVAIRLANT
RUCILSA/NAVAVNSAFECENT
RUEOHRA/NATSF PHILA
RUWJMUA/COMNAVAIRPAC
RUCIKHA/NAVPLANTREO STL
BT
UNCLAS E F T O FM ASCR 2361
PDIR F4B 153048 TRAILING EDGE FLAD ACTUATORS P/N 7-3179, S/N 0630
AND S/N8040, ANGLE ATTITUDE TRANSMITTER, P/N SLZ91708.S/N VT0670
A. FONECON MY ASCR2361/LT TRIPP F4B BUNO 153048 ACCIDENT INVESTIGATION
BOARD
B. BUWEPS 4703.6
C. BWFRRLANT 4730,17A
1. NAVAIRSYSCOMREPLANT CONZIMFTA: REQUEST FORWARD SUBJ UNITS TO
NARF MCAS CHERPT, ATTN CUSTOMER SERVICE. ADVISE SHIPMENT MODE AND DOCUMENT NR.

REF A APLIES. COMPLY WITH REF B AND C.
3. NARF CHERPT: UPON RECEIPT SUBJ UNITS REQUEST PERFORM PDIR AND
ADVISE ALCON FINDINGS.
BT

Cog M&M

JUN
271604Z

NNNN

NNNNZCZCNASC209CZCSLB425
RTTE JAW RUCILWA0103 171011S-EEEE--RUCILSA.
ZNY EEEEE
R 192054Z JUN 67
FM NAVAIRSYSCOMREPLANT
TO RUCILSA/NAS NORVA
RUEDHOA/NAVAIREWORKFAC QUONPT
INFO RUEDBHB/NAVAIRSYSCOMHQ
RUCILMA/COMANVAIRLANT
RUCINBA/COMFAIRNORVA
RUCILSA/NAVAVNSAFECEN
RUEOHRA/NATSF PHILA
RUCINPA/NAVAIREWORKFAC CHERPT
RUCILSA/NAVAIREWORKFAC NORVA
ZEN2/FITRON ELEVEN
RUCILKA/FITRON ONE ZERO ONE DET OCEANA
RUCIHHA/NAVPLANTREPO STL
RUCLAKA/REATKCARAIRWING FOUR
RUWJABA/DIRECTOR AEROSPACE SAFETY NORTON AFB
RUEDNKA/CINCLANTFLT
RUCINHA/AFPRO GEN ELEC EVENDALE
BT
UNCLAS E F T O
J79 ENGINES SERNO 422068 AND 422070 REMOVED FROM F4B BUNO 153048
A. VISIT REP ACCIDENT INVESTIGATION BOARD/MY 2137 19 JUN
B. MY INST 4730.17A

209/67

Cog M&M

PAGE TWO RUCILWA00103 UNCLAS E F T O
C. COMNAVAIRLANT INST 13700.3B
1. REFER TO NAVAIRSYSCOMREPLANT CONTROL NR F4-54-67 ON ALL RELATED CORRESPONDENCE AND SHIPPING DATA.
2. NAS NORVA. REQUEST ARRANGE SHIP SUBJECT ENGINES TO NAVAIREWORKFAC QUONPT IN

ACCORDANCE WITH REF B AND C. ADVISE ALL CONCERNED SHIPPING DATA
3. NAVAIREWORKFAC QUONPT. ON RECEIPT SUBJECT ENGINES REQUEST CONDUCT PRIORITY DIR
IN ACCORDANCE WITH REF B. SUBJECT ENGINES WERE INVOLVED IN AIRCRAFT ACCIDENT. STBD ENGINE S/N 422070 HAD BEEN SECURED PRIOR TO IMPACT DUE FIRE WARNING LIGHT INDICATION. PORT ENGINE S/N 422068 DAMAGED BY FIRE FOLLOWING IMPACT. REQUEST FINDINGS VIA MESSAGE PRIOR TO SUBMISSION OF FORMAL REPORT
BT

JUN
192054Z

Fendley 6/12 FYR

NNNN

HSCNASC781RTTE JAW RUCILSA2556 1661612-EEEE--RUENAAA RUEDBHB RULGRL RUCI
A
RUEDNWD RUCILMA RUCILKA RUCILWA RUCIHHA RUCLAKA RUEDNKA RUCIJFA RUWJABA
RUWJMUA RUCIHNA.
ZNY EEEEE
R 151612Z JUN 67
FM NAS NORVA
TO RUENAAA/CNO
ZEN1/NAVAVSAFECEN
RUEDBHB/NAVAIRSYSCOMHQ
INFO RULGRL/FITRON ELEVEN
RUCINBA/COMFAIRNORVA
RUEDNWD/COMFIVE
RUCILMA/COMNAVAIRLANT
RUCILKA/FITRON ONE ZERO ONE DET OCEANA
RUCILWA/NAVAIRSYSCOMREPLANT
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCLAKA/RCVW FOUR
RUEDNKA/CINCLANTFLT
ZEN1/NAVAIREWORKFAC NAS NORVA
RUCIJFA/BUPERS
RUWJABA/DIRECTOR AERO SPACE SAFETY NORTON AFB
RUWJMUA/COMNAVAIRPAC
RUEDBHB/CHNAVMAT
RUCIHNA/AFPR G.E. EVENDALE

781/67

Cog: M+M

PAGE TWO RUCILSA2556 UNCLAS E F T O
BT
UNCLAS E F T O
FOR OFFICIAL USE ONLY
SUPPLEMENTARY MSG REPORT OF AIRCRAFT ACCIDENT, VF-11 AAR 1-67A
A. MY 142346Z JUN 67
1. MODIFY APPLICABLE PARTS PARA 5 REF A AS FOLLOWS:
ON WAVE-OFF PILOT REMEMBERS PUTTING PORT THROTTLE TO 100 PER CENT
BUT COULD NOT REMEMBER SELECTING AFTERBURNER. BOTH COCKPIT THROTTLES
FOUND IN MINIMUM AFTERBURNER POSITION. BOTH ENGINE JET EXHAUST NOZZLES
FOUND IN CLOSED OR MILITARY POWER POSITION.
2. CORRECT PARA 6 REF A TO READ: WIND 010 DEGREES MAGNETIC AT 5 KTS.
BT

151612Z

BT
RUEDNWD RUCILMA RUCILKA RUCILWA RUCIHHA RUCLAKA RUEDNKA RUCIJFA RUWJABA
RUWJMUA RUCIHNA.
ZNY EEEEE
R 142346Z JUN 67
FM NAS NORVA
TO RUENAAA/CNO
ZEN1/NASC
RUEDBHB/NAVAIRSYSCOMHQ
INFO RULGRL/FITRON ELEVEN
RUCINBA/COMFAIRNORFOLK
RUEDNWD/COMFIVE
RCUILMA/COMNAVAIRLANT
RUCILKA/FITRON ONE ZERO ONE, DET OCEANA
RUCILWA/NAVAIRSYSCOMREPLANT
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCLAKA/RCVW FOUR
RUEDNKA/CINCLANTFLT
ZEN1/NARF NORFOLK
RUCIJFA/BUPERS
RUWJABA/DIRECTOR AERO SPACE SAFETY NORTON AFB
RUWJMUA/COMNAVAIRPAC
RUEDBHB/CHNAVMAT
RUCIHNA/AFPR G.E. EVENDALE

703/67

SUPPLEMENTARY

AAR

BT
UNCLAS E F T O
FOR OFFICIAL USE ONLY
SUPPLEMENTARY MSG. REPORT OF AIRCRAFT ACCIDENT.
A. OPNAV INST 3750.6E
B. NAS NORFOLK 122036Z
1. F4B BUNO 153048, VF-11 AAR 1-67A, PILOT LT. JOHN H. FENDLEY.
2. VFR TEST FLIGHT FROM NAS NORFOLK TO NAS NORFOLK. TIME OF FLIGHT 17 MINUTES.
3. PRELIMINARY P&E REPORT INDICATE BRAVO VICE ALFA IN REFERENCE (B).
4. LANDING ACCIDENT.
5. AIRCRAFT WAS ON FIRST TEST FROM NARF NORFOLK.
PILOT EXPERIENCED ROLL TO RIGHT AFTER TAKE OFF. AIRCRAFT WAS TRIMMED FOR LEVEL FLIGHT. PILOT SUSPECTED SPLIT FLAP CAUSED ROLL, BECAUSE TRAILING FLAP INDICATOR SHOWED BARBERPOLE. TWO PASSES WERE MADE BY NAS OCEANA TOWER TO SEE IF GROUND PERSONNEL COULD DETECT POSSIBLE SPLIT FLAP CONFIGURATION. RESULTS INCONCLUSIVE. UPON CLIMB OUT STBD FIRE WARNING LIGHT CAME ON. WHEN THROTTLE RETARDED TO 70 PERCENT LIGHT WENT OUT.

PAGE THREE RUCILSA2499 UNCLAS E F T O
SHORT TIME LATER STBD FIRE WARNING LIGHT CAME ON STEADY. RIGHT ENGINE SECURED. EMERGENCY LANDING AT NAS NORFOLK REQUESTED. SINGLE ENGINE APPROACH STARTED AT 1200-1500 FT. ALT. 180 KTS AIR SPEED. AIRCRAFT OVER-SHOT RUNWAY TEN. PILOT STATED FELT SINKING/SETTLING FEELING AND COMMENCED WAVEOFF. PUT GEAR UP, (FLAPS WERE DOWN), ENGINE TO 100 DEGREES. PILOT COULD NOT REMEMBER SELECTING AFTER BURNER, WITNESSES VARY. COCKPIT THROTTLE AND JET NOZZLE POSITIONS INDICATE AFTER BURNER WAS NOT SELECTED. AIRCRAFT CONTINUED TO SETTLE. PILOT STATED NO ACCELERATION NOTED. AT LOW ALTITUDE DECISION WAS MADE TO EJECT. SUSPECT RIO EJECTED WHILE A/C WAS SINKING, PILOT AT GROUND LEVEL. POSSIBLE CAUSE FACTORS: MALFUNCTION OF AFTER BURNER, CONTROL PROBLEMS, AND NON-COMPLIANCE WITH NATOP PROCEDURES FOR SINGLE ENGINE LANDING.
6. WEATHER-CLEAR. WIND 020 AT 5 KTS. TEMPERATURE 79 DEGS FAHR.
7. NONE
8. NOT DETERMINED AT THIS TIME. AIRCRAFT AND ENGINES BEING EXAMINED BY FACTORY REPS ON BOARD AT NAS NORFOLK.
ENGINES-PORT J79-GE8B, S/N 422068
STBD J79-GE8B, S/N 422070

PAGE FOUR RUCILSA2499 UNCLAS E F T O
INSTALLED 30 JUN 1966.
9. N.A.
10. MARTIN BAKER
11. NONE
12. NONE
BT

JJD
142346Z

NNNNHSWWRPAGUCFSLB894
RFTE JAW RUCIASA0377 1642314-EEEE--RUCILSA.
DE RULGRL 866 1642055
ZNY EEEEE
R 132055Z JUN 67
FM USS FORRESTAL
TO RUCILSA/NAS NORFOLK
INFO RUCILSWEXNAVAVNSAFCEN
RUCINBA/COMFAI
NORFOLK

RUCILMA/COMNAVAIRLANT
BT
UNCLAS E F T O
VF-11 AIRCRAFT ACCIDENT F4B BUNO 153048
A. NAS NORFOLK 122036Z JUN 67
1. VF-11 AAR 1-67A
2. MAINT RECORDS ON BOARD BEING FORWARDED
BT

540/67

Cog Records

JUN
132055Z

RUEDNWD RUCILMA RUCILKA RUCILWA RUCIHHA RUCLAKA RUEDNKA RUCIJFA RUWJABA
RUWJMUA RUCIHNA.
ZNY EEEEE
P 122036Z JUN 67
FM NAS. NORFOLK
TO RUENAAA/CNO
ZEN1/NAVAVNSAFCEN
RUEDBHB/NAVAIRSYSCOM
RULGRL/VF ELEVEN
RUCINBA/COMFAIRNORFOLK
INFO RUEDNWD/COMFIVE
RUCILMA/COMNAVAIRLANT
RUCILKA/VF ONE ZERO ONE DET OCEANA
RUCILWA/NAVAIRSYSCOMREPLANT
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCLAKA/RCVW FOUR
RUEDNKA/CINCLANTFLT
RUCIJFA/BUPERS
ZEN1/NARF NORFOLK
RUWJABA/DIRECTOR AERO SPACE SAFETY NORTON AFB
RUWJMUA/COMNAVAIRPAC
RUEDBHB/CHNAVMAT
RUCINNA/AFPR G E EVENDALE

405/67

PRELIMINARY AAR

PAGE TWO RUCILSA1989 UNCLAS E F T O
BT
UNCLAS E F T O
FOR OFFICIAL USE ONLY
SUBJ: PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. P3750.6E
1. F4B BUNO 153048 REPORTING CUSTODIAN VF-11.
2. 12 JUNE 1967, 1140Q SOUTH SIDE RUNWAY 10-28 NAS NORFOLK.
3. TEST FLIGHT IL.
4. ~~ALFA.~~ BRAVO (SEE SUPP)
5. AIRCRAFT WAS ON FIRST TEST FLIGHT FROM NAVAL AIR REWORK FACILITY, NORFOLK. SHORTLY AFTER TAKE-OFF, PILOT REPORTED ONE ENGINE OUT TO NAS NORFOLK TOWER. PILOT REPORTED BASE TO RUNWAY 10 GEAR DOWN AND WAS CLEARED TO LAND. ON FINAL, PILOT REPORTED GOING AROUND. TOWER REPORTED GEAR UP. PILOT PRESUMABLY WENT INTO AFTER-BURNER TO EXECUTE WAVE-OFF. AIRCRAFT DID NOT CLIMB OR ACCELERATE, APPEARED TO BE ON BACK SIDE OF POWER CURVE, SETTLING INTO GROUND SOUTH SIDE OF RUNWAY IN GRASS. BOTH PILOT AND RADAR INTERCEPT OFFICER EJECTED AT GROUND LEVEL. AIRCRAFT CAME TO REST AND COVERED WITH FOAM BY CRASH CREW.

PAGE THREE RUCILSA1989 UNCLAS E F T O
6. LT JOHN N. FENDLEY, (b) (6) [redacted]/1310, USN, ACTIVE, COMFAIRNORFOLK, EJECTION SEAT USED, DELTA.
7. LT M. A. WHELDON, (b) (6) [redacted]/6612, ACTIVE, VF101 DET OCEANA, EJECTION SEAT USED, ALFA, R.I.O.
8. N.A.
9. NONE.
10. UNLESS OTHERWISE DIRECTED NAS NORFOLK WILL CONVENE AAR BOARD. REQUEST VF-11 AIRCRAFT ACCIDENT REPORT NUMBER, COMFAIRNORFOLK SUPPLY AAR BOARD WITH F4 QUALIFIED MAINTENANCE OFFICER, NATOPS OFFICER AND NARF NORFOLK BOARD MEMBER.
BT

F4B 153048 VF-11 6-12-67 JUN 122036Z

MESSAGE DRAFT
SND 4442 (Rev 2/58)

CLASSIFICATION
UNCLASSIFIED

DATE: 12 JUNE 1967

FROM	DRAFTED BY	REL.	RELEASED BY
NAVAL AVIATION SAFETY CENTER	CDR E. L. ROBERTS	R.I.	CAPT E. W. HESSEL

ACTION	V	PRECEDENCE	V	INFO
NAVAIRREWORKFAC NORFOLK NAS NORFOLK COMFAIRNORFOLK FITRON ELEVEN		Mail		CNO
		Night Message		NAVAIRSYSCOMHQ
		Routine	X	COMNAVAIRLANT
	X	Priority		NAVY LIAISON OFFICER, DIRECTORATE OF AEROSPACE SAFETY, NORTON AFB
		Op Immed.		AFPR GE EVENDALE
		Emer.		NAVPLANTREPO MAC ST LOUIS
		Flash		COMCVW SEVENTEEN COMFIVE

TEXT

UNCLAS E F T O

F-4B BUNO 153048 ACCIDENT

1. LCDR (b) (6) [redacted] /1310, USN, CLRD (b) (6) [redacted] WILL CONDUCT NAVAVNSAFECEN INVESTIGATION OF SUBJECT ACCIDENT. INVESTIGATOR ON SCENE.

2. INSTRUCTION CONTAINED IN OPNAV INSTR 3750.6E, PAGE 19, PARA. 30.B AND PAGE 25, PARA. 39A (PRESERVATION OF WRECKAGE) APPLY.

REFERENCE MESSAGE

TRANSMIT BY RADIO —	CLASS OF SER.	CMO	YOUR COMM. OFFICE	DATE/TIME GROUP
				122030Z

NNNNZCZCNASC416CZCSLB561
PTTE JAW RUCINBA0023 1632228-EEEE--RUCILSA.
ZNY EEEEE
P R 122228Z JUN 67
FM COMFAIRNORFOLK
TO RUCILKA/COMATKCARAIRWING SEVEN
RUCILKA/FITRON ONE ZERO ONE DET OCEANA
INFO RUCLESA/FITRON ONE ZERO ONE
RUCILMA/COMNAVAIRLANT
RULJRL/FITRON ONE ONE
RUCILSA/NAS NORVA
RUCILSA/NAVAIREWORKFAC NORFOLK
RUCILSA/NAVAVASAFCEN NORVA
BT
UNCLAS E F T O
SUBJ: F4B 153048 AIRCRAFT ACCIDENT INVESTIGATION
A. NAS NORVA 122036Z JUN 67 NOTAL
1. REQ ASSIGN FOL PERS TAD NAS NORVA ASSIST IN SUBJ. INVESTIGATION
AS MBRS AAB REQ IN REF A:
A. [redacted] (b) (6)
B. [redacted]
2.NOMINEES CONTACT LCDR [redacted] (b) (6) NAS NORVA ASO
EXT 2680 ASAP FOR AAB MTG SKED
BT

416/67

Cog A&I

JUN
122228Z