CNAL 002
Ser 2143
17 APR 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on VF-84 accident serial 1-70A concerning F4J, BuNo 155866, of 19 December 1969, pilot DEWITT

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

Subj: Aircraft Accident Report

Ref: (a) OPNAVINST 3750.6F

(b) (5)

[redacted]

K. D. Caine
By direction

Copy to:
COMNAVAIRSYSCOM (AIR-09E)
COMFAIRNORFOLK
COMATKCARAIRWING SIX
CO NAS OCEANA
CO NAVAERORECOVFAC EL CENTRO
CO FITRON EIGHT FOUR
NAVPLANTREPO ST. LOUIS
COMNAVAIRTESTCEN PAX RIVER

PS
4-21-70

ORIGINAL

34:rjg
Ser 479
27 MAR 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOURTH ENDORSEMENT on CO VF 84 AAR Ser 1-70A, concerning F4J BUNO 155866 of 19 December 1969, PILOT: DEWITT

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

Subj: Aircraft Accident; comments concerning

Ref: (a) OPNAVINST 3750.6F
(b) COMFAIRNORFOLK msg 251543Z FEB 70

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

34:rjg

(b) (5)

[redacted]

R. H. JESTER
Chief Staff Officer

Copy to:
NAVAIRSYSCOM (09E)
NAVAERRECFAC EL CENTRO
NAVPRO STL
NATC PAX RIV
CO, VF 84
CO, NAS OCEANA
COMCVW 6

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6F

ORIGINAL

Code AS

13 MAR 1970

THIRD ENDORSEMENT on VF-84 AAR Ser. 1-70A, F4J BUNO 155866 of 19 DECEMBER 1969, PILOT: DEWITT

From: Commanding Officer, Naval Air Station Oceana
To: Commander Naval Safety Center
Via: (1) Commander, Fleet Air Norfolk
(2) Commander, U. S. Naval Air Force Atlantic Fleet

Subj: Fighter Squadron EIGHTY FOUR Aircraft Accident Report 1-70A
Pilot: DEWITT

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Code AS

(b) (5)

[redacted]

William A. Schneider

WILLIAM A. SCHNEIDER, JR.

Copy to:
NAVSAFECEN
NAVAIRSYSCOM 09E
NAVAERRECFAC El Centro
NAVPRO STL
NATC PAX RVR
CO, VF-84

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

CVW SIX:20:dwc
3750
Ser 36
27 February 1970

SECOND ENDORSEMENT on VF-84 AAR Ser 1-70A, F4J BUNO 155866 of 19 December 1969, Pilot DeWITT

From: Commander Attack Carrier Air Wing SIX
To: Commander Naval Safety Center
Via: (1) Commanding Officer, Naval Air Station Oceana
(2) Commander, Fleet Air Norfolk
(3) Commander, U. S. Naval Air Force, U. S. Atlantic Fleet

Subj: Fighter Squadron EIGHTY FOUR Aircraft Accident Report 1-70A, Pilot DeWITT

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

CVW SIX:20:dwc
3750

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

CVW SIX:20:dwc
3750

(b) (5)

[redacted]

T. S. Rogers, Jr.
T. S. ROGERS, Jr.

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COMFAIRNORFOLK
NAVAERRECFAC El Centro
NAVPRO STL
CO, NAS Oceana
NATC PAX RVR
CO, VF-84

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

FF12/VF-84
Code 00/RRW:pdr
3750
Ser: 44
19 January 1970

FIRST ENDORSEMENT on CO, VF-84 AAR Ser. 1-70A, F4J BUNO 155866 of 19 DECEMBER 1969, PILOT: DEWITT

From: Commanding Officer, Fighter Squadron EIGHTY FOUR
To: Commander Naval Safety Center
Via: (1) Commander Attack Carrier Air Wing SIX
(2) Commanding Officer, Naval Air Station Oceana
(3) Commander, Fleet Air Norfolk
(4) Commander, U.S. Naval Air Force Atlantic Fleet

Subj: Fighter Squadron EIGHTY FOUR Aircraft Accident Report 1-70A
Pilot: DEWITT

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

R. R. WILMER

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NAVPRO STL
CO NAS Oceana
COMCVW SIX
NATC PAX RVR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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-

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
C.O. FITRON EIGHTY FOUR	1-70A	191253RDEC69	F4J	155866

6. TO: Commander, Naval Safety Center ★

7. VIA: COMATKCARAIRWING SIX ★ N/A
CO, NAS OCEANA
COMFAIRNORFOLK
COMNAVAIRLANT

8. LOCATION OF MISHAP ONEMI. W OF ALF ★ FENTRESS AT INTERSECTION OF CARTER & BLUE RIDGE RDS CHES VA.

10. DAMAGE: ALFA

11. TIME OF DAY ★: DAY

12. TIME IN FLIGHT ★: 0 + 33

13. FLIGHT CODE: 1A3

14. CLEARED FROM: NAS OCEANA TO: NAS OCEANA

15. TYPE CLEARANCE ★: LOCAL VFR

16. AIRSPEED: 185 E

17. A/C WEIGHT: 35,700# 30.45% MAC

18. BRIEF DESCRIPTION OF MISHAP ★: DIR. CONTROL LOST WHEN PORT TIRE BLEW ON CROSSWIND FLLP LANDING. CREW EJECTED. AIRCRAFT BECAME AIRBORNE & CRASHED APPROX. 1 MILE WEST.

19. ELEVATION AT TIME OF MISHAP: S.L. 16 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)*

NONE

SECTION B. CONTRIBUTING FACTORS

★	V	FACTOR	V	FACTOR	V	FACTOR

(b) (5)

[redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial) ★	2. RANK/DATE	3. FILE SERVICE NO.	4. DESIGNATION	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DNA	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) DEWITT, MICHAEL D.	LTJG	(b) (6) [redacted]	1315	USNR	(b) (6) [redacted]	1½	PILOT	FRONT COCKPIT	F
CO-PILOT (identify & submit separate page 1) NONE									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		610	17. CV LANDINGS DAY/NIGHT	ALL	83 / 17
				IN MODEL	65 / 17
12. ALL MODELS IN LAST 12 MONTHS		237	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	35 / 51
				IN MODEL	35 / 51
13. ALL MODELS IN LAST 3 MONTHS		45	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	3.0 / 2.4
				IN MODEL	3.0 / 0
14. ALL SERIES THIS MODEL	A/C	309	20. NIGHT HOURS LAST 3 MONTHS	ALL	11.3 /
	OFT/CPT	NA / NA		IN MODEL	11.3 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	234	21. TOTAL HOURS IN JETS (if jet mishap)		583
	OFT/CPT	NA / 3			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	42	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	12/18/69
	OFT/CPT	0 / 1		DURATION	0.8
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		7/29/69 QUAL	24. TYPE INSTRUMENT CARD		STAN

OTHER PERS.

★ 25. NAME (Last, first, & middle initial)	26. DNA	27. RANK/DATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
PITZER, DONALD L.		LTJG	USNR	(b) (6) [redacted]		B	RIO	REAR COCKPIT

OP-36F

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
27 FEB 69	256.1	NONE	N/A	N/A	N/A	CAL INSP	47.1	49

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)	PORT	433874	256.1	NONE	YES	N/A	N/A	CAL INSP	47.1	49
(2)	STBD	448001	256.1	NONE	YES	N/A	N/A	CAL INSP	47.1	49
(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. SFS. NO. FUR/AMFER
(1)	PORT MAIN LANDING GEAR TIRE	MFG CODE 73808 220A26	N/A	NONE	N/A	N/A	YES	NONE
(2)	RUDDER ACTUATOR	26500-313	266.1	NONE	N/A	N/A	YES	NONE
(3)	PORT NOSE GEAR TIRE	MFG CODE 73808 219A466-2	N/A	NONE	N/A	N/A	YES	NONE
(4)	PORT MAIN LANDING GEAR BRAKE ASSY.	AA320296	266.1	NONE	N/A	N/A	YES	NONE

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. RESTARTS	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO RELIGHT ATTEMPTED	
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. AMPFUR SERIAL NUMBER NONE
2. DIR MESSAGE REQUEST DATE-TIME-GROUP VF-84 201750Z DEC 69 *Info NASC on DIR request. See para. 25 OPNAVINST 3750*
3. OTHER FITRON EIGHT FOUR 192233Z DEC 69, PRELIMINARY REPORT OF AIRCRAFT ACCIDE
4. FITRON EIGHT FOUR 201750Z DEC 69, SUPPLEMENTARY REPORT OF AIRCRAFT ACCIDE

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 failure: 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/LANDINGS 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
UNKNOWN BROKEN	7 MILES	076° REL, 13-19 KTS	RUNWAY NR OUTSIDE AIR 46°F	18°F	29.96

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)
DURING PERIOD 1230R TO 1250R THE WIND DIRECTION VARIED BETWEEN 290 AND 305' TIME AND VARIED FROM 9-19 KTS.

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS
II	C	(1)	TIRE HAD 85 FMLP AND 15 FIELD LANDINGS.
II	C	(3)	TIRE HAD 85 FMLP AND 15 FIELD LANDINGS.
II	C	(4)	BRAKE ASSY HAD A TOTAL OF 219 FIELD, 278 FMLP, 24 ARRESTED AND 4 BOLTER LANDINGS.

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1CC COMCVW-6 ✓
1CC NAVPPOSTL ✓
1CC NARECFACELCENTR ✓
1CC NATC PAX RIVER ✓ +

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	$6000	13 JAN 70

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

OP-03F

PART V
THE ACCIDENT

On 19 December 1969 at approximately 1220 R Victory 205, BUNO. 155866 a VF-84 F4J, was launched from NAS Oceana on a scheduled FCLP mission. The crew consisted of LTJG DEWITT, pilot, and LTJG PITZER, RIO (Enclosure 10). Victory 205 proceeded to NALF Fentress, entered the pattern for runway 23 and commenced making practice carrier landings. The weather was reported 4000' scattered, unknown broken cirriform, 7 miles visibility with surface winds 290-305 degrees true at 9 gusting to 19 KTS (Enclosure 6) with the LSO estimating winds at 080 degrees relative, 10-15 KTS (Enclosure 5)..

On the 6th pass, 205 waved off and informed the LSO that the rudder was "acting up". The LSO recommended pulling the ARI circuit breaker. On the next pass, in the groove, 205 reported that the rudder was OK. The LSO's comments on this pass were "rough glide slope, little high at the ramp, little come down to land" (Enclosure 5). After touchdown the port main landing gear tire blew and the aircraft commenced a rapid drift toward the left side of the runway. Unable to straighten the aircraft out with full right rudder and aileron and approaching the edge of the runway the pilot initiated command ejection (Enclosure 2 and 3). The RIO sustained a [redacted] (b) (6) when contacting the ground. The pilot sustained minor injuries (Enclosure 1).

After the ejections the aircraft lifted off the runway, pitched 45-60 degrees nose up, completed a wingover type manuver and attained a wings level attitude on a heading of approximately 310 degrees (Enclosure 8). The aircraft was in a shallow dive, right wing slightly down at impact with the left wing colliding with an unoccupied farmhouse after 405 feet of travel and continuing 390 feet further, into an open cornfield after hitting the house (Enclosure 9-1 and 9-3).

Both crewmembers were picked up by the NAS Oceana helicopter without further incident and delivered to the NAS Oceana dispensary. (Enclosure 13 and 14).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VI

DAMAGE TO THE AIRCRAFT

Investigation of the wreckage of F4J aircraft, BUNO 155866, revealed that the aircraft sustained ALPHA damage as a result of its contact with the ground and its subsequent ground travel.

The initial impact was in a right wing down, slightly nose up attitude at an estimated 185 KIAS. Just after the starboard main landing gear touched down initial damage was sustained by outboard portions of the starboard wing and flaps. The next contact with the ground was by the nose landing gear and the centerline fuel tank. The nose gear dug a hole in the ground approximately five feet long and two feet deep located about 60 feet forward of the initial impact point (see enclosures 9-2 and 9-3). Imbedded in the ground in the hole were found portions of the starboard LAU17 pylon and portions of the underside of the forward fuselage. This force of the nose gear digging in apparently tore the strut free and it was found about 100 feet forward of the hole (see enclosures 9-2, 9-3 and 9-4). Apparently the radome was also separated from the aircraft at this point. It traveled forward and to the right of the hole, hitting a parked automobile, and coming to rest just across Blue Ridge Road (see enclosures 9-2, 9-4, and 9-5). The port main landing gear touched down about 120 feet forward of the initial impact point and damage was sustained by portions of the port wing.

At the ditch the centerline fuel tank was separated from the aircraft and thrown forward about 200 feet from the contact point of the ditch (see enclosures 9-2, 9-4 and 9-6). The next major damage was sustained when the port wing contacted the house (see enclosure 9-4). The outboard portion of the wing was imbedded in the house and the inboard portion was found in the vicinity of the centerline fuel tank (see enclosures 9-2, 9-4, and 9-5). Other damages sustained in this impact were to the port inlet ramp, port side of fuselage, rudder and vertical stabilizer. The latter two items were apparently shaved off by the roof of the house. The port main landing gear probably separated from the aircraft as a result of this impact and was found across Blue Ridge Road (see enclosures 9-2, 9-4 and 9-7).

As the aircraft continued across Blue Ridge Road the starboard main landing gear was apparently torn free and was found about 100 feet across the road (see enclosures 9-2 and 9-7). In the field short of the fuselage was a portion of the tail including the stabilator and the drag chute compartment (see enclosures 9-2, 9-7, and 9-8). The AN/APG-59 radar package was found about 100 feet beyond the fuselage and a portion of the tail including the tail hook was found about 100 feet north of the fuselage (see enclosures 9-2 and 9-7).

PART VI

DAMAGE TO THE AIRCRAFT

The fuselage came to rest on a heading of 360° and residual fire was evident in the fuselage fuel cell areas (see enclosures 9-7, 9-9, 9-10, and 9-11). Damages to the front and rear cockpits are evident in enclosures 9-12 and 9-13. Worthy of mention is the fact that damage to the interior of the rear cockpit was relatively minor. The inboard portion of the starboard wing remained attached to the fuselage (see enclosure 9-9).

PART VII

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]

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

(b) (5)

[redacted]

PART VIII

CONCLUSIONS

(b) (5)

[redacted]

PART IX

RECOMMENDATIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

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

All statements withheld under exemption (b)(5).

NAVAL WEATHER SERVICE
ENVIRONMENTAL DETACHMENT
NAS OCEANA, VIRGINIA

NWSED 3040
Ser 5969
19 December 1969

From: Officer in Charge, Naval Weather Service Environmental Detachment, Oceana, Virginia
To: Commanding Officer, Attack Squadron 84, Naval Air Station, Oceana, Virginia

Subj: Weather Data, forwarding of

1. In accordance with a telephone request of VF-84, the following weather data for NAS Oceana on 19 December 1969 is submitted herewith:

1258L:

Sky Condition:	4000' scattered, unknown broken (cirriform)
Visibility:	7 miles
Temperature:	46 Degrees Fahrenheit
Dew Point:	18 Degrees Fahrenheit
Surface Wind:	300 Degrees True at 13 knots, gusting to 19 knots
Altimeter:	29.96 inches
Remarks:	During the period 1230L to 1250L the wind direction varied between 290 Degrees True and 305 Degrees True, and the speed varied from 9 to 19 knots.

R. A. Wright

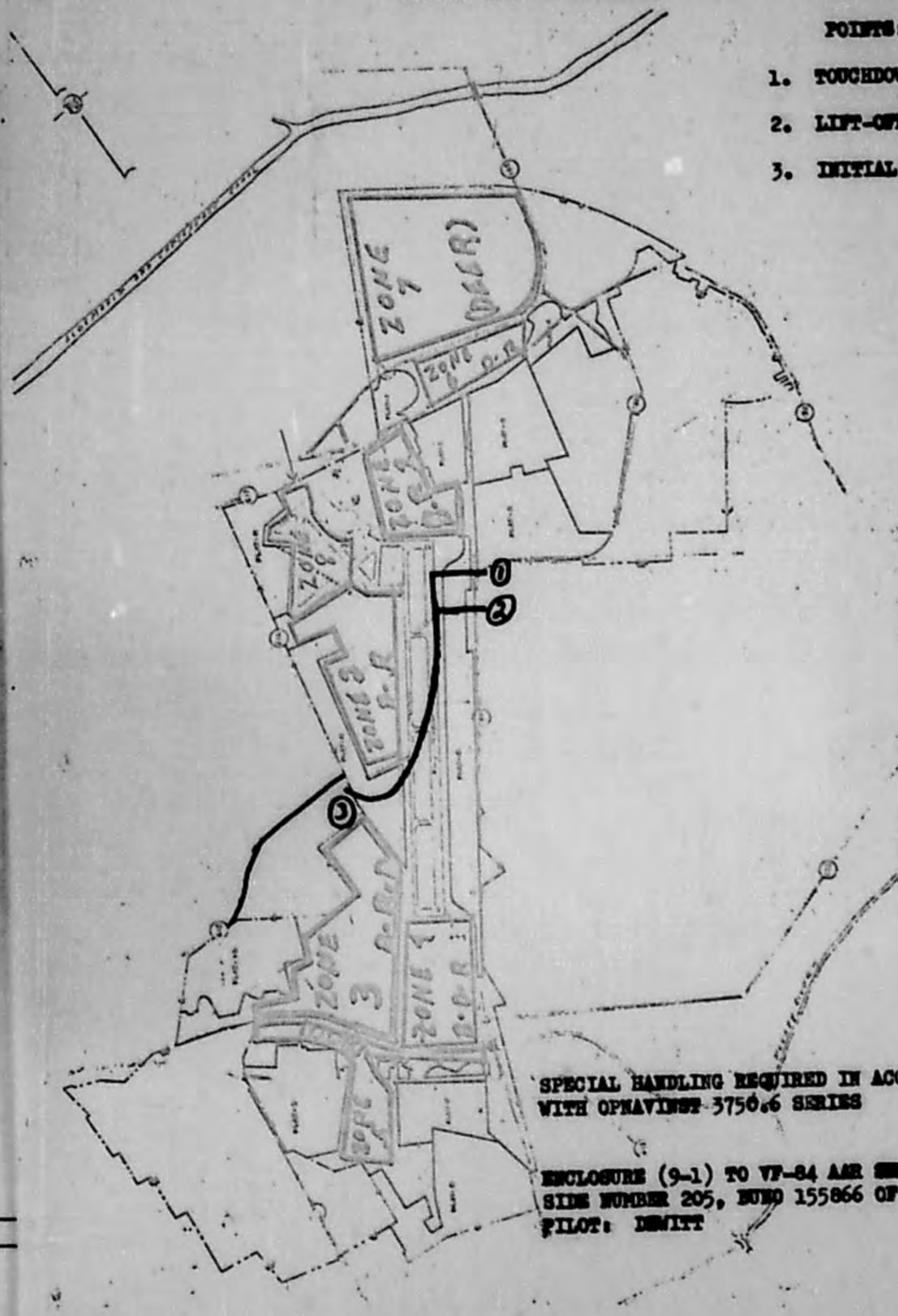
LCDR R. A. WRIGHT, USN
OinC, NWSED, OCEANA

STATEMENT OF LCDR R. A. WRIGHT, [redacted] (b) (6) /6652, USN, THE OFFICER IN CHARGE OF NAVAL WEATHER SERVICE ENVIRONMENTAL DETACHMENT, OCEANA, CONCERNING VF-84 AIRCRAFT ACCIDENT SER. 1-70A, SIDE NO. 205, F4J BUNO 155866 OF 19 DECEMBER 1969, PILOT: DEWITT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

Enclosure (6)

FLIGHT PATH OF AIRCRAFT



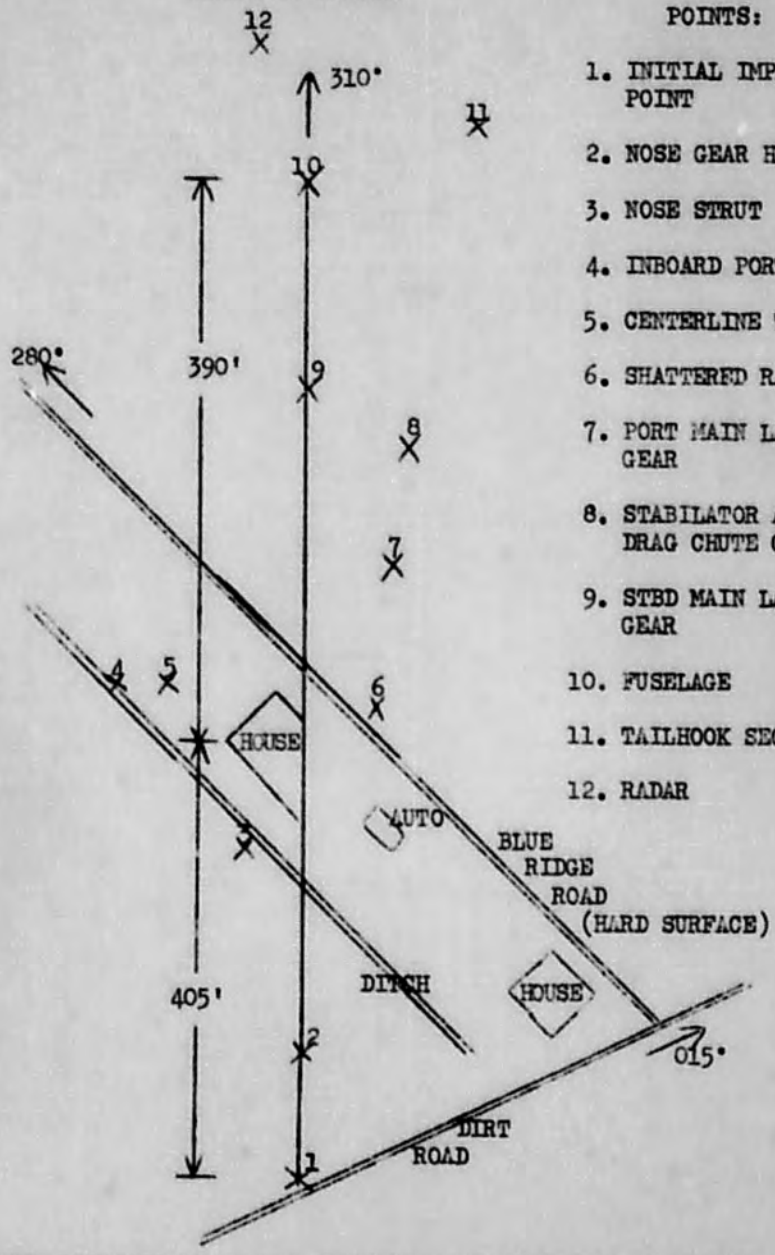
POINTS:

1. TOUCHDOWN
2. LIFT-OFF
3. INITIAL IMPACT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-1) TO VF-84 AAR SER. 1-70A, SIDE NUMBER 205, BUNO 155866 OF 19 DEC 69, PILOT: DEWITT

WRECKAGE DIAGRAM

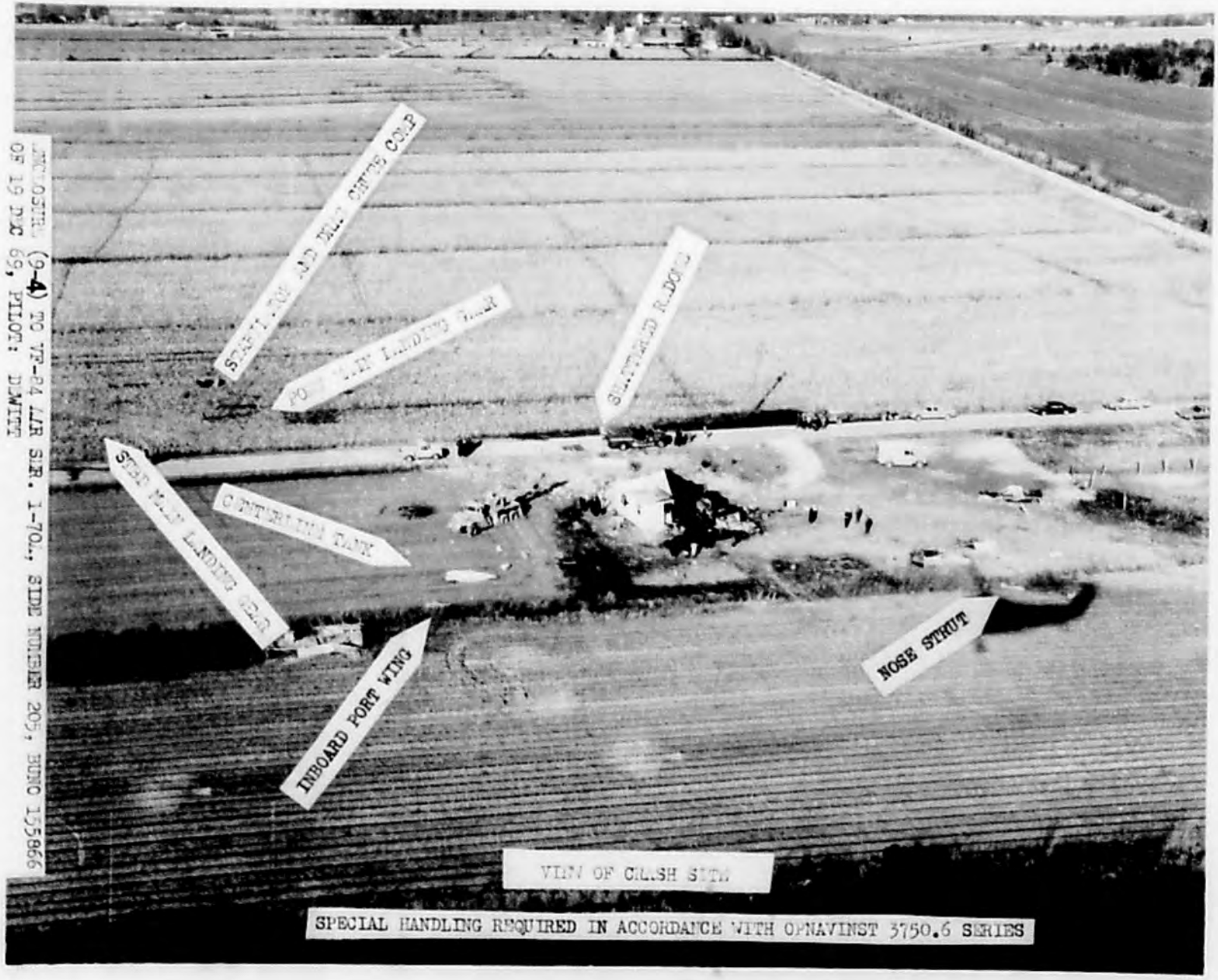


POINTS:

1. INITIAL IMPACT POINT
2. NOSE GEAR HOLE
3. NOSE STRUT
4. INBOARD PORT WING
5. CENTERLINE TANK
6. SHATTERED RADOME
7. PORT MAIN LANDING GEAR
8. STABILATOR AND DRAG CHUTE COMP.
9. STBD MAIN LANDING GEAR
10. FUSELAGE
11. TAILHOOK SECTION
12. RADAR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-2) TO VF-84 AAR SER. 1-70A,
SIDE NUMBER 205, BUNO 155866 OF
OF 19 DEC 69, PILOT: DEWITT

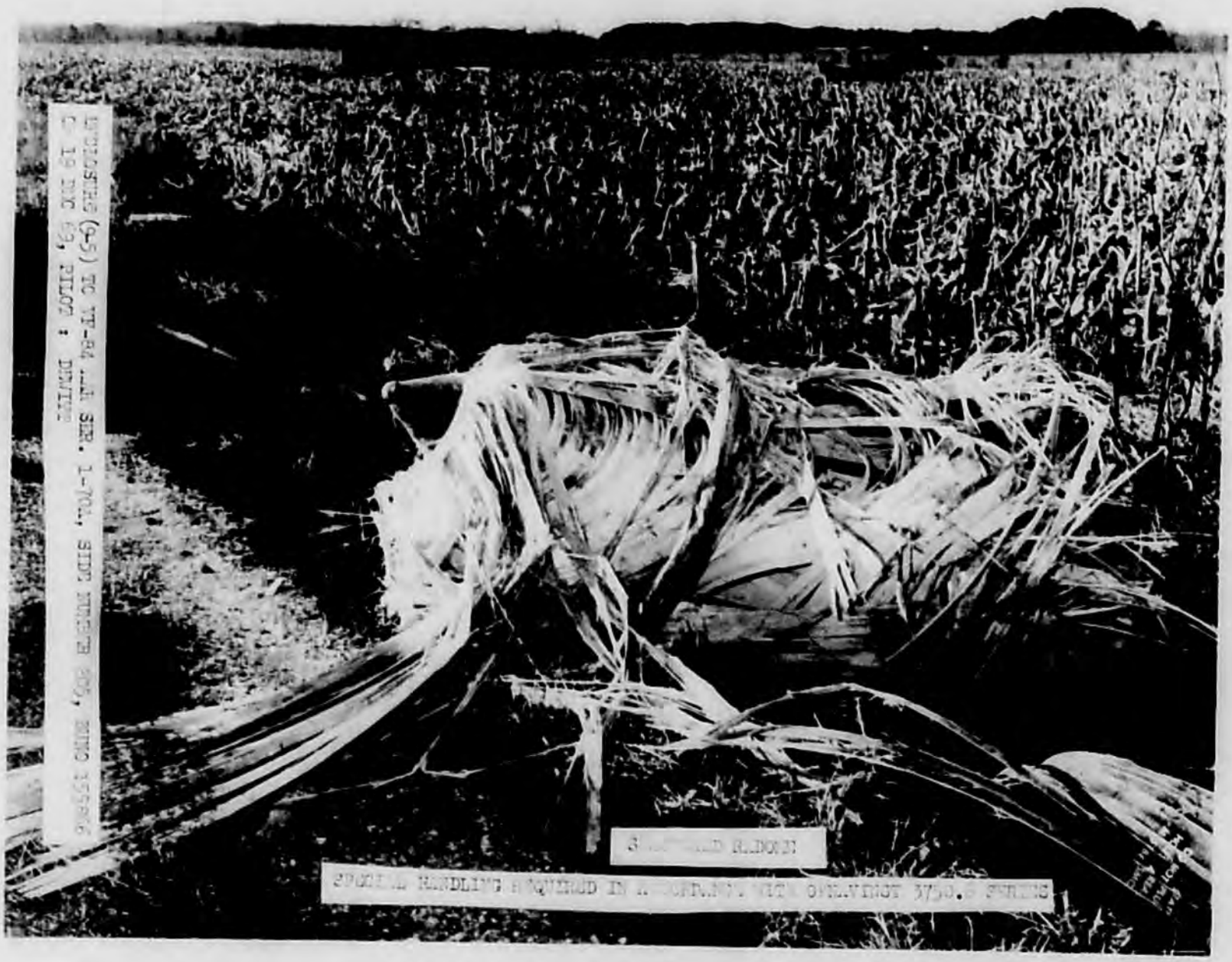


VIEW OF CRASH SITE

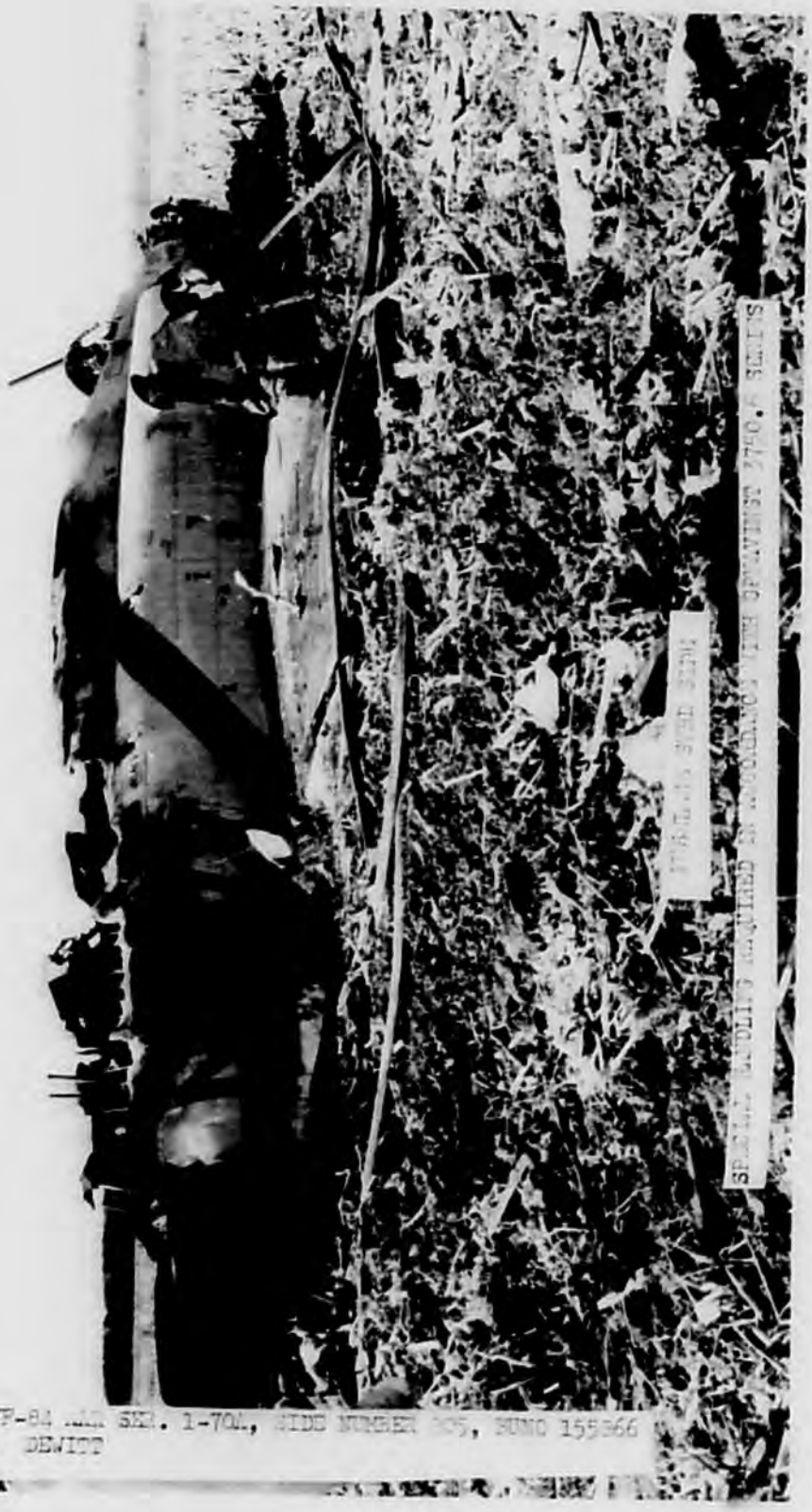
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-4) TO VF-84 AIR SIR. 1-70., SIDE NUMBER 205, BUNO 135866
OF 19 DEC 69, PILOT: DEWITT

ENCLOSURE (9-4) TO VF-84 AIR SAR. 1-70., SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-7) TO VF-84 AAR STR. 1-70A, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT



ENCLOSURE (9-9) TO VF-84 ... SER. 1-704, SIDE NUMBER ..., BUNO 155366
OF 19 DEC 70, PILOT: DEWITT

USS ROOSEVELT
NAVY

ENCLOSURE (9-11) TO VF-84 LAN S.R. 1-704, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT

ENCLOSURE (9-13) TO VF-84 AAR SHR. 1-70A, SIDE NUMBER 205, BUNO 155866 OF 19 DEC 69, PILOT: DEWITT

ENCLOSURE (9-13) TO VF-84 AIR SHR. 1-70A, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT

VIEW OF PORT MAIN LANDING GEAR TIRE MARK ORIGINATING FROM SIMULATED CARRIER DECK LANDING AREA

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-14) TO VF-4 AAR SER. 1-70, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEMIT

ENCLOSURE (9-15) TO VF-84 AIR SER. 1-70A, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT

ENCLOSURE (9-16) TO VF-84 AAR SER 1-70A, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT

VIEW SHOWING RELATIONSHIP BETWEEN PORT MAIN LANDING GEAR PATH AND PORT RUNWAY EDGE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-16) TO VF-84 AAR SER 1-70A, SIDE NUMBER 205, BUNO 155866
OF 19 DEC 69, PILOT: DEWITT

VIEW SHOWING RELATIONSHIP BETWEEN PORT MAIN LANDING GEAR PATH AND PORT RUNWAY EDGE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (9-17) TO VF-84 AAR SER. 1-70A, SIDE NUMBER 205, BUNO 155866, OF 19 DEC 69, PILOT: DEWITT

ENCLOSURE (9-16) TO VF-84 AAR SER. 1-70A., SIDE NUMBER 205, BUNO 155866,
OF 19 DEC 69. PILOT: DEWITT

DAY FRIDAY
DATE 19 DECEMBER 1969
SDO LTJG ZAHAIKA

DAILY FLIGHT SCHEDULE
FIGHTER SQUADRON EIGHTY FOUR
U. S. NAVAL AIR STATION
OCEANA, VIRGINIA

SR: 0713
SS: 1647

EVT		#TYPE/A/C	TAS	DEPT	PTD	ALTS	DSTN	ETE	SIDE#	CREWS	TO	LND	TIME	MISSION	OBD	BTN	REMARKS
1									202 203 205 211	AUCOIN/HOLMES COSTA/PETERSON DEWITT/PITZER WHITE/NAUGHTON	SEE NOTE #1			FCLP-1		269.8	CH[illegible]
BRF	1115																
T/O	1215	4F4J	VAR	NTU	1215	VAR	NTU	0 + 45									
LND	1300																
2																	
BRF																	
T/O	1310	4F4J	VAR	NTU	1310	VAR	NTU	0 + 45		SAME AS EVENT 1				FCLP-2		269.8	CH[illegible]
LND	1345																

SORTIES SCHEDULED/FLOWN 8/ DAY 0/ NIGHT
HOURS SCHEDULED/FLOWN 6/ DAY 0/ NIGHT

NOTES: 1. SOUND ABATEMENT 1350-1450 MAKE SURE IT'S OBSERVED
2. EOD-ENGINE RELIGHT FAILURE

SUBMITTED:

F W Putnam

F. W. PUTNAM
ASST FLIGHT OFFICER

APPROVED:

R. R. WILMER
COMMANDING OFFICER

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (10) TO VF-84 AIRCRAFT ACCIDENT SER. 1-70A, SIDE NO. 205,
F4J BUNO 155866 OF 19 DECEMBER 1969, PILOT: DEWITT

RESUME OF PILOTS FLYING EXPERIENCE FOR THE PREVIOUS FIVE (5) YEARS CONCERNING VF-84 AIRCRAFT ACCIDENT SER 1-70A, SIDE NO. 205, F4J BUNO. 155866 OF 19 DECEMBER 1969, PILOT: DEWITT

FLYING EXPERIENCE (5 YEARS PREVIOUS)

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	CV LANDINGS DAY/NIGHT	OPERATIONAL/ PROFICIENCY
VT-1	1/67-3/67	T-34	27	0/0	OPERATIONAL(SNA)
VT-7/VT-4	3/67-11/67	T-2A/B	123	4/0	OPERATIONAL(SNA)
VT-26	11/67-5/68	TF-9J/ AF-9J	138	6/0	OPERATIONAL(SNA)
VA-43	6/68-7/68	TA4F	11	0/0	OPERATIONAL(RCV)
VF-101	8/68-1/69	F-4B/J	87	12/6	OPERATIONAL(RCV)
VF-84	2/69-12/69	F-4J	220	40/9	OPERATIONAL
	12/69	TA4F	3	0/0	INSTRUMENT
			609	62/15	TRAINING

SYNTHETIC TRAINER TIME (12MONTHS PRECEDING)

DATE	TYPE TRAINER	MISSION	TIME LOGGED
4/8/69	2-C-17 (OFT)	EMERG. PROCED.	1.0
7/22/69	2-C-17 (OFT)	EMERG. PROCED.	1.0
12/11/69	2-C-17 (OFT)	EMERG. PROCED.	1.0

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (11)

AIRCRAFT FIRE/RESCUE REPORT
NAVAIR FORM 11135/1 (8-67) (SHEET 1 OF 2)

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL NAVAIR 11135-1

STATION AND LOCATION: Naval Air Station Oceana Virginia Beach, Virginia 23460	DATE OF REPORT: 20 December 1969	AFRM NO.
	DATE AND TIME OF INCIDENT: 19 December 1969 1255	ON STATION / OFF STATION: X
REPORTING CUSTODIAN: VF-84	MODEL AIRCRAFT INVOLVED: F-4J	BUREAU NO. 153846

TO: Commander, Naval Air Systems Command

VIA — MILITARY COMMAND: Commander Fleet Air Norfolk

SIGNATURE:

EXACT LOCATION OF INCIDENT: 2421 Blue Ridge Road at corner of Charter Road 1 mile from barracks at Fentress Field

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

ESTIMATED CASE

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE		
Clear	WIND DIRECTION	S-W
	WIND VELOCITY (mph)	10
	TEMPERATURE (°F)	45

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT: Grass lawn and open plowed field (Soft Earth)

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs)	3,600
ESTIMATED ON BOARD AFTER INCIDENT (lbs)	0
ESTIMATED SPILL AREA (Size in feet)	

OTHER FUELS

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	2
NO. PERSONNEL SURVIVED	2
NO. PERSONNEL ESCAPED UNAIDED	2
NO. PERSONNEL RESCUED	0

DESCRIBE RESCUE METHODS USED: None

FIRE FIGHTING

FIRST METHOD OF ALARM USED: TWO-WAY RADIO X; EMERGENCY INTER-COM.; EMERGENCY PHONE; OTHER METHOD (State)

TIME RECORD: TIME ALARM RECEIVED 1215S; TIME EQUIPMENT ARRIVED 1215S

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
MB-5	1	3	0	0	200 gal water
MB-5	0	3	0	0	0
IAD Unit	0	2	0	0	0

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-1	Rehab	49	
MB-1	Rear End (Seals)	7	Waiting for parts

0102-614-0100

Enclosure (12)

AIRCRAFT FIRE/RESCUE REPORT NAVAIR FORM 11135/1 (8-67) (SHEET 2 OF 2)

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

None

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

None

DAMAGE
(Classified as defined in OPNAVINST 3750.6E, Paragraph 10, Pages 3, 4, & 5)

CLASSIFICATION	PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
Alpha	Total	Total	

Attach supplemental page providing full description of fire fighting, rescue or salvage operations, including: (1) Diagram of incident showing wind direction, approach of equipment, position of aircraft, distances, etc.; (2) Reduction of fire damage to the aircraft occasioned by prompt and efficient fire fighting operations.

SUPPLEMENTAL PAGE ATTACHED ☐

DATE	PREPARED BY *(Name and title)*	SIGNATURE
22 DEC 1969	R. S. FENTRESS, Fire Chief	W. C. Shell Asst. Fire Chief for R. S. Fentress
DATE	STATION COMMANDING OFFICER	SIGNATURE
22 DEC 1969	C. H. DANFIELD By direction	C H Danfield

0102-614-0100 2 Enclosure (12) C-0682

At 1255 crash alarm was sounded (receiving roll out from paddles) F-4 blew port tire on FCLP went straight up, pilots ejected and the plane veered to the west and landed approximately ½ mile from the airfield and skidded approximately 2,800 yards and appeared wing went through the home and went across Blue Ridge Road and came to rest approximately 50 to 60 feet in a field.

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: NAS Oceana, Virginia Beach, Virginia 23460

2. DATE OF MISHAP: 19 Dec 1969

2A. DATE OF RESCUE: 19 Dec 69

3. LOCATION AND DUTIES OF RESCUE VEHICLE: NAS Oceana SAR Helicopter

4. RESCUE VEHICLE (Type/model): UH-34J

5. NUMBER OF PERSONNEL: 6

5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 6

5B. TO BE RESCUED: 2

5C. RESCUED: 2

6. RESCUE BACK UP MEANS: Ambulance/UH-2B

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

7A. Alert Received: 191250Q	Method: Phone call on SAR network line
7B. Vehicle Departed: 191306Q	Distance to Scene: 10 NM
7C. Arrived on Scene: 191313Q	Search Required: None
7D. Located Survivor: 191308Q	Method of Locating: Visual sighting
7E. Began Retrieval: 191315Q	What Was Sighted First: Smoke from burning aircraft and house
7F. Ended Retrieval: 191324Q	Subsequently: Proceeded directly to NAS Oceana
7G. Survivor(s) Disembarked: 191330Q	Location (If different from Item 3):

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
N/A °F	N/A °F	15 kts.

8B. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION: Furrowed farmer's field

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: 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.)
DEWITT, Michael D.	Aircraft became uncontrollable, had to eject	None
FISHER, Donald L.	Same	(b) (6) but no difficulty encountered

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

Departure of helicopter was delayed while waiting for medical doctor.

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

14. NAME AND TITLE OF SUBMITTING OFFICIAL: OCTAVIO (n) SOTO, LT, USN

SIGNATURE OF SUBMITTING OFFICIAL: Octavio Soto

15. NAME AND TITLE OF FORWARDING OFFICIAL: C. E. BARFIELD, CDR, USN

SIGNATURE OF FORWARDING OFFICIAL: C E Barfield

OP.04

Enclosure (13)

22 December 1969

STATEMENT OF LT OCTAVIO SOTO, USN

I was alerted of the crash at 1250Q, and on my way out to the helicopter confirmed the location of the crash with the Operations Duty Officer. The helicopter was ready to depart approximately 5 minutes after the alert was received, but my departure was delayed while waiting for the medical doctor.

At 1303Q I was informed by the tower that the doctor had already departed for the crash site in an ambulance, at the same time the tower cleared us and we took off, however, about a minute later we were recalled to pick up the doctor, so it was not until 1306Q that we finally departed for the crash site. As soon as an altitude of approximately 300 feet was reached the crash site was located by the smoke from the burning aircraft and the house it hit, also located the survivors who were using their smoke signals, the crew had landed approximately two miles downwind from where the aircraft crashed.

In the area, there also was another helicopter, UH-2B BUNO 149022 attached to HC-4, he remained in the area until the downed crew was picked up, and acted as communications relay and also was ready to render assistance as necessary. We landed in a cultivated field in which the two pilots were, and the medical doctor proceeded immediately to take care of them. One pilot appeared to be alright, however the other had [redacted] (b) (6)

After getting the injured pilot comfortable and on a stretcher, he was loaded aboard without difficulty and immediately took off and proceeded directly to NAS Oceana, where they were disembarked for further treatment.

OCTAVIO SOTO
LT, USN

STATEMENT OF THE RESCUE HELICOPTER PILOT LT OCTAVIO (N) SOTO [redacted] (b) (6) 1310, CONCERNING VF-84 AIRCRAFT ACCIDENT SER 1-70A, SIDE NO. 205, F4J BUNO 155866 OF 19 DECEMBER 1969, PILOT: DEWITT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (14)

(DEWITT)

NNNNIUAWAL150LA014
RITEZYUW RUQKFDR5628 0590130-EEEE-RUCILSA
ZNY EEEEE ZYO RUQKSHM
R 280019Z FEB 70
FM USS FRANKLIN D ROOSEVELT
TO RUEBEDA/COMFAIRNORFOLK
RUCILMA/COMNAVAIRLANT
RUCILSA/NAVSAFECEN
RUEBEDA/NAS OCEANA
BT
UNCLAS E F T O//N03750//
FITRON EIGHT FOUR AAR SER 1-70
A. YOUR 250543Z FEB 70
1. IN REPL REF (A) SUBJ AAR FORWARDED WITH ENDORSEMENT BY COMATKCARAIRWING SIX THIS DATE.
2. VF-84 SENDS
BT
#5628

00	01	011	012	013	014	015	02	02A	02B	05	051

TOR: _____ CHANNEL NUMBER 150X

INIT: _____ DATE _____

055	10	11	12	13	20	30	40	50	60	70	80

FEB
28 02 1970

F-4J/155866 VF-84 1-90A 12/19/69

00	01	011	012	013	014	015	02	02A	02B	05	051
1	1	A	1	1			1			1	

12C

CHANNEL NUMBER F-115

TOR: _____

INIT: RT DATE _____

05	10	11	17	18	20	30	40	50	60	70	80
	1	1	1	1				1			

NNNNTSCNCOL115CZCSLA073
RTTEZYUW RUEBEDA0030 05615[illegible]--RUCILSA.
ZNY EEEEE
R 251543Z FEB 70
FM COMFAIRNORFOLK
TO RUDAFDR/FITRON EIGHT FOUR.
INFO RUDAFDR/COMATKCARAIRWING SIX
RUCILNA/COMNAVAIRLANT
RUCILSA/NAVSAFECEN
ZEN/NAS OCEANA
BT
UNCLAS E F T O //N03750//
YOUR AAR SER 1-70A.
A. FONECON MY ASO/NAS OCEANA ASO OF 24 FEB 70
1. REF A INDICATES ORIGINAL SUBJ RPT NOT YET RECEIVED NAS. ADVANCE COPIES ABOARD SINCE 27 JAN. REQUEST YOU TRACE ORIGINAL.
BT
#0030

F-4J/155866 VF-84 1-70 12/19/70

FEB 251543

NNNN

MZCNCOL180SLA035
RTTEZYUW RUTPFDR1967 0201845-EEEEE-RUCILSA
ZNY EEEEE ZYO RUTPSHH
R 201745Z JAN 70
FM USS FRANKLIN D ROOSEVELT
TO RUCILSA/NAVSAFECEN
INFO RUCILMA/COMNAVAIRLANT
RUEBEDA/COMFAIRNORFOLK
RUEBEDA/NAS OCEANA
BT
UNCLAS E F T O//N03750//
AIRCRAFT ACCIDENT REPORT
A. OPNAVINST 3750.6F
1. MEDICAL OFFICER'S REPORT (MOR) NOT YET RECEIVED FROM NAS OCEANA FOR VF-84 AAR SER 1-70A OF 19 DEC 69. UNODIR WILL FORWARD ORIGINAL AND ADVANCE COPIES WITHOUT MOR AS REQUIRED BY REF A.
2. INTEND FORWARD MOR UPON RECEIPT.
VF-84 SENDS
BT
#1967

							02			05	
/	/		/	/			/			/	

TOR: _____ CHANNEL NUMBER P180

INIT: a DATE _____

	10	11	12	13	20	30	40	50	60	70	80
	P	/	/	/				/	/	/	/

JAN 201745Z

F-4J/155866 VF-84 1-70A 12/19/69

YIZBEL192CZCSLAØ68
ZYUW RUEBEDAØØ42 3642Ø5Ø-EEEE--RUCILSA.
EEEEE
ZØ5ØZ DEC 69
UMFAIRNORFOLK
FN/NAS OCEANA
RUCILMA/COMNAVAIRLANT
ILWA/NAVAIRSYSCOMREPLANT
SAA/NAVAIRSYSCOMHQ
HOA/NAVAIREWORKFAC QUONPT
ILSA/NAVSAFECEN
VOP/FITRON EIGHT FOUR
RA/NAVAIRTECHSERVFAC PHILA
HNA/AFPRO GEN ELEC CINCINN

03	01	011	012	013	014	015	02	02A	02B	05	051
/	/		/	/			/		/	/	

TOR: _____ CHANNEL NUMBER A-192

INIT: RT DATE _____

06	07	08	09	10	11	12	13	14	15	16	17
	/	/	A	/				/			

AS E F T O //N13720//
-GE-1Ø ENGS SERNOS 433874 AND 448ØØ1 FROM F-4J BUNO 155866
AVAIRSYSCOMREPLANT 232130Z DEC 69
IRON EIGHT FOUR 291428Z DEC 69
PNAVINST 375Ø.6F
EF A REQUESTED SUBJECT ENGINES BE REMOVED BY VF 84 FROM F4J BUNO
66 AND SHIPPED TO NARF QUONSET PT FOR SAFETY ENGINEERING INVESTI-
ON. VF 84 UNABLE TO COMPLY. REF B REFERS.
EQ CONDUCT SALVAGE OF SUBJECT AIRCRAFT IAW REF C UPON RELEASE BY
DENT BOARD AND ENSURE COMPLIANCE REF A. ACFT LOCATED ADJACENT
2ØØ NAS OCEANA. ADVISE IF ANY ASSIST REQUIRED.

2

F-4J/155866 VF-84 Ø1-7ØA 12/19/69 DEC 3Ø2Ø5Ø-Z

NNNNMACNCOL148LB659
RTTSZYUW RUEBEDA0005 3621500-EEEE--RUCILSA.
ZNY EEEEE
R 291428Z DEC 69
FM FITRON EIGHT FOUR
TO ZEN/COMFAIRNORVA
INFO RUCILWA/NAVAIRSYSCOMREPLANT
RULSSAA/NAVAIRSYSCOMHQ
RUCILSA/NAVSAFCEN
RUCILMA/COMNAVAIRLANT
RUEOHRA/NAVAIRTECHSERFAC PHILA
RUCIHNA/AFPRO GEN ELEC CINCINATTI
RUEDHOA/NAVAIREWORKFAC QUONPT
ZEN/NAS OCEANA
BT
UNCLAS E F T O //N13720//
J79-GE-10 ENGS SERNOS 433874 AND 448001 FROM F-4J BUNO 155866
A. NAVAIRSYSCOMREPLANT 232130Z DEC 69
1. MATERIAL CONDITION OF CRASHED AIRCRAFT PRECLUDES EXPEDITIOUS SAFE REMOVAL OF SUBJ ENGS BY ORGANIZATIONAL LEVEL MAINTENANCE ACTIVITY. DUE TO DEPLOYMENT SCHEDULE REQ ARRANGE REMOVAL OF ENGS BY AMD WITH NARF ASSISTANCE AS NECESSARY.
BT
#0005

00	01	011	012	013	014	015	02	021	028	05	051
/	/		/	/			/			/	

TOR: _____ CHANNEL NUMBER A149

INIT: RL DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	/	/	A	/				/	EI	/	/

F-4J/155866 VF-84 1-70A DEC 2914282
12/19/69

TTTEZTUW RUEBEDA0005 3941750-EEEE--RUCILSA.
ZNY EEEEE
P R 201750Z DEC 69
FM FITRON EIGHT FOUR
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN NAVAIRSYSCOMHQ
RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUEBJFA/JAG
RULYSAA/COMFIVE
ZEN/COMATKCARAIRWING SIX
ZEN/COMFAIRNORFOLK
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO STL
RULSSAA/CHNAVMAT
RUCLSKA/COMREADATKCARAIRWING FOUR
RUWJAPA/COMREADATKCARAIRWING TWELVE
RUWJMUA/COMNAVAIRPAC
RUEDNKA/CINCLANTFLT
RUEBJFA/CHNAVPERS
RUWJABA/DAS NORTON
BT
UNCLAS E F T O FOR OFFICIAL USE ONLY //N03700//

CORRECTED COPY

SUPP AAR

00	01	011	012	013	014	015	02	02A	02B	05	051
	/		/	/			/			/	

TOR: _____ CHANNEL NUMBER A-173

INIT: R-T DATE _____

055	10	11	12	13	20	30	40	50	60	70	80
	A	/	/	/				/	/	/	/

PAGE TWO RUEBEDA0005 UNCLAS E F T O
NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
B. MY 192233Z DEC 69
1. 19 DEC 69, 1253R, DAY
2. ALF FENTRESS (APPROX 1 MI. W.) AT INTERSECTION OF CARTER AND BLUE-RIDGE RDS, CHESAPEAKE, VA.
3. F-4J 155866
4. VF-84 01-70A
11. PORT MAIN TIRE BLEW AFTER FCLP TOUCHDOWN, AIRCRAFT SWERVED TO PORT SIDE OF RUNWAY. PILOT ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL WITH FULL RIGHT RUDDER AND ATTEMPTED TO GET AIRBORNE UTILIZING MILITARY POWER. AIRCRAFT CONTINUED TO DRIFT LEFT RAPIDLY AND PILOT INITIATED SUCCESSFUL COMMAND EJECTION AS AIRCRAFT APPROACHED PORT SIDE OF RUNWAY. AIRCRAFT TRAVELED APPROX 925 FT ON RUNWAY AND BECAME AIRBORNE WITH PORT MAIN LANDING GEAR 20 FT FROM PORT EDGE OF RUNWAY PAVEMENT. AIRCRAFT PITCHED NOSE UP AND WENT INTO STARBOARD TURN, FLEW APPROX ONE (1) MILE, COLLIDED WITH GROUND IN A SHALLOW DIVE, CONTINUED THROUGH AN UNOCCUPIED FARM HOUSE AND CAME TO REST 795 FEET FROM POINT OF IMPACT.

PAGE THREE RUEBEDA0005 UNCLAS E F T O
14. REQUEST PRIORITY MALFUNCTION/FAILURE INVESTIGATION ON FOLLOWING ITEMS:
   A. FAILURE OF PORT MAIN TIRE - WHEEL ASSY/WUC13251/P/N 220A26/ MFG CODE 73808.
   B. FAILURE OF PORT NOSE TIRE - WHEEL ASSY/WUC13331/P/N 219A466-2/ MFG CODE 73808.
   C. POSSIBLE MALFUNCTION OF PORT BRAKE ASSY - BRAKE ASSY/ WUC13141.80/P/N AA320296/ MFG CODE 73808.
   D. POSSIBLE MALFUNCTION OF RUDDER ACTUATOR-RUDDER, POWER CONTROL CYLINDER/WUC14423/ P/N 26500-313/MFG CODE 82106.
   E. POSSIBLE MALFUNCTION OF ENGINES - J79 GE-10, SER NOS 433874 AND 448001.
BT F-4J/155866 VF84 1-70A 12/19/69 DEC 201750Z

ZNY EEEEE
P R 201750Z DEC 69
FM FITRON EIGHT FOUR
TO RUENAAA/CNO
RUCILSA/NAVSAFECEN
RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUEBJFA/JAG
RULYSAA/COMFIVE
ZEN/COMATKCARAIRWING SIX
ZEN/COMFAIRNORFOLK
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO STL
RULSSAA/CHNAVMAT
RUCLSKA/COMREADATKCARAIRWING FOUR
RUWJAPA/COMREADATKCARAIRWING TWELVE
RUWJMUA/COMNAVAIRPAC
RUEDNKA/CINCLANTFLT
RUEBJFA/CHNAVPERS
RUWJABA/DAS NORTON
BT
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20 Dec 69 20 06z

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PAGE TWO RUEBEDA0005 UNCLAS E F T O
NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
B. MY 192233Z DEC 69
1. 19 DEC 69, 1253R, DAY
2. ALF FENTRESS (APPROX 1 MI. W.) AT INTERSECTION OF CARTER AND BLUE-RIDGE RDS, CHESAPEAKE, VA.
3. F-4J 155866
4. VF-84 01-70A
11. PORT MAIN TIRE BLEW AFTER FCLP TOUCHDOWN, AIRCRAFT SWERVED TO PORT SIDE OF RUNWAY. PILOT ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL WITH FULL RIGHT RUDDER AND ATTEMPTED TO GET AIRBORNE UTILIZING MILITARY POWER. AIRCRAFT CONTINUED TO DRIFT LEFT RAPIDLY AND PILOT INITIATED SUCCESSFUL COMMAND EJECTION AS AIRCRAFT APPROACHED PORT SIDE OF RUNWAY. AIRCRAFT TRAVELED APPROX 925 FT ON RUNWAY AND BECAME AIRBORNE WITH PORT MAIN LANDING GEAR 20 FT FROM PORT EDGE OF RUNWAY PAVEMENT. AIRCRAFT PITCHED NOSE UP AND WENT INTO STARBOARD TURN, FLEW APPROX ONE (1) MILE, COLLIDED WITH GROUND IN A SHALLOW DIVE, CONTINUED THROUGH AN UNOCCUPIED FARM HOUSE AND CAME TO REST 795 FEET FROM POINT OF IMPACT.

PAGE THREE RUEBEDA0005 UNCLAS E F T O
14. REQUEST PRIORITY MALFUNCTION/FAILURE INVESTIGATION ON FOLLOWING ITEMS:
   A. FAILURE OF PORT MAIN TIRE - WHEEL ASSY/WUC13251/P/N 220A26/ MFG CODE 73808.
   B. FAILURE OF PORT NOSE TIRE - WHEEL ASSY/WUC13331/P/N 219A466-2/ MFG CODE 73808.
   C. POSSIBLE MALFUNCTION OF PORT BRAKE ASSY - BRAKE ASSY/ WUC13141.80/P/N AA320296/ MFG CODE 73808.
   D. POSSIBLE MALFUNCTION OF RUDDER ACTUATOR-RUDDER, POWER CONTROL CYLINDER/WUC14423/ P/N 26500-313/MFG CODE 82106.
   E. POSSIBLE MALFUNCTION OF ENGINES - J79 GE-10, SER NOS 433874 AND 448001.

DEC 201750Z

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PTTEZYUW RUEBEDA0077 3532233-EEEE--RUCILSA.
ZNY EEEEE
P R 192233Z DEC 69
FM FITRON EIGHT FOUR
TO RUENAAA/CNO
RULSSAA/NAVAIRSYSCOMHQ
RUCILSA/NAVSAFECEN
RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUEBJFA/JAG
RULYSJJ/COMFIVE
ZEN/COMATKCARAIRWING SIX
ZEN/COMFAIRNORFOLK
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO STL
RULSSAA/CHNAVMAT
RUCLSKA/COMREDATKCARAIRWING FOUR
RUWJAPA/COMREDATKCARAIRWING TWELVE
RUWJMUA/COMNAVAIRPAC
RUEDNKA/CINCLANTFLT
RUEBJFA/CHNAVPERS
RUWJABA/DAS NORTON AFB
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CHANNEL NUMBER B-227

FOR: _____

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PAGE TWO RUEBEDA0077 UNCLAS E F T O
UNCLAS E F T O FOR OFFICIAL USE ONLY //N03700//
NAVY PRELIMINARY MESSAGE OF AIRCRAFT ACCIDENT
A. OPNAVINST 3650.6F
1. 19 DEC 69 1253 R DAY
2. ALF FENTRESS (APPROX 1 MI. N.)
3. F-4J 155866
4. VF-84 01-70A
5. ALPHA
6. DEWITT, MICHAEL D. LTJG [redacted] (b) (6) USNR, 1315, ACTIVE, GOLF 610/311/40, MARTIN BAKER MKH-7, GROUND LEVEL, LEVEL, EST 120 KIAS (PILOT INITIATED COMMAND EJECTION)
7. PITZER, DONALD L., LTJG, [redacted] (b) (6) USNR, 1325, ACTIVE, BRAVO, RIO MARTIN BAKER MKH-7, GROUND LEVEL, LEVEL, EST 120 KIAS (PILOT INITIATED COMMAND EJECTION)
8. NONE
9. FCLP, 0.5, VFR, NAS OCEANA
10. LANDING
11. PORT TIRE BLEW ON TOUCHDOWN, AIRCRAFT SWERVED TO PORT SIDE OF RUNWAY, ATTEMPT MADE TO GET AIRBORNE BUT A/C WAS RAPIDLY APPROACHING PORTSIDE OF RUNWAY WITH POWER AT FULL MILITARY AND FULL RIGHT RUDDER APPLIED. PILOT INITIATED SUCCESSFUL COMMAND EJECTION AS AIRCRAFT APPROACHED PORTSIDE OF RUNWAY. AIRCRAFT THEN BECAME AIRBORNE AND FLEW APPROX ONE (01) MILE BEFORE CRASHING INTO GROUND. A/C THEN CONTINUED THROUGH UNOCCUPIED FARM HOUSE BEFORE COMING TO REST. LSO COMMENT FAIR PASS ROUGH GLIDE SLOPE, LITTLE HIGH AT THE RAMP, LITTLE COME DOWN TO LAND
12. WIND 070 REL, 9-19 KTS, 4000 SCTD UNK BROKEN, 46 DEG F/18 DEG F, 7 MILES
13. NONE
14. PORT TIRE BLOWN ON TOUCH DOWN.
15. UNOCCUPIED FOUR ROOM FRAME FARM HOUSE STRUCK BY ACFT AND DESTROYED BY FIRE.
16. WRECKAGE ACCESSIBLE BY USING PERIMETER ROAD ALF FENTRESS.
17. CDR R.R. WILMER, COMMANDING OFFICER VF-84. 428-2222 EXT 959.
BT

G'
B'

91219102

FHJ/155866 VF-84 1-70A 12/19/69

DEC 192233Z