AIR-09E21:RLC
20 JUN 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on VF-101 AAR serial 2-68A concerning F4B BuNo 151466, accident occurring 8 February 1968, pilot VARNER

From: Commander, Naval Air Systems Command
To: Commander, Naval Safety Center

Subj: Aircraft Accident Report

1. Forwarded.

(b) (5)

[redacted]

AIR-09E21:RLC
20 JUN 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Subj: Aircraft Accident Report

(b) (5)
[redacted]

R. L. TROUT
By direction

Copy to :
COMNAVAIRLANT
COMREADATKCARAIRWING FOUR
COMFAIRKWEST
CO FITRON ONE HUNDRED ONE
NAVPRO ST. LOUIS

CNAL 002
Ser: 2975
22 APR 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on VF-101 serial 2-68A, concerning F4B, BuNo 151466, accident occurring 8 February 1968, pilot VARNER

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

Subj: Aircraft Accident Report

(b) (5)

[redacted]

J. G. LAWRENCE
By direction

Copy to:
NAVAVNSAFECEN (2)
COMREADATKCARAIRWING FOUR
COMFAIRKWEST
CO FITRON ONE HUNDRED ONE
NAVPLANTREPO, MAC ST. LOUIS

Code A32:jwd
3750
Ser 150

4 APR 1968

THIRD ENDORSEMENT on VF-101 AAR ser 2-68A of 8 February 1968

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

Subj: Accident of F4B BUNO 151466 occuring 8 February 1968,
Pilot: CDR VARNER

(b) (5)

[redacted]

O. B. STANLEY, JR.
Chief of Staff

Copy to:
COMNAVAVNSAFCEN (2)
NAVAIRSYSCOMHQ (AIR-404)
COMNAVAIRLANT
NAVPLANTREPO, MAC ST. LOUIS
CO, VF-101
COMRCVW-4

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

FF12/RCVW-4/32:nm
3750
Ser: 95
18 March 1968

SECOND ENDORSEMENT on VF-101 AAR ser 2-68A of 8 February 1968

From: Commander Readiness Attack Carrier Air Wing FOUR
To: Commander Naval Aviation Safety Center
Via: (1) Commander Fleet Air, Key West
(2) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Accident of F4B BUNO 151466 occurring 8 February 1968, Pilot: CDR VARNER

(b) (5)

[redacted]

B. PHILLIPS

Copy to:
COMNAVAVNSAFCEN (2)
NAVAIRSYSCOMHQ (AIR 404)
COMNAVAIRLANT
NAVPLANTREPO, MAC ST. LOUIS
CO, VF-101

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

ORIGINAL

Code 00:eka
3750
Ser 251
7 MAR 1968

FIRST ENDORSEMENT on VF-101 AAR ser 2-68A of 8 February 1968

From: Commanding Officer, Fighter Squadron ONE HUNDRED ONE
To: Commander, Naval Aviation Safety Center
Via: (1) Commander Readiness Attack Carrier Air Wing FOUR
(2) Commander Fleet Air, Key West
(3) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Accident of F4B BUNO 151466 occurring 8 February 1968, Pilot CDR VARNER

(b) (5)

[redacted]

R. C. ADAMS

Copy to:
NAVAVNSAFECN (2 Copies advance)
NAVAIRSYSCOMHQ (AIR-404) (1 copy)
COMFAIRKWEST (1 Copy advance)
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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

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

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

OPNAV REPORT 3750-1

PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY: FITRON 101	2. SERIAL NO.: 2-68A	3. DTG (LOCAL) OF MISHAP: 081530R FEB	4. MODEL AIRCRAFT: F4B	5. BUREAU NUMBER: 151466
TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP: Key West, 349/11 NAS		10. DAMAGE: ALFA
VIA: COMREADATKCARAIRWING FOUR COMFAIRKWEST COMNAVAIRLANT	8.	11. TIME OF DAY: DAY	12. TIME IN FLIGHT: 0 + 06	13. FLIGHT CODE: 1A6
		14. CLEARED FROM: NAS KEY WEST TO: NAS KEY WEST		
		15. TYPE CLEARANCE: LOCAL VFR	16. AIRSPEED: 400 KCAS P	17. A/C WEIGHT: 43,500
18. BRIEF DESCRIPTION OF MISHAP: FIRE IN PORT ENGINE AREA			19. ELEVATION AT TIME OF MISHAP: S.L. 20,000 TERRAIN 20,000	

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

NONE

FACTOR	✓	FACTOR	✓	FACTOR

(b) (6)

[redacted]

1. NAME (Last, first, & middle initial)	2. Rank/Rate	3. Service No.	4. Branch of Service	5. Division	6. Age	7. Yrs. Flt.	8. Draft	9. Position	10.
PILOT (at controls at time of mishap) WARNER, Duane L.	CDR	(b) (6) [redacted]	1310	USN	(b) (6) [redacted]	15	RP	FWD	C
PILOT (Identify & submit separate 1)									

ITEM			ITEM		
ALL MODELS		4399	17. CV LANDINGS DAY/NIGHT	ALL	390 / 10
				IN MODEL	0 / 0
MODELS IN LAST 12 MONTHS		132	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	12 / 0
				IN MODEL	12 / 0
MODELS IN LAST 3 MONTHS		20	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	2 / 12
				IN MODEL	0 / 2
ALL SERIES THIS MODEL	A/C	163	20. NIGHT HOURS LAST 3 MONTHS	ALL	0 /
	OFT/CPT	0 / 5		IN MODEL	0 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	8	21. TOTAL HOURS IN JETS (If jet mishap) HELOS (If helo mishap)		3902
	OFT/CPT	0 / 5			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	8	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	2/7/68
	OFT/CPT	0 / 5		DURATION	2
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		NONE	24. TYPE INSTRUMENT CARD		SPECIAL

OTHER PERS.	25. NAME (Last, first, & middle initial)	26. Age	27. Rank/Rate	28. Branch of Service	29. Div/Office No.	30. Unit	31. Rank	32. Draft	33. Position
	WOOD, William A.		LT	USNR	(b) (6) [redacted]		F	I RIO	AFT

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

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, of the current edition

OPNAV REPORT SPEC

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
11/22/64	1125.1	TWO	14	405.6	MCAS CH PT	CALENDAR	118.5	87

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
J-79-GE8B	422073	569.3	0	NO	NA	NA	CALENDAR	115.9	112

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. PUR/ANCELL

PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE
	20,000	400	100	625	NONE	8000	5° NOSE UP

RESTARTS	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

SYMPTOMS	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS
	PORT ENGINE FIRE WARNING LIGHT	SUSPECTED FIRE

RECIPROCATING ENGINE FAILURE

ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL FAILURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPLIFIER SERIAL NUMBER _____ (Info FAAC'ns DIR requires line para. 30 OPNAVINST 3750.6)
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____
3. OTHER
4. VF-101 090015Z FEB 68 Preliminary message report of aircraft accident.
   VF-101 092007Z FEB 68 Supplementary message report of aircraft accident.

AIRCRAFT ACCIDENT REPORT

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

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

OPNAV REPORT 3750-

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED

6. HOOK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

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. EST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/CUMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
NONE	8				

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

SEA STATE 3-5 Feet.

PART III ADDITIONAL INFORMATION

SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION

2CC NAVAIRDEVCEN DIRECT USAF

1CC BUWEPS DIRECT (NAR)

1CC RCVW-4

1CC COMFAIRKWAJ

1CC COMNAVAIR

1CC NAV PLANT R

MAC, ST LOU

DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	NONE	29 FEB 68

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

CO-06F

PART V THE ACCIDENT

CDR D. L. VARNER and LT W. A. WOOD, Replacement Pilot and Instructor Radar Intercept Officer (RIO) were scheduled for a two plane radar intercept training flight on 8 February 1968. (see enclosure (2)). Approximately three minutes after takeoff while in a starboard climbing turn at 20,000', the port engine "FIRE" warning light illuminated. CDR VARNER notified LT WOOD of the problem, secured the port engine and continued the starboard turn descending toward NAS Key West. The flight leader was informed of the difficulty and he began to join for a visual inspection. At 10,000 feet CDR VARNER leveled off to allow the flight leader to rendezvous and shortly thereafter noted a blinking "WHEELS" light which was soon followed by a light in the landing gear handle. An attempt was made to lower the flaps to compensate for a possible boundary layer control air valve failure. As the flight leader joined, he confirmed that the aircraft was on fire and the flight crew ejected. The aircraft spiraled to impact with the water approximately eleven miles north northwest of NAS Key West. CDR VARNER and LT WOOD were rescued by helicopter from a small island upon which they landed after successful ejection from the stricken aircraft. See enclosure (3) for a plan view of the aircraft flight path.

PART VI DAMAGE TO THE AIRCRAFT

The aircraft crashed at sea in about 30 feet of water approximately 24-45N Latitude and 81-44W Longitude, or 349°/11NM from the Naval Air Station Key West Tacan, incurring ALFA damage.

(b) (5), (b) (6)

[redacted]

[redacted]

(b) (5)

[redacted]

Part VIII CONCLUSIONS

(b) (5)

[redacted]

Part IX RECOMMENDATIONS

(b) (5)

[redacted]

VF-101 AIRCRAFT ACCIDENT SER 2-68A
F4B BUNO 151466 OCCURRING 8 FEBRUARY 1968
PILOT: CDR VARNER

INDEX TO ENCLOSURES

1. MEDICAL OFFICERS REPORT (MOR)
2. VF-101 FLIGHT SCHEDULE OF 8 FEBRUARY 1968
3. PLAN VIEW OF AIRCRAFT'S FLIGHT PATH
4. STATEMENT OF THE PILOT, CDR D. L. VARNER, USN
5. PERTINENT EXCERPTS FROM A TAPE INTERVIEW WITH CDR D. L. VARNER
6. STATEMENT OF THE INSTRUCTOR RIO, LT W. A. WOOD, USNR
7. PERTINENT EXCERPTS FROM A TAPE INTERVIEW WITH LT W. A. WOOD,
8. STATEMENT OF THE PLANE CAPTAIN, A[redacted] (b) (6) USN
9. STATEMENT OF THE TROUBLESHOOTER, AME2 [redacted] (b) (6) USN
10. STATEMENT OF THE FLIGHT LEADER, LT[redacted] (b) (6) USN
11. STATEMENT OF THE REPLACEMENT RIO, ENS [redacted] (b) (6) USNR
12. STATEMENT OF THE SURVIVAL OFFICER, LTJG [redacted] (b) (6) USNR
13. STATEMENT OF THE MAINTENANCE OFFICER, CDR [redacted] (b) (6), USN
14. KEY WEST WEATHER REPORT
15. RESCUE REPORT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

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

FIGHTER SQUADRON ONE HUNDRED ONE
NAVAL AIR STATION
KEY WEST, FLORIDA

SQUADRON DUTY OFFICER
LT STEPHENSON

THURSDAY, 2/8/68
SUNRISE: 0706
SUNSET: 1817

FLIGHT TRAINING SCHEDULE HOURS SCHEDULED 40.5 SORTIES SCHEDULED: 24

TO/LD	S/N	CREW	MISSION	CALL	NOTES	OFF/ON/TIME/MS/AS/RC
0800		KING/LAIB	ST-1L	1-1	(1)(2)	
0915		LUND/STAUDENMAYER	ST-1	1-2	(1)(2)	
0800		RUE/BROOKS	SW-3	1-3	(1)	
0945		ELLIOTT/JACKSON	SW-2	1-4	(1)	
0930		JOHNSON/ZAHALKA	RT-1	2-1	(1)	
1045		HANNA/WOOD	PT-1	2-2	(1)(2)	
1200		BRUYERE/MURANO	RW-1	3-1	(1)	
1345		FYLES/UELSES	JRW-1	3-2	(1)(3)	
1200		ALEXANDER/DOYLE	RF-2	3-3	(1)	
1345		LOVELADY/MAGNFELT	PF-4	3-4	(4)	
1300		KING/BROOKS	SW-4	4-1	(1)	
1445		CDR ELLIOTT/BINGER	JRW-1	4-2	(1)(2)	
1400		LUND/STAUDENMAYER	SW-2	5-1	(1)(2)	
1545		ELLIOTT/JACKSON	SW-3	5-2	(1)(2)	
1500		SHUPE/ZAHALKA	RW-12	6-1	(1)	
1645		CDR VARNER/~~ACKERMAN~~ WOOD	PW-1	6-2	(1)(2)	
1600		CREIGHTON/NUTTING	PW-1	7-1	(1)(2)	
1745		RYAN/AMIDON	[illegible]-1	7-2	(1)(2)	
1600		LOVELADY/STRANEY	[illegible]-1	7-3	(4)(5)	
1745		RICHARTZ/ULRICH	[illegible]1-2	7-4	(4)(5)	
1800		WHITE/WOLF	RW-10	8-1	(1)	
1945		REED/PETTENGILL	PW-13	[illegible]-2	(1)(2)	
1800		BRULEY/RITZINGER	RW-11	8-[illegible]	[illegible]	
1945		AUCOIN/NEWHOUSE	RW-9			

NOTES
(1) DUMMY AIM 9/7E WAFER
(2) AWG 10 RADAR MAY BE UTILIZED
(3) AWG 10 RADAR MUST BE UTILIZED
(4) NO RADAR REQUIRED
(5) NQX GCA WILL BE OUT OF COMMISSION FOR 4-5 DAYS WHILE MOVING TO THE NEW TURNTABLE. USE HOMETEAD FOR GCA'S

"Certified to be a True Copy"
(b) (6) [redacted]

ENCLOSURE (2)

THURSDAY'S GROUD TRAINING SCHEDULE 2/8/88

TIME	EVENT	ATTENDEE	LECTURE	ROOM	INSTRUCTOR	COMP/INC
0800	FL-15	CLASS 12	SPATIAL RELATIONSHIPS AND THEIR EMPLOYMENT	240	ACKERMAN	___/___
		JORDAN/HOHLSTEIN TEST/SUMNICK	MOBILE SURVIVAL TRAINER	NAS THEATER		___/___
0900	FL-15	CLASS 12	SPATIAL RELATIONSHIPS AND THEIR EMPLOYMENT	240	ACKERMAN	___/___
1015	BTW-1	CDR VARNER/CREIGHTON/RYAN		15C4	LAIB	___/___
1100	BTW-1	RYAN/CREIGHTON/CDR VARNER		15C4	LAIB	___/___
1200	BTW-1	CREIGHTON/RYAN/CDR VARNER		15C4	LAIB	___/___
1300	BTW-8	RITZINGER		15C4	STRANEY	___/___
1400	BTW-7	WOLF/NEWHOUSE		15C4	ACKERMAN	___/___
1500	BTW-7	NEWHOUSE/WOLF		15C4	ACKERMAN	___/___
1530	BTW-2	BINGER/UELSES		15C4E	GROAT	___/___
1600	BTW-2	MURANO		15C4	WOOD	___/___
1630	BTW-2	UELSES/BINGER		15C4E	GROAT	___/___

SUBMITTED:

F.A. NUTTING
LTJF USNR
Assistant Schedules Officer

APPROVED:

O.G. ELLIOTT
CDR USN
Operations Officer
By direction

NOTE: ALL AVAILABLE RIO'S MEET WITH WITH LT ACKERMAN IN ROOM 240 AT 1030 TO DISCUSS COCKPIT LAYOUT.

IF AVAILABLE, THE FOLLOWING PEOPLE ARE REQUESTED TO MEET IN ROOM 240 AT 1100 TO DISCUSS WETTING DOWN PLANS:

CDR ELLIOTT	LT ELLIOTT
LCDR STAUDENMAYER	LT AMIDON
LCDR WHITE	LT ROFFEY
LT ULRICH	LT McCAMMON
LT WOOD	LT KAUTZ
LT SCARBORO	LT STRANEY

SPECIAL HANDLING REQUIRED
in accordance with
OPNAVINST 3750.6

ENCLOSURE (3)

Statement of CDR D. L. VARNER, USN, (b) (6) [redacted] /1310 concerning the accident of F4B 151466 occurring 8 February 1968. Pilot CDR VARNER

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (4)

(b) (5)

[redacted]

(b) (6)

D. L. VARNER
CDR USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (4)

Pertinent excerpts from a tape interview with CDR VARNER conducted immediately following the accident of F4B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH

Enclosure (5)

Statement of LT W. A. WOOD, USNR, (b) (6) /1325 concerning the accident of F4B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (6)

[redacted]

(b) (6)

W. A. WOOD
LT USNR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (6)

Pertinent excerpts from a tape interview with LT WOOD conducted immediately following the accident of F4B 151466 occurring 8 February 1968.
Pilot: CDR VARNER

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (7)

[redacted]

SPECIAL HANDLING REQUIR D IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of AA (b) (6) [redacted] USN, (b) (6) [redacted] concerning the accident of F4B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (6) [redacted]

(b) (6) [redacted]

AA USN

THE BOARD CONSIDERS (b) (6) A CREDIBLE WITNESS

(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (8)

Statement of AME2 (b) (6) [redacted] USN, concerning the accident of F/B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (5) [redacted]

Authenticated:

(b) (6) [redacted]

(b) (6) [redacted]

AME2 USN

THE BOARD CONSIDERS (b) (6) [redacted] A CREDIBLE WITNESS

(b) (6) [redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LT (b) (6) [redacted] USN, (b) (6) [redacted]/1310 concerning accident of F4B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (5)

[redacted]

(b) (6)

[redacted]

LT USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (10)

Statement of ENS (b) (6) [redacted] USNR, [redacted] (b) (6) /1325 concerning accident of F4B 151466 occurring 8 February 1968. Pilot: CDR VARNER [redacted]

(b) (5), (b) (6)

[redacted]

(b) (6)

[redacted]

ENS USNR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LTJG (b) (6) [redacted] USNR, (b) (6) [redacted]/1325, Survival Officer, VF-101, concerning the accident of F4B 151466 occurring 8 February 1968.
Pilot: CDR VARNER

(b) (5), (b) (6)

[redacted]

(b) (6) [redacted]

LTJG USNR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (12)

Statement of CDR (b) (6) [redacted], USN, (b) (6) [redacted]/6850 concerning the accident of F-4B 151466 occurring 8 February 1968. Pilot: CDR VARNER

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (13)

[redacted]

[redacted]

(b) (6)

[redacted]

CDR USN

THE BOARD CONSIDERS CDR (b) (6) [redacted] CREDITABLE WITNESS

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

NAVAL WEATHER SERVICE ENVIRONMENTAL DETACHMENT
U. S. NAVAL AIR STATION
KEY WEST, FLORIDA
33040

ATMOSPHERIC PHENOMENA/WEATHER CONDITIONS OBSERVED 1532 EDT. 2032Z ON 08 FEB. 1968 AT NAVAL AIR STATION, KEY, WEST, FLORIDA.

SKY CONDITIONS: 3/10 STRATOCUMULUS 3,500 FEET

VISIBILITY: 8 MILES

WEATHER AND OBSTRUCTIONS TO VISION: HAZE ALOFT

SEA LEVEL PRESSURE IN MILLIBARS: 1018.6

ALTIMETER SETTING: 3007

STATION PRESSURE IN INCHES: 30.055

PRESSURE ALTITUDE: - 130

VAPOR PRESSURE: 0.3

DENSITY ALTITUDE: +400

TEMPERATURE IN FARENHEIT: 63°

RUNWAY TEMPERATURE IN FARENHEIT: 67°

TEMPERATURE DEVIATION IN FARENHEIT: +4°

DEWPOINT IN FARENHEIT: 44°

RELATIVE HUMIDITY: 52%

WIND DIRECTION (FROM TRUE NORTH) 330°

WIND PSPEED (IN KNOTS) 15kts GUSTS TO 20kts

WIND CHARACTER AND SHIFTS: NONE

REMARKS: HAZE ALOFT.

R. I. Slaughter AG3 — OBSERVER

J. O'Connor AGC — FORECASTER

F. L. Jones — O- IN-C, NWSED

ENCLOSURE (14)

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

SPEC[illegible]ANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible]50.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: HELANTISUBRON ONE NAS KEY WEST, FLORIDA

2. DATE OF MISHAP: 8 FEB 68

2A. DATE OF RESCUE: 8 FEB 68

3. LOCATION AND DUTIES OF RESCUE VEHICLE: NAS (ANNEX) KEY WEST, FLA, LOCAL TRAINING

4. RESCUE VEHICLE (Type/model): SH-3A

5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 4 | 5B. TO BE RESCUED: 2 | 5C. RESCUED: 2

6. RESCUE BACK UP MEANS: HELICOPTERS

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

7A. Alert Received: 1535	Method: HELIPORT TOWER
7B. Vehicle Departed: 1535	Distance to Scene: 7.5 miles
7C. Arrived on Scene: 1539	Search Required: NONE
7D. Located Survivor: 1540	Method of Locating: S2 "Marked" on top chutes
7E. Began Retrieval: 1542	What Was Sighted First: Chutes
7F. Ended Retrieval: 1547	Subsequently:
7G. Survivor(s) Disembarked: 1554	Location (If different from Item 3): NAS KEY WEST, FLA.

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
66 °F	62 °F	330/15 to 20

8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION

sea state 0

shallow water and thick mangroves

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

HORSE COLLAR

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

11. PERSONNEL REQUIRING RESCUE NAME-LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT Physical condition, ignorance of equipment, sea state, etc.
VARNER, D. L.	EJECTION	
WOOD, W. A.	EJECTION	

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

The pilots of the rescue vehicle both agreed that upon finding one survivior in good condition and in shallow water they should have moved immediately to the other survivor whose condition was unknown.
The pilot to hoist position I.C.S. was intermittent.

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

14. NAME AND TITLE OF SUBMITTING OFFICIAL: K.A. SCHROEDER, ASO
SIGNATURE OF SUBMITTING OFFICIAL: Kenneth A. Schroeder Jr.

15. NAME AND TITLE OF FORWARDING OFFICIAL: R. E. SCHOCK, COMMANDING OFFICER
SIGNATURE OF FORWARDING OFFICIAL: R. E. Schock

OP-04F

ENCLOSURE (5)

Call A II
AAR

F-4
VF-101

NNNN

ZCZCNASC603
RTTEZYUW RUCLESA3785 0831754-EEEE--RUCILSA.
ZNY EEEEE
P 231754Z MAR 68
FM COMFAIRKWEST
TO RUEDDEA/USS ASSURANCE
RUCLETB/COMKWEST TEVDET
ZEN/NAS KWEST
RUCLETA/NAVSTA KWEST
INFO RUEDDEA/COMINEDIV EIGHT ONE
RULCF/COMINERON EIGHT
RUCLBDA/COMINELANT
ZEN/FITRON ONE ZERO ONE
RUCILMA/COMNAVAIRLANT
RUCILSA/NAVAVSAFCEN
BT
UNCLAS E F T O
AIRCRAFT SEARCH ASSISTANCE
A. USS ASSURANCE 23/0501 MAR 68 (NOTAL)
1. YOUR THOROUGH AND CONCENTRATED EFFORT TO LOCATE AIRCRAFT WRECKAGE
DEEPLY APPRECIATED. WE COULD NOT HAVE ASKED FOR MORE CO-OPERATION
AND TEAM WORK THAN EXHIBITED BY THE UNITS CONCERNED. IN PARTICULAR
THANK YOU FOR YOUR CONTINUED SEARCH UNTIL THE LAST MOMENT. KWEST

EPS/68

Cog
AOA

PAGE 2 RUCLESA3785 UNCLAS E F T O
TEVDET DIVERS WILL INVESTIGATE YOUR BUOYED CONTACT PER REFERENCE A
FIRST SUITABLE WEATHER. WE WILL LET YOU KNOW THE RESULTS. CONSIDER
THE SEARCH A REAL PROFESSIONAL JOB
BT

Varner

F4B/151466 VF101 J-68A 2-8-68 Mar 231754Z

A-4C/148594 VA-15 7-68 3-20-68

NNNNPOCNASC168CZCSLA547
RTTEZYUW RUCLESA2000 0471405-EEEE--RUCILSA.
ZNY EEEEE
R 161355Z FEB 68
FM FITRON ONE ZERO ONE
TO ZEN/COMFAIRKWEST
INFO RUCILSA/NAVAVSAFCEN
ZEN/NAS KWEST
RUCLETA/NAVSTA KWEST
RUCLETA/COMCARANTISUBAIRGRU FIVE ZERO
ZEN/AIRDEVRON ONE
RUCLAKA/COMREADATKCARAIRWING FOUR
BT
UNCLAS E F T O
SUBJ: SLAVAGE OF F-4B BUNO 151466
1. PRELIMINARY INDICATIONS FROM INVESTIGATION OF ACCIDENT LENDS EMPHASIS TO IMPORTANCE OF SALVAGING SUBJ ACFT. REQUEST MAX ASSIST BY ALL AVAIL SOURCES LOCAL AREA TO LOCATE AND SALVAGE WRECKAGE.
BT

168/68

Cog AI

Feb
161355Z

F-4B /151466 VFE101

ZCZCNASC310CZCSLA169
PTTEZYUW RUCLESA1683 0402129-EEEE--RUCILSA.
ZNY EEEEE
P R 092007Z FEB 68
FM FITRON ONE ZERO ONE
TO RUENAAA/CNO
RUCILSA/NAVAVNSAFECEN
RUEDBHB/NAVAIRSYSCOMHQ
RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUCLBEA/COMSIX
RUCLAKA/COMREADATKCARAIRWING FOUR
ZEN/COMFAIRKWEST
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO MAC STL
RUCIHNA/AFPRO EVENDALE
RUEDBHB/CHNAVMAT
RUWJAPA/COMREADATKCARAIRWING TWELVE
RUWJMUA/COMNAVAIRPAC
RUEDNKA/CINCLANTFLT
RUCINVA/CGFMFLANT
RUWMMFA/CGFMFPAC
RUWJABA/DAS NORTON AFB
RUCILKA/FITRON ONE ZERO ONE DET OCEANA

310/68

SUPP
AAR

PAGE 2 RUCLESA1683 UNCLAS E F T O
BT
UNCLAS E F T O
SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
B. FITRON ONE ZERO ONE 090015Z FEB 68
1. 3 FEBUARY 1968, 1530, DAY
2. F-4B 151466, VF-101, 2-68A
4. RANK: CDR
5. RANK: LT
11. SUSPECT FAILURE IN BLEED AIR SYSTEM
12. IF SALVAGE EFFECTED AND APPLICABLE COMPONENT CONDITION WARRANTS INTEND REQUEST FAILURE ANALYSIS.
13. MARTIN BAKER EJECTION SEAT H5A/1 SER 113-400 UNIT 1055 (FWD)
MAIN GUN SER 6029, MODS 1034,1084,1233,1373,1403
SEAT COMPONENT SER 1055, MODS 1379,1380,1390,1442,1462,1511,1544,
1567,1537,1546,1612,1621
DR573 &7, 347257, MODS 1244,2365,2366,2479,1528
TIME RELEASE SER 12756, MODS 1489,2363,2391,2411,2430,2648
SEAT RAISING ACTUATOR SER 1189, MOD 1194
MARTIN BAKER EJECTION SEAT H5A/2 SER 116-410 UNIT 1074 (AFT)

PAGE 3 RUCLESA1683 UNCLAS E F T O
MAIN GUN SER 6050, MODS 1034, 1084, 1233, 1373, 1403
SEAT COMPONENT SER 1074, MODS 1379,1380,1390,1442,1462,1511,1544,
1567,1537,1546,1612,1621
DROGUE GUN SER 7091, MODS 1244,2365,2366,2479,1528
TIME RELEASE SER 12598, MODS 1489,2363,2391,2411,2430,2648
SEAT RAISING ACTUATOR SER 1194, MOD 1194
NO FAILURES/MALFUNCTIONS OF EGRESS SYSTEM OR SAFETY/SURVIVAL
EQUIPMENT, TORSO MOUNTED SURVIVAL EQUIPMENT WEIGHT AND LOCATION
AS FOLLOWS: PILOT-3LBS TORSO HARNESS, RIO-5LBS SURVIVAL VEST.
BT

FEB
092007Z

NNNN[illegible]
PTTEZYUW RUCLESA1651 2420126-EEEE--RUCILSA.
ZNY EEEEE
P R 090015Z FEB 68
FM FITRON ONE ZERO ONE
TO RUENAAA/CNO
RUCILSA/NAVAVNSAFECEN
RUEDBHB/NAVAIRSYSCOMHQ
RUCILWA/NAVAIRSYSCOMREPLANT
INFO RUCLBEA/COMSIX
RUCLAKA/COMREADATKCARAIRWING FOUR
ZEN/COMFAIRKWEST
RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO MAC STL
RUCIHNA/AFPRO EVENDALE
RUEDBHB/CHNAVMAT
RUWJAPA/COMREADATKCARAIRWING TWELVE
RUWJMUA/COMNAVAIRPAC
RUEDNKA/CINCLANTFLT
RUCINVA/CGFMFLANT
RUWMMFA/CGFMFPAC
RUWJABA/DAS NORTON AFB
RUCILKA/FITRON ONE ZERO ONE DET OCEANA

196|68

AAR

PAGE 2 RUCLESA1651 UNCLAS E F T O
BT
UNCLAS E F T O
PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST 3750.6F
1. 8 FEBRUARY 1968, 1530, DAY
2. F4B, 151466, VF-101, 2-68A
3. 349 DEGREES/11 NM NQX TACAN
4. DUANE LYLE VARNER, (b) (6) [redacted] USN, 1310, ACTIVE, GOLF
5. WILLIAM AUGUST WOOD [redacted], USNR, ACTIVE, FOXTROT
6. ALPHA
7. AIR INTERCEPT
8. INFLIGHT FIRE
9. APPROXIMATELY 3 MINUTES AFTER NORMAL TAKEOFF AT 20,000° WHILE BEING VECTORED FOR SEPARATION WINGMAN REPORTED PORT FIRE WARNING LIGHT TO FLIGHT LEADER. WINGMAN SECURED PORT ENINE, AND TURNED TOWARD FIELD. AS FLIGHT LEADER JOINED FOR A VISUAL CHECK WINGMAN REPORTED BLINKING "WHEELS" LIGHT AND ATTEMPTED TO LOWER FLAPS. FLIGHT LEADER OBSERVED FLAMES AND SPARKS EMITTING FROM VICINITY OF PORT ENGINE AND TRANSMITTED "YOU ARE ON FIRE". FLIGHT CREW IMMEDIATELY EJECTED AT 11,000° AND AIRCRAFT SPIRALED TO IMPACT IN WATER.

PAGE 3 RUCLESA1651 UNCLAS E F T O
10. WIND 320/15 G20, SEA STATE 3 - 5 FEET, 3500 STCD, TEMP 63 DEGREES, DEW PT 44 PER CENT, VIS. 8 MILES
11. UNKNOWN
12. UNKNOWN
13. MARTIN-BAKER EJECTION SEAT MK-H5A-1 MODS WILL FOLLOW IN SUP MESSAGE. NO KNOWN MALFUNCTIONS. AIRCRAFT AT 11,000°, 200 KCAS, LEVEL ATTITUDE. SURVIVAL EQUIP INFO WILL FOLLOW.
14. NONE
15. NO GOVERNMENT/PRIVATE PROPERTY DAMAGE, AIRCRAFT IN APPROXIMATELY 40 FEET WATER. WILL ATTEMPT SALVAGE.
16. (b) (6) [redacted], LCDR, SAFETY, 305 - 296-3561, EXT 457/410.
BT

8020810Z FEB
090015Z

F-4B/151466 VF-101 2-68A 2-8-68