U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

NASC/kn
Ser 131/723
28 June 1966

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

From: Commander, U. S. Naval Aviation Safety Center
To: Commanding Officer, Marine Fighter-Attack Squadron FIVE ONE THREE

Subj: VMFA-513 AAR ser 1-66A concerning F-4B BuNo 148404 accident occurring 24 February 1966, pilot (b) (6) [redacted]

1. The subject report and all endorsements thereon have been reviewed. (b) (5) [redacted]

Paul D. Buie
PAUL D. BUIE

Copy to:
CNO (Op-05F)
NAVAIRSYSCOMHQ (AIR 4042) (2)
CMC (AAP)
COMNAVAIRLANT
CGFMFLANT
CGSECONDMAW
CG MCAS CHERRY PT
CO MAG-24
BUWEPSREP ST LOUIS

ORIGINAL

14/843/at
16 May 1966

FIFTH ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B, BuNo 148404, accident occurring 24 February 1966, pilot (b) (6) [redacted]

From: Commanding General, Fleet Marine Force, Atlantic
To: Commander, U. S. Naval Aviation Safety Center

Subj: VMFA-513, AAR 1-66A, forwarding of

1. Forwarded, concurring in the comments and recommendations of the Aircraft Accident Report and endorsements thereto, subject to the following remark:

(b) (5) [redacted]

A. L. Bowser
A. L. BOWSER

Copy to:
NAVAVNSAFECEN (2)
NAVAIRSYSCOM
CMC (AAP)
COMNAVAIRLANT
CG 2DMAW
CG MCAS CHERPT
CO MAG-24
CO VMFA-513
NAVAIRSYS REP ST. LOUIS

SPECIAL HANDLING REQUIRED IAW PAR 66 OF OPNAVINST P3750.6E

24 ORIGINAL

ORIGINAL

42:WTW:rar
3750
16 April 1966

FOURTH ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B, BuNo 148404, accident occurring 24 February 1966, pilot (b) (6) [redacted]

From: Commanding General, 2d Marine Aircraft Wing
To: Commander, U. S. Naval Aviation Safety Center
Via: Commanding General, Fleet Marine Force, Atlantic

Subj: VMFA-513, AAR 1-66; forwarding of

1. Forwarded, concurring with the findings and recommendations of the Board, as modified by subsequent endorsements, to the degree indicated in the following paragraphs.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

42:WTW:rar
3750

(b) (5)

[redacted]

G. S. Bowman Jr

G. S. BOWMAN, Jr.

Copy to:
NAVAVNSAFCEN (2)
BUWEPS (C-13)
CMC (AAP)
COMNAVAIRLANT
CG FMFLANT
CG MCAS CHERPT
CO MAG-24
CO VMFA-513
BUWEPS REP St. Louis
File

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

1DG:JLP:rar
3750

7 APR

THIRD ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B, BuNo 148404, accident occurring 24 February 1966, pilot (b) (6) [redacted]

From: Commanding General, Marine Corps Air Station, Cherry Point, N. C.
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding General, 2d Marine Aircraft Wing
(2) Commanding General, Fleet Marine Force, Altantic

Subj: VMFA-513, AAR 1-66, forwarding of

1. Forwarded concurring with the conclusions and recommendations of the Board as modified by subsequent endorsers subject to the following comments:

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

106:JLP:rar
3750

(b) (5)

[redacted]

Bernard L. Anderson

Copy to:
NAVAVNSAFECEN (2)
BUWEPS (C-13)
CMC (AAP)
COMNAVAIRLANT
CG FMFLANT
CG 2dMAW (2)
CO MAG-24
CO VMFA-513
BuWeps Rep St. Louis
File

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

31 March 1966

FIRST SUPPLEMENTARY REPORT on VMFA-513 AAR Serial 1-66A, 24 Feb 66, F4B BuNo 148404, Pilot (b) (6) [redacted]

From: Senior Member of Aircraft Accident Board
To: Commander, U. S. Naval Aviation Safety Center

Subj: First Supplementary Report on VMFA-513, AAR Serial 1-66A, 24 Feb 66, F4B BuNo 148404, Pilot (b) (6) [redacted]

Ref: (a) Second Endorsement on VMFA-513 AAR Serial 1-66A, 24 Feb 66, F4B BuNo 148404, Pilot ZOBENICA
(b) OPNAV INST 3750.6E

Encl: (1) Statement of Second Lieutenant (b) (6) [redacted] USMC

1. In accordance with reference (a) and (b), enclosure (1) is submitted as enclosure (22) to VMFA-513 AAR Serial 1-66A, 24 Feb 66, F4B BuNo 148404, Pilot, (b) (6) [redacted]

2. It is requested that the attached enclosure be added to subject AAR.

3. It is further requested that the following pen change be added to the list of enclosures of subject AAR, after 21, quote "22. Statement of Second Lieutenant (b) (6) [redacted] USMC.

(b) (6) [redacted]
Senior Member

DISTRIBUTION:

NAVAVNSAFCEN	2
BUWEPS	1
CMC (CODE AAP)	1
COMNAVAIRLANT	1
CG FMFLANT	1
CG 2D MAW	2
CO MAG-24	1
CG MCAS CHERPT	1
BUWEPS REP ST LOUIS	1
CO VMFA-513	

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6E

ORIGINAL

(b) (5)

[redacted]

H.J. Finn
H. J. FINN

ISTRIBUTION

AVAVNSAFECN	2
NEPS	1
(CODE AAP)	1
PS REP ST. LOUIS	1
MAW	2
FMFLANT	1
MCAS CHERRY POINT	
VMFA-513	1
ILE	1

Special Handling Required in accordance with OPNAVINST P3750.6 series

ORIGINAL

SECOND ENDORSEMENT ON VMFA-513 AAR Serial 1-66A 24 Feb 1966 F4B BuNo 148404
Pilot ZOBENICA

28 Mar 1966

From: Commanding Officer, Marine Aircraft Group 24
To: Commander, U. S. Naval Aviation Safety Center

Via: (1) Commanding General, Marine Corps Air Station Cherry Point
(2) Commanding General, Second Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force, Atlantic

Subj: Aircraft Accident Report, forwarding of

(b) (5)

[redacted]

Special Handling Required in accordance with OPNAVINST P3750.6 series

GMC:nrr
3750
18 March 1966

FIRST ENDORSEMENT on VMFA-513 AAR Serial 1-66A, 24 February 1966, F4B BuNo 148404, Pilot (b) (6) [redacted]

From: Commanding Officer, Marine Fighter/Attack Squadron 513
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding Officer, Marine Aircraft Group 24
(2) Commanding General, Second Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force, Atlantic

Subj: Aircraft Accident Report; forwarding of

Ref: (a) OPNAVINST P3750.6E

1. Forwarded in accordance with reference (a).

(b) (5)

[redacted]

GMC/nrr
3750

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

[redacted]

G. M. CLOUD

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
MCAS CHERRY POINT	021 Item 1	14 Mar 66	Altimeter, Pressure, Counter Pointer B3007210004	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
	1149	88944			

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
UNK	UNK	8-12-65	MCAS Cherry Point	UNK	F-4B	148404

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/FH/GA	20. REASON FOR REMOVAL AND CODE
VMFA 513		Aircraft Accident

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

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

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

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

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

BWFRRLANT CONTROL NR. F4-20-66
MATERIAL RECEIVED 12 Mar 66

FAILURE ANALYSIS

26.1 ALTIMETER, P/N B3007210004, (FRONT COCKPIT), COULD NOT BE FUNCTIONALLY TESTED DUE TO EXTENSIVE DAMAGE INCURRED UPON IMPACT. DISASSEMBLY REVEALED ONLY NORMAL WEAR AND IMPACT DAMAGE. ALTIMETER READING AT TIME OF IMPACT COULD NOT BE DETERMINED.

27. CONCLUSIONS

27.1 NONE

28. RECOMMENDATIONS

28.1 NONE

PRIORITY

29.	REQUESTED BY	REFERENCE	25. OPNAV 114		
[X] PRIORITY DIR	VMFA 513 020005Z MAR 66	BWFRRLANT 022000Z MAR 66	APPLICABLE		X
			INCORPORATED		

30. SIGNATURE	31. TITLE	32. DATE
AMOS D. HARDEE Amos D Hardee CWO	AEROSPACE ENGINEER	25 MAR 66

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL BUWEPS 4790-2

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

AAR
2-25-66

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
MCAS CHERRY POINT	021 Item 2	14 Mar 66	B2953410004 Altimeter, Pressure, Counter Pointer	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY NFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
	7870	89944			

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
UNK	UNK	UNK	KOLLSMAN INST. CO.	UNK	F-4B	148404

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/FH/GA	20. REASON FOR REMOVAL AND CODE
VMFA 513		Aircraft Accident

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

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

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

BWFRRLANT CONTROL NR. F4-20-66
MATERIAL RECEIVED 12 MAR 66

FAILURE ANALYSIS

26.1 ALTIMETER, P/N B2953410004, (REAR COCKPIT), WAS FULLY TESTED IAW HOI, NW 05-30-554. ALTIMETER WITHIN CALIBRATION LIMITS UP TO 60 M FEET. DISASSEMBLY REVEALED ONLY NORMAL WEAR. ALTIMETER READING AT TIME OF IMPACT COULD NOT BE DETERMINED.

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

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

27.1 THAT ALTIMETER, P/N B2953410004, WAS FUNCTIONING CORRECTLY AT TIME OF AIRCRAFT ACCIDENT.

28. RECOMMENDATIONS

28.1 NONE

PRIORITY

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	25. OPNAV 114		
	VMFA 513 020005Z Mar 66	BWFRRLANT 022000Z Mar 66	APPLICABLE		X
			INCORPORATED		

30. SIGNATURE	31. TITLE	32. DATE
AMOS D. HARDEE Amos D Hardee CWO	AEROSPACE ENGINEER	25 MAR 66

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL BUWEPS 4790-2

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR ST LOUIS
BWR
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
MCAS CHERRY POINT	021 ITEM 3	14 MAR 66	ANGLE OF ATTACK TRANSMITTER F/N SLZ 9170A	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY NFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
	AFE 322	10639			

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
UNK	UNK		MCAS CHERRY POINT		F-4B	148404

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/FH/GA	20. REASON FOR REMOVAL AND CODE
VMFA 513		ACCIDENT DAMAGE 4B

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

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

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

BWFRRLANT CONTROL NR. F4-20-66
MATERIAL RECEIVED 12 MAR 66

FAILURE ANALYSIS

26.1 AOA TRANSMITTER, P/N SLZ 9170A, COULD NOT BE FUNCTIONALLY TESTED DUE TO DAMAGED CONDITION. AN INTENSIVE VISUAL INSPECTION AND AN INDIVIDUAL TEST OF ALL COMPONENTS NOT IMPACT DAMAGED WERE PERFORMED. ALL COMPONENTS NOT IMPACT DAMAGED TESTED SATISFACTORILY.

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

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

27.1 ALL AVAILABLE EVIDENCE INDICATES AOA TRANSMITTER WAS OPERATING PROPERLY PRIOR TO IMPACT.

28. RECOMMENDATIONS

28.1 NONE

PRIORITY

29.	REQUESTED BY	REFERENCE	25. GREEN 114			
[X] PRIORITY DIR	VMFA 513 020005Z MAR.	BWFRRLANT 022000Z MAR.		APPLICABLE		X
				INCORPORATED		

30. SIGNATURE	31. TITLE	32. DATE
J. C. WILLIAMS J. C. Williams	ELECTRONICS DEVELOPMENT TECH.	25 MAR 66

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL DUWEPS 4790-2

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
MCAS CHERRY POINT	021 Item 4	14 Mar 66	Central Air Data Computer P/N 42400-87-1	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
	91-106	70210	—		

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
UNK	UNK	11-16-64	MCAS, Cherry Point	—	F4-B	148404

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - 1/FH/GA	20. REASON FOR REMOVAL AND CODE
VMFA 513		Accident Damage 4B

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

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

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

BWFRRLANT CONTROL NR. F4-20-66
MATERIAL RECEIVED 12 Mar. 66

FAILURE ANALYSIS
26.1 (See Reverse Side)

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

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS
27.1 (See Reverse Side)

28. RECOMMENDATIONS
28.1 None

PRIORITY

29.	REQUESTED BY	REFERENCE	25. GRES 114		
[X] PRIORITY DIR	VMFA 513 020005Z Mar.	BWFRRLANT 022000Z Mar.	APPLICABLE		X
			INCORPORATED		

30. SIGNATURE	31. TITLE	32. DATE
Jesse Williams JC Williams BWWalker RK	Electronics Development Tech.	28 Mar. 66

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

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

PRIORITY DISASSEMBLY AND INSPECTION REPORT NO. 021 ITEM No. 4

FAILURE ANALYSIS

26. DESCRIPTION OF FINDINGS:

26.1 CADC, P/N 42400-87-1, was tested in accordance with NW 01-245FDB-2-4.2 Air Data Computer Bench Check Procedure.

No deviations, from the test procedure, were observed below 7,500 Feet.

Potentiometer output checks in accordance with Table 4-1 were satisfactory except that outputs 1a and 2 in Potentiometer Test Problem No. 10 (at 58,000 feet), revealed Ratiometer readings of 175 LOW and 42 HIGH, respectively. Correction was obtained by adjustment of True Static Pressure Resistor Assembly (Potentiometer) P/N 534908.

True air speed readings (Table 4-1, Problem 8) at 37,000 and 46,000 Feet were 6 and 11 Knots LOW, respectively. Correction was obtained by adjustment of R30 Trim Pot, P/N 300-106H102.

Compensator Operation Test was performed to check the Static Pressure Compensator (SPC) ability to operate with Static Pressure 8,000 Feet above Ambient Pressure at the Jet Pump Exhaust. The Static Correction OFF Light came on at 7,500 Feet instead of 8,000 Feet. Correction was obtained by adjustment of Jet Pump P/N 24338.

27. CONCLUSIONS:

27.1 Since adjustment of CADC Static Pressure was only required above 7,500 Feet Test Altitude, Altitude indications below 7,500 Ft. are concluded to be correct.

NAVAL AVIATION SAFETY CENTER
APR 1 1966
RECEIVED

RAFT ACCIDENT REPORT
AV FORM 3750-1A (Rev. 3-63) Page

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

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
CO VMFA-513	1-66A	241833R Feb	F-4B	148404

6. TO: Commander, Naval Aviation Safety Center

9. LOCATION OF MISHAP: 140° RAD, 1 3/4 NM Cherry Point Tacan

10. DAMAGE: ALFA

7. VIA: CO, VMFA-513
CO, MAG-24
CG, 2dMAW
CG, FMPLant

8.

11. TIME OF DAY: Night

12. TIME IN FLIGHT: 01 + 54

13. FLIGHT CODE: 1A2

14. CLEARED FROM: MCAS CherPt NC TO: MCAS CherPt NC

15. TYPE CLEARANCE: DD 175

16. AIRSPEED: 156 KTAS

17. A/C WEIGHT: lbs Approx. 36,000

18. BRIEF DESCRIPTION OF MISHAP: Aircraft collided with ground on GCA Approach.

19. ELEVATION AT TIME OF MISHAP: S L Approx 50' 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

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

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 EXP. DNA	8. BILLET	9. POSITION	10. INJURY CODE
PILOT (at controls at time of mishap) (b) (6) [redacted]	1stLt	(b) (6) [redacted]		USMC	25	7 mo.	Pilot	Front Cockpit	D
CO-PILOT (identify & submit separate page 1) N/A									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		362	17. CV LANDINGS DAY/NIGHT	ALL	7 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		198	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		26	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	4 / 6
				IN MODEL	4 / 6
14. ALL SERIES THIS MODEL	A/C	26	20. NIGHT HOURS LAST 3 MONTHS	ALL	2 / 0
	OFT/CPT	24 / 0		IN MODEL	2 / 0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	26	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		325
	OFT/CPT	24 / 0			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	26	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	21Feb66
	OFT/CPT	24 / 0		DURATION	2
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		N/A	24. TYPE INSTRUMENT CARD		Standard

OTHERS

25. NAME (Last, first, & middle initial)	26. DNA	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
(b) (6) [redacted] RIO	NO	Major	USMC	(b) (6) [redacted]	VMFA-513	G	RIO	Rear Cockpit

...AFT ACCIDENT REPORT
...AV FORM 3750-1A (Rev. 3-63) Page

SPECIAL HANDLING REQUIRED *in accord... with Para. 66, OPNAV INSTRUCTION 3750.6, ... edition*

OPNAV REPORT 3750-1

...ART II MAINTENANCE, MATERIAL, AND FACILITIES ...A

A. A/C H...

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

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)									
(2)									
(3)									
(4)									

...ISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPEUR
(1)							
(2)							
(3)							
(4)							

D. INCIDENTS & GR...

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. RELIGH ATTEMPTS	
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				

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ *Info NASC on DIR request. See para. 38 OPNAVINST P3750.6...*
3. OTHER
4. Preliminary message of Aircraft Accident DTG 250331Z Feb
5. Supplementary message of Aircraft Accident DTG 252323Z Feb

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

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED				

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

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
W2F	½ mi		45	45	29.95

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

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				2CC NAVAVNSAFECN DIRECT (AAR)
				1CC BUWEPS DIRECT (AAR)
				1CC CMC(CODE AAP)
				1CC COMNAVAIRLANT
				1CC BUWEPS RER ST LOUIS
				1CC CG FMFLANT
				2CC CG 2DMAW
				1CC CO MAG-24
				1CC VMFA-513

ST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	None	None	16 March 1966

PART IV SIGNATURES OF THE BOARD

(b) (6) [redacted] (b) (6) [redacted] Major XO UNIT BILLET	2. MEMBER (b) (6) [redacted] Captain ASO UNIT BILLET
HT SURGEON MEMBER (b) (6) [redacted] Jr.	3. (b) (6) [redacted] Ass't ASO UNIT BILLET

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

5. (b) (6) [redacted] Capt, NATOPS Officer
6. [redacted] Capt, Maintenance Representative
7. (b) (6) [redacted], 2ndLt, Material Representative (b) (6) [redacted]

THE ACCOUNT

PART V - The Accident

The accident occured on 24 February 1966. Lt (b) (6) [redacted] and Major (b) (6) [redacted] were scheduled by the operations officer of VMFA-513 for an authorized Phase I, Navigation training flight at 1400 on 24 Feb 1966. Lt (b) (6) [redacted] briefed the flight, in accordance with squadron policy, utilizing the Marine Fighter/Attack Squadron-513 local area navigation instrument training mission and was filed by DD-175, enclosures (2), (3), (10) and (11). All phases of the mission including NATOPS and emergency procedures were properly reviewed. Aircraft assigned was WF-11. Start and taxi were normal. Clearance was received as requested, enclosure (10).

(b) (5), (b) (6) [redacted]

Myrtle Beach was advised that the weather was below that which was received upon first contact with approach control.

WF-11 proceeded direct toward Wilmington Tacan. A frequency change to Washington Center was accomplished and a clearance was received from 20 N.M. south of Wilmington Tacan to proceed direct to the Cape Lookout DME Fix and to switch to Cherry Point approach control. The frequency change was made and contact established with Cherry Point approach. A complete commentary after contact with approach control is contained in enclosure (6).

The present Cherry Point weather was requested and received as, "sky partially obscured, measured ceiling three hundred overcast, visibility three quarters very light drizzle and fog, over." A radar approach from present position direct Cherry Point with a GCA pick up was requested in order to save fuel. A radar vector and descent was given and rogered for. Request to check the weather again was made by WF-11.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

Two subsequent transmissions were received by WF-11, that aerology was reporting one half mile visibility and that an F-10 had just landed and reported he had broken out at two hundred feet but gave no visibility report. These were rogered for and WF-11 asked for a check on ceiling and weather again. Approach control gave Oceana weather. WF-11 rogered and requested Seymour Johnson weather. Approach control gave WF-11 one to two hour old weather and advised that they were checking aerology at that time. WF-11 rogered the transmission.

Approach control advised that "Major (b) (6) requested fuel state. Major (b) (6) is the squadron S-3 Officer. Lt (b) (6) replied that fuel state was sixty one hundred pounds. He also advised approach he was at idle and when he was given his GCA to advise the controller to get them in ASAP in order to conserve fuel in the event he would have to think of diverting. The approach controller ask Lt (b) (6) to repeat his request. Lt (b) (6) reply was "Roger on this GCA would you - Ah - don't box us around if you don't have to. Get us in there ASAP please," enclosure (6).

Approach control rogered and requested altitude of WF-11. Lt (b) (6) reported out of thirteen thousand five hundred. He was advised he had twelve miles to reach three thousand feet and ask if he would be able to do that. Lt (b) (6) replied that he would sure give her a go and reported at sixteen now. Approach rogered and advised they might have to take WF-11 across the on course and dog leg them back. Lt (b) (6) rogered.

Routine transmissions followed and WF-11 was passed to feeder control. GCA minimums were given to WF-11 and repeated by Lt (b) (6). A special weather report was given as partial obscuration, measured three hundred overcast with one half mile visibility in light drizzle and fog. These were rogered and repeated by Lt (b) (6).

Feeder control requested WF-11 altitude and it was reported as five thousand feet. Feeder control advised Lt (b) (6) that he would take him across the on course and bring him back in order for him to get down to altitude. Lt (b) (6) rogered.

Feeder control gave WF-11 Oceana weather as one hundred overcast. The weather was rogered and then the Seymour Johnson and Beaufort weather was requested. Feeder control advised they were checking on those at that time.

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

Lt ZOBENICA reported out of two thousand three hundred feet. Feeder control instructed WF-11 to perform landing check and reduce to approach speed. This was rogered by Lt ZOBENICA. A left turn was given to three two zero. Lt ZOBENICA repeated "three two zero." Seymour Johnson weather was given as measured ceiling four hundred overcast, four miles in light rain. Lt ZOBENICA rogered. Another left turn to three two zero (230) was given and to maintain one thousand two hundred feet.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

These were repeated by Lt (b) (6) [redacted]. Ceiling and visibility minimums, ceiling two hundred, visibility one quarter were given by feeder control. They were acknowledged by Lt (b) (6) [redacted]

(b) (5), (b) (6) [redacted] Altimeters were set with the current Cherry Point altimeter of 29.95, and a minus .03 was applied by both crew members. Altimeters were cross checked. Feeder control gave the Beaufort weather as measured ceiling six hundred overcast and five miles visibility in rain. Lt (b) (6) [redacted] repeated six hundred and five.

Final approach lost communication procedures were given and WF-11 acknowledged. Missed approach procedures were given, followed by a course change to the right to three zero zero, to maintain one thousand two hundred and standby for final controller. Lt (b) (6) [redacted] rogered.

Final controller told WF-11 to continue right turn to three one zero. A break in the next transmission followed, "if you should fail, correction, acknowledge wheels down." Lt (b) (6) [redacted] rogered. WF-11 was advised he was on final five miles from touch down, three one zero the heading, maintain one thousand two hundred. Lt (b) (6) [redacted] intercepted glide path and proceeded with a constant on glide path approach and with heading changes as appropriate, enclosure (6). Around one mile from GCA touch down, WF-11 began to rise above glide path and continued to slightly above glide path. Lt (b) (6) [redacted] was given a left turn to three two zero, with on course very slightly left, a further turn to three one eight, picked up rapid drift, going below, you are below the glide path. If runway is not in sight climb immediately straight ahead, acknowledge over, enclosure (6). At 1833R WF-11 disappeared from GCA scope at which time, SAR Helicopter was launched.

(b) (5), (b) (6) [redacted] Before he could complete the statement the aircraft struck the trees at approximately 50 feet of altitude above ground level and the aircraft continued straight ahead, approximately 325° magnetic and impacted the ground in a near level attitude and slid to a stop in a shallow draw approximately 749 feet from initial contact with the trees.

Both crew members remained conscious and Major (b) (6) [redacted] received no injury. After emergency jettison of the canopy and emergency release of the Scott seat pan, Major (b) (6) [redacted] climbed out of the aircraft and proceeded to assist Lt (b) (6) [redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

After approximately fifteen minutes the crash crew arrived at the scene of the accident along with medical personnel. The crew members were taken to the hospital for medical attention.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

PART VI - Damage to Aircraft

F4B BuNo 148404 sustained strike damage after sliding approximately 550 feet through trees and dense underbrush, finally coming to rest at the bottom of a slight draw.

The aircraft first struck the tops of fifty foot trees at 749' from the point where it came to rest. It impacted right wing low in an approximate nose level attitude, shearing the right main landing gear, left leading edge flaps, parts of the radome, gear doors, parts of trailing edge flaps and pieces of skin from under side of aircraft.

The aircraft bounced back into the air, traveled approximately fifty feet and struck left wing low causing the left main gear to collapse straight back. At this point pylons and right leading edge flaps separated from the aircraft. It next struck a tree approximately 18" in diameter, radome first, shredding the radome causing the IR housing to separate, at this point the outboard section of left wing and external wing tank were torn off the aircraft, followed by shearing of the nose gear. The right wing and external wing tank remained with the aircraft but were twisted up and to rear so that the bottom outboard section of the wing was facing aft.

From this point the aircraft continued to slide on the fuselage for another 400 feet through small trees, shedding pieces of skin, radar components, large pieces of front canopy glass and left canopy frame.

At a point 239 feet prior to coming to rest the Equipment Cooling Package and ducting from lower port side of cockpit was torn out of aircraft.

At 179 feet more canopy glass and radar pieces were in evidence. At 147 feet the Ramp Control Amplifier was found and more radar components. At 95 feet the rudder pedals were found, at 86 feet the left side of cockpit sill section, at 20 feet the center pedestal was found.

The aircraft came to rest with left side and complete front of pilots cockpit missing, a tree approximately 6-8 inches in diameter was wedged between left forward corner of seat and left console. The left console forward of the fuel control switches twisted outboard and straight back along side the left intake ramp. The right console was intact. The control stick was lying 90° to the left in front of pilot's seat with the grip broken in three places. The remaining fuselage section of the aircraft was imbedded in soft earth and water up to the leading edge of the pilots seat. The instrument panel was lying approximately 8-10 feet forward and slightly left of the front seat.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

The aircraft sustained a large hole in the turtle back over the fifth and sixth fuel cells; also, a semi-circular dent 10 inches deep was in the center, leading edge, of the left stabilator. Evidence of ingested trees and dirt was found in the tail pipes of both engines.

The RIO's cockpit was completely undamaged including canopy which was still intact, after it was jettisoned.

Enclosures (14) thru (21), show damaged aircraft and the path the aircraft cut through the wooded area.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66A, 4Feb1966, F4B, Bu. No. 148404, Pilot (b) (6) [redacted]

Part VII - The Investigation and Analysis

(b) (5)

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

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

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

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

[redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

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

[redacted]

Special handling required in accordance with
para 66, OPNAVINST F3750.6E

VMFA-513, Ser 1-66A, 24Feb66, Bu No. 148404, Pilot (b) (6) [redacted]

Part VIII Conclusions

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

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66A, 24Feb66, Bu. No. 148404, Pilot (b) (6) [redacted]

PART 1X Recommendations

(b) (5)

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66A, 24Feb66, F4P, Bu. No. 148404, Pilot (b) (6) [redacted]

List of Enclosures

1. Medical Officers Report (original only)
2. Statement of Pilot, First Lieutenant (b) (6) [redacted]
3. Statement of RIO, Major (b) (6) [redacted]
4. Statement of GCA Controller, SSgt (b) (6) [redacted]
5. Statement of RATCC Supervisor, Mr. W. E. SPICKETT
6. Transcript from RATCC control of WF-11.
7. Statement of Major (b) (6) [redacted]
8. Statement of Aircraft Maintenance Officer
9. Statement of Aviators Equipment Officer
10. Photo of DD-175
11. Photo of DD-175-1
12. Resume of Pilots Flying Experience
13. Rescue Report OPNAV 3750-13 (original only)
14. Photo of runway 32 in relation to crash site
15. Photo of path made when aircraft skidded over ground
16. Photo of wreckage - Aerial view
17. Photo of pilots cockpit
18. Photo of pilots cockpit
19. Photo of RIOs instrument panel
20. Photo of damage to forward section of aircraft
21. Photo of damage to underside of aircraft
22. Statement of 2/Lt. (b) (6) [redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

MEDICAL OFFICER'S REPORT OF A/C AC[illegible]NT, INCIDENT, OR GROUND ACCIDENT - PAC[illegible]

OPNAV FORM 3750-8 (REV. 3-63) | SPECIAL HANDLING REQUIRED - *See OPN[illegible] 3750.6E for instructions.* | OPNAV REPORT 3[illegible]

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity)	2. MOR NUMBER	3. LEAVE BLANK
VMFA-513, MAG-24, MCAS, CHERRY POINT, N. C.	1-66A	

4. TYPE OF MISHAP	5. TIME & ZONE	6. DATE	7. GEOGRAPHICAL LOCATION
[X] ACCIDENT [ ] GROUND ACCIDENT [ ] INCIDENT	1830 EST	24 Feb 66	

8. MODEL A/C	9. BUNO	10. NO. OF OCCUPANTS	11. DAMAGE CODE	12. UNIT OPERATING A/C
F-4B	148404	2	Alfa	VMFA-513, MAG-24

	13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED NAME (Last, first and middle initial)	14. UNIT TO WHICH ATTACHED	15. RANK/RATE	16. FILE/SERV. NO. DESIGNATOR	17. DUTY ASSIGNMENT ABOARD A/C	17. DUTY ASSIGNMENT AT MISHAP	18. DATE OF LAST PHYSICAL	19. PHYSICALLY QUALIFIED FOR FLIGHT	20. BRANCH OF SERVICE	21. INJURY CODE	22. DISPOSITION
A	(b) (6) [redacted]	VMFA-513	1/L[redacted]	(b) (6) [redacted]	A	A	10-65	Yes	USMC	D	G
B	[redacted]	VMFA-513	Maj.	[redacted]	I	I	11-65	Yes	USMC	G	I
C.											
D.											

23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY

17-B: Designated NAO (I) and qualified RIO.

24. MODEL-OTHER A/C IF INVOLVED	25. BUNO	26. NO. OF OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. MOR NO.

30. NARRATIVE ACCOUNT OF MISHAP *(Use additional 8 x 10½ sheets if required)*

SEE ADDENDUM #1.

31. [illegible] CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

(b) (5) [redacted]

32. [illegible] ACCIDENT BOARD

(b) (5) [redacted]

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

34. HAVE ALL FINDINGS, CONCLUSIONS, & RECOMMENDATIONS BEEN MADE AVAILABLE TO THE A/C ACCIDENT BOARD? IF NO, EXPLAIN. YES [X] NO [ ]

35. REPORT PREPARATION CHECK LIST

[X] ALL PARTS OF FORM COMPLETED [X] DRAWINGS SKETCHES, PHOTOS [X] SURVIVORS NARRATIVES [ ] WITNESS STATEMENTS [X] CONCLUSIONS & RECOMMENDATIONS [X] REQUIRED COPIES FURNISHED

36. REPORT FILED BY (Name & signature of medical officer)	DATE	37. FORWARDED (Name & signature of appointing authority)	DATE
(b) (6) [redacted] LT MC USNR (b) (6) [redacted]	3-11-66		

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685974

MEDICAL OFFICER'S REPORT OF A/C AC[redacted]NT, INCIDENT, OR GROUND ACCIDENT - PAGE[redacted]

OPNAV FORM 3750-8A (REV. 3-63) — SPECIAL HANDLING REQUIRED. — *See OP[redacted]INST 3750.6E for instructions.* — OPNAV REPORT 3750-7

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP *(List in order in accordance with Section B of inst.)*

1. FACTORS	2. PHASE OF MISHAP (See code at right) A	E	S	R

PHASE CODE:
A - ACCIDENT
E - ESCAPE/EGRESS
S - SURVIVAL
R - RESCUE

FACTOR WEIGHT:
M - MAJOR
C - CONTRIBUTING
Q - QUESTIONABLE OR POSSIBLE

(b) (5)

[redacted]

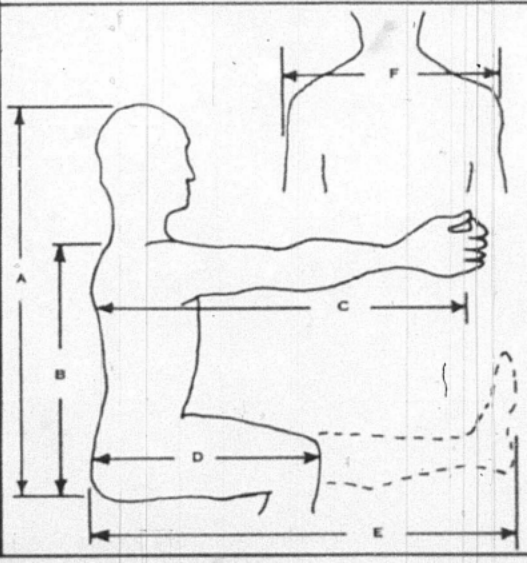
SECTION C AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS *(All models)*	11.5
2. FLIGHT TIME LAST 24 HOURS *(All models)*	0
3. NO. FLIGHTS LAST 24 HOURS *(Include present flight)*	0
4. TIME AT CONTROLS THIS FLIGHT	1.8
5. TOTAL FLIGHT TIME ALL MODELS	362.2

FLIGHT TIME THIS MODEL	6. TOTAL	7. LAST 30	8. 60 DAYS	9. 90 DAYS
	28.2	11.5	11.4	5.3

10. NO. GROUNDINGS PAST YEAR	3
11. NO. DAYS GROUNDED PAST YEAR	15
12. DATES AND TYPES OF PRIOR MISHAPS	None
13. NO. HRS. IN A DUTY STATUS LAST 24 HRS.	8.5
14. DIRECTION FACING AT TIME OF MISHAP	Forward
15. LOCATION AT TIME OF MISHAP	Front seat of aircra ft

SECTION D ANTHROPOMETRIC DATA (Compare with health record)



(b) (6)

AGE	[redacted]
HEIGHT	[redacted] N.
WEIGHT	[redacted] LB.
A. SITTING HEIGHT	[redacted] N.
B. TRUNK HEIGHT	[redacted] N.
C. FUNCTIONAL REACH	[redacted] N.
D. BUTTOCK - KNEE	[redacted] N.
E. LEG LENGTH	[redacted] N.
F. SHOULDER WIDTH (BIDELTOID)	[redacted] N.

16. LABORATORY TESTS AND RESULTS

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS

(b) (6)

[redacted]

17. X-RAY RESULTS

See pages 4A and 4B for x-ray results: Films at USNH, Camp Lejeune, N. C.

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	A

NAME OF INDIVIDUAL
(b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685973

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

[redacted]

ADDENDUM I

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

[redacted]

ADDENDUM I (cont.)

MOR 1-66 (a) Bu No 148404 Identification of Individuals A&B

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE

OPNAV FORM 3750-8A (REV. 3-63) SPECIAL HANDLING REQUIRED. — *See OPNAVINST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP *(List in order in accordance with Section B of inst.)*

1. FACTORS	2. PHASE OF MISHAP (See code at right) A	E	S	R

PHASE CODE:
A - ACCIDENT
E - ESCAPE/EGRESS
S - SURVIVAL
R - RESCUE

FACTOR WEIGHT:
M - MAJOR
C - CONTRIBUTING
Q - QUESTIONABLE OR POSSIBLE

REMARKS

SECTION C AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS *(All models)*	25.2
2. FLIGHT TIME LAST 24 HOURS *(All models)*	2.8 hrs.
3. NO. FLIGHTS LAST 24 HOURS *(Include present flight)*	1
4. TIME AT CONTROLS THIS FLIGHT	0
5. TOTAL FLIGHT TIME ALL MODELS	1029

FLIGHT TIME	6. TOTAL	7. LAST 30	8. 60 DAYS	9. 90 DAYS
THIS MODEL	446.2	25.2	40.3	54.5

10. NO. GROUNDINGS PAST YEAR	0
11. NO. DAYS GROUNDED PAST YEAR	0

12. DATES AND TYPES OF PRIOR MISHAPS

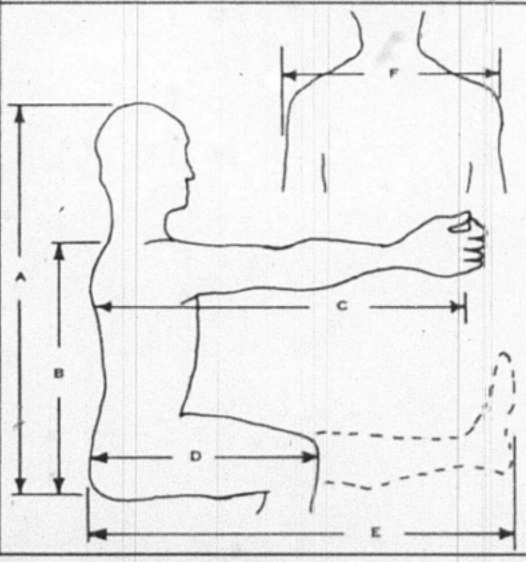
6-53 Off end runway
6-54 A/C explosion, crash landing.
11-54 Ditched aircraft.

13. NO. HRS. IN A DUTY STATUS LAST 24 HRS.	11.0 hrs
14. DIRECTION FACING AT TIME OF MISHAP	Forward

15. LOCATION AT TIME OF MISHAP

Rear seat of aircraft.

SECTION D ANTHROPOMETRIC DATA (Compare with health record)



AGE	(b) (6) [redacted]
HEIGHT	[redacted] N.
WEIGHT	[redacted] B.
A. SITTING HEIGHT	[redacted] N.
B. TRUNK HEIGHT	[redacted] N.
C. FUNCTIONAL REACH	[redacted] N.
D. BUTTOCK - KNEE	[redacted] N.
E. LEG LENGTH	[redacted] N.
F. SHOULDER WIDTH (BIDELTOID)	[redacted] N.

16. LABORATORY TESTS AND RESULTS

(b) (6) [redacted]

17. X-RAY RESULTS

Chest, PA & LAT.

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66 A	F-4B	148404	B

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685973

MEDICAL OFFICER'S REPORT OF A/C [illegible]ENT, INCIDENT, OR GROUND ACCIDENT - P[illegible]

OPNAV REPORT 3750-7

OPNAV FORM 3750-8B (REV. 3-63)

SPECIAL HANDLING REQUIRED — *See O[illegible]VINST 3750.6E for instructions.*

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL
IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP

TIME	
2-22-66	
1800	(b) (5), (b) (6) [redacted]
1830	
1845	
2300 . 2300	
2-23-66	
0730	
0745	
0800	
1200	
1230	
1700	
1730	
1745	
1815	
2000	
2020	
2135	
2215	
2-24-66	
0845	
0915	
0930	
1000	
1010	
1020	
1045	
1100	
1200	
1300	
1415	
1430	

TIME	
1435	(b) (5), (b) (6) [redacted]
1500	
1545	
1600	
1615	
1646	
ACCIDENT PHASE	
1833	
ESCAPE PHASE	
1833	
1840	
1846	
1900	
1910	
~~SURVIVAL PHASE~~ 1915	
2035	

TIME OF RESCUE

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	A

NAME OF INDIVIDUAL

(b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685975

MEDICAL OFFICER'S REPORT OF A/C A[illegible]ENT, INCIDENT, OR GROUND ACCIDENT - PAC[illegible]

OPNAV FORM 3750-8B (REV. 3-63) SPECIAL HANDLING REQUIRED — *See O[illegible]VINST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL
IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP

TIME

2-22-66
1800
1900
2100
2310

2-23-66
0645
0720
0730
0800

1200
1300
to
1630
1830
1915

2000
2315

2-24-66
0645
0730
0800
0900
1000
1130

1145
1430

1435

1450
1500
1545
1600
1610

1615

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

[redacted]

TIME

1646

ACCIDENT PHASE

1833

ESCAPE PHASE

1833

1840
1846

1900

SURVIVAL PHASE

1910

1915

2035

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

[redacted]

TIME OF RESCUE

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	B

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685975

MEDICAL OFFICER'S REPORT OF A/C AC[illegible]NT, INCIDENT, OR GROUND ACCIDENT - PAC[illegible]

OPNAV FORM 3756-6C (REV. 3-63) SPECIAL HANDLING REQUIRED - *See OPN[illegible]ST 3750.6E for instructions.* OPNAV REPORT 3750-7

SECTION F — **PATHOLOGICAL DATA** — *(Refer to Section F of instructions.)*

1. INJURY CODE AND DISPOSITION: D - G

2. PRE-EXISTING PHYSICAL DEFECTS: None

3. UNCONSCIOUSNESS: [X] NO [ ] YES DURATION:

4. DROWNED: [ ]

5. ASPHYXIATED: [ ]

6. SHOCK: [X] MILD [ ] MODERATE [ ] SEVERE

7. EXPOSURE: [ ] MILD [ ] MODERATE [ ] SEVERE

8. EXTENT OF CARBONIZATION:

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSIS: (b) (6) [redacted]

10. PLACE OF HOSPITALIZATION: USNH Camp LeJune, N.C.

11. GROUNDED? IF YES, GIVE REASON: [ ] NO [X] YES Injuries

12. DURATION *(See instruction)*: E 6 Months

13. PRIMARY CAUSE OF DEATH:

14. SECONDARY CAUSE OF DEATH:

15. AUTOPSY CONDUCTED BY: [ ] PATHOLOGIST, MEDICAL OFFICER PRESENT [ ] PATHOLOGIST, MEDICAL OFFICER NOT PRESENT [ ] MEDICAL OFFICER

16. [ ] PROTOCOL ATTACHED [ ] WILL BE FORWARDED

17. WAS "AUTOPSY MANUAL, NAVMED P5065" USED? [ ] YES [ ] NO

18. IF NO AUTOPSY CONDUCTED, GIVE REASON:

19.

INJURIES	PHASE SUSTAINED A	E	S	R	CAUSE AND MECHANISM *(If unknown, theorize)*
(b) (6) [redacted]					

20. REMARKS

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	A

NAME OF INDIVIDUAL: (b) (6) [redacted]

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—685972

MEDICAL OFFICER'S REPORT OF A/C A[illegible]NT, INCIDENT, OR GROUND ACCIDENT - PA[illegible]

OPNAV FORM 3750-8C (REV. 3-63)

SPECIAL HANDLING REQUIRED - *See OPN[illegible]ST 3750.6E for instructions.*

OPNAV REPORT 3750-7

SECTION F — **PATHOLOGICAL DATA** — *(Refer to Section F of instructions.)*

1. INJURY CODE AND DISPOSITION: G-I

2. PRE-EXISTING PHYSICAL DEFECTS:

3. UNCONSCIOUSNESS: [X] NO [ ] YES DURATION:

4. DROWNED: [ ]

5. ASPHYXIATED: [ ]

6. SHOCK: [ ] MILD [ ] MODERATE [ ] SEVERE

7. EXPOSURE: [ ] MILD [ ] MODERATE [ ] SEVERE

8. EXTENT OF CARBONIZATION:

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSIS: For observation only

10. PLACE OF HOSPITALIZATION: Station Hospital, CPNC

11. GROUNDED? IF YES, GIVE REASON: [ ] NO [ ] YES

12. DURATION *(See instruction)*

13. PRIMARY CAUSE OF DEATH:

14. SECONDARY CAUSE OF DEATH:

15. AUTOPSY CONDUCTED BY: [ ] PATHOLOGIST, MEDICAL OFFICER PRESENT [ ] PATHOLOGIST, MEDICAL OFFICER NOT PRESENT [ ] MEDICAL OFFICER

16. [ ] PROTOCOL ATTACHED [ ] WILL BE FORWARDED

17. WAS "AUTOPSY MANUAL, NAVMED P5065" USED? [ ] YES [ ] NO

18. IF NO AUTOPSY CONDUCTED, GIVE REASON:

19.

INJURIES	PHASE SUSTAINED A	E	S	R	CAUSE AND MECHANISM *(If unknown, theorize)*

20. REMARKS:

MOS NO.	MODEL A/C	SERIAL NO.	IDENTIFICATION OF INDIVIDUAL
1-661	F4B	148404	B

NAME OF [illegible]: (b) (6) [redacted]

[illegible]

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—[illegible]

MEDICAL OFFICER'S REPORT (ACCIDENT, INCIDENT, OR GROUND IT — PAGE 4A OPNAV REPORT 3750-7

OPNAV FORM 3750-8D (REV. 3-63) SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION F *(Continued)*

SURFACE INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING AND SHADING AFFECTED AREAS
ALL LACERATIONS, ABRASIONS, CONTUSIONS, PUNCTURE WOUNDS, SPRAINS AND BURNS

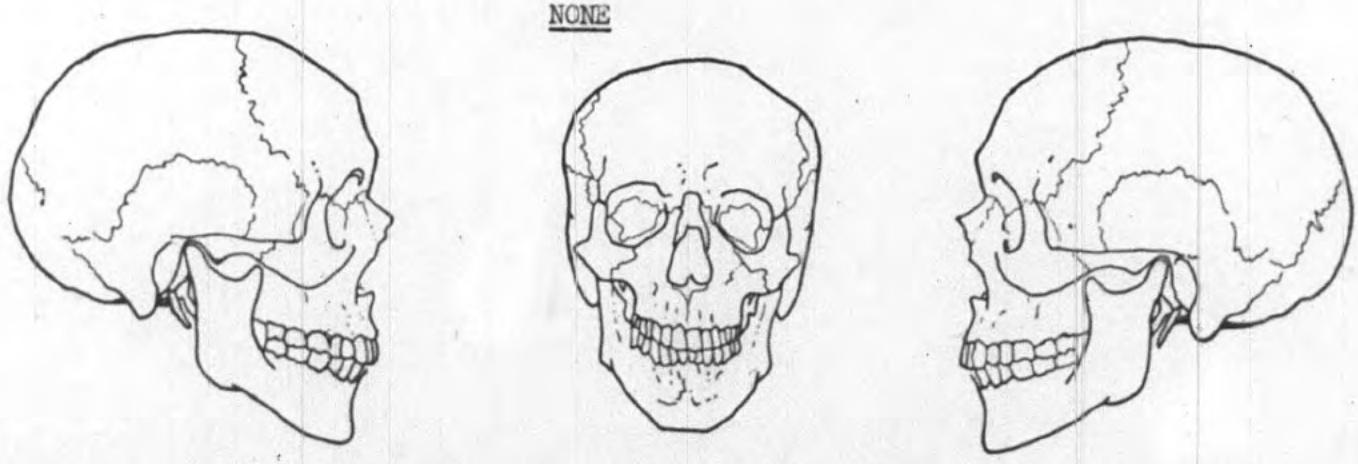
RECORD ALL INJURIES NO MATTER HOW TRIVIAL, WHETHER PATIENT LIVED OR DIED

(b) (6)

[redacted]

DETAILS OF SKULL FRACTURES AND BRAIN INJURY. DESCRIBE AND SHOW GRAPHICALLY.
1. ALL FRACTURES, BY TYPE *(Simple, depressed, or indirect, etc.)* 2. SITES OF BRAIN LESIONS, IF ANY. 3. DISLOCATIONS OF MANDIBLE.

NONE



MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	A

NAME OF INDIVIDUAL (b) (6) [redacted]

OF-OSF

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—666327

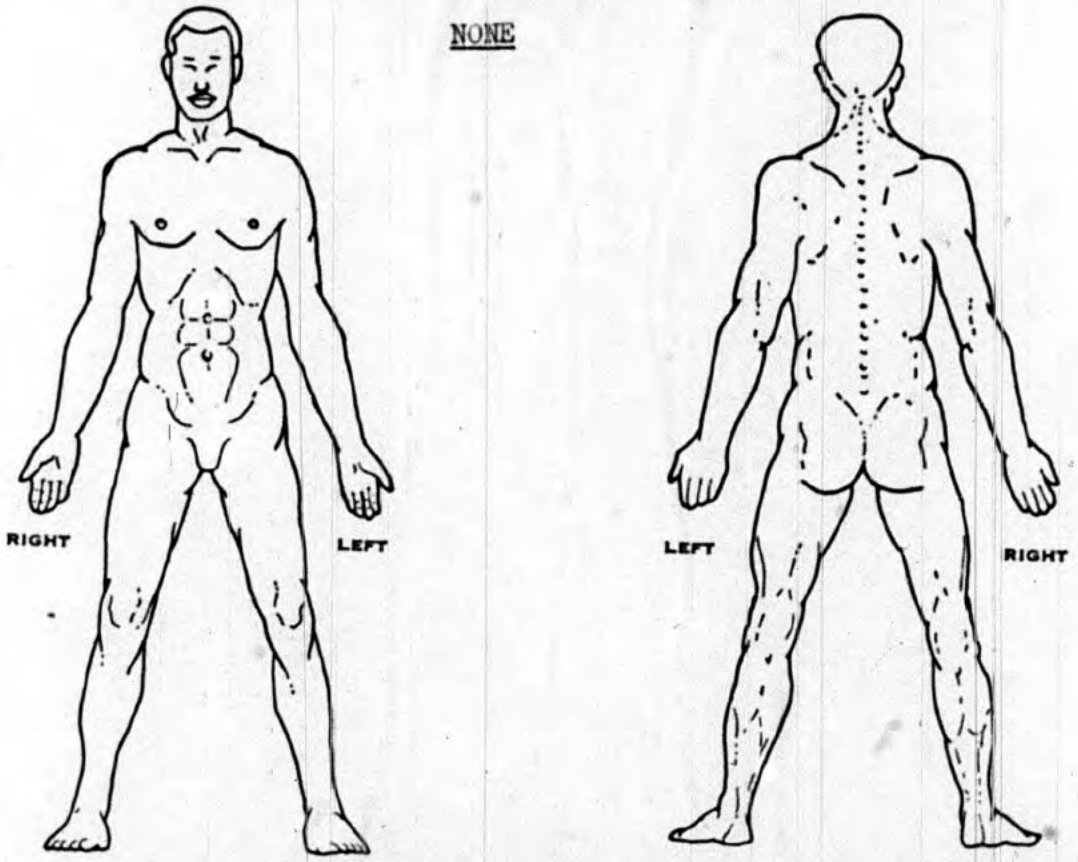
SECTION F *(Continued)*

SURFACE INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING AND SHADING AFFECTED AREAS
ALL LACERATIONS, ABRASIONS, CONTUSIONS, PUNCTURE WOUNDS, SPRAINS AND BURNS

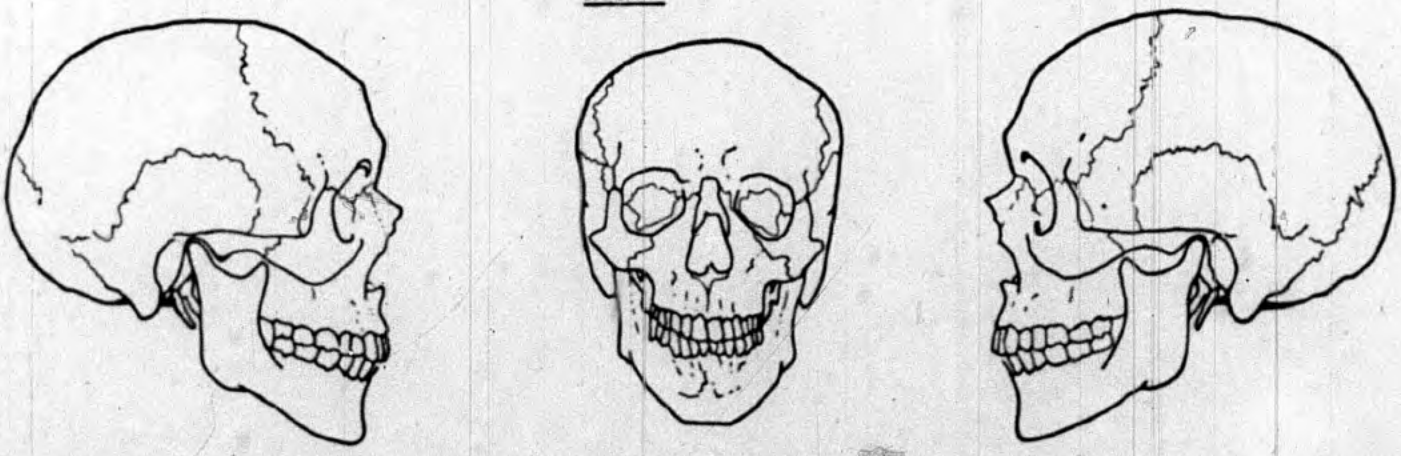
RECORD ALL INJURIES NO MATTER HOW TRIVIAL, WHETHER PATIENT LIVED OR DIED

NONE



DETAILS OF SKULL FRACTURES AND BRAIN INJURY. DESCRIBE AND SHOW GRAPHICALLY.
1. ALL FRACTURES, BY TYPE *(Simple, depressed, or indirect, etc.)* 2. SITES OF BRAIN LESIONS, IF ANY. 3. DISLOCATIONS OF MANDIBLE.

NONE



MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	B

NAME OF INDIVIDUAL
(b) (6) [redacted]

MEDICAL OFFICER'S REPORT OF A/[illegible]ENT, INCIDENT, OR GROUND ACCIDE[illegible] P[illegible] 4B

OPNAV REPORT 3750-7

OPNAV FORM 3750-8E (Rev. 3-63) SPE[illegible]NDLING REQUIRED See OPNAVINST 3750-[illegible] f[illegible]ructions.

SECTION F (Continued)

SKELETAL INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING
ALL FRACTURES BY TYPE (Simple, compound, comminuted, etc.) AND DISLOCATIONS INDICATING DIRECTION OF DISPLACEMENT.

(b) (6)

[redacted]

DESCRIBE AND SHOW GRAPHICALLY: 1. ALL FRACTURES OF SPINAL COLUMN (Simple, compressed, etc.)
2. DISLOCATION AND DIRECTION OF DISPLACEMENT. 3. SITES OF CORD DAMAGE, IF ANY.

DETAILS OF SPINAL INJURIES

NONE

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	A

NAME OF INDIVIDUAL

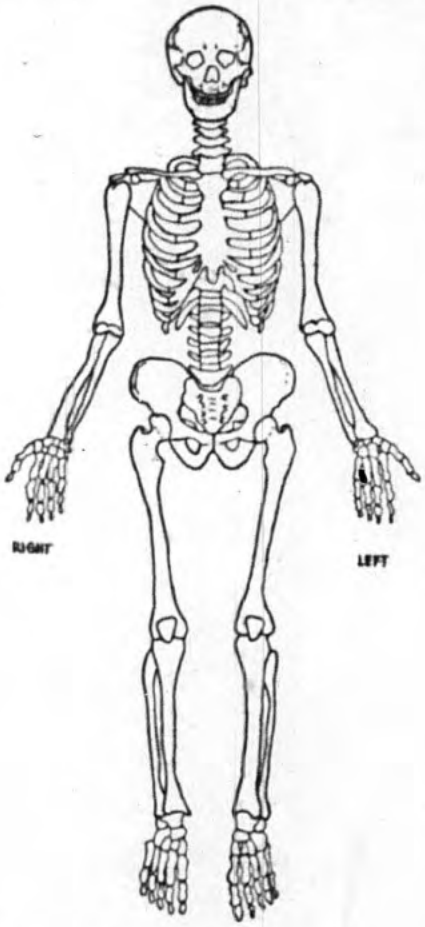
(b) (6) [redacted]

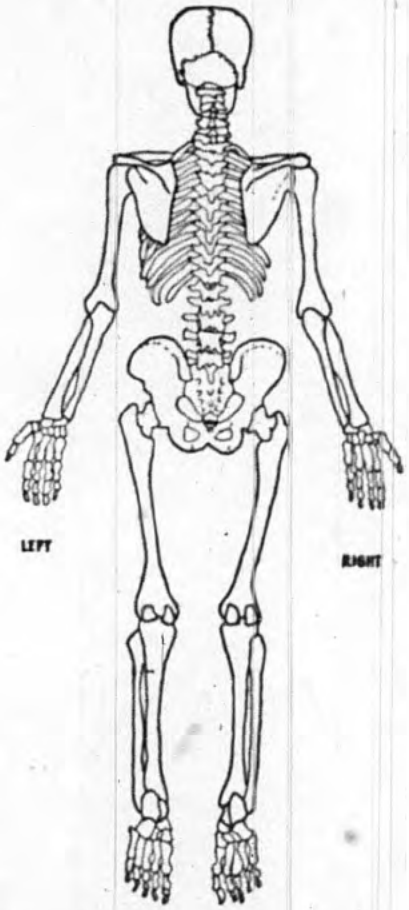
OP-037

SECTION F (Continued) SKELETAL INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING
ALL FRACTURES BY TYPE (Simple, compound, comminuted, etc.) AND DISLOCATIONS INDICATING DIRECTION OF DISPLACEMENT.

NONE

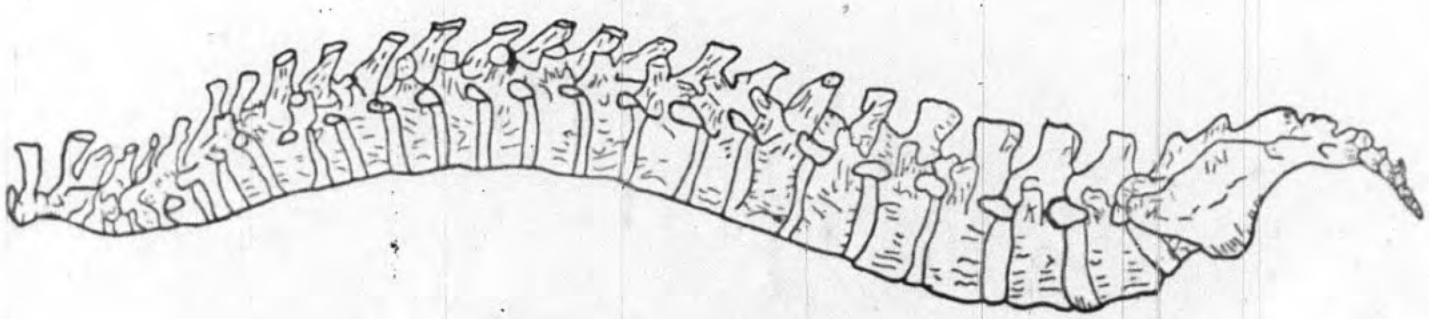




DESCRIBE AND SHOW GRAPHICALLY: 1. ALL FRACTURES OF SPINAL COLUMN (Simple, compressed, etc.)
2. DISLOCATION AND DIRECTION OF DISPLACEMENT. 3. SITES OF CORD DAMAGE, IF ANY.

DETAILS OF SPINAL INJURIES

NONE



MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	B

NAME OF INDIVIDUAL
(b) (6) [redacted]

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

[redacted]

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

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

MEDICAL OFFICER'S REPORT OF ACCIDENT, INCIDENT, OR GROUND AIRCRAFT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. REQUIRED	4. AVAILABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)
Mask A13A	None	Y	AESR				
APH-5 Helmet		Y	AESR	AE	AE		
Pilot's clipboard		N	AESR				
Summer Flying Gloves		Y	AESR	AESR	AESR		
MA2 Torso Harness	Kock shoulder fittings; helicopter lift ring.	Y	AESR	A	A		
MK3C Life preserver	Dye marker; two flares	Y	AESR				
Anti G Z3 coverall		Y	AESR				
Nav Bag		N	AESR				
Aviator survival lite		N	AESR				Not used due to poor illumination characteristics and tendency to blind pilot and RIO
Whistle		Y					
Shroud cutter		N	AESR				
Survival knife		Y					Forgotten on flight
Summer flying suit		Y	AESR	AESR	AESR		
Safety flying boots		Y	AESR	AESR	AESR		
Flashlight		Y	AESR	AESR	AESR		
I-dent tags		Y	AESR	R	R		
Pistol with tracers		Y					
Whistle		Y					

SECTION H NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F4B	148404	B

NAME OF INDIVIDUAL

(b) (6) [redacted]

OP-OSF

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—686328

MEDICAL OFFICER'S REPORT OF ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 5

OPNAV FORM 3750-8F (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. REQUIRED	4. AVAILABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)
APA 6-A helmet	Done	Y	AESR	AE	AE	-	Broken visor on left.
Mask 13-A & Regulator	Mod 50-54						
which is Mask mounted	Not done 1657 Done 1758 1758A Done	Y	AESR	A	A	-	Upper block separated from lower
Pilot's Clipboard	-	N	AESR	-	-	-	Bottom & top portions separated.
Pistol & holster with 11 tracers	-	Y	AESR	R	R	-	
Summer flying gloves	-	Y	AESR	AESR	AESR	-	Right glove not available.
MA-2 Toroso Harness							
Koch shoulder fitting							
Change #4	Done	Y	AESR	AESR	A	-	Shoulder and leg straps cut.
MK-3-C life preserver	462 Done	Y	AESR	-	-	-	
SEEK 1 & 2 Kit	-	N	AESR	-	-	-	
Safety Flying Boots	-	Y	AESR	AESR	AESR	-	Tear left boot, upper inner portion.
Anti G coverall Z-3	-	Y	AESR	-	-	-	Cut off at hospital.
Survival knife	-	Y	AESR	AES	AES	-	
Socks-2 pr. dress cushion sole.	-	N	AESR	AESR	AESR	-	
Long underwear, personal	-	N	AESR	AESR	AESR	-	Small tear rt. & lt. lower legs.
Summer flying Suit	-	Y	AESR	AESR	AESR	-	
2 cell penlite	-	N	AESR	AES	-	-	
I. D. Tags	-	Y	AESR	AESR	AESR	-	

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	A

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-666329

MEDICAL OFFICER'S REPORT OF ACCIDENT, INCIDENT, OR GROUND A NT — PAGE 6

OPNAV FORM 3750-8G (REV. 3-63) OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☒ OTHER (*State type*) Shattered canopy.

S	E		REMARKS
	X	3. NOT ATTEMPTED	
		4. ATTEMPTED	
		5. ACCOMPLISHED	
		6. THRU CANOPY	
YES	NO	EGRESS DIFFICULTIES	IF YES, EXPLAIN DIFFICULTIES
		7. PRIOR TO EGRESS	
		8. DURING EGRESS	
		9. SUBSEQUENT TO EGRESS	

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT ☐ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION

13. POSITION OF SEAT ON EJECTION ☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT

15. AIRSPEED

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 29' ABOVE TOPOGRAPHY Ground Level

17. ALTITUDE OF PARACHUTE OPENING

18. WEIGHT

19. TIME IN WATER

20. TIME IN RAFT

21. WIND VELOCITY

22. WAVE HEIGHT

23. WAVE INTERVAL

24. AIR TEMPERATURE

25. WATER TEMPERATURE

26. VISIBILITY E 200 ft/½

27. ALERTING FACTORS

Plane disappeared from GCA radar.
Base Crash Phone.

28. MEANS OF LOCATING ACCIDENT SITE

SAR Helicopter. Pistol with tracers, ground search, Radar stear to point where plane dropped off scope.

29. MEANS OF LOCATING SURVIVOR

Pistol with tracers.
Flashlight.
Voice.

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE?
(If Yes, Explain reason and sequence up to rescue)

☒ NO ☐ YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC Jan 64 EJECTION TOWER Jan 64 EJECTION SEAT 15 Apr 64 SURVIVAL 1964

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? (*If yes, explain*)

☒ NO ☐ YES

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	A

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-05F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963—696329

MEDICAL OFFICER'S REPORT OF AIR ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV FORM 3750-8G (REV. 3-63) — OPNAV REPORT 3750-7

SPECIAL HANDLING REQUIRED. *See OPNAV INST 3750.6E for instructions*

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☒ OTHER *(State type)* Jettisoned canopy & climbed out.

S	E		REMARKS
	X	3. NOT ATTEMPTED	
		4. ATTEMPTED	
		5. ACCOMPLISHED	
		6. THRU CANOPY	
YES	NO	EGRESS DIFFICULTIES	IF YES, EXPLAIN DIFFICULTIES
		7. PRIOR TO EGRESS	
		8. DURING EGRESS	
		9. SUBSEQUENT TO EGRESS	

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT ☐ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION

13. POSITION OF SEAT ON EJECTION ☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT

15. AIRSPEED

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 29' ABOVE TOPOGRAPHY Ground Level

17. ALTITUDE OF PARACHUTE OPENING

18. WEIGHT

19. TIME IN WATER

20. TIME IN RAFT

21. WIND VELOCITY

22. WAVE HEIGHT

23. WAVE INTERVAL

24. AIR TEMPERATURE

25. WATER TEMPERATURE

26. VISIBILITY E 200/ ¼

27. ALERTING FACTORS Plane disappeared from GCA Radar during final approach.

Base Crash Phone.

28. MEANS OF LOCATING ACCIDENT SITE

SAR helicopter. Radar guide to point that plane dropped from glide path.

Ground search.

29. MEANS OF LOCATING SURVIVOR

Pistol with tracers

Flashlight

Voice

30.

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? *(If Yes, Explain reason and sequence up to rescue)*

☒ NO ☐ YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC 20 Jan 66 EJECTION TOWER EJECTION SEAT 20 Jan 66 SURVIVAL

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? *(If yes, explain)*

☐ NO ☐ YES

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-66A	F-4B	148404	B

NAME OF INDIVIDUAL (b) (6) [redacted]

OP-OSF

☆ U. S. GOVERNMENT PRINTING OFFICE: 1963-686329

Aeromedical Conclusions

L. Accident Phase

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

[redacted]

(b) (5)

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

Aeromedical Recommendations

(b) (5)

[redacted]

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

MOR Statements and Enclosures

1. Statement of 1stLt (b) (6) [redacted]
2. Statement of Maj (b) (6) [redacted]
3. Transcript of GCA Tape for WF-11's Approach
4. Resume' of 1stLt (b) (6) [redacted] Training
5. Aerial View of Accident Site including Runway 32
6. Aerial View of Accident Site
7. View of Pilot's Cockpit Area

MOR 1-66(A)
Pilot - ZOBENICA
RIO - MILLER
VMFA-513
Bu No 148404
F-4B
2-24-66

VMFA-513, Ser [illegible]-66A, 24 Feb 1966, F4B, BuNo 14[illegible]04, pilot (b) (6) [redacted]

Statement of First Lieutenant (b) (6) [redacted], U. S. Marine Corps

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

[redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (2)

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

[redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

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

[redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

(b) (5)

[redacted]

(b) (6)

[redacted]

1STLT USMC

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

Statement of Major (b) (6) [redacted] U. S. Marine Corps

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

[redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (3)

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

[redacted]

(b) (6)

[redacted]

MAJ USMC

Special handling required in accordance with
para., 66, OPNAVINST P3750.6E

ENCLOSURE (3)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

1. THE BELOW TRANSCRIPT IS FROM THE ORIGINAL RECORDING OF POSITIONS 7(APPROACH CONTROL), 12(FEEDER CONTROL) AND FINAL CONTROL, TAKEN FROM TAPE NUMBER 61 PERTAINING TO AIRCRAFT ACCIDENT (WF-11) OF 24 FEBRUARY 1966.

TAPE TIME	POSITION	TRANSMISSION
1224	(PILOT)	"CHERRY APPROACH MARINE JET WHISKEY FOXTROT ONE ONE UP YOUR FREQ HOW DO YOU READ?"
	(APC)	"WHISKEY FOXTROT ONE ONE LOUD AND CLEAR CHERRY POINT IFR READ BACK ALTIMETER TWO NINE NINE FIVE."
	(PILOT)	"ROGER TWO NINER NINER FIVE ALTIMETER WE'RE PRESENTLY FLIGHT LEVEL TWO FOUR ZERO."
	(APC)	"ROGER WHISKEY FOX ONE ONE IS CLEARED TO THE CHERRY POINT CORRECTION CLEARED TO THE CAPE LOOKOUT DME FIX MAINTAIN FLIGHT LEVEL TWO FOUR ZERO, RADAR CONTACT FORTY-NINE MILES SOUTHWEST OF CHERRY POINT OVER."
	(PILOT)	"AH ROG CONFIRM YOUR POSIT CLEARED TO CAPE LOOKOUT."
	(PILOT)	"APPROACH DO YOU HAVE PRESENT CHERRY WEATHER?"
	(APC)	"ROGER THE CHERRY POINT WEATHER SKY PARTIALLY OBSCURED MEASURED CEILING THREE HUNDRED OVERCAST VISIBILITY THREE QUARTERS VERY LIGHT DRIZZLE FOG OVER."
1225	(PILOT)	"CHERRY APPROACH THIS IS AH WHISKEY FOXTROT ONE ONE WE'D LIKE AH RADAR APPROACH FROM OUR PRESENT POSITION DIRECT CHERRY POINT WE'D LIKE A GCA PICK UP OVER."
	(APC)	"WHISKEY FOX ONE ONE ROGER."
	(APC)	"FOX ONE ONE YOUR PRESENT HEADING?"

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH HEADING ZERO EIGHT ZERO."
	(APC)	"WHISKEY FOX ONE ONE TURN LEFT ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND THIS WILL BE A VECTOR AND APPROACH TO RUNWAY THREE TWO IF NO TRANSMISSION RECEIVED FOR ONE MINUTE EXECUTE TACAN PENETRATION AND APPROACH FROM ASSIGNED ALTITUDE CIRCLE TO LAND CORRECTION STRAIGHT IN APPROACH RUNWAY THREE TWO OVER."
	(PILOT)	"ROG SAY AGAIN VECTOR ZERO FIVE ZERO?"
	(APC)	"AFFIRMATIVE ZERO FIVE ZERO LEFT TURN ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND."
1226	(PILOT)	"ROGER ZERO FIVE ZERO THREE THOUSAND."
	(PILOT)	"WOULD YOU CHECK AGAIN ON THAT WEATHER PLEASE?"
	(APC)	"ROGER WE HAD AN AIRCRAFT TO AH LAND NOW WE'LL GET A PILOT REPORT FROM HIM."
	(PILOT)	"AH ROGER."
	(APC)	"WHISKEY FOX ONE ONE HAVE YOU DEPARTED FLIGHT LEVEL TWO FOUR ZERO?"
	(PILOT)	"AH THAT'S AFFIRMATIVE WE'RE DEPARTING TWO FOUR ZERO AT THIS TIME."
	(APC)	"ROGER."
1227	(APC)	"WHISKEY FOX ONE ONE AH AEROLOGY IS REPORTING NOW ONE HALF MILE VISIBILITY AH THIS WEATHER REMAINS THE SAME HOWEVER WE'RE CHECKING WITH THE F TEN THAT JUST LANDED TO FIND OUT WHERE HE BROKE OUT."
	(PILOT)	"AH ROGER."
1228	(APC)	"WHISKEY FOX ONE ONE THE F TEN JUST LANDED SAID HE BROKE OUT RIGHT AT MINIMUMS TWO HUNDRED FEET AH HE DIDN'T SAY WHAT THE VISIBILITY WAS OVER."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH ROGER THANK YOU COULD YOU GET A CHECK ON CEILING AND WEATHER WE HATE TO LEAVE YOUR FREQUENCY HERE."
	(APC)	"ROGER."
	(APC)	"ONE ONE AH OCEANA HAD AH TWO HUNDRED OVERCAST AH BEFORE THEY PUT THE SPECIAL WEATHER OUT ON THE WEATHER VISION IT'S NO LONGER ON THERE I'M CHECKING NOW."
	(PILOT)	"ROG WOULD YOU CHECK SEYMOUR JOHNSON FOR US TOO PLEASE?"
	(APC)	"ABOUT AN HOUR OR TWO HOURS AGO THEY WERE FOUR HUNDRED OVERCAST."
1229	(APC)	"CHECKING WITH AEROLOGY NOW."
	(PILOT)	"ROGER."
	(APC)	"AND AH."
1229	(APC)	"MAJOR [redacted] REQUESTED AH NUMBER OF CORRECTION FUEL ON BOARD."
	(PILOT)	"ROGER WE GOT SIXTY ONE HUNDRED POUNDS RIGHT NOW AND WE'RE BACK AT IDLE AH WHEN YOU GIVE US THIS GCA WOULD YOU ADVISE THEM TO GET US IN ASAP SO IF WE HAVE TO THINK OF SOMEPLACE ELSE WE WILL HAVE AS MUCH AS WE GOT."
	(APC)	"ONE ONE SAY AGAIN."
	(PILOT)	"ROGER ON THIS GCA WOULD YOU AH DON'T BOX US AROUND IF YOU DON'T HAVE TO. GET US IN THERE ASAP PLEASE?"
	(APC)	"ROGER AND WHAT IS YOUR ALTITUDE NOW?"
	(PILOT)	"WE'RE OUT OF THIRTEEN THOUSAND FIVE HUNDRED."
	(APC)	"YOU HAVE TOTAL TWELVE MILES TO GET TO THREE THOUSAND FEET WILL YOU BE ABLE TO DO THAT?"

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"WELL, WE'LL SURE GIVE HER A GO I'M AT SIXTEEN NOW."
	(APC)	"ROGER."
1230	(APC)	"MIGHT HAVE TO TAKE YOU ACROSS THE ONCOURSE AND DOG LEG YOU BACK."
	(PILOT)	"AH ROGER."
	(APC)	"ONE ONE REQUEST ALTITUDE NOW."
	(PILOT)	"NINE THOUSAND FIVE HUNDRED."
	(APC)	"IS THAT NINTY FIVE HUNDRED?"
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"O.K."
	(APC)	"AND WHISKEY FOX ONE ONE UNDERSTAND YOU ARE REQUESTING A FULL STOP."
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"ROGER AND NOW WHISKEY FOX ONE ONE SQUAWK STANDBY REMAIN THIS FREQUENCY FOR FEEDER CONTROL."
	(PILOT)	"WE'RE ON STANDBY."
	(FDR)	"WHISKEY FOX ONE ONE FEEDER CONTROL CONTINUE DESCENT TO ONE THOUSAND TWO HUNDRED YOUR RADAR POSITION TWELVE SOUTH SOUTH EAST OF THE AIRPORT."
	(PILOT)	"AH CONFIRM ONE THOUSAND TWO HUNDRED."
1231	(FDR)	"WHISKEY FOX ONE ONE MINIMUMS CEILING TWO HUNDRED THE VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"THAT'S TWO HUNDRED AND A QUARTER."
	(FDR)	"AEROLOGY RUNNING SPECIAL NOW PARTIAL OBSCURATION MEASURED THREE HUNDRED OVERCAST THE VISIBILITY ONE HALF MILE LIGHT DRIZZLE AND FOG."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH ROGER AH THREE HUNDRED NA HALF."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"I'M AT AH FIVE THOUSAND."
	(FDR)	"ROGER I'M GOING TO TAKE YOU ACROSS THE ONCOURSE AND BRING YOU BACK TO GET YOU DOWN TO ALTITUDE."
	(PILOT)	"AH ROGER."
1232	(FDR)	"AH WHISKEY FOX ONE ONE OCEANA AH WEATHER ONE HUNDRED OVERCAST."
	(PILOT)	"ROGER HOW ABOUT SEYMOUR JOHNSON AND BEAUFORT?"
	(FDR)	"ROGER WE'RE CHECKING ON THOSE NOW."
	(PILOT)	"AH ROG THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"OUT OF TWO THOUSAND THREE HUNDRED."
	(FDR)	"ROGER PERFORM LANDING CHECK AND REDUCE TO APPROACH SPEED."
	(PILOT)	"ONE ONE LANDING CHECK."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING THREE TWO ZERO."
	(PILOT)	"THREE TWO ZERO."
1233	(FDR)	"WHISKEY FOX ONE ONE SEYMOUR JOHNSON WEATHER MEASURED CEILING FOUR HUNDRED OVERCAST THE VISIBILITY FOUR LIGHT RAIN."
	(PILOT)	"AH ROGER THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING TWO THREE ZERO MAINTAIN ONE THOUSAND TWO HUNDRED."
	(PILOT)	"ROGER TWO THREE ZERO ONE THOUSAND TWO HUNDRED."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH ROGER AH THREE HUNDRED NA HALF."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"I'M AT AH FIVE THOUSAND."
	(FDR)	"ROGER I'M GOING TO TAKE YOU ACROSS THE ONCOURSE AND BRING YOU BACK TO GET YOU DOWN TO ALTITUDE."
	(PILOT)	"AH ROGER."
1232	(FDR)	"AH WHISKEY FOX ONE ONE OCEANA AH WEATHER ONE HUNDRED OVERCAST."
	(PILOT)	"ROGER HOW ABOUT SEYMOUR JOHNSON AND BEAUFORT?"
	(FDR)	"ROGER WE'RE CHECKING ON THOSE NOW."
	(PILOT)	"AH ROG THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"OUT OF TWO THOUSAND THREE HUNDRED."
	(FDR)	"ROGER PERFORM LANDING CHECK AND REDUCE TO APPROACH SPEED."
	(PILOT)	"ONE ONE LANDING CHECK."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING THREE TWO ZERO."
	(PILOT)	"THREE TWO ZERO."
1233	(FDR)	"WHISKEY FOX ONE ONE SEYMOUR JOHNSON WEATHER MEASURED CEILING FOUR HUNDRED OVERCAST THE VISIBILITY FOUR LIGHT RAIN."
	(PILOT)	"AH ROGER THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING TWO THREE ZERO MAINTAIN ONE THOUSAND TWO HUNDRED."
	(PILOT)	"ROGER TWO THREE ZERO ONE THOUSAND TWO HUNDRED."

Special handling required in accordance with para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
1234	(FDR)	"WHISKEY FOX ONE ONE CEILING AH CEILING AND VISIBILITY MINIMUMS CEILING TWO HUNDRED VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"TWO HUNDRED AND A QUARTER ROGER."
	(FDR)	"WHISKEY FOX ONE ONE BEAUFORT WEATHER MEASURED AH CEILING SIX HUNDRED OVERCAST THE VISIBILITY FIVE RAIN."
	(PILOT)	"ROGER SIX HUNDRED N FIVE."
1235	(FDR)	"WHISKEY FOX ONE ONE WHILE ON THE FINAL NO TRANSMISSION RECEIVED FOR FIVE SECONDS CARRY OUT LOST COMMUNICATIONS INSTRUCTIONS ACKNOWLEDGE."
	(PILOT)	"ONE ONE."
	(FDR)	"WHISKEY FOX ONE ONE IF APPROACH END OF RUNWAY NOT IN SIGHT AT PRECISION MINIMUMS EXECUTE IMMEDIATE CLIMB STRAIGHT AHEAD TO ONE THOUSAND FIVE HUNDRED STANDBY THIS FREQUENCY FOR FURTHER INSTRUCTIONS ACKNOWLEDGE."
	(FDR)	"WHISKEY FOX ONE ONE TURN RIGHT HEADING THREE ZERO ZERO MAINTAIN ONE THOUSAND TWO HUNDRED STANDBY FOR YOUR FINAL CONTROLLER."
	(PILOT)	"ROGER THREE ZERO ZERO."
1236	(FC)	"WHISKEY FOX ONE ONE YOUR FINAL CONTROLLER CONTINUE THE RIGHT TURN HEADING AH THREE ONE ZERO IF YOU SHOULD FAIL CORRECTION ACKNOWLEDGE WHEELS DOWN OVER."
	(PILOT)	"ROGER GEAR DOWN."
	(FC)	"YOU ARE NOW ON THE FINAL FIVE MILES FROM THE TOUCH DOWN THREE ONE ZERO THE HEADING MAINTAIN ONE THOUSAND TWO HUNDRED THE ON-COURSE IS TO BE LEFT YOU'LL BE CORRECTING RIGHT TO LEFT MAINTAIN ONE THOUSAND TWO HUNDRED THREE ONE ZERO THE HEADING MAINTAIN ONE THOUSAND TWO HUNDRED YOU'RE APPROACHING THE GLIDE PATH RAPIDLY BEGIN YOUR DESCENT YOUR'RE SLIGHTLY BELOW COMING

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
	(FC) (continued)	UP AND ON THE GLIDE PATH ON THE GLIDE PATH ON THE GLIDE PATH FOUR MILES FROM TOUCH DOWN THREE ONE ZERO THE HEADING TURN LEFT TO THREE ZERO FIVE YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH THREE ZERO FIVE THE NEW HEADING YOU'RE ON THE GLIDE PATH ON GLIDE PATH ON THE GLIDE PATH THREE ZERO FIVE THE HEADING YOU'RE ON THE GLIDE PATH ON GLIDE PATH ON THE GLIDE PATH HOLDING NICELY YOU'RE THREE MILES FROM THE TOUCH DOWN THREE ZERO FIVE THE HEADING THE ONCOURSE IS TO THE LEFT YOU'RE CORRECTING NICELY CLEARED FULL STOP WIND THREE THREE ZERO DEGREES AT FIVE ON GLIDE PATH TURN RIGHT HEADING THREE ONE."
1237	(FC)	"ZERO YOU'RE ON THE GLIDE PATH TWO AND ONE HALF MILES FROM THE TOUCH DOWN CONTINUE TO THREE ONE FIVE CONTINUE TO THREE TWO ZERO YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH TURN RIGHT THREE TWO FIVE YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH ON COURSE TWO MILES FROM TOUCH DOWN TURN RIGHT THREE TWO SEVEN YOU'RE ON THE GLIDE PATH ON COURSE ON THE GLIDE PATH NICE RATE OF DESCENT YOU'RE ON GLIDE PATH YOU'RE ON COURSE MILE AND A HALF FROM THE TOUCH DOWN TURN LEFT THREE TWO FIVE ON THE GLIDE PATH TURN LEFT THREE TWO THREE ON THE GLIDE PATH RISING ABOVE NOW
1238		SLIGHTLY ABOVE THE GLIDE PATH TURN LEFT THREE TWO ZERO THE ON COURSE VERY SLIGHTLY LEFT CONTINUE LEFT THREE ONE EIGHT PICKED UP RAPID DRIFT YOU'RE GOING BELOW YOU ARE BELOW THE GLIDE PATH IF RUNWAY IS NOT IN SIGHT CLIMB IMMEDIATELY STRAIGHT AHEAD ACKNOWLEDGE OVER."
	(FC)	"ONE ONE ACKNOWLEDGE IMMEDIATE CLIMB STRAINGT AHEAD IF YOU HAVEN'T GOT THE RUNWAY."
	(APC)	"WHISKEY FOXTROT ONE ONE CHERRY POINT APPROACH."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
1239	(APC)	"WHISKEY FOXTROT ONE ONE."

I HEREBY CERTIFY THAT THE ABOVE IS A TRUE TRANSCRIPTION OF THE RECORDED CONVERSATION PERTAINING TO THE SUBJECT INCIDENT.

(b) (6) [redacted]

CAPT USMC
ATC OFFICER

Special handling required in accordance with para 66, OPNAVINST P3750.6E

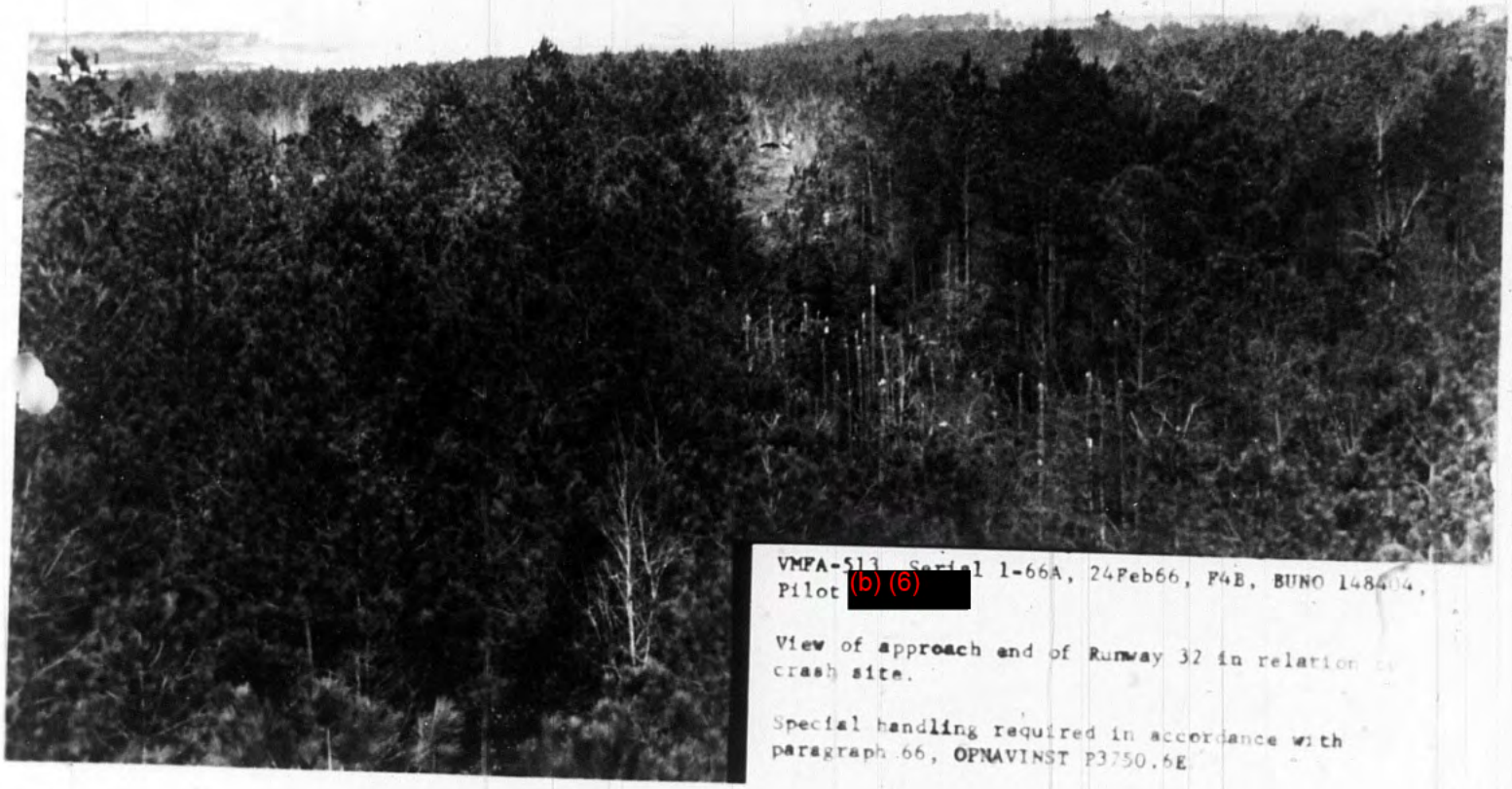
VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

RESUME OF PILOT'S FLYING EXPERIENCE

FISCAL YEAR	COMMAND ATTACHED	MODEL ACFT	FLT HRS	NIGHT HRS	INST. HRS SIM/ACT	CV LOGS DAY/NITE	TRNG OPER
1964 (3/64-5/64)	VT-1	T-34	31.8	-	-	-	Trng
1965 (7/64-2/65)	VT-764	T-2A	127.9	4.9	24.0/.3	4/0	Trng
1965 (3/65-6/65) (9/65)	VT-25	AF-TF-9J	143.5	19.8	45.8/12.1	3/0	Trng
1966 (7/65)	VT-26	F-11A	25.2	-	-	-	Trng
1966 (10/65) SU#1	H&MS-24	T-1A	2.4	-	.2/0	-	Trng
1966 (11/65)	VMFA-513	C-117D	4.9	4.9	1.0/1.0	-	Trng
1966 (12/65-2/66)	VMFA-513	F4B	26.5	2.3	6.4/4.0	-	Oper

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (12)



VMFA-513 Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot (b) (6) [redacted]

View of approach end of Runway 32 in relation to crash site.

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513, Serial 1-6[illegible]A [illegible]Feb66 F4B, BUNO 148404,
Pilot (b) (6) [redacted]

Aerial view of main wreckage.

Special Handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513 Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot (b) (6) [redacted]

Pilot's cockpit

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513, Ser [illegible] 66A, 24 Feb 1966, F4B, BuNo 148[illegible]4, pilot (b) (6) [redacted]

Statement of First Lieutenant (b) (6) [redacted], U. S. Marine Corps

(b) (5)

[redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (2)

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

[redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

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

[redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

(b) (5)

[redacted]

(b) (6)

[redacted]

1STLT USMC

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (2)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

Statement of Major (b) (6) [redacted] U. S. Marine Corps

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

[redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (3)

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

[redacted]

(b) (6)

[redacted]

MAJ USMC

Special handling required in accordance with
para., 66, OPNAVINST P3750.6E

ENCLOSURE (3)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

Statement of Staff Sergeant (b) (6) [redacted] U. S. Marine Corps

(b) (5), (b) (6) [redacted]

(b) (6) [redacted]

SSGT USMC

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (4)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

Statement of (b) (6) [redacted]

(b) (5) [redacted]

(b) (6) [redacted]

W. E. SPICKETT

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (5)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

1. THE BELOW TRANSCRIPT IS FROM THE ORIGINAL RECORDING OF POSITIONS 7(APPROACH CONTROL), 12(FEEDER CONTROL) AND FINAL CONTROL, TAKEN FROM TAPE NUMBER 61 PERTAINING TO AIRCRAFT ACCIDENT (WF-11) OF 24 FEBRUARY 1966.

TAPE TIME	POSITION	TRANSMISSION
1224	(PILOT)	"CHERRY APPROACH MARINE JET WHISKEY FOXTROT ONE ONE UP YOUR FREQ HOW DO YOU READ?"
	(APC)	"WHISKEY FOXTROT ONE ONE LOUD AND CLEAR CHERRY POINT IFR READ BACK ALTIMETER TWO NINE NINE FIVE."
	(PILOT)	"ROGER TWO NINER NINER FIVE ALTIMETER WE'RE PRESENTLY FLIGHT LEVEL TWO FOUR ZERO."
	(APC)	"ROGER WHISKEY FOX ONE ONE IS CLEARED TO THE CHERRY POINT CORRECTION CLEARED TO THE CAPE LOOKOUT DME FIX MAINTAIN FLIGHT LEVEL TWO FOUR ZERO, RADAR CONTACT FORTY-NINE MILES SOUTHWEST OF CHERRY POINT OVER."
	(PILOT)	"AH ROG CONFIRM YOUR POSIT CLEARED TO CAPE LOOKOUT."
	(PILOT)	"APPROACH DO YOU HAVE PRESENT CHERRY WEATHER?"
	(APC)	"ROGER THE CHERRY POINT WEATHER SKY PARTIALLY OBSCURED MEASURED CEILING THREE HUNDRED OVERCAST VISIBILITY THREE QUARTERS VERY LIGHT DRIZZLE FOG OVER."
1225	(PILOT)	"CHERRY APPROACH THIS IS AH WHISKEY FOXTROT ONE ONE WE'D LIKE AH RADAR APPROACH FROM OUR PRESENT POSITION DIRECT CHERRY POINT WE'D LIKE A GCA PICK UP OVER."
	(APC)	"WHISKEY FOX ONE ONE ROGER."
	(APC)	"FOX ONE ONE YOUR PRESENT HEADING?"

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (6)

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH HEADING ZERO EIGHT ZERO."
	(APC)	"WHISKEY FOX ONE ONE TURN LEFT ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND THIS WILL BE A VECTOR AND APPROACH TO RUNWAY THREE TWO IF NO TRANSMISSION RECEIVED FOR ONE MINUTE EXECUTE TACAN PENETRATION AND APPROACH FROM ASSIGNED ALTITUDE CIRCLE TO LAND CORRECTION STRAIGHT IN APPROACH RUNWAY THREE TWO OVER."
	(PILOT)	"ROG SAY AGAIN VECTOR ZERO FIVE ZERO?"
	(APC)	"AFFIRMATIVE ZERO FIVE ZERO LEFT TURN ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND."
1226	(PILOT)	"ROGER ZERO FIVE ZERO THREE THOUSAND."
	(PILOT)	"WOULD YOU CHECK AGAIN ON THAT WEATHER PLEASE?"
	(APC)	"ROGER WE HAD AN AIRCRAFT TO AH LAND NOW WE'LL GET A PILOT REPORT FROM HIM."
	(PILOT)	"AH ROGER."
	(APC)	"WHISKEY FOX ONE ONE HAVE YOU DEPARTED FLIGHT LEVEL TWO FOUR ZERO?"
	(PILOT)	"AH THAT'S AFFIRMATIVE WE'RE DEPARTING TWO FOUR ZERO AT THIS TIME."
	(APC)	"ROGER."
1227	(APC)	"WHISKEY FOX ONE ONE AH AEROLOGY IS REPORTING NOW ONE HALF MILE VISIBILITY AH THIS WEATHER REMAINS THE SAME HOWEVER WE'RE CHECKING WITH THE F TEN THAT JUST LANDED TO FIND OUT WHERE HE BROKE OUT."
	(PILOT)	"AH ROGER."
1228	(APC)	"WHISKEY FOX ONE ONE THE F TEN JUST LANDED SAID HE BROKE OUT RIGHT AT MINIMUMS TWO HUNDRED FEET AH HE DIDN'T SAY WHAT THE VISIBILITY WAS OVER."

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH ROGER THANK YOU COULD YOU GET A CHECK ON CEILING AND WEATHER WE HATE TO LEAVE YOUR FREQUENCY HERE."
	(APC)	"ROGER."
	(APC)	"ONE ONE AH OCEANA HAD AH TWO HUNDRED OVERCAST AH BEFORE THEY PUT THE SPECIAL WEATHER OUT ON THE WEATHER VISION IT'S NO LONGER ON THERE I'M CHECKING NOW."
	(PILOT)	"ROG WOULD YOU CHECK SEYMOUR JOHNSON FOR US TOO PLEASE?"
	(APC)	"ABOUT AN HOUR OR TWO HOURS AGO THEY WERE FOUR HUNDRED OVERCAST."
1229	(APC)	"CHECKING WITH AEROLOGY NOW."
	(PILOT)	"ROGER."
	(APC)	"AND AH."
1229	(APC)	"MAJOR [redacted] REQUESTED AH NUMBER OF CORRECTION FUEL ON BOARD."
	(PILOT)	"ROGER WE GOT SIXTY ONE HUNDRED POUNDS RIGHT NOW AND WE'RE BACK AT IDLE AH WHEN YOU GIVE US THIS GCA WOULD YOU ADVISE THEM TO GET US IN ASAP SO IF WE HAVE TO THINK OF SOMEPLACE ELSE WE WILL HAVE AS MUCH AS WE GOT."
	(APC)	"ONE ONE SAY AGAIN."
	(PILOT)	"ROGER ON THIS GCA WOULD YOU AH DON'T BOX US AROUND IF YOU DON'T HAVE TO. GET US IN THERE ASAP PLEASE?"
	(APC)	"ROGER AND WHAT IS YOUR ALTITUDE NOW?"
	(PILOT)	"WE'RE OUT OF THIRTEEN THOUSAND FIVE HUNDRED."
	(APC)	"YOU HAVE TOTAL TWELVE MILES TO GET TO THREE THOUSAND FEET WILL YOU BE ABLE TO DO THAT?"

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"WELL, WE'LL SURE GIVE HER A GO I'M AT SIXTEEN NOW."
	(APC)	"ROGER."
1230	(APC)	"MIGHT HAVE TO TAKE YOU ACROSS THE ONCOURSE AND DOG LEG YOU BACK."
	(PILOT)	"AH ROGER."
	(APC)	"ONE ONE REQUEST ALTITUDE NOW."
	(PILOT)	"NINE THOUSAND FIVE HUNDRED."
	(APC)	"IS THAT NINTY FIVE HUNDRED?"
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"O.K."
	(APC)	"AND WHISKEY FOX ONE ONE UNDERSTAND YOU ARE REQUESTING A FULL STOP."
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"ROGER AND NOW WHISKEY FOX ONE ONE SQUAWK STANDBY REMAIN THIS FREQUENCY FOR FEEDER CONTROL."
	(PILOT)	"WE'RE ON STANDBY."
	(FDR)	"WHISKEY FOX ONE ONE FEEDER CONTROL CONTINUE DESCENT TO ONE THOUSAND TWO HUNDRED YOUR RADAR POSITION TWELVE SOUTH SOUTH EAST OF THE AIRPORT."
	(PILOT)	"AH CONFIRM ONE THOUSAND TWO HUNDRED."
1231	(FDR)	"WHISKEY FOX ONE ONE MINIMUMS CEILING TWO HUNDRED THE VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"THAT'S TWO HUNDRED AND A QUARTER."
	(FDR)	"AEROLOGY RUNNING SPECIAL NOW PARTIAL OBSCURATION MEASURED THREE HUNDRED OVERCAST THE VISIBILITY ONE HALF MILE LIGHT DRIZZLE AND FOG."

TAPE TIME	POSITION	TRANSMISSION
	(PILOT)	"AH ROGER AH THREE HUNDRED NA HALF."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"I'M AT AH FIVE THOUSAND."
	(FDR)	"ROGER I'M GOING TO TAKE YOU ACROSS THE ONCOURSE AND BRING YOU BACK TO GET YOU DOWN TO ALTITUDE."
	(PILOT)	"AH ROGER."
1232	(FDR)	"AH WHISKEY FOX ONE ONE OCEANA AH WEATHER ONE HUNDRED OVERCAST."
	(PILOT)	"ROGER HOW ABOUT SEYMOUR JOHNSON AND BEAUFORT?"
	(FDR)	"ROGER WE'RE CHECKING ON THOSE NOW."
	(PILOT)	"AH ROG THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"OUT OF TWO THOUSAND THREE HUNDRED."
	(FDR)	"ROGER PERFORM LANDING CHECK AND REDUCE TO APPROACH SPEED."
	(PILOT)	"ONE ONE LANDING CHECK."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING THREE TWO ZERO."
	(PILOT)	"THREE TWO ZERO."
1233	(FDR)	"WHISKEY FOX ONE ONE SEYMOUR JOHNSON WEATHER MEASURED CEILING FOUR HUNDRED OVERCAST THE VISIBILITY FOUR LIGHT RAIN."
	(PILOT)	"AH ROGER THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING TWO THREE ZERO MAINTAIN ONE THOUSAND TWO HUNDRED."
	(PILOT)	"ROGER TWO THREE ZERO ONE THOUSAND TWO HUNDRED."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
1234	(FDR)	"WHISKEY FOX ONE ONE CEILING AH CEILING AND VISIBILITY MINIMUMS CEILING TWO HUNDRED VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"TWO HUNDRED AND A QUARTER ROGER."
	(FDR)	"WHISKEY FOX ONE ONE BEAUFORT WEATHER MEASURED AH CEILING SIX HUNDRED OVERCAST THE VISIBILITY FIVE RAIN."
	(PILOT)	"ROGER SIX HUNDRED N FIVE."
1235	(FDR)	"WHISKEY FOX ONE ONE WHILE ON THE FINAL NO TRANSMISSION RECEIVED FOR FIVE SECONDS CARRY OUT LOST COMMUNICATIONS INSTRUCTIONS ACKNOWLEDGE."
	(PILOT)	"ONE ONE."
	(FDR)	"WHISKEY FOX ONE ONE IF APPROACH END OF RUNWAY NOT IN SIGHT AT PRECISION MINIMUMS EXECUTE IMMEDIATE CLIMB STRAIGHT AHEAD TO ONE THOUSAND FIVE HUNDRED STANDBY THIS FREQUENCY FOR FURTHER INSTRUCTIONS ACKNOWLEDGE."
	(FDR)	"WHISKEY FOX ONE ONE TURN RIGHT HEADING THREE ZERO ZERO MAINTAIN ONE THOUSAND TWO HUNDRED STANDBY FOR YOUR FINAL CONTROLLER."
	(PILOT)	"ROGER THREE ZERO ZERO."
1236	(FC)	"WHISKEY FOX ONE ONE YOUR FINAL CONTROLLER CONTINUE THE RIGHT TURN HEADING AH THREE ONE ZERO IF YOU SHOULD FAIL CORRECTION ACKNOWLEDGE WHEELS DOWN OVER."
	(PILOT)	"ROGER GEAR DOWN."
	(FC)	"YOU ARE NOW ON THE FINAL FIVE MILES FROM THE TOUCH DOWN THREE ONE ZERO THE HEADING MAINTAIN ONE THOUSAND TWO HUNDRED THE ON-COURSE IS TO BE LEFT YOU'LL BE CORRECTING RIGHT TO LEFT MAINTAIN ONE THOUSAND TWO HUNDRED THREE ONE ZERO THE HEADING MAINTAIN ONE THOUSAND TWO HUNDRED YOU'RE APPROACHING THE GLIDE PATH RAPIDLY BEGIN YOUR DESCENT YOUR'RE SLIGHTLY BELOW COMING

TAPE TIME	POSITION	TRANSMISSION
	(FC) (continued)	UP AND ON THE GLIDE PATH ON THE GLIDE PATH ON THE GLIDE PATH FOUR MILES FROM TOUCH DOWN THREE ONE ZERO THE HEADING TURN LEFT TO THREE ZERO FIVE YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH THREE ZERO FIVE THE NEW HEADING YOU'RE ON THE GLIDE PATH ON GLIDE PATH ON THE GLIDE PATH THREE ZERO FIVE THE HEADING YOU'RE ON THE GLIDE PATH ON GLIDE PATH ON THE GLIDE PATH HOLDING NICELY YOU'RE THREE MILES FROM THE TOUCH DOWN THREE ZERO FIVE THE HEADING THE ONCOURSE IS TO THE LEFT YOU'RE CORRECTING NICELY CLEARED FULL STOP WIND THREE THREE ZERO DEGREES AT FIVE ON GLIDE PATH TURN RIGHT HEADING THREE ONE."
1237	(FC)	"ZERO YOU'RE ON THE GLIDE PATH TWO AND ONE HALF MILES FROM THE TOUCH DOWN CONTINUE TO THREE ONE FIVE CONTINUE TO THREE TWO ZERO YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH TURN RIGHT THREE TWO FIVE YOU'RE ON THE GLIDE PATH ON THE GLIDE PATH ON COURSE TWO MILES FROM TOUCH DOWN TURN RIGHT THREE TWO SEVEN YOU'RE ON THE GLIDE PATH ON COURSE ON THE GLIDE PATH NICE RATE OF DESCENT YOU'RE ON GLIDE PATH YOU'RE ON COURSE MILE AND A HALF FROM THE TOUCH DOWN TURN LEFT THREE TWO FIVE ON THE GLIDE PATH TURN LEFT THREE TWO THREE ON THE GLIDE PATH RISING ABOVE NOW SLIGHTLY ABOVE THE GLIDE PATH TURN
1238		LEFT THREE TWO ZERO THE ON COURSE VERY SLIGHTLY LEFT CONTINUE LEFT THREE ONE EIGHT PICKED UP RAPID DRIFT YOU'RE GOING BELOW YOU ARE BELOW THE GLIDE PATH IF RUNWAY IS NOT IN SIGHT CLIMB IMMEDIATELY STRAIGHT AHEAD ACKNOWLEDGE OVER."
	(FC)	"ONE ONE ACKNOWLEDGE IMMEDIATE CLIMB STRAINGT AHEAD IF YOU HAVEN'T GOT THE RUNWAY."
	(APC)	"WHISKEY FOXTROT ONE ONE CHERRY POINT APPROACH."

Special handling required in accordance with para 66, OPNAVINST P3750.6E

TAPE TIME	POSITION	TRANSMISSION
1239	(APC)	"WHISKEY FOXTROT ONE ONE."

I HEREBY CERTIFY THAT THE ABOVE IS A TRUE TRANSCRIPTION OF THE RECORDED CONVERSATION PERTAINING TO THE SUBJECT INCIDENT.

(b) (6) [redacted]
CAPT USMC
ATC OFFICER

Certified a True Copy
(b) (6) [redacted]
Capt USMC
(b) (6) [redacted]

Special handling required in accordance with para 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66[illegible] Feb 1966, F4B, BuNo 148404, [illegible] (b) (6) [redacted]

Statement of Major (b) (6) [redacted] USMC

(b) (5) [redacted]

(b) (6) [redacted]

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (7)

VMFA-513, Scr 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

Statement of Maintenance Officer, Major (b) (6) [redacted]
U. S. Marine Corps

Aircraft F-4B, BuNo 148404 was accepted into the Navy inventory on 1 Sept 1961. It was reassigned to VMFA-513 on 8 Nov 1965. It had a total of 855.2 hours since new and has flown 9.7 hours in the fourth tour/period which began on 4 Feb 1966.

An equivalent to Calendar Major Inspection was completed by O&R Cherry Point on the airframe on 4 Feb 1966. A major inspection was completed on the engines by H&MS-24, MAG-24 on 22 November 1965, and a visual inspection was completed on 4 Feb 1966 by O&R Cherry Point. Upon acceptance from PAR, the airframe and engines were Quality Control inspected and released for operation.

J79-GE-8 Eng No. 401175 was installed at the port position and has flown 506.5 hours since acceptance into the Navy and has operated 13.0 hours since last major inspection by H&MS-24 in accordance with BUWEPS INST 4700.2A. J79-GE-8 Eng. No. 401913 was installed in the starboard position and has flown 519.2 hours since acceptance into the Navy and has flown 12.3 hours since last major calendar inspection by H&MS-24, MAG-24. All pertinent bulletins have been incorporated.

All pertinent changes and modifications were incorporated in F-4B BuNo 148404. Airframe Bulletin #81 was awaiting compliance during next calendar check.

The aircraft flew 8 sorties since last inspection. [redacted] (b) (5) [redacted] The following is a list of discrepancies from these flights and the corrective action taken:

DATE	DISCREPANCY	CORRECTIVE ACTION
5 Feb	(1) Starboard Ldg edge flap has metal flap sprung at center hinge point.	(1) BLC cover re-inserted
	(2) Throttles misaligned	(2) Adjusted throttle quadrant.
	(3) Starboard fuel flow guage canted.	(3) Centered indicator
	(4) Slight right drift with nose wheel steering when rudder pedals centered	(4) Adjusted Nose Wheel Steering follow-up Potentiometer
	(5) Radar down	(5) Hold

Special handling required in accordance with para 66, OPNAVINST P3750.6E

ENCLOSURE (8)

DATE	DISCREPANCY	CORRECTIVE ACTION
7 Feb	(1) Stick trim button came off in air	(1) Replaced button
	(2) Re-channelize UHF	(2) Re-channelized UHF
7 Feb (2)	(1) Cabin turbine over speed light on after 45 minutes of flight	(1) Changed cabin turbine pressure valve
	(2) CADC bad-Alt reads 114' off	(2) Replaced A/A transmitter, and CADC Checked good
9 Feb	(1) Hyd leak - port speed brake	(1) Replaced line to flap full down selector valve and tightened line and jam nut on lateral series servo
	(2) Lox indicator read zero	(2) Tightened loose connections
10 Feb	(1) Cabin Turbine over speed light (repeat)	(1) Replaced turbine over speed switch
	(2) Lox indicator bad	(2) Replaced both lox leads, all checked OK
11 Feb (No Fly)	(1) No port BLC	(1) Replaced leading edge BLC rods
21 Feb	(1) Check Hyd guages light on (No indiction on guages)	(1) Changed right utility hyd pump (Checked OK)
	(2) Cabin Turbine over speed light on four times	(2) Replaced ruptured disk
	(3) Nose wheel steering pulls left at neutral rudder	(3) Nulled nose wheel steering
	(4) (Radar down) NOTE: Critical shortages of Receiver/Transmitters and good magnetrons exists	(4) Hold

I was designated a Naval Aviator on 11 June 1957 and have a total of 2861 hours.

(b) (6) [redacted]

MAJ USMC

Special handling required in accordance with para 66, OPNAVINST P3750.6E

VMFA-513, Ser. 1-68R, 24Feb66, F4B, Bu. No. 148404. Pilot (b) (6) [redacted]

Statement of Aviators Equipment Officer

Seat Condition at Accident Scene 25 Feb 66

1. F/C

a. Seat appeared twisted 1-2° counter clockwise.

b. Seat bucket sides bent outboard - both sides.

c. Alternate firing guard - up/safe.

d. Guillotine handle not pulled.

e. Canopy emergency jettison handle missing - bulkhead initiator fired but no canopy seperation - canopy pins sheared.

f. Face curtin out approximately 8" - Bananna links had not made contact with forward part of sear.

g. Drogue gun barrel safety wired but not tight - 5½ turns removed drogue barrel, barrel did not have 160# torgue as required, about 5 3/4 turns would have tightened barrel properly. This condition would not hinder seat operation.

h. Manual canopy unlock handle - missing.

2. R/C

a. Rear cockpit and seat in good tact.

b. Alternate firing handle guard - up/safe.

c. Guillotine handle fired - lap belt, shoulder harness released & withdrawal line cut. Leg restraint lines free but RIO removed leg garters.

d. Canopy emergency jettison handle pulled and bulkhead initiator fired. Canopy seperated from aircraft.

e. Face curtain in place.

f. Manual canopy unlock - safety wired.

3. All aviators equipment that was worn had been ispected and modified in accordance with current directives.

4. All aircraft equipment had been inspected and was not deficient in any repacking requirements.

5. I was designated a Naval Aviator on 1 June 1965 and have a total of 428 hours.

(b) (6) [redacted]

1stLt USMC

Special handling required in accordance
with para., 66, OPNAVINST P3750.6E

ENCLOSURE (9)

VMA-513/3429

MILITARY FLIGHT PLAN	AIRCRAFT UNIT OF ASSIGNMENT/HOME STATION	AIRCRAFT SERIAL NO. 148404

TYPE OF FLIGHT PLAN	RADIO CALL/TO CODE	AIRCRAFT DESIGNATION	ESTIMATED TRUE AIRSPEED	DEPARTURE TIME (Z) PROPOSED	ACTUAL
☑ IFR ☐ DVFR ☐ VFR ☐ FVFR	MNF-11	F4B/B	500	2100Z	

INITIAL CRUISING ALTITUDE	POINT OF DEPARTURE	STANDARD INSTRUMENT DEPARTURE
310	CHERRY POINT	STN-1 RDU

IFR	VFR	ROUTE OF FLIGHT	TO	ETE/EET
✓		→ GSO J-14 SPA J47 CAE		
		→ ~~MTL~~ MIR 327/15 → ILM		
		→ 148/30 →	NKT	1+40

REMARKS
1. T/O
2. Req 20 min Delay MTL for T&GCA
3. Req T&GCA at NKT

RANK/HONOR CODE	PSGR/CARGO CODE

HOURS FUEL ON BOARD	DIST TO DESTN	ALTERNATE AIR FIELD	ETE TO ALTN	REQUEST CLEARANCE AFTER
2+30	621	GSB	045	N/A

INST RATING	SIGNATURE OF PILOT IN COMMAND	SIGNATURE OF APPROVING AUTHORITY	DATE
STD		[signature]	24 Feb 66

CREW/PASSENGER LIST

DUTY	NAME AND INITIALS	GRADE	SERVICE NO.	ORGANIZATION AND LOCATION
PILOT IN COMMAND	(b) (6) [redacted]	1Lt	(b) (6) [redacted]	513
R10		MAJ		513
		ON	—	2215
		OFF	=	2219
		VOID	—	2200 → [illegible]

PILOTS PREFLIGHT CHECKLIST

✓	NOTAMS		AIRSPACE RESTRICTIONS		AIRCRAFT/DESTINATION NAV AIDS
✓	WEATHER AND WINDS		CHARTS, PUBLICATIONS, MAPS		DD FORM 365F (Weight and Balance Clearance Form F)

DD FORM NOV 64 175 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

VMFA-513, Serial 1-66A, 24 Feb 66, Bu No 148404
Pilot (b) (6) [redacted]
Copy of DD-175

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (10)

FLIGHT WEATHER BRIEFING	AIRCRAFT NO.	BRIEFING NO.	DATE

I. TAKEOFF DATA

RUNWAY TEMP.	PRESSURE ALT.	TEMP. DEVIATION	VAPOR PRESSURE	SPECIFIC HUMIDITY	DENSITY ALTITUDE

CLIMB WINDS THIS IS A COPY OF A RECORDING MADE ON 24 FEB TO MAJ. [redacted] (b) (6)

REMARKS (VMFA-513)

II. ENROUTE DATA

FLIGHT LEVEL	TEMPERATURE	WINDS
31M	-42	24/80

CLOUDS AT FLIGHT LEVEL 31M

☐ YES ☐ NO ☒ IN AND OUT

VISIBILITY AT FLIGHT LEVEL 7

☐ HAZE ☐ DUST ☐ SMOKE ☐ PRECIPITATION

MINIMUM CEILING ENROUTE	MAXIMUM CLOUD TOPS	MINIMUM FREEZING LEVEL
500	31M	45

THUNDERSTORMS	TURBULENCE	PRECIPITATION	ICING
✓ NONE	NONE	NONE	NONE
FEW	CAT ✓ LGT	✓ RAIN DRZL	CLEAR ✓ LGT
SCATTERED	TSTM MOD	SHOWERS SNOW	✓ RIME MOD
NUMEROUS	SVR	FREEZING	MIXED SVR
HAIL	OCNL	LGT	IN CLOUDS
			NKT CLIMB

III. TERMINAL DATA

DESTINATION (Existing) NKT 7⊕15⊕6R-- 3306

FORECAST 6⊕15⊕4R.F 3510 EMA+2 ; TO ;)

ALTERNATE (Existing) GSB 4⊕4R.F 3510

FORECAST 4⊕8⊕3R.F 0410 EMA+2 ; TO ;)

IV. COMMENTS/REMARKS

NONE 24/2030 TIME OF BRIEF

#79

ON 2215

OFF 2219

VALID 2200Z

VOID TIME	EXTENDED TO	FORECASTER
2200Z		INNIS

V. TELEVISION/TELEPHONE BRIEFING RECORD

WEATHER FACILITY

TAPE NO.	START	STOP	PHONE CHARGE

DD FORM 1 NOV 64 175-1

VMFA-513, Serial 1-66A, 24 Feb 66, Bu No 148404
Pilot [redacted] (b) (6)
Copy of DD-175

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (11)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot (b) (6) [redacted]

RESUME OF PILOT'S FLYING EXPERIENCE

FISCAL YEAR	COMMAND ATTACHED	MODEL ACFT	FLT HRS	NIGHT HRS	INST.HRS SIM/ACT	CV LOGS DAY/NITE	TRNG OPER
1964(3/64-5/64)	VT-1	T-34	31.8	-	-	-	Trng
1965(7/64-2/65)	VT-7&4	T-2A	127.9	4.9	24.0/.3	4/0	Trng
1965(3/65-6/65)(9/65)	VT-25	AF-TF-9J	143.5	19.8	45.8/12.1	3/0	Trng
1966(7/65)	VT-26	F-11A	25.2	-	-	-	Trng
1966(10/65)	SU#1 H&MS-24	T-1A	2.4	-	.2/0	-	Trng
1966(11/65)	VMFA-513	C-117D	4.9	4.9	1.0/1.0	-	Trng
1966(12/65-2/66)	VMFA-513	F4B	26.5	2.3	6.4/4.0	-	Oper

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (12)

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

SPE[illegible]NDLING REQUIRED IN ACCORDANCE WITH OPNAVINS[illegible]0.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: Airfield Operations Officer, MCAS Cherry Point

2. DATE OF MISHAP: 24 Feb 66

2A. DATE OF RESCUE: 24 Feb 66

3. LOCATION AND DUTIES OF RESCUE VEHICLE: MCAS, Cherry Point, Search & Rescue

4. RESCUE VEHICLE (Type/model): UH-2B

5. NUMBER OF PERSONNEL

5A. IN RESCUE VEHICLE OR ON RESCUE TEAM	5B. TO BE RESCUED	5C. RESCUED
3	2	0

6. RESCUE BACK UP MEANS: Ground Party

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

7A. Alert Received	Method: 1830R Bull Horn from Tower
7B. Vehicle Departed	Distance to Scene: 1833R 2 NM
7C. Arrived on Scene	Search Required: 1834R Yes
7D. Located Survivor	Method of Locating: 1845R .38 tracer
7E. Began Retrieval	What Was Sighted First: NA NA
7F. Ended Retrieval	Subsequently: NA NA
7G. Survivor(s) Disembarked	Location (If different from Item 3): NA NA

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
NA °F	NA °F	10 kts

8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION: Pine trees & heavy underbrush.

9. EQUIPMENTS ACTUALLY USED DURING RESCUE: NONE

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

GCA vectored the helicopter over the approach to the runway at 200' but the ground was totally obscured by fog. Landing & flood lights were unuseable because the reflection off the clouds blinded the pilot. Tracers were fired dangerously close to the helicopter.

11.

PERSONNEL REQUIRING RESCUE (NAME-LAST FIRST INITIAL)	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
(b) (6) [redacted] MAJ.	F4B crash	
[redacted], 1stLt	F4B crash	

12. REMARKS: Aircraft crashed off approach end of runway on GCA final. The scene was never visible from the air but ground party was led to the scene by the sound of gunfire.

Pilot: (b) (6) [redacted] Capt (b) (6) [redacted]
Co-Pilot: (b) (6) [redacted], Cpl (b) (6) [redacted]
Crew Chief: (b) (6) [redacted] Gy/Sgt (b) (6) [redacted]

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

14. NAME AND [redacted] Col, Airfield Ops Officer — SIGNATURE OF SUBMITTING OFFICIAL

15. NAME AN (b) (6) [redacted] Col, Ass't Cofs, G-3 — SIGN (b) (6) [redacted]

DP-09F

ENCLOSURE (13)

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

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWEPS 11135-1

STATION AND LOCATION: Marine Corps Air Station, Cherry Point, North Carolina	DATE OF REPORT: 28 Feb 1966	AFRR NO.: 3-66
	DATE AND TIME OF INCIDENT: 24 Feb 1966	ON STATION: X / OFF STATION:
REPORTING CUSTODIAN: VMFA-513	MODEL AIRCRAFT INVOLVED: F4B	BUREAU NO.: 148404

TO: Chief, Bureau of Naval Weapons (~~[illegible]~~) (SFM)

VIA — MILITARY COMMAND: Commander, Marine Corps Air Bases, Eastern Area

SIGNATURE:

EXACT LOCATION OF INCIDENT: 3/4 mile from and 1/8 mile to the right of approach end of runway 32.

TYPE OF INCIDENT						FIRE INVOLVED		ESTIMATED CASE
TAKE-OFF		LINE OR LOADING		FUELING		YES	X	Crashed into trees while making a GCA to base.
LANDING	X	PARKED		MAINTENANCE		NO		
TAXIING		DEFUELING		INFLIGHT		IMPACT IGNITION		
OTHER (Specify)						DELAYED IGNITION	X	

CONDITIONS AT TIME OF INCIDENT

GENERAL WEATHER PICTURE		NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT
200ft. overcast; ½ mile visibility; fog	WIND DIRECTION: 350	Trees and heavy underbrush
	WIND VELOCITY (mph): 9	
	TEMPERATURE (°F): 46	

LIQUID FUEL QUANTITY

		OTHER FUELS
ESTIMATED ON BOARD BEFORE INCIDENT (lbs)	8000	None
ESTIMATED ON BOARD AFTER INCIDENT (lbs)	5800	
ESTIMATED SPILL AREA (Size in feet)	Fuel absorbed into moist soil	

PERSONNEL RESCUE

		DESCRIBE RESCUE METHODS USED
NO. PERSONNEL ON BOARD AIRCRAFT	2	RIO released pilot from seat straps. Crash Crewmen lifted pilot from seat and placed on ground. Medical personnel and Crash Crewmen placed pilot on stretcher and delivered to ambulance.
NO. PERSONNEL SURVIVED	2	
NO. PERSONNEL ESCAPED UNAIDED	1	
NO. PERSONNEL RESCUED	1	

FIRE FIGHTING

FIRST METHOD OF ALARM USED						TIME RECORD	
TWO-WAY RADIO		EMERGENCY INTER-COM.	X	EMERGENCY PHONE		TIME ALARM RECEIVED	1830
OTHER METHOD (State)						TIME EQUIPMENT ARRIVED	1846

STATION EQUIPMENT

EACH EQUIPMENT AVAILABLE AT INCIDENT		NO. PERSONNEL MANNING EQUIPMENT		QUANTITY EXTINGUISHING AGENTS USED	
TYPE	NO. LOADS USED	MIL.	CIV.	FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
MB-1	0	5	0	0	0
MB-5	0	3	0	0	0
MB-5	0	3	0	0	0
Pickup	0	2	0	0	0
Pickup	0	4	0	0	0

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-1	Transfer case	72	Parts on order
MB-1	Clutch	2	Being repaired
MB-5	Generator/alternator	10	Being repaired
MB-5	Generator/alternator	1	Being repaired
Power Wagon	Body repair	155	Parts on order

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

ENCLOSURE (13)

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

At 1830 on 24 Feb 1966, the Crash Crew was alerted that the F4B had disappeared off the GCA radar screen and was presumed to have crashed off the approach end of runway 32. All available personnel and equipment was dispatched to conduct a rescue search. Two tracer shots were observed and the gunfire heard. Shouts for help were heard in the heavy woods and this directed the ground party to the site. The RIO had released the pilot from all restraining straps and readied him for removal from the aircraft. Due to the injuries to the pilot and the location of the cockpit in relation to the dense underbrush and trees, it was impossible for the RIO to lift the pilot out. Crash Crew personnel, under advice of the medical personnel, removed the pilot and placed him on the ground to receive emergency first-aid. Splints were prepared from tree branches and cinched with trouser belts. The pilot was then placed on a stretcher and delivered to the ambulance. The parent squadron furnished security and the AAR Team assumed control of the site. Salvage operations were successfully conducted on 26 Feb 1966 (See enclosed Salvage Report).

MONETARY LOSSES (*Estimated*)

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
99	1 (internal)	Unknown U. S. Government property.

DATE	PREPARED BY (Name and title)	SIGNATURE
28 Feb 66	2dLt (b) (6) [redacted] Crash Crew Officer	(b) (6) [redacted]
DATE	STATION COMMANDING OFFICER	SIGNATURE
	Maj Gen. N. J. ANDERSON	

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

Minor internal Class A fires in both engines due to injested wood and pine needles. Fires self extinguished.

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

Crash location would have been easier to locate had a signal light or pencil-flare been used by the ~~surviving~~ crew member. Use of conventional day/night smoke flare would have been dangerous due to large amount of fuel present. RIO shot tracer rounds from his pistol that worried SAR helicopter pilot, but gave the ground crew a general direction to follow. Shouts and noise of gunfire finally pinpointed crash site.

MONETARY LOSSES *(Estimated)*

PERCENT DAMAGE BY IMPACT	PERCENT DAMAGE BY FIRE	LOSS TO SURROUNDING PROPERTY
99	1 (internal)	Unknown U. S. Government property.

DATE	PREPARED BY (Name and title)	SIGNATURE
28 Feb 66	2dLt (b) (6) [redacted] Crash Crew Officer	(b) (6) [redacted]

DATE	STATION COMMANDING OFFICER	SIGNATURE
	Maj Gen. N. J. ANDERSON	

SALVAGE INFORMATION

Squadron VMFA-513 Concerning F4B Bu.No. 148404 Date 26 Feb 1966

Investigator 2ndLt (b) (6) [redacted] USMC (Crash/Salvage Officer)

1. Location of wreckage: 3/4 mile off approach end of runway 32.

2. Type Terrain: Dense woods and heavy underbrush. Aircraft on slight inclined with nose in small creek bottom.

3. Weather or other significant factors: Good weather during salvage operations.

4. Location of nearest military facility: On-Station incident.

5. Military facility providing salvage services: MCAS, Cherry Point Crash Crew.

6. Approximate number of personnel in salvage party: 11

7. Type equipment utilized: TD-24 bulldozer; Lorain 25 ton crane; chain saws; "low boy" semi-truck and trailer.

8. Lenght of time required to effect salvage: 7 hours

9. Narrative brief salvage operation: Trees and brush leading to the site were removed with axes and chain saws. Cables were attached to the aircraft's tailhook and the aircraft was dragged to level ground by the bulldozer. When on level ground, cables were attached to the catapult bridle attachments and the aircraft dragged forward through the cleared area (approximately 40 feet) and onto a prepared road surface. At this time lifting slings were installed and the aircraft was raised by the crane and deposited onto the truck for delivery to O&R Salvage. Salvage damage was slight. Crumpled and torn sections of the right wing and left landing gear were separated during initial dragging. It is difficult to estimate how much damage was inflicted to the undercarriage during salvage as the aircraft had already flown through 740 feet of trees.

10. Comments regarding effectiveness of the salvage operation and the equipment used: Salvage was very successful, however, time would have been saved had the terrain allowed access to a heavy crane to lift the aircraft high enough to place skids under the fuselage.

11. Security:

a. Provided by: VMFA-513

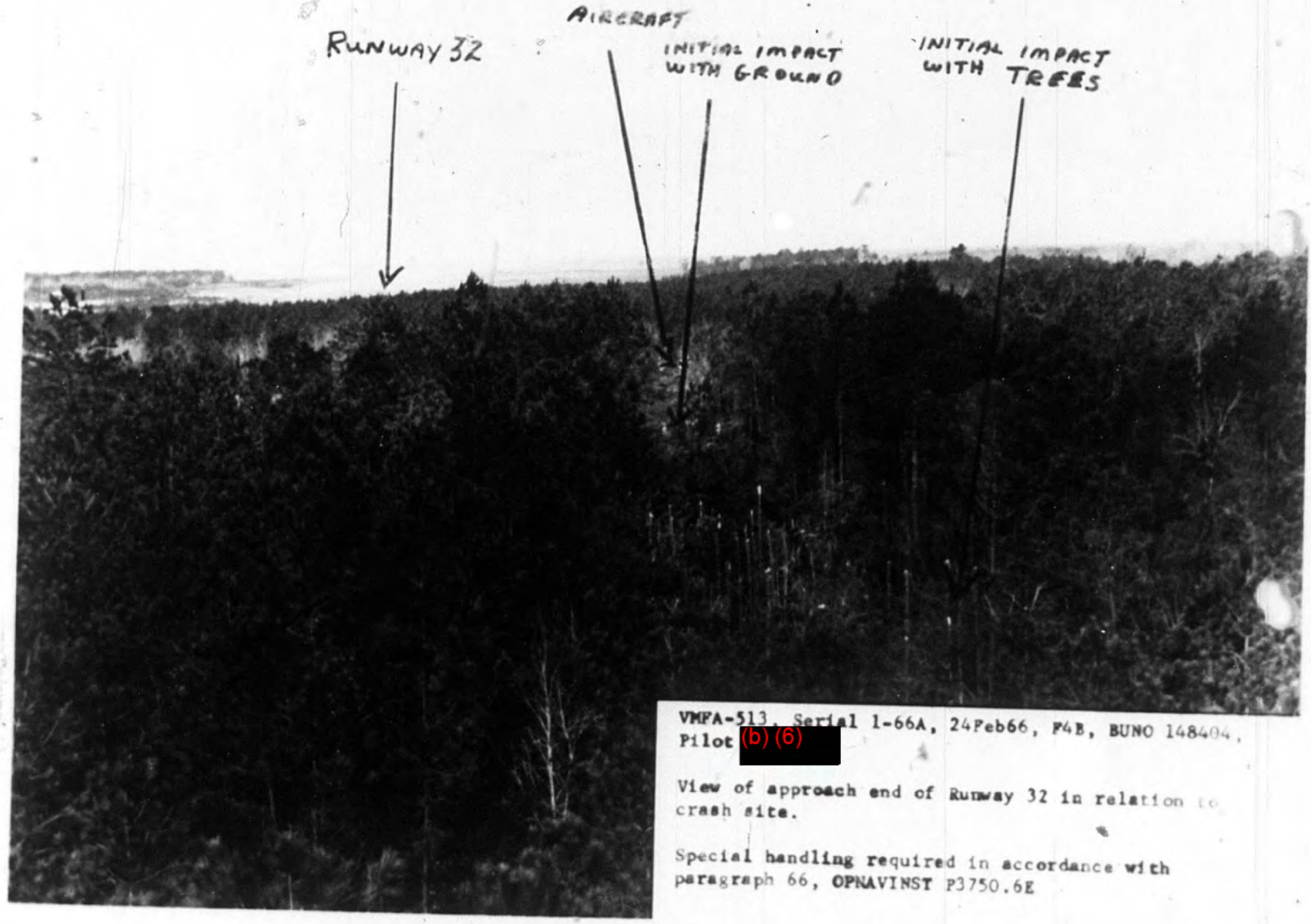
b. Personnel: USN _____ USMC X USAF _____ USA _____ CIVIL _____

c. Number of hours Unknown, Days and nights Two nights security required.

d. Effectiveness of security services: Unknown

e. Problems encountered: Unknown

f. Any photgraphs: See AFRP 3-66



VMFA-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404, Pilot (b) (6) [redacted]

View of approach end of Runway 32 in relation to crash site.

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot (b) (6) [redacted]

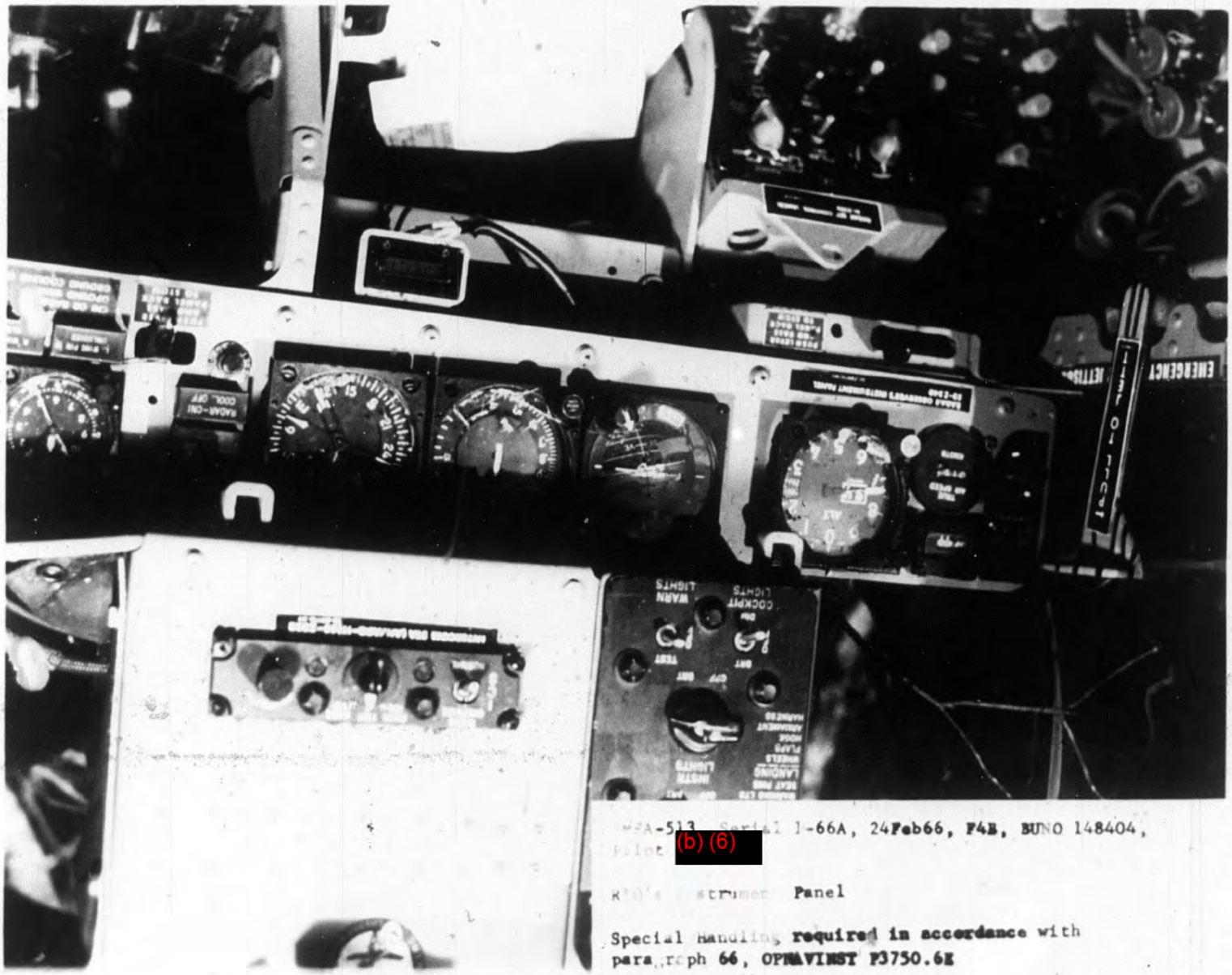
View of path aircraft skidded over ground - 325° MAG

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513, Serial 1-66A [illegible] Feb66, F4B, BUNO 148404,
Pilot (b) (6) [redacted]

Aeria[illegible] iew of main wreckage.

Special Handling required in accordance with paragraph 66, OPNAVINST P3750.6E



WSA-513 Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot (b) (6)

RIO's Instrument Panel

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E

VMFA-513 Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot (b) (6) [redacted]

Overall view of damage to Forward Section of Aircraft

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E

VMFA-513 Serial 1-66A, 24Feb66, F4B, BUNO 148406,
Pilot (b) (6) [redacted]

Damage to underside of aircraft

Special handling required in accordance with paragraph 66, OPNAVINST P3750.6E

VMFA-513, SIR 1-66A, 24 February 1966, F4E, BuNo 148404 pilot (b) (6) [redacted]

STATEMENT OF SECOND LIEUTENANT (b) (6) [redacted] USMC

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

[redacted]

(b) (6) [redacted]

1LT USMC
METEOROLOGY OFFICER

[redacted]

ENCLOSURE (22)

AAR Supp

#51/02/66

Cog M&M

NNNN

NASD DE COMM NR051/02
DGA242ADP145
PP RUCKDG
DE RUCKDP 084 0611950
ZNY EEEEE
P R 022000Z
FM BWFRRLANT
TO RUCKEK/MARFITATKRON FIVE ONE THREE
RUCKEK/CG MCAS CHERPT
INFO RUECM/BUWEPS
RUCKHD/CG FMFLANT
RUCKEK/CG SECOND MAW
RUCKDA/COMNAVAIRLANT
RUCKDG/NAVAVNSAFECEN
RUEGFA/NAVAIRTECHSERFAC PHILA
RUCKEK/MARAIRGRU TWO FOUR
BT
UNCLAS E F T O
F4B BUNO 148404 AIRCRAFT ACCIDENT COMPONENT FAILURE ANALYSIS OF
A. MARFITATKRON FIVE ONE THREE 020005Z
B. BWFRRLANTINST 4730.17A
C. BUWEPSINST 4730.6
D. 1. TRANSMITTER ANGLE OF ATTACK
   2. ALTIMETER FRONT COCKPIT
   3. ALTIMETER REAR COCKPIT
   4. CENTRAL AIR DATA COMPUTER
E. 1. R 6610-073-8594-VTRF, SLZ9170, AFE 322

PAGE TWO RUCKDP 084 UNCLAS E F T O
   2. R 6615-895-3854-VAPX B30072-10-004, 1149

   3. VH6610-736-4376-VAHN, B295340-004, 7870
   4. RG6610-876-2819-VCNS, 42400-87, 91-K1C6
1. REFER TO BWFRRLANT CONTROL NR F4-20-66 ALL RELATED CORRESPONDENCE.
2. MARFITATKRON FIVE ONE THREE: REQUEST FORWARD UNITS CITED REF D AND E TO O&R CHERPT ATTN CUSTOMER SERVICE. COMPLY WITH REF B AND C. ADVISE ALCON SHIPPING DATA.
3. MCAS CHERPT: UPON RECEIPT OF SUBJECT UNIT REQUEST PERFORM INVESTIGATION AND ADVISE ALCON RESULTS.
BT

020000Z/MAR 66

F4B/148404 VMFA 513 AAR 2-24

SAFECEN DE COMM NR PPOXPP 009/002
QEKA735
PP RUCKDG
DE RUCKEK 196 0610005
ZNR UUUUU
P 020005Z
FM MARFITATKRON FIVE ONE THREE
TO RUCKDP/BWFRRLANT
INFO RUECM/BUWEPS
RUCKHD/CG FMFLANT
ZEN/CG SECOND MAW
RUCKDA/COMNAVAIRLANT
ZEN/MCAS CHERRY POINT
RUCKDG/NAVAVNSAFCEN
RUEGFA/NAVAIRTECHSERFAC
ZEN/MARAIRGRU TWO FOUR
BT
UNCLAS
FAILURE/MALFUNCTION INVESTIGATION
A. BWFRRLANT INST 4730.17A
B. BUWEPS INST 4730.6
C. OPNAV INST P3750.6E
1. REQ PRIORITY DIR ON FOLLOWING FOUR ITEMS
A. F4B 148404
B. NA
C. 1. NA, O&R CHERPT THIRD QTR 65
2. NA, O&R CHERPT THIRD QTR 65

PAGE TWO RUCKEK 196 UNCLAS
3. NA, NONE
4. NA, O&R CHERPT 12-64
D. 1. TRANSMITTER ANGLE OF ATTACK
2. ALTIMETER FRONT COCKPIT
3. ALTIMETER REAR COCKPIT
4. CENTRAL AIR DATA COMPUTER
E. 1. R6610-073-8594 VTRF, SLZ9170, AFE-322
2. R6615-895-3854 VAPX, B30072 10 004, 1149
3. VH6610-736-4376 VAHN, B29534 10 004, 7870
4. 2RG-6610-876-2819 VCNS, 42400-87, 91-106
F. 1. 10639, NOW 63-0032
2. 89944, NOW 63-0097
3. 89944, NOW 61-0556
4. 70210, NONE AVAILABLE
G. NA
H. AIRCRAFT COLLIDED WITH GGROUND ON GCA FINAL THREE QUARTERS OF A MILE SHORT OF THE RUNWAY. STRIKE DAMAGE
I. MY 250[redacted]

(b) (5)

#9/2/66

Cog: [illegible]

SAFECEN DE COMM NR029/026
DGB752EKA029
RR RUCKDG
DE RUCKEK 738 0562323
ZNR UUUUU
R 252323Z
FM MARFITATKRON FIVE ONE THREE
TO RUECW/CNO
RUCKDG/NAVAL AVIATION SAFETY CENTER
ZEN/CG SECOND MAW
INFO RUECM/BUWEPS
RUECEM/CMC
RUCKD/COMNAB FIVE
RUCKHD/CG FMFLANT
RUCKDA/COMNAVAIRLANT
RUCKHC/CINCLANTFLT
RUHLBP/CG FMFPAC
RUWDAK/COMNAVAIRPAC
ZEN/MARAIRGRU TWO FOUR
ZEN/CG MCAS CHERRY POINT
RUMNAW/CG FIRST MAW
RUWDFDF/CG THIRD MAW
RUCBGD/BUWEPREP ST LOUIS
RUWHNF/DIRECTOR AEROSPACE SAFETY NORTON AFB
RUECM/CHNAVMAT
BT
UNCLAS
SUPPLIMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT
A. OPNAVINST P3750.6E
B. 250331Z FEB
1. F4B, 148404, VMFA-513, SER 1-SGA, (b) (6) [redacted]
2. MCAS, CHERRY POINT, N.C. TO MCAS, CHERRY POINT, N.C. 1.8 HRS.
3. ALFA. AIRCRAFT FUSELAGE AFT OF FRONT SEAT REMAINED INTACT. SECTIONS OF BOTH WINGS WERE TORN OFF. PORT GEAR DID NOT SEPARATE FROM AIRCRAFT; STBD GEAR DED. PRT DROP TANK SEPARATED; STED DROP TANK DID NOT. NO FIRE OCCURED.

PAGE TWO RUCKEK 738 UNCLAS
4. COLLISION WITH GROUND DURING GCA APPROACH TO RUNWAY 32.
5. (b) (5) [redacted] ESTIMATED ALTITUDE OF INITIAL CONTACT WITH TREES IS 50'. NO APPARENT MALFUNCTION OF AIRCRAFT OR SYSTEMS AT THIS TIME. GCA WAVE OFF WAS INITIATED PRIOR TO CONTACT WITH TREES.
6. W2X1/2L-F 350/8 45/45
7. NONE SUSPECTED
8. YES, DIR WILL BE REQUESTED WHEN SALVAGE COMPLETED.
9. NA
10. DID NOT ATTEMPT EJECTION. EMERGENCY EGRESS FROM RIO COCKPIT NORMAL.
11. NONE
12. PILOT (b) (6) [redacted] (b) (6) [redacted] (b) (6) [redacted] USNR CAMP LEJEUNE, N.C. RIO NO INJURY.
BT

F4B 148404 VMFA-513 AAR 2523232 Feb 2-24-66

#29/26/66

Supp AAR

DE RUCKEK 611 0560331
ZNR UUUUU
P 250331Z
FM MARFITAKRON FIVE ONE THREE
TO RUECU/CNO
RUCKDG/NAVACIATION SAFETY CENTER
ZEN/CG SECOND MAW
INFO RUECM/BUWEPS
RUECEM/CMC
RUCKD/COMNAB FIVE
RUCKHC/CINCLANTFLT
RUCKDA/COMNAVAIRLANT
RUWDAF/COMNAVAIRPAC
RUCKHD/CG FMFLANT
RUHLBF/CG FMFPAC
ZEN/CG MCAS CHERPT
ZEN/MARAIRGRU TWO FOUR
RUMNAW/CG FIRST MAW
RUWDFD/CG THIRD MAW
RUCBGD/BUWEPREP ST LOUIS
RUWHNF/DIRECTOR AEROSPACE SAFETY, NORTON AFB
RUECC/CHNAVMAT
BT
UNCLAS
(CODE AAP)
PRELIMINARY MSG RPT OF AAR
1. OPNAVINST P3750.6E
2. F4B 148404 MARFITAKRON 513
3. 24FEB66, 1833R, 3/4 MILE SHORT OF RUNWAY 32 MCAS CHERPT NC
4. 1A2, NAVIGATIONAL TRAINING FLIGHT
5. ALFA
5. DURING GCA APPROACH PILOT WAS ADVISED HE WAS BELOW GLIDE SLOPE, (b) (5) [redacted] (b) (5)

PAGE TWO RUCKEK 611 UNCLAS
(b) (5) [redacted] AIRCRAFT
HIT THE TREES AND IMPACT WITH GROUND.
6. (b) (6) [redacted], 1/LT, (b) (6) [redacted] USMC, (b) (6) [redacted] ACTIVE, D
7. [redacted], MAJ, (b) (6) [redacted] USMC, (b) (6) [redacted] ACTIVE, G
8. N/A
9. NO ATTEMPT TO EJECT.
BT

F4B/148404 VMFA 513 AAR 250331Z FEB
2-24-66

#28/25/66

AAR

NNNNDGB345EKA759
RR RUCKDG
DE RUCKEK 800 0832350
ZNR UUUUU
R 242352Z
FM CG MCAS CHERRPNT
TO ZEN/MARFITATKRON FIVE ONE THREE
INFO RUECM/BUWEPS
RUCKDP/BWFRRLANT
RUCKDA/COMNAVAIRLANT
RUCKHD/CG FMFLANT
ZEN/CG SECOND NAW
RUCKDG/NAVAVNSAFE CENT
RUEGFA/NATSF
ZEN/MARAIRGRU TWO FOUR
RUCBGD/BWR ST LOUIS
BT
UNCLAS
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
FAILURE/MALFUNCTIONINVESTIGATION. PRIORITY DISASSEMBLY AND INSPECTION REPORT NO. 021.
A. MARFITATKRON FIVE ONE THREE 020005Z
B. BWFRRLANT 022000Z NOTAL.
1. BWFRRLANT CONTROL NUMBER FA-20-66
2. A. F-4B BUNO 148404 ALTIMETER, PRESSURE, COUNTER POINTER, P/NB B3007210004, SER NO 1149.
B. F-4B BUNO 148404 ALTIMERER, PRESSURE, COUNTER POINTER, P/N B299

F4B 148404 VMFA 513 AAR 2-24-66