

STATEMENT OF LT FRANK H. KREY, PILOT OF JUNO 306, VA-192  
 ACCIDENT 1-72A

I manned my aircraft at 1900, 19 March 1972, in preparation for my scheduled 1945 launch. Preflight revealed no discrepancies. Oil level was safely within the green zone. Engine start was normal with good engine indications. Shortly after start I commenced my three minute high power turn setting the power at 90%. During the high power turn, all engine instruments were in every way normal: Oil pressure 34 PSI; oil quantity normal; TOT 530-540; TOP was not noted. Engine acceleration on the cat revealed normal engine instruments.

Passing 12,000' in an NRT climb, I detected a sudden and distinct change in the sound and the feel of the aircraft. I immediately hawked my engine instruments and read oil pressure 34 PSI and steady; oil quantity normal; RPM 96% and steady; fuel flow 6-7000 #/hr and steady; and TOT 574°. I had only moments before readjusted the temp setting on my airconditioning to a colder setting. Also my airconditioner was intermittent in its operation. These facts lead me to believe that I had an airconditioner turbine problem. I then selected cabin dump to secure the airconditioning, but the change in the engine feel and sound remained. This change was not accompanied by any loud bangs or chugs but was somewhat subtle. This lead me to believe one of two things was happening. Either I was subject to night noises or I had lost my lox compartment door on climb-out. I had lost a lox door on two previous occasions and the resulting aircraft sound and feel were similar, although not exactly what I was now experiencing. Engine instruments remained steady and steady. My first definite clue that I was experiencing engine malfunction came as I approached our probable maximum altitude of 17,000'. I noticed a gradual loss of thrust and a lessened ability to maintain altitude as I climbed. I then leveled off at 16,000' and noticed a distinct change in feel. This, which under normal conditions I learned to maintain level at near maximum performance, was accompanied by continuous burn and noticed white flashes from the engine through my sights and bombs. I observed that the engine was showing a broken red anti-rotation light on the right engine and anti-rotation light broken shortly thereafter. This was not the case. By this time I had noticed that all engine instruments were still normal even though the engine was steadily decaying in level flight. All the time my flight leader continuously pointed out the engine instruments until the time I noticed the engine instruments were in trouble. RPM was normal; oil pressure 34 PSI; oil quantity normal; TOT 574° and steady. I had lost my lox compartment door and I had lost the door in its position. At this time my