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

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION [illegible]

PART I GENERAL

SECTION A. IDENTIFICATION

[illegible]	[illegible]	[illegible]	[illegible]
TO: Commander, Naval Aviation Safety Center	LAT 39-19.3N LONG 00-23.1E		LFA
1. VIA: CO, FITRON 33 COMCARAIRWINGSIX CO, USS AMERICA (CVA-66) COMCARDIVFOUR COMIAYHFLT COMNAVAIRLANT	2. TIME OF DAY: DAY	3. TIME IN FLIGHT: 0+00	4. FLIGHT CODE: 1A6
	5. CLEARED FROM CVA-66	TO CVA-66	
	6. TYPE CLEARANCE: OPERATIONAL	7. AIRSPEED: 45 KT E	8. (AC 33.3) 41,000 at launch
9. BRIEF DESCRIPTION OF MISHAP: A/C lost over side. Suspect failure L/H Catapult Tow Hook fitting on launch.		10. ELEVATION AT TIME OF MISHAP: 64	TERRAIN: N.A.
10. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C): NONE			

SECTION B. CONTRIBUTING FACTORS

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

SECTION C. PERSONNEL DATA

1. NAME (LAST, FIRST, & MIDDLE INITIAL)	2. RANK/RATE	3. FILE/SERVICE NO.	4. DESIGNATOR	5. BRANCH OF SERVICE	6. [illegible]	7. [illegible]	8. BILLET	9. POSITION	10. [illegible]
PILOT (AT CONTROLS AT TIME OF MISHAP): JONES, George D.	LT	(b) (6) [redacted]	315	USNR (ACDU)	(b) (6) [redacted]	2	PILOT	FWD C/P	A
CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE 1):									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		1123	17. CV LANDINGS DAY/NIGHT	ALL	223 / 17
				IN MODEL	216 / 17
12. ALL MODELS IN LAST 12 MONTHS		239	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	9 / 22
				IN MODEL	9 / 22
13. ALL MODELS IN LAST 3 MONTHS		58	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	7 / 0
				IN MODEL	7 / 0
14. ALL SERIES THIS MODEL	A/C	301	20. NIGHT HOURS LAST 3 MONTHS	ALL	12
	OFT/CPT	/		IN MODEL	12
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	289	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		1090
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	58	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	5 MARCH 1967
	OFT/CPT	/		DURATION	1.8
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	19JAN66	SAT	24. TYPE INSTRUMENT CARD		STD

OTHER PERS.

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
DUFFY, Joseph W.		LTJG	USNR	(b) (6) [redacted]	VF-33	F	LIO	[illegible] C/P
COLLINS, Larry R.		AA	USN		V-2	B	336	FLT TECH

ORIGINAL

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

SPECIAL HANDLING REQUIRED IA accordance with Para. 66, OPNAV INSTRUCTION 3750.6 (Latest revision)

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST PAR/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
3-21-63	984	3	5	64	CLOSE POINT	CAL. AJ/CR	25	41

B. ENGINE HISTORY

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) J79-10	421824	483	ONE	NA	NA	NA	CAL AJ/CR OUT	40	103
(2) J79-10	401507	566	ONE	NA	213	LOWEST POINT	CAL AJ/CR	69	41
(3)								13	8
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVER-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPFUR
(1) RH CATAPULT - NO HOOK FITTING	32-11121-15	984	NO RECORD OF CHANGE ADJ 135 AND LATE 94 INCORPORATED				
(2)							
(3)							
(4)							

D. INCIDENTS & GROUND ACCIDENTS

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

E. ENGINE FAILURES

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

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE

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

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

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

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER _____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ *Info NASC on DIR request. See para. 18 OPNAVINST P3750.6E*
3. OTHER SEE FOLLOWING PAGE
4.

OP-06F

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

SPECIAL HANDLING REQUIRED in accordance with Para. 6K, OPNAV INSTRUCTION 3750-K, effective edition

OPNAV REPORT ATM-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH IND SPEED
[X] CATAPULT [ ] ARRESTING GEAR	790	23 KT	005/23	138 KT (PREDICTED)

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP	9. LANDING GEAR AND SPECIAL ARRESTER
C-13	0	WAIST, NO. 4	NK 2 :00 0 RH 1720-063 4288 S110

10. CATAPULT/ARRESTING GEAR BULLETIN OR NOMOGRAMS USED

A/C LAUNCH BULLETIN F-4B S.RI.4 NO. 9-55C OF 2 DEC 65, C-13-0

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 [illegible] 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 RUN-OUT (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	2. NO. DAYS OPERATING PERIOD	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
10JAN67	0	44/26	12/9

5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS
6/0	15/9	5/3

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
CLEAR	7	005/23	55° F	47° F	30.50

7. OTHER WEATHER CONDITIONS (Winds aloft, [illegible], sea state, density altitude, as appropriate)

SEA STATE: MODERATELY SMALL 3-4 FT, 2-3 SEC PERIOD. WATER TEMP 56°F. TIDE MIN 240/04

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS
IV	C	1	FAILURE CONSIDERED HIGHLY PROBABLE. COMPONENT LAST ITEM AIRCRAFT.
III		2	1cc NAVAERGRECOWPAC 1cc CO.PAINSAD 1cc CO.FAIRWTRFOLK

2. COPY DISTRIBUTION

2 CC NAVAVNSAFECN DIRECT (AAR)
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1cc CO.USS AMERICA
1cc COMCVWSIX
1cc CO. VFAW 33
1cc NAVPLANTREPO STL
1cc NAVAIRWEPGRU

COST DAMAGE TO: 3. GOVERNMENT PROPERTY: 5,591 4. PRIVATE PROPERTY: NONE

5. DATE SUBMITTED TO CO: 3 APRIL 1967

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

* 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.

ORIGINAL

Part V - THE ACCIDENT

LT George JONES, Pilot and LTJG Joseph DUFFY, Radar Intercept Officer (RIO) were scheduled to launch as the number two aircraft in a four plane division at 1200A to conduct section intercepts (Encl (1)). The flight crew were assigned ROOTBEER 204 (BUNO 150493). The brief for the flight commenced at 1050A and covered the conduct of the flight from preflight to shutdown. The emergency of the day was discussed thoroughly. The aircraft was preflighted and manned by 1140A. Start and taxi procedures were normal. ROOTBEER 204 was the second aircraft to be launched on catapult number four for this, the first cycle since leaving Valencia, Spain (Encl (2), (3) & (4)).

ROOTBEER 204 taxied into position and was tensioned. At this time the pilot went to 80 percent RPM on both engines. At the two finger turnup signal from the catapult officer, LT [redacted] full military power was selected followed by minimum afterburner. The pilot saluted and the catapult officer gave the launch signal. At 1201A plus 17 seconds the tension bar separated and the aircraft began accelerating. (See Encl (2)) The aircraft traveled about 16 feet when the bridle separated from the aircraft on the port side. The shuttle freed from the aircraft, struck the nose gear, collapsing it forward, and sped into the water brake at 290 knots. (Encl (5)) The aircraft continued up the deck in afterburner at about 45 knots.

After 190 feet of travel the port main gear entered the port catwalk. Soon afterwards, the port wing tank ruptured and its fuel was ignited (Encl (6)). The aircraft continued up the flight deck, its port wing engulfed in flames. After 230 feet of travel the port main gear sheared on the angle deck extension portion of the flight deck. The aircraft's port side scraped up the flight deck to the point it went over the side leaving numerous light scratches in the non skid but no deep gouges in the steel deck (Encl (7)).

The aircraft left the flight deck at the crotch between the angle deck extension and the angle deck after 340 feet of travel in 5 seconds. A plume of water was observed two seconds later rising above the level of the flight deck (Encl (8)).

The RIO ejected from the aircraft after 330 feet of travel (Encl (9)). His seat functioned normally but the main chute did not have sufficient time to open fully (Encl (3), (10), (11) & (12)). He was rescued by helicopter within minutes (Encl (13)). The pilot was not recovered.

The aircraft was observed from the fantail inverted, partially submerged, and sinking (Encl (14)). A thorough search of the crash site yielded only the helmet of the pilot and navigation publications in a canvas carrying bag, belonging to the RIO.

Part VI - DAMAGE TO THE AIRCRAFT

F-4B aircraft, BUNO 150493, was lost over the side while conducting flight operations and sank in 540 fathoms (Encl (3), (8) & (14)). Prior to impacting the water, the aircraft sustained damage to the port wingtank, port main gear and port wing as it skidded down the flight deck, after shedding the bridle on launch.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

Part VII - INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

(b) (5)

[redacted]

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

(b) (6)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

(b) (5)

[redacted]

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

(b) (5)

[redacted]

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

(b) (5)

[redacted]

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

Part VIII - CONCLUSIONS

(b) (5)

[redacted]

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

PART IX - RECOMMENDATIONS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

FIGHTER SQUADRON THIRTY THREE
FLIGHT SCHEDULE

SDO: LT DELODE
SUNRISE: 0714 MOONRISE: 0909 DUTY CAP: BRICE/CARTON
SUNSET: 1903 MOONSET: 2315 Wednesday 15 March 1967

BRF/TO/LAND	EVT	A/C	PILOT/RIO	MISSION	FLT CODE	NOTES
----/----/1330		____	BELL/DICKSON	FLY ABOARD	1A1L	
		____	BELISLE/SULLIVAN	FROM ROTA		
		____	COOK/BENEDICT			
1045/1200/1330	1B	____	CDR MITCHELL/FERGUSON	ACM	1A611	2 3
1200-BUENZLI		____	JONES/TUFFY			
		____	HOGENDOBLER/WRIGHT			
		____	CASH/TIBBETTS			
1215/1330/1500	2B	____	TUCKER/KIENTZIER	INT	1A64	2 3
1330-RUE		____	BRICE/CARTON			
1345/1500/1615	3B	____	CDR KNUTSON/CORBETT	INT/JAMEX	1A63	2 3
1500-SULLIVAN		____	COOK/DEER	VAW-33		
		____	FRYE/TICKSON	COORD.		
		____	BUENZLI/KENDRICK			
1500/1615/1730	4C	____	HOGENDOBLER/WRIGHT	LLN	1A16	2 3 4
1615-DICKSON		____	JONES/DUFFY	SPANISH #2		
1615/1730/1845	5B	____	CDR MITCHELL/KIENTZLER	ACM	1A611	2 3
1730-CARTON		____	BELISLE/SULLIVAN			
1845-HOGENDOBLER		____	RUE/PHILLIPS			
		____	CASH/TIBBETTS			

SORTIES SCHEDULED 19 / 0 HOURS SCHEDULED 31 / 0
SORTIES FLOWN ____/____ HOURS FLOWN ____/____

NOTES: 1. AOM 0900 - BRING CONF. NATOPS MANUALS!!
2. CHECK AIR PLAN FOR HOT AREAS AND NOTAMS.
3. ALL AIRCRAFT (a) PARROT CHECK WITH COURAGE ON BTN 6
(b) PARCTICE ARF, TAKE TOKEN DRINK TO CHECK TRANS.
(c) KA-3 TO TANK EACH F-4 1000#.
4. ESTABLISH POSITIVE RADIO CONTACT PRIOR TO OVERFLYING SPAIN.
5. NATOPS QUESTION: THE F-4B IS LIMITED TO ____ SECONDS OF NEGATIVE "g" FLIGHT AND ____ SECONDS OF ZERO "g" FLIGHT.
6. EMERGENCY BRIEF: AIR REFUELING FUSELAGE TANKS ONLY.

SUBMITTED:

R. V. CARTON
TRAINING OFFICER

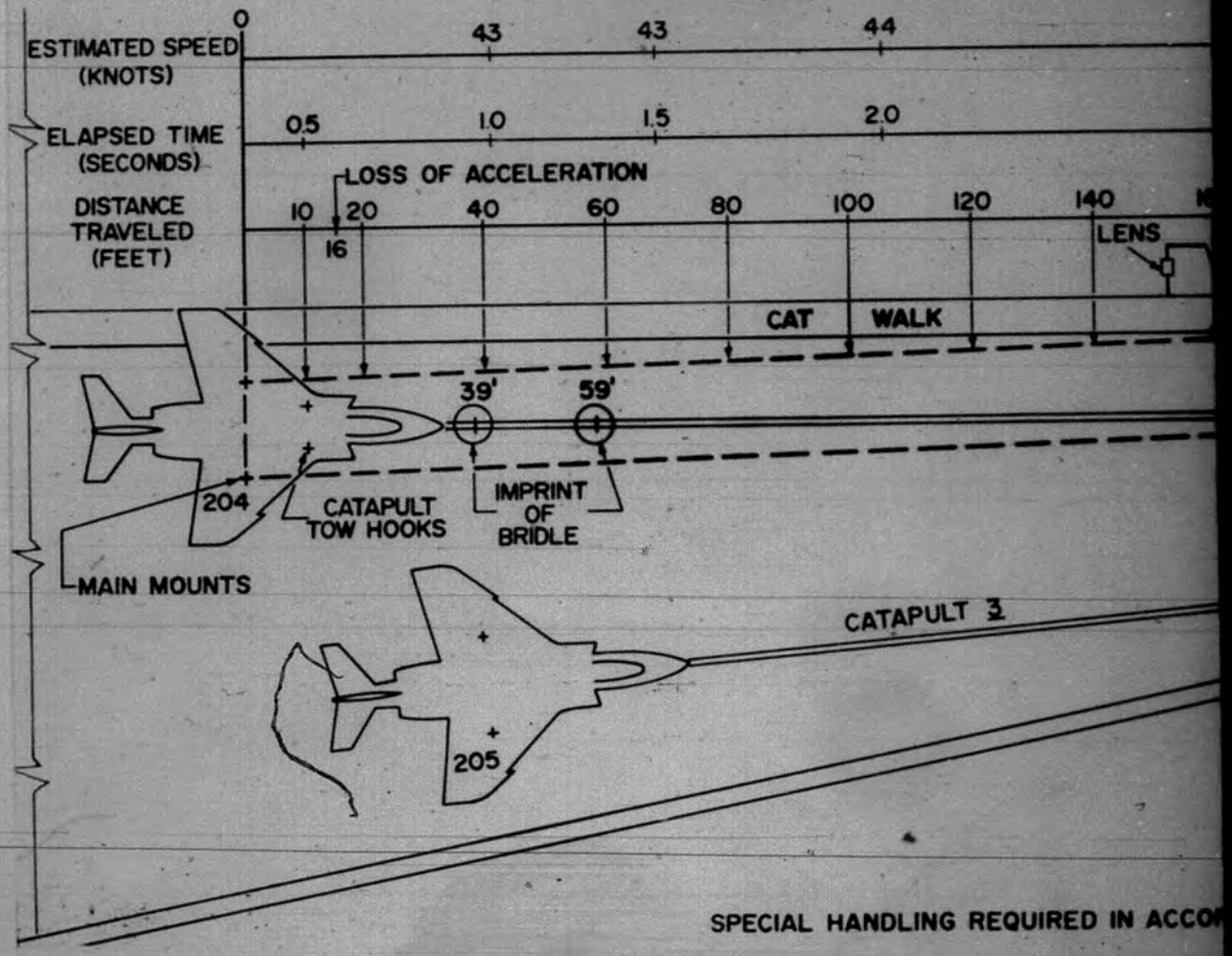
APPROVED:

JOHN R. C. MITCHELL
COMMANDING OFFICER

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6E

ORIGINAL

Enclosure (1)



SPECIAL HANDLING REQUIRED IN ACCO

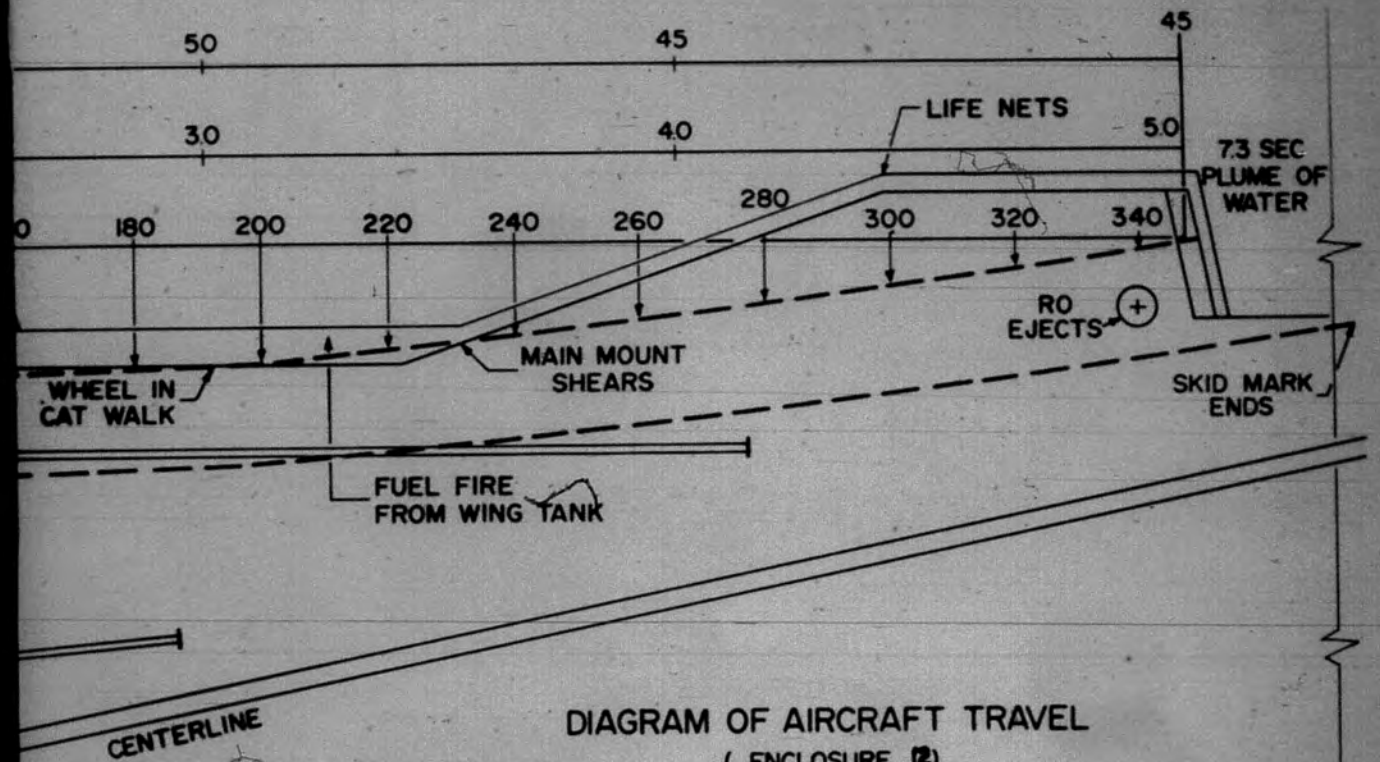


DIAGRAM OF AIRCRAFT TRAVEL

(ENCLOSURE (2)

AAR VF-33 1-67A

ORIGINAL

DANCE WITH OPNAVINST P-3750.6E SERIES

Statement of LTJG Joseph Walter DUFFY, USN, [redacted] 1325 concerning
F-4B BUNO 150493 on board USS AMERICA (CVA 66) 15 March 1967

(b) (6)

(b) (5)

[redacted]

Enclosure (3)

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

(b) (5)

[redacted]

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

(b) (5)

[redacted]

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

(b) (5)

[redacted]

J. W. DUFFY
LTJG, USNR

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

Statement of the Catapult Officer, LT [redacted] (b) (6) USN,
[redacted] 6852 concerning the Accident of F4B BUNO 150493 on
15 March 1967

(b) (5)

[redacted]

(b) (6)

LT, USN

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (4)

Statement of LTJG [redacted] (b) (6) 1315 concerning
Accident of F-4B BUNO 150493, of 15 March 1967

(b) (5)

[redacted]

(b) (6)

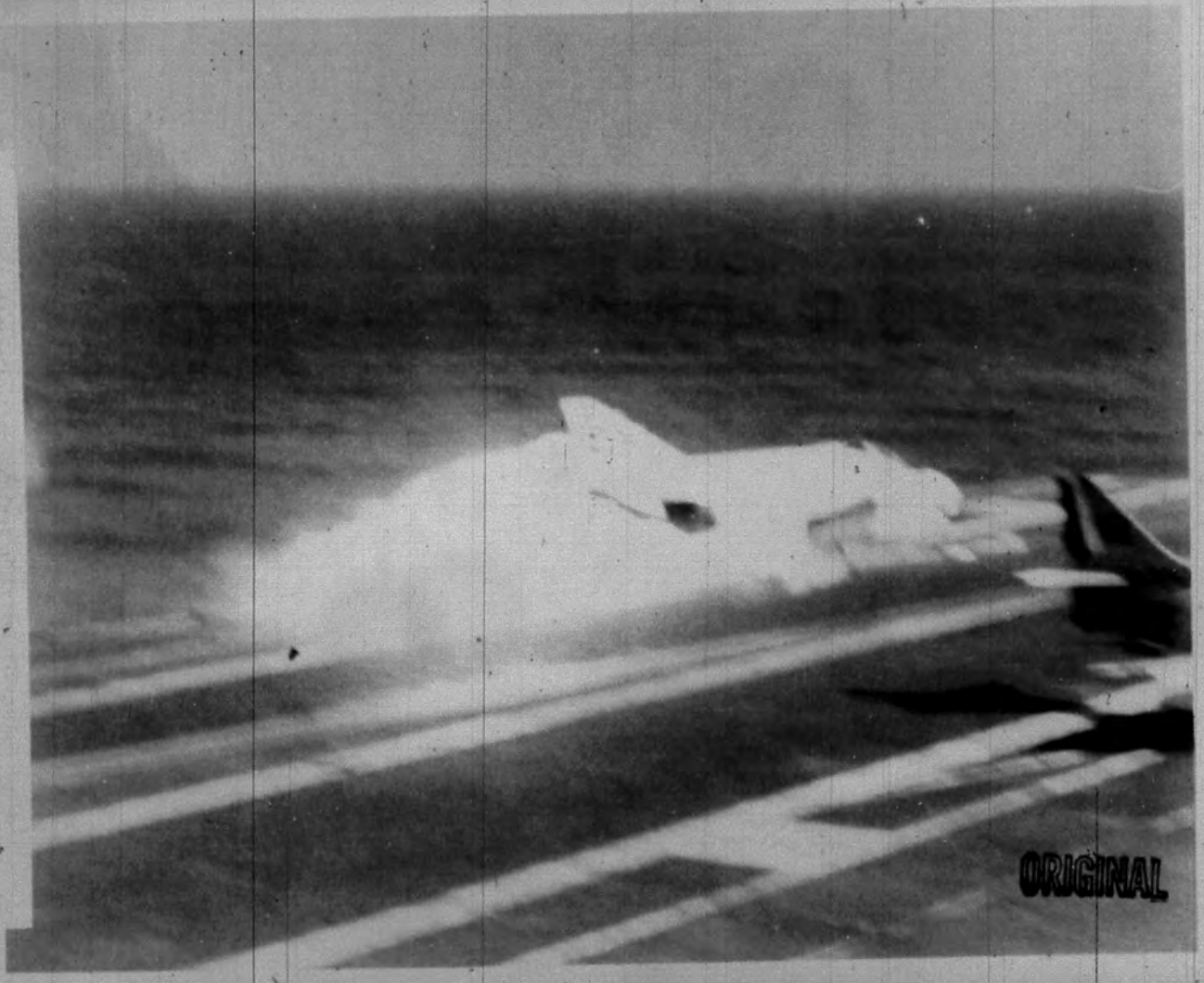
[redacted]

LTJG, USN

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL


ORIGINAL

ORIGINAL

AE
AE

AE
AE
AE

Statement of LCDR [redacted] (b) (6) /1310, concerning the Accident of F-4B BUNO 150493, of 15 March 1967

[redacted] (b) (5)

[redacted] (b) (6)

LCDR, USN

Enclosure (10)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

ORIGINAL

Statement of LCDR [redacted] (b) (6) /1310,
concerning the Accident of F-4B BUNO 150493, of 15 March 1967

[redacted] (b) (5)

[redacted] (b) (6)
LCDR, USN

Enclosure (11)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

Statement of the Aviation Equipment Officer, LTJG [redacted] (b) (6) USNR, [redacted] (b) (6) 1315, concerning the accident of F-4B BUNO 150493 on 15 March 1967:

[redacted] (b) (5)

[redacted] (b) (6)

LTJG USNR

Enclosure (12)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E

ORIGINAL

RESCUE REPORT
OPNAV FORM 3750-13 (3-63) Stock No. 1-0107-[illegible]-7230

SPECIAL [illegible]LING REQUIRED IN ACCORDANCE WITH OPNAVINST P[illegible]E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM: [illegible] Detachment Sixty Six, USS AMERICA (CVA-66)

2. DATE OF MISHAP: 15 March 1967

2A. DATE OF RESCUE: 15 March 1967

3. LOCATION AND DUTIES OF RESCUE VEHICLE: Plane Guard Helicopter, USS AMERICA (CVA-66)

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

5. NUMBER OF PERSONNEL: 5A. IN RESCUE VEHICLE OR ON RESCUE TEAM: 3 | 5B. TO BE RESCUED: 2 | 5C. RESCUED: 1

6. RESCUE BACK UP MEANS: 1 UH-2A, 1 SH-3A

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

7A. Alert Received: 151205A	Method: Angel Notified On Common
7B. Vehicle Departed: 151205A	Distance to Scene: 1.5 N. M.
7C. Arrived on Scene: 151207A	Search Required: None
7D. Located Survivor: 151208A	Method of Locating: Visual
7E. Began Retrieval: 151212A	What Was Sighted First: Smoke And Flame
7F. Ended Retrieval: 151213A	Subsequently: Rescue Accomplished, Returned AMERICA
7G. Survivor(s) Disembarked: 151215A	Location (If different from Item 3):

8. WEATHER CONDITIONS AT RESCUE SITE

8A. WATER TEMPERATURE	AIR TEMPERATURE	WIND VELOCITY
56 °F	55 °F	4 Knots

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

Calm/2 Feet/3 Cycles Per Second

9. EQUIPMENTS ACTUALLY USED DURING RESCUE

Rescue Seat

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

First rescue helicopter was unable to hover in light wind and waved-off. Second Angel experienced no difficulty and rescued RIO without further complication. Pilot failed to eject and was never found.

11. PERSONNEL REQUIRING RESCUE

NAME-LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT (Physical condition, ignorance of equipment, sea state, etc.)
DUFFEY, Joseph W.	Ejected At Sea	The large amount of JP-5 in the water
LTJG, [redacted] 1325		and a [redacted] injury slowed the RIO's
		progress in removing his chute.

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

None.

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[redacted]

ORIGINAL

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

14. NAME AND TITLE OF SUBMITTING OFFICIAL: JOHN F. LECORN, II, ENS, USNR, Safety Officer | SIGNATURE OF SUBMITTING OFFICIAL:

15. NAME AND TITLE OF FORWARDING OFFICIAL: T. S. BRYAN, LCDR, USN, Officer In Charge | SIGNATURE OF FORWARDING OFFICIAL:

DP-05F

ENCLOSURE (13) PLATE NO. 4735

19 March 1967

STATEMENT OF LT [redacted] /1315

(b) (6)

(b) (5)

[redacted]

(b) (6)

[redacted]

CERTIFIED TO BE A TRUE COPY

(b) (6)

[redacted]

ORIGINAL

ENCLOSURE #1

19 March 1967

STATEMENT OF AMS3 [redacted] (b) (6) USN

[redacted] (b) (5)

[redacted] (b) (6)

CERTIFIED TO BE A TRUE COPY

[redacted] (b) (6)

ENCLOSURE (13)

ORIGINAL

Statement of [redacted] (b) (6) concerning the accident of F-4B BUNO 150493 on 15 March 1967

[redacted] (b) (5)

[redacted] (b) (6)

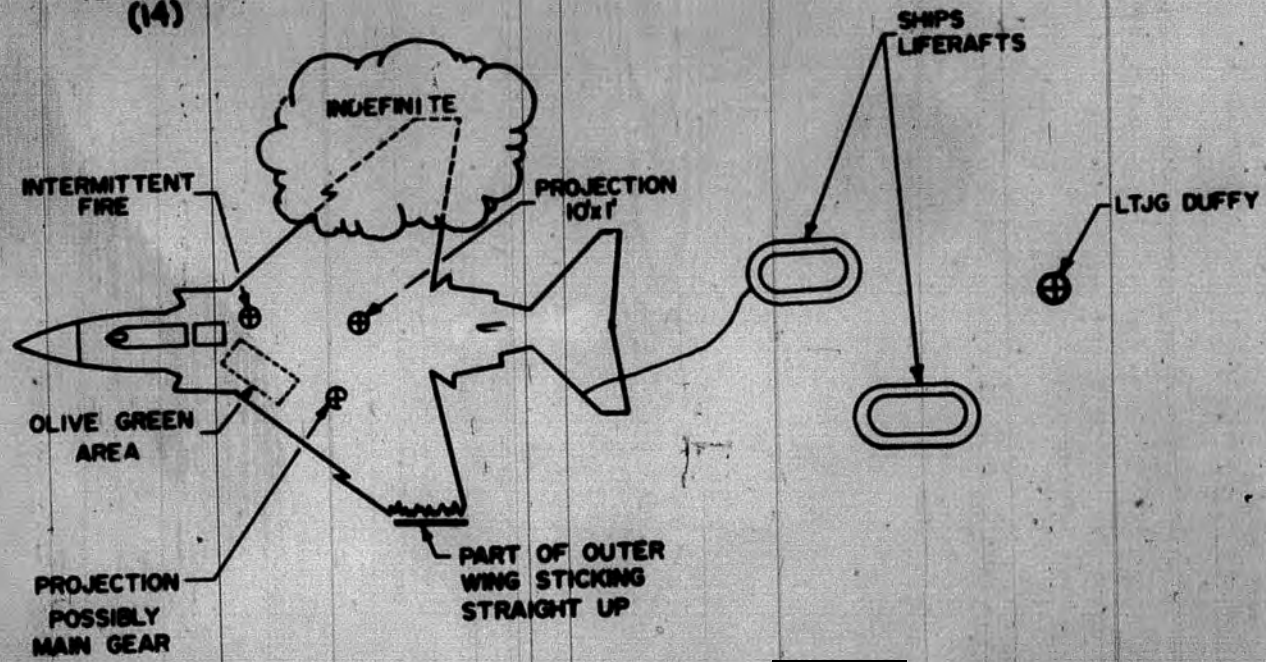
SN, USN

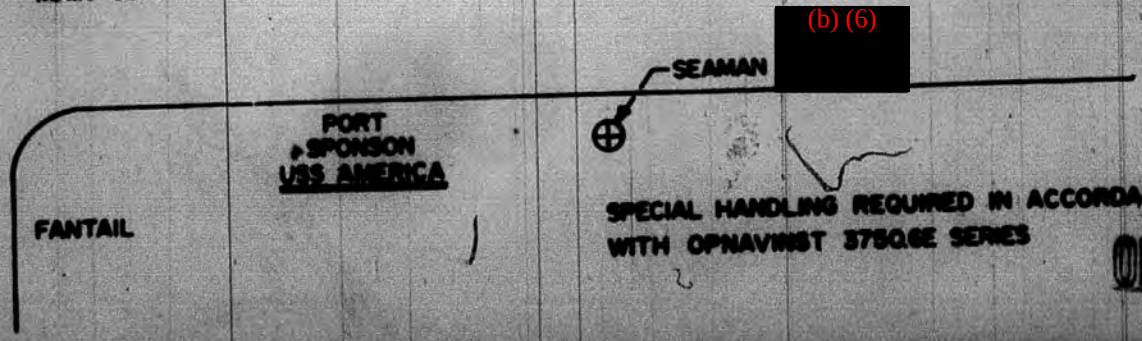
Enclosure (14)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

ORIGINAL

OBSERVATION BY SEAMAN (b) (6) [redacted]
VF-33 AAR 1-67A
(ENCLOSURE)
(14)



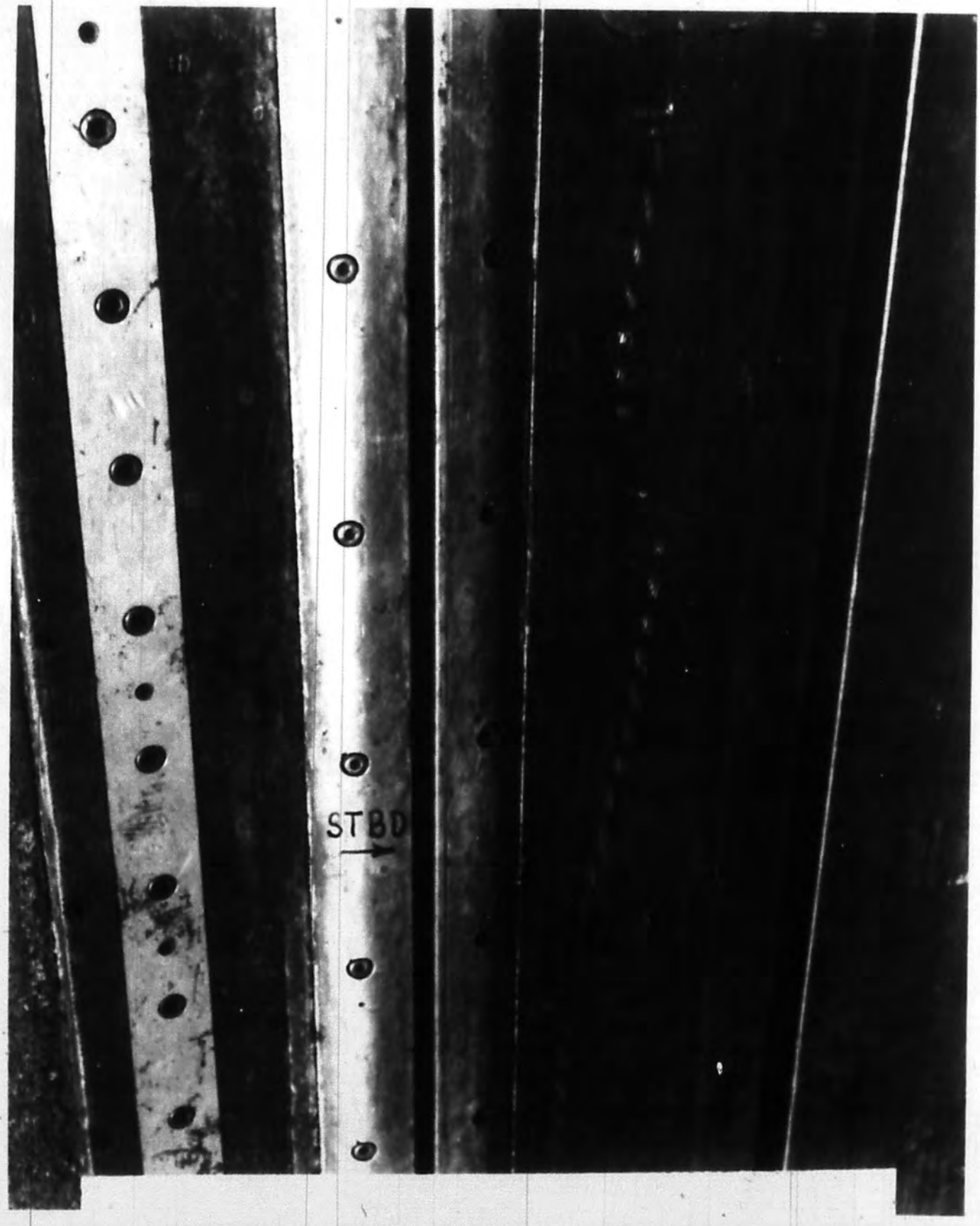


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

ORIGINAL

ORIGINAL

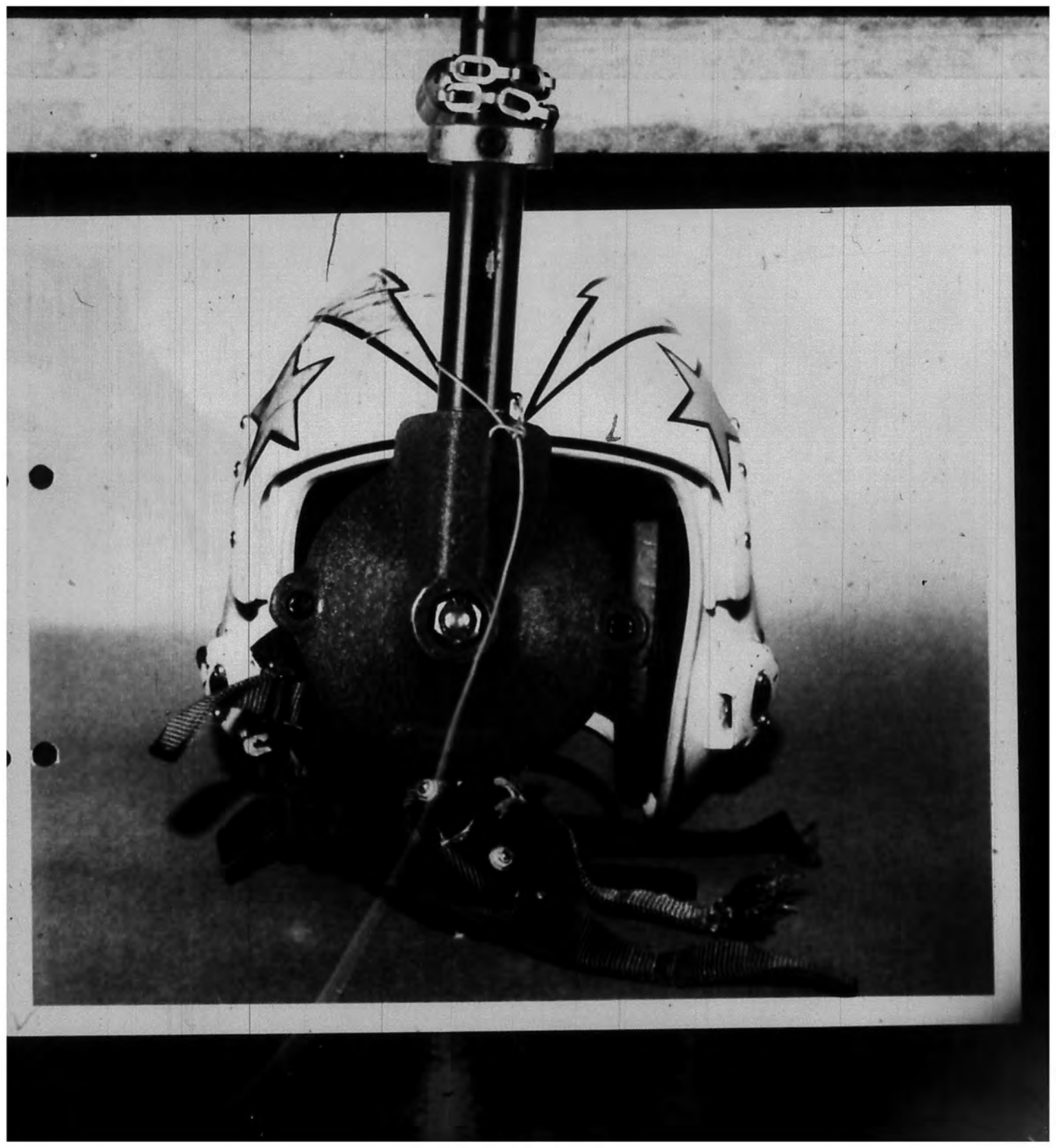
BARREL
UNDETERMINED
SIDE
PORT
ORIGINAL

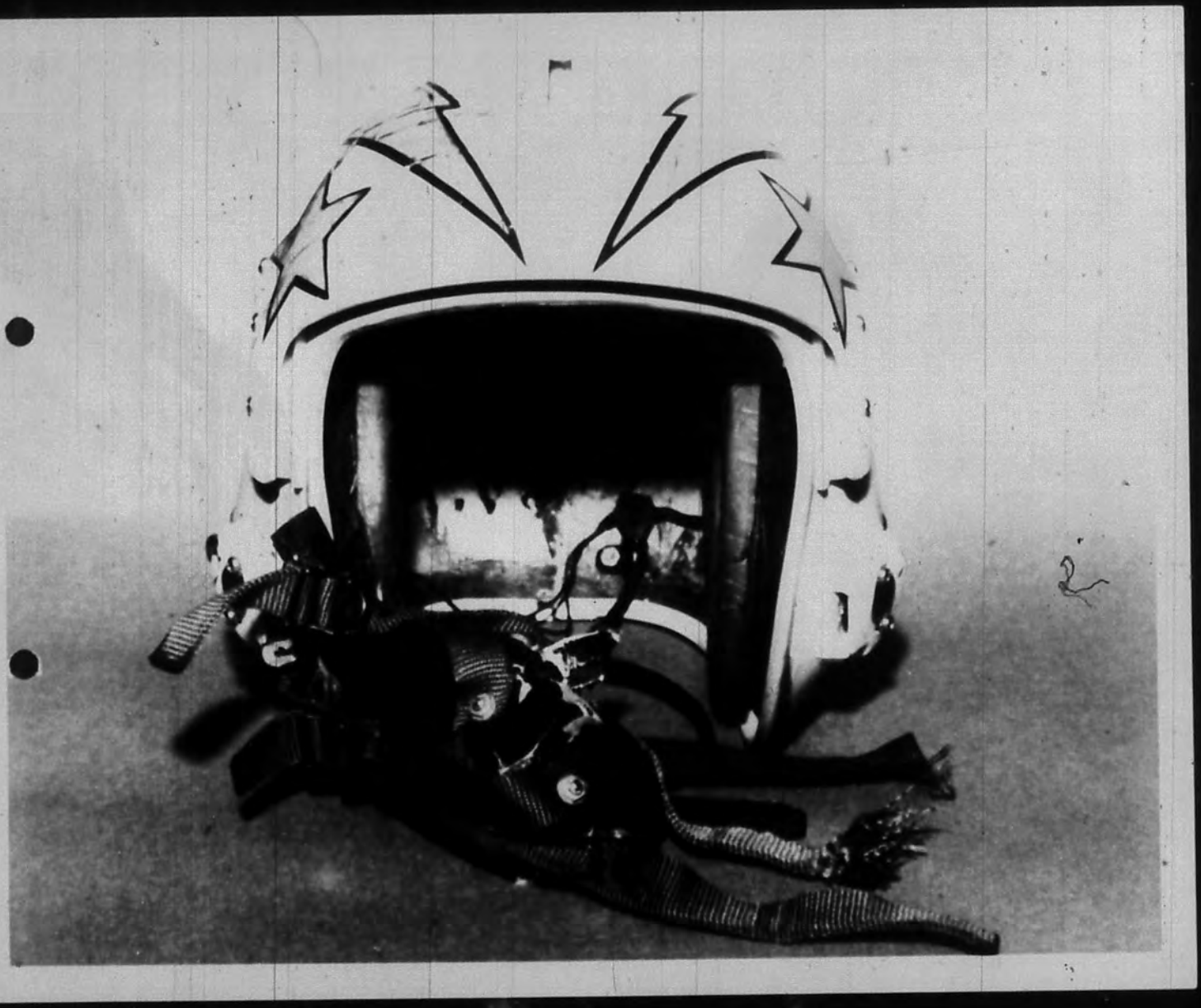

STBD

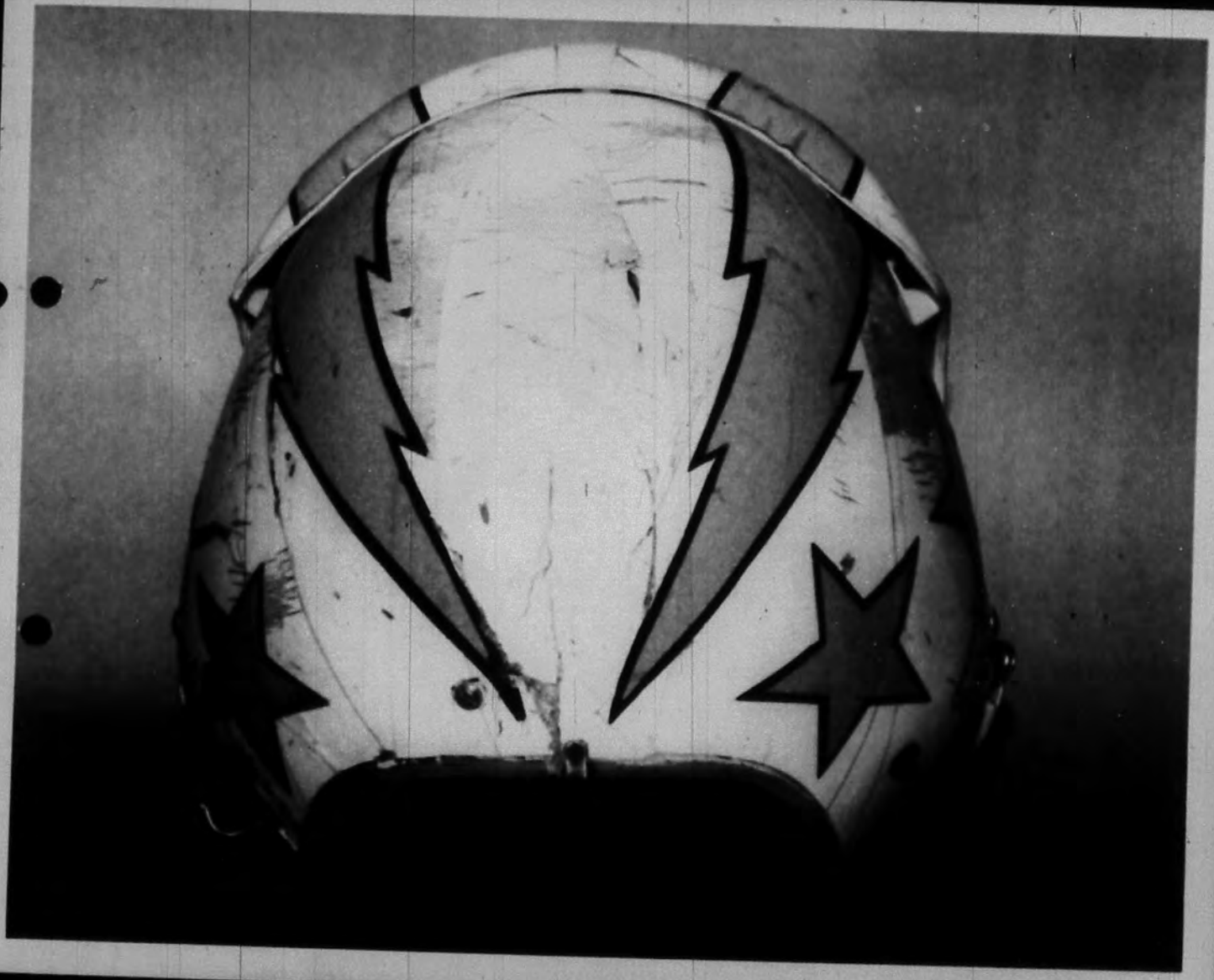
PORT

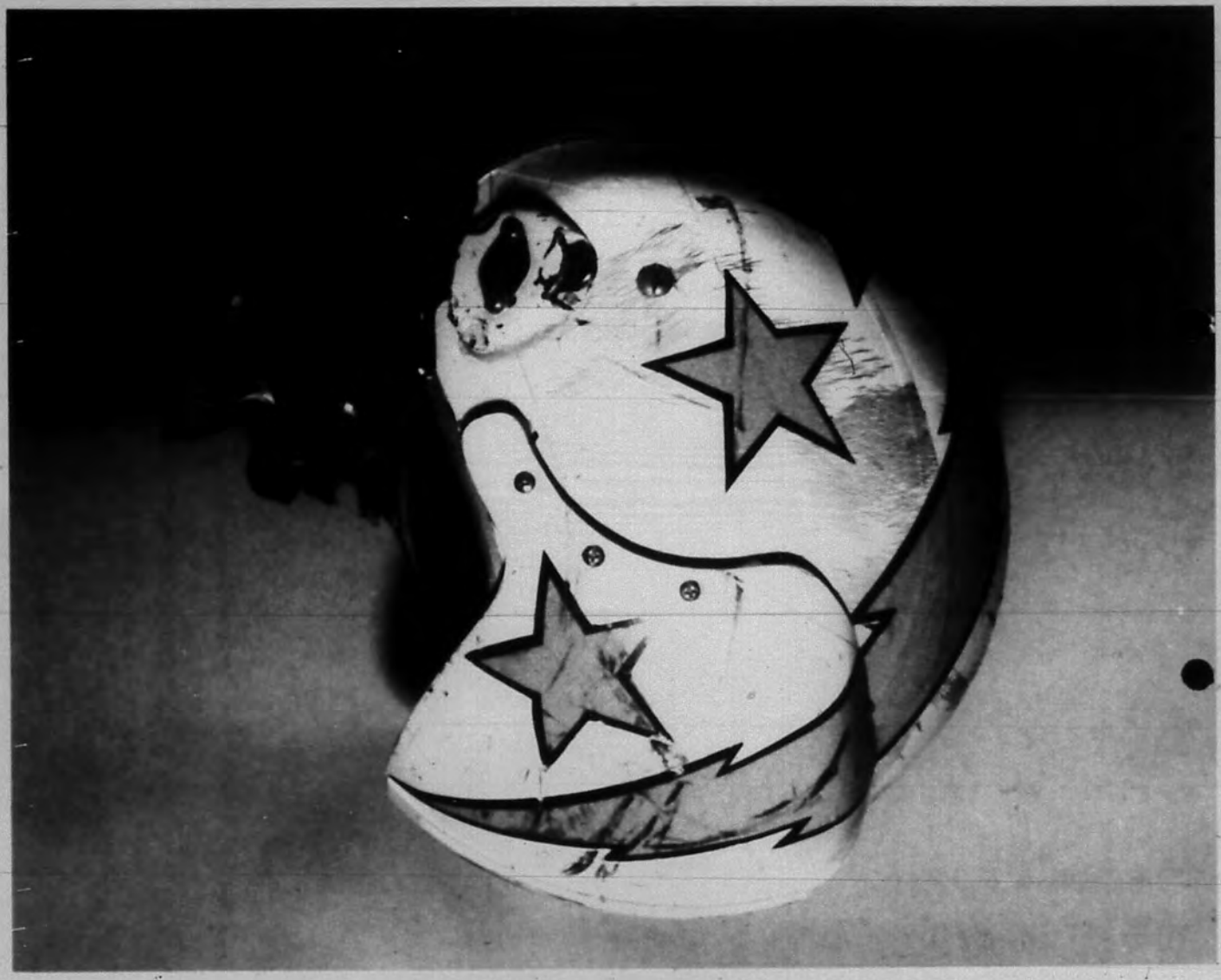
Medical Officer Report.

Withheld in its entirety under exemptions (b)(5) and (b)(6).









6

Statement of LCDR Roger L. FERGUSON, USN, [redacted] (b) (6) 6602,
Maintenance Officer, Fighter Squadron THIRTY THREE,
concerning Accident of F4B BUNO 150493 on 15 March 1967

(b) (5)

[redacted]

Enclosure (20)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

(b) (5)

[redacted]

(b) (6)

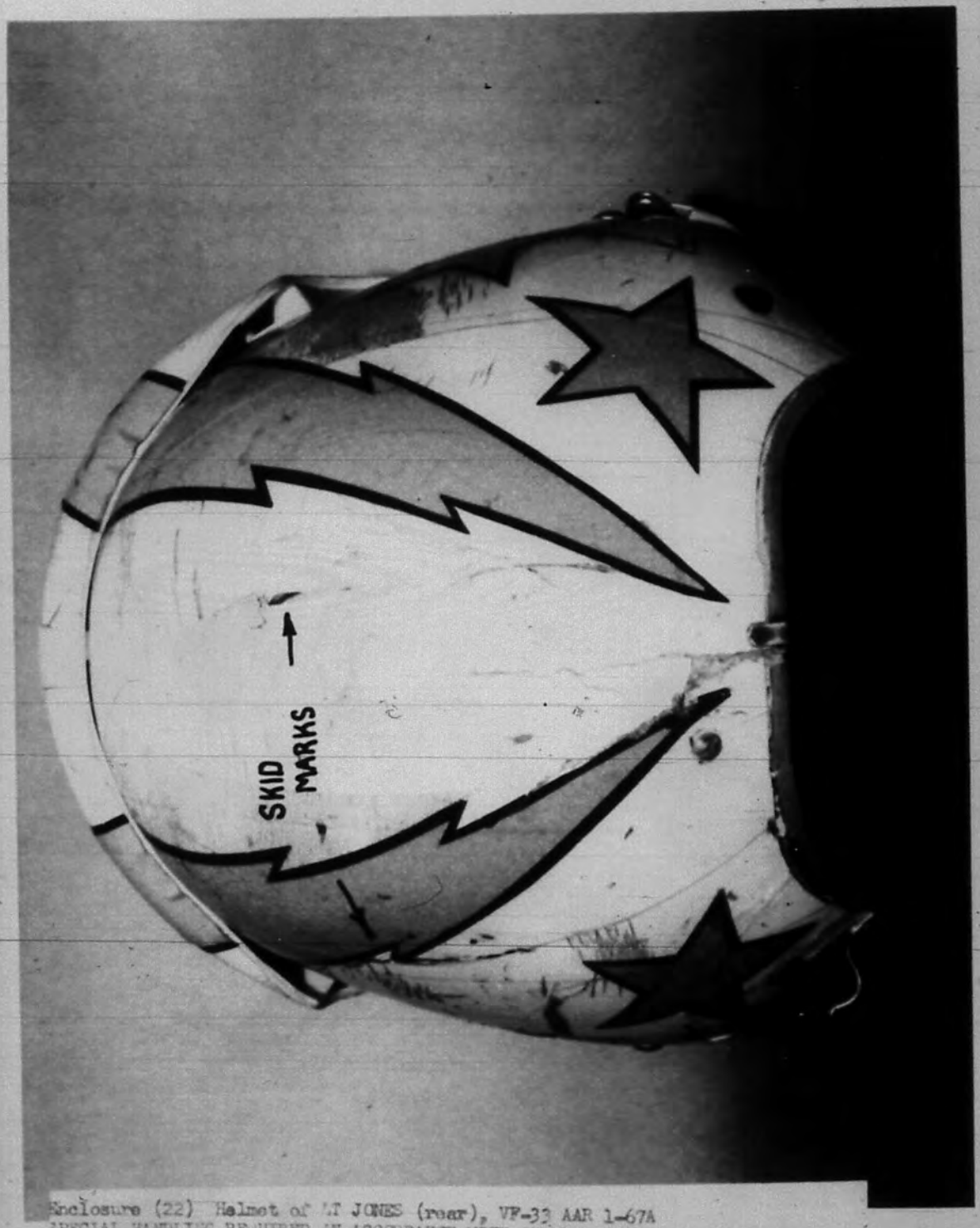
[redacted]

LCDR, USN

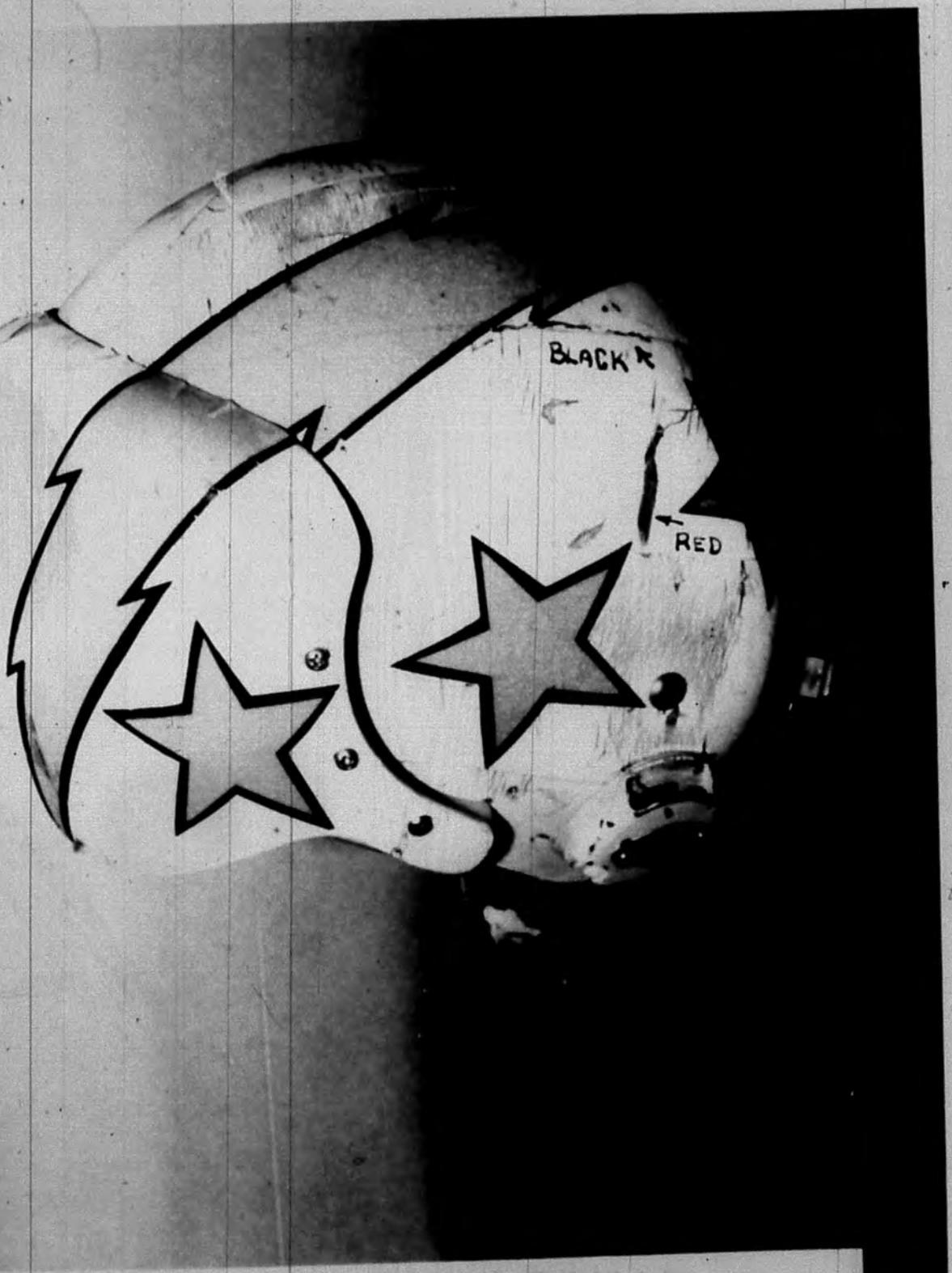
Enclosure (20)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

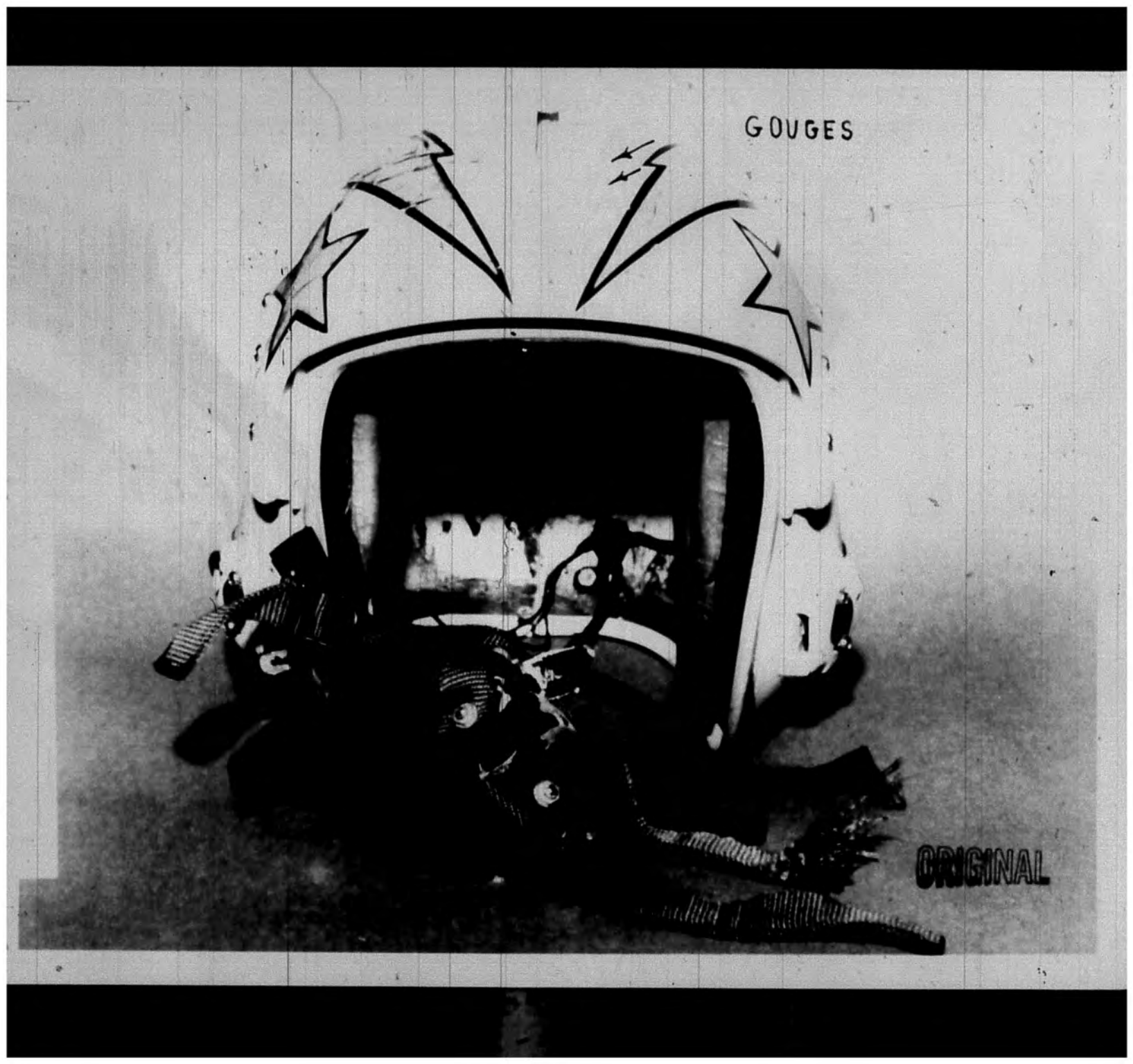
ORIGINAL



Enclosure (22) Helmet of LT JONES (rear), VF-33 AAR 1-67A
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES



Enclosure (2). Helmet of LT JONES (left side), VF-33 AAR [illegible]
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST [illegible]


GOUGES
ORIGINAL

LIST OF REFERENCES

(a) McDonnell Speedletter ——— 730-350-7684 of 1 FEB 67
(b) McDonnell Speedletter ——— 731-350-71479 of 9 MAR 67
(c) Naval Air Engineering Center Message ——— 222148Z MAR 67
(d) AMERICA F-4B CAT Accident, Sitrep ONE ——— USS AMERICA 161620Z MAR 67
(e) F-4B CAT Accident, Sitrep TWO ——— USS AMERICA 182247Z MAR 67
(f) F-4B CAT Accident, Sitrep THREE ——— USS AMERICA 192109Z MAR 67
(g) F-4B CAT Accident, Sitrep FOUR ——— USS AMERICA 202227Z MAR 67
(h) F-4B CAT Accident, Sitrep FIVE ——— USS AMERICA 212301Z MAR 67
(i) F-4B CAT Accident, Sitrep SIX ——— USS AMERICA 222317Z MAR 67
(j) F-4B CAT Accident, Sitrep SEVEN ——— USS AMERICA 261913Z MAR 67
(k) F-4B CAT Accident, Sitrep EIGHT ——— USS AMERICA 300037Z MAR 67
(l) F-4B CAT Accident, Sitrep NINE ——— USS AMERICA 302151Z MAR 67
(m) F-4B CAT Accident, Final Sitrep ——— USS AMERICA 312053Z MAR 67

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E

ORIGINAL

Statement of [redacted] (b) (6) GS-12, CAFSU Representative, CONFIRMED:

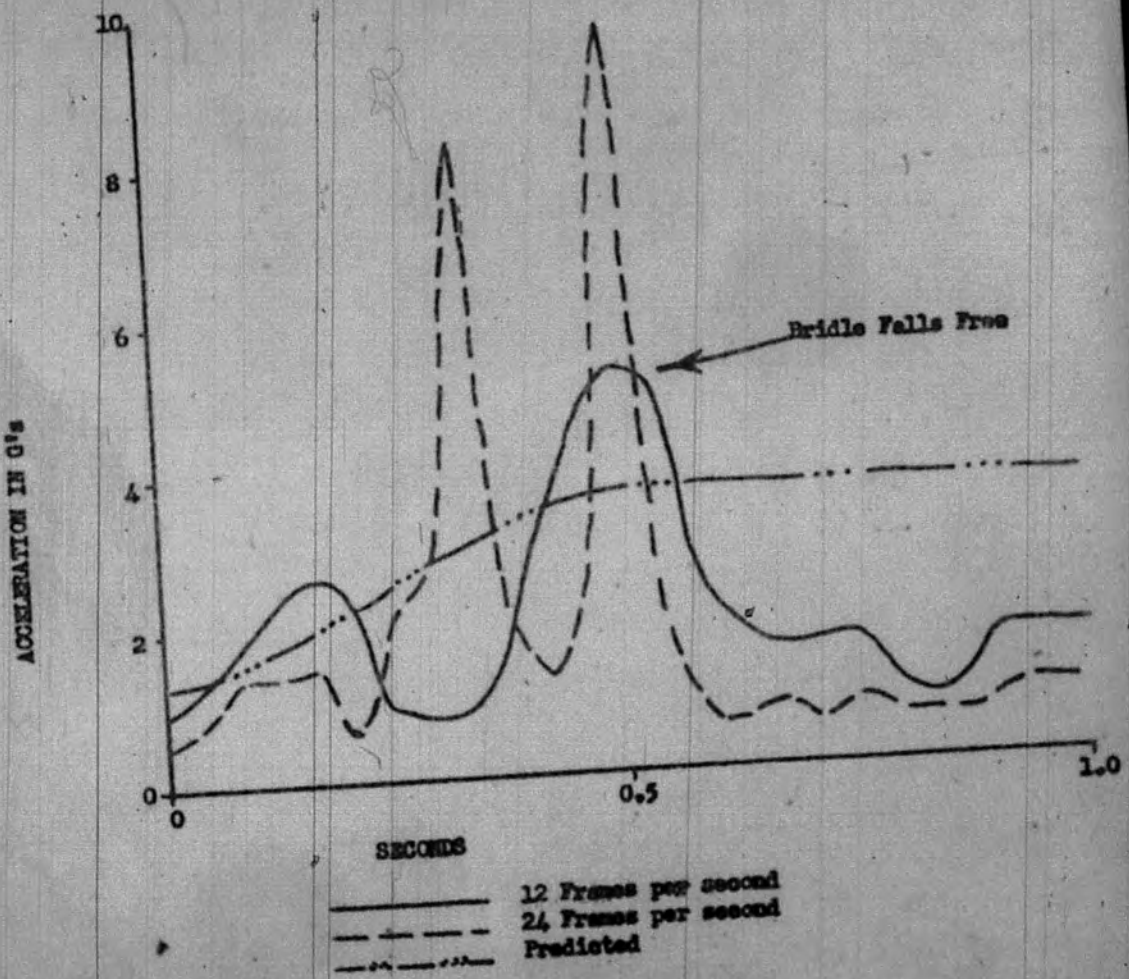
[redacted] (b) (5)

[redacted] (b) (6)

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INSTRUCTION 3750.6E

Enclosure (27)



Acceleration Graph During First Second of Launch

Enclosure (28)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

Statement of ABE3 [redacted] (b) (6) USN [redacted] (b) (6) Number Three Catapult Safety Petty Officer, V-2 Division, concerning the Accident of F-4B BUNO 150493 on 15 March 1967:

[redacted] (b) (5)

[redacted] (b) (6)

Certified to be a true copy

[redacted] (b) (6)

LCdR USN

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6E SERIES

Enclosure (29)

NNNNCZCZCNASC346572
RTTU JAW RUEDBHB3584 0972326-UUUU--RUCILSA.
ZNR UUUUU
R 0722 2Z APR 67
FM NAVAIRSYSCOMHQ
TO RUCILMA/COMNAVAIRLANT
INFO RUCINPA/MCAS CHERPT
RUFRF/COMFAIRMED
RUCIHKA/NAVPLANTREPO ST LOUIS
RUCILSA/NAVAVNSAFECEN
ZEN2/USS AMERICA
BT
UNCLAS
F-4 CATAPULT TOW HOOK FITTING
A. USS AMERICA 031551Z APR 67
B. COMFAIRMED 041459Z APR 67
1. REF A DASH 13 SUBJ FITTING INSTALLED ON BUNO 152280 BY O&R
CHERRY POINT NOV 1966 WHEN ORIGINAL DASH 15 WAS FOUND TO BE CRACKED.
DASH 13 WAS INSTALLED DUE NON-AVAILABILITY OF DASH 17 SPARES
2. DASH 13 FITTING IS SATISFACTORY FOR CONTINUED USE IN BUNO 152280.
REF B REFERS
BT

346/67

Cog N+M

APR
072212

VF-33

NNNNZCZCNASC789YY
RFTE JAW RUCIYHG 0702 0940212-EEEE--RUCILSA.
DE RUTKRE 072 0931551
ZNY EEEEE
R 031551Z APR 67
FM USS AMERICA
TO RUEDBHB/NAVAIRSYSCOMHQ
RUCINPA/CG CHERPT
INFO RUTPRC/COMSIXTHFLT
RUFRF/COMFAIRMED
RUFRN/NAF NAPLES
RUCILWA/NAVAIRSYSCOMREPLANT
RUCILSA/NAVAVNSAFECEN
ZEN/COMCARDIV FOUR
RUCIHHA/NAVPLANTREPO
RUCINBA/COMFAIRMORFOLK
RUCILMA/COMNAVAIRLANT
BT
UNCLAS E F T O
CATAPULT TOW HOOK FITTING P/N 32-11WQ
A.SXAVAIR 01-245FDA-4-
B. MY 202227Z MAR 67
C. NPRO MCDONNELL STL 241559Z MAR 67
D. NPRO MC DONNELL STL 162300Z MAR 67

789/67

Cog M+M

PAGE TWO RUTKRE 072 UNCLAS E F T O
E. NAVAIR 01-245FDB-2-2.3
1. INCIDENT TO RECENT INSP NOTED DASH 13 MODEL OF SUBJ FITTING INSTALLED BUNO 152280. REF A, FIG 1-12-1, INDICATES FITTING P/N 32-1121-13 NOT AUTHORIZED FOR INITIAL INSTALLATION OR REPLACEMENT ON BLOCK 23 ACFT. NO HISTORY OF FITTING REPLACEMENT BUNO 152280 ACFT LOGS. NO DASH 13 FITTINGS INSTALLED OTHER ACFT. REF B PARA F DESCRIBED CORROSION INNER BORE OF DASH Y FITTING INSTALLED OPOSITE SIDE SAME ACFT. REF C INDICATED CORROSION IN DASH Y FITTING WITHIN LIMITS.
2. REF D PARA 5 RECOMMENDS REPLACEMENT OF DASH 13/14/15/16 FITTINGS WITH DASH 17/18 FITTINGS.
3. REQ ADVISABILITY OF CONTINUED USE OF DASH 13 FITTING IN BUNO 152280.
4. IF REPLACEMENT REQUIRED FOLG INFO PERTINENT:
A. NEW FITTINGS P/N 32-11121-17/18 RECVD NOT PREDRILLED.
B. PROCEDURES FOR DRILLING AND REAMING NOT LISTED REF E, PG 9-5, PARA 9-42/43
C. NEW FITTING CAN BE DRILLED/REAMED IN MACHINE SHOP ON BOARD USING OLD FITTING AS MODEL. HOWEVER, UNCERTAIN SUFFICIENT ACCURACY WOULD BE ACHIEVED COPYING OLK FITTING AND DESIGNED STRENGTH RETAINED WITHOUT DRAWINGS, SPECIFICATIONS AND DRILLING/REAMING PROCEDURES.

PAGE THREE RUTKRE 072 UNCLAS E F T O
D. CONSIDERING CRITICAL AREA INVOLVED AND CATASTROPHIC NATURE OF A FAILURE, HIGHLY RCMD DRILLING AND REPLACEMENT OF CATAPULT TOW HOOK FITTINGS BE PERFORMED BY DEPOT LEVEL OR FIELD MOD TEAM.
E. ACFT PRESENTLY DISASSEMBLED FOR CAT TOW HOOK INSP. ONE TIME FLT IMPRACTICAL.
5. CG CHERPT: IF DETERMINATION MADE THAT FITTING REPLACEMENT NECESSARY, REQUEST FORWARD ALL NECESSARY DRAWINGS SPECS, PROCEDURES ASAP.
BT

APR
031551Z

VF-77

NNNNZCZCNASC916CZCSLA176
PTTE JAW RUEDBLA5956 0842035-EEEE--RUCILSA.
ZNY EEEEE
P R 251820Z MAR 67
FM NAVAIRENGCEN PHILA PA
TO RUCIJUA/USS AMERICA
RUFRF/COMFAIRMED
INFO RUCILMA/COMNAVAIRLANT
RUEDBHB/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCINPA/MCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
RUCIJUA/COMCARDIV FOUR
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFCEN
RUCIJUA/COMSIXTHFLT
RUDLKD/CINCUSNAVEUR
BT
UNCLAS E F T O
F4B CAT ACCIDENT
USS AMERICA PASS TO NAEL (SI) ENGR MARTIN BERMAN
A. USS AMERICA 212301Z (NOTAL)
1. INORD COMPLETE INSPECTIONS AND TESTS NO. CATAPULT AS DESCRIBED SUBPARA IF REF A. RCMD DEADLOAD PROGRAM ON NO. 1 AND NO. 4 CATAPULTS.
2. REQ UTILIZE STEAM PRESSURE RECORDER IN POSSESSION NAEL TEST ENGR BERMAN AND DEADLOAD UNDER CONTROL COMFAIRMED.
3. CONDUCT MIN 3 SHOTS EACH ON NO. 1 AND NO. 4 CATS AT ENDSPEEDS

PAGE TWO RUEDBLA5956 UNCLAS E F T O
130,140,150, KTS. RECORD FOL:
A. INITIAL STEAM PRESS
B. CYLINDER STEAM PRESS VS TIME AT STA, ZERO.
C. LAUNCH VALVE STROKE TIMER READINGS
D. END SPEED FROM CHRONOGRAPH SUPPLEMENTED BY BRUSH RECORDER
4. NAEL TEST ENGR COMPARE RESULTING DATA FROM BOTH CATS AND REPORT RESULTS NAEL (SI).
5. FOR COMFAIRMED: REQ ASSIST IN FURNISHING RFI DEADLOAD FOR THESE TESTS.
BT

(416) 67

Cog: A&R

MAR 25 1820Z

F4B VF-3

NNNNMSWWRPAGQCNXCZCSLB017
RTTE JAW RUCILMA1243 0821647-EEEE--RUCILSA.
ZNY EEEEE
ZON2 NRTT WRTT MRTT TRTT KRTT XRAJ
ZOC
R 231647Z MAR 67
TO AIG 31
BT
UNCLAS E F T O
F-8 LAB 106.
A. ADMINO COMNAVAIRLANT 112253Z JAN 1963
B. NAVWEPS 01-45HHA-6-2 (CARD 31).
C. NAVWEPS 01-45HHD-6-2 (CARD 34).
1. CANCEL REF A.(F-8 INSPECTION REQUIREMENTS AFTER SUSPECTED HARD CATAPULT LAUNCH). REF B AND C ESTABLISHES NEW REQUIREMENTS.
BT

656/67

Cog: T/L
M+M

VF-37

Mar
231647Z

NNZCZCNASC521CZCSLB644
PTTE JAW RUEDBLA5611 0812148-EEEE--RUCILSA.
ZNY EEEEE
P R 222148Z MAR 67
FM NAVAIRENGCEN PHILA
TO RUCILMA/COMNAVAIRLANT
RUEDBHB/NAVAIRSYSCOMHQ
RUCIHAA/NAVPLANTREPO STL
INFO RUCIJUA/USS AMERICA
RUCILSA/NAVAVNSAFECEN
RUTKRE/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCINPA/CGMCASCHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
BT
UNCLAS E F T O
F-4 ACFT CAT TOW HOOK INVEST
A. COMNAVAIRLANT 172129Z MAR 67
B. USS AMERICA 181500Z MAR 67 NOTAL
1. BROKEN HALF OF TENSION BAR FROM F-4 ACCIDENT NOTED IN REF A AND ONE TENSION BAR FROM SAME LOT SHIPPED IAW REF B RECEIVED 21 MAR. BROKEN HALF OF TENSION BAR CONFORMED TO SPEC/DWG REQUIREMENTS, HAD NO INDICATIONS OF MATERIAL FLAWS AND FRACTURE APPEARS TO BE NORMAL.
2. TENSION BAR FROM SAME LOT (A53) WAS TESTED AND BREAKING LOAD WAS 62,800 LBS MEETING ALL SPEC/DWG REQUIREMENTS.
BT

521/67

2221482

NNNNMZCNASC473CZCSLA685
RTTE JAW RUCINPA2858 0802322-EEEE--RUCILSA.
ZNY EEEEE
R 212322Z MAR 67
FM CG MCAS CHERRY POINT
TO RUEDBHB/NAVAIRSYSCOMHQ
INFO RUCIHHA/NPRO MCDONNELL STL
RUCILWA/NAVAIRSYSCOMREPLANT
RUEDUHA/USS AMERICA
RUTKRE/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUCILSA/NAVSAFECEN NORVA
RUEDBLB/NAVAIRENGCEN
BT
UNCLAS E F T O
F-4B BUNO 150493; REPORT ON PREVIOUS HEAT DAMAGE TO
A. COMNAVAIRLANT 172129Z MAR 67
B. NPRO MCDONNELL STL 162300Z MAR 67
1. REFERENCE A PASSED REFERENCE B PARAGRAPH 2 FOR ACTION. REFERENCE B REFERRED TO AN ACCIDENT INVOLVING THE SUBJECT AIRCRAFT. CONCERN WAS EXPRESSED AS TO POSSIBLE DAMAGE TO THE CATAPULT TOW HOOK FITTING, BY A PREVIOUS FIRE IN THE STARBOARD ENGINE BAY, BEING A CONTRIBUTING FACTOR TO THE REPORTED ACCIDENT.

PAGE TWO RUCINPA2858 UNCLAS E F T O
2. THE FIRE IN THE STARBOARD ENGINE BAY WAS CONFINED TO THE AREA BETWEEN W.L. (WATER LINE) 0 AND W.L. 25, F.S. (SUSELAGE STATION) 303 AND F.S. 359, AND B.L. (BUTTOCK LINE) 0 AND B.L. 49.
3. SINCE THE CATAPULT HOLDBACK FITTING IS LOCATED NEAR F.S. 446 AND THE CATAPULT TOW HOOK FITTING IS NEAR F.S. 240, THE HEAT DAMAGED STRUCTURE WHICH WAS REPAIRED/REPLACED IN ACCORDANCE WITH THE STRUCTURAL REPAIR MANUAL COULD NOT HAVE CONTRIBUTED TO THE REPORTED ACCIDENT.
THAT A BLEED AIR SYSTEM INTEGRITY CHECK BE PERFORMED BY ALL OPERATIONAL UNITS. RECOMMEND EITHER THE PRESSURE AND LEAKAGE TEST AS SPECIFIED BY ITEM 1, PAGE 2-180, OF REFERENCE J OR THE HYDROSTATIC CHECK AS SPECIFIED BY REFERENCE K, AT EACH CALENDAR INSPECTION AND/OR ANY TIME A DUCT SECTION HAS BEEN LOOSENED, REMOVED, OR REPLACED FOR ANY REASON.
4. IT IS FURTHER RECOMMENDED THAT THE PROPOSED PRESSURE OF THE HYDROSTATIC TEST BE MADE EQUAL TO THE CURRENT AIR PRESSURE TEST THEREBY REDUCING THE POSSIBILITIES OF INDUCING INCIPIENT CRACKS AND SUBSEQUENT FATIGUE OF SENSITIVE WELDS IN THE UNDERCUT DUCT WELD AREAS AS CITED IN REF I. WITH THIS ADJUSTMENT, EITHER PRESSURE TEST WILL BE ADEQUATE FOR VERIFICATION OF BLEED AIR SYSTEM INTEGRITY.
BT

2123227

F4B 150493 VF-33 1-67A 3-15-67

RRRRRRR-RRSCZCSLE 489
PFTE JAW RUCIYHD0852 0810749-EEEE--RUCILSA.
DESRUTKRE 195 0802301
ZNY EEEEE
P R 212301Z MAR 66
FM USS AMERICA
TO RUCILMA/COMNAVAIRLANT
INFO RUEDBHA/BNAVAIRSYSCOMHQ
RUEDBLA/NAAIRENGCEN
RUCIHHA/NAVPLANTREPO ST. LOUIS
RUCINPA/MCASSCHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
ZEN/COMCARDIV FOUR
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
RUTPRC/COMSIXTHFLT
RUTKRQ/CINCUSNAVEUR
BT
UNCLAS E F T O
F4B CAT ACCIDENT SITREP FIVE
A. MY 211454Z NOTAL
B. MY 211502Z NOTAL
C. MY 211820Z NOTAL
D. MY 202227Z NOTAL

A63/67

Cog. M+M

PAGE TWO RUTKRE 195 UNCLAS E F T O
1. FOLLOWING APPLIES TO NR. 4 CAT:
A. NO. 4 CATAPULT LAUNCH VALVE STEAM SECTION COMPONENTS INSPECTED. ALL PARTS GENERALLY IN EXCELLENT CONDITION WITH EXCEPTION OF FOLLOWING MINOR DISCREPANCIES: STARBOARD STEAM PISTON HAD FOUR PITTED AREAS ON PISTON SKIRT. MAX DEPTH 1/64 INCH. PORT PISTON HAD 1/2 INCH DIAMETER AREA WHERE ATTEMPT HAD BEEN MADE TO GRIND OUT CASTING PITS BEFORESPLATING. GROUND OUT AREA WAS ON "B" SECTION OF CONTOUR NEAR CENTER OF DOME. PISTON WAS STAMPED WUTH R/S.A. NUMBER 366. PISTON SEATS AVERAGED .005 INCH OVERSIZE ON I.D.
B. PISTON CAN BE MOVED FREELY BY HAND IN ALL DIRECTIONS IN PISTON CHAMBER.
C. NO GALLING OR SCORING.
D. STROKE TIMER CLOCKS CHECKED ACCURATE WITHIN .01 SECOND AS COMPARED TO HAND HELDSSTOP WATCH.
E. EACH PISTON HAS STAMPED IDENTIFICATION CODE SHOWING PISTON CONTOUR HAD BEEN INSPECTED.
F. WHEN CAZAPULT IS AGAIN OPERATIONAL, INTEND TO MAKE CYLINDER STEAM PRESSURE RECORDS TO COMPARE WITH TEST DATA AND RECORDS FROM CAT NO. 1.
2. FOLLOWING APPLIES F4 ACFT:

PAGE THREE RUTXRE 195 UNCLAS E F T O
A. THIRTEEN ACFT CHECKED DYE PENETRANT, NO CRACKS NOTED. TOTAL NON FLYABLE DUE INSPECTION NOW FIFTEEN. ESTIMATE TWO ACFT READY FOR FLT 22 MAR.
B. ADDITIONAL PARTS NEEDED FOR REASSEMBLY, REF (A), (B) AND (C).
3. FOLLOWING ITEMS REMAIN UNANSWERED FROM REF (D):
(1) CONCURRENCE FOR F4 FLT OPS.
(2) PARTS TO SUPPORT INSPECTION AND REASSEMBLY.
BT

Mu 2 0 23017

F4B 150493 VF-33 1-67A 3-15-67

NNNNZCZCNASC435CZCSLA568
PTTU JAW RUEDBHB5303 0802109-UUUU--RUCILSA.
ZNR UUUUU
P R 212014Z MAR 67
FM NAVAIRSYSCOMHQ
TO RUCILMA/COMNAVAIRLANT
RUCIHHA/NAVPLANTREPO ST LOUIS
INFO RUCILSA/NAVAVNSAFECEN
ZEN2/USS AMERICA
BT
UNCLAS
F-4B CATAPULT ACCIDENT
A. USS AMERICA 202227Z
1. CNAL. CONCUR PARA 2B REF A
2. NAVPLANTREPO ST LOUIS: PASS TO CONTR. TAKE PARA 2G REF A FORAC
BT

435/67

Cog. RECORDS

Mar
212014Z

F4B 150493 VF-33 1-67A 3-15-67

PTTE ZYY RUCILMA0934 0201841 RUCI-EEEE--RUCILSA.
PTTE JAW RUCILMA0934 0801841-EEEE--RUQKCF RUEDBHB RUCIHHA RUEDBLB
RUCINPA RUCILWA RUFRF RUWJMUA RUCILSA RUDLKD.
ZNY EEEEE
P R 211841Z MAR 67
FM COMNAVAIRLANT
TO RUQKCF/USS AMERICA
RUEDBHB/NAVAIRSYSCOMHQ
INFO RUCIHHA/NAVPLANTREPO ST. LOUIS
RUEDBLB/NAVAIRENGCEN
RUCINPA/CGMCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
RUQKCF/COMCARDIV FOUR
RUFRF/COMFAIMED
RUWJMJA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
RUQKCF/COMSIXTHFLT
RUDLKD/CINCUSNAVEUR
BT
UNCLAS E F T O
F-4 CAT TOW HOOK
A. USS AMERICA 202227Z MAR 67
B. USS AMERICA 201423Z MAR 67 NOTAL
C. MY 162021Z JAN 63 NOTAL
1. USS AMERICA:
A. CONCUR PARA 2B REF A EXCEPT UNUSUAL WIND CRITERIA NOT CONSIDERED NECESSARY ON INSPECTED ACFT.
B. PER REF B, REF C QUOTED FOR INFO:
"F-4 ACFT INSP REQUIREMENTS AFTER SUSPECTED HARD CATAPULT LAUNCH

#382/67

COL M+M

PAGE TWO RUCILMA0934 UNCLAS E F T O
A. BUWEPS 112144Z NOTAL
B. F-4 IPB REV 1 SEP 62 FIG 1-13
1. REF A PROMULGATES SUBJECT INSPECTION CRITERIA
2. FOLLOWING ACTION REQUIRED PRIOR NEXT CAT LAUNCH WHENEVER HARD CAT LAUNCH IS SUSPECTED:
A. INSPECT CAT TOW SUPPORT FITTING, P/N 32-11121 ITEM 1 REF B, FOR CRACKS AT THE LOWER SURFACE, SPAR, AND UPPER WING SKIN CONNECTORS - ESPECIALLY IN THE VICINITY OF ALL HOLES. CHECK FOR FASTENER LOOSENESS OR DEFORMATION. CHECK THE 2.7500 PLUS OR MINUS .0010 INCH HOLE FOR OUT-OF-ROUND CONDITION."
B. INSPECT CAT TOW HOOK, P/N 32-11129 ITEM 31 REF B, FOR CRACKS OR OTHER DAMAGE - PARTICULARLY IN THE VISINITY OF THE ATTACHMENT HOLES AND IN THE BRIDLE/TOW HOOK CONTACT AREA.
C. REPORT POSITIVE FINDINGS BY BUNO TO BUWEPS FOR DISPOSITION, INFO BWR ST LOUIS.
3. THIS IS F-4 LAB 49."
C. PER PARA 2E REF A SHIPDATA WILL BE FURNISHED SEPARATELY BY AMO NORFOLK.
2. NAVAIRSYSCOMHQ: REQUEST COMMENT PARA 2C AND D REF

MAR

211841Z

F4B 150493 VF-33 1-67A 3-15-67

PTTE ZYY RUCILMA0934 0201841 RUCI-EEEE--RUCILSA.
PTTE JAW RUCILMA0934 0801841-EEEE--RUQKCF RUEDBHB RUCIHHA RUEDBLB
RUCINPA RUCILWA RUFRF RUWJMUA RUCILSA RUDLKD.
ZNY EEEEE
P R 211841Z MAR 67
FM COMNAVAIRLANT
TO RUQKCF/USS AMERICA
RUEDBHB/NAVAIRSYSCOMHQ
INFO RUCIHHA/NAVPLANTREPO ST. LOUIS
RUEDBLB/NAVAIRENGCEN
RUCINPA/CGMCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
RUQKCF/COMCARDIV FOUR
RUFRF/COMFAIMED
RUWJMJA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
RUQKCF/COMSIXTHFLT
RUDLKD/CINCUSNAVEUR
BT
UNCLAS E F T O
F-4 CAT TOW HOOK
A. USS AMERICA 202227Z MAR 67
B. USS AMERICA 201423Z MAR 67 NOTAL
C. MY 162021Z JAN 63 NOTAL
1. USS AMERICA:
A. CONCUR PARA 2B REF A EXCEPT UNUSUAL WIND CRITERIA NOT CONSIDERED NECESSARY ON INSPECTED ACFT.
B. PER REF B, REF C QUOTED FOR INFO:
"F-4 ACFT INSP REQUIREMENTS AFTER SUSPECTED HARD CATAPULT LAUNCH

#382/67

COL M+M

PAGE TWO RUCILMA0934 UNCLAS E F T O
A. BUWEPS 112144Z NOTAL
B. F-4 IPB REV 1 SEP 62 FIG 1-13
1. REF A PROMULGATES SUBJECT INSPECTION CRITERIA
2. FOLLOWING ACTION REQUIRED PRIOR NEXT CAT LAUNCH WHENEVER HARD CAT LAUNCH IS SUSPECTED:
A. INSPECT CAT TOW SUPPORT FITTING, P/N 32-11121 ITEM 1 REF B, FOR CRACKS AT THE LOWER SURFACE, SPAR, AND UPPER WING SKIN CONNECTORS - ESPECIALLY IN THE VICINITY OF ALL HOLES. CHECK FOR FASTENER LOOSENESS OR DEFORMATION. CHECK THE 2.7500 PLUS OR MINUS .0010 INCH HOLE FOR OUT-OF-ROUND CONDITION."
B. INSPECT CAT TOW HOOK, P/N 32-11129 ITEM 31 REF B, FOR CRACKS OR OTHER DAMAGE - PARTICULARLY IN THE VISINITY OF THE ATTACHMENT HOLES AND IN THE BRIDLE/TOW HOOK CONTACT AREA.
C. REPORT POSITIVE FINDINGS BY BUNO TO BUWEPS FOR DISPOSITION, INFO BWR ST LOUIS.
3. THIS IS F-4 LAB 49."
C. PER PARA 2E REF A SHIPDATA WILL BE FURNISHED SEPARATELY BY AMO NORFOLK.
2. NAVAIRSYSCOMHQ: REQUEST COMMENT PARA 2C AND D REF

MAR

211841Z

F4B 150493 VF-33 1-67A 3-15-67

NNNNZCZCNASC342
0700 COMPHSWWRPAGQNX
CZCSLB097
PFTE JAW RUCIYHC0793 0800726-EEEE--RUCILSA.
DE RUTKRE 117 0792227
ZNY EEEEE
P R 202227Z MAR 67
FM USFIAMERICA
TO RUCILMA/COMNAVAIRLANT
RUEDBHB/NAVJTRSYSCOMHQ
INFO RUCIJUA/NAVAIRENGCEN
RUWPSL/NAVPLANTREPO ST LOUIS
RUCINPA/MCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
ZEN/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVACPAFECEN
RUTPRC/COMSIXTHFLT
RUTMUMEUG/CINCUSNAVEURR

343
67

WWUAUNCLAS E F T O
REF: (A) NPRO STL 162300Z MAR 67 NOTAL
(B) NAVAIRSYSCOMHQ 172301Z MAR 67 NOTAL
(C) F-4BIJAIN INST MANUAL NAVAIR 01-245 FDB-2-2.3
(D) MY 192130Z MAR 67 NOTAL

PAGE TWO RUTKRE 117 UNCLAS E F T O
(E) MY 202016Z MAR 67 NOTAL
(F) MY 202018Z MAQOR 67 NOTAL
(G) MY 202020Z MAR 67 NOTW
S
F-4B CAT ACCIDENT SITREP FOUR
1. FOLG APPLIES TO NO 4 CAT:
INBOARD STEAM POPPET AND HYDRAULIC OPERATING CYLINDER REMOVED FROM LAUNCHING VALVE AT OPERATING CYLINDER FLANGE. IN PROCESS OF MOVING ASSEMBLY TO WORKING AREA FOR FURTHER DISASSEMBLY.
2. FOLG APPLIES F-4 ACFT:
A. ELEVEN ACFT CHECKED DYE PENETRANT, NO CRACKS NOTED. TOTAL NON-FLYABLE DUE INSQNOW 13.
B. REQUEST CONCURRENCE TO COORENCE F4 FLT OPS IAW PARA 2A THRU D REF B WITH ACFT COMPL INSP UTILIZING CATS 1, 2 AND 3. COMCARDIV FOUR CONCURS.
C. REMOVED PORT CAT FITTING BUNO 151510 BECAUSE HOOK RETAINING BOLTS INSTALLED WITH BOLT HEADS FACING INBOARD.
D. MANY HOOK POINT RETAINING NUTS APPEAR OVER TORQUED AS EVIDENCED
BY WASHERS DEEPLY GOUGED AND PRESSED OUT OF ROUND.
E. MATERIALS REQUISITIONED REF D, E, F AND G URGENTLY REQD TO SUPPORT INSPECTION AND REASSEMBLY. REQ CNAL ASSISTANCE TO EXPEDITE

PAGE THREE RUTKRE 117 UNCLAS E F T O
DELIVERY.
F. SURFACE CORROSION FOUND MIDDLE PORTION INNER BORE CAT HOOK FITTING P/N 32-11121-16, BUNO 152280. REMOVAL OF CORROSION ZQVHED OUT AREA 1 1/2 INCH DIA AND .007 INI INTO SURFACE FACE. REF C PARA 9-58, F. STATES TOW HOOK HOLE DIA SHALL NOPT BE GREATER THAN 2.750 INCH. PRESENT DIWF2.757 INCH. MAC ENG BOUCHARD STATES CAT HOOK FITTING ACCEPTABLE FOR CONTINUED USE AND RECOMMENDS FOLG LIMITS:
(1) LOWER 1.5 INCHES OF BORE 2.755 MAX.
(2) UPPER 1.0 INCHES OF BORE 2.755 MAX.
(3) REMAINDER OF BORE 2.765 MAX.
G. FOR NAVAIRSYSCOMHQ: REQ ADVHSE IF FITTING CHANGE BUNO 152280 CONSIDERED NECESSARY.
BT

202227Z

F4B 152493 NF-13 1-67A 3-15-67

NNNNZCZCNASC244CZCSLA944
PFTE JAW RUCIYHD0238 0790215-EEEE--RUCILSA.
DE RUTKRE 111 0782109
ZNY EEEEE
P R 192109Z MAR 67
FM USS AMERICA
TO RUCILMA/COMNAVAIRLANT
INFO RUCIJUA/NAVAIRENGCEN
RUEDBHA/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPOHST LOUIS
RUCINPA/MCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
ZEN/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
RUTPRC/COMSIXTHFLT
RUTKRQ/CINCUSNAVEUR
BT
UNCLAS E F T O
F4B CAT ACCIDENT SITREP THREE
1. FOLLOWING APPLIES NO 4 CAT:
A. CONDUCTED 50 ADDITIONAL LAUNCH VALVE CYCLES. ALL TIMES WEPL WITHIN ALLOWABLE BANDWIDTH.

244/67

PAGE OWO RUTKRE 111 UNCLAS E F T O
B. CYCLED LAUNCH VALVES FOUR TIMES AT 100 PSI HYDRAULIC PRESSURE. STROKE TIMES COMPARABLE TO THOSE RECORDED FROM SIMILIAR TEST CONDUCTED JUNE 1966.
C. INTEND TO COMMENCE DISSASSEMBLY OF LAUNCH VALVE STEAM SECTION AT 200900Z. ESTIMATED TIME TO COMPLETE FOUR DAYS.
2. FOLLOWING APPLIES F-4 ACFT:
A. TWO ACFT CHECKED BY DYE PENETRANT, THREE BY ZYGLO. NO CRACKS NOTED.
B. 190900Z COMMENCED DISASSY FOUR MORE ACFT. TOTAL NON FLYABLE DUE INSP NOW NINE. EST COMPLETION DATE ALL ACFT 282000Z.
C. EST INSP RQRMNTS 155 MMH AND 48 HRS DOWNTIME PER ACFT. FITTING REPLACEMENT RQRS EST ADDITIONAL 12 HRS DOWNTIME PER FITTING.
D. FOLLOWING MAT'L NIS AND URGENTLY RQD TO SUPPORT TOW HOOK INSP.

QUAN	NOMENCLATURE	P/N	FSN
60	BOLT, MACHINE	NAS 628-56	925306-816-0949
288	WASHER, FLAT	AN 960D816	925310-167-0742
60	NUT, SELF LOCKING	NAS 1021A8	925310-582-8455
100	GASKET	50887-400S	925330-541-1799
6 GAL	EPOXY PAINT REMOVER	MCL-R-81294	

E. DUE INABILITY TO XRAY THE DESIRED CAT TOW ASSEMBLY AREA AND

PAGE THREE RUTKRE 111 UNCLAS E F T O
RELATIVE INEFFECTIVENESS THIS PROCEDURE AS ADVISED BY MR BOUCHARD, AM CONCENTRATING EFFORT ON DYE PENETRANT CHECK.
3. NPRO STL MSG 162300Z MAR 67 OUTLINING INSP PROCEDURES SERVICED TWICE BUT NOT YET RECEIVED. REQ FWD EARLIEST. AM DELAYING REASSY AND FURTHER DISASSY UNTIL RECEIVED.
BT F4B 156493 UF-33 2-15-67 192109Z

NNNNZCZCNASC205CZCSLA789
PFTE JAW RUCIYHE0447 0780500-EEEE--RUCILSA.
DE RUTKRE 154 0772247
ZNY EEEEE
P R 182247Z MAR 67
FM USS AMERICA
TO RUCILMA/COMNAVAIRLANT
INFO RUCIJUA/NAVAIRENGCEN
RUEDBHB/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCINPA/CG MCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
ZEN/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVISAFECEN
RUTPRC/COMSIXTHFLT
RUTKRQ/CINCUSNAVEUR
BT
UNCLAS E F T O
F4B CAT ACCIDENT SITREP TWO
A. COMCARDIV FOUR 161620Z MAR 67 NOTAL
B. CNAL 172129Z MAR 67
1. REF A WAS SITREP ONE. MR. M. BERMAN, NAEL, ARRIVED 171300A.

205/67

Copy M/M

PAGE TWO RUTKRE 154 UNCLAS E F TSO
MR. BOUCHARD MAC REP ARRIVED 181600A. NOT USING NO 4 CAT. F4B'S WITHHELD FROM FLYING.
2. FOLLOWING PERTAINS TO NO 4 CAT AND HAS COMPLETE CONCURRENCE MR BERMAN AND MR HUNTER CAFSU REP:
A. CONTINUED INVESTIGATION REVEALS NOTHING THAT COULD CAUSE A CATAPULT MALFUNCTION.
B. BROKEN HOLDBACK END OF TENSION BAR APPEARS TO HAVE BROKEN NORMALLY AND IS COMPARABLE TO OTHER BAR IN ROCKWELL HARDNESS. BROKEN HOLDBACK TENSION BAR BEING SHIPPED PER REF B.
C. NO EVIDENCE BRIDLE BROKE. BRIDLE INPACT MARK ON DECK INDICATES BRIDLE SHED INTACT FROM ACFT TWO HOOK.
D. CATAPULT HOOKUP PROCEDURES AND INSPECTIONS IN USE ARE IAW EXISTING INSTRUCTIONS.
E. DELIBERATE ATTEMPTS TO MISPOSITION A BRIDLE ON AN F4 HAVE BEEN UNSUCCESFUL.
F. HYDRAULIC, AIR AND STEAM PRESSURE GAGES CHECKED FOR ACCURACY. HEISE GAGE WITHIN FIVE PSI OF TEST GAGE. MAX ERROR ON OTHER GAGES 50 PSI.
G. MK2 BRIDLE ARRESTER TENSIONING SPEED CHECKED AT 10 FEET PSR SECOND WITH BA SHUTTLE IN USE AT TIME OF ACCIDENT. WITH A SPARE BA SHUTTLE THAT HAD A STRONGER SPRING, THE SHUTTLE HAD TO BE KICKED TO START AND

PAGE THREE RUTKRE 154 UNCLAS E F T O
SPEED WAS 7 FEET PER SECOND. DECK GEAR AND ACCESSORIES CHANGE NO. 128 WAS ACCOMPLISHED DURING ORIGINAL CERTIFICATAION TESTS.
TENSIONING SPEED WILL BE READJUSTED BEFORE FUTURE OPERATIONS.
H. CONDUCTED NUMEROUS UNSUCCESSFUL ATTEMPTS TO DISLODGE TENSIONED BRIDLE FROM F4 TOW HOOK BY TENSIONING BA LANYJRDS. AFT TENSIONING FORCES WERE AMPLIFIED BY MANUALLY JERKING LANYARDS AND APPLYING A MAN'S WEIGHT DOWNWARD ON BRIDLE EYE.
I. UNLESS ADVISED OTHERWISE, NEXT INVESTIGATIVE STEP WILL BE DISSASSEMBLY OF LAUNCH VALVE STEAM SECTION.
3. FOLLOWING COMMENTS APPY TO F4 ACFT:
A. TWO ACFT HAVE BEEN XRAYED. RUSULTS SHOW NO CRACKS. XRAY WILL PENETRATE TOW HOOK CASTING BARREL BUT NOT BASE.
B. F4 INVESTIGATION WILL INTENSIFY NOW MAC REP ONBOARD. WILL ADVISE NEXT SITREP.
BT

F4B 150491 VF-33 3-15-67

182

NNNNZCZCNASC205CZCSLA789
PFTE JAW RUCIYHE0447 0780500-EEEE--RUCILSA.
DE RUTKRE 154 0772247
ZNY EEEEE
P R 182247Z MAR 67
FM USS AMERICA
TO RUCILMA/COMNAVAIRLANT
INFO RUCIJUA/NAVAIRENGCEN
RUEDBHB/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPO ST LOUIS
RUCINPA/CG MCAS CHERPT
RUCILWA/NAVAIRSYSCOMREPLANT
ZEN/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVISAFECEN
RUTPRC/COMSIXTHFLT
RUTKRQ/CINCUSNAVEUR
BT
UNCLAS E F T O
F4B CAT ACCIDENT SITREP TWO
A. COMCARDIV FOUR 161620Z MAR 67 NOTAL
B. CNAL 172129Z MAR 67
1. REF A WAS SITREP ONE. MR. M. BERMAN, NAEL, ARRIVED 171300A.

205/67

Cog'm/m

PAGE TWO RUTKRE 154 UNCLAS E F TSO
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PAGE THREE RUTKRE 154 UNCLAS E F T O
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B. F4 INVESTIGATION WILL INTENSIFY NOW MAC REP ONBOARD. WILL ADVISE NEXT SITREP.
BT

F4B 150491 VF-33 3-15-67

182

NNNNMZCNASC053
PTTE JAW RUCILMA0619 0762131-EEEE--RUCILSA.
ZNY EEEEE
P 172131Z MAR 67
FM COMNAVAIRLANT
INFO RUCILWA/NAVAIRSYSCOMREPLANT
RUCINPA/CG MCAS CHERPT
RUTKRE/USS AMERICA
RUTKRE/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUCILSA/NAVSAFECEN NORVA
RUEDBLB/NAVAIRGENCEN
P162300Z MAR 67
FM NPRO MCDONELL STL
TO NASCHQ
INFO COMNAVAIRLANT
COMNAVAIRPAC
BT
UNCLAS E F T O SECTION ONE OF TWO
PASS TO AIR-5102F, CAPT FARNSWORTH, CDR COOPER
NAVPLANTREPO SENDS AS MCDONNELL COMPANY 731-350-71715 16 MAR 1967.
CONTRACTS NOW 64-0001 AND 65-0044; MODEL F/RF-4B/J AIRCRAFT; CATA-
PULT TOW HOOK FITTING, P/N 32-11121, DAMAGE INVESTIGATION,
ADDITIONAL INFORMATION ON
A COMCARDIV FOUR MESSAGE 151512Z MARCH 1967.
B. USS AMERICA MESSAGE 181345Z MAR 1967
C. USS AMERICA MESSAGE 151437Z MARCH 1967
D. USS AMERICA MESSAGE 151715Z MARCH 1967
E. MCDONNELL SPEEDLETTER 731-350-71479, 9 MARCH 1967
1. REFERENCE (A) ADVISES THAT IN VIEW OF THE STIMILARITY OF THE TWO
ACCIDENTS REPORTED IN REFERENCE(B) AND (C) CONCERNING DAMAGE TO THE
CATAPULT TOW HOOK FITTING, ALL USS AMERICA F-4B AIRCRAFT SHALL BE

53/67

Cog A&R-facilities
M&M

Page 1 of 2

PAGE TWO RUCILMA0619 UNCLAS E F T O
SUBJECT TO INVESTIGATION. SINCE BOTH ACCIDENTS OCCURED ON THE USS
AMERICA NUMBER FOUR CATAPULT, PROCEDURES AND PERTINENT DATA CON-
CERNING THAT CATAPULT ARE TO BE INVESTIGATED. NOTING THAT INSPEC-
TION PROCEDURES IN ACCORDANCE WITH IAFB94 ARE NOT CONSIDERED
ADEQUATE, REFERENCE(D) REQUESTED ADVICE CONCERNING THE FINDINGS FROM
THE INVESTIGATION OF THE DAMAGED TOW HOOK FITTING ON BU NO. 151476,
AS REPORTED IN REFERENCE(B).
2. THE CONTRACTOR CONCURS THAT THE OCCURENCE OF BOTH ACCIDENTS ON THE
SAME CATAPULT IS EXTREMELY SIGNIFICANT. IT IS RECOMMENDED THAT, IN
THE INVESTIGATION OF THAT CATAPULT, PARTICULAR ATTENTION BE GIVEN
TO THE LOAD-STROKE AND/OR ANY OTHER CHARACTERISTIC OF THE CATAPULT
THAT COULD IMPOSE AN OVERLOAD ON THE AIRCRAFT TOW HOOK FITTING. THE
CONTRACTOR WOULD ALSO BE INTERESTED IN DETERMININATION OF THE
EXTENT TO WHICH THE FIRE IN THE FORWARD R/H ENGINE BAY ON BU
NO. 150493 AIRCRAFT(19 MAY 1966) MAY HAVE CONTRIBUTED TO THE PRESENT
ACCIDENT.
IT HAS BEEN LEARNED THAT THE AFFECTED AREA WAS SUBJECTED TO INTENSE
HEAT FOR A PERIOD OF 3 TO 4 MINUTES. THE TIME FOR REPAIR OF THE
SAMAGE RESULTING FROM THE FIRE WAS REPORTED TO HAVE BEEN APPROXIMATELY
3000 MANHOURS.

Mar 17213

F+B 150493 VF-33 3-15-67

PAGE THREE RUCILMA0619 UNCLAS E F T O
3. REGARDING THE DAMAGED SUBJECT FITTING FROM BU NO. 151476, THE CONTRACTOR REPORTED IN REFERENCE(E) HIS FINDINGS FROM EXAMINATION OF THE PARTIAL EXHIBIT RECEIVED, AND ADVISED THAT CONTINUING PORTION OF THE EXHIBIT FORM THE AIRCRAFT BEING DELIVERED TO PAR. REFERENCE (E) REPORTED THAT THE PARTIAL ANALYSIS HAD INDICATED THE DAMAGE TO BE OF DIFFERENT NATURE THAN THAT PREVIOUSLY ENCOUNTERED FOR WHICH IAFB94 INSPECTION WAS INTENDED, AND THAT THE CURRENT EXHIBIT DAMAGE WOULD NOT HAVE BEEN DISCLOSED BY THAT INSPECTION. IF WAS REPORTED, HOWEVER THAT RIGID INSPECTION OF A NUMBER OF OTHER FITTINGS ON HAND, INCLUDING DYE PENETRAT INSPECTION OF SEVERAL MACROSECTIONS TAKEN FROM EACH FIVE FITTINGS THAT HAVE BEEN RETURNED FROM CHERRY POINT AS EXHIBITS OF THE PREVIOUS TYPE OF DAMAGE, DID NOT DISCLOSE ANY DAMAGE OF THE TYPE DISPLAYED BY THE PARTIAL EXHIBIT FROM BU NO. 151476.
4. A MORE DETAILED INSPECTION THAN IAFB94 HAD BEEN RECOMMENDED EARLIER IN REFERENCE(F) FOR THE PREVIOUSLY ENCOUNTERED STRESS-CORROSION CRACKING IN THE PARTING PLANE OF THE FITTING. NEED FOR THE REFERENCE (F) INSPECTIONS WAS RE-EMPHASIZED IN REFERENCE (E); HOWEVER, A RECOMMENDATION WAS NOT CONSIDERED WARANTED AT THAT TIME FOR A MASSIVE INSPECTION PROGRAM FOR THE CURRENT UNPRECEDENTED TYPE OF DAMAGE ON THE BASIS OF THAT ONE OCCURNACE ON THE OTHER HAND IN VIEW OF THE SIMILARITY OF THE SECOND OCCURENCE, AS INDICATED BY THE SCANT

Page 2of

PAGE FOUR RUCILMA0619 UNCLAS E F T O
DETAILED INFORMATION CONCERNING THE BU NO. 150493 ACCIDENT, IF NASC CONSIDERS SUCH AN INSPECTION PROGRAM NECESSARY, THE CONTRACTOR RECOMMENDS THAT THE PROCEDURES CONTAINED IN ENCLOSURE(1) BE PROMULGATED FOR THAT PURPOSE. IT IS ESTIMATED THAT THIS INSPECTION WOULD ENTAIL APPROXIMATELY 50 MANHOURS FOR EACH FITTING, 100 MANHOURS PER AIRPLANE.
5. SHOULD THIS INSPECTION BE DEEMED NECESSARY, IT WOULD LOGICALLY REPLACE THE INSPECTION OUTLINED IN REFERENCE(F), AND SHOULD ALSO BE REPEATED AT CALENDAR INTERVALS THEREAFTER UNTIL INCORPORATION OF NEW 32-11121-17/-18 FITTINGS IN PLACE OF ANY EXISTING INSTALLED 32-11121-13/14/-15/-16 FITTINGS.
THE CONTRACTOR RECOMMENDS THAT THE FOLLOWING INSPECTION BE PERFORMED ON ALL DELIVERED AIRCRAFT ASAP.
A. GAIN ACCESS TO THE CATAPULT TOW HOOK FITTING, P/N 32-11121, BY REMOVING THE ADJACENT INBOARD BLC DUCTS PER NAVAIR 01-245FDB-2-2.5 FIGURES 3-1 AND 3-4 AND NAVAIR 01-245FDB-2-2.2 FIGURES 9-12, 9-13 OR 9-14. THESE PROCEDURES PROVIDE FOR DISCONNECTING THE INBOARD LEADING EDGE FLAP AND REMOVING THE FLAP SEALS AND BLC DUCTS.
B. REMOVE THE CATAPULT TOW HOOK PAN ASSEMBLY, P/N 32-11519.
C. REMOVE THE THREE CROSS PIN BOLTS FROM THE BARREL OF THE CATAPULT

PAGE FIVE RUCILMA0619 UNCLAS E F T O
FITTING. REMOVE THE HOOK POINT, P/N 32-11437.
D. MASK FITTING A
OUND AREA TO BE INSPECTED AND REMOVE PAINT FOR A ONE-HALF INCH WIDTH AROUND THE HOOK POINT HOLE ON THE BOTTOM CYLINDRICAL SURFACE OF THE FITTING AND FROM A TWO-INCH WIDE STRIP EXTENDING FROM TOP TO BOTTOM OF THE FITTING CENTERED ON THE FORWARD VERTICAL FACE OF THE FITTING BARREL.
1. REMOVE EPOXY PAINT SYSTEM WITH MIL-R-81294 EPOXY PAINT REMOVER. SCRUBBING OF SURFACE WITH BEAR-TEX(OR EQUIVALENT) ABRASIVE PADS MAY BE NECESSARY TO FACILITATE COMPLETE COATING REMOVAL. FLUSH AWAY ALL PAINT STRIPPER WITH WATER.
2. REMOVE PREVIOUS APPLICATIONS OF THE COATING DESCRIBED IN PARAGRAPH H. BELOW BY SCRUBBING THE FITTING SURFACE WITH BEAR-TEX ABRASIVE PADS AND MEHSL ET YL KETONE(MEK) AND, IF NECESSARY, USE MIL-R-8633 PAINT REMOVER IN ACCORDANCE WITH MCDONNELL P.S. 13415. FLUSH AWAY ALL PAINT STRIPPER WITH WATER.
3. USE SOLVENT SUCH AS MEK TO CLEAN BORE HOLE IN FITTING PRIOR TO DYE PENETRANT INSPECTION. FLUSH AWAY ALL SOLVENT WITH WATER. DYE PENETRATE INSPECT THE STRIPPED EXTERIOR SURFACES OF THE FITTING AND THE ENTIRE INTERNAL BORE OF THE FITTING BARREL USING A LIGHT COATING OF DRY DEVELOPER.
BT

MAR
172312

NNNNZCZCNASG066CZCSLA427
PTTE JAW RUCILMA0618 0762129-EEEE--RUCILSA.
ZNY EEEEE
P 172129Z MAR 67
FM COMNAVAIRLANT
TO RUEDBLB/NAVAIRGENCEN
RUTKRE/USS AMERICA
RUEDBJB/NAVAIRSYSCOMHQ
RUCIHHA/NAVPLANTREPO STL
RUCINPA/CG MCAS CHERPT
INFO RUCILWA/NAVAIRSYSCOMREPLANT
RUTKRE/COMCARDIV FOUR
RUFRF/COMFAIRMED
RUWJMUA/COMNAVAIRPAC
RUCILSA/NAVAVNSAFECEN
BT
UNCLAS E F T O
F-4 ACFT CAT TOW HOOK INVEST
A. NAVPLANTREPO STL 162300Z MAR 67 PASEP
B. FONCON NAVAIRSYSCOMHQ (AIR-5102F/COMNAVAIRLANT (CNAL 522) 17 MAR 67
C. USS AMERICA 161151Z MAR 67 PASEP
D. COMCARDIV FOUR 161620Z MAR 67 PASEP
1. INVESTIGATION F-4 ACFT CATAPULT TOW HOOK CONTINUING. ULTIMATE SELECTED COURSE OF ACTION MUST WAIT DETERMINATION CONTRIBUTION NO. 4 CATAPULT TO THE TWO AMERICA FAILURES. THE FACT THAT FAILURES HAVE NOT OCCURED ON ANY OTHER SHIP OR CATAPULT IS CONSIDERED OF PRIMARY IMPORT, PARTICULARLY

66/67

Cog A&R (facilities)

PAGE TWO RUCILMA0618 UNCLAS E F T O
SINCE MAX GROSS WEIGHT/LIGHTWIND OPERATIONS IN WESTPAC ARE IMPOSING EXTREME STRESSES IN CARRIER EMPLOYMENT OF THE F-4. THE DISSIMILARITY BETWEEN TYPE DAMAGE IN PARTIAL EXHIBIT BUNO 151476 AND THAT EXPECTED FROM CRACKS IN FITTINGS DISCOVERED IN PAR ACFT RECENT MONTHS CREATES FURTHER SUSPICION OF SOME PROBLEM UNIQUE TO THE AMERICA. IN ANY CASE, IT IS A APPARENT THAT EXAMINATION OF AMERICA ACFT IS NECESSARY.
2. USS AMERICA: COMMENCE INSPECTION, DETAILED REF A, THOSE ACFT LAUNCHED ON NO. 4 CATAPULT. NO OBJECTION ADDITIONAL XRAY CITED REFS C AND D.

REQUEST ADCON BY DAILY SITSUM PROGRESS AND FINDINGS. ADVISE ASSISTANCE REQUIRED FURTHER REQUEST SHIP HOLDBACK T-BAR SEGMENT USED THIS LAUNCH AND ADDITIONAL LOT SAMPLE, IF AVAILABLE, TO NAVAIRGENCEN, ATTENTION CODE NF-4. PRIORITY AIRSHIP. ADCON SHIPPING DATA.
3. NAVAIRSYSCOMHQ: AS DISCUSSED REF B, REQUEST ARRANGE PRIORITY AIR SHIPMENT 4 EACH LEFT AND RT FITTINGS P/N 32-11121-17/-18 TO AMERICA. ADCON SHIPPING DATA.
4. NAVPLANTTREPO: REF E AND F OF REF A NOT HELD. REQUEST FORWARD EARLIEST.
5. CG MCAS CHERPT: REQUEST TAKE PARA 2 REF A FORAC.ADCON EXTENT REPAIR EFFECTED BUNO 150493 DUE FIRE DAMAGE R/H ENGINE BAY AND ESTIMATE ANY POSSIBLE CONTRIBUTION TO PRESENT FAILURE INVESTIGATION.
6. NAVAIRGENCEN: REQUEST CONDUCT PRIORITY ANALYSIS HOLDBACK T-BAR SEGMENT UPON RECEIPT. ADCON EARLIEST.
BT

M
172129Z

FYB 150493 VF-33 2-15-67

703 15 103

131

MESSAGE DRAFT
NAD 4452 (New 2/58)

CLASSIFICATION
UNCLASSIFIED

DATE [redacted] MARCH 1967

FROM NAVAL AVIATION SAFETY CENTER

DRAFTED CDR. [redacted] (b) (6)

ACTION
USS AMERICA

✓ PRECEDENCE ✓	
	Mail
	Night Message
	Routine
X	Priority
	Op. Immed.
	Emgr.
	Flash

INFO

TEXT

UNCLAS EFTO

F-4 CATAPULT ACCIDENT

A. YOUR 161801Z
B. YOUR 151437Z

1. MACHINE LISTING REQUESTED BY REF A INDICATES NO F-4 ACCIDENTS SIMILIAR TO REF B, FOR ANY OTHER SHIPS.

REFERENCE MESSAGE

FYB 120493 VF-33 1-67A 3-15-67

TRANSMIT BY RADIO —	CLASS OF REF.	CWO	TOR COMM. OFFICE	DATE/TIME GROUP
				172105Z

NNNNCZCSLA935
PFTE JAW RUCIYHE0942 0752310-EEEE--RUCILSU.
DE RUTKRE 114 0751801
ZNY EEEEE
P 161801Z MAR 67
FM USS AMERICA
TO RUCILSA/NAVAVNSAFECEN
BT
UNCGAS E F T O
FA CATAPULT ACCIDENT
A. MY 151437Z
1. REQUEST A MACHINE RUN FOR ANY SIMILAR FA ACCIDENTS INVOLVING C-7, C-11, OR C-13 CATAPULTS. REF A REFERS.
2. IF ANY OCCURRED REQUEST:
A. ACFT GROSS WT
B. WOD
C. STEAM PRESSURE
D. TYPE CATAPULT
E. ACCIDENT CAUSE
BT

9/05/67

ACTION
RECORDS

MAR
16 1801Z

ZNY EEEEE
P 151437Z MAR 67
FM USS AMERICA
TO RUCIJDA/CNO
RUEDBHA/NAVAIRSYSCOMHQ
RUCILSA/NAVAL AVIATION SAFETY CENTER
INFO RUCIJFA/BUPERS
RUEDNKA/CINCLANTFLT
RUCILM/COMNAVAIRLANT
RUWJMUA/COMNAVAIRPAC
RUTPRC/COMSIXTHFLT
RUCINBA/COMFAIRNORFOLK
RUFRF/COMFAIRMED
ZEN/CTF SIX ZERO
RUCILUA/CG FMFLANT
RUWMMFA/CG FMFPAC
RUCLAKA/COMREPATKCARAIRWING FOUR
RUWJAPA/COMREPATKCARAIRWING TWELVE
RUCINPA/CG MCAS CHERPT
RUWMHHA/NAVPLANT REP O STL
RUCIJUA/DIR ARMED FORCES INSTITUTE OF PATHOLOGY

768/67

AAR

PAGE TWO RUTKRE 071 UNCLAS E F T O
RUTKRQ/CINCUSNAVEUR
BT
UNCLAS E F T O
PRELIMINARY MSG REPT OF AAR
A. OPNAVINST P3750.6E
B. MY 181345 JAN 67 NOTAL
1. F-4B, 150493, FITRON 33 AAR 1-67
2./015 MAR 67, 1202A, CVA-66 WESTERN MED (580 FATHOMS)
3. TRAINING
4. ALPHA
5. AFTER ABOUT 25 FEET OF TRAVEL ONTUNO 4 CAT STROKE, BRIDLE LEFT ACFT, SHUTTLE TRAVELED FORWARD, STRIKING NOSE GEAR. NOSE GEAR COLLAPSED FORWARD. ACFT OSCILLATED DIRECTIONALLY TOWARD LEFT DECK EDGE, LEFT WING DROPPED, PORT EXTERNAL WING TANK RUPTURED AND IGND ON CONTACT WITH SCUPPER ON OVER-RUN EXTENSION OF PORT ANGLE DECK. RIO EJECTED AS ACFT WENT OVER SIDE. BRIDLE NOT RECOVERED.
6. JONES, GEORGE DUNHAM, LT, USNR, [redacted] 1315 ACTIVE. MISSING, FATAL. NOK NOTIFICATION NOT CONFIRMED.
7. DUFFY, JOSEPH WALTER, LTJG, USNR, [redacted] 1325 ACTIVE. MINOR INJURY. RIO.

PAGE THREE RUTKRE 071 UNCLAS E F T O
8. PATRICIA ELAINE (BRANTLEY) JONES, 3402-40TH AVE., MERIDIAN MISS, 39301. WIFE.
9. COLEMAN, LARRY R., AA, USN, B30 15 10, CATAPULT CREW MEMBER. SERIOUS BURN INJURY.
10. ASC-135 INCORPORATED, AND AFB-94 COMPLIED WITH BY O&R CHERRY POINT 10-18-66.
11. PLAT TAPE AVAIL FOR INVESTIGATION. DUE MARKED SIMILARITY ACCIDENT REF B AM REQUESTING TECHNICAL ASSISTANCE
12. RIO EJECTED, EXTENT OF CHUTE DEPLOYMENT PRESENTLY UNKNOWN. NOT KNOWN IF PILOT ATTEMPTED EJECTION OR EGRESS BY OTHER METHOD.
BT

MAR
151437Z

F4B 150493 VF-33 1-67A 3-15-67