FF4-1/3750
Ser 80/ 420
18 JAN 1961

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

Subj: ATKRON 23 AAR 3-60 concerning A4D-2 BUNO 142092, pilot WINTERBOTTOM of 30 Sept 60

Ref: (a) COMNAVAVNSAFECEN ltr NASC/531/lm dated 5 January 1961
(b) COMNAVAIRPAC FIFTH ENDORSEMENT ser 80/9446 dated 28 November 1960

(b) (5)

[redacted]

W. T. HARDING
By direction

RECEIVED
JAN 20 1961
NAVAL AVIATION SAFETY CENTER

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
Norfolk 11, Virginia

NASC/531/lm
5 January 1961

From: Commander, U. S. Naval Aviation Safety Center

To: Commander Naval Air Force, U. S. Pacific Fleet

Subj: VA-23 Original AAR Serial 3-60 Concerning A4D-2

Bureau No. 142092 accident occurring 30 September 60,

Pilot WEINERBOTTOM.

Ref: (a) OPNAVINST 3750.6D

(b) (5)

[redacted]

D. L. CAMPBELL
By direction

ORIGINAL

PART I - GENERAL

SECTION A - IDENTIFICATION

1 A/C ACCIDENT BOARD APPOINTED BY: Attack Squadron TWENTY THREE	2 DATE OF ACCIDENT: 30 SEP 60 · TIME (LZ): 0621U. · 3 SERIAL NUMBER: 3-60
4 TO: Commander Naval Aviation Safety Center	5 ENCLOSURES (1) See Ind'ex to Enclosures (2) (3) (4) (5) (6) (7) (8) (9)
6 VIA (1) C.O., Attack Squadron TWENTY THREE	
(2) COMCARAIRGRU TWO	
(3) C.O., NAAS Fallon, Nevada	
(4) COMFAIRALAMEDA	
(5) COMNAVAIRPAC	
(6)	
(7)	
7 REPORTING CUSTODIAN (if different than item 1. above)	8 ACTIVITY OPERATING A/C (if different than item 7.)

9 KIND OF FLIGHT: 1A77	10 TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT	11 LOCATION OF ACCIDENT: B-16 Range 222° Mag. 9 Mi. Fallon Tacan	12 ELEVATION ABOVE SEA LEVEL: 4000'
13 PLACE OF LAST TAKE-OFF: NAAS Fallon, Nevada		14 CLEARED FROM: NAAS Fallon TO: NAAS Fallon	

15 TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ DVFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)

16 TIME IN FLIGHT: 0.3	17 TYPE ACCIDENT: C-2 Collision with target (Encl 6d)	18 PHASE OF FLIGHT: 4 (Inflight)

A/C

19 MODEL	20 SERIAL NO.	21 DAMAGE TO A/C	22 DOLLAR COST	23 AIRSPEED (Kts.)	24 A/C WEIGHT
A4D-2	142092	☒ A ☐ B ☐ C ☐ D ☐ E ☐ F	$484,000	512	14,000#

25 LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete on OPNAV FORM 3750-1 for each A/C involved)

SECTION B - PERSONNEL DATA

1 NAME (Last, first and middle initials)	2 RANK RATE	FILE SER. NO.	DESIG NATION	BRANCH OF SERVICE	3 AGE	4 YRS OF EXP. DNA	5 BILLET	6 POSITION	7 INJURY CODE
PILOT (at controls at time of accident) WINTERBOTTOM, Arthur W.	LTJG	(b) (6) [redacted]	1315	USNR	(b) (6) [redacted]	2	PILOT	Cockpit	A
CO-PILOT									

PERSONNEL		8 OFT OPERATIONAL FLIGHT TRAINER AVAILABLE	8 OFT USED	9 CPT - COCKPIT PROC. TRAINER AVAILABLE	9 CPT USED	10 UNIT TO WHICH PERSONNEL ARE ATTACHED	11 TYPE INSTRUMENT CARD
PILOT	YES	X	X			Attack Squadron 23	NONE SEE REMARKS ☐ STANDARD ☐ SPECIAL
	NO			X	X		
CO-PILOT	YES						☐ STANDARD ☐ SPECIAL
	NO						

12 PILOT EXPERIENCE IN HOURS

ITEM		PILOT	CO-PILOT
ALL MODELS		812.5	
ALL MODELS IN LAST 12 MONTHS		236.7	
ALL MODELS IN LAST 3 MONTHS		85.1	
ALL SERIES THIS MODEL (Item 19)	A/C	106.3	
	OFT / CPT	2.0/0	
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	106.3	
	OFT / CPT	2.0/0	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	85.1	
	OFT / CPT	0/0	

ITEM	PILOT	CO-PILOT
CV LANDINGS DAY/NIGHT	113/3	
FLCP LANDINGS DAY/NIGHT	395/84	
INSTRUMENT HOURS LAST 3 MONTHS	5.5	
NIGHT HOURS LAST 3 MONTHS	13.5	
TOTAL HELO. HRS. (Mids CAR Only)		
TOTAL JET HOURS (Mids CAR Only)	566.0	
LAST FLIGHT, ALL SERIES THIS MODEL — DATE	9/29/60	
DURATION	1.0	

13 OTHER PERS

NAME (last, first and middle initials)	DNA	RANK RATE	FILE/SERVICE NO	ORG TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1 NONE							
2							
3							
4							
5							

13

C. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE: OUTSIDE AIR	RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
UNLIMITED	15+	Calm				

7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, sea state, etc., if pertinent to accident)

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

E. DEPLOYMENT

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. A/C HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO.						
1									
2									
3									
4									

3. GENERAL

a. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☒ YES ☐ NO

c. CHECK IF APPLICABLE ☐ AMP FOR SERIAL

d. HAS OHI BEEN REQUESTED? ☐ YES ☐ NO

e. FAILED COMPONENTS INVOLVED: NONE

4. PILOT AND ENG. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. ☐ A/C DESIGN
b. ☐ A/C EQUIPMENT
c. ☐ MAINTENANCE
d. ☐ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER (Specify) ----------
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)

1 4

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED (Kts.)	c. OPERATING TEMP	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAME OUT

j. FUEL CONTROL REGULATOR/CARBURETOR (Give Stock and Ser. no., give time since new or overhauled): 190544-19 H-509370 461.1

k. EXTERNAL STORES AROARD A/C: See remarks

(If additional space is necessary, attach additional sheets)

FA 3 AIRCRAFT ACCIDENT REPORT UPNAV NO. [illegible]-1

PART II — MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

1. GENERAL √ BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

	a. CLEARANCE AUTHORITY		i. WATER LANDING AREA		q. CRASH AND RESCUE
	b. FLIGHT PLANNING INFORMATION SOURCE		j. APPROACH ZONE		r. SEARCH AND RESCUE
	c. LANDING AIDS (GCA, CCA, ILS, etc.)		k. END ZONE (Over run)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (Field or Ship)		l. SHOULDERS		t. ARRESTING GEAR (Carrier)
	e. APPROACH AND ENROUTE AIDS TO NAVIGATION		m. TAXIWAY		u. BARRIER OR BARRICADE (Field or Ship)
	f. RUNWAY WATCH		n. PARKING AREA		v. FLIGHT DECK
	g. LANDING SIGNAL OFFICER		o. EMERGENCY ARRESTING GEAR (Runway)		w. MIRROR
	h. RUNWAY		p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)	X	OTHER (Specify) x. B-16 Range Crew

SECTION B — FACILITIES DATA

2. SHIPS DATA

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR | b. PRESSURE SETTINGS | c. WIND OVER DECK | d. RELATIVE HEADWIND | e. APPROACH SPEED (SPH 12 READING)

f. MARK NUMBER | g. MODEL NUMBER | h. LOCATION ON SHIP | i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR 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. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUN-OUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)
II	A	5-K	Two 300 Gal External Tanks One FAGU Practice Bomb Rack(Porcupine)
I	B	11	Earliest quota possible obtained for pilot to attend school upon return from Fallon.

COPY DISTRIBUTION
2CC NAVAVNSAFECEN DIRECT
1CC BUWEPS DIRECT
" COMNAVAIRPAC
" COMFAIRALAMEDA
" CO NAAS FALLON
" BWR EL SEGUNDO
" VA-93,94,112,113,55,56,125,126,192,195,22,153,155.
" CINCPAC
" CINCPACFLT

COST DAMAGE TO:	GOVERNMENT PROPERTY	PRIVATE PROPERTY	DATE SUBMITTED TO C. O.
	$ 11,000.00	$00.00	OCT 17 1960

15

PART IV - SIGNATURES OF THE BOARD

(b) (6)

[redacted]

V. The Accident

At 0605 30 September 1960, the final day of a three week squadron weapons deployment, LTJG Arthur WINTERBOTTOM took off in A4D-2 BUNO 142092 for a one half hour (.5) scheduled flight from N.A.A.S. Fallon, Nevada. The purpose of the flight was a low level napalm lay-down competitive exercise at target B-16 in restricted area R-268. The flight culminated in the aircraft striking the billboard at the bullseye on the second COMPEX run, resulting in the disintegration and explosion of the aircraft and the death of the pilot.

All pilots in ATKRON 23 arose early, 30 September 1960, and had breakfast as a group, finishing before 0430. Briefing for all pilots was conducted between 0430 and 0530. At this time all rules governing the competitive exercise [redacted] (b) (5) by CDR. S. G. GORSLINE JR., Commanding Officer of ATKRON 23. In accordance with FXP-2, Chapter 3(A-8-R) pilots were instructed to fly the run-in line between 50 and 300 ft. of altitude. Run-in speed was to be 500 kts. T.A.S. as practiced in preceeding flights. Prescribed gunsight mil setting was 26 mils. In this maneuver, pickle point is when pipper meets the base of the target billboard. Pilots were scheduled to take off, orbit the rendezvous point and perform two runs each, in the order indicated on the flight schedule (Encl 2) and when cleared onto the target by range personnel at B-16. A maximum of 2 aircraft are permitted on target at any one time.

16

SPECIAL HANDLING REQUIRED in accordance with Para 70, OPNAV INST 3750.6D

LTJG WINTERBOTTOM manned his A/C at 0545, took off at 0605 and remained at 8000 ft M.S.L. in the orbit circle until receiving clearance to commence runs. At 0617 he called "over the arrow" in accordance with range instructions, and commenced his initial run. This first run was uneventful and the airborne COMPEX observer, as well as range personnel, recorded a hit in the bullseye. The second run, using proper radio procedure and with required clearance to continue the run after calling "arrow" at exactly 0620, resulted in the aircraft striking the 29 ft high "billboard" erected at target center. The aircraft continued through the structure, caught fire, exploded and disintegrated. The wreckage was strewn from target center to approximately 4500 feet at 12 o'clock.

VI. Damage to Aircraft

The aircraft struck the top of the steel billboard structure in a slight nose high attitude. The wing cell was thereby ruptured and shortly thereafter fire and explosion occurred. Aircraft wreckage was distributed from target center to a point 4500 ft from the bullseye.

The initial impact was between the wing root and the top support of the billboard. The top horizontal rail entered the wing leading edge midway between top and bottom. The parts of wreckage found closest to target center were segments of the center section of the wing cell. The majority of the wing section was located within the first 1000 ft. A flash fire occurred

17

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

after the initial impact and the parts found between 50 ft and 950 ft showed evidence of in-flight fire plus a small amount of ground fire. The amount of fire damage varied from slight at 50 ft to intense at 900 ft.

The center two vertical billboard supports, between which the nose of the aircraft passed, sheared the outer five foot section of the starboard wing (found intact at 750 ft) and sheared the port wing one to two feet outboard of the fuselage.

The external gas tanks and FAGU practice bomb rack ("porcupine") left the aircraft on initial impact. The "porcupine" struck the ground at 600 ft and came to rest at 1700 ft. The port and starboard tanks were at about 750 ft.

Parts of the engine casing were found within 1000 ft of the bullseye indicating that some damage occurred at impact or slightly thereafter. An explosion and disintegration of the remainder of the aircraft took place between 1000 ft and 1500 ft, the next burn area being located at 1500 ft. Parts of the cockpit and pilots personnel gear were found in this area.

The largest single group of parts was found at 2000 ft and 2500 ft. This included the following items: starboard inlet duct, port main gear, starboard side of the fuselage outboard of the cockpit with radio control panel attached and aft starboard section of fuselage with speedbrake attached. Only the starboard inlet duct showed evidence of fire.

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D.

18

It is suspected that the engine struck the ground in this area but due to the entire area being heavily pock-marked with bomb holes and other debris, the impact point was not determined. In a high rotation, high impact crash the compression and stator blades are thrown forward in much the same pattern as occurred in this accident. The first stage compressor disc was thrown from the shaft and the compressor shaft bent and sheared from the turbine drive shaft.

The turbine disc sheared from the shaft in torsion and the condition of the blades indicate that there was little or no rotation from the time the turbine sheared until it struck the ground and rolled to a stop 4500 ft from initial impact point.

The pilot and seat apparently separated from the plane at approximately 1600 ft and finally came to rest at approximately 2300 ft.

The fuel cell was thrown intact from the aircraft, spreading burning fuel thus causing the burned area from 2200 ft to 2500 ft.

The area from target center to 2500 ft, 500 ft to 700 ft either side of the flight path was strewn with small pieces of wreckage.

The entire wreckage was released to COMNABS TWELVE for salvage at 2150U 1 October 1960.

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

19

VII. Investigation

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D.

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D.

21

(b) (5)

[redacted]

22

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D.

VIII. Analysis

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D.

23

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D,

24

(b) (5)

[redacted]

25

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with Para 70, OPNAV INST 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

26

(b) (5)

[redacted]

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with Para 70, OPNAVINST 3750.6D

27

(b) (5)

[redacted]

28

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with Para 70, OPNAV INST 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

59

(b) (5)

[redacted]

30

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

(b) (5)

[redacted]

X. Recommendations:

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAVINST 3750.6D

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED in accordance
with Para 70, OPNAV INST 3750.6D

Medical Officer’s Report - withheld entirely under exemptions (b)(5) and (b)(6) of the FOIA.

ATTACK SQUADRON TWENTY THREE
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

SUNRISE:
SUNSET:

FLIGHT SCHEDULE

FALLON, NEVADA

SDO: LT CANN

DSL: SJOGREN AT1

30 SEPTEMBER 1960

Encl (2)

EVT.	T.O./LND	MODEX	PILOT	MISSION	NOTES	TOT	RANGE	A/RTIME
1.	0545-0745		*CDR GORSLINE	L/D	1,2	0600-0730	B-16	
			ANDERSON	COMPEX	"	"	"	
			CANN	"	"	"	"	
			DAVIS	"	"	"	"	
			BUTZEN	"	"	"	"	
			WINTERBOTTOM	COMPEX ~~RETURN TO ALAMEDA~~	1,6	0600-0730	B-16	
						Cancelled prior launch		
			WEED	L/D	1,2	0600-0730	B-16	
			HERZOG	COMPEX	"	"	"	
			MAY	"	"	"	"	
			PROCTOR	"	"	"	"	
			LCDR ZESIGER	"	"	"	"	
			LCDR SMITH	"	"	"	"	
			VAN DEMARK	"	"	"	"	
			ECHARD	"	"	"	"	
			DICKINSON	"	"	"	"	
			HARRISON	"	"	"	"	
			LEONARD	"	"	"	"	
2.	0800-1000		* WEED	O/S	1,6	0815-0845	B-17W	0900-0945
			ANDERSON	A/R	"	"	"	"
			HERZOG	"	"	"	"	"
			CANN	"	"	"	"	"
3.	0845-1045		*CDR GORSLINE	TANKER	1,5,7			0900-0945 0945-1030
4.	0845-1045		*BUTZEN	O/S	1,6	0900-0930	B-17W	0945-1030
			DICKINSON	A/R	"	"	"	"
			ECHARD	"	"	"	"	"
			HARRISON	"	"	"	"	"
5.	1100-1300		*LCDR SMITH	O/S	1,6	1115-1145	B-17W	1200-1245
			VAN DEMARK	A/R	"	"	"	"
			PROCTOR	"	"	"	"	"
			DAVIS	"	"	"	"	"
6.	1145-1345		*BUTZEN	TANKER	1,5,7			1200-1245 1245-1330
7.	1145-1345		*LCDR ZESIGER	O/S	1,6	1200-1230	B-17W	1245-1330
			MAY	A/R	"	"	"	"
			LEONARD	"	"	"	"	"

Special Handling required
in accordance with para 70
OP Nav Inst 3750.6D

ENCLOSURE (2)

FLIGHT SCHEDULE CON'T. 30SEPT.1960

8. 1445-1545	_____ *CDR GORSLINE	FLY AWAY	1,2
	_____ CANN	TO ALAMEDA	"
	_____ LEONARD	"	"
	_____ DAVIS	"	"
9. 1445-1545	_____ *LCDR ZESIGER	FLY AWAY	1,2
	_____ DICKINSON	TO ALAMEDA	"
	_____ ECHARD	"	"
	_____ HARRISON	"	"
10.1445-1545	_____ *LCDR SMITH	FLY AWAY	1,2
	_____ VAN DEMARK	TO ALAMEDA	"
	_____ PROCTOR	"	"

NOTES: 1-FULL INTERNAL
2-EMPTY TANKS
3-3200 LBS.
4-3500 LBS.
5-FULL DROPTANKS
6-100 GALS. IN EACH DROPTANK
7-AIR REFUELING TANK FULL

SORTIES SCHED. 45
SORTIES FLOWN _____
HOURS SCHED. 54.5
HOURS FLOWN _____

RDO:-0700-0800-DAVIS
0800-0900-VAN DEMARK
0900-1000-MAY
1000-1100-DICKINSON

1 - LOAD 2 BOMBS ON EVT. 1

2 - LOAD 6 BOMBS ON EVT. 2,4,5,AND 7

3 - MORNING MUSTER 0430, BREAKFAST 0400

4 - THE UNITED CRUSADE DRIVE IS STILL UNDERWAY. THIS WORTHY DRIVE DESERVES OUR FULL SUPPORT. THE SQUADRON GOAL OF $550 IS A LONG WAY OFF. SHOP KEYMEN WILL COLLECT CONTRIBUTIONS FOLLOWING PAYDAY AT ALAMEDA. IF EVERYONE HELPS WE CAN MEET OUR GOAL.

SUBMITTED

R.P. SMITH
OPERATIONS OFFICER

APPROVED

S.G. GORSLINE JR.
COMMANDING OFFICER

ENCLOSURE (2)

Special Handling required
in accordance with para 70
OP Nav Inst 3750.6

RANGE INSTRUCTION 6-59 1 /59

From: Ordnance Officer
To: Range Personnel

Subj: Crash Procedures

1. Radio will be manned at all times.

2. Have all planes clear area

3. Give assistance to downed pilot whenever possible.

3a. Take First Aid Kit, Stretcher, and CO_2 Bottle to scene of crash.

4. Have one man go to highway to direct rescue party to crash.

5. Relay the following information to NAAS Fallon Tower:

TO BE RELAYED IMMEDIATELY:

(a) Exact location of crash.

(b) Exact time.

(c) Type aircraft and side number, if known.

TO BE RELAYED AS SOON AS POSSIBLE

(d) If pilot bailed out and his position.

(e) Condition of pilot and extent of injuries (If able to ascertain)

(f) What action has been taken locally.

6. Target crew will assist the Officer-in-charge of rescue party.

7. Radio Operator will identify himself by name.

8. Range Crew will establish security at the scene of the crash, until relieved by proper authority, allowing no pilfering, tampering or removal of any parts or equipment.

CERTIFIED TO BE A TRUE COPY

[redacted] (b) (6)

/s/ E. E. LUDEMAN LCDR USN

ORDNANCE OFFICER

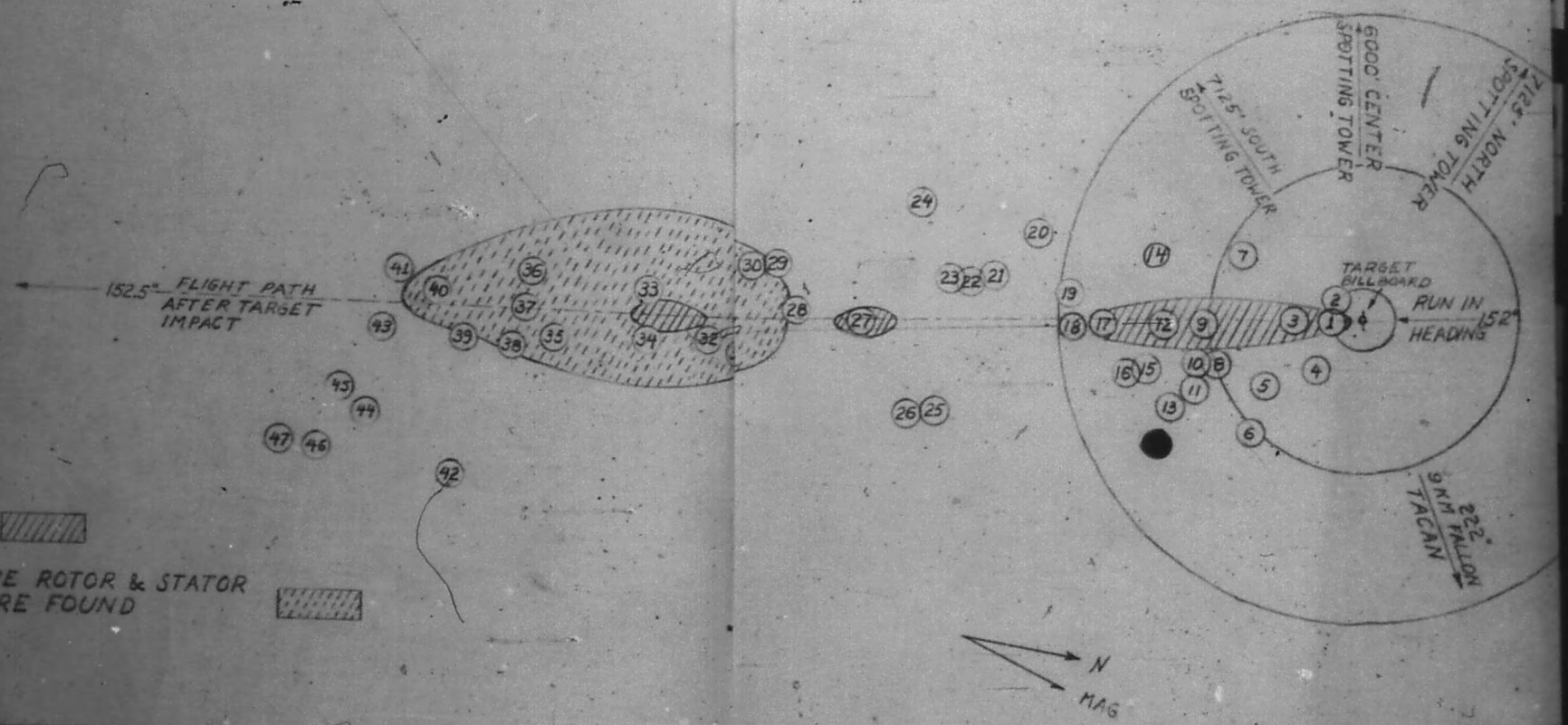
SPECIAL HANDLING REQUIRED in accordance with Para 70, OPNAV INST P3750.6D

Enclosure 3.

Encl (3)

SPECIAL HANDLING REQUIRE

IN ACCORDANCE WITH PARA 70 OPNAVIN3750.6D



ENCL(1) WRECKAGE DIAGRAM OF VA23 AAR3-60 OCCURING 30 SEPT 60 A4D-2 BUNO 142092 PILOT WINTERBOTTOM

WRECKAGE DIAGRAM LEGEND

Special Handling Required in accordance with Para 70, OPNAV INST 3750.6D

(1) Nose wheel forward door panel.
(2) Small pieces of fuselage and wing skin.
(3) Starboard main landing gear door fairing.
(4) Wing fuel tank filler cap.
(5) Starboard aileron.
(6) Port landing flap.
(7) Port main landing gear fairing.
(8) Where port 300 gallon external store fuel tank first struck ground.
(9) External power plug access door.
(10) Port wing structure, intermediate to rear spar and trailing edge section from one foot inboard of wing root to the outboard trailing edge support beam.
(11) Two sections of the port 300 gallon external store fuel tank.
(12) First area of parts impact.
(13) Remainder of port 300 gallon external store fuel tank.
(14) Starboard 300 gallon external store fuel tank.
(15) Port wing structure, front spar to intermediate spar. (No wing skin attached).
(16) Starboard landing flap.
(17) Outboard five feet of starboard wing structure, front to rear spar.
(18) Port forward fuselage lower panel control access door.
(19) Underside section of port wing nose structure.
(20) Port main landing gear door.
(21) Port wing wheel well bulkhead.
(22) Lower one foot of fuselage nose assembly.
(23) FAGU porcupine.
(24) Wheel, tire and tube (disassembled).
(25) Remainder of fuselage nose assembly.
(26) Engine air inlet adapter duct.
(27) Misc. cockpit and pilot gear. (Pilot helmet earphone cup and pieces of flight suit, maps, kneeboard let down plate and map case. All pieces burned except for the map case.
(28) Wing lower access door assembly.
(29) Oxygen miniregulator.
(30) Cockpit insulation material.
(31) One first stage compressor rotor.
(32) Starboard side of aft fuselage structure with speed brake structure intact but minus vertical stabilizer. Nose wheel, starboard forward fuselage intake duct section and engine tail pipe.
(33) Pilot helmet visor cover and shock absorbing material.
(34) Rudder, cockpit instruments (airspeed and fuel flow indicator), starboard rudder pedal and ejection seat starboard side with pilot ejection seat emergency handle still attached.
(35) Utility hydraulic reservoir and gun pneumatic bottle.
(36) Fuselage fuel tank.
(37) Pilot, ejection seat, parachute, oil pump and flight control hydraulic reservoir.
(38) Top of canopy enclosure bungee.
(39) Remainder of canopy enclosure bungee.
(40) Fuel pump and emergency generator.
(41) Fuel control.
(42) Horizontal stabilizer.
(43) Generator.
(44) Nose landing gear strut.
(45) Engine burner radiation aft shield, two compressor rotors, oxygen mask and one LABS gyro.
(46) Thirteenth stage compressor rotor
(47) Eleventh stage compressor rotor.
(48) Turbine shaft with the two rotors and turbine case.

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

PILOT FLIGHT TIME SUMMARY
LTJG A. W. WINTERBOTTOM

COMMAND	TYPE	ACCIDENTS	HOURS		BILLET
Training Command	T-34	0	First Pilot	41.3	Student
Training Command	T-28	0	First Pilot	191.6	Student
Training Command	TV-2	0	First Pilot	41.1	Student
Training Command	F9F-5	0	First Pilot	56.4	Student
ATKRON ONE TWENTY SIX	AD-5	0	Special Crew	4.3	F. R. P.
ATKRON ONE TWENTY SIX	F9F-8T	0	Dual Pilot	17.8	F. R. P.
ATKRON ONE TWENTY SIX	F9F-8	0	First Pilot	4.3	F. R. P.
ATKRON ONE TWENTY SIX	AD-5	0	Co-Pilot	8.5	F. R. P.
ATKRON ONE TWENTY SIX	FJ-4B	0	First Pilot	64.4	F. R. P.
ATKRON TWENTY THREE	FJ-4B	0	First Pilot	280.8	Squadron Pilot
ATKRON TWENTY THREE	A4D-1/2	0	First Pilot	106.3	Squadron Pilot
		Total (Minus Special Crew)		812.5	

Encl (7)

SPECIAL HANDLING REQUIRED in accordance with Para 70, OPNAV INST P3750.6D

Enclosure 7

AIRCRAFT CRASH FIRE REPORT
NAVAER 3325 (12-45)

To be made out according to instructions contained in Aviation Circular Letter 124-45

1. AIRCRAFT MODEL: A4D	BUREAU No.: 142092	STATION SUBMITTING REPORT: FALLON, NEVADA NAVAL AUXILIARY AIR STATION	DATE REPORT SUBMITTED: 9-30-60	ACFR No.: 2-61	
2. DATE OF ACCIDENT: 30 Sept 1960	HOUR: 0626	SCENE OF ACCIDENT: TARGET BRAVO 16	LOCATION: ☐ ON STATION ☒ OFF STATION	DISTANCE TO SCENE: 18.7 ROAD MILES	
3. WEATHER: GENERAL: CLEAR	TEMPERATURE: 46.2 °F	REL. HUMIDITY: 64%	WIND DIRECTION: CALM	VELOCITY: CALM	
4. INDICATE CLASSIFICATION OF CRASH (Check where applicable)	☐ NO FIRE ☒ FIRE	OFF STATION ☐ TAKE-OFF ☐ LANDING ☐ TAXI EMERGENCY ☐ LINE EMERGENCY			
5. TIME OF ALARM: 0626	TIME FIRST APPARATUS ARRIVED: APPROX. 0700	TIME FIRE OUT: ON ARRIVAL	ELAPSED TIME: 0 HR. 34 MIN.	QTY. GASOLINE:	NATURE OF GROUND SURFACE: VERY ROUGH - SANDY

6. CRASH EQUIPMENT USED

TYPE (FFN. ETC.)	USN No.	SIZE CREW	MILITARY OR CIVILIAN	EXTINGUISHING AGENTS USED: TYPE	EXTINGUISHING AGENTS USED: QUANTITY	RADIO EQUIPPED	OTHER DATA
MB-5	71-01009	4	3 MIL 1 CIV ASS'T FIRE CHIEF	N.A.	N.A.	YES	

TOTAL No. PERSONNEL IN PLANE: ONE	7. RESCUE: UNINJURED	INJURED	UNBURNED	MINOR BURNS	SERIOUS BURNS
NUMBER ESCAPED UNAIDED					
NUMBER RESCUED ALIVE					
NUMBER REMOVED DEAD ONE					
LOCATION IN PLANE					
OTHER THAN OCCUPANTS					

8. MATERIAL DAMAGE

CAUSED BY CRASH	CAUSED BY FIRE
STRIKE	

9. FIRE-FIGHTING PERSONNEL

COGNIZANCE OVER CRASH CREW	TITLE OF PERSON IN CHARGE FIRE FIGHTERS AT SCENE
☐ STATION FIRE DEPARTMENT ☒ OPERATIONS OFFICER	ASSISTANT FIRE CHIEF

10. CLEAR AND CONCISE DESCRIPTION OF ACCIDENT AND METHOD USED IN CRASH FIRE AND RESCUE OPERATIONS

A/C making run on target BRAVO 16 failed to pull up and crashed through target into rough terrain. MB-5 crash crew with the Assistant Fire Chief and field ambulance responded immediately upon notification. No service needed, wreckage scattered over a large area.

Encl (8)

NAVAER 3325 (12-40) (BACK)

10. CLEAR AND CONCISE DESCRIPTION OF ACCIDENT AND METHOD USED IN CRASH FIRE AND RESCUE OPERATIONS—Continued.

11. DISTRIBUTION

~~Orig: BuAer via L.S.I.C.~~
~~XXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXX~~
~~cc: CNO (OP-514)~~
~~XXXXXXXXXXXXXXXX~~
cc:

ORIG: CHIEF, BUEWPS
cc NAVAL AVIATION
SAFETY CENTER
NORFOLK 11,
VIRGINIA

12. COMMENT AND RECOMMENDATIONS

13. THE ABOVE ARE TRUE STATEMENTS, BASED ON OPERATIONS AND OBSERVATIONS AT SCENE OF CRASH

SIGNED

R.A.BROWN by D.M.ANSEL FIRE CHIEF

CHARGE, CRASH FIRE AND RESCUE.

SIGNED

G.R.BJORNSON CAPT USN

COMMANDING OFFICER

14.

INSTRUCTIONS

GENERAL

1. A report shall be submitted in every case that the Crash Fire and Rescue Crew answers an alarm involving aircraft.

2. Reports shall be prepared promptly and submitted to BuAer within 7 days by the Shore Station, or if the crash crew is a part of a Fleet Unit in an advance area, by the Fleet Unit, Acorn or Marine Air Squadron.

3. Submit photographs of crash and/or fire, if available.

4. Submit sketch showing location of crash, location of crash trucks before alarm, route of crash trucks to scene, and other pertinent details, if possible.

5. Include in report any additional enclosures, statements of personnel involved or other data that are considered desirable or that may add to an analysis of the report.

DETAILED EXPLANATION OF SECTIONS OF FORM

Sec. 1.—AIRCRAFT MODEL and BUREAU NUMBER are same as called for on NAVAER-339.

Sec. 2.—SCENE OF ACCIDENT—Give name of field or approximate location of scene of accident.
DISTANCE TO SCENE—Give distance from location of crash truck units to scene of crash, in feet or fractional miles.

Sec. 5.—TIME OF ALARM and TIME FIRST APPARATUS ARRIVED should be given to indicate difference in minutes and seconds.
ELAPSED TIME is from time of alarm to fire out.
QTY. GASOLINE—Give amount in crashed plane.

Sec. 6.—List all Fire and Rescue Trucks including any Pumpers, Ambulances, or specially equipped Jeeps, etc., that may respond.

Sec. 7.—List total number occupants at top and account for all occupants in columns below.

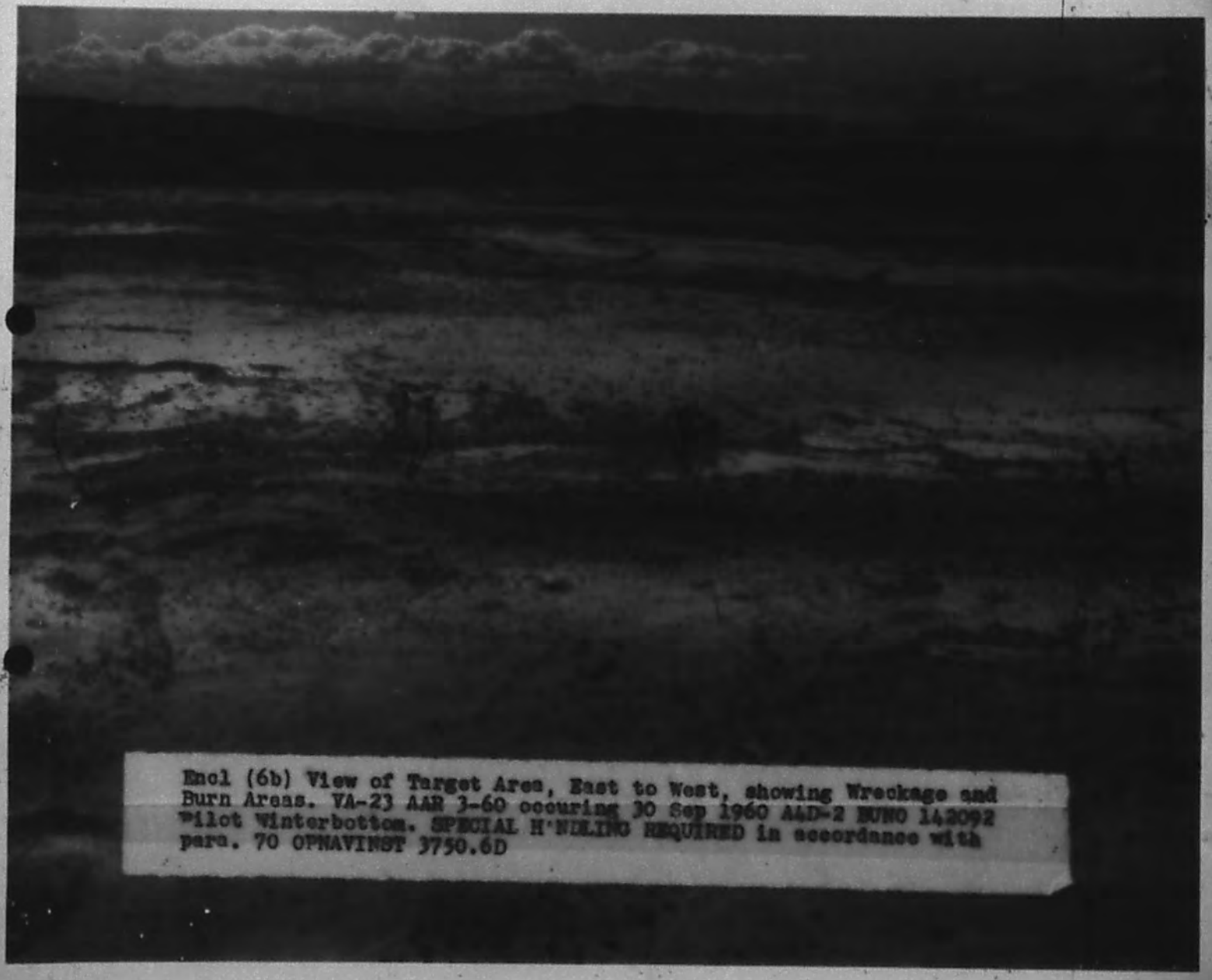
Sec. 8.—Give brief description in each column and an estimate in dollars, if at all possible.

Sec. 10.—Continue on separate sheet if necessary. Facts are important.

Sec. 11.—Add to distribution shown as necessary.

Sec. 12.—Any recommendation to correct deficiencies should be noted.

Encl (6a) View of Target Area, West to East, showing Wreckage and Burn Areas. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3756.6D



Encl (6b) View of Target Area, East to West, showing Wreckage and Burn Areas. VA-23 AAR 3-60 occuring 30 Sep 1960 AAD-2 BUNO 142092 Pilot Winterbottom. SPECIAL H'NDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6c) View of Target Area, South to North, showing Wreckage and Burn Areas. VA-23 AAR 3-60 occuring 30 Sep 1960 AAD-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6d) Target before accident, view from West side. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6e) Target before accident, view from North side. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6f) Target after accident, view from East side. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

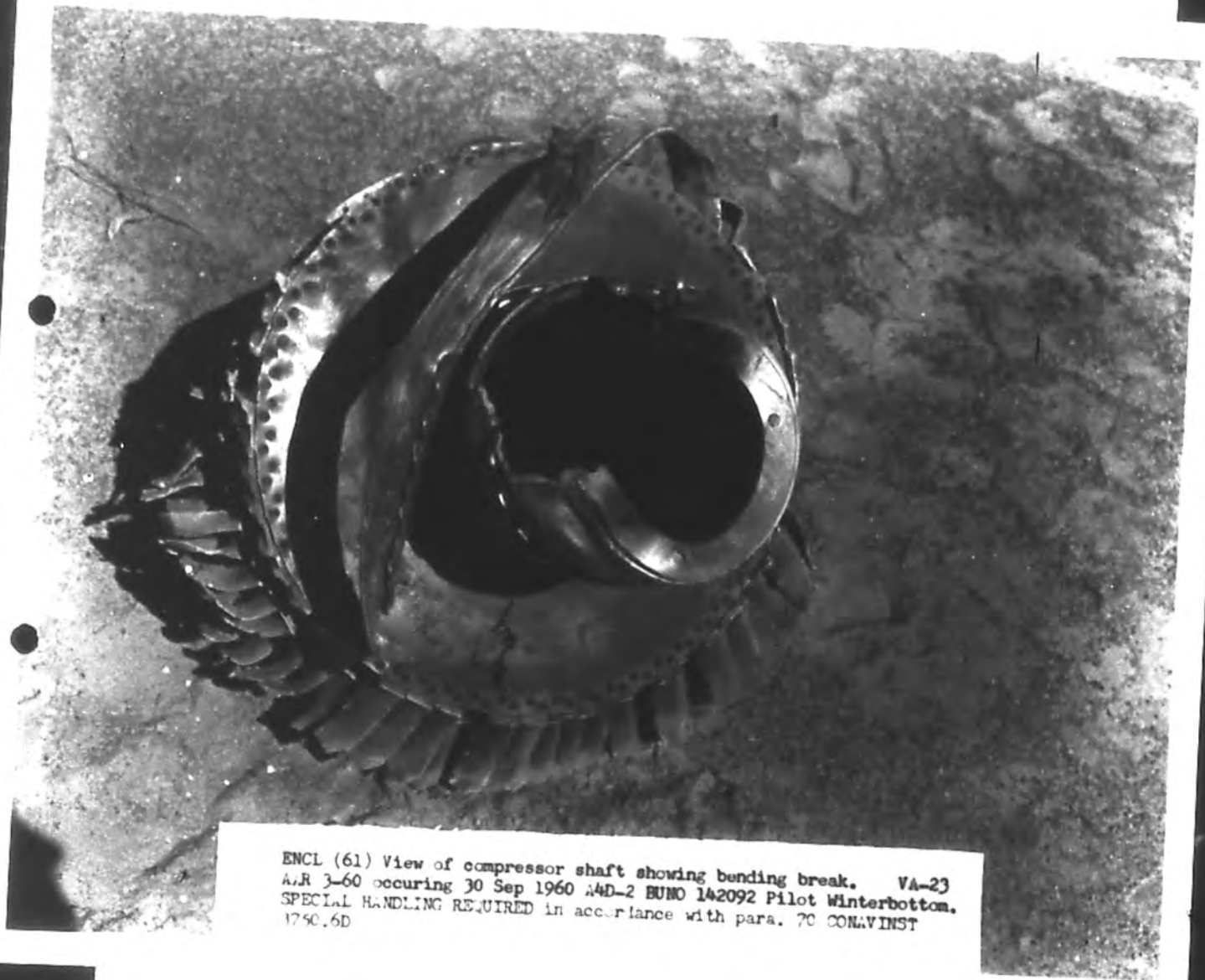
Encl (6g) Target after accident, view from North side. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6h) Target after accident, view from South side. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (61) View of Burn Area and wreckage, South to North. VA-23
AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom.
SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST
3750.6D

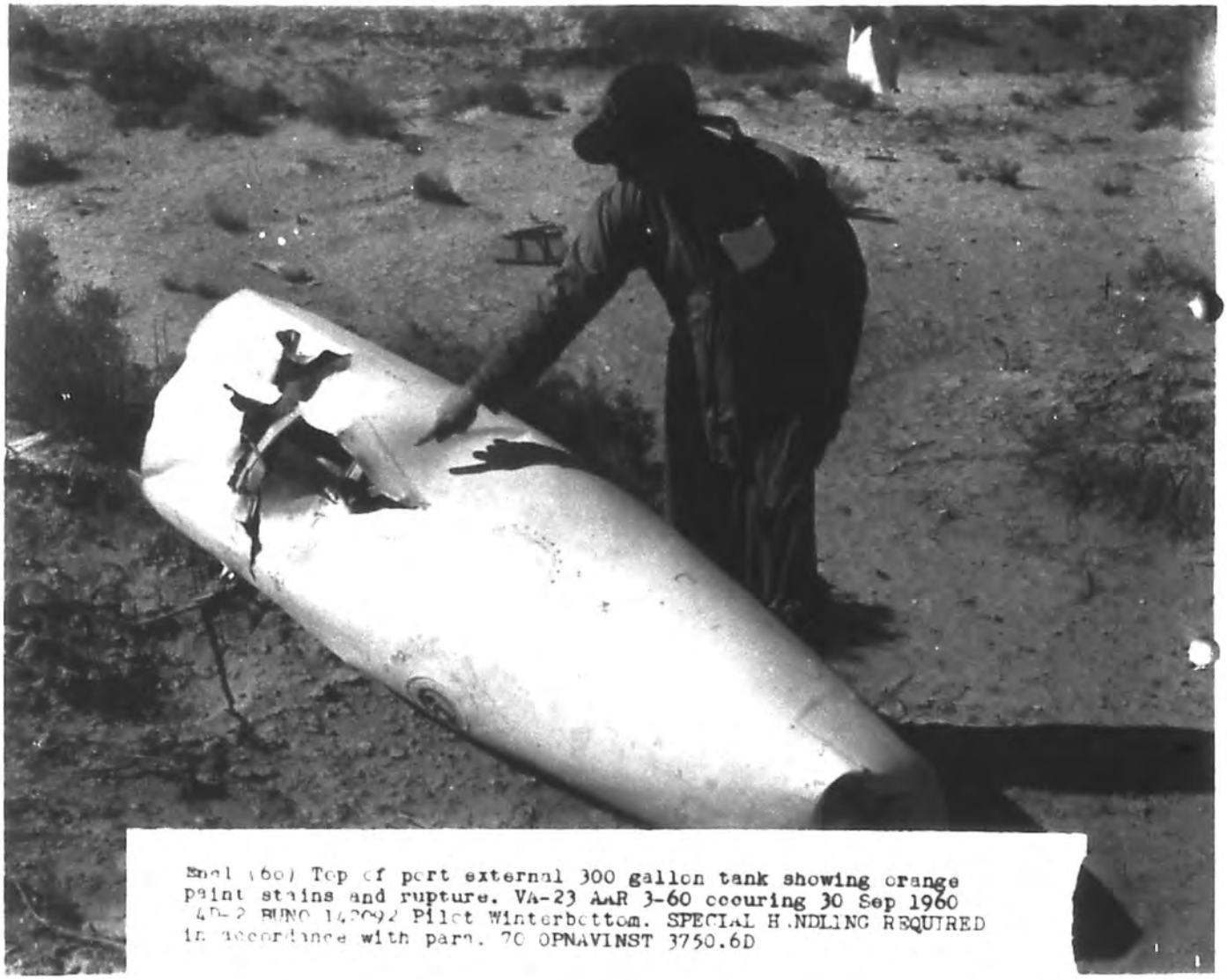
Encl (6j) View from South Southeast of wreckage. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6k) View from South of wreckage. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D



ENCL (61) View of compressor shaft showing bending break. VA-23
A/R 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom.
SPECIAL HANDLING REQUIRED in accordance with para. 70 CONAVINST
3750.6D

Encl (6n) Port main landing gear door showing orange paint stains and port wing root leading edge sheared by top horizontal support of target. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 7C OPNAVINST 3750.6D



Encl (60) Top of port external 300 gallon tank showing orange paint stains and rupture. VA-23 AAR 3-60 occuring 30 Sep 1960 AD-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 70 OPNAVINST 3750.6D

Encl (6p) Bottom of port external 300 gallon tank showing black paint stains. VA-23 AAR 3-60 occuring 30 Sep 1960 A4D-2 BUNO 142092 Pilot Winterbottom. SPECIAL HANDLING REQUIRED in accordance with para. 7c OPNAVINST 3750.6D