428-63

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev 1-59) PAGE 1

SPECIAL HANDLING REQUIRED In accordance with Para 70 OPNAV INSTRUCTION 3750-6C

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commander Carrier Air Group SIX
2. DATE OF ACCIDENT: 9 March 1963 — TIME (LZT): 1431A
3. SERIAL NUMBER: 1-63
4. TO: Commander Naval Aviation Safety Center
5. ENCLOSURES: (1) (2) See Left Index (3)
6. VIA: (1) Commander Carrier Air Group SIX
(2) Commanding Officer, Fighter Squadron ONE HUNDRED TWO
(3) Commanding Officer, USS ENTERPRISE CVA(N)65
(4) Commander Carrier Division TWO
(5) Commander Naval Air Force, U. S. Atlantic Fleet
(6) (7) (8) (9)
7. REPORTING CUSTODIAN (if different than item 1. above): Fighter Squadron ONE HUNDRED TWO
8. ACTIVITY OPERATING A/C (if different than item 7.): Same
9. KIND OF FLIGHT: 1A66
10. TIME OF DAY: [ ] DAWN [X] DAY [ ] DUSK [ ] NIGHT
11. LOCATION OF ACCIDENT: USS ENTERPRISE Lat 36° 12'N Long 17° 27.8'E
12. ELEVATION ABOVE SEA: 0 feet
13. PLACE OF LAST TAKE-OFF: USS ENTERPRISE CVA(N)65
14. CLEARED: FROM CVA(N)65 TO CVA(N)65
15. TYPE CLEARANCE: [ ] IFR [X] VFR [ ] DVFR [X] LOCAL [ ] OPERATIONAL [ ] AIRWAYS [ ] DIRECT [ ] OTHER (Specify)
16. TIME IN FLIGHT: 0
17. TYPE ACCIDENT: B3 Collision Water (Uncontrolled)
18. PHASE OF FLIGHT: 3. Takeoff

A/C
19. MODEL: F4B
20. SERIAL NO: 150462
21. DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E [ ] F
22. DOLLAR COST: 4,207,000
23. AIRSPEED (Kts.): 35-50 Est
24. A/C WEIGHT: 52,000
25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved): None

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK RATE	FILE SER NO	DESIGNATOR	BRANCH OF SERVICE	3. AGE	4. YRS OF EXP. DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident) O'ROURKE, Gerald G.	CDR	(b) (6)	1310	USN	(b) (6)	16	Pilot	Fwd Cockpit	D
CO-PILOT PHILO, David H.	LTJG	[redacted]	1355	USNR	[redacted]	2	RIO	Aft Cockpit	L

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X	X	X	Fighter Squadron 102	[ ] STANDARD [X] SPECIAL
	NO						
RIO	YES	X	X	X	X	Fighter Squadron 102	[ ] STANDARD [ ] SPECIAL RIO
	NO				RIO		

12. PILOT EXPERIENCE IN HOURS

ITEM		PILOT	RIO	ITEM	PILOT	RIO
ALL MODELS		3836.9	473.6	CV LANDINGS DAY/NIGHT	270/62	NA
ALL MODELS IN LAST 12 MONTHS		283.9	264.1	FLCP LANDINGS DAY/NIGHT	239/86	NA
ALL MODELS IN LAST 3 MONTHS		49.1	47.8	INSTRUMENT HOURS LAST 3 MONTHS	8.2	NA
ALL SERIES THIS MODEL (Item 19)	A/C	464.1	335.1	NIGHT HOURS LAST 3 MONTHS	8.9	4.5
	OFT / CPT	35.0	8.0			
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	276.6	264.1	TOTAL HELO. HRS. (Helo. AAR Only)	NA	NA
	OFT / CPT	4.0	4.0	TOTAL JET HOURS (Jet AAR Only)	2436.0	401.0
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	49.1	47.8	LAST FLIGHT, ALL SERIES THIS MODEL — DATE	3/9/63	3/9/63
	OFT / CPT	2.0	2.0	DURATION	1.6	1.6

13. OTHER PERS

NAME (Last, first and middle initials)	DNA	RANK RATE	FILE/SERVICE NO	ORG TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1							
2							
3							
4							
5							

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

OPNAV FORM 3750-1 (Rev 1-58)

PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

A. WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION & VELOCITY	4. TEMPERATURE	DEW POINT	6. ALTIMETER SETTING
Unlimited	10	250/34KTS	58°F	49° F	30.13

7. OTHER WEATHER CONDITIONS (clouds, ceiling, cloud heights, sea state, etc. if pertinent to accident)

Sea State: Running 280° 5 sec 4 feet; Sea Temp 55°F; True wind 259/23

B. CONTRIBUTING FACTORS

#	FACTOR	✓	FACTOR	✓

(b) (5)

[redacted]

C. ACCIDENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following Section on Pilot)

1. DATE DEPLOYED	2. DAY HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY HOURS/LANDINGS LOGGED LAST 30 DAYS
6 February 1963	19.0/10	19.0/10
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	**5. NIGHT HOURS/LANDINGS LOGGED SINCE DEPLOYED**	**6. NIGHT HOURS/LANDINGS LOGGED LAST 30 DAYS**
3.8	2.5/2	2.5/2

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 CAR BEEN REMANUFACTURED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED: None

4. CHIEF CONTRIBUTING 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 ergonomics, etc.)

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
NOT APPLICABLE						

h. EVIDENCE OF FUEL CONTAMINATION: NOT APPLICABLE

i. CAUSE OF ENGINE FAILURE OR FLAME OUT:

j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time when new or overhauled): NOT APPLICABLE

k. EXTERNAL STORES ABOARD A/C:

(If additional space is necessary, attach additional sheets)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST. 3750.6C

5

AIRCRAFT ACCIDENT REPORT

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	X	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)	X	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	X	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)

SECTION B — FACILITIES DATA

a. EQUIPMENT INVOLVED: [X] CATAPULT [ ] ARRESTING GEAR

b. PRESSURE SETTINGS: 660 psi

c. WIND OVER DECK: 34 kts

d. RELATIVE HEADWIND: 350°

e. APPROACH SPEED (SPW 12 READING): NA

f. MARK NUMBER: MK 13

g. MODEL NUMBER: Type C

h. LOCATION ON SHIP: Port Bow

i. LAUNCHING BRIDLE AND CONFIGURATION USED: By McDonnell P/N MDE 321052-1; S/N RM1720-894-5176-SMDA

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED: Aircraft Launching Bulletin 9-55

Holdback Assy R1720-894-5177-SMDA
Tension Bar R1720-601-7603-S110

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

2. SHIPS DATA

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE DONE (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (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)
			REFER COMNAVAIRLANT DISPATCH 311803Z OF JANUARY 1962: A. No B. Yes C. No cc: COMNAVAIRPAC; Naval Parachute Unit, El Centro; D/FMSR Norton AFB, San Bernardino; RCVG 4; VF 41; VF 74; VF 101; VF 121; VF 96; VF 114; VF 143; VMF(AW) 531; VX 4; CVA 63; CVA 64

COPY DISTRIBUTION
2CC NAVAVNSAFECEN DIRECT
1CC ~~[illegible]~~ BUWEPS
1cc COMCVG SIX
1cc C.O. VF-102
1cc CVA(N)65
1cc COMCARDIV TWO
1cc COMNAVAIRLANT
1cc BUWEPSREPSTL
1cc COMFAIRNORVA
1cc NAEF(SI) NAMC
1cc NADC Johnsville

COST DAMAGE TO: GOVERNMENT PROPERTY $ None — PRIVATE PROPERTY None

DATE SUBMITTED TO C A: MAR 2 1 1963

PART IV SIGNATURES OF THE BOARD

(b) (6)

[redacted]

V. THE ACCIDENT

At 1400A on 9 March 1963, CDR G. G. O'ROURKE, pilot, and LTJG D. H. PHILO, RIO, manned F4B, BUNO 150462, Milkvine 106, for an Air Intercept flight from the U.S.S. ENTERPRISE. Preflight, pre-start and post start checks were normal in all respects. The aircraft was placed in position for the first launch from the #2 catapult on the port bow. The aircraft was positioned and tensioned in normal fashion. At 1430 the aircraft was handed over to the Catapult Officer. The Catapult Officer gave the engine run up and afterburner signal. (Afterburner take off was required due to the external fuel configuration of the aircraft.) CDR O'ROURKE responded with a hand salute at afterburner power. After the launch signal was given by the Catapult Officer, there was a 5 to 10 second delay before the catapult shuttle started to move. The initial power stroke of the catapult broke the tension bar and the aircraft started forward. Immediately, the catapult shuttle decelerated and Milkvine 106 overran the shuttle and dropped the bridle after approximately 15 feet of catapult travel. The shuttle came to rest after 92 feet of travel. CDR O'ROURKE immediately secured the afterburners and brought the throttles back to the idle position. He commenced hard braking after 38 feet of aircraft travel. After 145 feet of travel the aircraft commenced a right swerve which continued until the plane went over the bow. Approximately 30 feet from the bow the RIO jettisoned his canopy. As the aircraft nosed over the bow, CDR O'ROURKE ejected. The aircraft wings struck each catapult horn and the plane crashed through the bow safety net. It contacted the water directly in front of the bow and broke up. The fuselage forward of the wing floated down the starboard side of the ship and sank amidships. The wing and tail section floated down the port side and sank.

The pilot hit the water approximately 40 feet off the starboard bow head first, prior to full deployment of his main parachute, and drifted down the starboard side of the ship. The pilot remained conscious throughout the entire mishap. He released his parachute, inflated his flotation garment and was successfully rescued by helicopter aft of the ship.

The RIO's body was observed drifting down the starboard side of the ship close aboard. His head was beneath the water and his body showed no signs of voluntary movement. From amidships aft, only his feet were observed above the water. LTJG PHILO disappeared in the wake approximately 100 feet astern. The RIO's body was not recovered. The RIO's crash helmet was observed floating down the port side and was later recovered.

VI. DAMAGE TO THE AIRCRAFT

F4B BUNO 150462 substained Alfa damage and was lost at sea as a result of this accident. Damage was sustained to the aircraft prior to impact with the water. This damage was the result of contact with the catapult horns and forward edge of the flight deck as the aircraft proceeded over the bow.

The rear canopy left the aircraft after approximately 250 feet of travel down the port catapult track. The forward canopy and ejection seat left the airplane just as it pitched forward over the bow. The rear ejection seat was not specifically observed to leave the aircraft; however, evidence indicates that it was fired just prior to impact of the plane with the water.

The USS SPRINGFIELD (CLG-7), USS J. KING (DDG-3), and WF2, side number 708, searched the crash scene. The search commenced at 1431A and was completed at 1536A.

The wreckage recovered consisted of:

1. Pilots APH-5B hard hat and oxygen assembly belonging to LTJG D. H. PHILO, RIO of subject aircraft.

2. Seat wedge P/N MBEU pack pad assembly 15119.

3. Strap assembly P/N MBEU 8358.

4. One piece of LH outer wing panel.

5. One piece of rudder.

6. Martin Baker Ejection Seat safety pins.

7. Small pieces of Boundary layer control ducting.

8. One piece of leading edge flap.

9. Small pieces of main wheelwell honeycomb.

10. Forward canopy recovered in starboard catwalk.

11. Rear canopy recovered on port catapult track approximately 100 feet from the bow.

VII. THE INVESTIGATION

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

19

(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]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

(b) (5)

[redacted]

itting.
up.
ng

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

VIII THE ANALYSIS

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

IX. COMMENTS

(b) (5)

[redacted]

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 OPNAV INST 3750.6D

FIGHTER SQUADRON ONE HUNDRED TWO

BASED: USS ENTERPRISE CVA (N) 65
ODO: LT T. J. JOHNSON

SATURDAY 9 MARCH 1963
SDO: LTJG J.A. KOBERG

FLIGHT SCHEDULE

EVENT	TIME	PILOT/RIO	CODE	REMARKS	CCA	PRIFLY
	0700	LCDR UTTERBACK/NOFZIGER	1			0700
1H		TOBY/CURRAN	A	CAWEX		LINEBERGER
		DORSEY/GOGGIN	6			
	0825	INDERLIED/McGUIRE	6			0815 LINEBERGER
	0815	LCDR WOOLDRIDGE/HONER	1			
2G		ETTEL/BOWLER	A	CAWEX		
		ELLIS/DONOVAN	6			0930
	0940	BYRNE/LAWHON	6			DORSEY
	0930	CDR O'ROURKE/PHILO	1			
3I		WRIGHT/BYWATER	A	CAWEX		
		LCDR BOUWMAN/CURRAN	6			1045
	1055	LINEBERGER/HOLLAND	6			BYRNE
	1045	LCDR HARDISTY/JOHNSON	1			
4G		McCANDLESS/SELLERS	A	CAWEX		
		LCDR KNUTSON/GOGGIN	6			1200
	1210	SITEK/GUNDERSON	6			ETTEL
	1315	LCDR WOOLDRIDGE/HONER	1			
6E		TOBY/MOSHER	A	CAWEX		
		ELLIS/DONOVAN	6			1315
	1440	INDERLIED/McGUIRE	6			LCDR BOUWMAN
	1430	CDR O'ROURKE/PHILO	1			
7G		WRIGHT/BYWATER	A	CAWEX		
		DORSEY/GOGGIN	6			1545
	1555	HOUGHTON/NOFZIGER	6			SITEK
	1545	LCDR KNUTSON/BOWLER	1			
8H		McCANDLESS/SELLERS	A	CAWEX		
		LCDR HARDISTY/JOHNSON	6			1700
	1710	LINEBERGER/HOLLAND	6			WRIGHT
	1700	LCDR BOUWMAN/CURRAN	3A66	CAWEX	1815	
9F	1825	BYRNE/LAWHON			LCDR WOOLDRIDGE	ELLIS
		SITEK/GUNDERSON		SPARE		

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

Enclosure (1)

EVENT	TIME	PILOT/RIO	CODE	REMARKS	CCA	PRIFLY
	1815	SITEK/GUNDERSON				
10E	1940	WRIGHT/BYWATER	3A63	Med. Alt	1930	1930
		LCDR UTTERBACK/NOFZIGER		SPARE	CDR O'ROURKE	TOBY
	1930	LCDR UTTERBACK/NOFZIGER				
11E	2045	LCDR KNUTSON/BOWLER	3A63	Med. Alt.	2045	2045
		LCDR HARDISTY/JOHNSON		SPARE	LCDR BOUMAN	ETTEL
	----	LINEBERGER/HOLLAND				
	----	LCDR WOOLDRIDGE/HOMER				

NOTE: ALL CAWEX FLIGHT BRIEF 1 & 30 PRIOR TO LAUNCH!!

EMERGENCY OF THE DAY: EMERGENCY LANDING GEAR EXTENSION:.

SUBMITTED:

E. T. Wooldridge Jr.

E. T. WOOLDRIDGE, Jr.
LCDR, USN
OPERATIONS OFFICER

APPROVED:

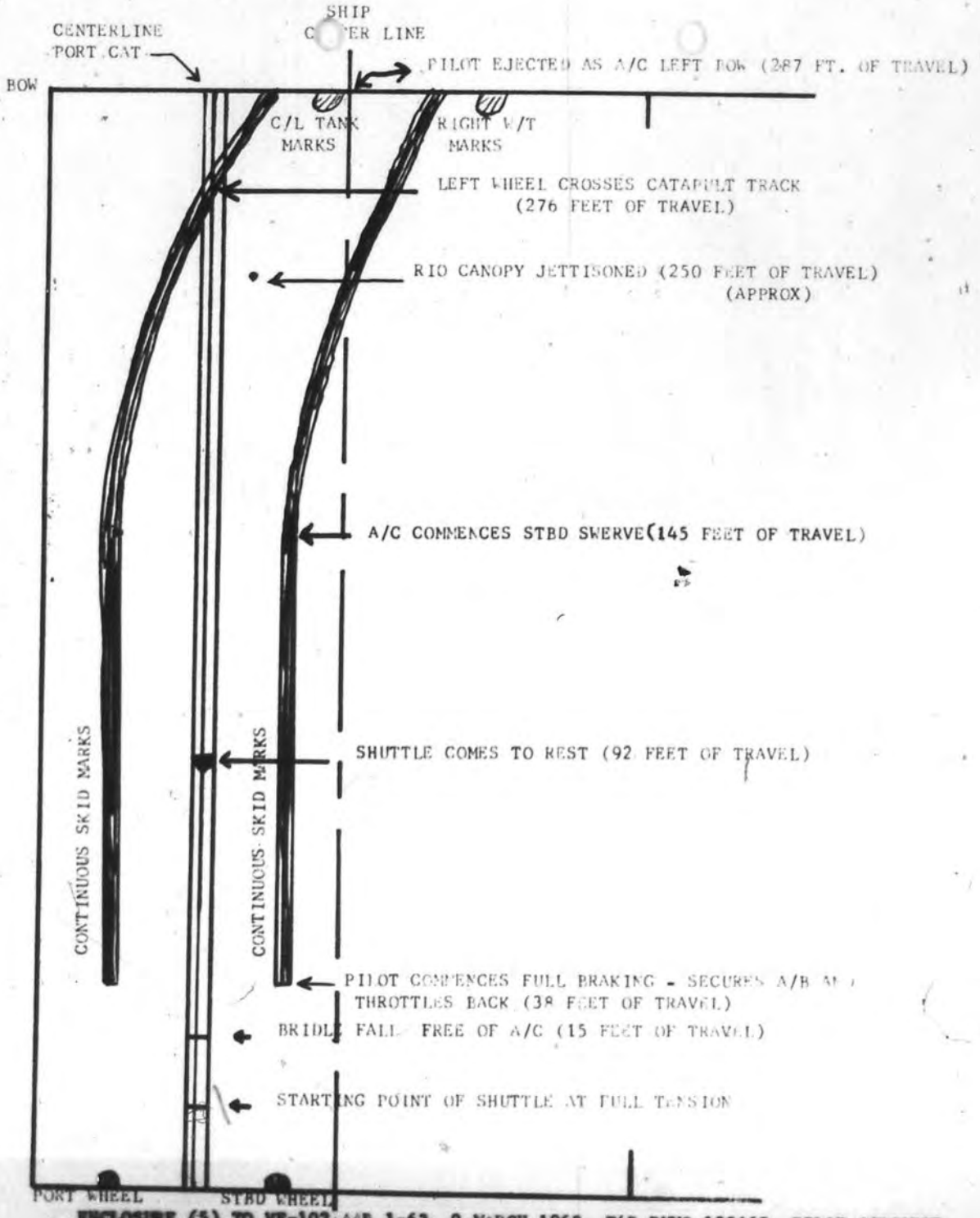
G. O. O'Rourke

G. O. O'ROURKE
CDR, USN
COMMANDING OFFICER

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INST 3750.6D

Enclosure (1)

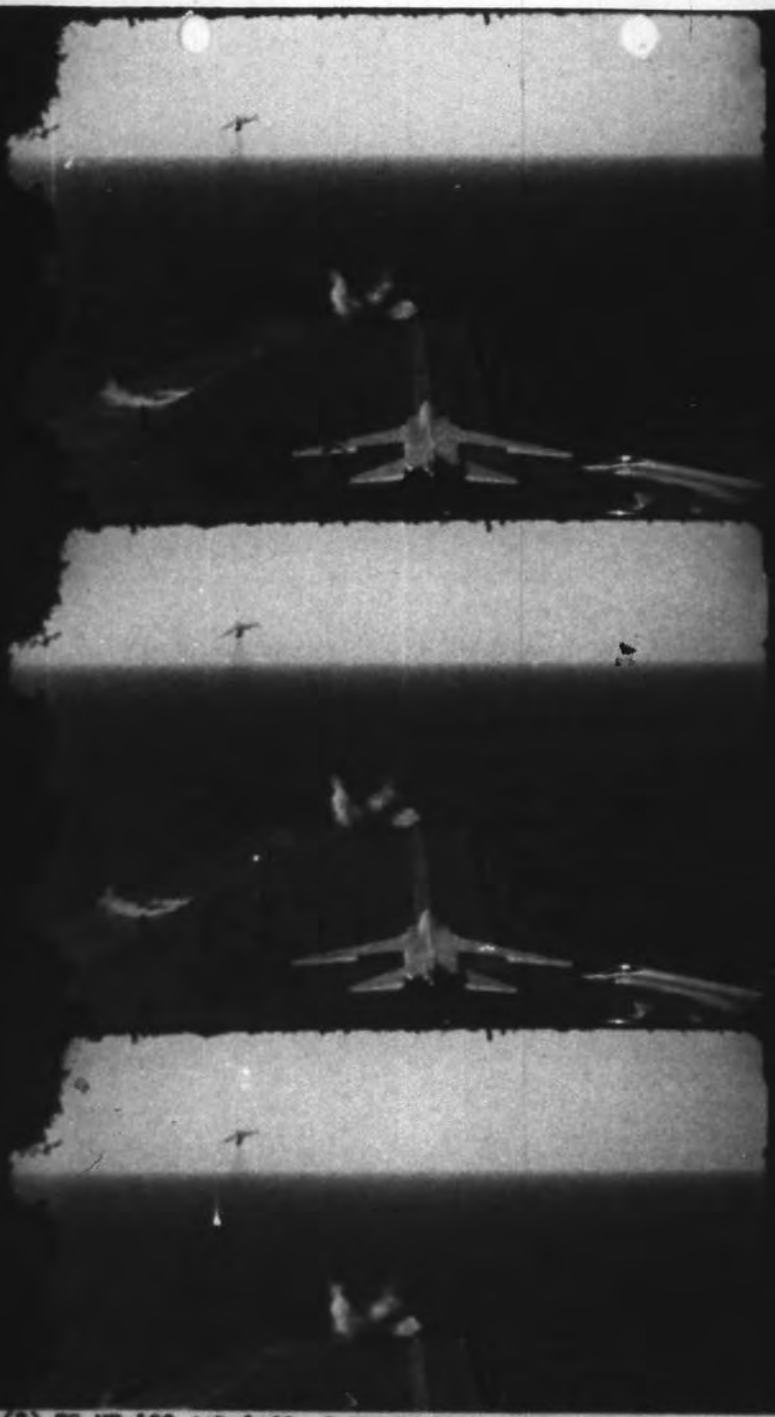
All statements withheld under exemption (b)(5).



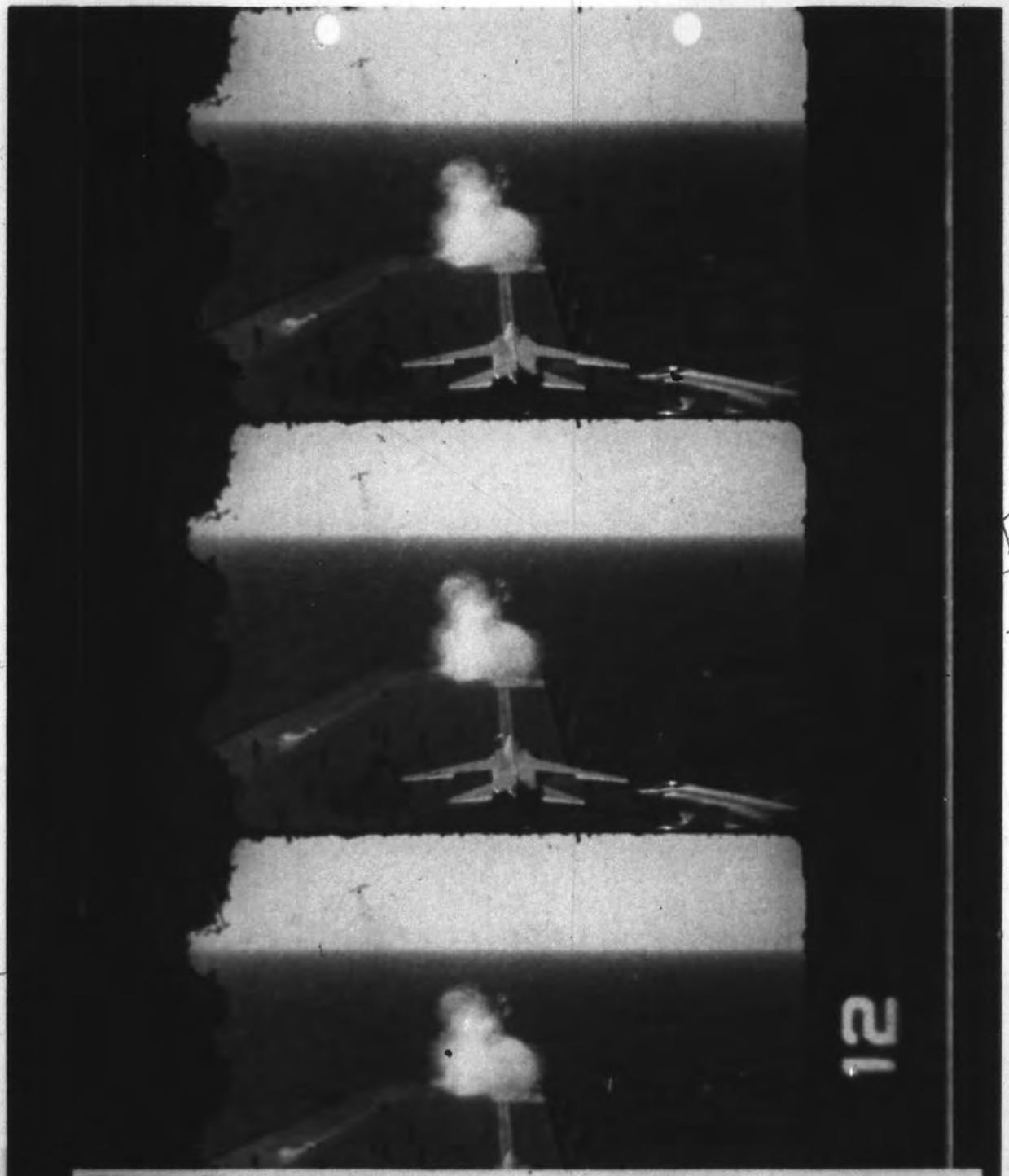
ENCLOSURE (5) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SKETCH OF FLIGHT DECK SHOWING SEQUENCE OF EVENTS.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (6) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING PREMATURE RELEASE OF BRIDLE FROM AIRCRAFT DURING CATAPULT SHOT. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (7) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462. PILOT O'ROURKE SHOWING JETTISONING OF RIO'S CANOPY. NOTE CATAPULT SHUTTLE POSITION. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D



ENCLOSURE (8) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING AIRCRAFT LEAVING THE FLIGHT DECK. NOTE CENTERLINE AND RIGHT WING TANKS RUPTURING ON THE EDGE OF THE FLIGHT DECK AND EJECTION OF PILOT. ALSO NOTE POSITION OF RIO'S CANOPY ON PORT CATAPULT TRACK.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

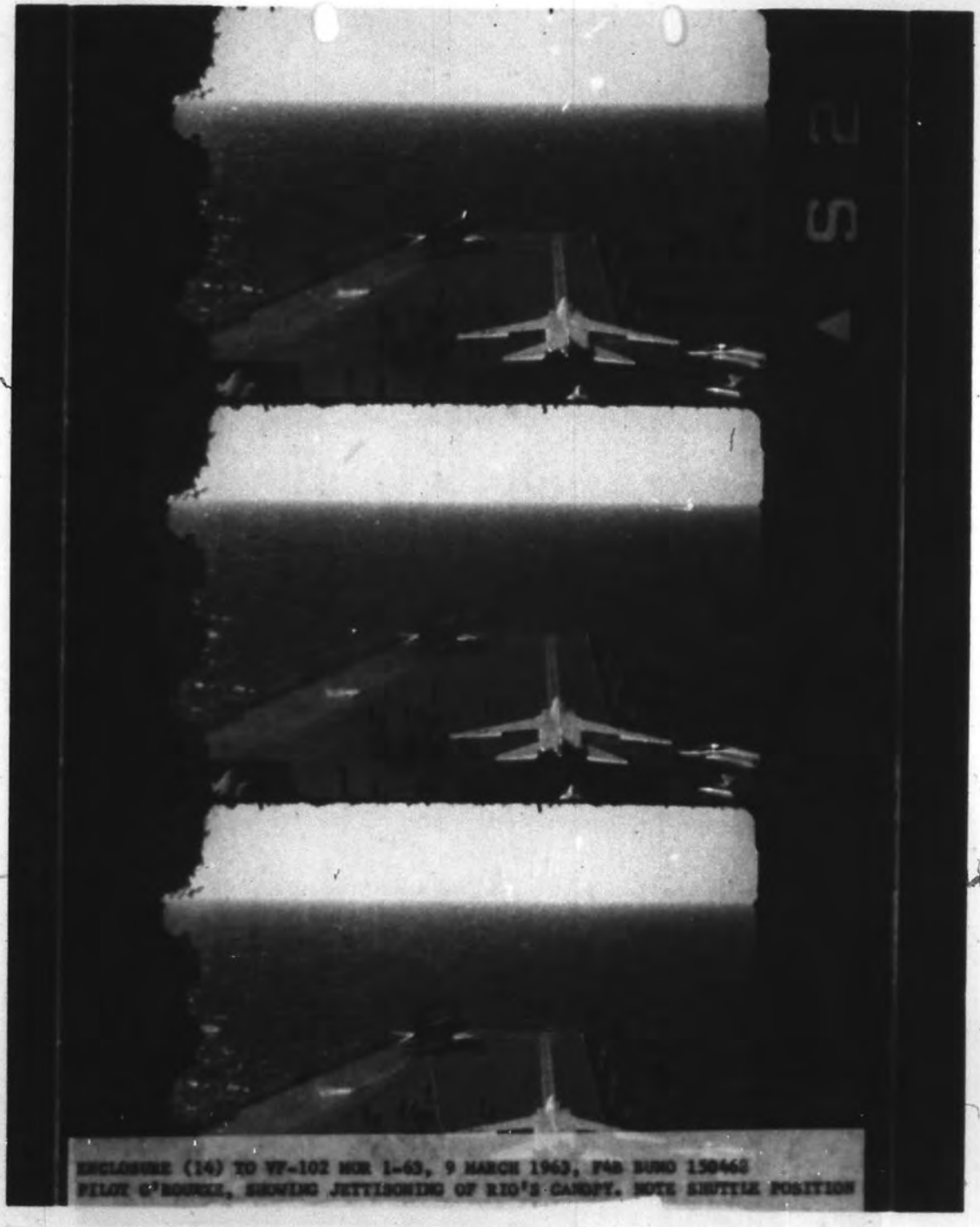


ENCLOSURE (9) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING PILOT'S SEAT DROGUE CHUTE DEPLOYMENT.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70[illegible] OPNAV INST 3750.6D

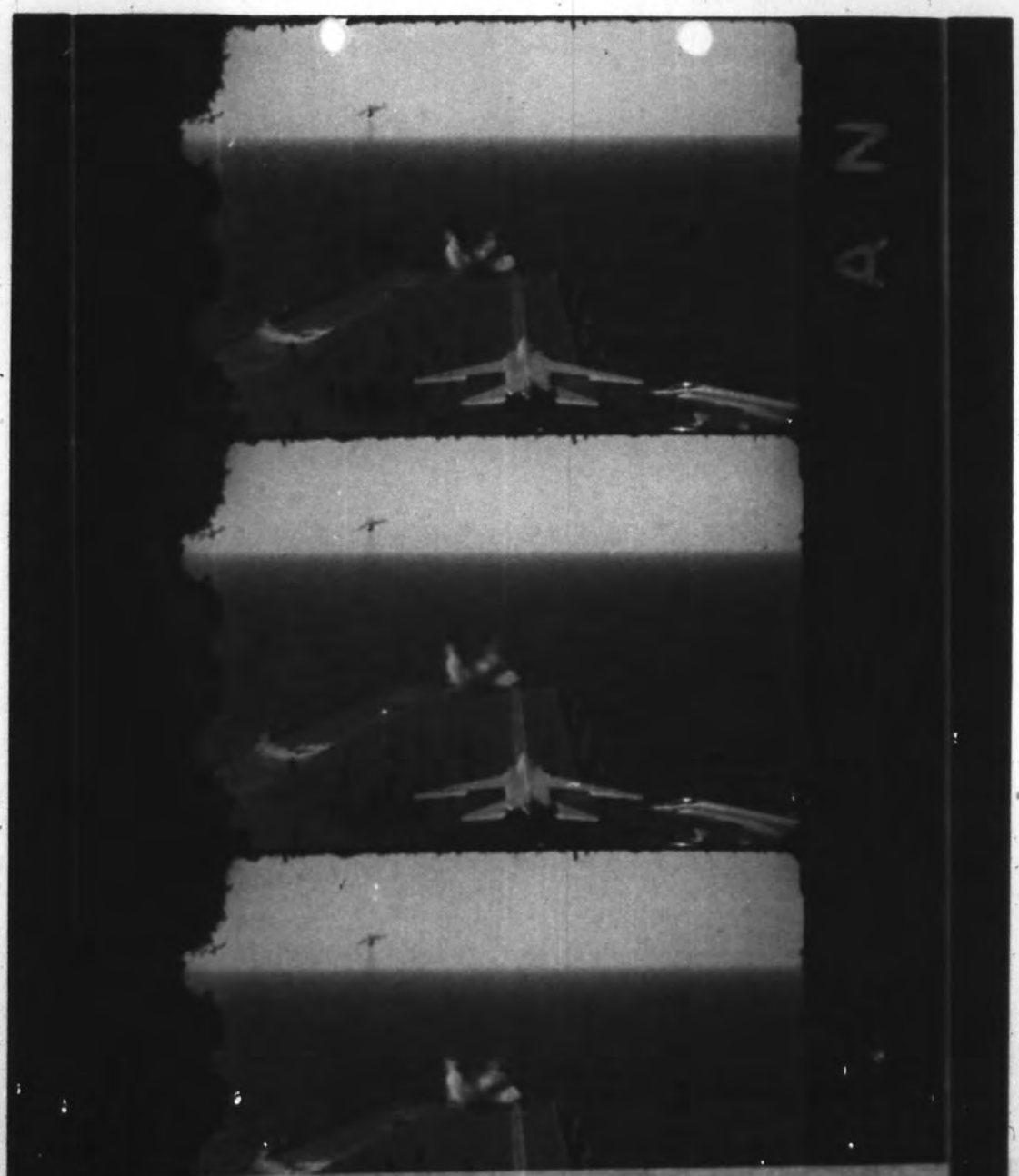
ENCLOSURE (10) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150862, PILOT O'ROURKE, SHOWING FINAL POSITION OF CATAPULT SHUTTLE AND BRIDLE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (11) TO VF-102 AAI 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING (1) STARBOARD TIRE SKID MARK (2) STARBOARD WING TANK IMPACT MARK AND (3) STARBOARD WING IMPACT MARK ON STARBOARD CATAPULT HORN.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (12) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING (1) PORT TIRE SKID MARK, DAMAGED SAFETY NET AND (2) LEFT WING IMPACT MARK ON PORT CATAPULT HORN.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D



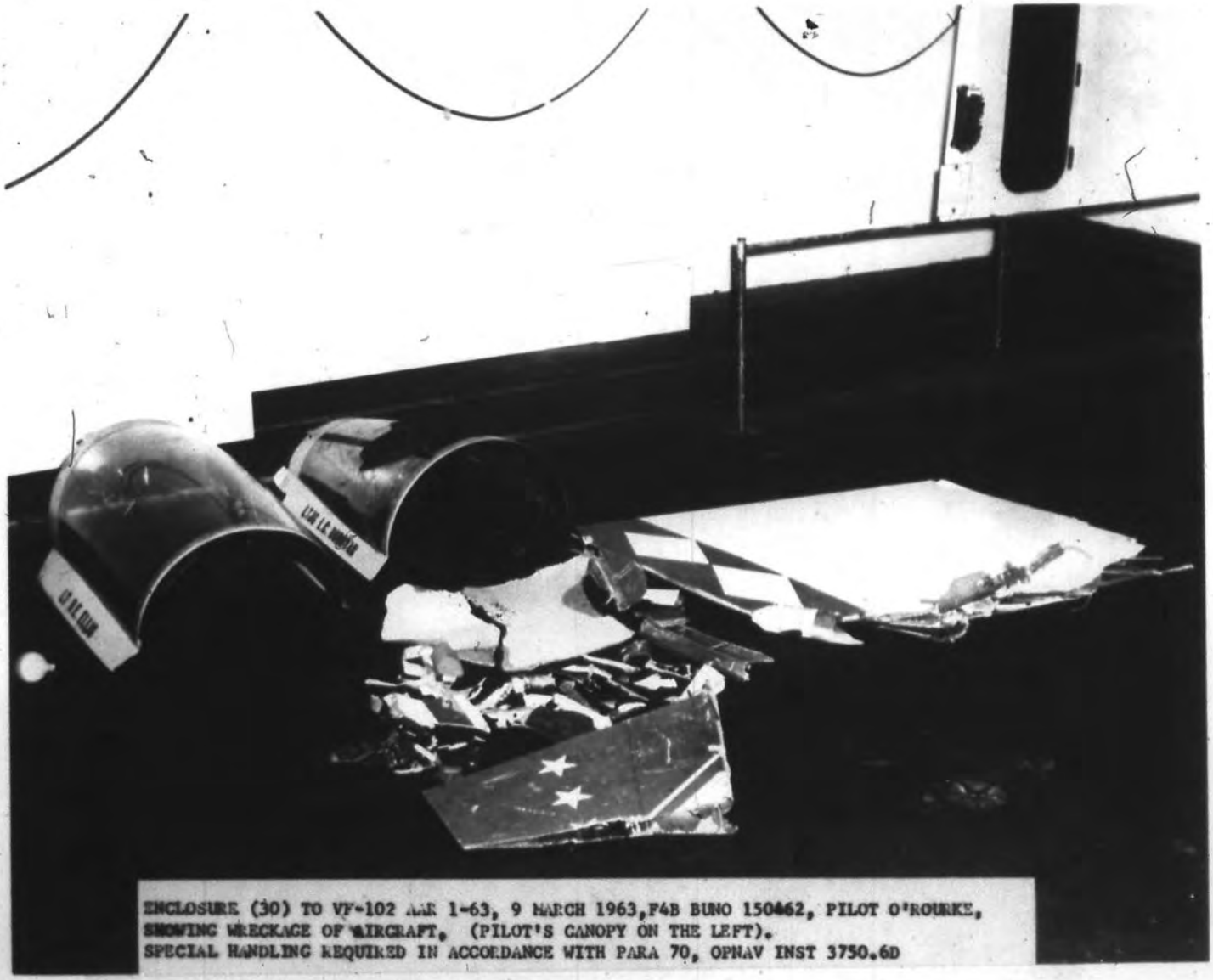
ENCLOSURE (14) TO VF-102 NOR 1-63, 9 MARCH 1963, F4B BUNO 150468
PILOT O'ROURKE, SHOWING JETTISONING OF RIO'S CANOPY. NOTE SHUTTLE POSITION



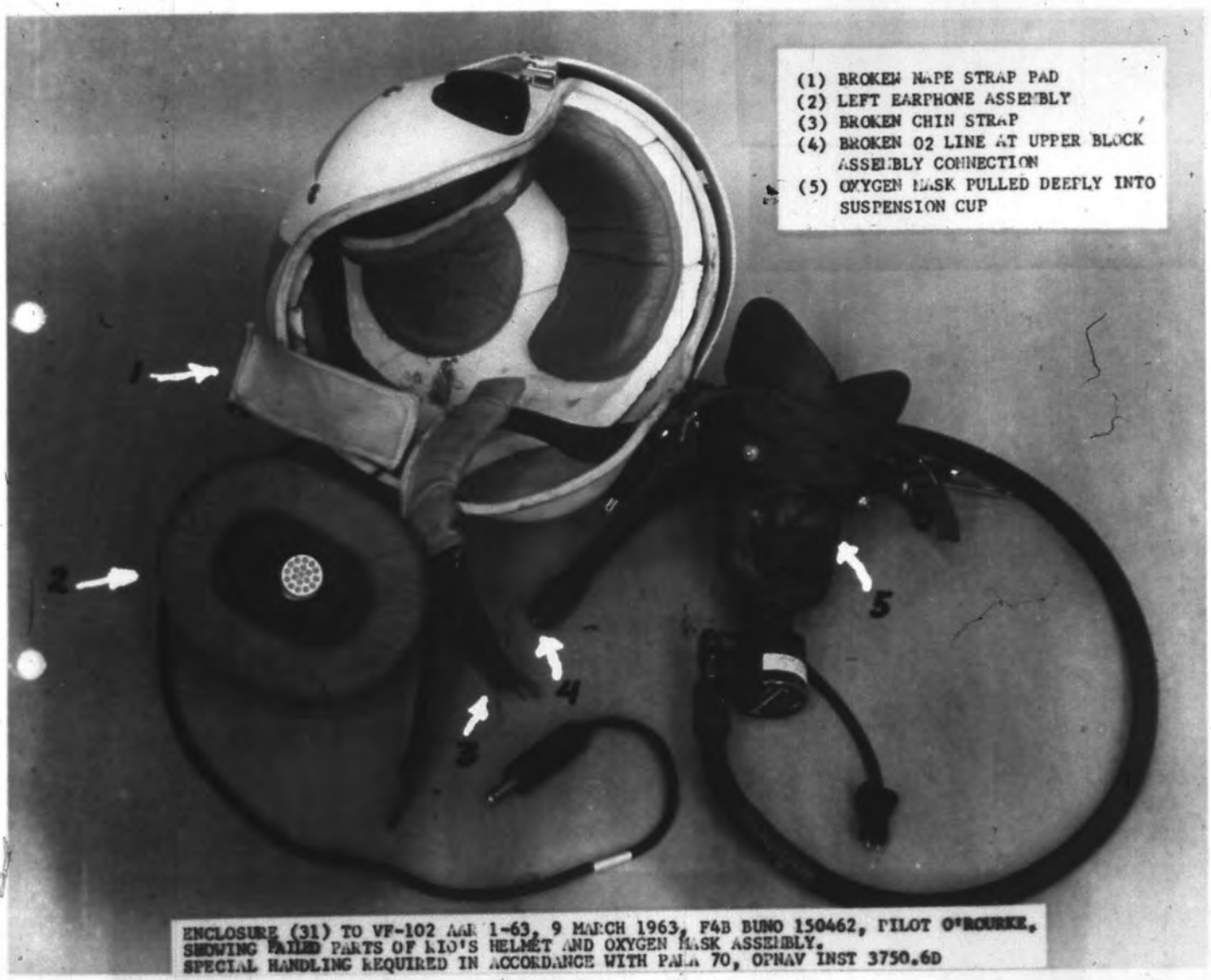
ENCLOSURE (15) TO VF-102 NOR 1-63, 9 MARCH 1963, F4B BUNO 150462
PILOT O'BOURKE, SHOWING THE AIRCRAFT LEAVING THE FLIGHT DECK . NOTE CENTER LINE AND RIGHT WING TANKS RUPTURING ON THE EDGE OF THE FLIGHT DECK, AND EJECTION OF PILOT. ALSO NOTE POSITION OF RIO'S CANOPY ON PORT CATWALK TRACK

ENCLOSURE (15) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING STARBOARD WHEEL SKID MARK ARCING TO STARBOARD THROUGH CENTER OF PICTURE. NOTE TRACTOR TIRE MARKS ON SLICK OILY DECK IN AREA OF BOW NUMERALS. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (16) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING PORT WHEEL SLIDE MARKS ACROSS PORT CATAPULT TRACK (VIEW FACING AFT), NOTE DECK CONDITION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D



ENCLOSURE (30) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING WRECKAGE OF AIRCRAFT. (PILOT'S CANOPY ON THE LEFT).
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D



ENCLOSURE (31) TO VF-102 AAR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, SHOWING FAILED PARTS OF RIO'S HELMET AND OXYGEN MASK ASSEMBLY.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

ENCLOSURE (32) TO VF-102 AIR 1-63, 9 MARCH 1963, F4B BUNO 150462, PILOT O'ROURKE, COMPARING NORMAL HELMET AND OXYGEN MASK ASSEMBLY WITH THAT RECOVERED. NOTE THE COMPLETELY UNDAMAGED EXTERIOR OF THE RECOVERED HELMET AND THE OXYGEN MASK PULLED DEEPLY INTO SUSPENSION CUP.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INST 3750.6D

HELICOPTER RESCUE REPORT
OPNAV FORM 3750-12 (REV. 4-59)

INSTRUCTIONS:
1. Mail original and one copy direct to NASC and one copy direct to CNO.
2. Report will be submitted within five working days of rescue or attempted rescue.
3. Serialize by calendar year (e.g., first report for 1959 would be 1-59, second 2-59)
4. Use local time.
5. If exact data is unknown such as time, temperature, etc. give approximate data.
6. Enclosures will be appended to the report if the statement will amplify the data on the form (e.g., Survivor had difficulty due to insufficient training.
7. Refer to the effective edition of OPNAVINST 3750.6

FROM:	REPORT DATE	REPORT SERIAL NO.
OIIC, HU-2 DETACHMENT 65	12 March 1963	1-63

TO: Commander, U.S. Naval Aviation Safety Center	HELO. MODEL	BUNO	OPERATING BASE
COPY TO: Chief of Naval Operations	HU-2SS	128572	USS ENTERPRISE (CVA(N)-65)

DATE OF EMERGENCY	TIME (Local)	LOCATION OF EMERGENCY
9 March 1963	1431A	36°-11.3'N 17°-21.6'E(Close aboard USS ENTERPRISE(CVA(N)-65)

TIME AND METHOD OF NOTIFICATION OF EMERGENCY	TIME OF ARRIVAL AT SCENE	TIME OF ACTUAL RESCUE	TOTAL ELAPSED FLIGHT TIME
1431A Visual VFR-SLY DMP	1432A	1432A	30 mins.

HELICOPTER RESCUE PERSONNEL (NAME - LAST, FIRST, MIDDLE INITIAL)	RANK, RATE	SERVICE/FILE NO.	RESCUE INSTRUCTION FORMAL HRS.	RESCUE INSTRUCTION SUP. HRS.	FORMAL SCHOOL ATTENDED	PICK-UPS A	PICK-UPS B
HARKER, William G.	LT	(b) (6)	2	30	NTU ELITCH	6	36
JOHN, Samuel F.	AD3		75	7	Aircrewman HU-2 Rescue.	0	4

RESCUED PERSONNEL (NAME - LAST, FIRST, MIDDLE INITIAL)	RANK, RATE	SERVICE/FILE NO.	AGE	HEIGHT	WEIGHT	INJURY - PHYSICAL CONDITION - SURVIVAL GEAR: CLASS	①	SURVIVAL GEAR USED (Jacket, raft, etc.)
O'ROURKE, Gerald C.	CDR	(b) (6)				D	A	MK 2F Harness
								MK5 Anti Exposure Suit
								APH 5A Crash Helmet
								A13A 15A Mask with fitting

NOTE: ① Physical Condition Code; A - Conscious, B - Conscious, unable to assist, C - Unconscious

RESCUE CONDITIONS AND PROCEDURES

RESCUE SITE WAS OVER	PICK-UP METHOD	IF HOVER, GIVE RPM AND MP WHILE HOISTING	EQUIPMENT USED (Sling, seat, etc.)
[ ] LAND [X] WATER	[ ] SET-DOWN [X] HOVER	2400 RPM. 37" MP	Seat Rescue

NUMBER OF PERSONS AT SCENE NOT RESCUED BY HELICOPTER:	REASON NOT RESCUED BY HELICOPTER AND FINAL STATUS	PRIMARY AND SECONDARY MEANS OF LOCATING SURVIVORS (Dyemarker, flare, smoke, etc.)
1	Officer was sighted by Crewman in other helicopter but disappeared immediately.	Primary Sight Secondary Portable Flotation Light

WIND VEL.	AIR TEMP.	DENSITY ALT.	WATER TEMP.	SEA STATE	GENERAL WEATHER AT SITE
250/23kts	50°F	-202'	56°	Slight	Clear, visibility 10 miles.

MISSION FLOWN BY HELICOPTER PRIOR TO THIS EMERGENCY	BACK-UP MEANS OF RESCUE
Plane Guard	Helicopter, Destroyer

RESCUE EQUIPMENT	√ A	√ B	CHECK "A" - CARRIED, NOT USED OR "B" - REQUIRED, NOT AVAILABLE, AND STATE REASON NOT REQUIRED OR IF REQUIRED, WHY NOT AVAILABLE
Rescue Sling	X		Not required
Webbing Cutter	X		Not required
Crash Helmet	X		Not required
Life Belt	X		Not required
Survival Knife	X		Not required

RECOMMENDED EQUIPMENT AND TECHNIQUES FOR FUTURE RESCUES OF THIS TYPE (By rescue area or rescuee)

The rescue seat was excellent for this type of emergency. This type of accident emphasizes the value of the plane guard helicopter pilot's being aware of the range of the rocket ejection seat when fired in a more or less horizontal plane, and keeping a position that will not endanger a pilot that might be forced to make a near horizontal ejection. A combination of three smoke bombs and smoke lights was thrown from the helicopter which could have caused fire as the pilot was surrounded by JP-5 Fuel. It should be re-emphasized that no smoke lights nor flares be thrown automatically in this type emergency.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PA-A 70 OPNAV INSTRUCTION 3750.6

ENCLOSURE(S)
[X] PILOT'S STATEMENT [X] SURVIVOR'S STATEMENT (Indicate number, if more than one)

(b) (6) [redacted] USN

Enclosure (1) Helicopter Pilot's Statement X 2nd Helicopter Crewman's Statement

Statement of LT W. G. HARKER, USN.

At 1431, 9 March 1963, while flying the number two launch plane-guard position in a UH-2B, I spotted, in silhouette, three (3) large sections of debris and one (1) pilot falling close aboard the starboard side. The helicopter in plane guard position one, who was, in addition, able to observe the faulty catapult shot, immediately hovered near and followed the visual survivor to the stern position where he was able to commence a rescue.
As the forward helicopter was moving aft I took a close-by position to cover both sides of the ship for additional personnel and back-up the rescuing helicopter.
The rescuing helicopter immediately informed me that his crewman had sighted a figure slightly forward and starboard of his present position above the potential rescuee, was proceeding immediately, and requested that I pick-up the pilot beneath him, who was indicating that he was okay.
The pilot appeared to be experiencing some difficulty separating himself from shroud lines and I immediately lowered my crewman to cut the pilot free. The crewman, at this time clear of the fuselage, gave me a hold sign followed by a hoist up indication. The crewman, ZOOK, then informed me that the pilot had separated and completed clearing himself. The crewman immediately lowered the rescue seat to the pilot, CDR O'ROURKE was hoisted aboard and returned to the ENTERPRISE.
I lifted to continue searching when CDR O'ROURKE, who appeared okay, except for two small vertical temple cuts and a flushed face, had cleared the aircraft. At no time throughout the initial incident nor following did I note my crewman sight additional personnel and I was informed that the other helicopter had immediately lost visual contact of the reported additional sighting and had never regained contact.
We continued our search until recalled by ENTERPRISE control but sighted only aircraft debris, the pilot's helmet, and rescue equipment that had been emitted by fantail personnel.

W. G. Harker
W. G. HARKER
LT USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INSTRUCTION 3750.6D

ENCLOSURE (36)

Statement of Samuel F. ZOOK, ADJ3, 344 55 45, USN.

In March 9, 1963 at about 1432, we were setting plane guard position. We were abeam of the ship when I heard over the radio, "Hold One Zero Six", repeated about five times. I then heard the tower call helo's 62 and 58, for a man overboard. I looked towards the bow, and I saw pieces flying. Helo 62 hovered over CDR O'ROURKE to make the pickup, then the crewman in 62 saw the other man. Helo 58 hovered over CDR O'ROURKE, and the tower called and said the parachute was still intact to CDR O'ROURKE. I proceeded to go into the water, and noticed the parachute was disconnected from CDR O'ROURKE. I gave my pilot a hold, and then I motioned for him to take me into the plane. I proceeded to pick up CDR O'ROURKE, and we took him aboard the ship, the ENTERPRISE. We then proceeded to search for the missing man, but saw no sign of him.

Samuel F. ZOOK
ADJ3 USN

Samuel F. Zook ADJ3

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAV INSTRUCTION 3750.6D

ENCLOSURE (36)

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