ORIGINAL

FIGHTER SQUADRON FORTY ONE
c/o Fleet Post Office
New York, New York

From: Commanding Officer, Fighter Squadron FORTY ONE
To: Commander U. S. Naval Aviation Safety Center

Subj: VF-41 serial 1-63A 24 July 1963 F4B BUNO 150624 pilot (b) (6) [redacted], enclosure 16 and 17; submission of

1. The enclosed roll of film is identified as enclosure 16 and 17 of VF-41 AAR 1-63A and is to be Handled in Accordance with Paragraph 66, OPNAVINST. 3750.6E.

(b) (6) [redacted]

LCDR USN
Senior Board Member

Copy to:
Naval Aviation Safety Center (2 copies)
COMNAVAIRLANT
BUWEPSREPSTLOUIS
NAEF (SI), NAEC, PHILA PA.
Navy Flight Safety Liaison Officer, Deputy Inspector General for Safety, Norton AFB
NATC PAX
Naval Parachute Facility, El Centro Calf.
VX-4
VF-96
VF-114
VF-121
VF-143
VF-193
VF-101
VF-74
VF-102
VF-14
VF-21
VMF-531
VMF-314
VMF-513
VX-5
BUWEPS WASH.
COMFAIRNORVA

ORIGINAL

CNAL 308
Ser: 7878
19 SEP 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66, OPNAVINST P3750.6E

FOURTH ENDORSEMENT on VF-41 serial 1-63A, concerning F-4B, BuNo 150624, accident occurring 24 July 1963, pilot (b) (6) [redacted]

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

Subj: Aircraft Accident Report

Ref: (e) NAVAVNSAFECEN 282050Z AUG
(f) COMNAVAIRLANT 092211Z OCT 62
(g) VF-74 spdltr ser 474 of 26 Nov 1962

1. Forwarded.

(b) (5)
[redacted]

CNAL 308
Ser: 7878
19 SEP 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66, OPNAVINST P3750.6E

Subj: Aircraft Accident Report

(b) (5)

[redacted]

(b) (6) [redacted]
By direction

Copy to:
(See next page)

ORIGINAL

CVA62/04A/RVR
3750
Ser 2463
27 August 1963

THIRD ENDORSEMENT on VF-41 AAR 1-63A ocurring 24 July 1963, F4B BUNO 150624, Pilot (b) (6)

From: Commanding Officer, USS INDEPENDENCE (CVA-62)
To: Commanding Officer, U.S. Naval Aviation Safety Center
Via: Commander Naval Air Force, U.S. Atlantic Fleet

Subj: Fighter Squadron FORTY-ONE Aircraft Accident No. 1-63A

Ref: (a) COMNAVAIRLANT msg 252133Z JUL 63
(b) BUWEPS msg 311555Z JUL 63
(c) COMNAVAIRLANT msg 022239Z AUG 63
(d) NASC Crossfeed AUG 63

Encl: (1) Photograph of F4B BUNO 150624 showing attitude after Catapult

1. Forwarded, concurring with the comments and recommendations of the board as modified by the endorsements subject to the following comments:

(b) (5)

[redacted]

ENCLOSURE (1) to THIRD ENDORSEMENT on VF-11 AAR 1-63A
occurring 24 July 1963, F4B BUNO 150624, Pilot [redacted]

(b) (5)

[redacted]

James D. RAMAGE

Copy to:
NASC (2 Direct)
BUWEPS
COMNAVAIRLANT
COMFAIRNORFOLK/COMNABS FOUR & FIVE
BUWEPSREPSTL
COMCVG-7
CO, VF-41

ORIGINAL

FF12/CVG-7/DSW:ab
3750
Ser 189
15 August 1963

SECOND ENDORSEMENT on VF-41 AAR 1-63A occurring 24 July 1963, F4B BUNO 150624, Pilot (b) (6)

From: Commander Carrier Air Group SEVEN
To: Commanding Officer, U. S. Naval Aviation Safety Center
Via: (1) Commanding Officer, USS INDEPENDENCE (CVA-62)
(2) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Fighter Squadron FORTY ONE Aircraft Accident No. 1-63A

1. Forwarded, concurring with the comments and recommendations of the board as modified by the first endorser.

L. M. Nearman
L. M. NEARMAN

Copy to:
NASC (2 direct)
BUWEPS
COMNAVAIRLANT
COMFAIRNORFOLK/COMNABS463
BUWEPSREPSTL
CO, VF-41

ORIGINAL

FF12/VF41:rn
Code 11
Ser: 383
9 August 1963

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAV INST 3750.6E

FIRST ENDORSEMENT ON VF-41 serial 1-63A, 24 July 1963, F4B BUNO 150624,
PILOT (b) (6)

From: Commanding Officer, Fighter Squadron FORTY ONE
To: Commanding Officer, U. S. Naval Aviation Safety Center
Via: (1) Commander Carrier Air Group SEVEN
(2) Commanding Officer, USS INDEPENDENCE (CVA-62)
(3) Commander Naval Air Force, U. S. Atlantic Fleet

Subj: VF-41 serial 1-63A, 24 July 1963, F4B BUNO 150624

1. Forwarded concurring with the comments and recommendations of the board subject to the following comments.

(b) (5)

[redacted]

ORIGINAL

(b) (5)

[redacted]

O. H. Oberg

O. H. OBERG

Copy to:

COMCARAIRGRU SEVEN

CO USS INDEPENDENCE (CVA-62)

COMNAVAIRLANT

NAVAVSAFECEN

COMFAIRNORFOLK

BUWEPS REP ST LOUIS

NAEP (SI), NAEC, PHILA, PA

NAVY FLT SAFETY DIV. OFF NORTON AFB

NATC PAX

NAVAL PARACHUTE FACILITY, EL CENTRO, CALIFORNIA

X VX-4	X VF-193	X VF-21
X VF-96	X VF-101	X VMF-531, 514, 513
X VF-114	X VF-74	X VX-5
X VF-121	X VF-102	
X VF-143	X VF-14	

COMMANDANT OF THE MARINE CORPS (Code AAR)

(b) (5)

[redacted]

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 12-59) PAGE 1

SPECIAL HANDLING REQUIRED *in accordance with Para. 65, OPNAV INSTRUCTION 3750.6C*

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY	Commanding Officer, Fighter Squadron - 41
2. DATE OF ACCIDENT	24 July 1963
TIME (LZT)	09 11 Q
3. SERIAL NUMBER	1-63 A
4. TO:	Commander, U.S. Naval Aviation Safety Center
5. ENCLOSURES (1)	SEE INDEX
6. VIA: (1)	Commanding Officer, FITRON - 41
(2)	Commander, Carrier Air Group - 7
(3)	CO, USS INDEPENDENCE (CVA-62)
(4)	COMNAVAIRLANT
7. REPORTING CUSTODIAN (if different than item 1, above)	
8. ACTIVITY OPERATING A/C (if different than item 7.)	
9. KIND OF FLIGHT	1L
10. TIME OF DAY	☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT	100 YDS STBD BOW OF 28° 42 [illegible] USS INDEPENDENCE [illegible] 74°-11.2W
12. ELEVATION ABOVE SEA LEVEL	Sea Level
13. PLACE OF LAST TAKE OFF	USS INDEPENDENCE (CVA-62)
FROM	CVA-62
TO	NAS OCEANA
15. TYPE CLEARANCE	☐ IFR ☐ VFR ☒ DVFR ☐ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)
16. TIME IN FLIGHT	07 Seconds
17. TYPE ACCIDENT	Collision Water/Uncontrolled
18. PHASE OF FLIGHT	Take-off
19. MODEL	F-4B
20. SERIAL NO.	150624
21. DAMAGE TO A/C	☒ A ☐ B ☐ C ☐ D ☐ E ☐ F
22. COST	$4,207,000
23. AIRSPEED (Kts.)	EST. 125 KTS
24. A/C WEIGHT	41,500
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)	NA

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 (as controls at time of accident) (b) (6) [redacted]	LT	(b) (6) [redacted]		USN	30	07	PILOT	Front Cockpit	F
CO-PILOT									

SECTION B - PERSONNEL DATA

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	8. OFT - OPERATIONAL FLIGHT TRAINER USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	9. CPT - COCKPIT PROC. TRAINER USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X	X	X	FIGHTER SQUADRON - 41	☒ STANDARD ☐ SPEC
	NO						☐ STANDARD ☐ SPEC
RIO	YES	X	X	NA	NA		
	NO						

PILOT EXPERIENCE IN HOURS

12. ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		1511.2		CV LANDINGS DAY/NIGHT	64/16	
ALL MODELS IN LAST 12 MONTHS		305.0		FCLP LANDINGS DAY/NIGHT	309/168	
ALL MODELS IN LAST 3 MONTHS		77.1		INSTRUMENT HOURS LAST 3 MONTHS	11.6	
ALL SERIES THIS MODEL (item 19)	A/C	418.9		NIGHT HOURS LAST 3 MONTHS	12.1	
	OFT / CPT					
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	299.2		TOTAL HELO. HRS. (Helo. AAR Only)	NA	
	OFT / CPT			TOTAL JET HOURS (Jet AAR Only)	1250.4	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	77.1		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	22JUL63	
	OFT / CPT			DURATION	1.8	

OTHER PERS.

13. NAME (Last, first and middle initials)	DNA	RANK RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1. (b) (6) [redacted]	NO	LTJG	(b) (6) [redacted]	VF-41	F	RIO	Rear Cock
2.							
3.							
4.							
5.							

21

ORIGINAL

OPNAV FORM 3750-1 (Rev. 12-59)

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PAGE 2

C. WEATHER

1. CEILING	2. VISIBILITY	3. RELATIVE WIND (SEE INST 3)	4. TEMPERATURE OAT 83° F RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
NONE	10 MILES	355° REL / 25 KTS		74° F	30.14

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

Sea Water Temperature 83° F

Sea conditions 090° 02 seconds 02 feet

D. CONTRIBUTING FACTORS

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

E. DEPLOYMENT

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

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
17 JUNE 1963	27.1/16	24.8/14
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	**5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED**	**6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS**
7.3	7.8/6	7.8/6

SECTION A - AIRCRAFT AND ENGINE DATA

PART II - MAINTENANCE, MATERIAL AND FACILITIES 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
~~3~~ 2-63	1	5	0	NA	143.7	1st Calendar Major	00	0

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 DIR BEEN REQUESTED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED

4. MAINT. 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.)

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
Flight Deck	Accelerating on cat	Normal	41,500	33.2	JP-5	NA

h. EVIDENCE OF FUEL CONTAMINATION: NA

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT: NA

j. FUEL CONTROL REGULATOR/CARBURETOR (List stock and ser. nos., give time since new or overhauled): NA

k. EXTERNAL STORES ABOARD A/C: NONE

(If additional space is necessary, attach additional sheets)

ORIGINAL

AIRCRAFT ACCIDENT REPORT

PA[redacted] — MAINTENANCE, MATERIAL AND FACILITIES DA[redacted]

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	X	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)

SECTION B — FACILITIES DATA

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

2. SHIPS DATA

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (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)	COPY DISTRIBUTION
			Copies (Cont'd) Navy Flight Safety Liaison Officer, Deputy Inspector General for Safety, Norton AFB NATC, PAX Naval Parachute Facility, ElCentro, California VX-4 VF-193 VF-21 VF-96 VF-101 VMF-531, ~~134~~ 314, 513 VF-114 VF-74 VX-5 VF-121 VF-162 COMFAIRNORFOLK VF-143 VF-14 Commandant of the Marine Corps (Code AAP)	2CC, NAVAVNSAFECEN DIRECT 1CC, BUWEPS DIRECT COMNAVAIRLANT BUWEPS REP. ST. LOU[illegible] NAEF(SI), NAEC, Phil[illegible] Pa.

COST DAMAGE TO: GOVERNMENT PROPERTY $ | PRIVATE PROPERTY | DATE SUBMITTED TO C. O. 5 AUG 1963

PART IV - SIGNATURES OF THE BOARD

(b) (6) [redacted] VF-41 [redacted]N, OPS OFFICER | (b) (6) [redacted] VF-41 USN, MAINT. O. [redacted]

(b) (6) [redacted] CVG-7 | (b) (6) [redacted] VF-41 LT, USNR, LINE [redacted]

ORIGINAL

PART V. THE ACCIDENT

BUNO 150624, MODEX 103, was one of thirteen VF-41 aircraft scheduled to launch at 0900, 24 July 1963, from USS INDEPENDENCE (CVA-62) enroute to NAS Oceana. This flight was the first flight following a first major check and so was to be a test hop.

At 0911 Q, 150624 was launched from the number three (inboard waist) catapult. The aircraft assumed a nose high, right wing down attitude and crossed the bow from left to right. The aircraft appeared momentarily to be returning to a wings level attitude when the right wing again began to drop.

The RIO ejected followed closely by the pilot approximately 100 yards directly ahead of the starboard catwalk of the ship.

At the time of ejection the aircraft was at an estimated altitude of 100 feet, speed estimated at 125 kts, 25 degrees right bank, nose just falling through the horizon, angle of attack above 22.8 units (rudder shaker operating) and landing gear and flaps down.

The crew was rescued by the UH-2A helicopter. The pilot was on the flight deck at 0918 Q and the RIO at 0920 Q.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

ORIGINAL

PART VI DAMAGE TO THE AIRCRAFT

F-4R BUNO 150626 sustained alfa damage and was lost at sea when it entered the water uncontrolled with nose down attitude in excess of thirty degrees.

(b) (5)

[redacted]

There is no evidence of aircraft disintegration prior to impact and the aircraft sank immediately. [redacted]

(b) (5)

[redacted]

No aircraft fragments were recovered.

Some JP-5 fuel was present on the water surface in the vicinity of the impact.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

ORIGINAL

PART VII INVESTIGATION AND ANALYSIS

1. Investigation of the accident began immediately with the collection of statements, photos, and documents.

2. Air Group SEVEN was scheduled to fly ashore to Naval Air Station, Oceana, on the 24th of July from the USS INDEPENDENCE CVA-62 after completion of Refresher Training at the Naval Station at Guantanamo Bay, Cuba. During final preparation for fly off, it was decided to fly modex 103(F4B BUNO 150624) to Oceana for completion of the fire control portion of the major inspection. F4B BUNO 150624 was scheduled on the fly away as a test flight and was to be flown by a designated squadron test pilot. The DD 175 (enclosure 14) listed another designated test pilot flying modex 103, but was changed to LT (b) (6) at the last minute. [redacted]

(b) (5)

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

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

ORIGINAL

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

[redacted]

Special Handling Required in Accordance with Paragraph 6b,
OPNAVINST P3750.6E

ORIGINAL

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

[redacted]

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

ORIGINAL

(b) (5)

[redacted]

Special Handling Required in Accordance with Paragraph 66,
OPNAVINST P3750.6E

ORIGINAL

PART VIII CONCLUSIONS

(b) (5)

[redacted]

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

ORIGINAL

PART IX RECOMMENDATIONS

(b) (5)

[redacted]

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

ORIGINAL

STATEMENT OF LT (b) (6) [redacted], USN, Pilot, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963.

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

[redacted]

Enclosure (2)

ORIGINAL

(b) (5)

[redacted]

(b) (6)

[redacted]

Special Handling Required in Accordance with paragraph 66,
OPNAVINST P3750.6E

ORIGINAL

STATEMENT OF LTJG (b) (6) [redacted] USNR, RIO, concerning the crash of VF-41 aircraft, F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

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

[redacted]

(b) (6)

[redacted]

The board considers LTJG (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (3)

ORIGINAL

STATEMENT OF LCDR (b) (6) [redacted] Maintenance Officer, Concerning the crash of F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

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

[redacted]

ORIGINAL

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

[redacted]

Special Handling Required in Accordance with paragraph 66,
OPNAVINST P3750.6E

Enclosure (4)

ORIGINAL

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

[redacted]

(b) (6)

[redacted]

The board considers LCDR [redacted] (b) (6) to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

ORIGINAL

STATEMENT OF LCDR (b) (6) [redacted]
Catapult and Arresting Gear Officer, concerning the crash of VF-41 aircraft, F4B, BUNO 150624, on 24 July 1963.
Pilot (b) (6) [redacted]

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

[redacted]

(b) (6) [redacted]

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (5)

ORIGINAL

STATEMENT OF LT (b) (6) [redacted] USN, Catapult Officer, concerning the crash of VF-41 aircraft, F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted].

(b) (5)

[redacted]

(b) (6)

[redacted]

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (6)

ORIGINAL

STATEMENT OF LT (b) (6) [redacted], USNR, Aviation Equipment Officer, concerning the crash of VF-41 aircraft, F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

(b) (5) [redacted]

(b) (6) [redacted]

The Board considers LT (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, CPNAVINST P3750.6E

Enclosure (1)

ORIGINAL

STATEMENT OF LTJG (b) (6) [redacted], USN, VAH-1
Assistant Line Officer, concerning the crash of VF-41 aircraft,
F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

(b) (5)

[redacted]

n

(b) (6) [redacted]

The board considers LTJG (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66,
OPNAVINST P3750.6E

Enclosure (8)

ORIGINAL

STATEMENT OF (b) (6) [redacted], USN, Forward Catapult Chief, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

(b) (5) [redacted]

(b) (6) [redacted]

The board considers (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (9)

ORIGINAL

STATEMENT OF (b) (6) [redacted], AMS1, USN, Final QC Inspector, concerning the crash of VF-41 aircraft, F-4B BUNO 150624, on 24 July 1963.

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

[redacted]

The board considers (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with Paragraph 66, OPNAVINST P3750.6E

Enclosure (10)

ORIGINAL

STATEMENT OF (b) (6) [redacted] (n), AQ2, (b) (6) [redacted] USN, RADAR TECHNICIAN, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted].

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

[redacted]

(b) (6)

[redacted]

The board considers (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (1)

ORIGINAL

STATEMENT OF (b) (6) [redacted] USN, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

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

(b) (6) [redacted]

The board considers (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST p3750.6E

Enclosure (12)

ORIGINAL

STATEMENT OF LT (b) (6) [redacted] USN, Maintenance Control Officer, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted].

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

[redacted]

The board considers LT (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (13)

ORIGINAL

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

DATE: 7-24-63

AIRCRAFT SERIAL NO: 150627

A. OPERATIONS OFFICE

B. OCCUPANTS (Indicate whether crew or passenger. List additional passengers on separate sheet and attach.)

DUTY	NAME AND INITIALS	GRADE	SERVICE NO	ORGANIZATION	HOME STATION
PILOT IN COMMAND	(b) (6) [redacted]	CDR	(b) (6) [redacted]	USN-VF41	CVA-62
150 482		CDR			
150 624		LCDR			
150 490		LCDR			
150 631		LT			
150 632		LT			
150 488		LT			
150 628		LT			
150 491		LT		J50631	
150 635		LT			
150 485		LT			
150 637		LT			
150 640		LT			

C. FLIGHT PLAN

RADIO CALL: NJ 50627/B — AIRCRAFT TYPE: 13 F-4B

POINT OF DEPARTURE: USS INDEPENDENCE CVA-62

BASE NAME OF DESTINATION: NAS OCEANA

MILEAGE: 680 NAUT. — ETD:

EST TRUE A/S: 510 KTS — ETE:

ALTERNATE: NGU — ETE TO ALTERNATE: 0+05

TRANS. FREQ.: ALC UHF

PILOT'S LAST NAME: (b) (6) [redacted]

FUEL ON BOARD: 2 HRS 00 MIN

ROUTE TO BE FLOWN

IFR	DVFR	ALTITUDE	ROUTE	TO
	✓	FL 350	D→	CARP
	✓	"	"	WILMINGTON
	✓	"	D→	NASOCEANA

DVFR

INSTRUMENT RATING

NAVY	AIR FORCE	ARMY
SPECIAL PILOT ✓	PILOT RATING	PILOT RATING
STANDARD PILOT	INST RATING	INST RATING

DATE INSTRUMENT CARD EXPIRES: 2-21-64

DD FORM 175F FILED AT: NR — DATE FILED:

HIGHEST RANK ON BOARD: NA

LETDOWN EQUIPMENT ABOARD AIRCRAFT: ILS | VOR | ✓ UHF ADF | RADIO RANGE | ✓ TACAN

LETDOWN AVAILABLE AT DESTINATION: ILS | VOR | ✓ ADF | ✓ GCA | RADIO RANGE | ✓ TACAN

NOTAMS CHECKED: ✓ YES | NO

REMARKS: 1. TACAN ONLY A/C T.O. + 26 MIN
2. PEN ADIZ at 29-10 N / 76-25 W
3. EXIT ADIZ 33-10 N / 77-55 W T.O. + 58 MIN

(SIGNATURE OF PILOT)

D. WEATHER

EXISTING: NTU 1507 ↙2 — TIME OF OBS 0600Q — TIME OF OBS

FORECAST: NTU 1505 ← 8 — ALTERNATE (ETE)

ALTERNATE: NR

ROUTE FORECAST:

MIN CIG	000 AT FRONT	MAX CLD TOPS	35000 FT MSL	THUNDERSTORMS: LWD/LYS ETR	TURB: MOD/SVR TRW — MAX: —
MIN VIS FLY LVL	10MI	DUST OR HAZE	NTU	SMOKE: —	ICING: MOD IN TRW — FOG: 1LM
MIN FRZ LVL	14000 FT MSL	CLOUD	MOD IN TRW	FRZ PCPN: —	SNOW: — — BREAKING WIND SHEAR: 1300Z
WINDS	FL 350 240°/38KTS				SIGNATURE: (b) (6) [redacted] LCDR

E. FLIGHT CLEARANCE AUTHORIZATION

SUBMITTED TO | TIME | BY: (b) (6) [redacted]

INSTRUCTIONS AND APPROVAL TRANS. TO TOWER OR PILOT BY | ACTUAL T.O. TIME

STATION ARRIVED AT | TIME | NAME | GRADE OR POSITION

DD FORM OCT 56 175 — PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

ORIGINAL

ENCLOSURE (18)

PHOTOGRAPH SHOWING PILOTS RADAR INDICATOR AND BOLT LOCATION WITH INDICATOR TAB INSTALLED.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66, OPNAVINST P3750.6H

SCUF

03-07-24-1-02

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

OPNAV REPORT 3750-12

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.
O-in-C, HU-2 DET 62	24 July 1963	2-63

TO: Commander, U.S. Naval Aviation Safety Center
COPY TO: Chief of Naval Operations

HELO. MODEL	BUNO	OPERATING BASE
UH-2A	149027	CVA-62

DATE OF EMERGENCY	TIME (Local)	LOCATION OF EMERGENCY
24 July 1963	0914Q	28°45'N 74°09.5'W Stb. Bow CVA-62

TIME AND METHOD OF NOTIFICATION OF EMERGENCY	TIME OF ARRIVAL AT SCENE	TIME OF ACTUAL RESCUE	TOTAL ELAPSED FLIGHT TIME
Sight/ radio 0914Q	0915Q	0917Q	47 Minutes

HELICOPTER RESCUE PERSONNEL NAME - LAST, FIRST, MIDDLE INITIAL	RANK, RATE	SERVICE/FILE NO.	RESCUE INSTRUCTION FORMAL HRS.	RESCUE INSTRUCTION SOD. HRS.	FORMAL SCHOOL ATTENDED	PICK-UPS A	PICK-UPS S
(b) (6) [redacted]	LT	(b) (6) [redacted]	2	93	HTG ELLYSON	0	75
	LCDR		2	12	HTG ELLYSON	0	10
	AT2		75	31	HU-2 AIR RESCUE	0	40
	AMS1		75	76	AIRCREWMEN	0	26

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.)
(b) (6) [redacted]	LT	(b) (6) [redacted]	30	71"	170	E	A	APH-5 Helmet, MK-IV Vest,
	LTJG		29	68"	150	E	A	Knife 3 Flares for both
								rescues.

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

RESCUE CONDITIONS AND PROCEDURES

RESCUE SITE WAS OVER: [ ] LAND [X] WATER
PICK-UP METHOD: [ ] SET-DOWN [X] HOVER
IF HOVER, GIVE RPM AND HP WHILE HOVERING: 100% RPM. T5-650°C N1-99% HP
EQUIPMENT USED (Sling, seat, etc.): Rescue seat, webbing cutters, crewmens suit, life vest & raft.

NUMBER OF PERSONS AT SCENE NOT RESCUED BY HELICOPTER: NONE
REASON NOT RESCUED BY HELICOPTER AND FINAL STATUS: N. A.
PRIMARY AND SECONDARY MEANS OF LOCATING SURVIVORS (Dyemarker, flare, smoke, etc.): Primary - Visual sighting at crash. Secondary - Smoke light in wake.

WIND VEL.	AIR TEMP.	DENSITY ALT.	WATER TEMP.	SEA STATE	GENERAL WEATHER AT SITE
185/14	83°F	+1710	84°F	010/1sec 2'	2000 SCTD UNKN BRKN VISIBILITY 10

MISSION FLOWN BY HELICOPTER PRIOR TO THIS EMERGENCY: 103 (Photo Hop)
BACK-UP MEANS OF RESCUE: 2nd UH-2A Helicopter.

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		Rescue made by seat.
Cable cutters	X		Not needed.
Knife	X		Webbing cutters used.
Quick splice & Chicago grip.	X		Not needed.

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

(b) (5) [redacted]

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

X Co Pilots Statement
X Crewmens Statement (2)

(b) (6) [redacted]
LCDR USNR

PLATE NO. 10904

STATEMENT OF LT (b) (6) [redacted], USNR CONCERNING HU-2 DET 62 RESCUE
SERNO 2-63 of 24 July 1963

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

[redacted]

(b) (6)

[redacted]

LT USNR

STATEMENT OF LCDR (b) (6) [redacted] USN CONERNING HU-2 DET 62 RESCUE SERNO 2-63 of 24 July 1963.

(b) (5)

[redacted]

(b) (6)

[redacted]

LCDR USN

STATEMENT of (b) (6) [redacted] AT2, USN CONCERNING HU-2 DET 62 RESCUE SER. NO. 2-63 of 24 JULY 1963.

(b) (5)

[redacted]

(b) (6) [redacted]

AT2 USN

(b) (6) [redacted]

Obmure

STATEMENT of (b) (6) [redacted] AMS1, USN CONCERNING HU-2 DET 62 RESCUE SERNO 2-63 of 24 July 1963.

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

[redacted]

(b) (5)

[redacted]

(b) (6)

[redacted]

AMS1 USN

MEDICAL OFFICER'S REPORT
OPNAV FORM 3760-8 (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION A - IDENTIFICATION

1. FROM (NAME AND MAILING ADDRESS OF ACTIVITY)	2. MOR NO.	3. LEAVE BLANK
Commanding Officer, Fighter Squadron 41, FPO, N.Y., N.Y.	1	307-241-02

4. TYPE OF MISHAP GROUND	5. TIME & ZONE	6. DATE	7. GEOGRAPHICAL LOCATION
[X] ACCIDENT [ ] ACCIDENT [ ] INCIDENT	09130	24 JUL 63	28°42' N, 74° 11.2' W

8. MODEL A/C	9. BUNO	10. NO OF OCCUPANTS	11. DAMAGE CODE	12. UNIT OPERATING A/C	18.	19.	20.	21.	22.
F-4B	150624	2	ALPHA	VF-41 (CVA-62)					

IDENTIFICATION	13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED. NAME (LAST, FIRST & MIDDLE INT.	14. UNIT TO WHICH ATTACHED	15. RANK/RATE	16. FILE/SERVICE NO. DESIGNATOR	17. DUTY ASSIGNMENT ABOARD A/C	AT MISHAP	DATE OF LAST PHYSICAL	PERSONAL QUALIFIED FOR FLIGHT	BRANCH OF SERVICE	INJURY CODE	DISPOSITION
A.	(b) (6) [redacted]	VF-41	LT	(b) (6) [redacted]	Pilot	Pilot	2-63	YES	USN	[illegible]	G
B.		VF-41	LTJ		RIO	RIO	3-63	YES	USNR	[illegible]	G
C.											
D.											

23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY.

24. MODEL OTHER A/C IF INVOLVED	25. BUNO	26. NO OF OTHER OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. MOR NO.
NA	150624		VF-41	ALPHA	1

30. NARRATIVE ACCOUNT OF MISHAP (USE ADDITIONAL 8 x 10½ PLAIN SHEETS IF REQUIRED)

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

31. PRIMARY CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

32. CONTRIBUTING CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

(b) (5) [redacted]

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

35. [illegible] CHECK LIST — SURVIVORS [illegible] NARRATIVES — WITNESS — CONCLUSIONS AND [illegible] ATIONS — REQUIRED COPIES FURNISHED

(b) (6) [redacted] — DATE 5 Aug 63 — (b) (6) [redacted] — [illegible] OF APPOINTING [illegible] OBERG — DATE 5 Aug 63

ENCLOSURE (1)

OPNAV FORM 3750-8A (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION B

FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP.
(LIST IN ORDER, IN ACCORDANCE WITH SECTION B OF INSTRUCTION)

1. FACTORS	2. * PHASE OF MISHAP				*PHASE CODE	A-ACCIDENT S-SURVIVAL	E-ESCAPE/EGRESS R-RESCUE
	A	E	S	R	FACTOR WEIGHT	M-MAJOR C-CONTRIBUTING Q-QUESTIONABLE OR POSSIBLE	

(b) (5)

[redacted]

SECTION C AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS (ALL MODELS)	30.9
2. FLIGHT TIME LAST 24 HOURS (ALL MODELS)	4.0
3. NUMBER OF FLIGHTS LAST 24 HRS (INCLUDE PRESENT FLIGHT)	2
4. TIME AT CONTROLS THIS FLIGHT	9 sec.
5. TOTAL FLIGHT TIME ALL MODELS	1509.3

FLIGHT TIME THIS MODEL F-4B	6. TOTAL	7. LAST 30	8. 60	9. 90 DAYS
	433.1	24	45	77

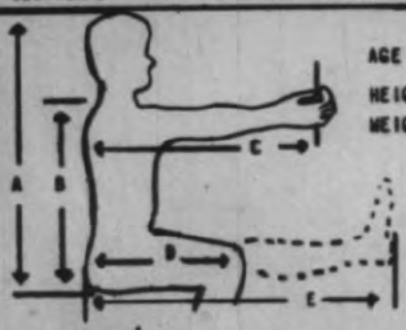
10. NO. GROUNDINGS PAST YEAR	0
11. NO. DAYS GROUNDED PAST YEAR	.0

12. DATE AND TYPE OF PRIOR MISHAPS

NONE

13. NO. HOURS IN A DUTY STATUS LAST 24 HOURS	8
14. DIRECTION FACING AT TIME OF MISHAP.	Forward
15. LOCATION AT TIME OF MISHAP.	Front Cockpit

SECTION D ANTHROPOMETRIC DATA



AGE	30
HEIGHT	(b) (6) [redacted]
WEIGHT	

A. SITTING HEIGHT
B. TRUNK HEIGHT
C. FUNCTIONAL REACH
D. BUTTOCK-KNEE
E. LEG LENGTH
F. SHOULDER WIDTH (BIDELTOID)

(COMPARE WITH HEALTH RECORD)

16. "LABORATORY TESTS AND RESULTS"

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
BLOOD 1.			TISSUE: (CNS)		
2.			MUSCLE		
3.			VISCERA		
URINE:			OTHER:		
G.I. CONTENT					

17. X-RAY RESULTS
PA, Lateral, & Oblique views of lumbosacral and thoracic spine negative for fracture or dislocation

MISH NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 5750-08 (REV 1-65)

SPECIAL HANDLING REQUIRED

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE SECTION E OF INSTRUCTION: TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP.

USE LOCAL TIME AND RECORD TO THE RIGHT OF EACH COLUMN.-

48 HRS PRIOR TO MISHAP

7/22/63 up 0600 brief 0630,launch 0730,1.8 hr flt. land,to pri-fly til 1200. lunch, 1300-1700 nap,1800 dinner,brief 1900 launch 2030,land 2235,bed by 2335. 7/23/63.Up 1000 1100 lunch,1342 RR then flt deck sun bath,1 hr. nap 1800 dinner,packed bag, bed by 2300. Up 0700 7/24/63 breakfast,coffee only,brief 0730 manned a/c 0825 launched 0913.

ACCIDENT PHASE

(b) (5) [redacted]

ESCAPE PHASE

SURVIVAL PHASE

RESCUE

MISH NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F-4B	150624	(b) (6) [redacted]

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8C (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION F — PATHOLOGICAL DATA — (REFER TO SECTION F OF INSTRUCTION)

1. INJURY CODE AND DISPOSITION "0"

2. PRE-EXISTING PHYSICAL DEFECTS: N/A

3. UNCONSCIOUSNESS: [redacted] NO ☐ YES DURATION: N/A

4. DROWNED ☐ N/A

5. ASPHYXIATED ☐ N/A

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

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

8. EXTENT OF CARBONIZATION: N/A

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSES: NO

10. PLACE OF HOSPITALIZATION: No

11. [redacted] (b) (6)

12. DURATION (SEE INSTRUCTION): (4) FOUR days.

13. PRIMARY CAUSE OF DEATH: N/A

14. SECONDARY CAUSE OF DEATH: N/A

15. AUTOPSY CONDUCTED BY: NA ☐ PATHOLOGIST, MEDICAL OFFICER PRESENT ☐ PATHOLOGIST, MEDICAL OFFICER NOT PRESENT ☐ MEDICAL OFFICER

16. ☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED N/A

17. WAS "AUTOPSY MANUAL, NAVMED P-5065" USED? ☐ YES ☐ NO N/A

18. IF NO AUTOPSY CONDUCTED, GIVE REASON: N/A

19. INJURIES

	PHASE SUSTAINED A	E	S	R	CAUSE AND MECHANISM (IF UNKNOWN, THEORIZE)
1. [redacted] (b) (6)	B X				[redacted] (b) (6)
2.					
	X				
3.					
		X			
4.		X			
5.					
		X			
6.	X	X	X		

20. REMARKS: [redacted] (b) (5), (b) (6

FOR NO.	MODEL A/C	SERIAL	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	[redacted] (b) (6)

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8F (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION

PHASE CODES: A-ACCIDENT/MISHAP, S-SURVIVAL, E-ESCAPE/EGRESS PHASE, R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. REQUIRED	4. AVAILABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (EXPLAIN FAILURES, LOSS, AND/OR DIFFICULTY ENCOUNTERED. USE ADDITIONAL 8X10½ PLAIN PAPER IF NEEDED)
Martin Baker Ejection seat MBEU-615-PA	None	Y	AE	AE	AE	N	Ejection at altitude of approximately 100 feet at about 120 knots Chutes nearly fully deployed at water entry.
Flight Suit	Summer flying Flame retardant treated, orange	Y	AESR	AESR	AESR	S	Zipper failed sometime during accident exposing abdomen and penis
Shoes	Boots: Flying Safety	Y	AESR	AESR	AESR	N	
Helmet	APH-5	Y	AES	AES	AES	N	Helmet removed to jettison seatkit
Gloves	Summer Flight	Y	NOT	NOT	NOT		Most pilots in squadron do not wear gloves over water; they make operation of releases difficult.
Life Vest	MARK IV. Full Pressure Suit	Y	AESR	S	S	S	Pilot had difficulty locating lan yard, found that buoyancy insufficient to maintain him afloat when half inflated.
Life, Raft	PK-2	Y	AES	S	NOT	NOT	See survival narrative and recommendations.

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

(b) (5)

[redacted]

MOR NO	MODEL A/C	BUNO	[redacted]
1	FA-B	150624	(b) (6) [redacted]

PAGE 5

NAME OF INDIVIDUAL

ADDENDUM TO MOR NO.1 CONCERNING F-4B AIRCRAFT BUNO. 1[illegible]624 ATTACHED TO FIGHTER SQUADRON 41.

(b) (5)

[redacted]

1.	2.	3.	4.	5.	6.	7.	8.
Signal Device	6 Star Flares (T-49)	N	AESR	NOT	NOT	NOT	
	2 Day/Night flares MK-13 MODO D/N	Y	AESR	NOT	NOT	NOT	
Mirror, Signaling	1 Small	Y	AESR	NOT	NOT	NOT	
	1 Large	N	AESR	NOT	NOT	NOT	
Radio	PRC-32	Y	AESR	NOT	NOT	NOT	
Light, Survival Mercury Battery		Y	AESR	NOT	NOT	NOT	
Sea Marker, Bluor-escein, Dye, Sodium							
Life Preserver		Y	AESR	NOT	NOT	NOT	
FIRST AID KIT	PSK-2	Y	AESR	NOT	NOT	NOT	
Torso Harness	Full Pressure Suit Type	Y	AESR	AES	AES	NOT	
Food	Ration Pack	Y	AESR	NOT	NOT	NOT	
MASK, Oxygen	A-13-A	Y	AES	AES	AES	NOT	
Knife, Regulation Survival Shroud line cutter knives (switchblade)(2)		Y	AESR	NOT	NOT	NOT	Pilot carries one extra knife routinely.
Regulator, Oxygen	Bendix C-1 Miniature Regulator	Y	AES	AES	AES	NOT	
KIT, Ejection Seat Survival (Cushion Assembly survival kit contoured)	PART #25054 mfgd. By Scott Aviation Corp. Lancaster, New York	Y	AES	ASE	AE	NOT	

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8G (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES (REFER TO SECTION I OF INSTRUCTION)

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE [X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS [X] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [ ] OTHER (STATE TYPE)

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

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: MARTIN BAKER MBEU-615PA

11. METHOD OF FIRING SEAT [X] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION: Second

13. POSITION OF SEAT ON EJECTION [ ] UP [X] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: Very slight Rt. Bank, Nose level

15. AIRSPEED: E 120 Knots

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL 100 Ft. ABOVE TOPOGRAPHY ____

17. ALTITUDE OF PARACHUTE OPENING: Est. 50 feet

18. HEIGHT: 185

19. TIME IN WATER: Est. 4 minutes

20. TIME IN RAFT: None.

21. WIND VELOCITY: 14 knots

22. WAVE HEIGHT: 2 feet

23. WAVE INTERVAL: 2 seconds interval

24. AIR TEMPERATURE: 83°F

25. WATER TEMPERATURE: 83°F

26. VISIBILITY: 15 Miles

27. ALERTING FACTORS

Accident seen by most of personnel involved in rescue. Entire ship alerted by Ship's communications system.

28. MEANS OF LOCATING ACCIDENT SITE

In sight of ship at all times, location in water marked by smoke flares from ship.

29. MEANS OF LOCATING SURVIVOR

As Above.

30. None.

31. WAVES, JP-5 in water

32. N/A

33. N/A

34. N/A

(b) (5) [redacted]

35. DID INDIVIDUAL DEPART FROM LANDING SITE? No. IF YES, EXPLAIN REASON AND SEQUENCE UP TO RESCUE.

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING. LPC 3-63 EJECTION TOWER 3-63 EJECTION SEAT 9-63 SURVIVAL 3-63

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? Yes. IF YES, EXPLAIN.

(b) (5) [redacted]

PAGE NO.	MODEL A/C	DATE	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

PAGE 6

NAME OF INDIVIDUAL

(b) (5)

[redacted]

OPNAV FORM 3750-8A (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION B — FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP. (LIST IN ORDER, IN ACCORDANCE WITH SECTION B OF INSTRUCTION)

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

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

1. FACTORS	2. * PHASE OF MISHAP A	E	S	R	FACTOR WEIGHT	(REMARKS)
Personal Equipment			x		M	1. MARK IV life vest toggles inaccessible, insufficient volume to float survivor with seat kit attached.
Faulty						

SECTION C — AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS (ALL MODELS)	22.5
2. FLIGHT TIME LAST 24 HOURS (ALL MODELS)	4.0
3. NUMBER OF FLIGHTS LAST 24 HRS (INCLUDE PRESENT FLIGHT)	2
4. TIME AT CONTROLS THIS FLIGHT	--
5. TOTAL FLIGHT TIME ALL MODELS	589.9

FLIGHT TIME THIS MODEL F-4B	6. TOTAL	7. LAST 30	8. 60	9. 90 DAYS
	490	24	43	59

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

12. DATE AND TYPE OF PRIOR MISHAPS

None.

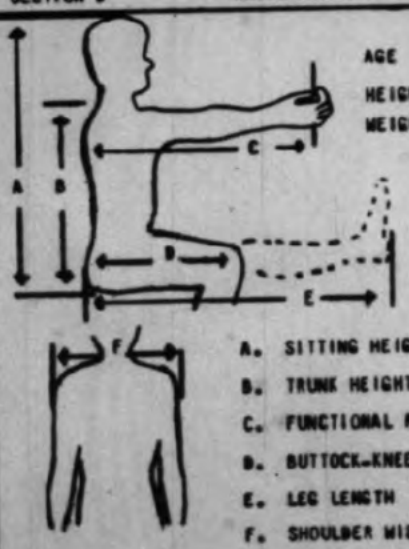
13. NO. HOURS IN A DUTY STATUS LAST 24 HOURS	18
14. DIRECTION FACING AT TIME OF MISHAP	Forward
15. LOCATION AT TIME OF MISHAP	Rear Cockpit

SECTION D — ANTHROPOMETRIC DATA

AGE 29 yrs.

HEIGHT (b) (6) [redacted]

WEIGHT



A. SITTING HEIGHT
B. TRUNK HEIGHT
C. FUNCTIONAL REACH
D. BUTTOCK-KNEE
E. LEG LENGTH
F. SHOULDER WIDTH (BIDELTOID)

(COMPARE WITH HEALTH RECORD)

16. "LABORATORY TESTS AND RESULTS"

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
BLOOD 1.			TISSUE: (CNS)		
2.			MUSCLE		
3.			VISCERA		
URINE:			OTHER:		
G.I. CONTENT					

17. X-RAY RESULTS: PA, Lateral, & Oblique films of lumbosacral and thoracic spine, negative for fracture or dislocation.

MOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

PAGE 2

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8B (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION E — INDIVIDUAL CHRONOLOGICAL DATA

SEE SECTION E OF INSTRUCTION: TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP.

USE LOCAL TIME AND RECORD TO THE RIGHT OF EACH COLUMN.-

48 HRS PRIOR TO MISHAP

7/22/63,brief 0600 launch 0730,1.8hr flight, return, shower,sqdrn duties til 1100. Lunch, nap til 1500, VF-41 RR,relaxation. 1700 dinner,brief 1900,launch 2030 2.2 hr flt.land 2235,debrief,bed 2335. UP 0700 7/23 63,routine work day, bed by 2400. Up 0630,7/24/63 adequate breakfast brief 0730,catapult 0913

ACCIDENT PHASE

(b) (5)

RESCUE PHASE

SURVIVAL PHASE

RESCUE

PLANE NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6)

PAGE 3

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8C (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION F — PATHOLOGICAL DATA — (REFER TO SECTION F OF INSTRUCTION)

1. INJURY CODE AND DISPOSITION: "G"

2. PRE-EXISTING PHYSICAL DEFECTS: None

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

4. DROWNED [ ] 5. ASPHYXIATED [ ]

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

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

8. EXTENT OF CARBONIZATION: N/A

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSIS: No

10. PLACE OF HOSPITAZATION

11. GROUNDED? IF YES, GIVE REASON: (b) (6) [redacted]

12. DURATION (SEE INSTRUCTION): (4) FOUR Days

13. PRIMARY CAUSE OF DEATH: N/A

14. SECONDARY CAUSE OF DEATH: N/A

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

16. [ ] PROTOCOL ATTACHED [ ] WILL BE FORWARDED N/A

17. WAS "AUTOPSY MANUAL, NAVMED P-5065" USED? [ ] YES [ ] NO N/A

18. IF NO AUTOPSY CONDUCTED, GIVE REASON: N/A

19. INJURIES

INJURIES	PHASE SUSTAINED A	E	S	R	CAUSE AND MECHANISM (IF UNKNOWN, THEORIZE)
(b) (6) [redacted]		X	x		(b) (6) [redacted]
		x			

20. REMARKS

(b) (5) [redacted]

FOR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

PAGE 4

NAME OF INDIVIDUAL

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8F (REV 1-63)

SPECIAL HANDLING REQUIRED

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION

PHASE CODES: A-ACCIDENT/MISHAP, S-SURVIVAL, E-ESCAPE/EGRESS PHASE, R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. REQUIRED	4. AVAILABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (EXPLAIN FAILURES, LOSS, AND/OR DIFFICULTY ENCOUNTERED. USE ADDITIONAL 8X10½ PLAIN PAPER IF NEEDED)
Martin Baker Ejection seat MBEU-615-PA	NONE	Y	AE	AE	AE	N	Ejection at altitude of approximately 100 feet at about 120 knots. Chutes nearly fully deployed at water entry.
Flight Suit	Summer Flying flame retardant, treated, orange	Y	AESR	AESR	AESR	N	
Shoes	Boots: flying safety	Y	AESR	AESR	AESR	N	
Helmet	APH-5	Y	AES	AES	AES	N	(b) (5) [redacted]
Gloves	Summer Flight	Y	NOT	NOT	NOT		
Life Vest	MARK IV. FULL PRESSURE SUIT	Y	AESR	S	S	S	
Life Raft	PK-2	Y	AES	S	NOT	NOT	

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

(b) (5) [redacted]

MOR NO	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

NAME OF INDIVIDUAL

ADDENDUM TO MOR NO. [redacted] CONCERNING F-4B AIRCRAFT BUNO. [redacted] 624 ATTACHED TO FIGHTER SQUADRON 41.

(b) (5)

[redacted]

1.	2.	3.	4.	5.	6.	7.	8. (b) (5) [redacted]
Signal Device	4 Star Flares (T-49)	N	AESR	NOT	NOT	NOT	
	2 Day/Night Flares MK-13 MODO D/N	N	AESR	NOT	NOT	NOT	
Mirror, Signaling emergency		Y	AESR	NOT	NOT	NOT	
Radio	PRC-32	Y	AESR	NOT	NOT	NOT	
Light, Survival Mercury Battery		Y	AESR	NOT	NOT	NOT	
Sea Marker, Fluorescein, Dye, Sodium							
life preserver		Y	AESR	NOT	NOT	NOT	
First Aid Kit	SEEK	Y	AESR	NOT	NOT	NOT	
Torso Harness	Full Pressure Suit Type	Y	AESR	AES	AES	S	Ejection opening shock and water entry displaced rocket jet fittings on seat pack so that RIO could not locate and release the right fitting.
Food	Ration Pack	Y	AESR	NOT	NOT	NOT	
MASK, Oxygen	A-13-A	Y	AE	AE	AE	NOT	
Knife, Regulation Survival		Y	AESR	NOT	NOT	NOT	
Regulator, Oxygen	Bendix C-1 Miniature Regulator	Y	AE	AE	AE	NOT	
KIT, Ejection Seat Survival (Cushion assembly survival kit contoured)	PART #25054 mfgd by SCOTT Aviation Corp. Lancaster, New York.	Y	AES	AES	AE	NOT	

MEDICAL OFFICER'S REPORT
OPNAV FORM 3750-8 G (REV 1-63)

SPECIAL HANDLING REQUIRED

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

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE [X] WATER [ ] LAND [ ] OTHER

2. TYPE OF EGRESS [X] EJECTION [ ] BAILOUT [ ] UNDERWATER [ ] NORMAL [ ] OTHER (STATE TYPE)

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

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED MARTIN BAKER MBEU-615PA

11. METHOD OF FIRING SEAT [X] PRIMARY [ ] SECONDARY [ ] OTHER

12. SEQUENCE OF EJECTION First

13. POSITION OF SEAT ON EJECTION [ ] UP [X] DOWN [ ] FORWARD [ ] AFT [ ] OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT. Very slight Rt. Bank. Nose level

15. AIRSPEED E 120 knots

16. ALTITUDE AT TIME OF EXIT (FEET) ABOVE SEA LEVEL E 100FT. ABOVE TOPOGRAPHY

17. ALTITUDE OF PARACHUTE OPENING Est. 50 feet

18. WEIGHT 170

19. TIME IN WATER Est. 3 minutes

20. TIME IN RAFT E 3 minutes

21. WIND VELOCITY 14 knots

22. WAVE HEIGHT 2 feet

23. WAVE INTERVAL 2 second interval

24. AIR TEMPERATURE 83°F

25. WATER TEMPERATURE 83°F

26. VISIBILITY 15 Miles

27. ALERTING FACTORS
Accident seen by most of personnel involved in rescue, entire ship alerted by Ship's Communications System, Helicopter alerted by sighting and radio.

28. MEANS OF LOCATING ACCIDENT SITE
In sight of ship at all times, location in water marked by smoke flares from the ship

29. MEANS OF LOCATING SURVIVOR
As Above.

30. None.

31. Waves

32. N/A

33. N/A

34. N/A

35. See Addendum

36. DID INDIVIDUAL DEPART FROM LANDING SITE? No IF YES, EXPLAIN REASON AND SEQUENCE UP TO RESCUE.

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING. LPC 3-63 EJECTION TOWER 3-63 EJECTION SEAT 3-63 SURVIVAL 3-63

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? Yes IF YES, EXPLAIN.

(b) (5) [redacted]

PER NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1	F4-B	150624	(b) (6) [redacted]

NAME OF INDIVIDUAL

(b) (5)

[redacted]

ADDENDUM TO MOR NO. 1 C[illegible]ERNING F-4B AIRCRAFT BUNO. 150[illegible] ATTACHED TO FIGHTER SQUADRON 41.

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

[redacted]

ADDENDUM TO MOR NO. 1 CONCERNING F-4B AIRCRAFT BUNO. 150[illegible]4 ATTACHED TO FIGHTER SQUADRON 41.

(b) (5)

[redacted]

STATEMENT OF LTJG (b) (6) [redacted] USN, VAH-1
Assistant Line Officer, concerning the crash of VF-41 aircraft,
F-4B BUNO 150624, on 24 July 1963. Pilot (b) (6) [redacted]

(b) (5)

[redacted]

n

(b) (6) [redacted]

The board considers LTJG (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66,
OPNAVINST P3750.6E

Enclosure (8)

STATEMENT OF LTJG (b) (6) [redacted] USNR, RIO, concerning the crash of VF-41 aircraft, F-4B BUNO 150624, on 24 July 1963. Pilot ROGERS.

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

[redacted]

(b) (6)

[redacted]

The board considers LTJG (b) (6) [redacted] to be a credible witness.

Special Handling Required in Accordance with paragraph 66, OPNAVINST P3750.6E

Enclosure (3)

STATEMENT OF LT (b) (6) [redacted], USN, Pilot, concerning the crash of VF-41 aircraft, F-4B, BUNO 150624, on 24 July 1963.

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

[redacted]

Enclosure (2)

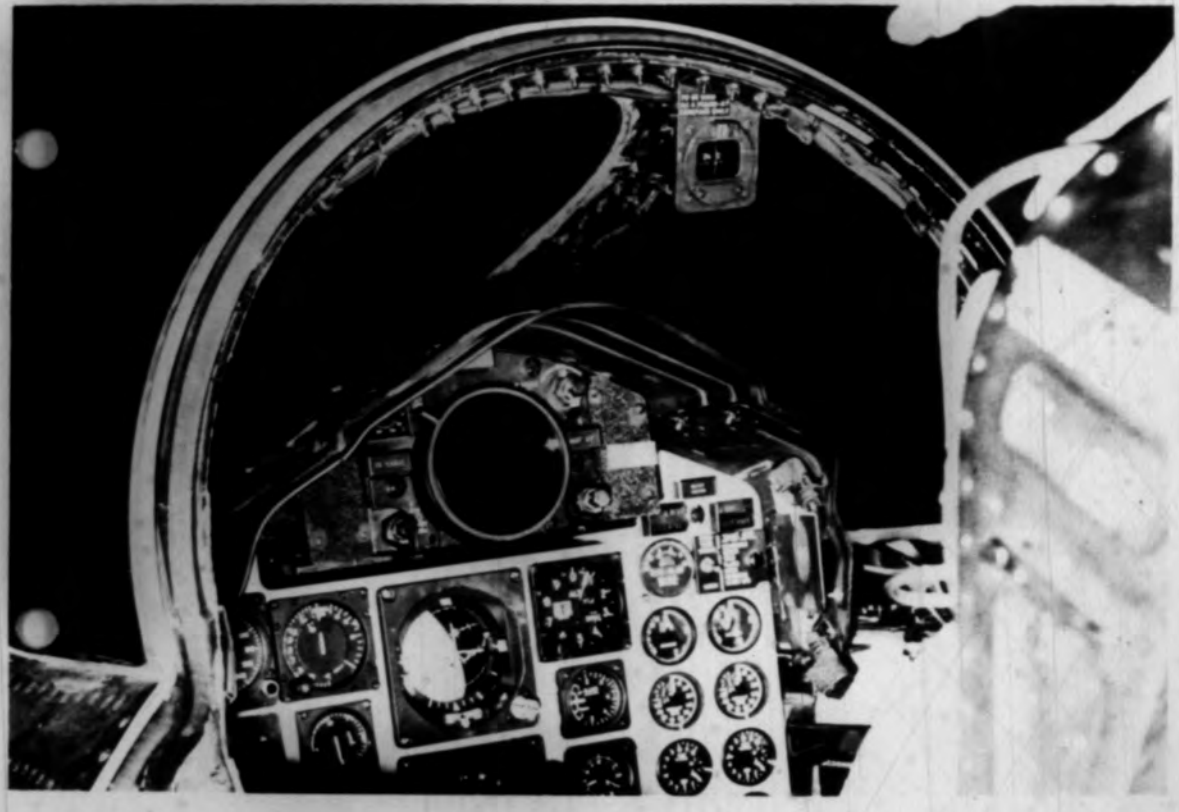
(b) (5)

[redacted]

(b) (6)

[redacted]

Special Handling Required in Accordance with paragraph 66,
OPNAVINST P3750.6E



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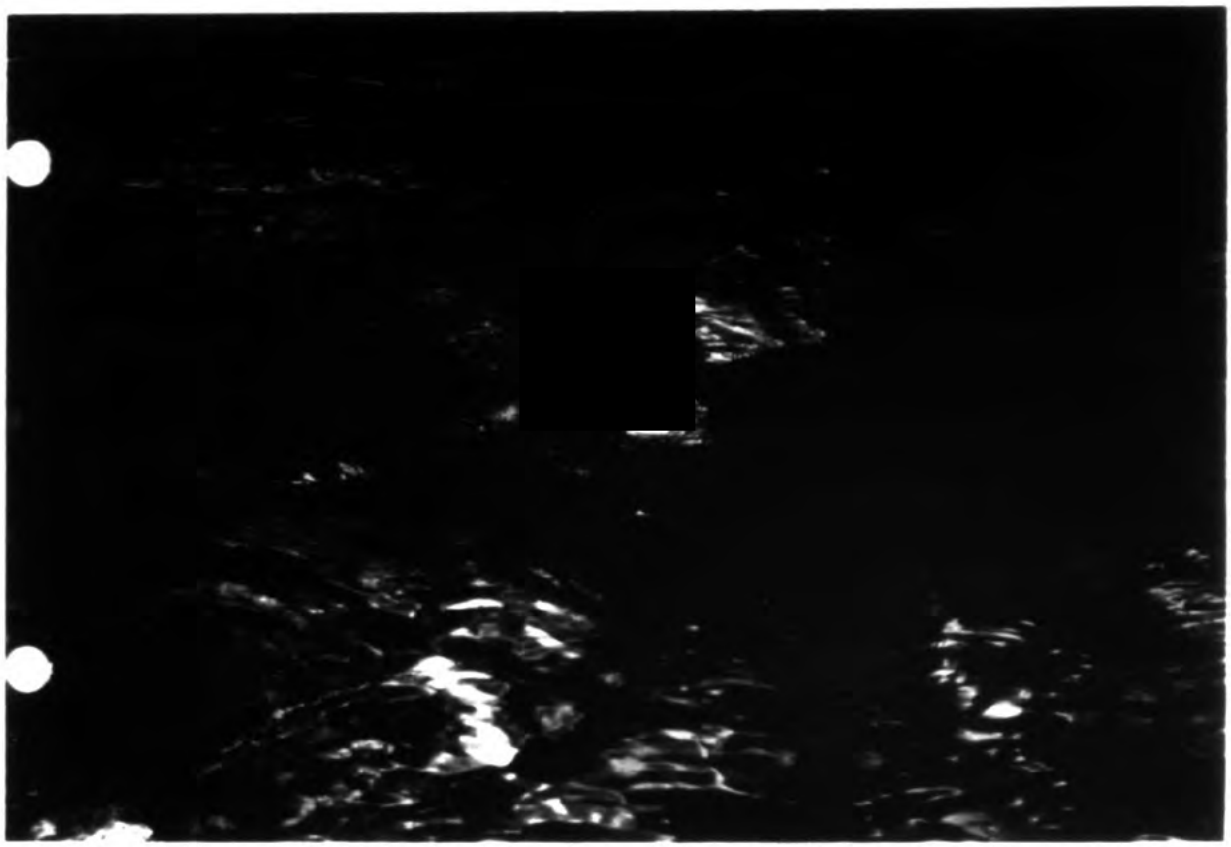

RECOMMENDATIONS CONCERNING AIRCRAFT ACCIDENT (F-4B) FIGHTER SQUADRON 41 ON 24 JUL 63 ABOARD USS INDEPENDENCE (CVA-62) MOR NO. COMPLETED BY LT (b) (6) [redacted] MC USNR.

1. The narratives contained within this report are intended to serve as preface to and justification for the following recommendations.

(b) (5)

[redacted]