



DTI WICKOH 058 8392896  
 P 230117Z  
 FM USS ENTERPRISE  
 TO RUCNDF/DNAVAVNATCOM  
 INFO RUECH/CFD  
 RUMCAF/CENTRAIRPAC  
 RUMDAF/CENTRAIRPAC  
 RUMSMA/COMFAIRLAMEDO  
 ZENVOTR SEVEN SEVEN FT SEVEN  
 BT

NASC 2  
 COPY NO 7 OF 14

UNCLASSIFIED REPORT OF AIRCRAFT ACCIDENT (U)  
 1. A4C 147738 VA-93 AIR 1466  
 2. 25 MAR 66 0452Z TEL 17-450, 102-13E  
 3. JFI COMBAT STRIKE  
 4. ALFA  
 5. A4C 147738 CRASHED AT ABOUT 3 NM PHILIPPINE ISLANDS TO EAST OF  
 CCA AFTER EXHAUSTED AND HAD LANDING AT 1000 FT SEA LEVEL  
 FOR A ONE-DAY RECOVERY. THE PILOT HAS COMPLETED A NIGHT APPROX

PAGE TWO RUMUD 812  
 RECCY DURING WHICH GROUND FIRE HAD BEEN OBSERVED. PILOT REPORTED  
 NO DIFFICULTY AND ROUTINE VISUAL CHECK BY WINGMAN ENTERED FROM  
 HISTORICAL REVEALED NO APPARENT DAMAGE TO AIRCRAFT. ONE HEAD APPARENT  
 WAS OBSERVED AT FIFTEEN THOUSAND FEET. UPON REACHING TEN NM  
 OUTBOUND, AIRCRAFT WAS DIRECTED TO TURN LEFT TO FINAL INCHES  
 LEADING WING ADMIRAL HIS ALTITUDE AT ABOUT THIRTEEN NM ON INBOUND  
 TRANSMISSION. CONTROLLER CALLED AS AIRCRAFT PASSED ONE TEN AND  
 HAVE CLEARANCE TO REDUCE TO APPROACH SPEED AND DIRTY UP AT  
 EIGHT NM. PILOT DID NOT ACKNOWLEDGE. ALTITUDE OF THE AIRCRAFT  
 WAS THEN REQUESTED. PILOT FAILED TO REPLY AND NO FURTHER  
 TRANSMISSIONS WERE RECEIVED. RADAR CONTACT WAS LOST APPROX EIGHT  
 NM AFT OF THE SHIP. SUSPECT PILOT DISORIENTATION DURING  
 SIMULTANEOUS DESCENT AND TRANSLATION TO LANDING ORIENTATION.  
 6. JOHN BETHEL TAPP, LCDR, 60576, USN, 510, ACTIVE, FATAL  
 7. NA  
 8. NRS. HARRIET GAINES TAPP, DATA

5. EMISSIONS ARE NOT USED.  
 10. REMOVAL IS NOT THE RESULT OF DIRECT ENEMY ACTION.

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JCRC-CDD-CR

SEP 6 1974

SUBJECT: Change of Category from "Dead (BNR)" to "Remains Nonrecoverable"

Commander  
 US Army Memorial Affairs Agency  
 Tempo A Building  
 Washington, DC 20315

1. According to available information, John Bethel TAPP, DATA LCDR, USN, was the pilot of an A4C, bureau number 147738, call sign Raven Three Zero Two. On 23 March 1966 the aircraft was returning from a night armed reconnaissance mission to the USS ENTERPRISE (CVA-65), operating in the Gulf of Tonkin. Although he had observed ground fire the pilot reported no difficulty, and a routine visual check by the wingman revealed no apparent damage to the aircraft. Radar and radio contact was lost with the aircraft when it was approximately eight miles from the ship. A subsequent search positively identified the crash scene with an oil slick and recovery of the pilot's helmet, oxygen tank, electronics equipment from the aircraft and parts of the drop tank. No remains were recovered. Conclusive determination of death was made on 23 March 1966.

2. An Overwater/At Sea Casualty Resolution Operation was conducted during the period of July through September 1973 to determine the feasibility/desirability of expanded At Sea Casualty Resolution Operations to be used in cases such as that described in the foregoing. Based on the lack of any positive results whatsoever, the At Sea Operations were terminated. An additional factor considered was that the continuation of Operations under these conditions could serve to generate false expectations of families concerned.

3. No record of burial is on file for the above casualty.

4. Findings and recommendations are based on all available information.

5. It is recommended that the remains of the subject deceased be considered nonrecoverable and that all records pertaining to search and recovery be placed in an inactive status.

JOSEPH R. ULATOSKI  
 Brigadier General, USA  
 Commanding

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CLEARED FOR RELEASE - DATA  
 DATE 02/28/11