

quiry as to his altitude, that he had crashed. Two helo's and two Destroyers were immediately dispatched to the area and arrived on the scene in a very few minutes. The area was searched thoroughly to no avail until about an hour later when daybreak revealed an oil slick on the water which contained scattered wreckage later identified as coming from John's aircraft. The area was again searched thoroughly for several hours until it was apparent that John had perished in the accident. His remains were not recovered. From the condition of the wreckage it is evident that the aircraft hit the water with terrible force and disintegrated upon impact. I am convinced that he died instantly and did not suffer.

All evidence points to the fact that his aircraft was functioning properly until the time of impact. It was a very dark night and thus it is possible that John misread his flight instruments and inadvertently flew into the water.

While all hands aboard ENTERPRISE are concerned and saddened by the loss of John, it is we of Attack Squadron NINEEY-THREE who feel it more keenly. A memorial service was held in the ship's Chapel today which was very moving and meaningful for us. There will be a larger military memorial service held at a later date in which all personnel on ENTERPRISE will participate. Pictures will be taken and I will forward them to you together with a description of the ceremony.

John will be sorely missed by his shipmates, and his loss will be remembered for a long time to come. While I could say more, I know that our feelings cannot compare in depth with your bereavement for a son lost at sea, and for this, I can do little but offer you my deepest sympathy.

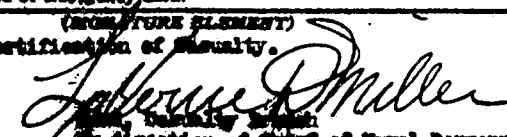
If there is any way in which I can be of service to you, please feel free to call on me.

Very Sincerely,

W. G. SIMMONS  
Commander, U. S. Navy  
Commanding Officer  
Attack Squadron NINEEY-THREE

73

BUREAU OF NAVAL PERSONNEL, DEPARTMENT OF THE NAVY, WASHINGTON, D. C. 20370

REPORT OF CASUALTY		REPORT NUMBER AND TYPE	DATE PREPARED
		98669-A-1	Final 24 March 1966
1. SERVICE IDENTIFICATION (Name, Service Number, Grade or Rate, Component, Branch and Organization)			
TAPP, John Bethel, 565678/1310, LCDR, USN		1st Appt: ENS 17 April 1956 DUSTA: ATKRON 93 ONED USS ENTERPRISE	
2. CASUALTY STATUS <input type="checkbox"/> BATTLE <input checked="" type="checkbox"/> NON-BATTLE ASIATIC 0161 (CVA(N)65)			
Died 23 March 1966 at sea; Result of military aircraft accident during carrier controlled approach to carrier - PILOT			
3. DATE AND PLACE OF BIRTH, RACE, RELIGIOUS PREFERENCE			
6 September 1933; Harrodsburg, Kentucky;Cauc; Protestant			
4. DATE AND PLACE OF LAST ENTRY ON ACTIVE DUTY IN CURRENT STATUS AND HOME OF RECORD AT TIME			
7 October 1954; Columbus, Ohio;		Harrodsburg, Mercer, Kentucky	
5. SOCIAL SECURITY NUMBER, PAY GRADE, LENGTH OF SERVICE FOR PAY, BASIC PAY, INCENTIVE PAY CHECK IF APPLICABLE			
DATA 0-4; Over 10 yrs; \$478.90		<input checked="" type="checkbox"/> CREW <input type="checkbox"/> NON-CREW	
6. DUTY STATUS			
Active Duty			
7. INTERESTED PERSONS (Name, Address, Relationship)			
Margaret Gortney Tapp		DATA	Widow BOB
Cynthia Dianne Tapp		Same	Daughter 27 Nov 57
Jeffrey Wayne Tapp		Same	Son 25 Mar 60
Gertrude Dosssett Gaskin		DATA	Mother
8. REPORT FOR VA TO FOLLOW		9. REPORTING COMMAND AND DATE REPORT RECEIVED IN DEPARTMENT	
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		USS ENTERPRISE (CVA(N)65) 23 March 1966	
10. SELECTIVE SERVICE NUMBER, LOCAL BOARD, AND LOCATION (If unknown, enter date and place of first entry in Armed Services)			
15 71 33 87; #71; Harrodsburg, Kentucky			
11. PRIOR SERVICE DATA			
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO ENL USNR 10-7-54 to 4-16-56; Service Number 467 25 92			
12. REMARKS			
FOOTNOTES: 1 Adult next of kin. 2 Beneficiary for gratuity pay in event there is no surviving wife or child - as designated on record of emergency data. 3 Beneficiary for unpaid pay and allowances - as designated on record of emergency data.			
13. DISTRIBUTION		14. (SIGNATURE ELEMENT) Certified to be a True Certification of Casualty.	
A-12ND		 John G. Miller Director of Office of Naval Personnel	

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74