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AF FORM 711 SECTION 11

PARA 11(a) HISTORY OF FLIGHT. At 0630 EST, 24 January 1969, the aircrew reported to Base Operations at Eglin AFB, Florida, for flight preparation. Clearance was filed to fly EC-121R, 67-21476 (Homey 92) from Duke Field (Eglin Aux #3) on a local range mission, land at Eglin (Main Base) for equipment off-load, then proceed to Otis AFB, Massachusetts for termination. Initial takeoff was made from Eglin Aux. #3 (Duke Field) at 0730 EST. Landing at Eglin (Main Base), takeoff and flight enroute to the PAR pattern of Otis AFB was normal. At Otis AFB, Homey 92, attempted three PAR approaches under poor weather conditions. The first terminated in a missed approach. The second approach was terminated prior to glide path interception because of deteriorated weather conditions. After being advised that Otis AFB weather had improved, the aircrew began the third approach. During the latter stages of the approach, at 1814 EST, the aircraft struck the ground 4060 feet from PAR touchdown. At this point, the aircraft entered an area covered by small pine trees. The nose gear and left main landing gear collapsed during rollout over the unimproved terrain. Forward travel stopped 2560 feet from the PAR touchdown point near the extended centerline of the runway. Egress from the aircraft was orderly, though difficult for the personnel in the flight station because of the severe compaction of that area.

PARA 11(b). INVESTIGATION AND ANALYSIS.
(b) (5)

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FINDINGS

I. <u>Primary Cause</u>: Supervisory Factor, in that the Aircraft Commander failed to exercise proper supervision over the pilot, allowing the aircraft to descend below a minimum safe altitude during instrument weather conditions.

II. Contributing Causes:

- 1. Operator Error:
- (a) The left seat pilot did not adequately monitor his instruments and did not take immediate corrective action to preclude descending below a minimum safe altitude.
- (b) The right seat pilot failed to call minimum altitude on the final PAR.
- 2. Weather Conditions: The weather was two hundred feet obscured and one half mile visibility with light drizzle and fog.
- 3. Airfield Facilities: Runway 14 is not equipped with approach lighting aids.

III. Findings Not Contributing to the Accident:

- 1. The Flight Engineer's log was inaccurate and incomplete.
- 2. Supervision emanating from the Command Post was in the form of suggestions and recommendations rather than directives
 - 3. Luggage and equipment broke loose upon impact and delayed egress.
 - 4. Emergency ascape rope retaining straps were difficult to release.
 - 5. Ditching lights were not turned on prior to approach.
- 6. There were two unnecessary crew members in the cockpit area during the approach for landing.

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AIRCRAFT ACCIDENT/INCIDENT REPORT To be filled out for principal aircraft involved. (Appropriate blocks and should be filled out on serondary africraft.) ACCIDENT/INCIDENT CLASSIFICATION (Check one)												
1.		ACCIE	ENT/INCIDENT		ATION (C	beck one)						
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Aircroft Non-flight . 2. Aircroft/Serial !		3. Type, Model, Se	ries, Block No.		Air For	to Aircraft facil		4 (APM 65-110)				
67-2147	6	EC 121R	-				EI	7				
S. If aircraft was b	sing ferried or deliver	red Indicate gaining and los	ing organizations, d	ate of transfer	, ultimate destin	nation.						
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HQ AFSEC/JA, October 2015___

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(Give last names only. List all flight times to nearest bour.)	(b) (b)			(3) (3)	
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111. PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS INSTRUCTIONS: Complete on all occupants of aircraft, all injured PHASES OF MISHAP FACTOR IMPORTANCE persons, and all persons possibly contributing to the cause of the mis-A = ACCIDENTD - DEFINITELYhap. Supervisory factors attributed to persons not in the aircraft and CONTRIBUTED such factors as design or weather should be reported only for the per- $E \sim ESCAPE$ S - SUSPECTED FACTOR son in primary control of the aircraft. Factors contributing to injury S = SURVIVALP - CONDITION PRESENT, during mid-air collisions, crash landings, ditchings, etc., are to be (Includes BUT DID NOT CONconsidered part of survival phase. Use codes at right to show only parachute TRIBUTE TO ACCIlandings) those factors present or contributing in each phase. R - RESCUEDENT OR INJURY. FACTORS FACTORS AESR VISUAL ILLUSIONS SUPERVISORY FACTORS 613 UNCONSCIOUSNESS 614 INADEQUATE BRIEFING 101 DISORIENTATION/ VERTIGO 615 ORDERED/LED ON FLIGHT BEYOND CAPABILITY 102 HYPOXIA POOR CREW COORDINATION HYPERVENTILATION 617 OTHER (Specify) DYSBARISM 618 CARBON MONOXIDE POISONING 619 BOREDOM 620 PRE-FLIGHT FACTORS INATTENTION 621 FAULTY FLIGHT PLAN 201 CHANNELIZED ATTENTION 622 FAULTY PRE-FLIGHT OF AIRCRAFT 202 DISTRACTION 623 FAULTY PREPARATION OF PERSONAL EQUIP. 20.3 PREOCCUPATION WITH PERSONAL PROBLEMS 624 HURRIED DEPARTURE EXCESSIVE MOTIVATION TO SUCCEED DELAYED DEPARTURE 205 OVERCONFIDENCE 626 INADEQUATE WEATHER ANALYSIS 206 LACK OF SELF-CONFIDENCE 627 OTHER (Specify) 299 LACK OF CONFIDENCE IN EQUIPMENT 625 APPREHENSION 529 EXPERIENCE/TRAINING FACTORS 630 OTHER (Specify) 699 INADEQUATE TRANSITION LIMITED TOTAL EXPERIENCE 307 LIMITED RECENT EXPERIENCE 303 FAILURE TO USE ACCEPTED PROCEDURES 304 ENVIRONMENTAL FACTORS OTHER (Specify) ACCELERATION FORCES, IN-FLIGHT DESIGN FACTORS ACCELERATION FORCES, IMPACT 70.2 DECOMPRESSION 703 DESIGN OF INSTRUMENTS, CONTROLS 40 1 VIBRATION 704 LOCATION OF INSTRUMENTS, CONTROLS 402 GLARE 705 FAILURE OF INSTRUMENTS, CONTROLS SMOKE, FUMES, ETC. 706 COCKPIT LIGHTING 404 HEAT RUNWAY LIGHTING 405 COLD 708 LIGHTING OF OTHER AIRCRAFT WIND BLAST 709 PERSONAL EQUIPMENT INTERFERENCE 407 VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS 710 WORKSPACE INCOMPATIBLE WITH MAN VISIBILITY RESTRICTION—ICING, WINDOWS FOGGED, ETC. 711 408 OTHER (Specify) 499 VISIBILITY RESTRICTION-DUST, SMOKE, ETC., IN ACFT 712 Approach Lighting WEATHER, OTHER THAN VISIBILITY RESTRIC. 713 OTHER (Specify) COMMUNICATIONS PROBLEMS 799 MISINTERPRETED COMMUNICATIONS DISRUPTED COMMUNICATIONS 502 OTHER FACTORS TO BE CONSIDERED LANGUAGE BARRIER 503 NOISE INTERFERENCE HABIT INTERFERENCE, USED WARNIG CONTROL 891 OTHER (Specify) 599 CONFUSION OF CONTROLS, OTHER 802 MISREAD INSTRUMENTIS! MISINTERPRETED INSTRUMENT READING 804 PSYCHOPHYSIOLOGICAL FACTORS MISLED BY FAULTY INSTRUMENT 805 FOOD POISONING VISUAL RESTRICTION BY EQUIP STRUCTURES 806 MOTION SICKNESS 602 TASK OVERSATURATION 607 OTHER ACUTE ILLNESS INADEQUATE COORDINATION OR TIMING 603 808 OTHER PRE-EXISTING DISEASE/DEFECT 604 MISJUDGED SPEED OR DISTANCE 009 GET-HOMEITIS 60 5 SELECTED WRONG COURSE OF ACTION 810 HANGOVER 606 DELAY IN TAKING NECESSARY ACTION en D SLEEP DEPRIVATION VIOLATION OF FLIGHT DISCIPLINE 412 D FATIGUE, OTHER 608 NAVIGATIONAL ERROR 813 MISSED MEALS 609 INADVERTENT OPERATION SELF INDUCED 814 DRUGS PRESCRIBED BY MEDICAL OFFICER 610 INADVERTENT OPERATION MECHANICALLY INDUCED 810 DRUGS, OTHER 611 ALCOHOL OTHER (Specify) 499 NAME OF INDIVIDUAL

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41	Jan 6	2100 -	· Ate dir · To mote	ner and h	nad l m	artini					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	## poss	''''
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		0/30 =	Smooth	mission		rright	ea.						
		1200 -	Landed	& debrief for lunch	ed								
		1400 -	BX for	shopping									
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23	Jan 69	0900 -	Arose										- 1
		1000 -	Tenition	for breaki	ast								
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•	vali 09		arose Breakfaa	t - Egga	e baaa								
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A STATE OF THE STA			MD ESC	APE EQU	IFMENT		Т	
NOMENCLATURE AND MODEL DESIGNATION	RE- QUIRED	AVAIL-	USED	NEEDED	DIS- CARDED	LOST	FAILED	PROBLEMS
OTHING (Suits, headgear, shoes, gloves, visor, erwear, etc.)								
K-2B Coveralls	X		A/E					
Booths, Flying	X		A/E A/E A/E					
Gloves	X		A/E					12
MA-1 Jacket		Х						12
	 		-	 			1	
	+		 	1				
							-	
		-	1	-				
	+	-					+	
CYGEN MASK MB-1	X		+	-				
KYGEN REGULATOR	X							02
FE VEST	X	-					+	02
FE RAFT	X		+	+		+	+	
URVIVAL RADIO(S)	+	+		+	1			
GNALLING DEVICES								
							+	
		+	-	-			-	
	-		-	-	-			
	-	-	+					
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		<u> </u>		-		+		
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URVIVAL KIT (Container) THER SURVIVAL GEAR	-	1	-	-				
THEN SURVIVAL GEAR								
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RESTRAINTS (Lap belts, shoulder harness,								
leg restraints)	X		A					122
Lap Belt Shoulder Harness	X		-					32
						-		
		-	-					- Comment of the Comm
PARACHUTE - TYPE						_		
C-12 Chest		Х.				-		
1.00			-		-			
PARACHUTE CANOPY RELEASE	-							and the second s
1-1								
PARACHUTE OPENING/DEPLOYMENT DEVICE	ES			-		-		
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SEAT TYPE								
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11.				IVAL GENERAL								
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	- PASSENGER'S		*****			A - FIRE/EXP						MPACT
	- PASSENGER'S					B-LOSS OF		_		H - GR	OUNC	STRUC. IMPAC
-	OTHER COMP					C - ENGINE F	AILURE					FAILURE
	OMPARTMEN					D-FUEL EX		N	-	-		MENT FAILURE
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1	of terrorial reservic confining on a self-re-	ERAL LOCA				1 - DISTRESS	SIGNAL	TRAI	HSMITT	ED		
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-	EFT SIDE		S. UNKNOW		_	3 - EMERGEN	CY IFF (Hanu	al)			
	THE PERSON NAMED IN	ECTION FAC	ING			4 - EMERGEN	CY IFF	Auto	natic)			
Ban 1	ORWAND		3. SIDEWARI	0		9 - UNKNOWN						
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Ø. H	OT IN SEAT		2. BUNK/LI	TTEP	ElE	CTIONS	CHUT	GEN	CY PAF	RA-	STH	ER PARACHUTE PS
X 1. "	4 SEAT		9. UNKNOW	•	1	-	-	-	-			-
	METHOD OF E	SCAPE (More	e than one m	ay apply)	l						L	
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	2. ATTEMPTED	(Unsuccessfu	d ejection)		, o.	,	(More	than	one m	ay app	ly)	
	- SNKNOWN IF	ATTEMPT W	AS MADE			A - OPEN SE					-	WOODS
	8 - UNKHOWN, SU	SPECTED E.	JECTION		L	B-LARGE L	AKE			N - M		
	O - DEFINITELY	NOT ATTEM	PTED			C- RIVER			++			GH TREES
	I - ACCOMPLISH	ED (Free of a	ireraft)			D - DEEP WA	TER, OT	HER	+			STEEP SLOPE
	2 - A TTEMPTED					E - SHALLOW	PERSONAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE P		-	Q - RO	-	
	7 - UTKNOWN IF	ATTEMPT W	AS MADE			F - DEEP SNO	*			-	_	R FIREBALL
	8 - UHKMOWN, SU	SPECTED B	AILOUT		-	G - THICK IC				S - DE	-	
5	D - DEFINITELY	NOT ATTEM	PTED		ļ	H - MARSH/S		3		Z - UN	Maria Company	The same of the sa
	A- STANDARD E	MERGENCY	GROUND EGR	ESS.		U - HARD GR	-		1	Y - 01	HER	(Describe)
	3 - OID NOT ESC	APE			X	J - SOFT GR						
X	. EXIT HYASSI	STED (Other 1	thun standard	emergency		K - BUILDING			1			
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-	8 - UNKNOWN IF				1	1 - NOSE UP	X	0 -	HOSE D	NWO		DEGREES
ا ا	9 - ESCAPE ME				┼					-+	-	
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-	OTHER				+-	F - DISINTE					*****	
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Bellevis and the Co	COCKPIT/CAB			IMPACT	+	H - MUSHING		-			-	
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-	DEJECTION								0 - M	O IMPO	RT4	NCL
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TRAININ	G FILMS					2			-			
PARASAI									3 - L	ACK U	F TR.	AINING A FACTOR
TRAININ						0			-			
Barrier Compression									4 - L	ACK O	F TR	AINING FACTOR
JUMP SC	HOSA								-			
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SEAT PINS NOT REMOVED	03			
DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	04			_
HAMPENED BY CLOTHING	05			
HAMPERED BY EQUIPMENT	06			
HAMPERED BY INJURIES	07			
DIFFICULTY RELEASING CANOPY/HATCH	08			
FAILURE TO RELEASE CANOPY/HATCH	09			
DIFFICULTY LOCATING/REACHING MORMAL FIRST	10			
TOUR TRU/REACHING AL TERMANE PLANE	11			
THE PAILED TO ACTIVATE SEAT	12			
PACE CURTAIN PROBLEM (Locating, reaching, att.)	13			
SEAT PAN FIRING HANDLE FAILED TO ACTIVATE ACTIVATE	14			
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	15			
CARDPY JETTISON PROBLEM	16			
CANOPY JETTISON FAILURE (Amonatic manual	17			
COULD NOT OPEN CANOPY/HATCH	18			
DIFFICULTY RELEASING RESTRAINTS	19			
DIFFICULTY REACHING HATCH/EXIT-ORST BUCTIONS	20			
AFFICULTY REACHING HATCH/EXIT-IN HIRITE	21			
DIFFICULTY REACHING HATCH/EXIT A/C ATTITUDE	22			
DIFFICULTY REACHING HATCH/EXIT EQUIPMENT HANGUP	23			
INNED DOWN IN A/C (Other than equipment hangup)	24	-		
ONFUSION/PANIC/DISORIENTATION	25			
ARKNESS - NO VISUAL REFERENCE	26			
IRE/SMOKE/FUEL	27			
NTHROPOMETRIC PROBLEM	20			
ERSONAL EQUIPMENT FACTOR (Other than hangup)	29		-	
PPER EXTREMITIES HIT COCKPIT STRUCTURES	30			
OWER EXTREMITIES HIT COCKPIT STRUCTURES	31			
AN STRUCK CANOPY/CANOPY BOW	32			
FRUCK EXTERNAL SURFACE OF AIRCRAFT	33			
AILING - UPPER EXTREMITIES	34			
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ROGUE SLUG STRUCK MAN	37			
N STRUCK BY OTHER EQUIPMENT	38			
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AT SEPARATION DIFFICULTY	41		_	
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N TANGLED IN CHUTE RISERS - MAJOR	43			
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IGULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM				_
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SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15			
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.) CANOPY JETTISON PROBLEM	16			
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COULD NOT OPEN CANOPY/HATCH	18			
DIFFICULTY RELEASING RESTRAINTS	19			
DIFFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	20			
DIFFICULTY REACHING HATCH/EXIT - INJURIES	21		X	
DIFFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	22 '			
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PINNED DOWN IN A/C (Other than equipment hangup)	24			
CONFUSION/PANIC/DISORIENTATION	25			
DARKHESS - NO VISUAL REFERENCE	26			
FIRE/SMOKE/FUEL	27	-		
ANTHROPOMETRIC PROBLEM	29			
PERSONAL EQUIPMENT FACTOR (Other than hangup)	29	-		
MAN STRUCK CANOPY/CANOPY BOW	30	-	_ X	
MAN STRUCK BY OTHER EQUIPMENT	39			
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30 Individual states yearing of gloves greatly assisted in				
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HAMPERED BY INJURIES	08			
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FAILURE TO RELEASE CANOPY/HATCH	10			
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DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12			
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FACE CURTAIN PROBLEM (Locating, reaching, etc.)	14			
SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15			
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	16			
CANOPY JETTISON PROBLEM	17			
CANOPY JETTISON FAILURE (automatic means)	10			
COULD NOT OPEN CANOPY/HATCH	19			
DIFFICULTY RELEASING RESTRAINTS	20			
DIFFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	21			
DIFFICULTY REACHING HATCH/EXIT - INJURIES	22			
DIFFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	23			
DIFFICULTY REACHING HATCH/EXIT - EQUIPMENT HANGUP	24			
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PERSONAL EQUIPMENT FACTOR (Other than hangup)	30			
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18. REMARKS PERTINENT TO ITEMS MARKED ABOVE AND MEDICAL OFFICER'S RECOMMENDATIONS PERTAINING TO RESCUE AND SURVIVAL.

HAME OF INDIVIDUAL

(b) (6)

PAGE 10 OF IT PAFES

The following general comments and recommendations apply to all crewmembers of Aircraft #67-21476.
(b)(5) (b)(6) DATE OF REPORT NUMBER OF HOURS SPENT FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION Y 28 NO 110 X NO. REPORTS PREPARED A IMBER OF HOURS SPENT FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS NO YES X 30 DUTY STATION THE WARE ON'S HAME, AND GRADE Otis AFB Capt NAME OF INDIVIDUAL PAGE 11 OF 11 PAGES

. U. S. GOVERNMENT PRINTING OFFICE 1866 O - \$14-665

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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8.	(b) (6)	SULTS																		
9.	DISEASES/	DEFEC	TS PRESE	ENT A	T TIME	OF MI	SHAP		MET	HOD OF	DISC	OVER	Υ	-	AIV	ERS	(As	орр	lica	ble
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	None							F			-			-			-			
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	C - CIVIL				Y - 01	HER			2	- FROZE	N T12	SUE			1	- 1	INE	0	SSU	
12.	REMARKS	OR CO	THUMT	ON O	FABOV	E														
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AIR	GRAFT TYP	E. MODE	EL AND SE	MAL	40 .		AEROHAU	TIC	AL RAT	ING										
PC	-121R #	67-21	476				Commar	KI .	F1101	i										_1

111. PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS INSTRUCTIONS: Complete on all occupants of aircraft, all injured PHASES OF MISHAP FACTOR IMPORTANCE persons, and all persons possibly contributing to the cause of the mis-A - ACCIDENTD = DEFINITELYhap. Supervisory factors attributed to persons not in the aircraft and CONTRIBUTED E = ESCAPEauch factors as design or weather should be reported only for the per- $S \sim SUSPECTED\ FACTOR$ S - SURVIVAL son in primary control of the aircraft. Factors contributing to injury P ~ CONDITION PRESENT. during mid-air collisions, crash landings, ditchings, etc., are to be (Includes BUT DID NOT CONparachute considered part of survival phase. Use codes at right to show only TRIBUTE TO ACCIlandings) those factors present or contributing in each phase. R - RESCUEDENT OR INJURY. FACTORS AESR **FACTORS** ESR VISUAL ILLUSIONS 613 SUPERVISORY FACTORS UNCONSCIOUSNESS 614 INADEQUATE BRIEFING 101 DISORIENTATION/ VERTIGO ORDERED/LED ON FLIGHT BEYOND CAPABILITY 102 HYPOXIA 616 POOR CREW COORDINATION HYPERVENTILATION 617 OTHER (Specify) 199 DYSBARISM 618 CARBON MONOXIDE POISONING 619 BOREDOM 620 PRE-FLIGHT FACTORS FAULTY FLIGHT PLAN 20 1 CHANNELIZED ATTENTION 622 S FAULTY PRE-FLIGHT OF AIRCRAFT 202 623 DISTRACTION FAULTY PREPARATION OF PERSONAL EQUIP 203 PREOCCUPATION WITH PERSONAL PROBLEMS 624 HURRIED DEPARTURE 204 EXCESSIVE MOTIVATION TO SUCCEED 625 DELAYED DEPARTURE 205 OVERCONFIDENCE 626 INADEQUATE WEATHER ANALYSIS 206 LACK OF SELF-CONFIDENCE OTHER (Specify) 299 LACK OF CONFIDENCE IN EQUIPMENT 628 APPREHENSION 629 PANIC 630 EXPERIENCE/TRAINING FACTORS OTHER (Specify) INADEQUATE TRANSITION 301 LIMITED TOTAL EXPERIENCE LIMITED RECENT EXPERIENCE 303 FAILURE TO USE ACCEPTED PROCEDURES 304 ENVIRONMENTAL FACTORS OTHER (Specify) 399 ACCELERATION FORCES, IN-FLIGHT 702 DESIGN FACTORS DECOMPRESSION 703 DESIGN OF INSTRUMENTS, CONTROLS VIBRATION LOCATION OF INSTRUMENTS, CONTROLS 402 GLARE 705 FAILURE OF INSTRUMENTS, CONTROLS 403 SMOKE, FUMES, ETC. 706 COCKPIT LIGHTING 707 HEAT RUMWAY LIGHTING 405 COFD 708 LIGHTING OF OTHER AIRCRAFT PERSONAL EQUIPMENT INTERFERENCE VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS 710 407 WORKSPACE INCOMPATIBLE WITH MAN 408 VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC. 711 VISIBILITY RESTRICTION - DUST, SMOKE, ETC., IN ACFT 712 OTHER (Specify) 499 Approach Lighting WEATHER, OTHER THAN VISIBILITY RESTRIC. 713 OTHER (Specify) COMMUNICATIONS PROBLEMS MISINTERPRETED COMMUNICATIONS DISRUPTED COMMUNICATIONS 502 OTHER FACTORS TO BE CONSIDERED LANGUAGE BARRIER NOISE INTERFERENCE 504 HABIT INTERFERENCE, USED WRONG CONTROL 801 OTHER (Specify) 599 CONFUSION OF CONTROLS, OTHER 803 MISREAD INSTRUMENT(5) MISINTERPRETED INSTRUMENT READING 804 PSYCHOPHYSIOLOGICAL FACTORS MISLED BY FAULTY INSTRUMENT 805 806 VISUAL RESTRICTION BY EQUIP STRUCTURES FOOD POISONING 60 1 807 60 2 MOTION SICKHESS 808 INADEQUATE COORDINATION OR TIMING OTHER ACUTE ILLNESS 809 OTHER PRE-EXISTING DISEASE/DEFECT 604 MISJUDGED SPEED OR DISTANCE 605 SELECTED WRONG COURSE OF ACTION **\$ 10** GET-HOMEITIS ... DELAY IN TAKING NECESSARY ACTION 606 HANGOVER 412 607 VIOLATION OF FLIGHT DISCIPLINE SLEEP DEPRIVATION HAVIGATIONAL ERROR 813 608 FATIGUE, OTHER

(b) (6

MISSED MEALS

DRUGS, OTHER

NAME OF INDIVIDUAL

DRUGS PRESCRIBED BY MEDICAL OFFICER

(b) (6)

OTHER (Specify)

INADVERTENT OPERATION SELF INDUCED

NADVERTENT OPERATION

MECHANICALLY INDUCED

609

610

612

IV. PERSONAL DATA												
	LE OF THIS INC	DIVIDUAL IN T	HE CAUSE	OF THE ACCID	ENT							
A- PRIMARY	г т	8.		RIBUTING		O - NGNE						
2. BACKGROUND DATA (Com	3-Poss.	1 4-DEF.		S-PROB.	6-20							
A. DATE LAST LEAVE B. DAYS	DURATION LAST	C.	others w	TYPE OF LAST			mishap.					
ENDED (Day-month-year) LEAV	-	X 1. 080.	TT	. REENLIST.			6. 0	ELAY ENR.				
10 July 68 9		2. EMERO		4. GRADUATION	1	5. SICK OR CONVA- LESCENT		NKNOWN				
D. DATE OF LAST PREVIOUS FLIGHT (Day, month, year)	E. HRS FLOWN I	N LAST 24	F. HRS F HOURS	LOWN IN LAST 4	'	G. MISSI	ONS FLOWN URS	IN LAST				
24 Jan 69	9'04"		9104"	1		2						
H. MISSIONS FLOWN IN LAST 48	I. HOURS WORKE	D IN LAST 24		WORKED IN LAST	48		SLEPT IN	LAST 24				
Hours 2	11153		100#5	22	- 1	7130) ff					
AS HOURS PRIOR TO MISHAP AWAKE PRIOR TO LAST SLEEP PERIOD (HEA. min.)												
17'45" 11'53" 12'45" 7'30" 20'												
3. PHYSIOLOGICAL AND VERTIGO TRAINING (For all personnel)												
TYPE OF TRAINING ACCOMPLISHED PLACE TRAINING ACCOMPLISHED COMPLETED ROLE IN												
TYPE OF TRAINING ACCOMPLISHED PLACE TRAINING ACCOMPLISHED MONTH YEAR MISHAP												
1. Physiological training 1. Kadena AB, Okinawa Nov 61 0												
2. " " 2. Mather AFB, California May 64 0												
3. Mather AFB, California March 67 0												
4.		ANTHROPOMET	PIC DATE				L	L				
A. DATE OF BIRTH (Day, month, y	eer) D. SIT	TING HEIGHT (G. BU	TTOCK-	NNEE LENG	TH (Inche	(0)				
(b) (6)												
B. HEIGHT (Inches) E. TRUNK HEIGHT (Inches) H. LEG LENGTH (Inches)												
-												
C. WEIGHT (LDG.) P. FUNCTIONAL REACH (Inches) 1. SHOULDER WIDTH (Bideltoid) (Inches)												
D) (6)												
6. CHRONOLOGICAL ACCOUNT OF ACT	IVITER OF PART	IOUS 75 HOURS	Ter all	allate co-ail		ndini na	****	INI				
contributing to mishap.)	THE STATES	7003 72 70073		,		maror per		,				
21 Jan 69 1845 - Din												
2100 - Ret												
22 Jan 69 0430 - Aro 0500 -	se											
0545 - Bre	akfast											
	plete Brief	ing										
0730 - Tak												
1145 - Lan												
1245 - Lun 1315 - To												
	hotel for re	elaxation a	and seve	eral highbal	lls							
1900 - Ate	dinner - r	avioli and	lasagna									
	k to motel	and retired	i									
23 Jan 69 0815 - Aro	se akfast - ha	m omelette										
1015 - Hom	ey Ops for	brief of ne	ext day	s missions								
1100 - Gol	f course - 1	played 18 h	noles									
1530 - Hom	ey Ops for	final brief	fing of	next day's	miss	ion						
1630 - Bar	ber Shop	d dinnon at	OLCIME	_ Prima Pil	h							
	ighballs and to to motel	uonner at	O. OTUB	- trime up								
2100 - Ret												
24 Jan 69 -0430 - Aro												
0522 - Ign	ition Swita											
0535 - Bre	akfast - eg	gs and toas	Je Lalan	nreflight								
0730 - Com	plete Brief e off for me	orning miss	sion	bros right								
1215 - Lan	ded											
1255 - Tak	e off for 0	tis						l				
	2 pieces o	f chicken i	rom fli	gnt lunch	100 5	0						
NAME OF INDIVIDUAL				4	(6)	۷.						
(b) (6)				(D)	(0)							
Por role in mishap, was the for	llowing code:											
. NO IMPORTANCE	2 · Di	O POSSIBLY HEL CK OF THE DEPI	PED NITE PACE	D#		ACE OF THE NENOTES	g POSSIBL	F PACTOR				
1 - THE DEPINITELY NELPED	3 - 44	LA UF ING DEFE	aria race									

NOMENCLATURE AND MODEL	MAL, SUR						1	
DESIGNATION	QUINED	AVAIL-	USED	NEEDED	CARDED	LOST	FAILED	PROBLEMS
CLOTHING (Suits, hendgear, shoes, gloves, visor, underwear, etc.)								
K2B Coveralls			1.4					
	X		A/E		<u> </u>			
Booths, Flight	X		A/E					
Gloves	X		A/E					44
MA-1 Jacket		X						12
			1					
			 				-	
	-		 					
	 -		-					
	-							
OXYGEN MASK MB-T								
The state of the s	X							
DXYGEN REGULATOR	X							
LIFE VEST		X						
LIFE RAFT	XX						-	
SURVIVAL RADIO(S)	-						-	
	+			<u> </u>				
IIGNALLING DEVICES	-		-					
TAULFULD DEALCES								
	+		-					
	+							
	-							
	-							
SURVIVAL KIT (Container)								
THER SURVIVAL GEAR								
	1							
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	+							
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	1							
	+							
	+							
	+							
ESTRAINTS (Lap belts, shoulder harness,								
Lap belt		ı	- 1	- 1	1	ı	- 1	
rap pert	X		Δ		-			
Shoulder Harness	X				-			
PHOWAND HALMODD	+					+		25
	+							
	+							
ARACHUTE - TYPE	+							
C-12 Chest	 x 							
O-12 OHBBC	1 1							
	L							
ARACHUTE CANOPY RELEASE								
J-1	X							
	T							
ARACHUTE OPENING/DEPLOYMENT DEVICES								
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EAT TYPE								
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S - PASSENGER'S COMPARTMENT C - ENGINE FAILURE S - ONTER COMPARTMENT C - ENGINE FAILURE J D - COMPARTMENT UNKNOWN D - FUEL EXHAUSTION J T T T T T T T T T	ground ESCAPE ROY apply) G - WATER IMPACT H - GROUND STRUC, IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN OR TO ESCAPE
A X 1 - COCKPITOR PILOTS COMPARTMENT 2 - AAVIGATORY ENGINEERS COMPARTMENT 3 - PASSENDERS COMPARTMENT (Single deck) 4 - PASSENDERS COMPARTMENT (Single deck) 5 - PASSENDERS COMPARTMENT (Single deck) 5 - PASSENDERS COMPARTMENT (Lower deck) 5 - PASSENDERS COMPARTMENT (Lower deck) 6 - CEMBINE FAILURE 7 - CEMBINE FAILURE 8 - COMPARTMENT UNKNOWN 9 - CENTER SECTION 1 - A FIREZERAL AUGE 1 - DISTRESS IGNAL TABABINTO 2 - CENTER SECTION 1 - LATERAL LOCATION 1 - DISTRESS IGNAL TABABINTO 2 - CENTER SECTION 1 - LATERAL LOCATION 1 - DISTRESS IGNAL TABABINTO 2 - CENTER SECTION 1 - DISTRESS IGNAL TABABINTO 2 - CENTER SECTION 2 - LATERAL LOCATION 1 - DISTRESS IGNAL TABABINTO 3 - UNKNOWN 2 - POSITION FIX TRAMMITTED 4 - LEFT SIDE 3 - UNKNOWN 2 - AFT 4 - DISTRESS IGNAL TABABINTO 5 - UNKNOWN 2 - AFT 5 - UNKNOWN 5 - UNKNOWN 5 - UNKNOWN 6 - NOT IN SEAT 7 - UNKNOWN IF ATTEMPT WAS MADE 7 - UNKNOWN IF ATTEMPT WAS MADE 4 - O-DEFINITELY NOT ATTEMPT ED 5 - UNKNOWN IF ATTEMPT WAS MADE 6 - UNKNOWN, SUSPECTED ELECTION 6 - UNKNOWN, SUSPECTED ELECTION 7 - UNKNOWN IF ATTEMPT WAS MADE 7 - UNKNOWN IF ATTEMPT WAS MADE 8 - UNKNOWN, SUSPECTED ELECTION 9 - LARGE LAKE 1 - A STAMDARD EMERGENCY GROUND EGRESS 1 - A STAMDARD EMERGENCY GROUND EGRESS 1 - LARGE LAKE 1 - NORMAL EXIT (Floweds camply) 2 - LEFT HORN GROUND EGRESS 3 - UNKNOWN, SUSPECTED BALOUT 4 - SOUND HAS EAST PARA COUNT INFORMATION 5 - CARRIEDO ASSISTED OUT 4 - SOUND HAS EAST PARA COUNT INFORMATION 5 - UNKNOWN, SUSPECTED BALOUT 6 - O-DEFINITELY NOT ATTEMPT WAS MADE 7 - ONE DOWN FAITEMPT WAS MADE 8 - UNKNOWN IF ATTEMPT WAS MADE 9 - UNKNOWN IF ATTEMPT WAS MADE 1 - NORMAL EXIT (Floweds camply) 1 - A STAMDARD EMERGENCY GROUND EGRESS 1 - LARGE LAKE 1 - NORMAL EXIT (Floweds Completed LAKE 4 - O-DEFINITELY NOT ATTEMPT OF OUT	ground ESCAPE ROY apply) G - WATER IMPACT H - GROUND STRUC, IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN OR TO ESCAPE
2 - HAVIGATORY ENGINEER'S COMPARTMENT 3 - PASSENDER'S COMPARTMENT (Single deck) 4 - PASSENDER'S COMPARTMENT (Typer deck) 5 - PASSENDER'S COMPARTMENT (Typer deck) 5 - PASSENDER'S COMPARTMENT (Typer deck) 6 - LOSS OF CONTROL 7 - COMPARTMENT 9 - COMPARTMENT UNKNOWN 10 - PUEL EXHAUSTION 11 - DISTRESS SIGNAL TRANSMITTER 12 - CENTER SECTION 13 - LETTAL LOCATION 14 - ENTRUCTURAL FALURE 17 - LONGITUDINAL LOCATION 18 - LONGITUDINAL LOCATION 19 - COMPARTMENT UNKNOWN 10 - LORGITUDINAL LOCATION 10 - LORGITUDINAL LOCATION 11 - DISTRESS SIGNAL TRANSMITTER 12 - CENTER SECTION 13 - LETTAL LOCATION 14 - LEFT SIDE 15 - LORGITUDINAL LOCATION 16 - LOSS OF CONTROL 17 - LORGITUDINAL LOCATION 18 - LORGITUDINAL LOCATION 19 - LORGITUDINAL LOCATION 10 - LATERAL LOCATION 10 - LATERAL LOCATION 11 - DISTRESS SIGNAL TRANSMITTER 14 - LEFT SIDE 15 - LATERAL LOCATION 16 - LOSS OF CONTROL 17 - LORGITUDINAL LOCATION 18 - LORGITUDINAL LOCATION 19 - LORGITUDINAL LOCATION 19 - LATERAL LOCATION 10 - DIRECTION FACING 10 - LATERAL LOCATION 10 - LATERAL LOCATION 11 - DISTRESS SIGNAL TRANSMITTER 12 - LATERAL LOCATION 13 - LORGITUDINAL LOCATION 14 - LEFT SIDE 15 - LATERAL LOCATION 15 - LATERAL LOCATION 16 - LOSS OF CONTROL 17 - LORGITUDINAL LOCATION 18 - LORGITUDINAL LOCATION 19 - LORGITUDINAL LOCATION 10 - LORGITUDINAL LOCATION 10 - LORGITUDINAL LOCATION 11 - DISTRESS SIGNAL TRANSMITTER 12 - LORGITUDINAL LOCATION 13 - LORGITUDINAL LOCATION 14 - LORGITUDINAL LOCATION 15 - LORGITUDINAL LOCATION 16 - LORGITUDINAL LOCATION 17 - LORGITUDINAL LOCATION 10 - LORGITUDINAL LOCATION 11 - LORGITUDINAL LOCATION 11 - LORGITUDINAL LOCATION 12 - LATERAL COLOR 13 - LORGITUDINAL LOCATION 16 - LORGITUDINAL LOCATION 17 - LORGITUDINAL LOCATION 18 - LORGITUDINAL	ESCAPE may apply) G - WATER IMPACT H - GROUND STRUC, IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN OR TO ESCAPE
3PASSENGER'S COMPARTMENT (Upper deck) 4PASSENGER'S COMPARTMENT (Upper deck) 5PASSENGER'S COMPARTMENT (Upper deck) 5PASSENGER'S COMPARTMENT (Upper deck) 6LOSS OF COMPARTMENT 7LONGITUDINAL LOCATION 8LONGITUDINAL LOCATION 1LONGITUDINAL LOCATION 1LONGITUDINAL LOCATION 1LONGITUDINAL LOCATION 2CENTER SECTION 4. AFT SECTION 6LONGITUDINAL LOCATION 1LOTING SECTION 4. AFT SECTION 6STRUCTURAL FABLURE 7LONGITUDINAL LOCATION 7LONGITUDINAL LOCATION 7LONGITUDINAL TOLLISON 7LONGITUDINAL TOLLISON 7LONGITUDINAL TOLLISON 7LONGITUDINAL TOLLISON 7LONGITUDINAL TOLLISON 7LONGITUDINAL TRANSMITTE 7LONGITUDINAL TRA	ROY APPLY) G - WATER IMPACT H - GROUND STRUC, IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN OR TO ESCAPE
# - PASSENGER'S COMPARTMENT (**Lower* dech*) # - PASSENGER'S COMPARTMENT (*Lower* dech*) # - O-SOS OF CONTROL ** A NOTIFICATION ** A NOT	G - WATER IMPACT H - GROUND STRUC. IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN OR TO ESCAPE
S-PASSENGER'S COMPARTMENT (Lower deek) 8. OTHER COMPARTMENT 9. COMPARTMENT C. ENGINE FAILUME 10. C-ENGINE FAILUME 10. D-FUSIL EXAMASTION K. I. FORWARD SECTION LATERAL LOCATION LATERAL	H - GROUND STRUC, IMPA J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN DR TO ESCAPE
B. OTHER COMPARTMENT 9 - COMPARTMENT UNKNOWN 10 - FUEL EXHAUSTION E. STRUCTURAL FALLURE Y X I. FORWARD SECTION 1. FORWARD SECTION 2. CENTER 2. CENTER 3. SECTION II. SECTION II. DISTRESS SIGNAL TRANSMITTE 1. CENTER 3. SIGNAT SIDE 4. CENTER 3. SIGNAT SIDE 4. CENTER 4. CENTER 5. SUNKNOWP 1. SOMMUNICATIONS PRICE 4. CENTER 5. SUNKNOWP 1. SOMMUNICATIONS PRICE 4. CENTER 5. SUNKNOWP 1. SOMMUNICATIONS PRICE 6. COMMUNICATIONS PRICE 1. CENTER 7. SUNKNOWN 1. FORWARD 1. SIDEWARD 1. SIDEWARD 1. SIDEWARD 1. SOMMUNICATIONS SIGNAL TRANSMITTED 1. FORWARD 1. SIDEWARD 1. SOMMUNICATIONS SIGNAL TRANSMITTED 2. POSITION FIX TRANSMITTED 3. SUNKNOWN 1. SOMMUNICATIONS SIGNAL TRANSMITTED 4. CENTER 7. SUNKNOWN 1. SOMMUNICATIONS SIGNAL TRANSMITTED 8. ONOT IN SEAT 8. SUNKNOWN 1. SOMMUNICATIONS SIGNAL TRANSMITTED 1. SIDEWARD 1. SIDEWARD 1. SIDEWARD 1. SIDEWARD 1. SOM SIGNAT TRANSMITTED 2. METHOD OF ESCAPE (More than one may apply) 1. CENTER SIDEWARD 1. SOMMUNICATIONS SIDEWARD 2. ATTEMPTED (Unsuccessific specifion) 3. SUNKNOWN IF ATTEMPT WAS MADE 4. OPEN SEA 5. SUNKNOWN SIDEMECTED SIDEWARD 6. ODEFINITELY NOT ATTEMPTED 6. SOMMONN IF ATTEMPT WAS MADE 7. SUNKNOWN SIDEMECTED SIDEWARD 8. SUNKNOWN SIDEMECTED SIDEWARD 1. ACCOMPLISHED (Free of sizeral) 2. ATTEMPTED (Unsuccessific ballow) 2. SOMMONN IF ATTEMPT WAS MADE 4. CENTUM SANDE SIDEWARD 5. SOMMONN IF ATTEMPT WAS MADE 6. SOMMONN IF ATTEMPT WAS MADE 7. SOMMONN IF SIZERATE SOMMONN 8. SOMMONN IF ATTEMPT WAS MADE 8. SOMMONN IF ATTEMPT WAS MADE 9. SOMMONN IF ATTEMPT WAS MADE 1. ACCOMPLISHED (Free of sizeral) 1. ACCOMPLISHED (Free of sizeral) 1. ACCOMPLISHED (Free of sizeral) 2. SOMMONN IF ATTEMPT WAS MADE 3. SOMMONN IF ATTEMPT WAS MADE 4. SOMMONN IF ATTEMPT WAS MADE 5. SOMMONN IF ATTEMPT WAS MADE 6. SOMMONN IF ATTEMPT WAS MADE 7. SOMMONN IF ATTEMPT WAS MADE 8. SOMMONN IF ATTEMPT WAS MADE 8. SOMMONN IF ATTEMPT WAS MADE 9	J - LAUNCH FAILURE K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN DR TO ESCAPE
B. LONGITUDINAL LOCATION B. LONGITUDINAL LOCATION C. LORGERION A SECTION A SECTION A SECTION B. COMMUNICATIONS PRICE C. LATERAL LOCATION LATERAL LOCATION LATERAL LOCATION LATERAL LOCATION LATERAL LOCATION L. CENTER X. S. RIGHT SIDE 2. POSITION PIX TRANSMITTED D. DIRECTION FACING 4. LEFT SIDE 3. LUNKNOWP 3. SIDEWARD 3. SIDEWARD 2. AFT 3. SUNKNOWP 3. SIDEWARD 4. CEMERGENCY IFF (Mouse) X. I. FORWARD 3. SIDEWARD 3. SIDEWARD 4. CEMERGENCY IFF (Mouse) X. I. FORWARD 3. SIDEWARD 4. CEMERGENCY IFF (Mouse) 3. SIDEWARD 4. CEMERGENCY IFF (Mouse) 3. SIDEWARD 5. ONT IN SEAT 9. NUMBER OF PREV WINKOWN 1. ACCOMPLISHED (Free of abrenth) 4. CALLED AND SEAT S. SUNKNOWN 1. ACCOMPLISHED (Free of abrenth) 4. O. O. DEFINITELY NOT ATTEMPTED 1. ACCOMPLISHED (Free of abrenth) 4. O. O. DEFINITELY NOT ATTEMPTED 1. ACCOMPLISHED (Free of abrenth) 4. O. O. DEFINITELY NOT ATTEMPTED 2. ATTEMPTED (Massecersific ballow) 3. S. OLINKOWN, SUSPECTED ELECTION 4. CALLED AND STATEMPTED 4. CALLED AND STATEMPT WAS MADE 5. OLINKOWN, SUSPECTED BAILOUT 6. OLINKOWN, SUSPECTED BAILOUT 6. OLINKOWN, SUSPECTED BAILOUT 6. OLD PATTEMPTED (Massecersific ballow) 7. OLINKOWN, SUSPECTED BAILOUT 6. OLORATITED (Other than standard emergency) 4. EAST UNASSISTED OUT 6. SALANDARD SWASSECTED STATEMPTED 1. ACCOMPLISHED (There than standard emergency) 4. EAST UNASSISTED OUT 6. SALANDARD SWASSECTED STATEMPTED 1. ACSTANDARD EMERGENCY GROUND EGRESS 3. OLD NOT SECAPE (COMPLISHED) 1. ACSTANDARD EMERGENCY GROUND EGRESS 3. OLD NOT SECAPE (COMPLISHED) 4. EAST UNASSISTED OUT 5. SALANDARD EMERGENCY GROUND EGRESS 4. ACATERDA ASSISTED OUT 6. SALANDARD EMERGENCY GROUND EGRESS 1. ANDRIAL EXIT (Fercelon after blowing canopy) 3. SOLD NOT SECAPE (COMPLISHED) 1. ANDRIAL EXIT (Fercelon after blowing canopy) 3. SOLD NOT SECAPE (COMPLISHED) 1. ANDRIAL EXIT (Fercelon after blowing canopy) 3. SOLD NOT SECAPE (COMPLISHED) 1. ANDRIAL EXIT (Fercelon after blowing canopy) 3. SOLD NOT SECAPE (COMPLISHED) 1. ANDRIAL EXIT (Fercelon	K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN DR TO ESCAPE
B. LOMBUTURNAL LOCATION B. LOMBUTURNAL LOCATION A. AFT SECTION A. SECTION F. MINKOWN D. COMMUNICATIONS PRICE C. LATERAL LOCATION A. SECTION II. DISTRESS SIGNAL TRANSMITTED A. LEFT SIDE DIRECTION PACING A. LEFT SIDE A. LEFT SIDE A. LEFT SIDE A. LEFT SIDE DIRECTION PACING A. LEFT SIDE D. DIRECTION PACING A. LEFT SIDE A. LEFT SIDE A. LEFT SIDE D. SUNKNOWN D. NON ON	K - ARRESTMENT FAILUR Y - OTHER Z - UNKNOWN DR TO ESCAPE
S. LONGITUDINAL LOCATION X I. FORWARD SECTION 2. CENTER SECTION 4. SECTION WINKNOWN 5. COMMUNICATIONS PARABUTE LATERAL LOCATION 1. DISTRESS SIGNAL TRANSMITTE 2. CENTER 1. CENTER 1. CENTER 2. CENTER 3. LATERAL LOCATION 1. DISTRESS SIGNAL TRANSMITTE 3. CENTER 4. LEFT SIDE 3. LINKNOWP 3. CEMERGENCY IFF (Manamito) 4. LEFT SIDE 3. LINKNOWP 3. CEMERGENCY IFF (Manamito) 4. LEFT SIDE 5. UNKNOWN 2. AFT 9. UNKNOWN 1. SIDEWARD 9. UNKNOWN 1. SIDEWARD 9. UNKNOWN 1. SIDEWARD 9. UNKNOWN 1. NOT IN SEAT 1. USE OF SEAT 3. UNKNOWN 1. IN SEAT 2. METHOD OF ESCAPE (More than one may apply) 3. LINKNOWN 3. LINKNOWN 4. LEFT SIDE 5. UNKNOWN 5. LINKNOWN 1. LATERAL TRANSMITTE EMERGENCY IFF (Manamito) 4. LEFT SIDE 6. LONKNOWN, TATTEMPT WAS MADE 1. ACCOMPLISHED (Free of alcresh) 1. LACCOMPLISHED (Free of alcresh) 2. LATTEMPT ED (Unsuccessful ballow) 3. LATTEMPT ED (Unsuccessful ballow) 4. LATTEMPT ED (Unsuccessful ballow) 4. LATTEMPT ED (Unsuccessful ballow) 5. LATTEMPT ED (Unsuccessful ballow) 6. LONKNOWN, IS ATTEMPT WAS MADE 6. LONKNOWN, IS ATTEMPT WAS MADE 7. LORNAD AND AND AND AND AND AND AND AND AND	Y-OTHER Z-UNKNOWN DR TO ESCAPE
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1- ACCOMPLISHED (Free of aircraft)	T - THROUGH TREES
2-ATTEMPTED (Unsuccessful bailous) 7 - UNKNOWN IS ATTEMPT WAS MADE 8 - UNKNOWN, SUSPECTED BAILOUT 6 - DEEP SNOW 8 - UNKNOWN, SUSPECTED BAILOUT 7 - UNKNOWN, SUSPECTED BAILOUT 7 - UNKNOWN, SUSPECTED BAILOUT 8 - UNKNOWN, SUSPECTED BAILOUT 9 - STANDARD EMERGENCY GROUND EGRESS U - HARD GROUND Y X - STANDARD EMERGENCY GROUND EGRESS U - HARD GROUND Y X - SOFT GROUND Y X - SOFT GROUND X - SOFT GROUND X - SULLOING E- BLOWN/THROWN OUT 11 - FLIGHT DECK AIRCRAFT ATTITUDE AT THE CEITOR OF THE CONTROL OF THE C	P - REVINE/STEEP SLOPE
T-UNKNOWN FATTEMPT WAS MADE	Q - ROCKS
B - UNKNOWN, SUSPECTED BAILOUT O - DEFINITELY NOT ATTEMPTED A - STANDARD EMERGENCY GROUND EGRESS U - HARD GROUND Y. J - SOFT GROUND A - STANDARD EMERGENCY GROUND EGRESS U - HARD GROUND Y. L - FLIGHT DECK L - NOSE UP X 0 - NOSE DOW A - NOSE DOWN SPIN L - NOSE UP X 1 - INTENT FOR ESCAPE L - NOSE UP X 1 - INTENT L - BANK L - SCIT USED A - NOSE DOWN SPIN L - SCILLATING SPIN L - SCILLATING SPIN D - ROLLING L - TUMBLING L - NO DAMAGE (Other than canopy) loss, etc.) L - MINOR DAMAGE (Polinitely habitable) L - RESTROYED (Definitely not habitable) L - DESTROYED (Definitely not habitable) L - SCILLAST TRAINING ROLE LECTURES/ (Use (Use (Use L - TUMBLING L - TUMBLING R - OTHER L - DESTROYED (Definitely not habitable) L - DESTROYED (Definitely not habitable) L - SCILLAST TRAINING ROLE LECTURES/ (Use L - SCILLAST STANDARD L - NO DAMAGE (Definitely not habitable) L - SCILLAST TRAINING ROLE L - SCILLAST STANDARD L - DESTROYED (Definitely not habitable) L - SCILLAST TRAINING ROLE L - DESTROYED (Definitely not habitable) L - SCILLAST TRAINING ROLE L - DESTROYED (Definitely not habitable) L - DESTROYED (Definitely not habitable)	A - IN/HEAR FIREBALL.
DOCK DEFINITELY NOT ATTEMPTED	H - IN/HEAR FIREBAL!.
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X 4_EXIT UNASSISTED (Other than standard emergency X 4_EXIT UNASSISTED (Other than standard emergency X 2_ground egress)	Y ~ OTHER (Describe)
L-FLIGHT DECK 5 - CARRIED/ASSISTED OUT 6 - BLOWN/THROWN OUT 6 - UNKNOWN IF ESCAPE ACCOMPLISHED U 9 - CSCAPE, METHOL UNKNOWN 1 - NOSE UP X 0 - NOSE DOW 1 - NOSE UP X 0 - LEFT BANK 1 - INTENT EXIT USED A - NOSE DOWN SPIN 1 - NORMAL EXIT (Ejection after blowing canopy) 2 - EMENGENCY EXIT 3 - NORMAL EXIT (Through canopy) X 0 - ROLLING X 0 - OTHER PILOT IS 16ft roll back window 9 - UNKNOWN 5 - COCKPIT/CABIN CONDITION AFTER IMPACT 0 - NO DAMAGE (Other than canopy loss, etc.) 1 - MINOR DAMAGE (Definitely habitable) 2 - REASONABLY INTACT (Probably habitable) 3 - MAJOR DAMAGE (Pefinitely not habitable) 4 - DESTROYED (Definitely not habitable) 5 - UNKNOWN 12. EJECTION SEAT/PARACHUTE THAINING (Not required for passengers who had no opportunity Type of Training Total hrs. in Training DATE OF LAST TRAINING LECTURES/ (Uses	
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S - BLOWN/THROWN QUT (Either in flight or after crash, S - UNKNOWN IF ESCAPE ACCOMPLISHED 1 - NOSE UP X 0 - NOSE DOW X 1 - NOSE UP X 0 - NOSE DOW X 1 - INTENT FOR ESCAPE 1 - NOSE UP X 0 - LEFT BANK X 0 - SCILLATING SPIN D - ROLLING D - ROLLING X 0 - OTHER PILOT D - ROLLING D -	TIME OF ESCAPE
U S-CSCAPE, METHOL UNKNOWN A INTENT FOR ESCAPE X 1-INTENT.	
S. INTENT FOR ESCAPE X 1-INTENT. 2-UNINTENT. 9-UNK. 4. EXIT USED A-NOSE DOWN SPIN 1-NORMAL EXIT (Ejection after blowing canopy) B-FLAT SPIN C-SSCILLATING SPIN C-SSCILLATING SPIN C-OSCILLATING SPIN C-ONBLING F-DISINTEGRATION F-DISINTEGRATION C-NO DAMAGE (Other than canopy loss, etc.) 1-MINOR DAMAGE (Other than canopy loss, etc.) 1-MINOR DAMAGE (Obefinitely habitable) 2-REASONABLY INTACT (Probably habitable) Z-UNKNOWN T-OTHER Y-OTHER TYPE OF TRAINING (Not required for passengers who had no opportunity type of training total habitable) LEGUERSY (Use	DEGREES
A I - INTENT.	DEGREES
4. EXIT USED 1 - NORMAL EXIT (Ejection after blowing canopy) 2 - EMEMGENCY EXIT 3 - NORMAL EXIT (Through canopy) X	
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3-NORMAL EXIT (Through canopy) 0-ROLLING 1-ROLLING 1	
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	#1 - SURVIVOR LO	CATED RES	CUERS			18 - MIRRO	AND DESCRIPTION OF THE PARTY OF				
	82 - MISHAP OBSE	RVED				19 - REFL	ECTIVE SU	RFACEO	THER THAN	CODE 16, 17 OR 18	
	MISHAP SITE	OCATED WI	THOUT AID	F SIGNALS		29 - RAFT	/VEST/PO	СНО			
	OR PERSONAL	EQUIPMEN	Т			21 - FLIGH	HTSUIT/HE	LMET			
	A INDIVIDUAL L	OCATED WIT	THOUT AID O	F SIGNALS		22 - PARA	CHUTE				
	OR PERSONAL					23 - FLAR	E, MK 13, 1	4000			
	OTHER AIRCR	AFT ORBITI	NG SCENE T	DIRECT		24 - SMOK	E, MK 13, M	000			
	PB - RESCUE PERS			25 - FLARE, PEN GUN TYPE							
	86 - RADIO OR RA	DAR RECTO	R OR DF STE	ER		26 - VERY	PISTOL				
	57 - AIRCRAFT RA	DIO AFTER	MISHAP	AND DESCRIPTION OF THE PARTY OF		27 - TRAC	ERS				
	58 - RADAR CHAF	F	Tes			28 - STRO	BE LIGHT				
	#9 - SONAR BUOY					29 - FLAS	HLIGHT		4,447.0		
95	15 - WALKIE-TALK	IE				36 - SIGN	AL WAND				
	11 - CRT 3 (Gibson	G(rl)		-		31 - FIRE	SMOKE				
	12 - SARAH BEAC	ON				32 - DYE	MARKER				
i si	13 - PRT-3/URT-2					33 - WHIST	TLE				
	14 - PRC-32/URC-					34 - VOIC	E				
	15 - PRC-49/URC-	Markan AVV				35 - GUN F	FIRE	12/20/10/10			
	16 - CORNER REF	0.0010.000				36 - SIGN	ALS TRAMP	ED IN SN	W. ETC.		
	17 - REFLECTIVE					99 - OTHE	ER	Take Ti			
4.			SURVIVAL	ROBLEMS	ENCOU	TERED BY T	HIS INDIV	DUAL	11 2022		
	INADEQUATE	the state of the s	EQUATE		OF SIG-	LACK	OF	UNFA	MILIAR	CONFUSED,	
	A-FLOTATION	FLOTATION B-COLD WEA			NG	D-OTHER		E-WITH		F-DAZED,	
	INCAPACI-						TOPOGRAPHY L-(Swamps, mts,				
	G-TATED BY		PHYSICAL J-FATIGUE K-WEATH		WEATHER L-(Swamps desert,						
	THROWN N-OUT OF	P-HUN		INSEC	is,				EXPOSURE (Heat, cold, sunburn, uel, salt water ingestion)		
	T-THIRST		ANGLEMENT parachute)		LS, ETC.	Y-OTHE	R	1			
15.					OMPLICA	TED RESCUE			T	URE OF OTHER	
	1-INADEQUACY/L	HICLE	- RESCI	RE OF E EQUIPME		3-OF RE	SCUE EQU	PMENT	4-THA	N RESCUE VEHICLE	
	FAILURE OF R A-VEHICLE (Mec) problem)		B-PERS	QUACY OF		C-INADE	QUATE ME	DICAL IP.	D-FIRE	E/EXPLOSION	
	E-ENTRAPMENT	IN	_ PHYS	CAL LIMIT		H-RESCU	LESSNESS UE PERSON	BY INEL		CUE VEHICLE	
	K-COMMUNICATE	DH	L-BY DI	ENTANGLE PLOYED CHUTE	EMENT		GRAPHY L seas, mts.	, etc.)	М-ОТН	ERFERENCE FROM ER VEHICLES	
	P-WEATHER		Q-DARK			WEIGHT/DRAG R-PROBLEM NOT TO PARACHUTE		DUE S-SU		PERED BY PERSONAL VIVAL EQUIP. OF SON BEING RESCUE	
	T-FLOATING DE	BRIS	U-LAYE	RY RESCURI	FUTILE	, HAMP	V-HAMPERED BY HELI-		PANIC/INAPPROPR W-ACTIONS OF PERSO BEING RESCUED		
-	X-VICTIM PULLE	D AWAY BY	CONTRACTOR INCIDENT AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSED.	Appropriate Commercial	JAIJ.IINEN.		AND DESCRIPTION OF THE PARTY OF				
-	IN-AIGHIM LACET	S MEAT OF		DURING	AFTER	17. FAC	TOR THA	T HELPE	DRESCUE	RECOVERY	
16.	INDIVIDUAL'S P	HYSICAL C	CONDITION		RESCUE	Assessment of the Proposition Control of the Contro	UE PERSO	CONTRACTOR DESCRIPTION OF THE PERSON OF THE			
			a a quadrati de la reconstituta de	-	1				BE RESCU	ED	
FU	LLY ABLE TO ASSI	ST	` ` I			CONTRACTOR OF THE PERSON NAMED IN COLUMN TWO PERSONS NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO PERSONS NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO PERSONS NAMED IN COLUMN TRANSPORT NAMED	The state of the s	manufacture of the same of the	SCAPE ME		
				+	+		Marine Control of the Control of the Control	ASSESSMENT OF REAL PROPERTY.	The same of the sa	CTUATORS	
PA	RTIALLY ABLE TO	ASSIST							E-ACCIDE		
				-	+		AND RESIDENCE AND ADDRESS OF THE PARTY OF TH	THE RESERVE OF THE PARTY OF THE	E EQUIPME	the state of the s	
IMI	OBILE OR UNCONS	cious	1			Annual Contract of the Contrac	and the second s	Marie Committee of the	EQUIPMEN	the state of the s	
		-	MATERIAL SELECTION OF SELECTION			CONTRACTOR OF THE PARTY OF THE	IVOR'S TE	ON THE REAL PROPERTY.	PRESIDENCE AND ADDRESS OF THE PERSON NAMED IN COLUMN 1		
DE	CEASED		•			The second secon	CONTRACTOR STREET, CONTRACTOR STREET, CO., CO., CO., CO., CO., CO., CO., CO.	CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE	E EFFORT	\$	
									The second second second	THE RESERVE OF THE PARTY OF THE	

^{18.} REMARKS PERTINENT TO ITEMS MARKED ABOVE AND MEDICAL OFFICER'S RECOMMENDATIONS PERTAINING TO RESCUE AND SURVIVAL.

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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

ATCH 1

LIFE SCIENCES F	SECTIO	AN IND N A, AI	RCRAFT	AC	CIDENT	/INCIDE	NT	J-17				- 2
			FLIGHT	DAT	ľA						_	
	2. CABIN AL	TITUDE		7.			LOUD C	ONDITI	DNS	/		
TIME OF EMERGENCY	TIME OF E	MERGE	NCY		0 - CLE	AR		1	- SVE	RCAST		
TIME AT CAB	IN AL TITUDE				2 - UND	ERCAST		1 1	- IN C	LOUDS ER (Spec	(fv)	
URS TIME AT CAS	MINUTES				CLO	ND OUT O						
AMBIENT ALTITUDE AT	TIME A	T AMBIE	NA	8.			ноя	RIZON	-			
TIME OF EMERGENCY (Feet)	HOURS	MINUT			1 - DIST			2	- 085	CURED		
	FORMATION				8 - OTH	ER (Speci						
	L - LE	10	W - WING	9.		D	URATION	OFF	IGHT			
B - SINGLE AFRICRAFT Y - OPHER (Specify)	1 16 - 26.			ноц	IRS			MINUT	ES			
4		ME	DICAL IN	FOR	MATION						00	
DEGREE C	F INJURY			2.	DAYSHO	SPITALI	ZED	3. DA	10	DUARTE		
1-NONE X 3-MAJOR	5 - ING LAND	7	MISSING - UN- KNOWN	4.	GROUND	ED-DUR	ATION	5. UN		MINUT	URA	TION
V 2 -MINOR 4- FATAL	MISS-	R			(Days) 14 (E			0		0		
INJURIES INCURRED DURI	NG MISHAP (se stand	lard DoD	ermi	nology fo	r body par	rt, diagno	sis,		COD	ES	
6. and cause of injury.)									Р			1
ODY PART									D		+	++
N.E.									c	++	+	++
AUSE									P	++	+	++
DIAGNOSIS									C	++	+	11
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BODY PART									D		I	
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CAUSE									D		+	+
BODY PART DIAGNOSIS									c		1	T
CAUSE N.E.		_				FESTING		RESUL		CODE	Lea	ve ble
7. LABORATORY TESTS TIS	SUE TESTED	GMET	HOD USE hod	at	ng .	Later Street, Street, Square,		0				
CARBON MONOXIDE Blo	A THE RESERVE AND ADDRESS OF THE PARTY OF TH	met	hod		And	revs_		0				
ALCOHOL Blo	ood	Gas	chromo- graphy		And	lrews					-	-
DACTIC ACID OTHER (Specify)		-										
8. X-RAY RESULTS				nadio dipensional	and a second contract of			And the last of th		- Annie Control of the Control of th		
(b) (6)											-	Trans.
9. DISEASES/DEFECTS PR	ESENT AT TI	AE UF M	IIanar			HOD OF				VERS (A		ATE
	AGNOSIS				PHYS	CALL	SY	OTHER	AUTH	J	<u> </u>	
None												
							-	-	-			-
		BV			11,	M	ATERIAL	SUBMI	TED '			
MILITARY	CONDUCTED		SURGEON		1	- AUTOP	SY REPO	A.T		1 - PI		
M - PATHOLOGIST		OTHER			2	- FROZE	N TISSUE			4 - FI	103	ISSUE
C - PATHOLOGIST	1 1				1							
			45	16	10		G.A	Jan	SH AP	T	LEAY	E 8LA
(b) (6)			(b)			and the same of		4 Jan	C) 3		*/*	PER
ASSIGNED UNIT			(40.00	IS			A	DC	-		HO.	H
4753 ADS(T)											16	4 1

PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS INSTRUCTIONS: Complete on all occupants of aircraft, all injured PHASES OF MISHAP FACTOR IMPORTANCE persons, and all persons possibly contributing to the cause of the mis-A - ACCIDENT D-DEFINITELY hap. Supervisory factors attributed to persons not in the aircraft and CONTRIBUTED E-ESCAPE such factors as design or weather should be reported only for the per-S - SUSPECTED FACTOR son in primary control of the aircraft. Factors contributing to injury S - SURVIVALP - CONDITION PRESENT. during mid-air collisions, crash landings, ditchings, etc., are to be (Includes BUT DID NOT CONconsidered part of survival phase. Use codes at right to show only parachute landings) TRIBUTE TO ACCIthose factors present or contributing in each phase. R - RESCUE DENT OR INJURY. FACTORS AFSP FACTORS AESR VISUAL ILLUSIONS SUPERVISORY FACTORS 613 UNCONSCIOUSNESS 614 INADEQUATE BRIEFING DISORIENTATION/VERTIGO 615 ORDERED/LED ON FLIGHT BEYOND CAPABILITY 102 HYPOXIA 616 POOR CREW COORDINATION 103 HYPERVENTILATION OTHER (Specify) 199 DYSBARISM 618 CARBON MONOXIDE POISONING 619 BOREDOM 620 PRE-FLIGHT FACTORS INATTENTION 621 FAULTY FLIGHT PLAN 201 P CHANNELIZED ATTENTION 622 FAULTY PRE-FLIGHT OF AIRCRAFT 202 DISTRACTION 623 FAULTY PREPARATION OF PERSONAL EQUIP. 203 PREOCCUPATION WITH PERSONAL PROBLEMS 624 HURRIED DEPARTURE EXCESSIVE MOTIVATION TO SUCCEED 204 DELAYED DEPARTURE OVERCONFIDENCE 205 626 INADEQUATE WEATHER ANALYSIS 206 LACK OF SELF-CONFIDENCE 627 OTHER (Specify) 299 LACK OF CONFIDENCE IN EQUIPMENT 628 APPREHENSION 629 PANIC EXPERIENCE/TRAINING FACTORS 630 OTHER (Specify) 699 INADEQUATE TRANSITION 30 1 LIMITED TOTAL EXPERIENCE 302 LIMITED RECENT EXPERIENCE 303 FAILURE TO USE ACCEPTED PROCEDURES 304 ENVIRONMENTAL FACTORS OTHER (Specify) ACCELERATION FORCES, IN-FLIGHT 70 1 DESIGN FACTORS ACCELERATION FORCES, IMPACT 702 DECOMPRESSION 703 DESIGN OF INSTRUMENTS, CONTROLS 401 VIBRATION 704 LOCATION OF INSTRUMENTS, CONTROLS GLARE 705 FAILURE OF INSTRUMENTS, CONTROLS 403 SMOKE, FUMES, ETC. 706 COCKPIT LIGHTING 404 HEAT 707 RUNWAY LIGHTING 405 708 LIGHTING OF OTHER AIRCRAFT 406 WIND BLAST 709 PERSONAL EQUIPMENT INTERFERENCE 407 VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS 710 WORKSPACE INCOMPATIBLE WITH MAN 408 VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC. 711 OTHER (Specify) VISHILITY RESTRICTION-DUST, SMOKE, ETC., IN ACFT 712 499 WEATHER, OTHER THAN VISIBILITY RESTRIC. 713 COMMUNICATIONS PROBLEMS OTHER (Specify) 799 MISINTERPRETED COMMUNICATIONS 50 1 DISRUPTED COMMUNICATIONS 502 OTHER FACTORS TO BE CONSIDERED LANGUAGE BARRIER 503 NOISE INTERFERENCE 504 HABIT INTERFERENCE, USED WRONG CONTROL 801 OTHER (SE VI) 599 CONFUSION OF CONTROLS, OTHER MISREAD INSTRUMENT(S) MISINTERPRETED INSTRUMENT READING 804 PSYCHOPHYSIOLOGICAL FACTORS MISLED BY FAULTY INSTRUMENT 805 FOOD POISONING 60 1 VISUAL RESTRICTION BY EQUIP STRUCTURES 806 MOTION SICKNESS 602 TASK OVERSATURATION 807 OTHER ACUTE ILLNESS 603 INADEQUATE COORDINATION OR TIMING 808 OTHER PRE-EXISTING DISEASE/DEFECT 604 MISJUDGED SPEED OR DISTANCE 809 GET-HOMEITIS 605 SELECTED WRONG COURSE OF ACTION 8 10 HANGOVER DELAY IN TAKING NECESSARY ACTION 811 SLEEP DEPRIVATION 807 812 VIOLATION OF FLIGHT DISCIPLINE FATIGUE, OTHER 608 NAVIGATIONAL ERROR 613 MISSED MEALS 609 INADVERTENT OPERATION SELF INDUCED 814 DRUGS PRESCRIBED BY MEDICAL OFFICER 610 INADVERTENT OPERATION MECHANICALL Y INDUCED 815 DRUGS, OTHER ALCOHOL 612 OTHER (Specify) NAME OF INDIVIDUAL

BAGE 2 OF 11 BA

L		RO	F OF THIS I	P	ERSONAL	DATA .						
۸.	PAI	MARY	LE OF THIS I	a.	IAL IN		TRIBUTING	ACCIDEN	<u>T</u>		-	
1-0EF.		-PROB.	3-P085.		4-DEF.		E-8806	TI	6-P055.	8	-	INKNOWN
A. DATE LAST	CKGROUND D	ATA (Con	DURATION LAST	l pilo	ts and	others w	ho possi	ly con	tribut	ed to	mishep	.)
ENDED (Da)	r month-year)	LEAVE		c.			TYPE OF	LAST LEA	VE TAK	EN		
24 Sept		2.	4	X	1. ORD.		4. GRADUAT		° co	NVA-		DELAY E
FLIGHT (E	AST PREVIOU	S Year)	E. HRS FLOWN	IN LAST		F. HRS F	LOWN IN L			MISSI	ONS FLOW	UNKNOWN
24 Jan 6		,,	914"			914				24 40	URS	
. MISSIONS	FLOWN IN LA	ST 48	I. HOURS WORK							2		
HOURS		- 1	HOURS	ED IN L	AST 24	J. HOURS	WORKED II	LAST 4	8 K.	HOURS	SLEPT I	N LAST 2
2			11'40"			1112	40"		- 1	5 50	11	
HRS SLEPT	IN LAST	HRS CO	NTINUOUS DUTY	N. HRS	CONTIN	UOUSLY	0. HRS D	URATION				COCKPIT
16105"	- 1					M 10	1	SLEEP PE	RIOD	1	RIOR TO	FLIGHT
3.			1'40"		145"			50"			20"	
			SIOLOGICAL A	ND VERT	IGO TR	AINING (For all p	ersonne	1)			
TYPE	OF TRAINING	G ACCOMPL	ISHED		PLACE 1	RAINING A	CCOMPLISH	ED	40	COMPL		ROLE
Dhand										*1#	YEAR	+
Physic	logical T	raining	3			B, Mass			At	ıg	63	0
•				2. 0	tis Ar	B, Mass	•		Αι	ıg	66	0
						RIC DATA						
23 Jan 6	64	onth, ye	ar) D. 511	TING HE	IGHT (I	nches)	-	. BUTTO	K-KNEE	LENG	TH (Inch	**)
· HEIGHT (I			E. TRU	NY 11515	HT (Incl							
69 3/4"			1	W. 0510	ni (znez	,	ľ	. LEG LE	NGTH (Inche	.)	
. WEIGHT (LE	.)		F. FUN	CTIONAL	REACH (Inches	1	. SHOULD	ER WID	TH (Bi	del to i d)	(Inche
170 TOTAL YEAR												
12 yrs	TO OF FURMAL	EDUCATIO	ON .									
· CHRONOLOGI	CAL ACCOUNT	OF ACTIV	ITIES OF PREV	10US 72	HOURS 7	For all o	Hate	-11-1-				
1 Jan 69	1815 -	p.) Arrived	at NCO Cl	nb - k	and 3	anakta4	1.0	-pilot#,	and/o	r peri	iona posi	ibly
	1930 -	Ate din	ner - Frie	d Chic	ken	COCKCAL	15					
	2100 - 1	Back to	quarters	to sle	ер							
2 Jan 69	0430 - 1	Arose			•							
	0445 - 1											
	0730 - 1	teke of	for fligh	t								
	1230 - 1		•									
			in barrack	5								
	1600 - I	Fort Wa	lton Beach									
	1800 - 1	te din	ner - Lasag	gna an	d thre	e beera	3					
3 Jan 69	0700 - 1	darrack	s for sleep	p								
J van 09			st - eggs,	tonat	and a	00000						
	1100 - F	laved	18 holes of	golf	and	01166						
	1700 - 0	ne been	r at Club H	louse								
	1815 - A	te din	ner - Spagh	etti .	& meat	balls,	salad					
	2030 - R											
4 Jan 69	0430 - A		P		0.6							
	0535 - B	reakias	st, Eggs, o	ereal	, corr	ee						
	0700 - P											
			for first	miss	ion							
			for first m									
			for retur									
			ch, ham and	chee:	se san	dwich						
	1015 - A	arcraft	accident									
			-		-					erene en descen		
\ (0)	DUAL							ERVICE I	NO.			
ME OF INDIVI	DUAL							o) (6)	NO.			

				APE EQU	10.00		T	<u> </u>
NOMENCLATURE AND MODEL DESIGNATION	QUIRED	AVAIL-	USED	NEEDED	DIS- CARDED	LOST	FAILED	PROBLEMS
CLOTHING (Suits, headgear, shoes, gloves, visor, underwear, etc.)								
K2B Coveralls	X		A/E A/E					
Booth, Flight	X		A/E					
Gloves		X						Duties preclude
Commence of the later than the control of the later to the control of the control		to the contract of the contrac	No.					hine
L2B Jacket		X						04, 13
Market Control of the								
					- 35			
					menting all all and a before comme			
OXYGEN MASK	X						1	
OXYGEN REGULATOR	1	X					-	
LIFE VEST	X							
LIFE RAFT								
SURVIVAL RADIOIS)	-							
					199			
SIGNALLING DEVICES	-			-			-	
	-			-			-	
	1	-		-			1	
Control of the party of the state of the sta	-						1	
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	1							Approximation and the second second
	1			<u></u>		-		-
SURVIVAL KIT (Container)		STATE STATE OF THE						Inches and the second
OTHER SURVIVAL GEAR		-	nya manajirkin kalendeka m			-	-	
	-						-	
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	-	-					-	and the second second second second second
	-							
RESTRAINTS (Lap belts, shoulder harness,							1	1
leg restraints)	+		<u> </u>				-	
Lap Belt	Х		_A					
				 			+	
							+	AND DESCRIPTION OF THE PARTY OF
	-	-					-	AND THE PERSON NAMED IN COLUMN TWO
PARACHUTE - TYPE							-	AND THE PARTY OF T
C=12 chest		X	ellenomeno dipunto restr	-			+	
C-IX GREST	-						1	
PARACHUTE CANOPY RELEASE	1	1		1			1	-
J-1 Relase	1	X						
Mark to Mark the Control of the Cont		-		-		Taken sales		
PARACHUTE OPENING/DEPLOYMENT DEVICES	1					Mary sealers consider (less)		
	-					and the same of the same of		
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				1		Mary and a second second second		
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OTHER	1			1				
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	1							5 or
		1						Landard Control of the Control of th

1 1.	<u>. </u>		EGRI	ESS - SURVIVAL GENI	ERAL	(Complete to					<u> 2007 - Norman Jako</u>
1	The state of the s	OCKPIT OR PIL	ON IN AIRC	RAFT		6. ORDER OF	ESCA	PE /1	s)		
	2 - N	AVIGATOR'S EN	GINE EDIC	ARTMENT					*, = 100	ete.	
1	3 - P	ASSENGER'S CO	MPARTMEN	T (Single de Li		7.	RE	ASON	(S) E	OR ESC	
	4-P	ASSENGER'S CO	MPARTMEN	T (llanes doub)				more tr	an on	e may a	pply)
	5-P	ASSENGER'S CO	MPARTMEN	T (Lower deck)		A-FIRE/	EXPLO	SION		Market School Supplement of the Parket School Street School School Street School Stree	ATER IMPACT
	8-0	THER COMPART	MENT			B-LOSS	Contract Con		Х	H - 0	ROUND STRUC. IMP
8.	9 - C	OMPARTMENT U		And the second section of the s	-	C - ENGIN			1	1-6	AUNCH FAILURE
y	T	LONGITUD	INAL LOCA	TION	-	D - FUEL E - STRUC			+-		RRESTMENT FAILU
L,	2 CENT	ARD SECTION ER SECTION		AFT SECTION		F - MID-AI	R COLL	ALURI	-	The second lines	THER
c.		The state of the s	114	SECTION UNKNOWN	8				ve pe	12-0	HKNOWN ESCAPE
ie.	2. CENT	ER	L LOCATIO	Charles and the second		1 - DISTRE	SS SIGN	AL TR	AMSMI	TTEN	ESCAPE
	4. LEFT	Control of the Contro	-	RIGHT SIDE		2 - POSITIO	N FIX	THANS	HITTE	D	
D,		DIRECTI	ON FACING	UNKNOWP		3 - EMERG	ENCY I	FF (Man	nal)	Market and State (State of	-
er,	1. FORW	RD		SIDEWARD		4 - EMERGI	ENCYI	F (Aut	matic	,	
	2. AFT	-		INKNOWN	X	9 - UNKNO					
E.	1-	USE	OF SEAT	-	9.	0 - NONE	-		-		
X	O. NOT IN	The state of the s	2. 6	UNK/LITTEP		ECTIONS	NU	MBER	OF P	REVIOU	Property and the second second
2.	1. IN SEA	3_1,000 (0.5 a)	9. U	NKNOWN	white	-	čH	ERGEN	MPS	ARA-	OTHER PARACHUT
T	1- 40	OD OF ESCAPE	E (More tha	in one may apply)	-			-			•
ECTION	2 - AT	COMPLISHED (Fr	ee of aircraf	(1)		TERRIT			-		
5	7 - 1180	TEMPTED (Unsuc	cessful ejec	tion)	10.	TERRAIN (OF PAR	RACHU	TEL	ANDING	CRASH SITE
3	8 - UN	NOWN IF ATTEN	APT WAS MA	DE		A - OPEN SE	A	7 1: 679CA75	X		
4	0 - DE	NOWN, SUSPECT	ED EJECT	ON		B - LARGE	-	-		N-H	NSE WOODS
	1-ACC	OMPLISHED (Fre	TEMPTED			C-RIVER			X	-	ROUGH TREES
VIL OU	2 - ATT	EMPTED (Unsuco	e of aircraft			D-DEEP WA	TER, O	THER			INE/STEEP SLOPE
ŧ.	7- UNK	NOWN IF ATTEM	PT WAS MA	nd)	_	E - SHALLO	WATE	R		Q-ROC	KS STEEP SLOPE
•	8 - UNK	NOWN, SUSPECT	ED BAILOU	T		F - DEEP SN	The same of the same of				NEAR FIREBALL
nó _	0-DEF	INITELY NOT AT	TTEMPTED	The same of the sa	-	G - THICK IC				S - DES	
L	A STAI	NDARD EMERGEN	NCY GROUN	D EGRESS	-	H - MARSH/S	retail following concep	eu D		Z - UNK	NOWN
H	3-010	NOT ESCAPE	Personal Security Sec	Charles and the second	+ v	X J - SOET GROUND				Y-01H	ER (Describe)
-	4_EXIT	UNASSISTED (O	ther than sto	andred emerge	X J - SOFT GROUND K - BUILDING				. 4		
1	Artiful a	u egress)		- emergency		L - FLIGHT D	TOTAL SECTION AND ADDRESS OF THE PARTY OF TH				
1	5-CARI	RIED/ASSISTED C	TUC		1	The second second second second	er transport to proper		-1		
-	6 - BLOV	N/THROWN OUT			11.	(Either in	TATT	TUDE	AT 1	IME OF	ESCAPE
H	9 ESCA	IOWN IF ESCAPE PE, METHOD UN	ACCOMPL	SHED	T	(Either in	Jugas	or after	crus	h, ditchi	ng, etc.)
1	-1	The state of the s	Carles and the company of the compan			1 - NOSE UP	X	0 - NO	SE DO	WN	DEGREES
	-INTENT.	INTENT FO	H ESCAPE	Contraction of the Contraction o		L. RIGHT	- Industrial	T. Period States	and the second		+
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,	- NORMAL	EXIT (Ejection af	ter blowing	255 an 1	-	A - NOSE DOW	Citizani Santana and		and injuries	-	
	- EMERGEN	CY EXIT		, watop y)		B - FLAT SPIN	Obcumbinismo				
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3 8	-OTHER P	CABIN CONDI	t roll t			E - TUMBLING F - DISINTEGN	ATION				
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3 8 9 9 1 1 2 2 3 3 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- OTHER P - UNKNOWN COCKPIT - NO DAMAGE - MINOR DAI - REASONAB - MAJOR DAI - DESTROYE - UNKNOWN EJECT F TRAINING TRATIONS D EJECTION SEAT - CR	Ilot's left /CABIN CONDI E (Other than can MAGE (Definitely ILY INTACT (Pro MAGE (Probably n D (Definitely not ION SEAT/PAR TOTAL HRS. IN	t roll t TION AFT sopy loss, et Aubitable; bably habita sot habitable habitable;	ER IMPACT (c.) (ble) (RAINING (Not received)	2	E - TUMBLING F - DISINTEGR G - INVERTED I - MUSHING - UNKNOWN - OTHER	o had n	0-1	(Use ple NO IM TRAIN HELP	COD to show yed in the PORTAN HING DEL	ES ¹ role training his michap)
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AIR	propriate column)	-		
BUFFETING		BEFORE	DURING	AFTER
G FORCES	. 01			
WINDBLAST	02			
SEAT PINS NOT REMOVED	03			
DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	- 04			2.00
HAMPERED BY CLOTHING	05			7.A7
HAMPERED BY EQUIPMENT	06			
HAMPERED BY INJURIES	07	24.00		
DIFFICULTY RELEASING CANOPY/HATCH	08		Y 14	
FAILURE TO RELEASE CANOPY/HATCH	09	i pai		
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	10		1920 A *	
DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	- 11		11144.465	PEYADA
FAGE CURTAIN FAILED TO ACTIVATE SEAT	12		47.3 69	100
FACE CURTAIN PROBLEM (Locating, reaching, etc.)	13	Sa. C		
SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	14			
SEAT PAN FIRING HANDLE PAILED TO ACTIVATE SEAT	15			2.0
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.) CANOPY JETTISON PROBLEM	16			
	17			2 0 10 10 10 10 10 10 10 10 10 10 10 10 1
CANOPY JETTISON FAILURE (Automatic means)	18	1 14000		- 4
COULD NOT OPEN CANOPY/HATCH	19			44
DIFFICULTY RELEASING RESTRAINTS	20			
DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21			
DIFFICULTY REACHING HATCH/EXIT-INJURIES	22			
DIFFICULTY REACHING HATCH/EXIT A/C ATTITUDE				1802
DIFFICULTY REACHING HATCH/EXIT EQUIPMENT HANGUP	23			
PINNED DOWN IN A/C (Other than equipment hangup)	24			1.67.3
CONFUSION/PANIC/DISORIENTATION	25			
DARKNESS - NO VISUAL REFERENCE	26			30%
FIRE/SMOKE/FUEL .	27			
ANTHROPOMETRIC PROBLEM	28	100		
PERSONAL EQUIPMENT FACTOR (Other than hangup)	29			
UPPER EXTREMITIES HIT COCKPIT STRUCTURES	30			
LOWER EXTREMITIES HIT COCKPIT STRUCTURES	31			
MAN STRUCK CANOPY/CANOPY BOW	32			11277
STRUCK EXTERNAL SURFACE OF AIRCRAFT	33			
FLAILING - UPPER EXTREMITIES	34			116.00
FLAILING - LOWER EXTREMITIES	35			
DROGUE SLUG SWINGING AT MAN	36		30 B	
DROQUE SLUG STRUCK MAN	37			
MAN STRUCK BY OTHER EQUIPMENT	38			-
MAN STRUCK BY SEAT	39	-	-	-
	40			
EAT SEPARATION DIFFICULTY	41			
SEAT/PARACHUTE ENTANGLEMENT	42			
IAN TANGLED IN CHUTE RISERS - MAJOR				
IAN TANGLED IN CHUTE RISERS - MINOR	43			
ARACHUTE LINE OVER	44			
AN HELD ON TO SEAT	45			3
UMBLING/SPINNING	46			
ARACHUTE DID NOT OPEN	47			
ARACHUTE STREAMED	46			
NADVERTENT OPENING OF LAP BELT	49			
AILURE OF LAP BELT TO OPEN	50			
	51			
	AND THE RESIDENCE OF THE PARTY			
THER				
	98			_
GROUND				
FORCES	01			
FORCES	02		-	_
AT PINS NOT REMOVED	04			_
FFICULTY LOCATING CANOPY JETTISON MECHANISM	05			\neg
MPERED BY CLOTHING	06			-
MPERED BY EQUIPMENT	07			_
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FFICULTY RELEASING CANOPY/HATCH	09	X	X	-
ILUME RELEASE CANOPY/HATCH	10		-	-
FFIGULTY LOCATING/REACHING HORMAL EJECTION MECHANISM	11			_
FFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM				
The state of the s	12		44 BA 775 B	1.538 E.S.

nger of the state	_			
. GROUND (Continued)	rainean access (b.c.,a	PEROPE		1575
ACE CURTAIN PROBLEM (Localing, reaching, etc.)	14	BEFORE	DURING	AFIE
AT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15		25.45	
EAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	16	1 32		
ANOPY JETTISON PROBLEM	17			
ANOPY JETTISON FAILURE (Automatic means) DULD NOT OPEN CANOPY/HATCH	10			
FFICULTY RELEASING RESTRAINTS	19	-	-	
FFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	20	+		
FFICULTY REACHING HATCH/EXIT - INJURIES	22	+	X	4000
FFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	23	1	-	
FFICULTY REACHING HATCH/EXIT - EQUIPMENT HANGUP	24			
NNED DOWN IN A/C (Other than equipment hangup)	25	X		
ON FUSION/PANIC/DISORIENTATION	26			
ARKHESS - NO VISUAL REFERENCE	27		4	
RE/SMOKE/FUEL	28		-	
NTHROPOMETRIC PROBLEM	29		-	
ERSONAL EQUIPMENT FACTOR (Other than hangup) AN STRUCK CANOPY/CANOPY BOW	30		 	
AN STRUCK BY OTHER EQUIPMENT	39	-	 	-
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THER	98	-	-	
WATER	01	+	1	
EAT PINS NOT REMOVED	04			
FFICULTY LOCATING CANOPY JETTISON MECHANISM	05			
AMPERED BY CLOTHING	06			
AMPERED BY EQUIPMENT	07	-		
AMPERED BY INJURIES			-	-
FFICULTY RELEASING CANOPY/HATCH	09	+		
FFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11	 	-	
FFIGULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12			
ACE CURTAIN FAILED TO ACTIVATE SEAT	13			
AGE CURTAIN PROBLEM (Locating, reaching, etc.)	14			
EAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15			
EAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	16	-	-	
ANGPY JETTISON PROBLEM	17	-		
ANOPY JETTISON FAILURE (automatic means) DULD NOT OPEN CANOPY/HATCH	18	-	-	
FFICULTY RELEASING RESTRAINTS	20	+	-	-
FFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	21	1		
FFIGULTY REACHING HATCH/EXIT - INJURIES	22			
FFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	23			
FFICULTY REACHING HATCH/EXIT - EQUIPMENT HANGUP	24			
NNED DOWN IN A/C (Other than equipment hangup)	25			-
DIFUSION/PANIC/DISORIENTATION		-		
REVENESS - NO VISUAL REFERENCE RE/SMOKE/FUEL	27	+	-	-
THROPOMETRIC PROBLEM	29	+		
ERSONAL EQUIPMENT FACTOR (Other than hangup)	30	-		-
AN STRUCK CANOPY/CANC 'Y BOW	33			
AN STRUCK BY OTHER EQUIPMENT	30			
AT/PARACHUTE ENTANGLEMENT	42			
IN TANGLED IN CHUTE RISERS - MAJOR	43	+		
N TANGLED IN CHUTE RISERS - MINOR	52	+		***************************************
RUSHING WATER	53	-		
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VIII					-	***				_		يتنبث وأنت		
VIII. 1.					SURVI		RAIN	Witness Co.						
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-	ERT SURVIVAL							iner in report in ratios	22.2.		<u> </u>		1	
2.		TIONS PREV		GATS			E SITE	E, IF	WIDELY	VARIA	BLE, G	IVE RANG	E	
	B - AIR TEMP.	· · · · · · · · · · · · · · · · · · ·	F.	1 - OPEN	GROUND	HAIN	-ICE/S	NOW	G.	1-CL	EAR	WEATHER	6-SLEET	,
	C - SURFACE WIN	05 (Knote)		-	DS/JUNGLE	-	-SWAM	-		-	ERCAST		7-HAIL	
	D-WAVE HEIGHT		-	4-DESE	minutes and the same	8	-OTHE	R		3-F0	-		8-OTHE	R
	E - (per min.)			S-WAT	-	9	-UNKN	OWN		5-SN	-		9-UNKN	OWN
3.	TIME SEQUE	NCE FOR RE	SCUE	EVEN	TS	-	TIME L			TIME			NOITION	1
	A. RESCUE PERSO	NNEL NOTIF	ED MIS	SHAP O	CCURRED	DAYS	но	UR	MIN.		DAY	NIGHT	DAWN	DUS
	B. FIRST RESCUE	B. FIRST RESCUE VEHICLE DEPARTED												
1 S	C. INDIVIDUAL LOCATED BY RESCUE PERSONNEL							\dashv			+	-	 	-
VEN	RESCUE VEHIC	LE/PERSONN	EL											
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/.	F. RESCUE COMP hospital, etc.) C	R ABANDONE	D return	ed to st	ation,									
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<u>^.</u> L	IFE RAFT							- 1001	RADIO	DISCIP	INE	EQUI	P. INOPE	RATIV
5.		F RESCUE A					€-	PRO	R RADIO	\$		Ү-отн	ER.	
A. A	CTUAL RESCUE VE	medition of the winds of the second	interest continues to	alabini i projene	CUE VEHIC	LE	mary services the service	-		AND THE PERSON NAMED IN	TURE O	FRESCUE	VEHICL	E5
6.	DEDSONNEY ()	uici ee ai-	TICIT		IN PECC		A.	VEHI	CLE OP	ERATOR		9-VEH	CLE NOT	READ
-	PERSONNEL/VE EHICLE PERFORMI					E	-			-	_	COM	AUNICATIO	ONS
TYP	E/MODEL LOC	ATION WHEN		DUTY	WHEN ALE	RTEC		NOT	AVAILA	BLE		BRE	K DOMN	
8. C	ID RESCUE PERSON	EL LEAVE VE	HICLE	TO ASS	ST IN RESCI	IE?	€-	OUSL	Y ASSIG	NED DU	TIES	F-LAC	OF INFO	RMA- H SITE
	. NORMAL GROUND	WATER EGR	ESS	X N		UNK			JRE OF	TERRAI	H	H-WEA	HER	
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	D-LOWERED BY HOIST	E-GROUND	,	Ÿ	-OTHER		A -		DWIND		POOR VISIBIL		C-HIGH	SEA
c. L	IST OTHER VEHICL	WATER		IN RES	CUE REPOR	tTS.	+	MECH	IANICAL		** * ***		OTHE	R 08-
								PROBLEMS			TERRAL	N	F-STRUCTIO	
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	N_BOARDING	P_KNIFE/			MAKE SHI	FT	E.	DARK	NESS		-	F-RADI	RFERENCI	
	N-LADDER	TREE			SUPPORT	-		-	NON-ORDER TO BENEFIT	-		_		-
	R-FIRST AID	S-PENET		,	PLATFO	RM .	G-	TOO	THER L	OUE IGHTS		H-OF D	UNCTION RECTION	ML.
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	Y-OTHER				BOOM		1.	INFO	RMATIO	N ON LO		41.1 9	DISTINGU	11.54
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	A-WITHESSED	8-SUR-	NCE	c	-REPORT	ro		-	AND THE PERSON NAMED IN		CODES	1		-
	AIRBORNE D-RADIO	E-CRASH PHONE			OTHER TELEPHO	NE	(Use a	ppropri	ate code	in Item	I to indica	ste the roi	ie .
	RELAY	RADIO		-	OTHER	-	0 ivo		ACTOR	on a cre		- LACK OF		SIBLE
	G-MAYDAY SALL	H-SURVIV	AL.	1	-RADIO REPORT		1 - DE	FINIT	ELY HE			FACTOR		
	K-SIGNALLING EQUIPMENT	L-SIGNAL	L-SIGNALLING M-SURVIVOR EQUIPMENT				2 - POSSIBLY HELPED 9 - ROLE UNKNOWN 3 - LACK OF THE DEFINITE					ASURS		
-	- GOILMAN !	-4011	-		-	-	2.4	CTOR						

			NAME AND POST OFFICE ADDRESS OF THE PARTY OF	X 1 O	MEANS	Tose mip		show sequence						
	1 - SURVIVOR LOC	ATED RES	CUERS	arganista bari	manufacture services		10	DEEL ECTIVE	SURFA	CEOTHER	THAN	CODE 16, 17 OR 18		
1	Z - MISHAP OBSER	-			_		19 - REPLECTIVE SURFACE OTHER THAN CODE 16, 17 OR 18 29 - RAFT/VEST/PONCHO 21 - FLIGHTSUIT/HELMET 22 - PARACHUTE 23 - FLARE, MK 13, MOD 0 24 - SMOKE, MK 13, MOD 0 25 - FLARE, PEN GUN TYPE 26 - VERY PISTOL 27 - TRACERS							
1.	3 _ MISHAP SITE L	OCATED W	THOUT AID	OF 5	IGNALS	-								
- 1'	OR PERSONAL				Married Control of State Control of									
	4 - INDIVIDUAL LO	CATED WI	THOUT AID	OF S	GNALS	-								
1	ORPERSONAL	24011		-										
	SS - OTHER AIRCRA	AFT ORBIT	ING SCENE	TO D	RECT	-								
	66 - RADIO OR RAD		R OR DF ST	EER	1000									
	#7 - AIRCRAFT RAI			-	Live and the second									
-	98 - RADAR CHAFF		and a second second second	-	- Maria and Control of the Control o		2	8 - STROBE LIG	HT					
	#9 - SONAR BUOY						29 - FLASHLIGHT 30 - SIGMAL WAND 31 - FIRE/ SMOKE 32 - DYE MARKER 33 - WHISTLE 34 - VOICE 35 - GUNFIRE							
-	18 - WALKIE-TALK	16		and the same of	-									
-	11 - CRT 3 (Gibson			-										
-	12 - SARAH BEACO	-		eprober, more										
	13 - PRT-3/URT-21			- A CONTRACT										
100	14 - PRC-32/URC-1	AND DESCRIPTION OF THE PERSON NAMED IN		-										
800	15 - PRC-49/URC-1													
	16 - CORNER REF						1	36 - SIGNALS TRAMPED IN SNOW, ETC.						
-	17 - REFLECTIVE						99 - OTHER							
4.	I HELLECTIVE		SURVIVAL	PR	OBLEMS	ENCOUN	TERE	D BY THIS IN	DIVIDU	IAL		CONFUSED.		
4.	INADEQUATE	INA	DEQUATE	1	LACK O	F SIG-		LACK OF		UNFAMIL		F-DAZED,		
	A-FLOTATION		LD WEA	1	EOUIP.	G		EQUIP.		EQUIP.		DISORIENTE		
-	GEAR INCAPACI-	PO	OR	R		FATIGUE		-WEATHER	L	TOPOGRAPHY L -(Swamps, mts, M- DARK		M- DARKNESS		
	G-TATED BY		YSICAL NDITION	ľ	1-FA1190				-	desert, etc.)				
	TUROWN				INSECTS, Q-SNAKES, ANIMALS, ETC.			R-SHARKS S-F		EXPOSUR	XPOSURE (Heat, cold, sunburn, sel, salt water ingestion)			
_	ENTANGLEMENT (Other					S, E1C.	1	Y-OTHER						
	T-THIRST	0-tha	in parachute)						-	-				
15.			PROBL	EMS	THAT CO	MPLICA	TED	RESCUE OPER	RATION	15		LURE OF OTHER		
	-INADEQUACY/	Luar		- 1				4-THA	HAN RESCUE VEHICLE					
	FAILURE OF RESCUE INADEQ							C-INADEQUATE MEDICAL FACILITIES/EQUIP.		CAL	D-FIRE/EXPLOSION			
	Problem) EDGE/ E-AIRCRAFT IN F-OF RE DRAG/			VSIC	E/TRAINING SICAL LIMITATIONS RESCUE PERSONNEL G/ENTANGLEMENT			CARELESSNESS BY H-RESCUE PERSONNEL TOPOGRAPHY M-(Rough seas, mis., etc.)		L	J-RESCUE VEHICLE J-ACCIDENT INTERFERENCE FROM N-OTHER VEHICLES			
_				AG/E						te.)				
					RACHUTE			WEIGHT/DRAG			HAMPERED BY PERSON S - SURVIVAL EQUIP. OF			
	P-WEATHER		1 4-0	Q-DARKNESS PRIMARY RESCURER DE-				TO PARACHUTE			PERSON BEING RESCU PANIC/INAPPROPRIAT W-ACTIONS OF PERSON			
	T-FLOATING DEBRIS			AYED AWAITING FUTILE TTEMPTS BY OTHER RESC.				V-COPTER DOWNWASH		н	BEING RESCUED			
-	X-VICTIM PULL	ED AWAY E	Y EXTREME	FO	RCES	-	-		THAT	UEL PED	RESCU	E/RECOVERY		
9	electric de la companya de la compa				DURING	AFTER	17.	FACTOR	THAT	EL TRAIN	NG			
16	INDIVIDUAL'S	PHYSICAL	CONDITIO		RESCUE	RESCUE		1 - RESCUE PERSONNEL TRAINING 2 - TRAINING OF PERSON TO BE RESCUED						
				1				3 - AIRCRAFT	FHER	ENCY ESC	APE M	EANS		
*	ILLY ABLE TO ASS	H S F						3 - AIHCHAPT	FOUR	MENT REL	EASES	ACTUATORS		
					4 - PERSONAL EQUIPMENT RELEASES/A 5 - RESCUE PROCEDURES/PRE-ACCIDEN		ENT PLANS							
P	ARTIALLY ABLE TO	O Yasia (2		-		6 - AVAILABIL	ITY OF	RESCUE	EQUIPM	ENT		
		ecious.		3			-	- AVAILABIL	TYOF	RESCUE EC	UIPME	NT		
10	MOBILE OR UNCON			-	7 - SUITABILITY OF RESCUE EQUIPMENT 8 - SURVIVOR'S TECHNIQUES									
	ECEASED			-		9 - COORDINATION OF RESCUE EFFORTS			RTS					
D														

FLIGHT ROBON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS The following general comments and recommendations apply to all crewmembers of Aircraft #67-21476. b)(5) (b)(6) NUMBER OF HOURS SPENT 110 DATE OF PEPORT FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION YES IMBER OF HOURS SPENT HO. REPORTS PREPARED FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS NO YES Otis AFB Capt NAME OF INDIVIDUAL

SAFE

M V O O

. U. S. GOVERNMENT PRINTING OFFICE : 1866 O - Std-485

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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7.	LABORATOR	YTE	TISSU	E TESTED	MET	HOD USED	L	AB TES	TING		RESUL	т	CO	DES/	Leave	ble
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ALC	COHOL		N.E													
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10.		<u>.</u>	TOPSY CO	NDUCTED	BY		11.		MA	TERIAL	SUBMIT	TED '	TO AF	IP	-	-
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20.00	53 ADS(1	1000				TIS	1041 -	ATILLE		AD	C			NO.	1	¥Ø.
AIRCRAFT TYPE, HODEL AND SERIAL NO. EC-121R #67-21/76						None	MUTICAL MATING							1 1	1	

PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory lactors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP

A - ACCIDENT

FACTOR IMPORTANCE D-DEFINITELY CONTRIBUTED

E - ESCAPE S - SURVIVAL (Includes

S - SUSPECTED FACTOR
P - CONDITION PRESENT,
BUT DID NOT CON-

parachute landings) R -- RESCUE

TRIBUTE TO ACCI-DENT OR INJURY.

FACTORS		A	E	5	R	FACTORS	A	E	S	R
1. SUPERVISORY FACTORS	15					VISUAL ILLUSIONS 613				
	-		皷			UNCONSCIOUSNESS 614	_			_
INTO E TO THE STATE OF THE STAT	101			2		DISORIENTATION/VERTIGO 615	_			
ORDERED/LED ON FLIGHT BEYOND CAPABILITY	-					HYPOXIA 616	100			_
FOOR CHEW COUNTRICK	103				_	HYPERVENTILATION 617	-			
OTHER (Specify)	199	342				DYSBARISM 616	_			
					7.1.	CARBON MONOXIDE POISONING 619	-			_
2. PRE-FLIGHT FACTORS						BOREDOM 620	_			
	10					INATTENTION 621	_			
A POLITICAL TO THE PARTY OF THE	201			_		CHANNELIZED ATTENTION 622	-			
FAULTY PRE-FLIGHT OF AIRCRAFT	202	_		_		DISTRACTION 623				
FAULTY PREPARATION OF PERSONAL EQUIP.	203		1	_		PREOCCUPATION WITH PERSONAL PROBLEMS 624	_			
HURRIED DEPARTURE	204	-		Ŀ	_	EXCESSIVE MOTIVATION TO SUCCEED 625	-		_	
DECATED DEFAILTONE	205			_	_	OVERCONFIDENCE 626	-			
INADEQUATE WEATHER ANALYSIS	206	-			_	LACK OF SELF-CONFIDENCE 627				_
OTHER (Specify)	299					LACK OF CONFIDENCE IN EQUIPMENT 628			313	
						APPREHENSION 529	_			
3. EXPERIENCE/TRAINING FACTORS						PANIC 630				
						OTHER (Specify) 699	-			
INADEQUATE TRANSITION	301			Ľ			-			
	302						_			
LIMITED RECENT EXPERIENCE	303				_		_			_
FAILURE TO USE ACCEPTED PROCEDURES	304			_		7. ENVIRONMENTAL FACTORS				
OTHER (Specify)	399	L.					100			ш
						ACCELERATION FORCES, IN-FLIGHT 701	_			
4. DESIGN FACTORS			腦		驟	ACCELERATION FORCES, IMPACT 702				
a. Design Factions		龘				DECOMPRESSION 703				-
DESIGN OF INSTRUMENTS, CONTROLS	401					VIBRATION 704	_			
LOCATION OF INSTRUMENTS, CONTROLS	402					GLARE 705				
FAILURE OF INSTRUMENTS, CONTROLS	403			100		SMOKE, FUMES, ETC. 706				
COCKPIT LIGHTING	404					HEAT , 707				
RUNWAY LIGHTING	405			1		COLD 708				
LIGHTING OF OTHER AIRCRAFT	406					WIND BLAST 709				
PERSONAL EQUIPMENT INTERFERENCE	407			1,000		VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS 710				_
WORKSPACE INCOMPATIBLE WITH MAN	408					VISIBILITY RESTRICTION - ICING, WINDOWS FORGED, ETC. 711				nado-ta
OTHER (Specify)	499			-		VISIBILITY RESTRICTION - DUST, SMOKE, ETC., IN ACFT 712				
	-					WEATHER, OTHER THAN VISIBILITY RESTRIC. 713				
5. COMMUNICATIONS PROBLEMS						OTHER (Specify) 799				
MISINTERPRETED COMMUNICATIONS	50 1				Т					
DISRUPTED COMMUNICATIONS	502				T	A DELLER FACTORS TO BE CONSIDERED				25
LANGUAGE BARRIER	503		1		T	8. OTHER FACTORS TO BE CONSIDERED			層	
NOISE INTERFERENCE	504		1		T	HABIT INTERFERENCE, USED WRONG CONTROL 801				
OTHER (Specify)	599					CONFUSION OF CONTROLS, OTHER 802	_			
J. J				1	Г	MISREAD INSTRUMENT(S) 803				
	-		100			MISINTERPRETED INSTRUMENT READING 804				
& PSYCHOPHYSIOLOGICAL FACTORS						MISLED BY FAULTY INSTRUMENT 905				
FOOD POISONING	60 1	Г			1	VISUAL RESTRICTION BY EQUIP STRUCTURES 806				
MOTION SICKNESS	602		1			TASK OVERSATURATION 807				
OTHER ACUTE ILLNESS	603			Г	1	INADEQUATE COORDINATION OR TIMING 808				
OTHER PRE-EXISTING DISEASE/DEFECT	604	T		1	T	MISJUDGED SPEED OR DISTANCE 809			_	_
GET-HOMEITIS	60 5	T	T			SELECTED WRONG COURSE OF ACTION 810	L			
HANGOVER	606	1		1	-	DELAY IN TAKING NECESSARY ACTION 811	1			-
SLEEP DEPRIVATION	607	T				VIOLATION OF FLIGHT DISCIPLINE 812	-	_		-
FATIGUE, OTHER	608	T	T	T	1	NAVIGATIONAL ERROR 813	_			_
MISSED MEALS	609	1	1	T	T	INADVERTENT OPERATION SELF INDUCED 814	_			
DRUGS PRESCRIBED BY MEDICAL OFFICER	610	T	T	T	T	INADVERTENT OPERATION 815				
DRUGS, OTHER	611	1	1	1		MECHANICALLY INDUCED	_			_
ALCOHOL .	612	T	-	1	T	OTHER (Specify) 899	L			_
NAME OF INDIVIDUAL	-	-		-	-	SERVICE NO.				
(b) (6)						(b) (6)				

PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS

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A - ACCIDENT

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E - ESCAPE

S - SURVIVAL
(Includes
parachute
landings)

R - RESCUE

S - SUSPECTED FACTOR
P - CONDITION PRESENT,
BUT DID NOT CONTRIBUTE TO ACCIDENT OR INJURY.

			E	-	-	FACTORS	Т	. 1	E		R
FACTORS		A	533	3	K.		13	^	-	3	K
1. SUPERVISORY FACTORS	-3					7170712 1220 1771	14	+	\dashv		
	101	EXER		を	200		15	\dashv			-
INADEQUATE BRIEFING	-	-	-	-	-	DISCHIEF TATION TENTO	16				-
ORDERED/LED ON FLIGHT BEYOND CAPABILITY	103	-	-			nir vaia	17		1.3	-	
POOR CREW COORDINATION	199			-	\vdash		18	-	-		-
OTHER (Specify)	199					UTSUARISM	19	-		-	
			0.000	-	1000		20	-	-	-	-
2. PRE-FLIGHT FACTORS			灩			BORLOOM	21	-	-	-	-
	201	1200	200	700			22	-	-		-
FAULTY FLIGHT PLAN	201	-	-		-	CHARRETTED ATTION	23	-	-+	-	-
FAULTY PRE-FLIGHT OF AIRCRAFT	202		-	-	44	DISTRICTION	24	-		-	
FAULTY PREPARATION OF PERSONAL EQUIP.		-		-	-	PREDCCOPATION WITH PERSONAL PRODUCTOS	25	-	-		
HURRIED DEPARTURE	204	-		_	-		26	-			
DELAYED DEPARTURE		-	-	-	-	O TENCON TOETOE	27	-	-	-	-
INADEQUATE WEATHER ANALYSIS	206	-		-	-		-	-	+		-
OTHER (Specify)	299	-		_			28	-	-	-	-
			-	*******	-	TO THE THE TOTAL THE TANK THE	29	-	-		-
3. EXPERIENCE/TRAINING FACTORS			繼			TARTO	30	-	-	-	
					260	OTHER (Specify)	99	-			-
INADEQUATE TRANSITION	301	-	\vdash	-	-		-	-	-	\dashv	-
LIMITED TOTAL EXPERIENCE	302	-			-		-	-	-		-
LIMITED RECENT EXPERIENCE	303	-	_	-	-	And the second s	-				
FAILURE TO USE ACCEPTED PROCEDURES	304	_		_		7. ENVIRONMENTAL FACTORS					
OTHER (Specify)	399	L					- 1	-		200	
				_		ADDELETATION TOTAL CONTRACTOR OF THE PROPERTY	01	-	-	-	100
4. DESIGN FACTORS						The same of the sa	02	-	-	-	-
					题	DECOMP REGION	03	-	-	_	-
DESIGN OF INSTRUMENTS, CONTROLS	401					THE PART OF THE PA	04	_			-
LOCATION OF INSTRUMENTS, CONTROLS	402					OLANA	05	_			Comm
FAILURE OF INSTRUMENTS, CONTROLS	403						90	_	_	_	_
COCKPIT LIGHTING	404					THE R. I. A.	97	_		_	,
RUNWAY LIGHTING	405					COLD 7	90	_			
LIGHTING OF OTHER AIRCRAFT	406					WIND BLAST 7	09		_		_
PERSONAL EQUIPMENT INTERFERENCE	407					VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS 7	10				
WORKSPACE INCOMPATIBLE WITH MAN	408	-				VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC.	111				positu
OTHER (Specify)	499					VISIBILITY RESTRICTION-DUST, SMOKE, ETC., IN ACFT 7	12				
						WEATHER, OTHER THAN VISIBILITY RESTRIC. 7	13				
S. COMMUNICATIONS PROBLEMS							99				
MISINTERPRETED COMMUNICATIONS	50 1										
DISRUPTED COMMUNICATIONS	802	1				8. OTHER FACTORS TO BE CONSIDERED	1				
LANGUAGE BARRIER	503					8. OTHER FACTORS TO BE CONSIDERED	- 1	뤮		E	
HOISE INTERFERENCE	504	1			T	HABIT INTERFERENCE, USED WHONG CONTROL B	01				
OTHER (Specify)	599	1		T	1	CONFUSION OF CONTROLS, OTHER	0.2	-			
	-						4.0				_
			200			MISINTERPRETED INSTRUMENT READING B	04				
& PSYCHOPHYSIOLOGICAL FACTORS						MISLED BY FAULTY INSTRUMENT	05				
FOOD POISONING	60 1			-		VISUAL RESTRICTION BY EQUIP STRUCTURES	06				
MOTION SICKNESS	602	1			1		07				
OTHER AGUTE ILLNESS	603	T	1	T	1		80				
OTHER PRE-EXISTING DISEASE/DEFECT	604	1	1		1		09				
GET-HONEITIS	605	1	1		-		10				
HANGOVER	606	1	-	-	-		11	_			_
SLEEP DEPRIVATION	607	1	1	1	T		12				,,,,
	608	+	1	1		NAVIGATIONAL ERROR	13				
FATIGUE, OTHER	609	+-	+	-	1		14				
MISSED MEALS	610	-	+	-	1		15				
DRUGS PRESCRIBED BY MEDICAL OFFICER	611	-	+	-	1	MECHANICALLY INDUCED					
DRUGS, OTHER	612	-	-	İ	1	OTHER (Specify)	99				
ALCOHOL NAME OF INDIVIDUAL		-	*			SERVICE NO.			944		
(b) (6)						(b) (6)					

ν.		PERSONAL DATA			N. A.		
	E OF THIS IN	DIVIDUAL IN THE CAUS		CIDENT			
A. PRIMARY	1 22 2		NTRIBUTING			0 - N	
RACKGROUND DATA (Comp	3-POSS.	4-DEF.	5-PROR.	e-Pos:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		NKNOWN
A. DATE LAST LEAVE B. DAYS	DURATION LAST	c.		ST LEAVE TA		misnap.	
ENDED (Day-month-year) LEAVE		1. ORD.	3. REENLIST			1 10.	DELAY EN
	Stanonia i moderni i di	2. EMERG.	4. GRADUATI	1.000	SICK OF CONVA- ESCENT	The second second	UNKNOWN
FLIGHT (Day, month, year)	E. HRS FLOWN	IN LAST 24 F. HRS	FLOWN IN LAS	T 48 G	. MISSI 24 HO	URS FLOWS	IN LAST
				- 1			
. MISSIONS FLOWN IN LAST 48			S WORKED IN	LAST 48 K		SLEPT IN	LAST 24
HOURS	HOURS	HOUR	5	- 1	HOURS		
	.						
	TINUOUS DUTY O MISHAP	N. HRS CONTINUOUSLY AWAKE PRIOR TO MISHAP	O. HRS DU	RATION OF LEEP PERIOD	7.	PRIOR TO	FLIGHT
		-1400					
3. PHYS	SIOLOGICAL A	NO VERTIGO TRAINING	(For all pe	rsonnel)			
TYPE OF TRAINING ACCOMPLE		PLACE TRAINING			COMP	LETED	ROLE I
THE OF TRAINING ACCOMPL		PLACE TRAINING	ACCOMPLISHE		ONTH	YEAR	MISHAP
Physiological training		1. Mather AFB, C		I	eb	66	0
11 11		2. Otis AFB, Mas)ec	68	0
		,					
						ľ	
					-	L	
4. A. DATE OF BIRTH (Day, month, yes	er) In. st	ANTHROPOMETRIC DAT		. BUTTOCK-KN	EE LEN	STH (Inch	**)
b) (6)	/ 0. 3.	Tino heron, (zneme)	1				
HEIGHT (INCRES)	E. TRE	UNK HEIGHT (Inches)	н.	LEG LENGTH	(Inch	••)	
70"			-				
145	F. FUN	CTIONAL REACH (Inches)	1.	SHOULDER .	IDTH (Bideltoid,	(Inches
(D) (G) CHRONOLOGICAL ACCOUNT OF ACTIVE CONTRIBUTING to mishap.) N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	l/or per	reone pos	eibly .
s. CHRONOLOGICAL ACCOUNT OF ACTIV	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilote, co	pilote, and	d/or pe	raona poa	#161y
s. CHRONOLOGICAL ACCOUNT OF ACTIV	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	piloto, and	I/or pe	reone poe	eibly
s. CHRONOLOGICAL ACCOUNT OF ACTIV	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	l/or pe	reone poe	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilote, co-	pilota, and	l/or per	rsons pos	ei bly
s. CHRONOLOGICAL ACCOUNT OF ACTIV	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilote, co-	pilota, and	Mor pee	rzona poa	ei bly
N.A.	VITIES OF PRE	vious 72 hours (For al.	I pilots, co-	pilota, and	Mor pee	rzona po a	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilote, and	Mor per	rsons pos	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	Nor per	rsons pos	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	Nor per	rsons pos	ei bly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	Nor per	rsons pos	ei bly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilote, co-	pilota, and	Nor per	rsons pos	ei bly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilote, co-	pilota, and	Nor per	rzona poa	ei bly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilots, and	Nor per	rzona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilote, and	Nor per	reone poe	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	Nor per	raona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (For al.	I pilots, co-	pilota, and	Nor per	raona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (FOR AL.	I pilots, co-	pilota, and	Nor per	raona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (FOR al.	I pilote, co-	pilota, and	Nor per	raona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (FOR al.	pilote, co-	pilota, and	Nor per	raona poa	eibly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (FOR al.	I pilote, co-		l/or per		ei bly
N.A.	VITIES OF PRE	VIOUS 72 HOURS (FOR al.	I pilote, co-	SERVICE NO.	l/or per		ei bly
N.A.		VIOUS 72 HOURS (FOR al.	I pilots, co-	seavice no.		c Possia	

PERSON	AL, SUR	VIVAL, A	ND ESC	APE EQL	HPMENT			
NOMENCLATURE AND MODEL DESIGNATION	RE-	AVAIL-	USED	NEEDED	DIS- CARDED	LOST	FAILED	PROBLEMS
LOTHING (Suits, headgear, shoes, gloves, visor, underwear, etc.)								
2B Coveralls	X		A/E					
light Boots	X	-	A/E				-	Not wearing
loves A-1 Jacket	X	X						12
H- Dackey						-		
	-	-	-	 			-	
	1		1		1			
			-	I			-	
	-	-	+	-				
OXYGEN MASK								
OXYGEN REGULATOR	-	-	-	-	-	-	-	ļ
LIFE VEST	- X	X	-	-	+	1	1	
SURVIVAL RADIO(S)	- A			1			1	
		1		-	-	-	-	-
SIGNALLING DEVICES	+	+	+	+	+			
				1			-	
		-			+	+	-	-
	-	+	-	+	+			
							-	-
	_	+	-	-	+	+	+	
SURVIVAL KIT (Container)		-						
OTHER SURVIVAL GEAR						-		
		-	-	_		-		
						-		-
			-	-	-	-	-	
	-	-		+		1		
			-	-	-	-		-
	-	+	-	-				
			-			-	-	
RESTRAINTS (Lap belts, shoulder harness,	-							
leg restraints) Lap Belt	- X	angulatura da a transcripción						Standing
Lap Belt	Λ.							Standing Flight De
						-		
	-	-	-	_				
PARACHUTE - TYPE					-			
C-12 Chest		X			-	-		
PARACHUTE CANOPY RELEASE			-					
J-1		X						
					-	-		
PARACHUTE OPENING/DEPLOYMENT DEVICE								
			-		_	-		
SEAT TYPE		-						
	-							
OTHER								1
The Control of the Co	1							

(1) 경영 (1) 1 전 1 전 1 전 1 전 1 전 1 전 1 전 1 전 1 전 1				
24. EGRESS DIFFICULTIES (Place X in appropri	inte columni			
A. AIR		BEFORE	DURING	AFT
BUFFETING	01			
G FORCES	02			
WINDBLAST	03			
SEAT PINS NOT REMOVED	04			
DIFFIGULTY LOCATING CANOPY JETTISON MECHANISM	05			
HAMPERED BY CLOTHING	06			
HAMPERED BY EQUIPMENT HAMPERED BY INJURIES	07			
DIFFICULTY RELEASING CANOPY/HATCH	08			
FAILURE TO RELEASE CANOPY/NATCH	09			
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	10		4	
DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	- 11	200		
FACE CURTAIN FAILED TO ACTIVATE SEAT	12			-
FACE CURTAIN PROBLEM (Locating, reaching, etc.)	14			
SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15			
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	15		75.12	
CANOPY JETTISON PROBLEM	17			
CANOPY JETTISON FAILURE (Automatic means)	18	V 1		
COULD NOT OPEN CANOPY/HATCH	19			
DIFFICULTY RELEASING RESTRAINTS	20			
DIFFICULTY REACHING HATCH/ EXIT-DBSTRUCTIONS	21	383117		
DIFFICULTY REACHING HATCH/EXIT-INJURIES	22			
DIFFICULTY REACHING HATCH/EXIT A/C ATTITUDE	23		94g 64°,	
DIFFICULTY REACHING HATCH/EXIT EQUIPMENT HANGUP	24			
PINNED DOWN IN A/C (Other than equipment hangup)	25			
CONFUSION/PANIC/DISORIENTATION	26			
DARKNESS - NO VISUAL REFERENCE	27			
FIRE/SMOKE/FUEL .	28			
ANTHROPOMETRIC PROBLEM PERSONAL EQUIPMENT FACTOR (Other than hangup)	29			
UPPER EXTREMITIES HIT COCKPIT STRUCTURES	30			
LOWER EXTREMITIES HIT COCKPIT STRUCTURES	31 32			
MAN STRUCK CANOPY/CANOPY BOW	33	-		
STRUCK EXTERNAL SURFACE OF AIRCRAFT	34			
FLAILING - UPPER EXTREMITIES	35			
FLAILING - LOWER EXTREMITIES	36			
DROGUE SLUG SWINGING AT MAN	37			
DROGUE SLUG STRUCK MAN	38			
MAN STRUCK BY OTHER EQUIPMENT	39			
MAN STRUCK BY SEAT	40			
SEAT SEPARATION DIFFICULTY	41	-		
SEAT/PARACHUTE ENTANGLEMENT	42			
MAN TANGLED IN CHUTE RISERS - MAJOR	43			
MAN TANGLED IN CHUTE RISERS - MINOR	44			
PARACHUTE LINE OVER	45			
MAN HELD ON TO SEAT	46			
TUMBLING/SPINNING	47			-
PARACHUTE DID NOT OPEN	46			
PARACHUTE STREAMED	49			-
INADVERTENT OPENING OF LAP BELT	50			
FAILURE OF LAP BELT TO OPEN	51			-
				and the second
				-
			-	
OTHER	98			-
B. GROUND				
BUFFETING	01			ere i i i i i i i i i i i i i i i i i i
G FORCES	02			
SEAT PINS NOT REMOVED	94			
DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	Qå			
HAMPERED BY CLOTHING	06			
HAMPERED BY EQUIPMENT	07			-
HAMPERED BY INJURIES	04		X	
DIFFICULTY RELEASING CANOPY/HATCH	09			
PAUL TIME MEL PARE A LUXBU/DAYAU	10			
FAILURE RELEASE CANOPY/HATCH	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T	Andrew Control of the State of		
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	11			

GROUND (Continued)			Diam'r.	
AND THE RESIDENCE OF THE PARTY	14	BEFORE	DURING	^-
ACE CURTAIN PROBLEM (Locating, reaching, etc.)	15			
AT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	16			
EAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	17			
ANDPY JETTISON PROBLEM ANDPY JETTISON FAILURE (Automatic means)	18		Č. S. L. S.	2.
OULD NOT OPEN CANOPY/HATCH	19	14 34		
IFFICULTY RELEASING RESTRAINTS	20		10 E	
IFFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	21		X	100
IFFICULTY REACHING HATCH/EXIT - INJURIES	22	1		
IFFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	23			
IFFICULTY REACHING HATCH/EXIT - EQUIPMENT HANGUP	24		1235	
INNED DOWN IN A/C (Other than equipment hangup)	25			12
ONFUSION/PANIC/DISORIENTATION	26		00 a. 35	
ARKHESS - NO VISUAL REFERENCE	27		X	
AND ADDRESS OF THE PARTY OF THE	28			
IRE/SMOKE/FUEL	29			L
INTHROPOMETRIC PROBLEM PERSONAL EQUIPMENT FACTOR (Other than hangup)	30	1 32		1
AN STRUCK CANOPY/CANOPY BOW	33			-
MAN STRUCK BY OTHER EQUIPMENT	39		1	1
27 Darkness on the flight deck a minor delay factor in egress				1
C/ Darkness on one litten door a mine				1
		1	1	1
		-	-	+
			-	-
		1		-
OTHER	98	-	-	+
OTHER C. WATER			-	+
BUFFETING	01			+
SEAT PINS NOT REMOVED	04	-		+
DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05	-	-	-
HAMPERED BY CLOTHING	06			+
HAMPERED BY EQUIPMENT	07		100	-
HAMPERED BY INJURIES	08			-
DIFFICULTY RELEASING CANOPY/HATCH	09	1		+
FAILURE TO RELEASE CANOPY/HATCH	10			-
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11	1		_
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	12			
FACE CURTAIN FAILED TO ACTIVATE SEAT	13	1		-
FACE CURTAIN FAILED TO ACTIVATE SEAT FACE CURTAIN PROBLEM (Locating, reaching, etc.)	14			1
FACE CURTAIN PROBLEM (Localing, Federing, etc.) SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15			_
SEAT PAN FIRING HANDLE PROBLEM (Locating, etc.)	16			
	17			
CALOPY JETTISON PROBLEM	10			I
CANOPY JETTISON FAILURE (automatic means)	19			
COULD NOT OPEN CANOPY/HATCH	20	-		
DIFFICULTY RELEASING RESTRAINTS	21			
DIFFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	22	-		
DIFFIGULTY REACHING HATCH/EXIT - INJURIES	23	-		
DIFFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	24	-	-	-
DIFFICULTY REACHING HATCH/EXIT - EQUIPMENT HANGUP	25			
PINNED DOWN IN A/C (Other than equipment hangup)	26	_	-	
CONFUSION/PANIC/DISORIENTATION	27	_		
DARKHESS - NO VISUAL REFERENCE	28		-	
FIRE/SMOKE/FUEL	29	-		1
ANTHROPOMETRIC PROBLEM	30			1
PERSONAL EQUIPMENT FACTOR (Other than hangup)	33	-		-
MAN STRUCK CANOPY/CANC IV BOW	39	-		-
MAN STRUCK BY OTHER EQUIPMENT	42	-		+
SEAT/PARACHUTE ENTANGLEMENT	43		_	-
MAN TANGLED IN CHUTE RISERS - MAJOR	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT	-		-
MAN TANGLED IN CHUTE RISERS - MINOR	52		-	_
INRUSHING WATER	53		-	
The state of the s	- 13			
COLD		-		
COLD			_	-
COLD	Making and Ministration of Street			
COLD				
COLD			1	
COLD				
COLD				
COLD	34			

<u>VIII.</u> 1.				SURVI	VAL A	-			Janes per mentione de la company	aller de l'envene			
	TYPE TRAINING	COUR	SE NO AL	D SPONSOR	T	, ,,,,,,		CE ACCO	API ISHE		COMPL	ETED	CODES
	And the second second second	COUR	3E NO. A	TO SPONSOR		and the state of t		CE ACCO	er Clanci		мо,	YR.	
-	ER SURVIVAL						-	-				-	-
-	TIC SURVIVAL		-				-			Jennes eventor	1		-
******	SURVIVAL	-	-	- Maryanian mayor and an artist may	-			Approximate a person	or an article in the indicate plane are the	Secundarion replants		2	
DESE	RT SURVIVAL		2										l
2.	CONDI	TIONS PREVA	LING AT	SURVIVAL	RESC	UE S	TE, IF	WIDELY	VARIA	BLE, GI	VE RANG	E	
	A-WATER TEMP.	°F	F		RRAIN			G.	-		WEATHER	T	
	8 - AIR TEMP.		Andrew Comment	EN GROUND		addition to the	SNOW		1-CLE	and the second price		7-HAIL	<u> </u>
	C - SURFACE WIND	and the second limit of part of the second limited	and the state of t	ODS/JUNGLE	-	7-SW			3-F0G			B-OTHE	R
	_ WAVE FREQUE			SERT]	,-0.		-	4-RAIR	-			
	E - (per min.)	T F	5-WA	TER		9-UN	KNOWN		5-SHO	W		9-UNKN	OWN
_						TIME	LAPS	£	TIME		LIGHT CO	NOITION	-
3.	TIME SEQUE	NCE FOR RES	CUE EVE	.N15	DAY		HOUR	MIN.		DAY	NIGHT	DAWN	DUSK
	A. RESCUE PERSO			OCCURRED		-							
	B. FIRST RESCUE		-							-		-	
TS	C. INDIVIDUAL LO				 	-		-	-			 	
EVENTS	D. RESCUE VEHIC				-						12.	Miss	
Ú	E. INDIVIDUAL AC	TUALLY ABOA	RD RESCU	E VEHICLE									
	_ RESCUE COMP			station,							10a. 74		
3.8	F. hospital, etc.)	R ABANDONED			L			L					1
4.	TIME INDIVI		HOURS	MINUTE	\$	9.		OR RADIO			B-TEL		LINE BUS
			HOURS	MINUTE	5						AIRC	BAFT RA	DIO/IFF
	IME INDIVIDUAL SP	ENT IN					C-PO	OR RADIO	DISCIPL	INE	D-EQUIP. INOPERATI		
	AT TIME (F RESCUE A	EPT OI	STANCE			- PO	OR RADIO)		Y-OTH	ER	
5.		ES FROM MIS					1						
A. A	CTUAL RESCUE VE	HICLE B. N	EAREST R	ESCUE VEHI	CLE	10.	DE	LAYS IN	DEPART	TURE O	FRESCU	VEHIC	LES
							A-VE	HICLE OF	ERATOR	1	B-VEH	CLE NOT	READY
6.	PERSONNEL/VE	CHARLEST STREET, STREE		AND DESCRIPTION OF THE PERSON NAMED IN			1				COM	MINICAT	IONS
	EMODEL LO	ATION WHEN	and an income of the same	THIS PERSON	THE SOMEWAY THE P		C-NO	HICLE CE	BLE	- 3	D-BRE	MUNICAT AK DOWN	
	ALI	ERTED	1				_ co	MPLETIN	G PREVI		LAC	OF INF	ORMA-
B. (DID RESCUE PERSON	HEL LEAVE VE	HICLE TO	ASSIST IN RES	CUE?	L	200	SLY ASSI	SNED DU	TIES	TION	ON CHA	SH SEE
-	E. NORMAL GROUND	With an improve the foreign the party of the			-UNK			TURE OF	TERRAI	N.	H-WEA	THEM	
		SPECIFY HO	w	DESCEN	DEG		YOT	HEM					
	A-PARA- CHUTED	B-WITHOUT		C-LINE/				DESCUE	verne	E 000	BL EMS E	MROUTE	automate in ignitivities
	18 A C 18 C C 12 C S 15 F A C C C	NORMAL	TE	Y-OTHER	RINET	12.	1	RESCUE		BOOB			
	D-LOWERED BY HOIST	E-GROUND					A-HE	ADWIND	8-	VISIBIL	ITY	C-STA	TE
ć. i	IST OTHER VEHIC	ES PARTICIPA	TING IN P	ESCUE REPO	PRTS	-	- ME	CHANICAL	1	NATUR	EOF		UCTIONS
							-	OBL EMS		TERRA			een sted
			-		-		G-RE	SCUERS		-o inen			
D. 1	HUMBER SEARCH A			***			1				ING INDIV	OFILIAL.	
7.	RESCUE EQUIP	the second secon	mbers to	C-CARGO		12.		PHOBL	or ke	eping i	n sight)		
	A-SLING	B-SEAT E-LIFE RI	NG	F-BASKET	Marie Control of the Control	-	T				B-TRE	ES	1
	G-BOOM NET	H-DAVIT		J-RAFT		1	A-HE	AVY SEA			4-166	interior constitution of the constitution of t	at and the latest designation
	WESSING	CHICAG	0	M-GRAPN	EL		C-FC	G/CLOU)5		D-PRE	CIPITAT	QN
	N-CUTTERS	GRIP				_			- Carrier - Constitute - Const				
	N-BOARDING	P_KNIFE/		Q-CARRIE	HIFT		E-0/	ARKNESS			F-RAD	IO ERFEREN	CE
	"-LADDER	TREE	-	SUPPOR	<u> </u>	+-	-		number of the second	_	MA	FUNCTIO	iN-
	R-FIRST AID	S-PENET		T-PLATE	ORM		G-C(ONFUSION O OTHER	DUE	-	H-OF	HECTIC	NAL
		CABLE		HELIC	PTER	1		111411					25522
	U-STRETCHER	V-CUTTE		W-RESC"	£		L	ACK OF C	ORRECT		At L	BILITY TO	GUISH
	Y-OTHER					1	1 - IN	FORMATI	SURVIVO) R	K-SUR	VIVOR FI	HOM
8.	RE	SCUE ALERTI	NG MEAN	is .		-		OSS OF RA	-		Y-QTH	A STATE OF THE PARTY OF THE PAR	and address of the last
٠.	(Use	numbers to she	w sequen	OVERD	UE	1	L-R	ADAR COL	TACT				alega persona de combinera de
	A-WITNESSED	B-SUR-		C-REPOR		-			AND THE PERSON NAMED IN COLUMN	CODE	is '		
	AIRBORNE	CRASH		OTHER			(U	e approp	tate cod	e in Ite	m I to indi	cate the	role
	D-RADIO RELAY	E-PHONE		F-TELEP	HONE	1	, , ,	this pe	eson's ti	aining t	played in #	MARKET!	
	RADIO	RADIO H-SURVIV	AL	OTHER				A FACTO		*	FACTO		USSIBLE
	G-MAYDAY SALL VISUAL	IYPE		REPOR	Marie Contract			MITELY H			9 - ROLE !		
	K-SIGNALLING	L-SIGNAL		M-REPOR	T	1	- LACI	K OF THE	DEFINIT				
60.0	EQUIPMENT	EQUIP	RENT		-	-	FAC						

	#1 - SURVIVOR L	OCATED	RESCUERS		manna (C	SE A	lpha to show seque	ice)				
	82 - MISHAP OBS					-	18 - MIRROR					
	The Committee of the Committee of the	LOCATE	D WITHOUT	ID OF SIG	NALS	1	19 - REFLECTI 29 - RAFT/VES	VE SURFAC	E OTHER TH	AN CODE 16, 17 OR		
1	District Control of the Control of t	The Real Property lies, the Parket of the Pa					21 - FLIGHTSUI	-	723			
	94 - INDIVIDUAL OR PERSON	LOCATE	WITHOUT A	D OF SIGN	ALS		22 - PARACHUT	E				
		-	100.00				23 - FLARE, MK	13, MOD 0				
	SE - RESCUE PER	RAFT OR	BITING SCEN	E TO DIRE	CT		24 - SMOKE, MK	A CONTRACTOR OF THE PARTY OF TH				
	96 - RADIO OR RA	200 10 10 10 10 11 11 11					25 - FLARE, PE		E			
	67 - AIRCRAFT R	ADIO AEC	TOR OR DF	TEER			26 - VERY PISTOL					
	56 - RADAR CHAI	AUIO AF	ER MISHAP				27 - TRACERS					
	89 - SONAR BUOY						28 - STROBE LIC	ЭНТ				
	18 - WALKIE-TAL	Commence of the land					29 - FLASHLIGH	T				
	11 - CRT 3 (Gibso		-			_	36 - SIGNAL WAN	ID.				
	12 - SARAH BEAC						31 - FIRE/SMOK					
	13 - PRT-3/URT-2						32 - DYE MARKE	R				
	14 - PRC-32/URC-	-	***************************************	-	-		33 - WHISTLE	4,00				
	18 - PRC-49/URC	THE RESERVE AND ADDRESS OF THE PARTY OF THE			-	1	34 - VOICE					
	16 - CORNER REP						35 - GUNFIRE					
EX.	17 - REFLECTIVE						36 - SIGNALS TR	AMPED IN S	NOW, ETC.			
4.	MARKECHIVE	TAPS	27.5				99 - OTHER					
	INADEQUATE	I IN	ADEQUATE	PROBLE	MS ENCO	UNT	ERED BY THIS INC	IVIDUAL				
	A-FLOTATION GEAR	B-CC	LD WEA	C-NAL	K OF SIG-		LACK OF	UNF	AMILIAR	CONFUSED.		
	INCAPACI-		OR	EOUIP.			EOUIP.	E-WIT	PROC/	F-DAZED.		
	G-TATED BY	H-PH	YSICAL I FATIGUE		TIGUL	1	K-WEATHER	TOP	OGRAPHY mps, mes,			
	THROWN	CC	NOITION			-		dese	rt, etc.)	M- DARKNESS		
	N-OUT OF	P-HU	NGER	Q-SNA	INSECTS, Q-SNAKES,		R-SHARKS	EXP	OSURE (Heat.	cold sunhurn		
N.		-			MALS, ETC	4_	-	S-EXPOSURE (Heat, cold, sunburi fuel, salt water ingestion)				
	T-THIRST	U-the	TANGLEMEN'	(Other			Y-OTHER		200			
5.		7 	DD001 -		-	1			17 5151			
	I_INADEQUACY/L	ICK	PROBLE	MS THAT	COMPLIC	ATE	RESCUE OPERA	TIONS				
	OF RESCUE VEH	CLE	2-RESC	UE EQUIP	MENT	1	3-INADEQUACY/	ACK	FAILU	RE OF OTHER		
	FAILURE OF RE	SCUE	Company of the Compan	EQUACYO		+-	OF RESCUE EQ		THAN	RESCUE VEHICLE		
	A-VEHICLE (Mecha problem)	nical	B-PERS	ONNEL KN	OWL-		C-INADEQUATE N	EDICAL	D-FIRE	EXPLOSION		
1	E-ENTRAPMENT IN			TRAINING	Section of the Party of the Par	-	PACILITIES/EC	OIP.		EAFEOSION		
	AIRCRAFT		F-OF R	ESCUE PE	RSONNEL	1	H-RESCUE PERSO	BY	RESCI	JE VEHICLE		
T	r-comm		DRAG	ENTANGL		+		MNEL	ACCIO	ENT		
	K-COMMUNICATION		L-BY DE	CHUTE			M-TOPOGRAPHY (Rough seas, me		N-INTER	FERENCE FROM		
	-WEATHER			-		-	WEIGHT/DRAG	., etc./	OTHE	RVEHICLES		
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The following general comments and recommendations apply, to all crewmembers of Aircraft #67-21476. b)(5) (b)(6) NUMBER OF HOURS SPENT FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION NO Y 24 110 X NO. REPORTS PREPARED A IMBER OF HOURS SPENT FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS NO YES DUTY STATION AND GRADE Otis AFB Capt PAGE II OF II PAGES

. U. S. GOVERNMENT PRINTING OFFICE : 1868 O - \$14-685

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

(5)(5)(6)(6)

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(b) (6

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USAF DIR AEROSP SAFETY/AFIDI-AS2/MORTON AFB CALIF
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LAF/LAFIME-A/STEMART AFB HY

552RECONNO/DCHM-QC/ERT AFB THAILAND

552AEWCONNO/MHE-Q/MCCLELLAN AFB GALIF

966AEWCONSQ/MME-QC/MCCOY AFB FLA

THELAS SSIMME-Q

SUBJ: EUR Submitted IAW T.O. 00-35D-55, A.C. B. EC12IR, C. FH, D. A.

E. 67-21476, F. C. G. 10039, H. none, I. Tape Recorder Assembly. J.

690-Vibration Excessive, K. Q-Special Inspection, L. L-Adjust or

Reset, H. 36659, H. (1) one, 1-24 Jan 69, O. 5835-225-7377LF, P.

EPNO71-109, Q. 551AEH-E59-9, R. 4 manhours, S. 36659, T. Ref T.O.

1C-121(E)R-4, Pg 2-810D, Fig 216C Sensor Stn Equipment and Lockhard
California Company drawing on Tape Recorder Installation Sensor and

CICO Stations, EPN-173, Code Identification #36659. Tape recorder

1969

(b) (6)

Test (b) (6)
Quality Control

SIGNED

JOSEPH A. MENTECKI, Colongl, UMAF Chief of Maintenance

Special in allog Required

Col Hantacki

TEgi(b) (6)

(b) (6)

installed on top of sensor station equipment rack is not adequate from a safety standpoint of view in the event of an emergency crash landing or disching. Tape recorder assembly broke loose from attaching mount on sensor station equipment rack when aircraft exach landed short of bace running. Req ANA Engineering Services Division make a study of the tape recorder assembly mounting brackets to the console. This request is based on the circraft accident report involving EC121R aircraft, S/N 67-21476, U. E. V. Recommendation: Change present size 8-32 Tape Recorder Assembly Mount Screws to 1/4 - 28 size mount acress. Request that authorization be granted to correct this problem and 551 AEV Con Mg (MME-Q), Otis AVB Mass., be advised of resulte. W. Tape recorder assemblies remain mounted in sircraft with 8-32 size screws as originally installed. E. (b) (6)

SMSgt, USAP (D) (6)

2	2	551MB	jan
		PROPERTY AND ADMINISTRATION OF THE PARTY OF	



Technical Orders Not Complied With on Aircraft 67-21476

FIELD LEVEL TCTOS

T. O. 1C-121-846, dated 15 July 1968, Installation of 20 Man Life Raft Release Mechanism Inspection Window C-121 Series Aircraft. To provide the flight crew with an inspection window to make certain the red index lines are properly aligned in the life raft release sequencing mechanism.

T. O. 1C-121(E)R-510, dated 28 June 1968, Installation of R1 Type II Food Warming Ovens EC-121R Aircraft, Modification of the galleys to accommodate the R1 Type II food warming ovens.

DEPOT LEVEL TCTOS

None listed.

FOR OFFICIAL USB ONLY. (SPECIAL HAMDLING REQUIRED)

31 DEC 1968 PAGE
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LAND- SORTIES LAST-FLOWN FRST-FLOWN INGS YR MO YR MO
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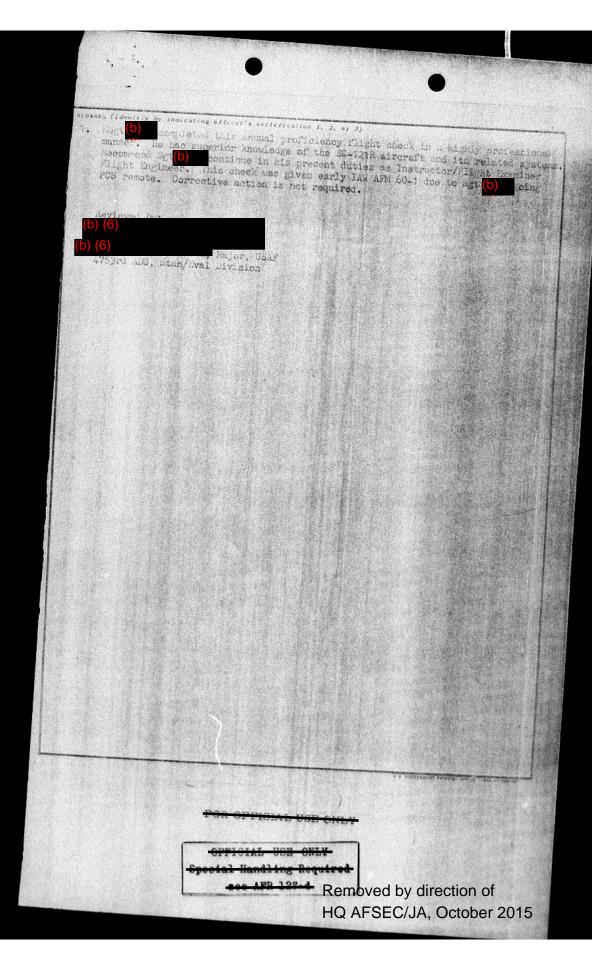
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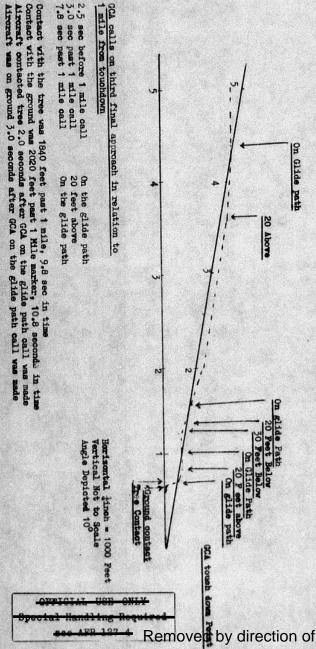
Approach Airspeed 130 knots IAS Ground speed first approach 109.5K Ground speed third approach 112 K Feet Per Second, third approach 189 Glide Slope 2.5

Angles
Vertical Approach - on third approach from on glide path call 12 miles from touchdown

On glide path to 20 feet below 3041*
20 feet below to 30 feet below glide path 3059*
30 feet below to on glide path 1020*
On glide path to 20 feet above 1025*
20 feet above to on glide path 3044*
On glide path to tree contact 23025* (4950 FFM)

(4950 FFM rate of

HQ AFSEC/JA, October 2015



TIMEL OF APPROACHES

IST APPROACH

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2 Capt (b) (6)

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OFFICIAL USD ONLY

Special Handling Required

Sec AFR 19734

TIMES 05 APPROACHES CONTINUED

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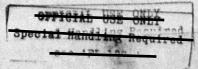
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DEPARTMENT OF THE AIR FORCE HEADQUARTERS FIRST AIR FORCE (ADC)

STEWART AIR FORCE BASE, NEW YORK 12550

SPECIAL ORDER A-14

12 February 1969

- 1. SO A-9, this HQ, 3 Feb 69, pertaining to the appointment of a bd to investigate a major acft accident which occurred on 24 Jan 69 at Otis AFB, MA, is rescinded.
- 2. With the concurrance of the comdr concerned and IAW para 15, AFR 127-4, 28 Jun 66, the following named personnel, ADC orgns, except as indicated, are appointed to investigate the major acft accident involving EC-121R, SM21476, which occurred on 24 Jan 69 at Otis AFB, MA. Duty as a board member will take precedence over all other duties during the period of the investigation.

*COL RICHARD A NALDRETT. 966 AEW Con Sq, McCoy AFB, FL (PRESIDENT) *LT COL (6) , 552 AEW Con Wg, McClellan AFB, CA (INVESTIGATING OFFICER) *CWO-4 (6) 552 Field Maint Sq, McClellan AFB, CA MAINTENANCE OFFICER) 960 AEW Con Sq, Otis AFB, MA (PILOT MEMBER) *CAPT JACK A ROSENBERG, FV3202425, 551 USAF Hospital, Otis AFB, MA (FLIGHT SURGEON) 551 AEW Con Wg, Otis AFB, MA (UNIT *IT COL COMMANDER REP) 12 Weather Sq, Otis AFB, MA (WEATHER REP) Eastern Comm Rgn, Westover AFB, MA (AFCS REP) , 551 AEW Con Wg, Otis AFB, MA (SAFETY ADVISOR) CAPT 551 Cmbt Spt Gp, Otis AFB, MA (RECORDER) GS-14. Stewart AFB, NY (TECHNICAL ADVISOR) Hq SMAMA, McClellan AFB, CA (AFLC REP)

*INDICATES VOTING MEMBER

FOR THE COMMANDER

Lt Col. USAF Director of Administration

DISTRIBUTION

20 - Investigating Officer

10 - lAFCSA

5 - Ea Indiv

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1 - LAFCCR

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CERTIFICATE OF DAMAGE AIRCRAFT EC-121R. 67-21476 1. DESCRIPTION OF DAMAGE. a. The nose landing gear collapsed to the rear due to ground impact. The nose gear down lock assembly remained intact and locked. The rear mounting drag link structure was pushed up and through the cockpit floor (water line 200 flooring), allowing the nose gear to push up under the flight engineer's station. The cockpit flooring was ripped and torn loose from fuselage station (FS)-190 to FS-260. Both nose wheel tires were blown. Steering cylinders, cabling, wiring and taxi lights were destroyed. (There were five individuals in the flight station at the time of the crash. Only three of them, the pilot, co-pilot, and flight engineer were required to be present. The presence of other individuals, particularly on an instrument approach, serves no purpose, and they ran the risk of incurring a serious injury.) b. The left main landing gear collapsed to the rear, trailing into number 4 and 5 flap segments. The inner wing forward spar ruptured, breaking the drag link attachment structure thus permitting the gear to collapse.

- c. The right main landing gear remained intact; however, it suffered severe side pressure strain from the turning skid to its final resting point.
- d. The entire right wing (inner and outer) leading edge is ruptured, torn and buckled beyond repair from wing station (WS)-80 through WS-145, WS-191 through WS-312 and WS-379 through WS-688. A 10-inch diameter hole was punched into the bottom wing panel at WS-647 to WS-657. The right hand tip tank assembly is buckled and torn beyond repair. The right hand tip tank mounting assembly is warped. All right hand flap segments are buckled. All right hand flap tracks are considered damaged from the flaps contacting trees. The right hand main landing gear doors are buckled, ripped and torn beyond repair. The right hand rear wing to fuselage fillet is buckled. The right hand inner wing spar caps are nicked, cut, and dented where the leading edges are damaged. All deicer boots are torn beyond repair. All engine control cables and pulleys, hydraulic oil, fuel and engine oil lines and electrical wires and conduits are cut, stretched, broken and collapsed.
- e. The entire left wing (inner and outer) leading edge is ruptured, torn and buckled from WS-80 through WS-145, WS-191 through WS-312 and WS-379 through WS-688. The inner wing forward spar is broken, bent, buckled and cut and the spar web is broken out at WS-164 through WS-172. The wing inner box beam ribs at WS-164 and WS-172 are torn loose from the front spar and rear spar. Beam ribs were broken and torn apart when the landing gear collapsed to the rear. All left hand flap segments are buckled, bent and torn beyond repair, and flap tracks, drive and chains broken and/or otherwise damaged. The top of the inner wing is buckled from WS-105 through WS-191, just aft of number 2 engine nacelle. Wing skin is buckled at forward spar cap from WS-105 through WS-125. All engine control cables and pulleys, hydraulic oil, fuel and engine oil lines and electrical wires and conduits are cut, stretched, broken and collapsed. Main hydraulic reservoirs are crushed. All landing gear doors and mechanism broken, dented, buckled and torn. Left hand tip tank is ripped, buckled and torn beyond repair. Left hand tip tank mount is buckled. The left hand inner wing is damaged beyond any possible repair. During the recovery operation, while the aircraft was supported by jacks, the left inner wing sheared at approximately WS-168, from the trailing edge forward through the rear and front spars.

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- f. The fuselage nose radome was destroyed aft to FS-122 and the pressure bulkhead at FS-122 is broken and buckled. From FS-122.8 through FS-416, the bottom of the fuselage suffered major damage to bulkheads, stringers and formers. The left hand side of the fuselage buckled from FS-122.8 through FS-260 from water line 200 to the cockpit windows. Cockpit flooring from FS-185 through FS-260 is completely torn loose from the wheel well side stiffeners. The flooring and part of the nose landing gear jammed up through the flight engineer's station forcing the floor and flight engineer's seat up and forward into the copilot's seat buckling the copilot's seat severely. All nose section cables, electrical conduits, hydraulic lines, instrument and auto pilot lines are broken and torn. All flight control cables, engine control cables with associated pulleys, and brackets are broken, torn out and severely damaged. Pitot mast, head and forward lines destroyed. From FS-260 forward, the fuselage structure is so extensively damaged it is not possible to completely list systems and components damaged. Fuselage skin from FS-416 to 476 suffered several tears on lower left hand side. All nose landing gear doors are ripped, buckled and torn beyond repair. Both left and right hand fuselage rear fillets are buckled approximately WS-80. Some fuselage skin warpage exists at FS-1410.
- g. Both outer vertical stabilizer leading edges are dented, torn and buckled. Right hand horizontal stabilizer leading edge is dented and torn, at three separate locations. Left hand horizontal stabilizer leading edge is ripped and torn back to the spar at station 41 (FS-1360). All stabilizer boots are torn. Right hand elevator is buckled.
- h. All propeller blades are bent and broken. All engines sustained major damage due to sudden stoppage and impact damage with trees and the ground. The number 2 engine was torn loose at the bottom mounts from the fire wall. The fire wall is buckled and bent. The mounts plus numerous lines and electrical connectors were torn loose, bent or dented. Number 1 engine "A" frame mount buckled with lines and electrical connections torn loose. All oil coolers are bent, dented and torn from ingestion of debris. Number 1 and two engine lower sumps and cylinders are broken. All engine cowling, scoops, and propeller spinners buckled, bent, torn and completely destroyed. Number 1, 3 and 4 fire walls are bent and dented.
- 2. The aircraft was determined to be beyond economical repair as follows:

REPAIR	ESTIMATEI MANHOURS
Repair (or replace) nose section of fuselage forward of FS-416.	15,500
Replace left hand inner wing	12,000
Repair right hand inner wing	5,000
Repair left hand outer wing	4,500
Repair right hand outer wing	4,000
Repair horizontal and vertical stabilizers	600
Repair right hand elevator	200
Repair fuselage aft of FS-416	500
Replace all control rigging	3,000
Build up and install all engines and propellers	2,800
TOTAL	48,100

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3. The computed cost breakdown, not including electronics equipment, is as follows:

Airframe

\$1,361,143.

Installed Engines (4 ea)

347,104.

Propellers (4 ea)

42,248.

Total Computed Accident Cost

\$1,750,495.

DWU-4, USAF Aircrait Maintenance Officer

(L.S.T.) (Jean) SUMMARY OF DAY SKY CONDITION WX 1/2 F WZ 3/4 F -X M 2 ⊕ 3/4 F -X M 2 ⊕ 3/4 F WBAN FORM 10
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MISSION BRIEFING

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AIRCRAFT OUTSIDE OF EGLIN CONTROLLED AIRSPACE WILL OPERATE UNDER FAA FLIGHT RULES. PILOT WILL BE RESPONSIBLE FOR PROPER FLIGHT PLANNING AND APPROPRIATE CLEARANCE.

ALL MISSION LOGS WILL BE TURNED IN TO HOMEY OPS

Premission CHECK OIT 0630 CONTACT (D) (G) Defor 0630

Removed by direction of HQ AFSEC/JA, October 2015

OFFICIAL USE ONLY

POR OPPROZAL USB ONLY

SWITCH POSITIONS AND INSTRUMENT INDICATIONS

THE CYDE PANEL		CO-PILOT'S SIDE PANEL	
PILOT'S SIDE PANEL	Off	Panel Light	off
Wheel Well	off	Chart Light	Off
Leading Edge		Pedestal Rear	off .
Tail	On	Pitot Heaters	0n/0n
Wing Tip	On	Windshield Defog	off/off
Taxi	Off		Dim
Anti-Collision	off/off	Panel Light (Rheo)	Dim
Chart Light	On	Chart Light (Rheo)	Dim
Panel Lights	On	Compass Light (Rhao)	Normal
Panel Light (Rheo)	Dim	NESA	
Chart Light (Rheo)	Dim	Inph Panel (Rheo)	D1m
Inph Panel (Rheo)	Dim	Audio Selector	VOR
Audio Selector Sw	vor	VHF Nav	Off
ADF Monitor	Both	UHF -7	Off
	UHF-1	Marker	Off
Comm Selector	On	ADF-1	off
Inter	Off	ADF-2	Off
11F-1	On	Inter	On
UHL		HF-1	off
HF -2	Off	UHF -2	Off
VIE Nav	Off	UHF-6	off
UNW-2	On		off
Marker/ADF/RHAW	off	117-2	Aux Rad Panel
Deicer Boots	off	Comm Selector	Both
		ADF Listen	

PILOT'S INSTRUMENT PANEL

Datcer Press Ind Datcer Vac Ind Datcer Vac Ind Datcer Vac Ind Datcer Vac Ind Datcer Vac Ind Radio Altimater (APN-22) Sat, 40',"Cn" Co-Filot's Airspeed O Co-Pilot's Q2 Flow Ind: Pilot's Airspeed O Pilot's Airspeed O Pilot's Altimeter 120' (29.93 Hg) Pilot's Tab Per Sal EMER Co-Pilot's Tab Indicator Pilot's Tab Indicator Pilot's Tab Indicator Pilot's J-8 Attitude Ind Pilot's J-8 Attitude Ind Pilot's Vartical Velocity Ind O Co-Pilot's Tab Power Sw Rnob Broker Pilot's RMI (upper) 1670 ADF #1 ADF #1 1239 ADF #1 1239 ADF #1 1239 ADF #2 O700 ADF #2 O700 ADF #2 O700 Pilot's RMI (lower) 1670 Co-Pilot's RMI (lower) 1670 Pilot's RMI (lower) 1670 Co-Pilot's RMI (lower) Pilot's Clock Running Manifold Pressure #1 #1 - 30 Hg #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RMM O (A11) Auto Pilot Trim Indices Controls Controls Controls Controls Running RMM O (A11) Auto Pilot Trim Indices Controls Running RMA O (A11) Auto Pilot Trim Indices Controls Contro			[12] [14] [2] 14 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2] 15 [2]	
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Pilot's TMB Fer Sel EMER Co-Pilot's TMB Indicator Tumbled Co-Pilot's J-8 Attitude Ind Tumbled Pilot's TMB Indicator Tumbled Pilot's TMB Indicator Tumbled Pilot's TMB Indicator Tumbled Pilot's J-8 Attitude Ind Tumbled Pilot's Writical Velocity 0 Co-Pilot's TMB Power Sw Knob Broker Pilot's ID-249 Of6°/Off Co-Pilot's ID-249 Off Co-Pilot's IMI (upper) ADF #1 123° ADF #1 123° ADF #1 123° ADF #1 123° ADF #2 Off UNF/DF UNF/DF 100° UNF/DF VNF/NAV 234° Pilot's Clock Running Manifold Pressure #1 - 30 Hg #2 - 35 Hg #4 - 29.5 Hg RNN O (All) Auto Pilot Trim Indices Co-Pilot's TMB Indicator Tumbled Co-Pilot's Static Selector #1 Co-Pilot's Static Selector #1 Co-Pilot's Static Selector #1 Co-Pilot's TMB Power Sw Knob Broker #1 - 1029 Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (lower) 167° ADF #2 Off ADF #2 Off Co-Pilot's RMI (lower) 167° Co-Pilot's RMI (lower) 167° Co-Pilot's RMI (lower) 167° ADF #1 123° ADF #	Pilot's Altimeter	120' (29.93 Hg	MDI	Unit
Pilot's Tab Indicator Tumbled Pilot's J-8 Attitude Ind Pilot's J-8 Attitude Ind Pilot's Vertical Velocity O Co-Pilot's Tab Power Sw Knob Broker Pilot's ID-249 O76°/Off Pilot's RMI (upper) ADF #1 123° ADF #1 123° ADF #2 O70 Pilot's RMI (lower) I67° Co-Pilot's RMI (upper) ADF #2 O70 Pilot's RMI (lower) UNF/DF UNF/DF 100° UNF/NAV 234° Pilot's Clock Running Manifold Pressure #1 - 30 Ng #2 - 35 Ng #3 - 30.5 Ng #4 - 29.5 Ng RMM O (A11) Auto Pilot Trim Indices Co-Pilot's Static Selector #1 Vertical Velocity Ind O Co-Pilot's RMI (upper) Static Broker Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (lower) 167° Co-Pilot's RMI (upper) 167° ADF #1 123° ADF #1 123° ADF #1 123° ADF #1 123° ADF #2 O700 Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° O700 DWF/DF Ext Lights Master 3w Bright Bright ADF #1 OF	Pilot's TSB Per Sel			Tumbled
Pilot's Tab Indicator Tumbled Pilot's J-8 Attitude Ind Pilot's J-8 Attitude Ind Pilot's Vertical Velocity O Co-Pilot's Tab Power Sw Knob Broker Pilot's ID-249 O76°/Off Pilot's RMI (upper) ADF #1 123° ADF #1 123° ADF #2 O70 Pilot's RMI (lower) I67° Co-Pilot's RMI (upper) ADF #2 O70 Pilot's RMI (lower) UNF/DF UNF/DF 100° UNF/NAV 234° Pilot's Clock Running Manifold Pressure #1 - 30 Ng #2 - 35 Ng #3 - 30.5 Ng #4 - 29.5 Ng RMM O (A11) Auto Pilot Trim Indices Co-Pilot's Static Selector #1 Vertical Velocity Ind O Co-Pilot's RMI (upper) Static Broker Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (lower) 167° Co-Pilot's RMI (upper) 167° ADF #1 123° ADF #1 123° ADF #1 123° ADF #1 123° ADF #2 O700 Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° O700 DWF/DF Ext Lights Master 3w Bright Bright ADF #1 OF	Gyrosyn Compass	0180	Co-Pilot's J-8 Attitude In	d Tumbled
Pilot's Vertical Velocity 0 Co-Pilot's T&B Power Sw Knob Broker Pilot's ID-249 076°/Off Co-Pilot's ID-249 Off Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° ADF #1 123° ADF #1 123° ADF #2 070 ADF #2 070° Pilot's RMI (lower) 167° Co-Pilot's RMI (lower) 167° UHF/DF 100° UHF/DF 100° VHF/NAV 234° VHF/NAV 234° Pilot's Glock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RMM 0 (All) Auto Pilot Trim Indices Centered OAT Off Scale LQ and Flap Ind Power Off	Pilot's T&B Indicator	Tumbled		
Pilot's ID-249 076°/Off Co-Pilot's ID-249 Off Pilot's RMI (upper) 167° Co-Pilot's RMI (upper) 167° ADF #1 123° ADF #1 123° ADF #2 070 ADF #2 070° Pilot's RMI (lower) 167° Co-Pilot's RMI (lower) 167° UHF/DF 100° UHF/DF 100° VHF/NAV 234° VHF/NAV 234° Pilot's Clock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Fress Indicator 0 #1 - 30 Hg Emergency Brake Press 0 #2 - 35 Hg #4 - 29.5 Hg RRM 0 (A11) Auto Pilot Trim Indices Centered OAT Off Scale 10 and Flap Ind Power Off	Pilot's J-8 /ttitude Ind	Tumbled	Vertical Velocity Ind	0
Pilot's RMI (upper) 1670	Pilot's Vertical Velocity	, 0	Co-Pilot's T&B Power Sw I	Cnob Broken
ADF #1 1230 ADF #1 1230 ADF #2 070 ADF #2 0700 Pilot's RMI (lower) 1670 Co-Pilot's RMI (lower) 1670 UHF/DF 1000 UHF/DF 1000 VHF/NAV 2340 VHF/NAV 2340 Pilot's Clock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg #3 - 30.5 Hg #3 - 30.5 Hg #4 - 29.5 Hg RFM 0 (All) Auto Pilot Trim Indices Centered OAT Off Scale 10 and Flap Ind Power Off	Pilot's ID-249	076°/0ff	Co-Pilot's ID-249	Off
ADF #2 070 ADF #2 0700 Pilot's RMI (lower) 1670 Co-Pilot's RMI (lower) 1670 UHF/DF 1000 UHF/DF 1000 VHF/NAV 2340 VHF/NAV 2340 Pilot's Glock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg #3 - 30.5 Hg #4 - 29.5 Hg REM 0 (All) Auto Pilot Trim Indices Centered Off Scale LG and Flap Ind Power Off	Pilot's RMI (upper)	1670	Co-Pilot's RMI (upper)	167°
Pilot's RMI (lower) 1670 UHF/DF 1000 VHF/NAV 2340 Pilot's Glock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg #2 - 35 Hg #4 - 29.5 Hg RFM 0 (All) Auto Pilot Trim Indices Gentered Off Scale IG and Flap Ind Power Off	ADF #1	1230	ADF #1	1230
UHF/DF 100° UHF/DF 100° VHF/NAV 234° Pilot's Clock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg Emergency Brake Press 0 #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RFN 0 (All) Auto Pilot Trim Indices Centered QAT Off Scale LG and Flap Ind Power Off	ADF #2	070	ADF #2	0700
VHE/NAV 2340 Pilot's Clock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg REM O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	Pilot's RMI (lower)	1670	Co-Pilot's RMI (lower)	1670
Pilot's Glock Running Ext Lights Master Sw Bright Manifold Pressure Hyd Press Indicator 0 #1 - 30 Hg Emergency Brake Press 0 #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RPN O (All) Auto Pilot Trim Indices Centered OAT Off Scale IG and Flap Ind Power Off	uny/up	100°	UHF /DF	100°
Manifold Pressure #1 - 30 Hg #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RPN O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	VHF/NAV	2340	VHF/NAV	2340
#1 - 30 Hg #2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RPN O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	Pilot's Clock	Running	Ext Lights Master Sw	Bright
#2 - 35 Hg #3 - 30.5 Hg #4 - 29.5 Hg RPN O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	Manifold Pressure		Hyd Press Indicator	0
#3 - 30.5 Hs #4 - 29.5 Hs O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	#1 - 30 Hg		Emergency Brake Press	0
#4 - 29.5 Hg REN O (All) Auto Pilot Trim Indices Centered OAT Off Scale LG and Flap Ind Power Off	#2 - 35 Hg			
Auto Pilot Trim Indiaes Gentered OAT Off Scale LG and Flap Ind Power Off	#3 - 30.5 Hg			*
Auto Pilot Trim Indiaes Centered OAT Off Scale LG and Flap Ind Power Off	#4 - 29.5 ns			
OAT Off Scale 10 and Flap Ind Poser Off	RPM	0 (A11)		
10 and Plap Ind Poster Off	Auto Pilot Trim Indices	Centered		
IG and Flap Ind Power Off	CAT	Off Scale		
	IG and Flap Ind	Poser off		

FOR OFFICIAL USB ONLY

PILOT'S GLARE SHIELD PAMEL

ID-249 064º/0ff

ID-250 167

ID-310 Flag

CENTER CONTROL STAND

Elevator Trim 0

Rudder Trim 2º Right

Atleron Trim

Rudder Boost Cont Lever Broken

Aileron Boost Cont Lever On

Elevator Boost Cont Lever On

Throttles Idle

Master RPM Set Full Inc

Flaps Takeoff

Throttle Friction Forward

Rev Lock Override In

Windshield Wiper Off

Flight Path Mode Set Off

Auto Pilot Control Off/Centered

Auto Filot Servos/All Disconnected

Brake Selector Normal

Landing Gear Lever Down

POR OFFICEAT HOP ONLY

PILOT'S OVERHEAD PANEL

Landing Lights

Extend/Off

Ignition Switches

Off

Aux Cont Boost

On/Breakers On

Panel Lite (Rheo)

Bright

ARN-6 #1

360KH₂/COMP

ARN-6 #2

Off

APS-42

Off

UHF Comm

118.2/On

Aux Intercom Panel

Normal

ARC-27

Ch 10 (Homey Cont)/On

IFF Cont

Off

Radio Comp Cont

Off

ARN-21

CH105/On

Command Bell

Off

FLIGHT ENGINEER'S CONTROL QUADRANT

Throttles

Closed

Fuel Tank Selectors

Off

All other lever positions were unobtainable or unreliable because of compaction.

FLIGHT ENGINEER'S INSTRUMENT PANELS

All obtainable readings were normal.

2NM HEADING INSTRUCTIONS 20' MBOVE GA SO BELOW 00000 GLIDE PATH DEVIATIONS 1500 1450: 30 1450 BELOW GO SCALE: HOR. FIRST DISTANCE YERT. 1" = 200' 67-21476 EC 24 JAN 1969 MISSED APPROACH AT 1749 EST. YERT. 121 R OF HO APPROACH S & HEADING INSTRUCTIONS 5" = IN.M. 1420 INM 20' BELOW 3/4 142 140° 140° BO'ABUVE GO 20'ABOVE GD 1/2 APPROACH DISCONTINUED END OF RIW PAA TOUCH DOWN

Removed by direction of HQ AFSEC/JA, October 2015

LAST APPROACH

67-21476 MARCE AT 1814 EST EC 121 R

2. GROUND LEVEL ON FINAL APPROACH 5. DISTANCE FROM TREE TO GROWNO 4 HEIGHT OFTREE 161'MSL. 3 DAR TOUCH DOWN POINT TO FROM END 1. PAR TOUCHDOWN POINT EL. 129.5 MSL. 6. DISTANCE FROM GROUND CONTACT T. DISTANCE FROM GROUND CHTACT TO TOUCHDOWN 4060' CONTACT 180 146.5 MSL-

20 ABOVE GR

20 BELD WEST

ON 60

20 ABOVE GP

30, BELOW

ONGP

B. DISTANCE FROM WRECKAGE TO 9 ALTITUDES ABOVE TOUCHOOMN FOR GROUND CONTACT 2.50 GLIDE PATH APPROX 66 TOUCH DOWN 2560' ENO OF TOUCHDOW 1/4 MM.

HENDI HG

INSTRUCTIONS

DISTANCE

FROM TOUCHDOWN

WRECKAGE

133° /37°142° NN/

TREE CHATACI

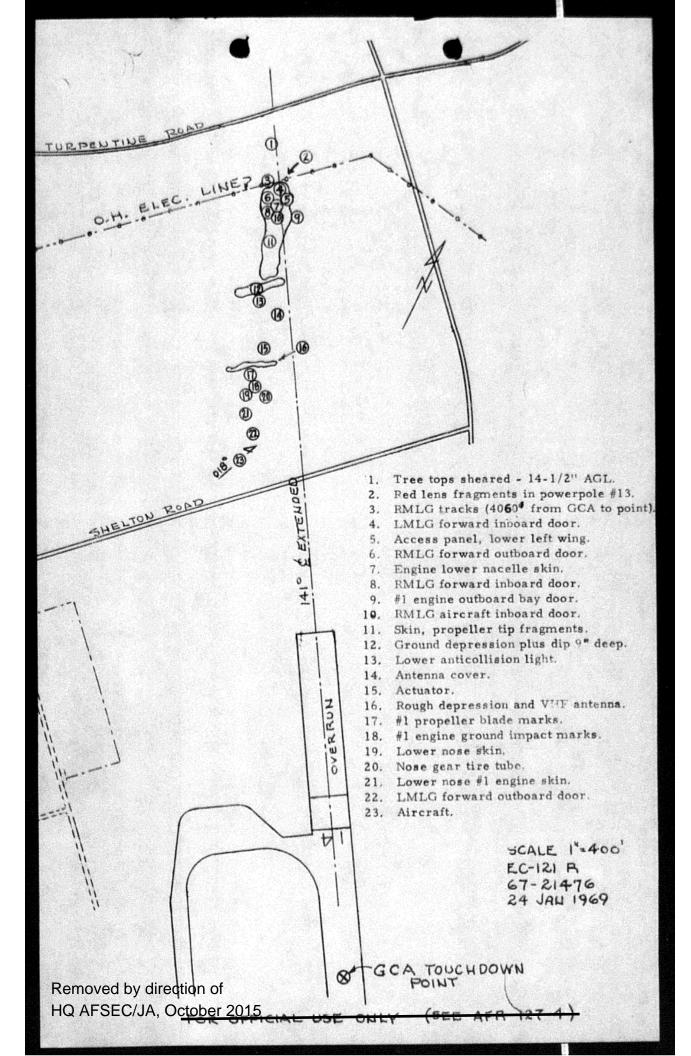
(30 BELOWGP

GLIDE PATH DEVIATIONS & HEADING INSTRUCTIONS
SCALE: HOR. 5 = [N.M.

E: HOR. 5 = 1 N.M.

YERT 1" = 200"

FLIGHT PATH 1" = 80"



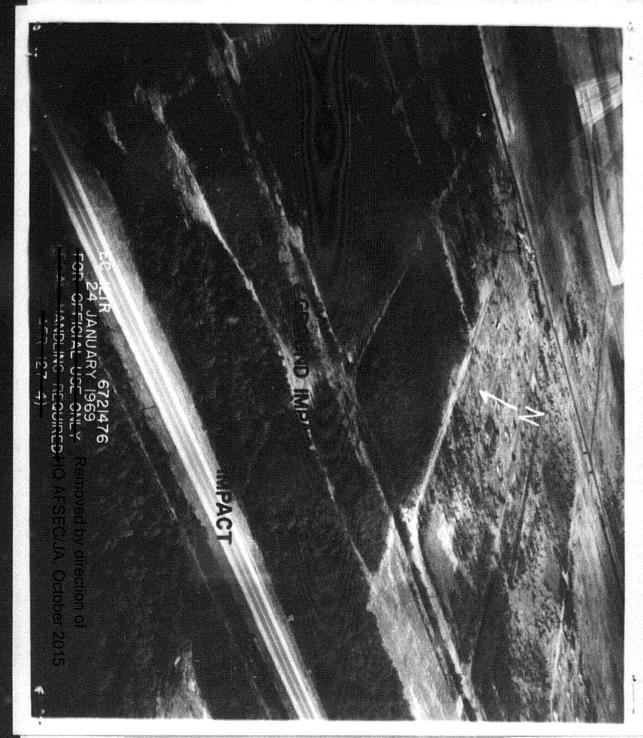


PHOTO #1 - Approach area for runway 14, looking SSE.

PHOTO #2 - Approach area for runway 14, looking SSE, Power Pole #13 on left, red lens fragments imbedded 29' above ground level. Note aircraft passed under power line.

POWERPOLE #13-

EC IZIR
24 JANUARY 1969
FOR OFFICIAL USE ONLY
CRECIAL HANDLING REQUIRED
(SEE AFR 127-4)

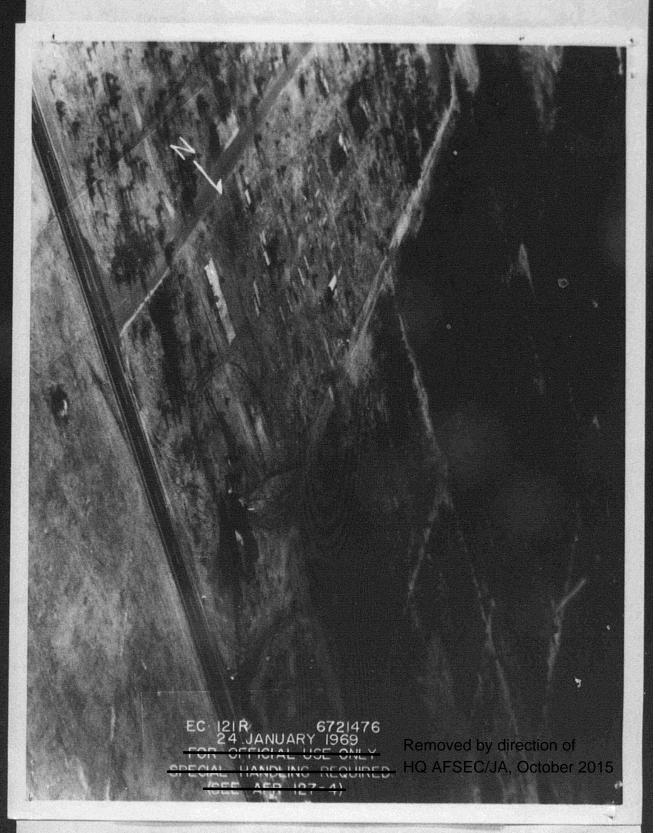
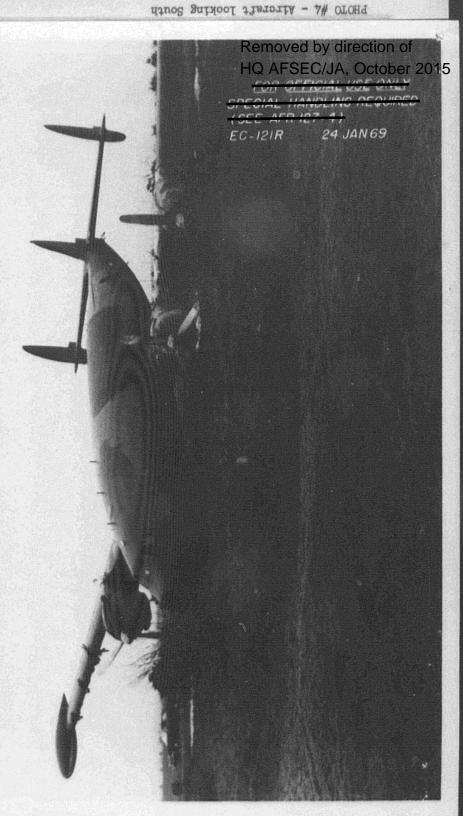


PHOTO #3 - Approach area for runway 14 looking NW



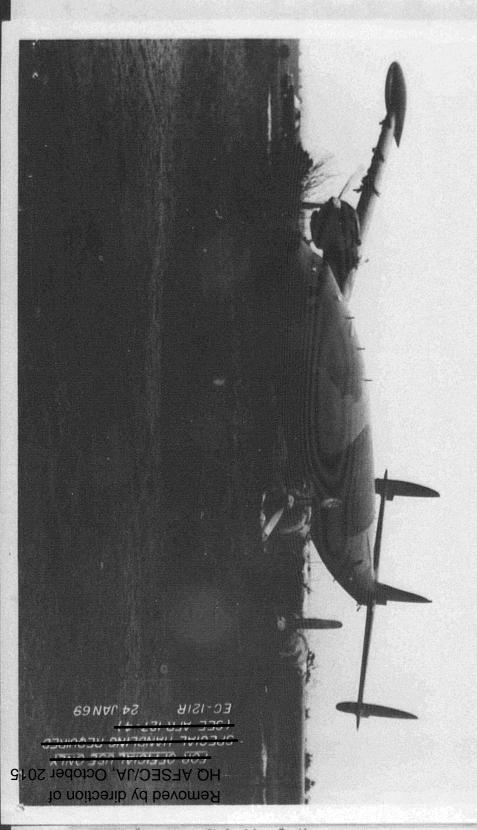


PHOTO #4 - Aircraft looking South

DOR OFFICIAL USE ONLY (SPECIAL HANDLING REQUIRED: SEE AFR 127-4)



PHOTO #5 - Flight deck from crew compartment looking forward. Nose gear brace has forced flight deck floor forward and upward as nose gear failed aft.

FOR OFFICIAL UCE ONLY (SPECIAL HANDLING REQUIRED, SEE AFR 127 A)