

(b) (6)

### USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Year, month and day) 1969, January 24, Friday		2. VEHICLE(S)/MATERIEL INVOLVED (TMS & Serial Nr., if applicable) EC-121R 67-21476		3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.) 69-1-24-2	
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. MARTINE, on Otis Air Force Base -1810 feet NW approach end Runway 14 SPBN-T			5. HOUR AND TIME ZONE LOCAL 1814 EST		
6. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP					
Major Command ADC AF LC	Subcommand or AF SMAMA	Air Division ----	Wing ----	Group ----	Squadron or Unit Otis Air Force Base McClellan AFB, PRY
7. (List organizations of second vehicle, if they differ from Item 7 above) SPBN					

9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)  
Otis Air Force Base, Massachusetts, Aerospace Defense Command

10. LIST OF PERSONNEL DIRECTLY INVOLVED  
(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
(b) (6)	(b) (6)	(b) (6)	Major	(b) (6)	Commander	Command	Non-disabling
(b) (6)	(b) (6)	(b) (6)	Major	(b) (6)	First Pilot	Senior Pilot	Non-disabling
(b) (6)	(b) (6)	(b) (6)	SMSgt	(b) (6)	Flight	Non-rated	Non-disabling
(b) (6)	(b) (6)	(b) (6)	MSgt	(b) (6)	Engineer	Rated	Non-disabling
(b) (6)	(b) (6)	(b) (6)	MSgt	(b) (6)	Flight	Non-rated	Non-disabling
(b) (6)	(b) (6)	(b) (6)	MSgt	(b) (6)	Engineer	Rated	Non-disabling
(b) (6)	(b) (6)	(b) (6)	Captain	(b) (6)	CICO	Non-rated	Non-disabling
(b) (6)	(b) (6)	(b) (6)	MSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	MSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	TSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	SSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	SSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	SSgt	(b) (6)	PAX	Non Rated	Nondisabling
(b) (6)	(b) (6)	(b) (6)	Sgt	(b) (6)	PAX	Non Rated	Nondisabling

11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)

See Continuation Sheet for: I. History of Flight  
II. Investigation/Analysis  
III. Findings  
IV. Recommendations

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~~see AFR 127.4~~

12. AUTHENTICATION

CERTIFICATION BY (Title) PRESIDENT, Inves. Bd.	TYPED NAME AND GRADE RICHARD A. WALDRETT, Col	SIGNATURE (b) (6)	DATE 13 Feb 69
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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. Primary Cause: 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 escape 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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**ACRAFT ACCIDENT/INCIDENT REPORT**

To be filled out for principal aircraft involved. (Appropriate blocks only should be filled out on secondary aircraft.)

<b>1. ACCIDENT/INCIDENT CLASSIFICATION (Check one)</b>							
Flight Accident Resulting in Aircraft Damage				Major <input checked="" type="checkbox"/> Minor <input type="checkbox"/>		Accident Not Resulting in Aircraft Damage <input type="checkbox"/>	
Aircraft Non-Flight Accident <input type="checkbox"/>				Air Force Aircraft <input type="checkbox"/>			
2. Aircraft/Serial Number <u>67-21476</u>		3. Type, Model, Series, Block No. <u>EC 121R</u>		4. Assignment/Status Code (AFM 65-110) <u>EI</u>			
5. If aircraft was being ferried or delivered indicate gaining and losing organizations, date of transfer, ultimate destination.							
6. CLEARANCE: From <u>Eglin Auxiliary #3</u> To <u>Eglin AFB, Florida</u> To <u>Otis AFB, Massachusetts</u>							
7. Filed: VFR <input type="checkbox"/> VFR-ON TOP <input checked="" type="checkbox"/> IFR <input checked="" type="checkbox"/> Local <input type="checkbox"/> Other <input type="checkbox"/> Direct <input type="checkbox"/> Always <input checked="" type="checkbox"/> (Controlled)							
8. Flight reference at time of accident				9. Duration of flight Hrs. <u>4</u> Mins. <u>20</u>		10. Altitude of flight <u>T-3D</u>	
11. ALTITUDE DATA Cleared Alt. MSL <u>17000</u> Ft. Altitude above terrain at sequence begun <u>270</u> Ft. Altitude MSL impact point <u>Tree-top 161.5</u> Ft. Highest altitude MSL flown <u>17000</u> Ft. Time flown highest alt. Hrs. <u>3</u> Mins. <u>00</u>		12. Fire and explosion data: a. Fire: None <input checked="" type="checkbox"/> Inflight <u>3</u> <input type="checkbox"/> Ground Result of grd. impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> b. Explosion: None <input checked="" type="checkbox"/> Inflight <input type="checkbox"/> Ground Result of grd. impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 13. Airfield data: Applicable to takeoff and landing accidents occurring within 2 miles of airfield Field elevation in use <u>129.5</u> Ft. Length of runway in use <u>9,500</u> Ft. Length of overrun <u>1,000</u> Ft. Distance of touchdown from runway <u>3,310</u> Ft. Heading of runway <u>141</u> ° Composition of runway: Asphalt <input checked="" type="checkbox"/> Concrete <input checked="" type="checkbox"/> Other (Specify) <u>first 1300 ft. concrete</u> Composition of overrun (Specify) <u>Double Bit Surface</u> Surface condition: Dry <input type="checkbox"/> Wet <input checked="" type="checkbox"/> Icy <input type="checkbox"/> Other (Specify) <u>N/A Aircraft crashed short of runway</u> Conditions affecting occurrence, e.g., type of instrument or lighting approach aid used, obstructions, barrier, airspeed, gross weight, forced landing <u>PAR No instrument lighting approach aid available</u>					
14. If answer is "Yes," to either question, discuss under item 11, AF Form 711) Violations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Breaches of air discipline <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <u>Violation of para 8-15b, AFM 60-16</u>							
15. PHASE OF OPERATION: e.g. take off roll, initial climb, normal flight, aerobatics, landing approach, Baseout <u>Landing approach</u>				16. TYPE OF ACCIDENT, e.g. gear-up landing, mid-air collision, abandoned aircraft, fire or explosion in flight, undershoot, overshoot <u>Undershoot</u>			
17. WEATHER AT TIME AND PLACE OF ACCIDENT (If a factor in the accident, attach statement of weather officer)							
Sky conditions <u>W 1 X</u>		Visibility <u>1/4</u>		Wind direction and velocity <u>140° 6 Kts</u>		Temperature <u>45 F</u>	
				Dew point <u>44 F</u>		Alt. setting <u>29.92</u>	
						Other weather conditions <u>L--F</u>	
<b>PILOT(S) INVOLVED (FLIGHT CREW)</b>							
18. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Fr., II, etc.) <u>(b) (6)</u>				FIRST NAME <u>(b) (6)</u>		MIDDLE NAME <u>(b) (6)</u>	
GRADE <u>Maj</u>		COMPONENT <u>USAF</u>		SERVICE NUMBER <u>(b) (6)</u>		NATIONALITY <u>US</u>	
YE. OF BIRTH <u>(b) (6)</u>							
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input type="checkbox"/> IP <input type="checkbox"/> P <input checked="" type="checkbox"/> CP <input type="checkbox"/> Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command <u>ADC</u>		Subcommand or AF <u>IAF</u>		Air Division <u>N/A</u>		Wing <u>551AEWCEN</u>	
Group <u>N/A</u>		Squadron or Unit <u>4753ADS(T)</u>		Base <u>Otis AFB, Mass.</u>			
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command <u>N/A</u>		Subcommand or AF <u>N/A</u>		Air Division <u>N/A</u>		Wing <u>N/A</u>	
Group <u>N/A</u>		Squadron or Unit <u>N/A</u>		Base <u>N/A</u>			
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot, 18 Jan 55</u>				g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Senior Pilot 5 Dec 62</u>		h. INSTRUMENT CARD Type <u>No 1</u> Date of expiration <u>25 Nov 69</u>	
i. AFSC <u>1045D</u>		Duty <u>1045D</u>					
19. OTHER PILOT							
a. LAST NAME (Fr., II, etc.) <u>(b) (6)</u>				FIRST NAME <u>(b) (6)</u>		MIDDLE NAME <u>(b) (6)</u>	
GRADE <u>Maj</u>		COMPONENT <u>USAF</u>		SERVICE NUMBER <u>(b) (6)</u>		NATIONALITY <u>US</u>	
YE. OF BIRTH <u>(b) (6)</u>							
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input type="checkbox"/> Rear or Right Seat <input checked="" type="checkbox"/> Other <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input checked="" type="checkbox"/> IP <input type="checkbox"/> P <input type="checkbox"/> CP <input type="checkbox"/> Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command <u>ADC</u>		Subcommand or AF <u>IAF</u>		Air Division <u>N/A</u>		Wing <u>551AEWCEN</u>	
Group <u>N/A</u>		Squadron or Unit <u>4753ADS(T)</u>		Base <u>Otis AFB, Mass.</u>			
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command <u>N/A</u>		Subcommand or AF <u>N/A</u>		Air Division <u>N/A</u>		Wing <u>N/A</u>	
Group <u>N/A</u>		Squadron or Unit <u>N/A</u>		Base <u>N/A</u>			
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot 16 Oct 53</u>				g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Command Pilot 14 Oct 68</u>		h. INSTRUMENT CARD Type <u>No 1</u> Date of expiration <u>23 Apr 69</u>	
i. AFSC <u>1045D</u>		Duty <u>1045D</u>					

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20. **FLYING EXPERIENCE** (Attach copy of AF Form 1 for Pilot(s) involved as outlined in AFR 127-4.)

ASSIGNED DUTY ON FLIGHT ORDERS (Give last names only. List all flight times to nearest hour.)	Pilot	Co-Pilot	Inst Pilot	Act. Grd.	Student Pilot
	(b) (6)			(b) (6)	
a. Total flying hours (Including AF time, student and other accredited time):	5428			7703	
b. Total Air Time:	1597			2207	
c. Total 1st Pilot/IP hours, all Aircraft:	3954 ✓			5879	
d. Total Weather Instrument Hours:	908			1409	
e. Total 1st Pilot/IP hours this Model:	518			563	
f. Total 1st Pilot/IP hours last 90 Days:	110			96	
g. Total 1st Pilot/IP hours last 90 Days this Model:	110			91	
h. Total 1st Pilot/IP hours weather and head last 90 Days:	19			16	
i. Total Pilot hours night last 90 Days:	28			19	
j. Total Pilot hours last 30 Days:	7			1	
k. Total 1st Pilot/IP hours last 30 Days:	36			46	
l. Total 1st Pilot/IP hours last 30 Days this Model:	31			37	
m. Date and Duration last previous flight this Model:	22 Jan 1969	4 hours		22 Jan 1969	4 hours
n. Date of last proficiency flight check:	25 Nov 68			19 Oct 68	

21. **CAUSATIVE AGENCY**

Cause Factors (Check one primary and all applicable contributing and probable factors)

	Primary	Contributing	Probable	Other Personnel (Specify)	Primary	Contributing	Probable
Operator:							
Pilot		X					
Co-Pilot (Aircraft Commander)		X					
Controller (Drones)							
Crewmembers (Other than Operator) (Specify)							
Supervisory Personnel (Specify)							
Aircraft Commander	X						
Maintenance Personnel Type of pers. and org. level							
Material Failure or Malfunction							
Engines							
Airframe							
Landing Gear							
Other (Specify)							
Airbase Facilities						X	
Weather Conditions						X	
Atm. Unstable Conditions (Specify)							
Undetermined							<input type="checkbox"/>

22. **DAMAGE**

Damage to Aircraft:  Destroyed  Substantial  Minor  None

Damage Beyond Economical Repair:  Yes  No

Manhours to Repair: N/A

Cost (Est): \$ 2,353,300  
\$ 1,250,495

Description of Damage (Describe briefly extent of damage to aircraft and any property damage incurred):

Aircraft: EC-121(E)R, 67-21476. The aircraft was destroyed, resulting from extensive major structural damage beyond economical repair. After impact the nose gear collapsed, causing major structural damage to the nose section. Fuselage impact and skid damage is extensive from fuselage station(FS) 416 forward. The left main gear collapsed causing the left inner wing front and rear spars to rupture. All control cables and their respective components were broken, stretched and/or jammed. All wing leading edges suffered extensive damage from contact with the trees and the ground. Vertical and horizontal stabilizer leading edges are damaged. Fuselage aft of FS 416 suffered numerous rips and tears. (See TAB U)

Property: Damage was negligible and confined to scrub pines on Otis AFB property.

ACTION LIST

President	(b) (6)	(b) (6)	(b) (6)
Major	(b) (6)	(b) (6)	(b) (6)
Pilot	(b) (6)	(b) (6)	(b) (6)
Unit	(b) (6)	(b) (6)	(b) (6)
Area	(b) (6)	(b) (6)	(b) (6)
Signature	(b) (6)	(b) (6)	(b) (6)

**LIFE SCIENCES REPORT OF AN INDIVIDUAL INVOLVED IN AN AF ACCIDENT/INCIDENT  
SECTION A, AIRCRAFT ACCIDENT/INCIDENT**

I. FLIGHT DATA					
1. TERRAIN CLEARANCE AT TIME OF EMERGENCY (Feet) ZERO		2. CABIN ALTITUDE AT TIME OF EMERGENCY (Feet) ZERO		7. CLOUD CONDITIONS	
				0 - CLEAR	1 - OVERCAST
				2 - UNDERCAST	3 - IN CLOUDS
3. TIME AT CABIN ALTITUDE				4 - IN AND OUT OF CLOUDS	8 - OTHER (Specify) X fog
HOURS 00	MINUTES 30			B. HORIZON	
4. AMBIENT ALTITUDE AT TIME OF EMERGENCY (Feet) 00		5. TIME AT AMBIENT ALTITUDE		1 - DISTINCT	X 2 - OBSCURED
		HOURS 00	MINUTES 30	8 - OTHER (Specify) X light drizzle	
6. PLACE IN FORMATION					
X B - SINGLE AIRCRAFT		L - LEAD	W - WING	9. DURATION OF FLIGHT	
Y - OTHER (Specify)				HOURS 4	MINUTES 20

II. MEDICAL INFORMATION					
1. DEGREE OF INJURY			2. DAYS HOSPITALIZED 0	3. DAYS IN QUARTERS 0	
X 1 - NONE	3 - MAJOR	5 - MISSING LAND	4. GROUNDED-DURATION (Days) 2		5. UNCONSCIOUS-DURATION
2 - MINOR	4 - FATAL	6 - MISSING WATER			HOURS 0
					MINUTES 0

6. INJURIES INCURRED DURING MISHAP (Use standard DoD terminology for body part, diagnosis, and cause of injury.)		CODES
BODY PART	N.E.	P
DIAGNOSIS		D
CAUSE		C
BODY PART	N.E.	P
DIAGNOSIS		D
CAUSE		C
BODY PART	N.E.	P
DIAGNOSIS		D
CAUSE		C
BODY PART	N.E.	P
DIAGNOSIS		D
CAUSE		C
BODY PART	N.E.	P
DIAGNOSIS		D
CAUSE		C

7. LABORATORY TESTS	TISSUE TESTED	METHOD USED	LAB TESTING	RESULT	CODES (Leave blank)
CARBON MONOXIDE	Blood	Plating Chloride procedure	Andrews	Less than 10%	
ALCOHOL	Blood	Gas Chromatography	Andrews	0	
LACTIC ACID					
OTHER (Specify)					

8. X-RAY RESULTS  
Left knee was normal

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (As applicable)	
	ANNUAL PHYS	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE
DIAGNOSIS None						

10. AUTOPSY CONDUCTED BY		11. MATERIAL SUBMITTED TO AFIP	
M - MILITARY PATHOLOGIST	F - FLIGHT SURGEON	1 - AUTOPSY REPORT	3 - PICTURES
C - CIVILIAN PATHOLOGIST	Y - OTHER	2 - FROZEN TISSUE	4 - FIXED TISSUE

12. REMARKS OR CONTINUATION OF ABOVE

NAME OF INDIVIDUAL (b) (6)	DATE OF MISHAP 24 Jan 69	LEAVE BLANK
RESERVED ONLY 4753 ADS(T)	COMMAND ADC	W/S NO.
AIRCRAFT TYPE, MODEL AND SERIAL NO. EC-121R #67-21476	BASE OTIS	PERSON NO.
	AERONAUTICAL RATING Senior Pilot	

III.

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 factors 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  
 E - ESCAPE  
 S - SURVIVAL  
 (Includes parachute landings)  
 R - RESCUE

**FACTOR IMPORTANCE**  
 D - DEFINITELY CONTRIBUTED  
 S - SUSPECTED FACTOR  
 P - CONDITION PRESENT, BUT DID NOT CONTRIBUTE TO ACCIDENT OR INJURY.

FACTORS		A	E	S	R	FACTORS		A	E	S	R
<b>1. SUPERVISORY FACTORS</b>						VISUAL ILLUSIONS	613				
	INADEQUATE BRIEFING 101					UNCONSCIOUSNESS	614				
	ORDERED/LED ON FLIGHT BEYOND CAPABILITY 102					DISORIENTATION/VERTIGO	615				
	POOR CREW COORDINATION 103		D			HYPOXIA	616				
	OTHER (Specify) 199					HYPERVENTILATION	617				
						DYSBARISM	618				
						CARBON MONOXIDE POISONING	619				
<b>2. PRE-FLIGHT FACTORS</b>						BOREDOM	620				
	FAULTY FLIGHT PLAN 201					INATTENTION	621				
	FAULTY PRE-FLIGHT OF AIRCRAFT 202					CHANNELIZED ATTENTION	622			S	
	FAULTY PREPARATION OF PERSONAL EQUIP. 203					DISTRACTION	623				
	HURRIED DEPARTURE 204					PREOCCUPATION WITH PERSONAL PROBLEMS	624				
	DELAYED DEPARTURE 205					EXCESSIVE MOTIVATION TO SUCCEED	625				
	INADEQUATE WEATHER ANALYSIS 206					OVERCONFIDENCE	626				
	OTHER (Specify) 299					LACK OF SELF-CONFIDENCE	627				
						LACK OF CONFIDENCE IN EQUIPMENT	628				
						APPREHENSION	629				
<b>3. EXPERIENCE/TRAINING FACTORS</b>						PANIC	630				
	INADEQUATE TRANSITION 301					OTHER (Specify)	699				
	LIMITED TOTAL EXPERIENCE 302										
	LIMITED RECENT EXPERIENCE 303										
	FAILURE TO USE ACCEPTED PROCEDURES 304										
	OTHER (Specify) 399										
<b>4. DESIGN FACTORS</b>						<b>7. ENVIRONMENTAL FACTORS</b>					
	DESIGN OF INSTRUMENTS, CONTROLS 401					ACCELERATION FORCES, IN-FLIGHT	701				
	LOCATION OF INSTRUMENTS, CONTROLS 402					ACCELERATION FORCES, IMPACT	702				
	FAILURE OF INSTRUMENTS, CONTROLS 403					DECOMPRESSION	703				
	COCKPIT LIGHTING 404					VIBRATION	704				
	RUNWAY LIGHTING 405					GLARE	705				
	LIGHTING OF OTHER AIRCRAFT 406					SMOKE, FUMES, ETC.	706				
	PERSONAL EQUIPMENT INTERFERENCE 407					HEAT	707				
	WORKSPACE INCOMPATIBLE WITH MAN 408					COLD	708				
	OTHER (Specify) 499					WIND BLAST	709				
	Approach Lighting		S			VISIBILITY RESTRICTION-WEATHER,HAZE,DARKNESS	710				
<b>5. COMMUNICATIONS PROBLEMS</b>						VISIBILITY RESTRICTION-ICING,WINDOWS FOGGED,ETC.	711				
	MISINTERPRETED COMMUNICATIONS 501					VISIBILITY RESTRICTION-DUST, SMOKE, ETC., IN ACFT	712				
	DISRUPTED COMMUNICATIONS 502					WEATHER, OTHER THAN VISIBILITY RESTRICT.	713				
	LANGUAGE BARRIER 503					OTHER (Specify)	799				
	NOISE INTERFERENCE 504										
	OTHER (Specify) 599					<b>8. OTHER FACTORS TO BE CONSIDERED</b>					
<b>6. PSYCHOPHYSIOLOGICAL FACTORS</b>						HABIT INTERFERENCE, USED WRONG CONTROL	801				
	FOOD POISONING 601					CONFUSION OF CONTROLS, OTHER	802				
	MOTION SICKNESS 602					MISREAD INSTRUMENT(S)	803				
	OTHER ACUTE ILLNESS 603					MISINTERPRETED INSTRUMENT READING	804				
	OTHER PRE-EXISTING DISEASE/DEFECT 604					MISLED BY FAULTY INSTRUMENT	805				
	GET-HOMEITIS 605					VISUAL RESTRICTION BY EQUIP STRUCTURES	806				
	HANGOVER 606					TASK OVERSATURATION	807				
	SLEEP DEPRIVATION 607					INADEQUATE COORDINATION OR TIMING	808			S	
	FATIGUE, OTHER 608					MISJUDGED SPEED OR DISTANCE	809				
	MISSED MEALS 609					SELECTED WRONG COURSE OF ACTION	810				
	DRUGS PRESCRIBED BY MEDICAL OFFICER 610					DELAY IN TAKING NECESSARY ACTION	811			D	
	DRUGS, OTHER 611					VIOLATION OF FLIGHT DISCIPLINE	812			D	
	ALCOHOL 612					NAVIGATIONAL ERROR	813				
						INADVERTENT OPERATION SELF INDUCED	814				
						INADVERTENT OPERATION MECHANICALLY INDUCED	815				
						OTHER (Specify)	899				
NAME OF INDIVIDUAL						SERVICE NO.					
(b) (6)						(b) (6)					

IV. PERSONAL DATA										
1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE ACCIDENT										
A. PRIMARY					B. CONTRIBUTING					
1-DEF.	2-PROB.	3-POSS.	4-DEF.	5-PROB.	6-POSS.	7-DEF.	8-PROB.	9-POSS.	0 - NONE	
2. BACKGROUND DATA (Complete for all pilots and others who possibly contributed to mishap.)										
A. DATE LAST LEAVE ENDED (Day-month-year)		B. DAYS DURATION LAST LEAVE		C. TYPE OF LAST LEAVE TAKEN						
12 Aug 68		28		X	1. ORD.	3. REENLIST.	5. SICK OR CONVALESCENT	8. DELAY ENR.	9. UNKNOWN	
D. DATE OF LAST PREVIOUS FLIGHT (Day, month, year)		E. HRS FLOWN IN LAST 24 HOURS		F. HRS FLOWN IN LAST 48 HOURS		G. MISSIONS FLOWN IN LAST 24 HOURS				
23 Jan 69		9'4"		9'4"		2				
H. MISSIONS FLOWN IN LAST 48 HOURS		I. HOURS WORKED IN LAST 24 HOURS		J. HOURS WORKED IN LAST 48 HOURS		K. HOURS SLEPT IN LAST 24 HOURS				
2		11:44		11:44		6:45				
L. HRS SLEPT IN LAST 48 HOURS		M. HRS CONTINUOUS DUTY PRIOR TO MISHAP		N. HRS CONTINUOUSLY AWAKE PRIOR TO MISHAP		O. HRS DURATION OF LAST SLEEP PERIOD		P. TIME IN COCKPIT PRIOR TO FLIGHT (Hrs., min.)		
15:44		11'44"		12'29"		6'45"		30"		
3. PHYSIOLOGICAL AND VERTIGO TRAINING (For all personnel)										
TYPE OF TRAINING ACCOMPLISHED				PLACE TRAINING ACCOMPLISHED				COMPLETED		ROLE IN MISHAP <sup>1</sup>
1 Physiological training				1. Williams AFB, Arizona				MONTH	YEAR	
2 " "				2. JCAFB, Waco, Texas				Sept	54	0
3 " "				3. Carswell AFB, Texas				Jan	58	0
4 " "				4. Mather AFB, California				Dec	60	0
5 " "				5. Mather AFB, California				Jan	64	0
								Jan	67	2
4. ANTHROPOMETRIC DATA										
A. DATE OF BIRTH (Day, month, year)			D. SITTING HEIGHT (Inches)			G. BUTTOCK-KNEE LENGTH (Inches)				
25 Nov 33										
B. HEIGHT (Inches)			E. TRUNK HEIGHT (Inches)			H. LEG LENGTH (Inches)				
67"										
C. WEIGHT (Lbs.)			F. FUNCTIONAL REACH (Inches)			I. SHOULDER WIDTH (Bilateral) (Inches)				
150										
B. TOTAL YEARS OF FORMAL EDUCATION										
12										
5. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap.)										
21 Jan 69 1800 - Ate dinner and had 1 martini										
2100 - To motel										
2400 - Retired										
22 Jan 69 0445 - Arose										
0515 - Breakfast										
0530 - Briefed, planned & preflighted.										
0730 - Smooth mission										
1200 - Landed & debriefed										
1300 - O'Club for lunch										
1400 - BX for shopping										
1500 - Back to motel for relaxation and two manhattans										
1830 - Dinner										
2200 - Motel										
2300 - Retired										
23 Jan 69 0900 - Arose										
0930 - O'Club for breakfast										
1000 - Ignition Switch Ops for briefing										
1100 - 18 holes of golf										
1400 - Ignition Switch Ops										
1600 - Barber shop										
1700 - Ate dinner & included 2 highballs										
1930 - To motel										
2200 - Retired										
24 Jan 69 0445 - Arose										
0500 - Breakfast - Eggs & bacon										
0530 - Briefed, planned & preflighted										
0730 - Take off										
1215 - Landed from morning mission										
1255 - Take off for return to Otis										
1330 - Ate lunch - Ham & cheese, milk, eggs from flight lunch										
1815 - Crash										
NAME OF INDIVIDUAL						SERVICE NO.				
(b) (6)						(b) (6)				
*For role in mishap, use the following code:										
0 - NO IMPORTANCE			2 - TWO POSSIBLY HELPED			4 - LACK OF TWO POSSIBLE FACTOR				
1 - TWO DEFINITELY HELPED			3 - LACK OF TWO DEFINITE FACTOR			5 - UNKNOWN				





VI. EGRESS - SURVIVAL GENERAL (Complete for all individuals)										
1. LOCATION IN AIRCRAFT					5. ORDER OF ESCAPE (1st, 2nd, etc.)					
A. <input checked="" type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT					1st Off Flight Deck					
2. NAVIGATOR'S/ENGINEER'S COMPARTMENT					7. REASON(S) FOR ESCAPE (More than one may apply)					
3. PASSENGER'S COMPARTMENT (Single deck)					A - FIRE/EXPLOSION		G - WATER IMPACT			
4. PASSENGER'S COMPARTMENT (Upper deck)					B - LOSS OF CONTROL		H - GROUND STRUC. IMPACT			
5. PASSENGER'S COMPARTMENT (Lower deck)					C - ENGINE FAILURE		J - LAUNCH FAILURE			
6. OTHER COMPARTMENT					D - FUEL EXHAUSTION		K - ARRESTMENT FAILURE			
9. COMPARTMENT UNKNOWN					E - STRUCTURAL FAILURE <input checked="" type="checkbox"/>		Y - OTHER <u>Crash landing</u>			
B. LONGITUDINAL LOCATION					F - MID-AIR COLLISION					
<input checked="" type="checkbox"/> 1. FORWARD SECTION					3. AFT SECTION					
2. CENTER SECTION					4. SECTION UNKNOWN					
C. LATERAL LOCATION					8. COMMUNICATIONS PRIOR TO ESCAPE					
2. CENTER					1 - DISTRESS SIGNAL TRANSMITTED					
3. RIGHT SIDE					2 - POSITION FIX TRANSMITTED					
<input checked="" type="checkbox"/> 4. LEFT SIDE					3 - EMERGENCY IFF (Manual)					
9. UNKNOWN					4 - EMERGENCY IFF (Automatic)					
D. DIRECTION FACING					9. UNKNOWN					
<input checked="" type="checkbox"/> 1. FORWARD					3. SIDWARD					
2. AFT					9. UNKNOWN					
E. USE OF SEAT					9. NUMBER OF PREVIOUS					
0. NOT IN SEAT					EJECTIONS		EMERGENCY PARACHUTE JUMPS		OTHER PARACHUTE JUMPS	
<input checked="" type="checkbox"/> 1. IN SEAT					-		-		-	
2. BUNK/LITTEP					9. NUMBER OF PREVIOUS					
9. UNKNOWN					9. NUMBER OF PREVIOUS					
Z. METHOD OF ESCAPE (More than one may apply)					10. TERRAIN OF PARACHUTE LANDING/CRASH SITE (More than one may apply)					
1 - ACCOMPLISHED (Free of aircraft)					A - OPEN SEA <input checked="" type="checkbox"/>					
2 - ATTEMPTED (Unsuccessful ejection)					B - LARGE LAKE					
3 - UNKNOWN IF ATTEMPT WAS MADE					C - RIVER <input checked="" type="checkbox"/>					
4 - UNKNOWN, SUSPECTED EJECTION					D - DEEP WATER, OTHER					
5 - DEFINITELY NOT ATTEMPTED					E - SHALLOW WATER					
6 - UNKNOWN, SUSPECTED BAILOUT					F - DEEP SNOW					
7 - DEFINITELY NOT ATTEMPTED					G - THICK ICE					
8 - UNKNOWN, SUSPECTED BAILOUT					H - MARSH/SWAMP/MUD					
9 - DEFINITELY NOT ATTEMPTED					U - HARD GROUND					
1 - STANDARD EMERGENCY GROUND EGRESS					J - SOFT GROUND <input checked="" type="checkbox"/>					
2 - DID NOT ESCAPE					K - BUILDING					
3 - EXIT UNASSISTED (Other than standard emergency ground egress)					L - FLIGHT DECK					
4 - CARRIED/ASSISTED OUT					11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE (Either in flight or after crash, ditching, etc.)					
5 - BLOWN THROWN OUT					1 - NOSE UP <input checked="" type="checkbox"/>		0 - NOSE DOWN		DEGREES	
6 - UNKNOWN IF ESCAPE ACCOMPLISHED					1 - RIGHT BANK <input checked="" type="checkbox"/>		0 - LEFT BANK		DEGREES	
7 - ESCAPE METHOD UNKNOWN					A - NOSE DOWN SPIN					
8. INTENT FOR ESCAPE					B - FLAT SPIN					
<input checked="" type="checkbox"/> 1 - INTENT.					C - OSCILLATING SPIN					
2 - UNINTENT.					D - ROLLING					
9 - UNK.					E - TUMBLING					
4. EXIT USED					F - DISINTEGRATION					
1 - NORMAL EXIT (Ejection after blowing canopy)					G - INVERTED					
2 - EMERGENCY EXIT					H - MUSHING					
3 - NORMAL EXIT (Through canopy)					Z - UNKNOWN					
<input checked="" type="checkbox"/> 6 - OTHER					Y - OTHER					
9 - UNKNOWN					X Left main collapsed Nose gear collapsed					
5. COCKPIT/CABIN CONDITION AFTER IMPACT					9 - UNKNOWN					
0 - NO DAMAGE (Other than canopy loss, etc.)					12. EJECTION SEAT/PARACHUTE TRAINING (Not required for passengers who had no opportunity to escape.)					
1 - MINOR DAMAGE (Definitely habitable)					TYPE OF TRAINING		TOTAL HRS. IN TRAINING		DATE OF LAST TRAINING	
2 - REASONABLY INTACT (Probably habitable)					LECTURES/ DEMONSTRATIONS					
<input checked="" type="checkbox"/> 3 - MAJOR DAMAGE (Probably not habitable)					UNARMED EJECTION SEAT					
4 - DESTROYED (Definitely not habitable)					ARMED SEAT ON TOWER					
9 - UNKNOWN					TRAINING FILMS					
					PARASAIL TRAINING					
					JUMP SCHOOL					
					OTHER (Specify)		1		18 Dec 68	
					NAME OF INDIVIDUAL					
					SERIAL NUMBER					

(b) (6)

(b) (6)



B. GROUND (Continued)		BEFORE	DURING	AFTER
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)	18			
COULD NOT OPEN CANOPY/HATCH	19			
DIFFICULTY RELEASING RESTRAINTS	20			
DIFFICULTY REACHING HATCH/EXIT - OBSTRUCTIONS	21		X	
DIFFICULTY REACHING HATCH/EXIT - INJURIES	22			
DIFFICULTY REACHING HATCH/EXIT - A/C ATTITUDE	23			
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	29			
PERSONAL EQUIPMENT FACTOR (Other than hangup)	30			
MAN STRUCK CANOPY/CANOPY BOW	31		X	
MAN STRUCK BY OTHER EQUIPMENT	32			
21 Due to flight deck damage individual was unable to reach normal exit and used pilot's roll back window				
30 Individual states wearing of gloves greatly assisted in egress through pilot's roll back windows				
OTHER	98			
C. WATER				
BUFFETING	01			
SEAT PINS NOT REMOVED	04			
DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05			
HAMPERED BY CLOTHING	06			
HAMPERED BY EQUIPMENT	07			
HAMPERED BY INJURIES	08			
DIFFICULTY RELEASING CANOPY/HATCH	09			
FAILURE TO RELEASE CANOPY/HATCH	10			
DIFFICULTY LOCATING/REACHING NORMAL EJECTION MECHANISM	11			
DIFFICULTY LOCATING/REACHING ALTERNATE EJECTION MECHANISM	12			
FACE CURTAIN FAILED TO ACTIVATE SEAT	13			
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)	18			
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			
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	29			
PERSONAL EQUIPMENT FACTOR (Other than hangup)	30			
MAN STRUCK CANOPY/CANOPY BOW	31			
MAN STRUCK BY OTHER EQUIPMENT	32			
SEAT/PARACHUTE ENTANGLEMENT	42			
MAN TANGLED IN CHUTE RISERS - MAJOR	43			
MAN TANGLED IN CHUTE RISERS - MINOR	44			
INTRUSING WATER	52			
COLD	53			
OTHER	98			
NA	(b) (6)			(b) (6)

VIII. SURVIVAL AND RESCUE SURVIVAL TRAINING											
TYPE TRAINING		COURSE NO. AND SPONSOR			PLACE ACCOMPLISHED			COMPLETED		CODES <sup>1</sup>	
								MO.	YR.		
WATER SURVIVAL											
JUNGLE SURVIVAL											
ARCTIC SURVIVAL											
LAND SURVIVAL											
DESERT SURVIVAL											
2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE, IF WIDELY VARIABLE, GIVE RANGE											
A - WATER TEMP.		D F		TERRAIN			G. WEATHER				
B - AIR TEMP.		U F									
C - SURFACE WINDS (Knots)		1 - OPEN GROUND			5 - ICE/SNOW			1 - CLEAR		6 - SLEET	
D - WAVE HEIGHT (Feet)		2 - WOODS/JUNGLE			7 - SWAMP			2 - OVERCAST		7 - HAIL	
E - WAVE FREQUENCY (per min.)		3 - MOUNTAINS			8 - OTHER			3 - FOG		8 - OTHER	
		4 - DESERT			9 - UNKNOWN			4 - RAIN			
		5 - WATER						5 - SNOW		9 - UNKNOWN	
3. TIME SEQUENCE FOR RESCUE EVENTS											
A. RESCUE PERSONNEL NOTIFIED MISHAP OCCURRED						TIME LAPSE		LIGHT CONDITIONS			
B. FIRST RESCUE VEHICLE DEPARTED						DAYS		HOUR		MIN.	
C. INDIVIDUAL LOCATED BY RESCUE PERSONNEL						TIME		DAY	NIGHT	DAWN	
D. INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE/PERSONNEL								DUSK			
E. INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE											
F. RESCUE COMPLETED (Person returned to station, hospital, etc.) OR ABANDONED											
4. TIME INDIVIDUAL SPENT IN WATER											
A. TIME INDIVIDUAL SPENT IN LIFE RAFT				HOURS		MINUTES		9. ALERTING/ COMMUNICATIONS PROBLEMS			
								A - POOR RADIO RECEPTION		B - TELEPHONE LINE BUSTY	
								C - POOR RADIO DISCIPLINE		D - AIRCRAFT RADIO/IFF EQUIP. INOPERATIVE	
								E - POOR RADIO PROCEDURES		Y - OTHER	
5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO											
A. ACTUAL RESCUE VEHICLE					B. NEAREST RESCUE VEHICLE						
6. PERSONNEL/ VEHICLES PARTICIPATING IN RESCUE											
A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON											
TYPE/MODEL		LOCATION WHEN ALERTED			DUTY WHEN ALERTED						
B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE?											
E. NORMAL GROUND/WATER EGRESS				X - NO		Z - UNK					
SPECIFY HOW											
A - PARACHUTED		B - WITHOUT PARACHUTE			DESCENDED						
D - LOWERED BY HOIST		E - NORMAL GROUND/WATER			C - LINE/LADDER/NET						
					Y - OTHER						
C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE REPORTS											
D. NUMBER SEARCH AND RESCUE HOURS											
7. RESCUE EQUIP. USED (Use numbers to show sequence)											
A - SLING			B - SEAT			C - CARGO NET					
D - ROPE			E - LIFE RING			F - BASKET					
G - BOOM NET			H - DAVIT			J - RAFT					
K - WEBBING CUTTERS			L - CHICAGO GRIP			M - GRAPNEL					
N - BOARDING LADDER			P - KNIFE/AXE/SAW			MAKE SHIFT Q - CARRIER SUPPORT					
R - FIRST AID EQUIPMENT			S - TREE PENETRATOR SEAT			T - HELICOPTER PLATFORM					
U - STRETCHER			V - CABLE CUTTERS			W - HELICOPTER RESCUE BOOM					
Y - OTHER											
B. RESCUE ALERTING MEANS (Use numbers to show sequence)											
A - WITNESSED			RADAR B - SURVEILLANCE			OVERDUE C - REPORT TO SAR					
AIRBORNE D - RADIO RELAY			E - CRASH PHONE			OTHER F - TELEPHONE					
RADIO G - MAYDAY CALL			H - SURVIVAL TYPE AUDIO			OTHER J - RADIO REQUEST					
K - SIGNALLING EQUIPMENT			L - SIGNALLING EQUIPMENT			M - SURVIVOR REPORT					
Y - OTHER											
10. DELAYS IN DEPARTURE OF RESCUE VEHICLES											
A. VEHICLE OPERATOR NOT AVAILABLE					B. VEHICLE NOT READY						
C. VEHICLE CREW NOT AVAILABLE					D. COMMUNICATIONS BREAK DOWN						
E. COMPLETING PREVIOUSLY ASSIGNED DUTIES					F. LACK OF INFORMATION ON CRASH SITE						
G. NATURE OF TERRAIN					H. WEATHER						
Y - OTHER											
11. RESCUE VEHICLE PROBLEMS ENROUTE											
A - HEADWIND			B - POOR VISIBILITY			C - HIGH SEA STATE					
D. MECHANICAL PROBLEMS			E. NATURE OF TERRAIN			OTHER OBS. F - STRUCTIONS (Person, etc.)					
G. RESCUERS LOST			Y - OTHER								
12. PROBLEMS IN LOCATING INDIVIDUAL (for keeping in sight)											
A - HEAVY SEAS			B - TREES								
C - FOG/CLOUDS			D - PRECIPITATION								
E - DARKNESS			F - RADIO INTERFERENCE								
G - CONFUSION DUE TO OTHER LIGHTS			H - MALFUNCTION OF DIRECTIONAL EQUIPMENT								
J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR			K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN								
L - LOSS OF RADIO/RADAR CONTACT			Y - OTHER								
CODES <sup>1</sup>											
(Use appropriate code in item 1 to indicate the role this person's training played in survival.)											
0 - NOT A FACTOR			4 - LACK OF TNG POSSIBLE FACTOR								
1 - DEFINITELY HELPED			5 - LACK OF TNG DEFINITE FACTOR								
2 - POSSIBLY HELPED			6 - LACK OF TNG POSSIBLE FACTOR								
3 - LACK OF TNG DEFINITE FACTOR			7 - LACK OF TNG DEFINITE FACTOR								
			8 - LACK OF TNG POSSIBLE FACTOR								
			9 - ROLE UNKNOWN								

13. LOCATOR MEANS (Use Alpha to show sequence)	
01 - SURVIVOR LOCATED RESCUERS	10 - MIRROR
02 - MISHAP OBSERVED	19 - REFLECTIVE SURFACE OTHER THAN CODE 16, 17 OR 18
03 - MISHAP SITE LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	20 - RAFT/VEST/PONCHO
04 - INDIVIDUAL LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	21 - FLIGHTSUIT/HELMET
05 - OTHER AIRCRAFT ORBITING SCENE TO DIRECT RESCUE PERSONNEL	22 - PARACHUTE
06 - RADIO OR RADAR RECTOR OR OF STEER	23 - FLARE, MK 13, MOD 0
07 - AIRCRAFT RADIO AFTER MISHAP	24 - SMOKE, MK 13, MOD 0
08 - RADAR CHAFF	25 - FLARE, PEN GUN TYPE
09 - SONAR BUOY	26 - VERY PISTOL
10 - WALKIE-TALKIE	27 - TRACERS
11 - CRT 3 (Gibson Girl)	28 - STROBE LIGHT
12 - SARAH BEACON	29 - FLASHLIGHT
13 - PRT-3/URT-21	30 - SIGNAL WAND
14 - PRC-32/URC-11	31 - FIRE/SMOKE
15 - PRC-48/URC-10	32 - DYE MARKER
16 - CORNER REFLECTOR	33 - WHISTLE
17 - REFLECTIVE TAPS	34 - VOICE
	35 - GUNFIRE
	36 - SIGNALS TRAMPED IN SNOW, ETC.
	99 - OTHER

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS INDIVIDUAL					
A - INADEQUATE FLOTATION GEAR	B - INADEQUATE COLD WEAR GEAR	C - LACK OF SIGNALING EQUIP.	D - LACK OF OTHER EQUIP.	E - UNFAMILIAR WITH PROC/EQUIP.	F - CONFUSED, DAZED, DISORIENTED
G - INCAPACITATED BY INJURY	H - POOR PHYSICAL CONDITION	J - FATIGUE	K - WEATHER	L - TOPOGRAPHY (Swamps, mts., desert, etc.)	M - DARKNESS
N - THROWN OUT OF RAFT	P - HUNGER	Q - INSECTS, SNAKES, ANIMALS, ETC.	R - SHARKS	S - EXPOSURE (Heat, cold, sunburn, fuel, salt water ingestion)	
T - THIRST	U - ENTANGLEMENT (Other than parachute)		Y - OTHER		

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS			
1 - INADEQUACY/LACK OF RESCUE VEHICLE	2 - FAILURE OF RESCUE EQUIPMENT	3 - INADEQUACY/LACK OF RESCUE EQUIPMENT	4 - FAILURE OF OTHER THAN RESCUE VEHICLE
A - FAILURE OF RESCUE VEHICLE (Mechanical problem)	B - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING	C - INADEQUATE MEDICAL FACILITIES/EQUIP.	D - FIRE/EXPLOSION
E - ENTRAPMENT IN AIRCRAFT	F - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL	H - CARELESSNESS BY RESCUE PERSONNEL	J - RESCUE VEHICLE ACCIDENT
K - COMMUNICATION	L - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE	M - TOPOGRAPHY (Rough seas, mts., etc.)	N - INTERFERENCE FROM OTHER VEHICLES
P - WEATHER	Q - DARKNESS	R - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE	S - HAMPERED BY PERSONAL SURVIVAL EQUIP. OF PERSON BEING RESCUED
T - FLOATING DEBRIS	U - PRIMARY RESCUER DE-LAYED AWAITING FUTILE ATTEMPTS BY OTHER RESC.	V - HAMPERED BY HELICOPTER DOWNWASH	W - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
X - VICTIM PULLED AWAY BY EXTREME FORCES			

16. INDIVIDUAL'S PHYSICAL CONDITION		DURING RESCUE	AFTER RESCUE	17. FACTOR THAT HELPED RESCUE/RECOVERY	
FULLY ABLE TO ASSIST	1			1 - RESCUE PERSONNEL TRAINING	
PARTIALLY ABLE TO ASSIST	2			2 - TRAINING OF PERSON TO BE RESCUED	
IMMOBILE OR UNCONSCIOUS	3			3 - AIRCRAFT EMERGENCY ESCAPE MEANS	
DECEASED	4			4 - PERSONAL EQUIPMENT RELEASES/ACTUATORS	
UNKNOWN	5			5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS	
				6 - AVAILABILITY OF RESCUE EQUIPMENT	
				7 - SUITABILITY OF RESCUE EQUIPMENT	
				8 - SURVIVOR'S TECHNIQUES	
				9 - COORDINATION OF RESCUE EFFORTS	

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

NAME OF INDIVIDUAL	SERVICE NO.
(b) (6)	(b) (6)


The following general comments and recommendations apply to all crewmembers of Aircraft #67-21476.

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

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	X	YES		NO	NUMBER OF HOURS SPENT 110	DATE OF REPORT
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	X	YES		NO	NUMBER OF HOURS SPENT 30	NO. REPORTS PREPARED
FLIGHT SURGEON'S NAME AND GRADE (b) (6) Capt					DUTY STATION Otis AFB	(b) (6)
NAME OF INDIVIDUAL (b) (6)						

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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



ATCH 1

(b) (6)



(b) (6)





**LIFE SCIENCES REPORT OF AN INDIVIDUAL INVOLVED IN AN AF ACCIDENT/INCIDENT  
SECTION A, AIRCRAFT ACCIDENT/INCIDENT**

I. FLIGHT DATA					
1. TERRAIN CLEARANCE AT TIME OF EMERGENCY (Feet)		2. CABIN ALTITUDE AT TIME OF EMERGENCY (Feet)		7. CLOUD CONDITIONS	
				0 - CLEAR	1 - OVERCAST
3. TIME AT CABIN ALTITUDE				2 - UNDERCAST	3 - IN CLOUDS
HOURS	MINUTES			4 - IN AND OUT OF CLOUDS	8 - OTHER (Specify)
4. AMBIENT ALTITUDE AT TIME OF EMERGENCY (Feet)		5. TIME AT AMBIENT ALTITUDE		8. HORIZON	
		HOURS	MINUTES	1 - DISTINCT	2 - OBSCURED
				8 - OTHER (Specify)	
6. PLACE IN FORMATION					
B - SINGLE AIRCRAFT		L - LEAD	W - WING	9. DURATION OF FLIGHT	
Y - OTHER (Specify)				HOURS	MINUTES

II. MEDICAL INFORMATION						
1. DEGREE OF INJURY				2. DAYS HOSPITALIZED	3. DAYS IN QUARTERS	
<input checked="" type="checkbox"/> 1 - NONE	<input type="checkbox"/> 3 - MAJOR	<input type="checkbox"/> 5 - MISSING LAND	<input type="checkbox"/> 7 - MISSING UNKNOWN	0	0	
<input checked="" type="checkbox"/> 2 - MINOR	<input type="checkbox"/> 4 - FATAL	<input type="checkbox"/> 6 - MISSING WATER		4	5. UNCONSCIOUS-DURATION	
				(Days)	HOURS	MINUTES
					0	0

6. INJURIES INCURRED DURING MISHAP (Use standard DoD terminology for body part, diagnosis, and cause of injury.)				CODES			
BODY PART	DIAGNOSIS	CAUSE		P			
	N.E.			D			
				C			
BODY PART	DIAGNOSIS	CAUSE		P			
	N.E.			D			
				C			
BODY PART	DIAGNOSIS	CAUSE		P			
	N.E.			D			
				C			
BODY PART	DIAGNOSIS	CAUSE		P			
	N.E.			D			
				C			
BODY PART	DIAGNOSIS	CAUSE		P			
	N.E.			D			
				C			

7. LABORATORY TESTS	TISSUE TESTED	METHOD USED	LAB TESTING	RESULT	CODES (Leave blank)
CARBON MONOXIDE	Blood	Procedure	Andrews	0	
ALCOHOL	Blood	Gas Chromatography	Andrews	0	
LACTIC ACID					
OTHER (Specify)					

8. X-RAY RESULTS  
(b) (6)

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (As applicable)	
	ANNUAL PHYS	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE
None						

10. AUTOPSY CONDUCTED BY		11. MATERIAL SUBMITTED TO AFIP	
M - MILITARY PATHOLOGIST	F - FLIGHT SURGEON	1 - AUTOPSY REPORT	3 - PICTURES
C - CIVILIAN PATHOLOGIST	Y - OTHER	2 - FROZEN TISSUE	4 - FIXED TISSUE

12. REMARKS OR CONTINUATION OF ABOVE

NAME OF INDIVIDUAL (b) (6)	SERVICE NO. (b) (6)	DATE OF MISHAP 24 Jan 69	LEAVE BLANK	
ASSIGNED UNIT 4753 ADS(T)	BASE OTIS	COMMAND ADC	W/S NO.	PERSON NO.
AIRCRAFT TYPE, MODEL AND SERIAL NO. EO-121R #67-21476	AERONAUTICAL RATING Command Pilot			

**III. 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 factors 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  
 E - ESCAPE  
 S - SURVIVAL  
 (Includes parachute landings)  
 R - RESCUE

**FACTOR IMPORTANCE**  
 D - DEFINITELY CONTRIBUTED  
 S - SUSPECTED FACTOR  
 P - CONDITION PRESENT, BUT DID NOT CONTRIBUTE TO ACCIDENT OR INJURY.

FACTORS		A	E	S	R	FACTORS		A	E	S	R
<b>1. SUPERVISORY FACTORS</b>						VISUAL ILLUSIONS	613				
	INADEQUATE BRIEFING 101					UNCONSCIOUSNESS	614				
	ORDERED/LED ON FLIGHT BEYOND CAPABILITY 102					DISORIENTATION/VERTIGO	615				
	POOR CREW COORDINATION 103		D			HYPOXIA	616				
	OTHER (Specify) 199					HYPERVENTILATION	617				
						DYSBARISM	618				
						CARBON MONOXIDE POISONING	619				
<b>2. PRE-FLIGHT FACTORS</b>						BOREDOM	620				
	FAULTY FLIGHT PLAN 201					INATTENTION	621				
	FAULTY PRE-FLIGHT OF AIRCRAFT 202					CHANNELIZED ATTENTION	622			S	
	FAULTY PREPARATION OF PERSONAL EQUIP. 203					DISTRACTION	623				
	HURRIED DEPARTURE 204					PREOCCUPATION WITH PERSONAL PROBLEMS	624				
	DELAYED DEPARTURE 205					EXCESSIVE MOTIVATION TO SUCCEED	625				
	INADEQUATE WEATHER ANALYSIS 206					OVERCONFIDENCE	626				
	OTHER (Specify) 299					LACK OF SELF-CONFIDENCE	627				
						LACK OF CONFIDENCE IN EQUIPMENT	628				
						APPREHENSION	629				
<b>3. EXPERIENCE/TRAINING FACTORS</b>						PANIC	630				
	INADEQUATE TRANSITION 301					OTHER (Specify)	699				
	LIMITED TOTAL EXPERIENCE 302										
	LIMITED RECENT EXPERIENCE 303										
	FAILURE TO USE ACCEPTED PROCEDURES 304										
	OTHER (Specify) 399										
<b>4. DESIGN FACTORS</b>						<b>7. ENVIRONMENTAL FACTORS</b>					
	DESIGN OF INSTRUMENTS, CONTROLS 401					ACCELERATION FORCES, IN-FLIGHT	701				
	LOCATION OF INSTRUMENTS, CONTROLS 402					ACCELERATION FORCES, IMPACT	702				
	FAILURE OF INSTRUMENTS, CONTROLS 403					DECOMPRESSION	703				
	COCKPIT LIGHTING 404					VIBRATION	704				
	RUNWAY LIGHTING 405					GLARE	705				
	LIGHTING OF OTHER AIRCRAFT 406					SMOKE, FUMES, ETC.	706				
	PERSONAL EQUIPMENT INTERFERENCE 407					HEAT	707				
	WORKSPACE INCOMPATIBLE WITH MAN 408					COLD	708				
	OTHER (Specify) 499					WIND BLAST	709				
	Approach Lighting			S		VISIBILITY RESTRICTION - WEATHER, HAZE, DARKNESS	710				
						VISIBILITY RESTRICTION - ICING, WINDOWS FOGGED, ETC.	711				
						VISIBILITY RESTRICTION - DUST, SMOKE, ETC., IN ACFT	712				
						WEATHER, OTHER THAN VISIBILITY RESTRICT.	713				
						OTHER (Specify)	799				
<b>5. COMMUNICATIONS PROBLEMS</b>											
	MISINTERPRETED COMMUNICATIONS 501										
	DISRUPTED COMMUNICATIONS 502										
	LANGUAGE BARRIER 503										
	NOISE INTERFERENCE 504										
	OTHER (Specify) 599										
<b>6. PSYCHOPHYSIOLOGICAL FACTORS</b>						<b>B. OTHER FACTORS TO BE CONSIDERED</b>					
	FOOD POISONING 601					HABIT INTERFERENCE, USED WRONG CONTROL	801				
	MOTION SICKNESS 602					CONFUSION OF CONTROLS, OTHER	802				
	OTHER ACUTE ILLNESS 603					MISREAD INSTRUMENT(S)	803				
	OTHER PRE-EXISTING DISEASE/DEFECT 604					MISINTERPRETED INSTRUMENT READING	804				
	GET-HOME-ITIS 605					MISLED BY FAULTY INSTRUMENT	805				
	HANGOVER 606					VISUAL RESTRICTION BY EQUIP STRUCTURES	806				
	SLEEP DEPRIVATION 607					TASK OVERSATURATION	807				
	FATIGUE, OTHER 608					INADEQUATE COORDINATION OR TIMING	808			S	
	MISSED MEALS 609					MISJUDGED SPEED OR DISTANCE	809				
	DRUGS PRESCRIBED BY MEDICAL OFFICER 610					SELECTED WRONG COURSE OF ACTION	810				
	DRUGS, OTHER 611					DELAY IN TAKING NECESSARY ACTION	811			D	
	ALCOHOL 612					VIOLATION OF FLIGHT DISCIPLINE	812			D	
						NAVIGATIONAL ERROR	813				
						INADVERTENT OPERATION SELF INDUCED	814				
						INADVERTENT OPERATION MECHANICALLY INDUCED	815				
						OTHER (Specify)	899				
NAME OF INDIVIDUAL		SERVICE NO.									

(b) (6)

(b) (6)





VI. EGRESS - SURVIVAL GENERAL (Complete for all individuals)					
1. LOCATION IN AIRCRAFT			6. ORDER OF ESCAPE (1st, 2nd, etc.)		
A.	X	1 - COCKPIT OR PILOT'S COMPARTMENT	2nd out window, helped to ground		
		2 - NAVIGATOR'S/ENGINEER'S COMPARTMENT			
		3 - PASSENGER'S COMPARTMENT (Single deck)			
		4 - PASSENGER'S COMPARTMENT (Upper deck)			
		5 - PASSENGER'S COMPARTMENT (Lower deck)			
		6 - OTHER COMPARTMENT			
		9 - COMPARTMENT UNKNOWN			
7. REASON(S) FOR ESCAPE (More than one may apply)					
		A - FIRE/EXPLOSION	G - WATER IMPACT		
		B - LOSS OF CONTROL	X	H - GROUND STRUC. IMPACT	
		C - ENGINE FAILURE	J - LAUNCH FAILURE		
		D - FUEL EXHAUSTION	K - ARRESTMENT FAILURE		
		E - STRUCTURAL FAILURE	Y - OTHER		
		F - MID-AIR COLLISION	Z - UNKNOWN		
8. COMMUNICATIONS PRIOR TO ESCAPE					
1. DISTRESS SIGNAL TRANSMITTED					
2. POSITION FIX TRANSMITTED					
3. EMERGENCY IFF (Manual)					
4. EMERGENCY IFF (Automatic)					
9. UNKNOWN					
0 - NONE GCA Approach					
9. NUMBER OF PREVIOUS EJECTIONS					
EMERGENCY PARACHUTE JUMPS					
OTHER PARACHUTE JUMPS					
10. TERRAIN OF PARACHUTE LANDING/CRASH SITE (More than one may apply)					
A - OPEN SEA			X	M - DENSE WOODS	
B - LARGE LAKE			N - M TREES		
C - RIVER			X	T - THROUGH TREES	
D - DEEP WATER, OTHER			P - Ravine/STEEP SLOPE		
E - SHALLOW WATER			Q - ROCKS		
F - DEEP SNOW			R - IN/NEAR FIREBAL.		
G - THICK ICE			S - DESERT		
H - MARSH/SWAMP/MUD			Z - UNKNOWN		
U - HARD GROUND			Y - OTHER (Describe)		
J - SOFT GROUND					
K - BUILDING					
L - FLIGHT DECK					
11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE (Either in flight or after crash, ditching, etc.)					
1 - NOSE UP			X	0 - NOSE DOWN	DEGREES
1 - RIGHT BANK			X	0 - LEFT BANK	DEGREES
A - NOSE DOWN SPIN					
B - FLAT SPIN					
C - OSCILLATING SPIN					
D - ROLLING					
E - TUMBLING					
F - DISINTEGRATION					
G - INVERTED					
H - MUSHING					
Z - UNKNOWN					
Y - OTHER					
12. EJECTION SEAT/PARACHUTE TRAINING (Not required for passengers who had no opportunity to escape.)					
TYPE OF TRAINING	TOTAL HRS. IN TRAINING	DATE OF LAST TRAINING	ROLE <sup>1</sup>	(LEAVE BLANK)	CODES <sup>1</sup>
LECTURES/ DEMONSTRATIONS			0		(Use to show role training played in this mishap)
UNARMED EJECTION SEAT			0		0 - NO IMPORTANCE
ARMED SEAT ON TOWER			0		1 - TRAINING DEFINITELY HELPED
TRAINING FILMS			0		2 - TRAINING POSSIBLY HELPED
PARASAIL TRAINING			0		3 - LACK OF TRAINING DEFINITELY A FACTOR
JUMP SCHOOL			-		4 - LACK OF TRAINING POSSIBLY A FACTOR
EGRESS OVERT/Under Water	1 hour	4 Dec 68	0		9 - UNKNOWN
NAME OF INDIVIDUAL (b) (6)					
SERIAL NUMBER (b) (6)					





**VIII. SURVIVAL AND RESCUE**

**1. SURVIVAL TRAINING**

TYPE TRAINING	COURSE NO. AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		CODES <sup>1</sup>
			MO.	YR.	
WATER SURVIVAL					
JUNGLE SURVIVAL					
ARCTIC SURVIVAL					
LAND SURVIVAL					
DESERT SURVIVAL					

**2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE, IF WIDELY VARIABLE, GIVE RANGE**

A - WATER TEMP.	B - AIR TEMP.	TERRAIN		WEATHER		
		1 - OPEN GROUND	6 - ICE/SNOW	1 - CLEAR	6 - SLEET	
		2 - WOODS/JUNGLE	7 - SWAMP	2 - OVERCAST	7 - HAIL	
		3 - MOUNTAINS	8 - OTHER	3 - FOG	8 - OTHER	
		4 - DESERT	9 - UNKNOWN	4 - RAIN		
		5 - WATER		5 - SNOW		

**3. TIME SEQUENCE FOR RESCUE EVENTS**

EVENTS	TIME LAPSE			TIME	LIGHT CONDITIONS			
	DAYS	HOUR	MIN.		DAY	NIGHT	DAWN	DUSK
A. RESCUE PERSONNEL NOTIFIED MISHAP OCCURRED								
B. FIRST RESCUE VEHICLE DEPARTED								
C. INDIVIDUAL LOCATED BY RESCUE PERSONNEL								
D. INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE/PERSONNEL								
E. INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE								
F. RESCUE COMPLETED (Person returned to station, hospital, etc.) OR ABANDONED								

**4. TIME INDIVIDUAL SPENT IN WATER**

A. TIME INDIVIDUAL SPENT IN LIFE RAFT	HOURS	MINUTES

**5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO**

A. ACTUAL RESCUE VEHICLE	B. NEAREST RESCUE VEHICLE

**6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE**

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON	B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE?
TYPE/MODEL: LOCATION WHEN ALERTED: DUTY WHEN ALERTED:	E. NORMAL GROUND/WATER EGRESS: X - NO: Z - UNK:

**7. RESCUE EQUIP. USED (Use numbers to show sequence)**

A - SLING	B - SEAT	C - CARGO NET
D - ROPE	E - LIFE RING	F - BASKET
G - BOOM NET	H - DAVIT	J - RAFT
K - WEBBING CUTTERS	L - CHICAGO GRIP	M - GRAPNEL
N - BOARDING LADDER	P - KNIFE/AXE/SAW	Q - CARRIER SUPPORT
R - FIRST AID EQUIPMENT	S - TREE PENETRATOR SEAT	T - HELICOPTER PLATFORM
U - STRETCHER	V - CABLE CUTTERS	W - HELICOPTER RESCUE BOOM
Y - OTHER		

**8. RESCUE ALERTING MEANS (Use numbers to show sequence)**

A - WITNESSED	B - RADAR SURVEILLANCE	C - OVERDUE REPORT TO SAR
D - AIRBORNE RADIO RELAY	E - CRASH PHONE	F - OTHER TELEPHONE
G - RADIO MAYDAY CALL	H - RADIO SURVIVAL TYPE AUDIO	J - OTHER RADIO REPORT
K - VISUAL SIGNALING EQUIPMENT	L - SIGNALING EQUIPMENT	M - SURVIVOR REPORT
Y - OTHER		

**9. ALERTING/COMMUNICATIONS PROBLEMS**

A - POOR RADIO RECEPTION	B - TELEPHONE LINE BUSY
C - POOR RADIO DISCIPLINE	D - AIRCRAFT RADIO/IFF
E - POOR RADIO PROCEDURES	F - EQUIP. INOPERATIVE
Y - OTHER	

**10. DELAYS IN DEPARTURE OF RESCUE VEHICLES**

A - VEHICLE OPERATOR NOT AVAILABLE	B - VEHICLE NOT READY
C - VEHICLE CREW NOT AVAILABLE	D - COMMUNICATIONS BREAK DOWN
E - COMPLETING PREVIOUSLY ASSIGNED DUTIES	F - LACK OF INFORMATION ON CRASH SITE
G - NATURE OF TERRAIN	H - WEATHER
Y - OTHER	

**11. RESCUE VEHICLE PROBLEMS ENROUTE**

A - HEADWIND	B - POOR VISIBILITY	C - HIGH SEA STATE
D - MECHANICAL PROBLEMS	E - NATURE OF TERRAIN	F - OTHER OBSTRUCTIONS (Fences, etc.)
G - RESCUERS LOST	Y - OTHER	

**12. PROBLEMS IN LOCATING INDIVIDUAL (or keeping in sight)**

A - HEAVY SEAS	B - TREES
C - FOG/CLOUDS	D - PRECIPITATION
E - DARKNESS	F - RADIO INTERFERENCE
G - CONFUSION DUE TO OTHER LIGHTS	H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR	K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
L - LOSS OF RADIO/RADAR CONTACT	Y - OTHER

**CODES<sup>1</sup>**

(Use appropriate code in Item 1 to indicate the role this person's training played in survival.)


0 - NOT A FACTOR	4 - LACK OF TNG POSSIBLE FACTOR
1 - DEFINITELY HELPED	9 - ROLE UNKNOWN
2 - POSSIBLY HELPED	
3 - LACK OF TNG DEFINITE FACTOR	



13. LOCATOR MEANS (Use Alpha to show sequence)						
01 - SURVIVOR LOCATED RESCUERS	18 - MIRROR					
02 - MISHAP OBSERVED	19 - REFLECTIVE SURFACE OTHER THAN CODE 16, 17 OR 18					
03 - MISHAP SITE LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	20 - RAFT/VEST/PONCHO					
04 - INDIVIDUAL LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	21 - FLIGHTSUIT/HELMET					
05 - OTHER AIRCRAFT ORBITING SCENE TO DIRECT RESCUE PERSONNEL	22 - PARACHUTE					
06 - RADIO OR RADAR RECTOR OR DF STEER	23 - FLARE, MK 13, MOD 0					
07 - AIRCRAFT RADIO AFTER MISHAP	24 - SMOKE, MK 13, MOD 0					
08 - RADAR CHAFF	25 - FLARE, PEN GUN TYPE					
09 - SONAR BUOY	26 - VERY PISTOL					
10 - WALKIE-TALKIE	27 - TRACERS					
11 - CRT 3 (Gibson Girl)	28 - STROBE LIGHT					
12 - SARAH BEACON	29 - FLASHLIGHT					
13 - PRT-3/URT-21	30 - SIGNAL WAND					
14 - PRC-32/URC-11	31 - FIRE/SMOKE					
15 - PRC-49/URC-10	32 - DYE MARKER					
16 - CORNER REFLECTOR	33 - WHISTLE					
17 - REFLECTIVE TAPS	34 - VOICE					
	35 - GUNFIRE					
	36 - SIGNALS TRAMPED IN SNOW, ETC.					
	99 - OTHER					
14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS INDIVIDUAL						
A - FLOTATION GEAR	B - COLD WEAR GEAR	C - LACK OF SIGNALING EQUIP.	D - LACK OF OTHER EQUIP.	E - UNFAMILIAR WITH PROC/EQUIP.	F - CONFUSED, DAZED, DISORIENTED	
G - INCAPACITATED BY INJURY	H - POOR PHYSICAL CONDITION	J - FATIGUE	K - WEATHER	L - TOPOGRAPHY (Swamps, mts, desert, etc.)	M - DARKNESS	
N - THROWN OUT OF RAFT	P - HUNGER	Q - INSECTS, SNAKES, ANIMALS, ETC.	R - SHARKS	S - EXPOSURE (Heat, cold, sunburn, fuel, salt water ingestion)		
T - THIRST	U - ENTANGLEMENT (Other than parachute)		Y - OTHER			
15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS						
1 - INADEQUACY/LACK OF RESCUE VEHICLE	2 - FAILURE OF RESCUE EQUIPMENT	3 - INADEQUACY/LACK OF RESCUE EQUIPMENT	4 - FAILURE OF OTHER THAN RESCUE VEHICLE			
A - FAILURE OF RESCUE VEHICLE (Mechanical problem)	B - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING	C - INADEQUATE MEDICAL FACILITIES/EQUIP.	D - FIRE/EXPLOSION			
E - ENTRAPMENT IN AIRCRAFT	F - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL	H - CARELESSNESS BY RESCUE PERSONNEL	J - RESCUE VEHICLE ACCIDENT			
K - COMMUNICATION	L - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE	M - TOPOGRAPHY (Rough seas, mts., etc.)	N - INTERFERENCE FROM OTHER VEHICLES			
P - WEATHER	Q - DARKNESS	R - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE	S - HAMPERED BY PERSONAL/SURVIVAL EQUIP. OF PERSON BEING RESCUED			
T - FLOATING DEBRIS	U - PRIMARY RESCUER DE-LAYED AWAITING FUTILE ATTEMPTS BY OTHER RESC.	V - HAMPERED BY HELICOPTER DOWNWASH	W - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED			
X - VICTIM PULLED AWAY BY EXTREME FORCES						
16. INDIVIDUAL'S PHYSICAL CONDITION		DURING RESCUE	AFTER RESCUE	17. FACTOR THAT HELPED RESCUE/RECOVERY		
FULLY ABLE TO ASSIST	1			1 - RESCUE PERSONNEL TRAINING		
PARTIALLY ABLE TO ASSIST	2			2 - TRAINING OF PERSON TO BE RESCUED		
IMMOBILE OR UNCONSCIOUS	3			3 - AIRCRAFT EMERGENCY ESCAPE MEANS		
DECEASED	4			4 - PERSONAL EQUIPMENT RELEASES/ACTUATORS		
UNKNOWN	9			5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS		
				6 - AVAILABILITY OF RESCUE EQUIPMENT		
				7 - SUITABILITY OF RESCUE EQUIPMENT		
				8 - SURVIVOR'S TECHNIQUES		
				9 - COORDINATION OF RESCUE EFFORTS		
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

(b) (6)



(b) (6)







IV. PERSONAL DATA										
1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE ACCIDENT										
A. PRIMARY					B. CONTRIBUTING					
1-DEF.	2-PROB.		3-POSS.		4-DEF.	5-PROB.		6-POSS.		7-UNKNOWN
2. BACKGROUND DATA (Complete for all pilots and others who possibly contributed to mishap.)										
A. DATE LAST LEAVE ENDED (Day, month, year)			B. DAYS DURATION LAST LEAVE		C. TYPE OF LAST LEAVE TAKEN					
24 Sept 68			24		X 1. ORD.	3. REENLIST.		5. SICK OR CONVALESCENT	8. DELAY ENR.	
					2. EMERG.	4. GRADUATION				9. UNKNOWN
D. DATE OF LAST PREVIOUS FLIGHT (Day, month, year)			E. HRS FLOWN IN LAST 24 HOURS		F. HRS FLOWN IN LAST 48 HOURS		G. MISSIONS FLOWN IN LAST 24 HOURS			
24 Jan 69			9'4"		9'4"		2			
H. MISSIONS FLOWN IN LAST 48 HOURS			I. HOURS WORKED IN LAST 24 HOURS		J. HOURS WORKED IN LAST 48 HOURS		K. HOURS SLEPT IN LAST 24 HOURS			
2			11'40"		11'40"		5'50"			
L. HRS SLEPT IN LAST 48 HOURS		M. HRS CONTINUOUS DUTY PRIOR TO MISHAP		N. HRS CONTINUOUSLY AWAKE PRIOR TO MISHAP		O. HRS DURATION OF LAST SLEEP PERIOD		P. TIME IN COCKPIT PRIOR TO FLIGHT (Hrs., min.)		
16'05"		11'40"		12'45"		5'50"		20"		
3. PHYSIOLOGICAL AND VERTIGO TRAINING (For all personnel)										
TYPE OF TRAINING ACCOMPLISHED				PLACE TRAINING ACCOMPLISHED				COMPLETED		ROLE IN MISHAP
								MONTH	YEAR	
1. Physiological Training				1. Otis AFB, Mass.				Aug	63	0
2. " "				2. Otis AFB, Mass.				Aug	66	0
4. ANTHROPOMETRIC DATA										
A. DATE OF BIRTH (Day, month, year)				D. SITTING HEIGHT (Inches)			G. BUTTOCK-KNEE LENGTH (Inches)			
23 Jan 64										
B. HEIGHT (Inches)				E. TRUNK HEIGHT (Inches)			H. LEG LENGTH (Inches)			
69 3/4"										
C. WEIGHT (Lbs.)				F. FUNCTIONAL REACH (Inches)			I. SHOULDER WIDTH (Bifurcoid) (Inches)			
170										
5. TOTAL YEARS OF FORMAL EDUCATION										
12 yrs										
6. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap.)										
21 Jan 69 1815 - Arrived at NCO Club - had 3 cocktails										
1930 - Ate dinner - Fried Chicken										
2100 - Back to quarters to sleep										
22 Jan 69 0430 - Arose										
0445 - Breakfast										
0530 - Briefed for flight										
0730 - take off										
1230 - Landed										
1300 - Rested in barracks										
1600 - Fort Walton Beach										
1800 - Ate dinner - Lasagna and three beers										
2045 - Barracks for sleep										
23 Jan 69 0700 - Arose										
0800 - Breakfast - eggs, toast and coffee										
1100 - Played 18 holes of golf										
1700 - One beer at Club House										
1815 - Ate dinner - Spaghetti & meatballs, salad										
2030 - Retired										
24 Jan 69 0430 - Arose										
0445 - Breakfast, Eggs, cereal, coffee										
0535 - Briefing										
0700 - Preflight										
0730 - Take off for first mission										
1205 - Landed for first mission										
1245 - Take off for return flight to Otis										
1330 - Ate lunch, ham and cheese sandwich										
1815 - Aircraft accident										
NAME OF INDIVIDUAL					SERVICE NO.					
(b) (6)					(b) (6)					
*For role in mishap, use the following codes:										
0 - NO IMPORTANCE			2 - TNG POSSIBLY HELPED			4 - LACK OF TNG POSSIBLE FACTOR				
1 - TNG DEFINITELY HELPED			3 - LACK OF TNG DEFINITE FACTOR			9 - UNKNOWN				

V. PERSONAL, SURVIVAL, AND ESCAPE EQUIPMENT

NOMENCLATURE AND MODEL DESIGNATION	RE-QUIRED	AVAIL-ABLE	USED	NEEDED	DIS-CARDED	LOST	FAILED	PROBLEMS
<i>CLOTHING (Suits, headgear, shoes, gloves, visor, underwear, etc.)</i>								
K2B Coveralls	X		A/E					
Booth, Flight	X		A/E					
Gloves		X						Duties precluded
L2B Jacket		X						use 04, 13
<i>OXYGEN MASK</i>								
OXYGEN MASK	X							
<i>OXYGEN REGULATOR</i>								
OXYGEN REGULATOR		X						
<i>LIFE VEST</i>								
LIFE VEST	X							
<i>LIFE RAFT</i>								
LIFE RAFT								
<i>SURVIVAL RADIO(S)</i>								
SURVIVAL RADIO(S)								
<i>SIGNALLING DEVICES</i>								
SIGNALLING DEVICES								
<i>SURVIVAL KIT (Container)</i>								
SURVIVAL KIT (Container)								
<i>OTHER SURVIVAL GEAR</i>								
OTHER SURVIVAL GEAR								
<i>RESTRAINTS (Lap belts, shoulder harness, leg restraints)</i>								
RESTRAINTS (Lap belts, shoulder harness, leg restraints)								
Lap Belt	X		A					
<i>PARACHUTE - TYPE</i>								
PARACHUTE - TYPE								
C-12 chest		X						
<i>PARACHUTE CANOPY RELEASE</i>								
PARACHUTE CANOPY RELEASE								
J-1 Release		X						
<i>PARACHUTE OPENING/DEPLOYMENT DEVICES</i>								
PARACHUTE OPENING/DEPLOYMENT DEVICES								
<i>SEAT TYPE</i>								
SEAT TYPE								
<i>OTHER</i>								
OTHER								

VI. EGRESS - SURVIVAL GENERAL (Complete for all individuals)									
1. LOCATION IN AIRCRAFT					6. ORDER OF ESCAPE (1st, 2nd, etc.)				
A. <input checked="" type="checkbox"/> 1 - COCKPIT OR PILOT'S COMPARTMENT					7. REASON(S) FOR ESCAPE (More than one may apply)				
2 - NAVIGATOR'S/ENGINEER'S COMPARTMENT									
3 - PASSENGER'S COMPARTMENT (Single deck)									
4 - PASSENGER'S COMPARTMENT (Upper deck)									
5 - PASSENGER'S COMPARTMENT (Lower deck)									
6 - OTHER COMPARTMENT					A - FIRE/EXPLOSION				
7 - COMPARTMENT UNKNOWN					B - LOSS OF CONTROL <input checked="" type="checkbox"/>				
B. LONGITUDINAL LOCATION					C - ENGINE FAILURE				
<input checked="" type="checkbox"/> 1. FORWARD SECTION					D - FUEL EXHAUSTION				
2. CENTER SECTION					E - STRUCTURAL FAILURE				
3. AFT SECTION					F - MID-AIR COLLISION				
4. SECTION UNKNOWN					G - WATER IMPACT				
C. LATERAL LOCATION					H - GROUND STRUC. IMPACT				
2. CENTER <input checked="" type="checkbox"/>					J - LAUNCH FAILURE				
4. LEFT SIDE					K - ARRESTMENT FAILURE				
5. RIGHT SIDE					Y - OTHER				
9. UNKNOWN					Z - UNKNOWN				
D. DIRECTION FACING					8. COMMUNICATIONS PRIOR TO ESCAPE				
1. FORWARD <input checked="" type="checkbox"/>					1 - DISTRESS SIGNAL TRANSMITTED				
2. AFT					2 - POSITION FIX TRANSMITTED				
3. SIDWARD <input checked="" type="checkbox"/>					3 - EMERGENCY IFF (Manual)				
9. UNKNOWN					4 - EMERGENCY IFF (Automatic)				
E. USE OF SEAT					9 - UNKNOWN				
0. NOT IN SEAT					<input checked="" type="checkbox"/> 0 - NONE GCA Approach				
1. IN SEAT					9. NUMBER OF PREVIOUS				
2. BUNK/LITTEP					EJECTIONS				
3. UNKNOWN					EMERGENCY PARACHUTE JUMPS				
2. METHOD OF ESCAPE (More than one may apply)					OTHER PARACHUTE JUMPS				
1 - ACCOMPLISHED (Free of aircraft)					10. TERRAIN OF PARACHUTE LANDING/CRASH SITE (More than one may apply)				
2 - ATTEMPTED (Unsuccessful ejection)					A - OPEN SEA <input checked="" type="checkbox"/>				
7 - UNKNOWN IF ATTEMPT WAS MADE					B - LARGE LAKE				
8 - UNKNOWN, SUSPECTED EJECTION					C - RIVER <input checked="" type="checkbox"/>				
0 - DEFINITELY NOT ATTEMPTED					D - DEEP WATER, OTHER				
A. EJECTION					E - SHALLOW WATER				
1 - ACCOMPLISHED (Free of aircraft)					F - DEEP SNOW				
2 - ATTEMPTED (Unsuccessful bailout)					G - THICK ICE				
7 - UNKNOWN IF ATTEMPT WAS MADE					H - MARSH/SWAMP/MUD				
8 - UNKNOWN, SUSPECTED BAILOUT					U - HARD GROUND				
0 - DEFINITELY NOT ATTEMPTED					J - SOFT GROUND <input checked="" type="checkbox"/>				
A STANDARD EMERGENCY GROUND EGRESS					K - BUILDING				
3 - DID NOT ESCAPE					L - FLIGHT DECK				
4 - EXIT UNASSISTED (Other than standard emergency ground egress)					M - DENSE WOODS				
5 - CARRIED/ASSISTED OUT					N - IN TREES				
6 - BLOWN/THROWN OUT					T - THROUGH TREES				
8 - UNKNOWN IF ESCAPE ACCOMPLISHED					P - REVINE/STEEP SLOPE				
9 - ESCAPE, METHOD UNKNOWN					Q - ROCKS				
C. OTHER					R - IN/NEAR FIREBALL				
1 - STANDARD EMERGENCY GROUND EGRESS					S - DESERT				
3 - DID NOT ESCAPE					Z - UNKNOWN				
4 - EXIT UNASSISTED (Other than standard emergency ground egress)					Y - OTHER (Describe)				
5 - CARRIED/ASSISTED OUT					11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE (Either in flight or after crash, ditching, etc.)				
6 - BLOWN/THROWN OUT					1 - NOSE UP <input checked="" type="checkbox"/>				
8 - UNKNOWN IF ESCAPE ACCOMPLISHED					0 - NOSE DOWN				
9 - ESCAPE, METHOD UNKNOWN					DEGREES				
3. INTENT FOR ESCAPE					L - RIGHT BANK <input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/> 1 - INTENT.					C - LEFT BANK				
2 - UNINTENT.					DEGREES				
9 - UNK.					A - NOSE DOWN SPIN				
4. EXIT USED					B - FLAT SPIN				
1 - NORMAL EXIT (Ejection after blowing canopy)					C - OSCILLATING SPIN				
2 - EMERGENCY EXIT					D - ROLLING				
3 - NORMAL EXIT (Through canopy)					E - TUMBLING				
<input checked="" type="checkbox"/> 4 - OTHER Pilot's left roll back window					F - DISINTEGRATION				
9 - UNKNOWN					G - INVERTED				
5. COCKPIT/CABIN CONDITION AFTER IMPACT					H - MUSHING				
0 - NO DAMAGE (Other than canopy loss, etc.)					Z - UNKNOWN				
1 - MINOR DAMAGE (Definitely habitable)					Y - OTHER				
2 - REASONABLY INTACT (Probably habitable)					12. EJECTION SEAT/PARACHUTE TRAINING (Not required for passengers who had no opportunity to escape.)				
<input checked="" type="checkbox"/> 3 - MAJOR DAMAGE (Probably not habitable)					TYPE OF TRAINING				
4 - DESTROYED (Definitely not habitable)					TOTAL HRS. IN TRAINING				
9 - UNKNOWN					DATE OF LAST TRAINING				
					ROLE <sup>1</sup>				
					(LEAVE BLANK)				
					CODES <sup>4</sup>				
					(Use to show role training played in this mishap)				
					0 - NO IMPORTANCE				
					1 - TRAINING DEFINITELY HELPED				
					2 - TRAINING POSSIBLY HELPED				
					3 - LACK OF TRAINING DEFINITELY A FACTOR				
					4 - LACK OF TRAINING POSSIBLY A FACTOR				
					9 - UNKNOWN				
EGRESS					1 hour				
Gid/wa/coy					22 Oct 68				
					0				

(b) (6)

(b) (6)







VIII. SURVIVAL AND RESCUE											
1. SURVIVAL TRAINING											
TYPE TRAINING	COURSE NO. AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		CODES <sup>1</sup>						
			MO.	YR.							
WATER SURVIVAL											
JUNGLE SURVIVAL											
ARCTIC SURVIVAL											
LAND SURVIVAL											
DESERT SURVIVAL											
2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE, IF WIDELY VARIABLE, GIVE RANGE											
A - WATER TEMP.	D F	TERRAIN			G.	WEATHER					
B - AIR TEMP.	D F	1 - OPEN GROUND	6 - ICE/SNOW		1 - CLEAR	6 - SLEET					
C - SURFACE WINDS (Knots)		2 - WOODS/JUNGLE	7 - SWAMP		2 - OVERCAST	7 - HAIL					
D - WAVE HEIGHT (Feet)		3 - MOUNTAINS	8 - OTHER		3 - FOG	8 - OTHER					
E - WAVE FREQUENCY (per min.)		4 - DESERT			4 - RAIN						
		5 - WATER	9 - UNKNOWN		5 - SNOW	9 - UNKNOWN					
3. TIME SEQUENCE FOR RESCUE EVENTS											
EVENTS	A. RESCUE PERSONNEL NOTIFIED MISHAP OCCURRED			TIME LAPSE		LIGHT CONDITIONS					
	B. FIRST RESCUE VEHICLE DEPARTED			DAYS	HOUR	MIN.	TIME	DAY	NIGHT	DAWN	DUSK
	C. INDIVIDUAL LOCATED BY RESCUE PERSONNEL										
	D. INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE/PERSONNEL										
	E. INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE										
	F. RESCUE COMPLETED (Person returned to station, hospital, etc.) OR ABANDONED										
4. TIME INDIVIDUAL SPENT IN WATER											
A. TIME INDIVIDUAL SPENT IN LIFE RAFT		HOURS	MINUTES	9. ALERTING/ COMMUNICATIONS PROBLEMS							
				A - POOR RADIO RECEPTION		B - TELEPHONE LINE BUSY					
				C - POOR RADIO DISCIPLINE		D - AIRCRAFT RADIO/IFF EQUIP. INOPERATIVE					
				E - POOR RADIO PROCEDURES		Y - OTHER					
5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO											
A. ACTUAL RESCUE VEHICLE					B. NEAREST RESCUE VEHICLE						
6. PERSONNEL/ VEHICLES PARTICIPATING IN RESCUE											
A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON											
TYPE/MODEL	LOCATION WHEN ALERTED	DUTY WHEN ALERTED									
B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE?											
E. NORMAL GROUND/WATER EGRESS		X - NO	Z - UNK	10. DELAYS IN DEPARTURE OF RESCUE VEHICLES							
SPECIFY HOW											
A - PARACHUTED	B - JUMPED WITHOUT PARACHUTE	DESCENDED			11. RESCUE VEHICLE PROBLEMS ENROUTE						
		C - LINE/LADDER/NET									
D - LOWERED BY HOIST	E - NORMAL GROUND/WATER	Y - OTHER	A - HEADWIND		B - POOR VISIBILITY		C - HIGH SEA STATE				
C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE REPORTS											
D. NUMBER SEARCH AND RESCUE HOURS		G - RESCUERS LOST		E - NATURE OF TERRAIN		OTHER OBSTRUCTIONS (Fences, etc.)					
				Y - OTHER							
7. RESCUE EQUIP. USED (Use numbers to show sequence)											
A - SLING	B - SEAT	C - CARGO NET									
D - ROPE	E - LIFE RING	F - BASKET									
G - BOOM NET	H - DAVIT	J - RAFT									
K - WEBBING CUTTERS	L - CHICAGO GRIP	M - GRAPNEL									
N - BOARDING LADDER	P - KNIFE/AXE/SAW	MAKE SHIFT Q - CARRIER SUPPORT									
R - FIRST AID EQUIPMENT	S - TREE PENETRATOR SEAT	T - HELICOPTER PLATFORM									
U - STRETCHER	V - CABLE CUTTERS	W - HELICOPTER RESCUE BOOM									
Y - OTHER											
8. RESCUE ALERTING MEANS (Use numbers to show sequence)											
A - WITNESSED		RADAR B - SURVEILLANCE		OVERDUE C - REPORT TO SAR							
D - AIRBORNE RADIO RELAY		E - CRASH PHONE		F - OTHER TELEPHONE							
G - RADIO CALL VISUAL		H - RADIO SURVIVAL TYPE		OTHER J - RADIO REPORT							
K - SIGNALLING EQUIPMENT		L - AUDIO SIGNALLING EQUIPMENT		M - SURVIVOR REPORT							
Y - OTHER											
12. PROBLEMS IN LOCATING INDIVIDUAL (or keeping in sight)											
A - HEAVY SEAS					B - TREES						
C - FOG/ CLOUDS					D - PRECIPITATION						
E - DARKNESS					F - RADIO INTERFERENCE						
G - CONFUSION DUE TO OTHER LIGHTS					H - MALFUNCTION OF DIRECTIONAL EQUIPMENT						
J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR					K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN						
L - LOSS OF RADIO/ RADAR CONTACT					Y - OTHER						
<p style="text-align: center;">CODES<sup>1</sup></p> <p style="text-align: center;">(Use appropriate code in Item 1 to indicate the role this person's training played in survival.)</p> <p>0 - NOT A FACTOR                      4 - LACK OF TNG POSSIBLE FACTOR</p> <p>1 - DEFINITELY HELPED              7 - POSSIBLY HELPED</p> <p>2 - POSSIBLY HELPED              8 - LACK OF TNG DEFINITE FACTOR</p> <p>3 - LACK OF TNG DEFINITE FACTOR              9 - ROLE UNKNOWN</p>											

13. LOCATOR MEANS (Use Alpha to show sequence)					
01 - SURVIVOR LOCATED RESCUERS					18 - MIRROR
02 - MISHAP OBSERVED					19 - REFLECTIVE SURFACE OTHER THAN CODE 16, 17 OR 18
03 - MISHAP SITE LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT					20 - RAFT/VEST/PONCHO
04 - INDIVIDUAL LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT					21 - FLIGHTSUIT/HELMET
05 - OTHER AIRCRAFT ORBITING SCENE TO DIRECT RESCUE PERSONNEL					22 - PARACHUTE
06 - RADIO OR RADAR RECTOR OR DF STEER					23 - FLARE, MK 13, MOD 0
07 - AIRCRAFT RADIO AFTER MISHAP					24 - SMOKE, MK 13, MOD 0
08 - RADAR CHAFF					25 - FLARE, PEN GUN TYPE
09 - SONAR BUOY					26 - VERY PISTOL
10 - WALKIE-TALKIE					27 - TRACERS
11 - CRT 3 (Gibson Girl)					28 - STROBE LIGHT
12 - SARAH BEACON					29 - FLASHLIGHT
13 - PRT-3/URT-21					30 - SIGNAL WAND
14 - PRC-32/URC-11					31 - FIRE/SMOKE
15 - PRC-49/URC-10					32 - DYE MARKER
16 - CORNER REFLECTOR					33 - WHISTLE
17 - REFLECTIVE TAPS					34 - VOICE
					35 - GUNFIRE
					36 - SIGNALS TRAMPED IN SNOW, ETC.
					99 - OTHER
14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS INDIVIDUAL					
A - INADEQUATE FLOTATION GEAR	B - INADEQUATE COLD WEATHER GEAR	C - LACK OF SIGNALING EQUIP.	D - LACK OF OTHER EQUIP.	E - UNFAMILIAR WITH PROC/ EQUIP.	F - CONFUSED, DAZED, DISORIENTED
G - INCAPACITATED BY INJURY	H - POOR PHYSICAL CONDITION	J - FATIGUE	K - WEATHER	L - TOPOGRAPHY (Swamps, mts, desert, etc.)	M - DARKNESS
N - THROWN OUT OF RAFT	P - HUNGER	Q - INSECTS, SNAKES, ANIMALS, ETC.	R - SHARKS	S - EXPOSURE (Heat, cold, sunburn, fuel, salt water ingestion)	
T - THIRST	U - ENTANGLEMENT (Other than parachute)		Y - OTHER		
15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS					
1 - INADEQUACY/LACK OF RESCUE VEHICLE	2 - FAILURE OF RESCUE EQUIPMENT	3 - INADEQUACY/LACK OF RESCUE EQUIPMENT	4 - FAILURE OF OTHER THAN RESCUE VEHICLE		
A - FAILURE OF RESCUE VEHICLE (Mechanical problem)	B - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING	C - INADEQUATE MEDICAL FACILITIES/EQUIP.	D - FIRE/EXPLOSION		
E - ENTRAPMENT IN AIRCRAFT	F - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL	H - CARELESSNESS BY RESCUE PERSONNEL	J - RESCUE VEHICLE ACCIDENT		
K - COMMUNICATION	L - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE	M - TOPOGRAPHY (Rough seas, mts., etc.)	N - INTERFERENCE FROM OTHER VEHICLES		
P - WEATHER	Q - DARKNESS	R - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE	S - HAMPERED BY PERSONAL SURVIVAL EQUIP. OF PERSON BEING RESCUED		
T - FLOATING DEBRIS	U - PRIMARY RESCUER DE-LAYED AWAITING FUTILE ATTEMPTS BY OTHER RESC.	V - HAMPERED BY HELICOPTER DOWNWASH	W - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED		
X - VICTIM PULLED AWAY BY EXTREME FORCES					
16. INDIVIDUAL'S PHYSICAL CONDITION		DURING RESCUE	AFTER RESCUE	17. FACTOR THAT HELPED RESCUE/RECOVERY	
FULLY ABLE TO ASSIST	1			1 - RESCUE PERSONNEL TRAINING	
PARTIALLY ABLE TO ASSIST	2			2 - TRAINING OF PERSON TO BE RESCUED	
IMMOBILE OR UNCONSCIOUS	3			3 - AIRCRAFT EMERGENCY ESCAPE MEANS	
DECEASED	4			4 - PERSONAL EQUIPMENT RELEASES/ACTUATORS	
UNKNOWN	9			5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS	
				6 - AVAILABILITY OF RESCUE EQUIPMENT	
				7 - SUITABILITY OF RESCUE EQUIPMENT	
				8 - SURVIVOR'S TECHNIQUES	
				9 - COORDINATION OF RESCUE EFFORTS	
18. REMARKS PERTINENT TO ITEMS MARKED ABOVE AND MEDICAL OFFICER'S RECOMMENDATIONS PERTAINING TO RESCUE AND SURVIVAL.					

(b) (6)

(b) (6)

KODAK SAFETY FILM

KODAK SAFETY FILM

IX. FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

The following general comments and recommendations apply to all crewmembers of Aircraft #67-21476.

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

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	X	YES		NO	NUMBER OF HOURS SPENT 110	DATE OF REPORT
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	X	YES		NO	NUMBER OF HOURS SPENT 30	NO. REPORTS PREPARED
FLIGHT SURGEON'S NAME AND GRADE (b)(6) Capt	DUTY STATION Otis AFB		(b)(6)			
(b)(6)						

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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

ATCH 1

(b) (6)

(b) (6)

**LIFE SCIENCES REPORT OF AN INDIVIDUAL INVOLVED IN AN AF ACCIDENT/INCIDENT  
SECTION A, AIRCRAFT ACCIDENT/INCIDENT**

I. FLIGHT DATA					
1. TERRAIN CLEARANCE AT TIME OF EMERGENCY (Feet)	2. CABIN ALTITUDE AT TIME OF EMERGENCY (Feet)	7. CLOUD CONDITIONS			
		0 - CLEAR		1 - OVERCAST	
3. TIME AT CABIN ALTITUDE		2 - UNDERCAST		3 - IN CLOUDS	
HOURS	MINUTES	4 - IN AND OUT OF CLOUDS		8 - OTHER (Specify)	
4. AMBIENT ALTITUDE AT TIME OF EMERGENCY (Feet)	5. TIME AT AMBIENT ALTITUDE		8. HORIZON		
	HOURS	MINUTES	1 - DISTINCT		2 - OBSCURED
6. PLACE IN FORMATION			8 - OTHER (Specify)		
B - SINGLE AIRCRAFT		L - LEAD	W - WING	9. DURATION OF FLIGHT	
Y - OTHER (Specify)				HOURS	MINUTES

II. MEDICAL INFORMATION					
1. DEGREE OF INJURY			2. DAYS HOSPITALIZED	3. DAYS IN QUARTERS	
1 - NONE	X 3 - MAJOR	5 - MISSING LAND	2	0	
2 - MINOR	4 - FATAL	6 - MISSING WATER	7 - UNKNOWN	4. GROUNDED-DURATION (Days)	
			28 Est	5. UNCONSCIOUS-DURATION	
			HOURS		MINUTES
			0		0

6. INJURIES INCURRED DURING MISHAP (Use standard DoD terminology for body part, diagnosis, and cause of injury.)			CODES			
BODY PART	DIAGNOSIS	CAUSE	P	D	C	
	N.E.					
BODY PART	DIAGNOSIS	CAUSE	P	D	C	
	N.E.					
BODY PART	DIAGNOSIS	CAUSE	P	D	C	
	N.E.					
BODY PART	DIAGNOSIS	CAUSE	P	D	C	
	N.E.					
BODY PART	DIAGNOSIS	CAUSE	P	D	C	
	N.E.					

7. LABORATORY TESTS	TISSUE TESTED	METHOD USED	LAB TESTING	RESULT	CODES (Leave blank)
CARBON MONOXIDE	N.E.				
ALCOHOL	N.E.				
LACTIC ACID					
OTHER (Specify)					

**B. X-RAY RESULTS**  
(b) (6)

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (As applicable)	
	ANNUAL PHYS	SICK CALL	AUTOP-SY	OTHER	AUTHORITY	DATE
N.E.						

10. AUTOPSY CONDUCTED BY		11. MATERIAL SUBMITTED TO AFIP	
M - MILITARY PATHOLOGIST	F - FLIGHT SURGEON	1 - AUTOPSY REPORT	3 - PICTURES
C - CIVILIAN PATHOLOGIST	Y - OTHER	2 - FROZEN TISSUE	4 - FIXED TISSUE

12. REMARKS OR CONTINUATION OF ABOVE

(b) (6)	(b) (6)	DATE OF MISHAP 24 Jan 69	LEAVE BLANK	
ASSIGNED UNIT 4753 ADS(T)	BASE TIS	COMMAND ADC	W/S NO.	PERSON NO.
AIRCRAFT TYPE, MODEL AND SERIAL NO. EC-121R #67-21476	AERONAUTICAL RATING None			







IV. PERSONAL DATA															
1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE ACCIDENT															
A. PRIMARY					B. CONTRIBUTING			C. NONE							
1-DEF.	2-PROB.	3-POSS.	4-DEF.	5-PROB.	6-POSS.	7-DEF.	8-PROB.	9-POSS.	0 - NONE						
2. BACKGROUND DATA (Complete for all pilots and others who possibly contributed to mishap.)															
A. DATE LAST LEAVE ENDED (Day-month-year)		B. DAYS DURATION LAST LEAVE		C. TYPE OF LAST LEAVE TAKEN											
				1. ORD.	2. EMERG.	3. REENLIST.	4. GRADUATION	5. SICK OR CONVALESCENT	6. DELAY ENR.						
									9. UNKNOWN						
D. DATE OF LAST PREVIOUS FLIGHT (Day, month, year)		E. HRS FLOWN IN LAST 24 HOURS		F. HRS FLOWN IN LAST 48 HOURS		G. MISSIONS FLOWN IN LAST 24 HOURS									
H. MISSIONS FLOWN IN LAST 48 HOURS		I. HOURS WORKED IN LAST 24 HOURS		J. HOURS WORKED IN LAST 48 HOURS		K. HOURS SLEPT IN LAST 24 HOURS									
L. HRS SLEPT IN LAST 48 HOURS		M. HRS CONTINUOUS DUTY PRIOR TO MISHAP		N. HRS CONTINUOUSLY AWAKE PRIOR TO MISHAP		O. HRS DURATION OF LAST SLEEP PERIOD		P. TIME IN COCKPIT PRIOR TO FLIGHT (Hrs., min.)							
3. PHYSIOLOGICAL AND VERTIGO TRAINING (For all personnel)															
TYPE OF TRAINING ACCOMPLISHED				PLACE TRAINING ACCOMPLISHED			COMPLETED		ROLE IN MISHAP <sup>1</sup>						
							MONTH	YEAR							
Physiological training				1. Mather AFB, California			Feb	66	0						
" "				2. Otis AFB, Mass.			Dec	68	0						
4. ANTHROPOMETRIC DATA															
A. DATE OF BIRTH (Day, month, year)			D. SITTING HEIGHT (Inches)			G. BUTTOCK-KNEE LENGTH (Inches)									
(b) (6)															
B. HEIGHT (Inches)			E. TRUNK HEIGHT (Inches)			H. LEG LENGTH (Inches)									
70"															
C. WEIGHT (Lbs.)			F. FUNCTIONAL REACH (Inches)			I. SHOULDER WIDTH (Bilateroid) (Inches)									
145															
5. TOTAL YEARS OF FORMAL EDUCATION															
(b) (6)															
6. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap.)															
N.A.															
NAME OF INDIVIDUAL						SERVICE NO.									
(b) (6)						(b) (6)									
<sup>1</sup> For role in mishap, use the following code: <table style="width:100%; border:none;"> <tr> <td style="width:33%;">0 - NO IMPORTANCE</td> <td style="width:33%;">2 - TNG POSSIBLY HELPED</td> <td style="width:33%;">4 - LACK OF TNG POSSIBLE FACTOR</td> </tr> <tr> <td>1 - TNG DEFINITELY HELPED</td> <td>3 - LACK OF TNG DEFINITE FACTOR</td> <td>9 - UNKNOWN</td> </tr> </table>										0 - NO IMPORTANCE	2 - TNG POSSIBLY HELPED	4 - LACK OF TNG POSSIBLE FACTOR	1 - TNG DEFINITELY HELPED	3 - LACK OF TNG DEFINITE FACTOR	9 - UNKNOWN
0 - NO IMPORTANCE	2 - TNG POSSIBLY HELPED	4 - LACK OF TNG POSSIBLE FACTOR													
1 - TNG DEFINITELY HELPED	3 - LACK OF TNG DEFINITE FACTOR	9 - UNKNOWN													

V. PERSONAL, SURVIVAL, AND ESCAPE EQUIPMENT								
NOMENCLATURE AND MODEL DESIGNATION	RE-QUIRED	AVAIL-ABLE	USED	NEEDED	DIS-CARDED	LOST	FAILED	PROBLEMS
<b>CLOTHING (Suits, headgear, shoes, gloves, visor, underwear, etc.)</b>								
K2B Coveralls	X		A/E					
Flight Boots	X		A/E					
Gloves	X							Not wearing
MA-1 Jacket		X						12
<b>OXYGEN MASK</b>								
<b>OXYGEN REGULATOR</b>								
<b>LIFE VEST</b>								
LIFE RAFT	X	X						
<b>SURVIVAL RADIO(S)</b>								
<b>SIGNALLING DEVICES</b>								
<b>SURVIVAL KIT (Container)</b>								
<b>OTHER SURVIVAL GEAR</b>								
<b>RESTRAINTS (Lap belts, shoulder harness, leg restraints)</b>								
Lap Belt	X							Standing on Flight Deck
<b>PARACHUTE - TYPE</b>								
C-12 Chest		X						
<b>PARACHUTE CANOPY RELEASE</b>								
J-1		X						
<b>PARACHUTE OPENING/DEPLOYMENT DEVICES</b>								
<b>SEAT TYPE</b>								
<b>OTHER</b>								





**VIII. SURVIVAL AND RESCUE**

**1. SURVIVAL TRAINING**

TYPE TRAINING	COURSE NO. AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED		CODES <sup>1</sup>
			MO.	YR.	
WATER SURVIVAL					
JUNGLE SURVIVAL					
ARCTIC SURVIVAL					
LAND SURVIVAL					
DESERT SURVIVAL					

**2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE, IF WIDELY VARIABLE, GIVE RANGE**

A - WATER TEMP.	F.	TERRAIN	G.	WEATHER
B - AIR TEMP.		1 - OPEN GROUND	6 - ICE/SNOW	1 - CLEAR
C - SURFACE WINDS (Knots)		2 - WOODS/JUNGLE	7 - SWAMP	2 - OVERCAST
D - WAVE HEIGHT (Feet)		3 - MOUNTAINS	8 - OTHER	3 - FOG
E - WAVE FREQUENCY (per min.)		4 - DESERT	9 - UNKNOWN	4 - RAIN
		5 - WATER		5 - SNOW
				6 - SLEET
				7 - HAIL
				8 - OTHER
				9 - UNKNOWN

**3. TIME SEQUENCE FOR RESCUE EVENTS**

EVENTS	TIME LAPSE			TIME	LIGHT CONDITIONS			
	DAYS	HOUR	MIN.		DAY	NIGHT	DAWN	DUSK
A. RESCUE PERSONNEL NOTIFIED MISHAP OCCURRED								
B. FIRST RESCUE VEHICLE DEPARTED								
C. INDIVIDUAL LOCATED BY RESCUE PERSONNEL								
D. INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE/PERSONNEL								
E. INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE								
F. RESCUE COMPLETED (Person returned to station, hospital, etc.) OR ABANDONED								

**4. TIME INDIVIDUAL SPENT IN WATER**

HOURS	MINUTES

**9. ALERTING/COMMUNICATIONS PROBLEMS**

A. TIME INDIVIDUAL SPENT IN LIFE RAFT	HOURS	MINUTES	A - POOR RADIO RECEPTION	B - TELEPHONE LINE BUSY
			C - POOR RADIO DISCIPLINE	D - AIRCRAFT RADIO/IFF EQUIP. INOPERATIVE
			E - POOR RADIO PROCEDURES	Y - OTHER

**5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO**

A. ACTUAL RESCUE VEHICLE	B. NEAREST RESCUE VEHICLE
--------------------------	---------------------------

**10. DELAYS IN DEPARTURE OF RESCUE VEHICLES**

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE	A - VEHICLE OPERATOR NOT AVAILABLE	B - VEHICLE NOT READY
A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON	C - VEHICLE CREW NOT AVAILABLE	D - COMMUNICATIONS BREAK DOWN
TYPE/MODEL	LOCATION WHEN ALERTED	DUTY WHEN ALERTED
B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE?	E - COMPLETING PREVIOUSLY ASSIGNED DUTIES	F - LACK OF INFORMATION ON CRASH SITE
E. NORMAL GROUND/WATER EGRESS	X - NO	Z - UNK
SPECIFY HOW		
A - PARACHUTED	B - WITHOUT PARACHUTE	C - LINE/LADDER/NET
D - LOWERED BY HOIST	E - GROUND/WATER	Y - OTHER
G. NATURE OF TERRAIN	H - WEATHER	Y - OTHER

**11. RESCUE VEHICLE PROBLEMS ENROUTE**

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE REPORTS	A - HEADWIND	B - POOR VISIBILITY	C - HIGH SEA STATE
D. NUMBER SEARCH AND RESCUE HOURS	D - MECHANICAL PROBLEMS	E - NATURE OF TERRAIN	F - OTHER OBSTRUCTIONS (Fences, etc.)
	G - RESCUERS LOST	Y - OTHER	

**7. RESCUE EQUIP. USED (Use numbers to show sequence)**

A - SLING	B - SEAT	C - CARGO NET
D - ROPE	E - LIFE RING	F - BASKET
G - BOOM NET	H - DAVIT	J - RAFT
K - WEBBING CUTTERS	L - CHICAGO GRIP	M - GRAPNEL
N - BOARDING LADDER	P - KNIFE/AXE/SAW	Q - MAKE SHIFT CARRIER SUPPORT
R - FIRST AID EQUIPMENT	S - TREE PENETRATOR SEAT	T - HELICOPTER PLATFORM
U - STRETCHER	V - CABLE CUTTERS	W - HELICOPTER RESCUE BOOM
Y - OTHER		

**12. PROBLEMS IN LOCATING INDIVIDUAL (or keeping in sight)**

A - HEAVY SEAS	B - TREES
C - FOG/CLOUDS	D - PRECIPITATION
E - DARKNESS	F - RADIO INTERFERENCE
G - CONFUSION DUE TO OTHER LIGHTS	H - MALFUNCTION OF DIRECTIONAL EQUIPMENT
J - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR	K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN
L - LOSS OF RADIO/RADAR CONTACT	Y - OTHER

**B. RESCUE ALERTING MEANS (Use numbers to show sequence)**

A - WITNESSED	B - RADAR SURVEILLANCE	C - OVERDUE REPORT TO SAR
D - AIRBORNE RADIO RELAY	E - CRASH PHONE	F - OTHER TELEPHONE
G - RADIO MAYDAY CALL VISUAL	H - RADIO SURVIVAL TYPE	J - OTHER REPORT
K - SIGNALLING EQUIPMENT	L - AUDIO SIGNALLING EQUIPMENT	M - SURVIVOR REPORT
Y - OTHER		

**CODES<sup>1</sup>**  
 (Use appropriate code in Item 1 to indicate the role this person's training played in survival.)

0 - NOT A FACTOR  
 1 - DEFINITELY HELPED  
 2 - POSSIBLY HELPED  
 3 - LACK OF TNG DEFINITE FACTOR

4 - LACK OF TNG POSSIBLE FACTOR  
 9 - ROLE UNKNOWN

13. LOCATOR MEANS (Use Alpha to show sequence)	
01 - SURVIVOR LOCATED RESCUERS	18 - MIRROR
02 - MISHAP OBSERVED	19 - REFLECTIVE SURFACE OTHER THAN CODE 16, 17 OR 18
03 - MISHAP SITE LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	20 - RAFT/VEST/PONCHO
04 - INDIVIDUAL LOCATED WITHOUT AID OF SIGNALS OR PERSONAL EQUIPMENT	21 - FLIGHTSUIT/HELMET
05 - OTHER AIRCRAFT ORBITING SCENE TO DIRECT RESCUE PERSONNEL	22 - PARACHUTE
06 - RADIO OR RADAR RECTOR OR DF STEER	23 - FLARE, MK 13, MOD 0
07 - AIRCRAFT RADIO AFTER MISHAP	24 - SMOKE, MK 13, MOD 0
08 - RADAR CHAFF	25 - FLARE, PEN GUN TYPE
09 - SONAR BUOY	26 - VERY PISTOL
10 - WALKIE-TALKIE	27 - TRACERS
11 - CRT 3 (Gibson Girl)	28 - STROBE LIGHT
12 - SARAH BEACON	29 - FLASHLIGHT
13 - PRT-3/URT-21	30 - SIGNAL WAND
14 - PRC-32/URC-11	31 - FIRE/SMOKE
15 - PRC-49/URC-10	32 - DYE MARKER
16 - CORNER REFLECTOR	33 - WHISTLE
17 - REFLECTIVE TAPS	34 - VOICE
	35 - GUNFIRE
	36 - SIGNALS TRAMPED IN SNOW, ETC.
	99 - OTHER

14. SURVIVAL PROBLEMS ENCOUNTERED BY THIS INDIVIDUAL						
A - FLOTATION GEAR	B - COLD WEATHER GEAR	C - LACK OF SIGNALING EQUIP.	D - OTHER EQUIP.	E - UNFAMILIAR WITH PROC/EQUIP.	F - CONFUSED, DAZED, DISORIENTED	
G - INCAPACITATED BY INJURY	H - POOR PHYSICAL CONDITION	J - FATIGUE	K - WEATHER	L - TOPOGRAPHY (Swamps, mts, desert, etc.)	M - DARKNESS	
N - THROWN OUT OF RAFT	P - HUNGER	Q - INSECTS, SNAKES, ANIMALS, ETC.	R - SHARKS	S - EXPOSURE (Heat, cold, sunburn, fuel, salt water ingestion)		
T - THIRST	U - ENTANGLEMENT (Other than parachute)		Y - OTHER			

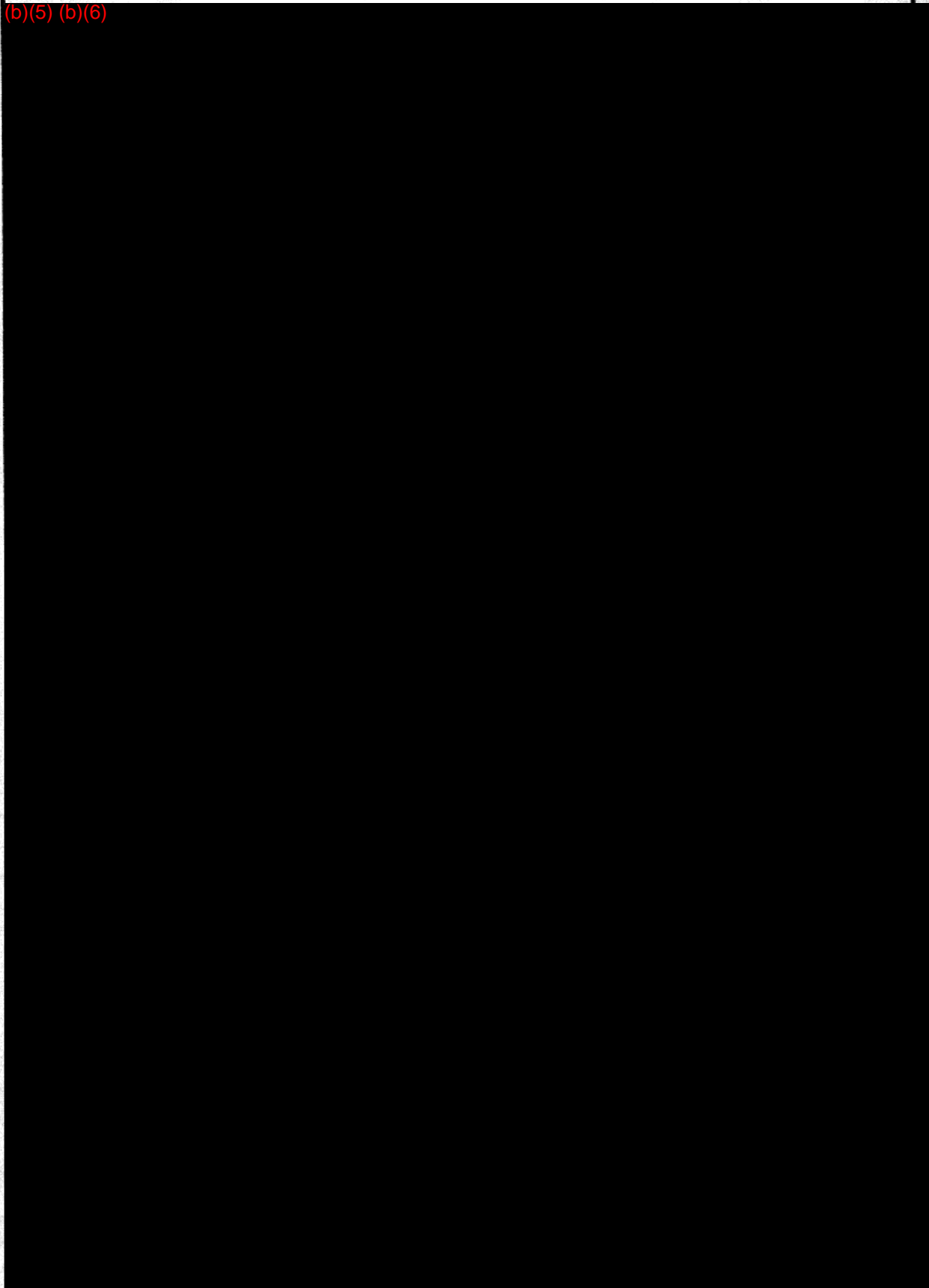
15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS			
1 - INADEQUACY/LACK OF RESCUE VEHICLE	2 - FAILURE OF RESCUE EQUIPMENT	3 - INADEQUACY/LACK OF RESCUE EQUIPMENT	4 - FAILURE OF OTHER THAN RESCUE VEHICLE
A - FAILURE OF RESCUE VEHICLE (Mechanical problem)	B - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING	C - INADEQUATE MEDICAL FACILITIES/EQUIP.	D - FIRE/EXPLOSION
E - ENTRAPMENT IN AIRCRAFT	F - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL	H - CARELESSNESS BY RESCUE PERSONNEL	J - RESCUE VEHICLE ACCIDENT
K - COMMUNICATION	L - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE	M - TOPOGRAPHY (Rough seas, mts., etc.)	N - INTERFERENCE FROM OTHER VEHICLES
P - WEATHER	Q - DARKNESS	R - WEIGHT/DRAW PROBLEM NOT DUE TO PARACHUTE	S - HAMPERED BY PERSONAL SURVIVAL EQUIP. OF PERSON BEING RESCUED
T - FLOATING DEBRIS	U - PRIMARY RESCUER DE-LAYED AWAITING FUTILE ATTEMPTS BY OTHER RESC.	V - HAMPERED BY HELICOPTER DOWNWASH	W - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED
X - VICTIM PULLED AWAY BY EXTREME FORCES			

16. INDIVIDUAL'S PHYSICAL CONDITION		DURING RESCUE	AFTER RESCUE	17. FACTOR THAT HELPED RESCUE/RECOVERY	
FULLY ABLE TO ASSIST	1			1 - RESCUE PERSONNEL TRAINING	
PARTIALLY ABLE TO ASSIST	2			2 - TRAINING OF PERSON TO BE RESCUED	
IMMOBILE OR UNCONSCIOUS	3			3 - AIRCRAFT EMERGENCY ESCAPE MEANS	
DECEASED	4			4 - PERSONAL EQUIPMENT RELEASES/ACTUATORS	
UNKNOWN	5			5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS	
				6 - AVAILABILITY OF RESCUE EQUIPMENT	
				7 - SUITABILITY OF RESCUE EQUIPMENT	
				8 - SURVIVOR'S TECHNIQUES	
				9 - COORDINATION OF RESCUE EFFORTS	

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

The following general comments and recommendations apply to all crewmembers of Aircraft #67-21476.


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



FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION	X	YES		NO	NUMBER OF HOURS SPENT 110	DATE OF REPORT
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS	X	YES		NO	NUMBER OF HOURS SPENT 30	NO. REPORTS PREPARED
NAME AND GRADE Capt		DUTY STATION Otis AFB				
NAME OF INDIVIDUAL (b)(6)						

FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS - continued

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



ATCH 1

(b) (6)



(b) (6)





598

X

551AEWCONWG OTIS AFB MASS

SMAMA/SMNTH/MCCLELLAN AFB CALIF

INFO: ADC/ADMHE-ED

USAF DIR AEROSP SAFETY/AFIDI-AS2/WORTON AFB CALIF

AFLC/MENT/SCMI/WRIGHT-PATTERSON AFB OHIO

IAF/1AFTRM-A/STEWART AFB NY

553RECONWG/DCRM-QC/URT AFB THAILAND

552AEWCONWG/DMHE-Q/MCCLELLAN AFB CALIF

966AEWCONSQ/DMHE-Q/MCCOY AFB FLA

~~UNCLAS~~ 551DMHE-Q

SUBJ: EIR Submitted IAW T.O. 00-35D-56, A.C. B. EC121R, 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, M. 36659, N. (1) one, 1-24 Jan 69, O. 5035-225-7977LF, P. EPN071-109, Q. 551AEW-269-9, R. 4 manhours, S. 36659, T. Ref T.O. IC-121(E)R-4, Pg 2-810D, Fig 216C Sensor Str Equipment and Lockheed - California Company drawing on Tape Recorder Installation Sensor and CICO Stations, EPN-173, Code Identification 036659. Tape recorder

//  
MAR 1969  
1 2

(b) (6)

TSgt (b) (6)  
Quality Control

SIGNED

JOSEPH A. MENTECKI, Colonel, USAF  
Chief of Maintenance

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

~~SECRET~~

Col Mentecki

TSgt (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 ditching. Tape recorder assembly broke loose from attaching mount on sensor station equipment rack when aircraft crash landed short of base runway. Req AMA Engineering Services Division make a study of the tape recorder assembly mounting brackets to the console. This request is based on the aircraft accident report involving EC121R aircraft, S/N 67-21476, U. S. V. Recommendation: Change present size 8-32 Tape Recorder Assembly Mount Screws to 1/4 - 28 size mount screws. Request that authorization be granted to correct this problem and 551 AEW Con Wg (HME-Q), Otis AFB Mass., be advised of results. W. Tape recorder assemblies remain mounted in aircraft with 8-32 size screws as originally installed. X. (b) (6)

SMSgt, USAF (b) (6), Y. Yes, Joseph A. Mentecki, Colonel, USAF (b) (6)

2 2

551HME \_\_\_\_\_

Jan

~~SECRET~~

\_\_\_\_\_  
 \_\_\_\_\_ ONLY  
 \_\_\_\_\_ Required  
 \_\_\_\_\_

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 USE ONLY. (SPECIAL HANDLING REQUIRED)~~  
~~SEE AFR 127-4~~

Removed by direction of  
HQ AFSEC/JA, October 2015

1-24-279

FLIGHT RECORD INQUIRY

AS OF 31 DEC 1968

PAGE 1

ORGN	NAME	SERVICE NR PFX SERIAL	GRADE	AF COMP	BIRTH MO YR	AERO-RATING	2ND AERO-RATING	ORIG-RT MO YR	FLYING CAT-EXC
SPBN	(b) (6)	(b) (6)	MAJ	RES	(b) (6)	SENIOR PILOT	UNKNOWN	01 55	1Y

MISSION / DESIGN SUMMARIES

CQ	MISS-DESN SERIES	TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMAND	AC-CMDR	OTHER RATED	LAND- INGS	SORTIES	LAST-FLOWN		FRST-FLOWN	
											YR	MO	YR	MO
	RC/EC121	390.1	79.6	268.9	41.6				66	85	68	09	67	12
	C 121	5.9	2.9		3.0					2	68	11	68	11
	E/TC121C	5.0	1.0	4.0					3	1	67	11	67	11
	EC 121D	503.5	186.8	116.0	180.7	20.0			53	99	68	11	67	08
	PREV DIF		2567.5	672.6	974.3	9.3-					68	11	68	11

FLYING HOUR CAREER TOTALS

RATED FLYING TIME	904.5	JET-TIME	
CIVILIAN - OVER 450 HP		COMBAT	757.7
FOREIGN MILITARY		COMBAT-SUPPORT	
OTHER U.S. MILITARY			
STUDENT	261.3		
TOTAL HOURS	1165.8		

NOT RECONCILED THIS MONTH, NO BASE CAREER TOTAL

1-24-2 1/24

FLIGHT RECORD INQUIRY

AS OF 31 DEC 1968

PAGE 1

ORGN	NAME	SERVICE NR PFX SERIAL	GRADE	AF COMP	BIRTH MO YR	AERO-RATING	2ND AERO-RATING	ORIG-RT MO YR	FLYING CAT-EXC
SPBN	(b) (6)	(b) (6)	MAJ	RES	(b) (6)		UNKNOWN	10 53	1Y

MISSION / DESIGN SUMMARIES

MISS-DESN SERIES	TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMAND	AC-CMDR	OTHER RATED	LAND- INGS	SORTIES	LAST-FLOWN		FRST-FLOWN	
										YR	MO	YR	MO
EB/B 57	2.0	2.0								59	07	59	07
F 84	106.0	106.0								54	07	54	01
F 86F/H	432.0	393.0	39.0							57	01	54	07
F 100	3.0	3.0								59	01	59	01
RC/EC121	4200.0	2258.0	646.1	1295.9				57	116	68	09	59	10
H 19	2.0			2.0						57	08	57	08
T 33	444.0	428.0		16.0						62	12	53	11
C 47	71.0	54.0		17.0				3	4	62	01	61	06
C 121	181.2	52.0	95.2	34.0				7	4	68	11	67	09
E/TC121C	5.7	5.0	.5	.2		3.3		42	90	68	11	67	07
EC 121D	559.4	239.4	145.9	170.8						65	03	60	02
U 3	1374.0	130.0	1222.0	22.0						61	07	61	07
U 6	6.0	5.0		1.0									

FLYING HOUR CAREER TOTALS

RATED FLYING TIME	7386.3	JET-TIME	987.0
CIVILIAN - OVER 450 HP		COMBAT	1334.9
FOREIGN MILITARY		COMBAT-SUPPORT	
OTHER U.S. MILITARY	260.0		
STUDENT			
TOTAL HOURS	7646.3		

NOT RECONCILED THIS MONTH, NO BASE CAREER TOTAL

000006 CANS 546200130200610080

A200017Y000A2-100180 A20200190 #01888215080610150

90104 FEB 69A2013823

PREPARED 04 FEB 69

PILOTS I N O I V I D G A L F L I G H T R E C O R D P C N 22100A

AS OF 31 JAN 69

(b) (6)

MAJ (b) (6)

0 4753 AOC 1Y

DATE	M/D/S	ASN SYN	DUTY POS	TOTAL	DAY VFR	INST	NIGHT VFR	INST	SIML INST	LANDINGS TYPE AND NR	PENT S W	APPR P A	NR OF SORTIES	LOCAL USE	RMS
12 12	SMR121D	T3	IP	3.0	3.0										
01 03	SMR121D	T3	IP	3.0	3.0										
01 07	C121G	T3T	IP	4.5	3.5	1.0							1		T
01 07	C121G	T3T	FP	.5									1		T
01 08	SMR121D	T3	IP	3.0	3.0				.5	LL 1			1		
01 21	EC121R	T3U	IP	5.0	3.0	1.0	.5	.5		LL 1		1	1		T
01 22	EC121R	T3U	IP	4.3	3.3	1.0	.5	.5					1		
				* 14.3	9.8	3.0	.5	.5	.5	2			1		
				** 14.3	9.8	3.0	.5	.5	.5	2			1		
				TOTAL	I/PILOT	PILOT	COPILOT	COB PILOT	AC	CHUR	OTHER	COMBAT	COM	SP	
THIS MONTH				14.3	13.8	.5	.0	.0	.0	3.3	.0	1334.9	.0	.0	
TO DATE				7443.1	2191.3	3684.3	1504.2	.0	.0		.0				
STUDENT				260.0											
CIV(OVER 450)				.0											
OTHER US MIL				.0											
FOREIGN MIL				.0											
TOTAL TIME				7703.1											

Approved for Release  
 CIA-RDP80-01080A000100010001-6

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 HQ AFSEC/JA, October 2015

PREPARED 04 FEB 69

PILOTS INDIVIDUAL FLIGHT RECORD PCN 22100A

AS OF 31 JAN 69

SPSN

(b) (6)

MAJ (b) (6) 0 4753 ADC 1Y

DATE	M/D/S	NSR SYN	DUTY POS	TOTAL	DAY WFR	INST	FLIGHT WFR	INST	SIHL INST	LANDINGS TYPE AND NR	PENT S W	APPR P N	NR OF SORTIES	LOCAL USE	RKS
12 12	SMR1210	T3	IP	3.0	3.0								1		T
01 06	SMR1210	T3	IP	3.0	3.0								1		T
01 08	LC121R	T3D	IP	5.0	2.0		2.4						1		
01 14	EC121R	T3D	IP	5.0	4.5	.5							1		
01 15	EC121R	T3D	IP	5.0	8.0		1.0		.5	LN 1		1	3		
01 16	C121G	T3T	IP	5.0	3.5		1.0			LN 1		1	1		
01 20	EC121R	T3D	IP	5.1	3.0		2.0	.1					1		
01 21	EC121R	T3D	CP	2.4	1.5	.5	.2	.2				1	1	1	
01 21	EC121R	T3D	FP	2.0	1.5	.5	.3	.3		LL 1		3	2	9	
01 22	EC121R	T3D	FP	4.3	3.3	1.0						3	2	9	
				* 39.0	27.9	2.5	7.5	.6	.5			3	9		
				** 39.0	27.9	2.5	7.5	.6	.5			3	9		
				TOTAL	I/PILOT	PILOT	CGPILOT	CHD PILOT	AC CHDR	OTHER	COMBAT	COM	SP		
				39.0	29.7	6.9	2.4	.0	10.7	.0	757.7	.0	.0		
				5166.6	1102.0	2651.9	1202.0	.0							
THIS MONTH				39.0											
TO DATE				5166.6											
STUDENT				261.3											
CEVCOVER 450)				.0											
OTHER US MIL				.0											
FOREIGN MIL				.0											
TOTAL TIME				5427.9											

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SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	17/02/9	D	Y2004EK-1150-0143	050 0407	

RIGHT AC GENERATOR  
 READING 120 VOLTS  
 ALL PHASES

TRANS. TO NEW  
 781A

(HAD REG. HAND)  
 (b) (6) SSgt [redacted] (b) (6) SSgt [redacted]  
 DATE CORRECTED 20/02/9  
 INSPECTED BY

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
X	19/02/9	D	ON STATIC #1	050-0034	Leaked Check

WHEN ROLLING INTO A TURN  
 THE PILOTS VVI INDICATES  
 800 TO 1000 FT RATE OF  
 DESCENT AND ALTIMETER DROPS  
 IMMEDIATELY TO 100 TO 200 FT

SYS NO LEAK FOUND. DISCONNECT  
 Pilot's Static Sys Blew out  
 Lines with Air Press.  
 Sys checks normal

CO-PILOTS VVI  
 DISCOVERED BY (b) (6) (b) (6)  
 DATE CORRECTED 19/02/9

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
			(CONTINUED)		

AND ALTIMETER REMAIN  
 CONSTANT. WHEN CHANGING  
 TO STATIC #2 IN FLIGHT  
 NO JUMP IN VERTICAL VELOCITY  
 OR AIRSPEED AS WE NOR-

ALLY HAVE. (b) (6) MAT  
 CORRECTED BY INSPECTED BY  
 DATE CORRECTED

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	19/02/9	D		050 0407	

PILOTS AND CO-PILOTS AIRSPEED  
 INDICATORS VARY, AT TIMES,  
 AS MUCH AS 10 KTS. IAS  
 ON FINAL APPROACH. (PILOTS  
 IAS 130 CO-PILOTS 120-130)

Leaked check sys in  
 Leak Found Disconnect Pilot  
 & Pilot's Sys Blew out  
 Lines with Air Press sys  
 checks normal

(b) (6) MAT (b) (6)  
 INSPECTED BY

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Special Handling Required  
 500 APR 1974



DATE FROM	TO	ORGN	LOCATION	MOS	SERIAL NO.
16/02/9	2002/9	(b) (6)	SSGT New 4 Co WG	OTIS AFB HHS EC-171R	67-21471
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION
V/62/9	D		Y2004EK-0150-0143	050 0407	
RIGHT AC GENERATOR			TRANS. TO NEW		
READING 120 VOLTS			781A		
ALL PHASES					
(CHD REG 4017)				DATE CORRECTED	
(b) (6)				20/02/9	
SSGT (b) (6)				INSPECTED BY	
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION
V/9/02/9	D		ON STATIC #1	050-0034	Leak check
WHEN ROLLING INTO A TURN			SYS NO LEAK FOUND. Disconnect		
THE PILOTS VVI INDICATES			Pilot static sys bleed out		
800 TO 1000 FT RATE OF			Lines with AIR PRESS.		
DESCENT AND ALTIMETER DROPS			Sys checks normal		
IMMEDIATELY 100 TO 200 FT			DATE CORRECTED		
CO-PILOTS VVI			19/02/9		
DISCOVERED BY			(b) (6)		
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION
V/19/02/9	D			050 0410	
AND ALTIMETER REMAIN			DATE CORRECTED		
CONSTANT. WHEN CHANGING			INSPECTED BY		
ON STATIC #2 IN FLIGHT					
NO JUMP IN VERTICAL VELOCITY					
OR AIRSPEED AS WE NOR-			CORRECTED BY		
MALICIOUSLY. (b) (6)			INSPECTED BY		
MNT			DATE CORRECTED		
PILOTS AND CO-PILOTS AIRSPEED			CORRECTIVE ACTION		
INDICATORS VARY, AT TIMES,			Leak check sys no		
AS MUCH AS 10 KTS. IAS			Leak Found. Disconnect Pilot		
ON FINAL APPROACH. (PILOTS			2 static sys bleed out		
IAS 130 CO-PILOTS 120-130)			Lines with AIR PRESS. Sys		
(b) (6)			checks normal		
MNT (b) (6)			DATE CORRECTED		
			19/02/9		
			INSPECTED BY		

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DATE FROM		TO		ORGN ST	LOCATION	MOS	PAGE 3 of 6 PAGES	
16/02/9		20/02/9					SSGT	New 4 Co WG 0715 AFB HHS
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION			
V/	16/02/9	D	Y2004EK-1150-0143	050 0407				
RIGHT AC GENERATOR					TRANS. TO NEW			
READING 100 VOLTS					781A			
ALL PHASES								
(CHD REG. AND)					DATE CORRECTED			
(b) (6)					20/02/9			
SSGT					INSPECTED BY			
SSGT								
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION			
X	19/02/9	D	ON STATIC #1	050-0034	Leak check			
WHEN ROLLING INTO A TURN					SYS NO LEAK FOUND. DISCONNECT			
THE PILOTS VVI INDICATES					Pilot Static Sys Blew out			
800 TO 1000 FT RATE OF					Lines with AIR PRESS.			
DESCENT AND ALTIMETER DROPS					Sys checks normal			
IMMEDIATELY TO 200 FT					DATE CORRECTED			
CO-PILOTS VVI					19/02/9			
DISCOVERED BY					(b) (6)			
SYM	DATE DISCD	CODE	DISCREPANCY	CORRECTIVE ACTION				
/	/	/	(CONTINUED)	A/c (b) (6)				
AND ALTIMETER REMAIN								
CONSTANT. WHEN CHANGING								
ON PILOTS SIDE,								
ON STATIC #2 IN FLIGHT								
NO JUMP IN VERTICAL VELOCITY								
OR AIRSPEED AS WE NOR-					DATE CORRECTED			
MALLY MADE.					/ /			
(b) (6)					CORRECTED BY			
MAT					INSPECTED BY			
SYM	DATE DISCD	CODE	DIS	REPORT NO.	CORRECTIVE ACTION			
X	19/02/9	D		050 0417				
PILOTS AND CO-PILOTS AIRSPEED					Leak check sys no			
INDICATORS VARY, AT TIMES,					Leak Found. Disconnect Pilot			
AS MUCH AS 10 KTS. IAS					2 Static Sys Blew out			
ON FINAL APPROACH. (PILOTS					Lines with AIR PRESS. SYS			
IAS 130 COMPASS 100-100)					checks normal			
(b) (6)					DATE CORRECTED			
MAT					19/02/9			
(b) (6)					INSPECTED BY			
A/c								

AFHQ FORM 781A

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800 APR 1974

DATE FROM		TO		ORGN SSGT	LOCATION	MOS	SERIAL NO.
16/02/9		20/02/9					
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION		
	1/62/9	D	Y2004EK-1150-0143	050 0407			
RIGHT AC GENERATOR				TRANS. TO NEW			
READING 120 VOLTS				781A			
ALL PHASES							
(ADD REG. 1012)				DATE CORRECTED		20/02/9	
DISCOVERED BY				INSPECTED BY			
SSGT				SSGT			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION		
X	8/02/9	D	ON STATIC #1	050-0034	Leaked Check		
WHEN ROLLING INTO A TURN				SYS NO LEAK FOUND. DISCONNECT			
THE PILOTS VVI INDICATES				PART OF STATIC SYS BLEW OUT			
800 TO 1000 FT RATE OF				LINES WITH AIR PRESS.			
DESCENT AND ALTIMETER DROPS				SYS CHECKS NORMAL			
IMMEDIATELY TO 200 FT				DATE CORRECTED		19/02/9	
DISCOVERED BY				INSPECTED BY			
CO-PILOTS VVI				A/C			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION		
			(CONTINUED)				
AND ALTIMETER REMAIN							
CONSTANT. WHEN CHANGING							
ON PILOTS SIDE							
ON STATIC #2 IN FLIGHT							
NO JUMP IN VERTICAL VELOCITY							
OR AIRSPEED AS WE NOR-				DATE CORRECTED			
MALLY MADE.				CORRECTED BY		INSPECTED BY	
MNT							
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION		
	19/02/9	D		050 0410			
PILOTS AND CO-PILOTS AIRSPEED				Leaked Check SYS NO			
INDICATORS VARY, AT TIMES,				Leak Found. DISCONNECT PART			
AS MUCH AS 10 KTS. IAS				OF STATIC SYS BLEW OUT			
ON FINAL APPROACH. (PILOTS				LINES WITH AIR PRESS. SYS			
IAS 130 CO-PILOTS 120-130)				CHECKS NORMAL			
				DATE CORRECTED		19/02/9	
DISCOVERED BY				INSPECTED BY			
MNT				MNT			

AFM FORM 781A

PREVIOUS EDITION WILL BE USED.

MAINTENANCE DISCREPANCY/WORK RECORD

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DATE FROM	TO	CREW NUMBER	ORGN	LOCATION	MDS	SERIAL NO.
16/02/9	2002/9	(b) (6)	SSGT	New 4 Co WG	OTIS AFB HHS	EC-171R
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO	CORRECTIVE ACTION	
1/62/9	D		Y2004EL-1150-0143	050 0407		
RIGHT AC GENERATOR				TRANS. TO NEW		
READING 120 VOLTS				781A		
ALL PHASES						
(IND REG)				DATE CORRECTED		
(b) (6)				20/02/9		
SSGT				INSPECTED BY		

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO	CORRECTIVE ACTION	
1/9/02/9	D		ON STATIC #1	050-0034	Leaked check	
WHEN ROLLING INTO A TURN				SYS NO LEAK FOUND. Disconnect		
THE PILOTS VVI INDICATES				Pilot static sys bleed not		
800 TO 1000 FT RATE OF				Lines with AIR PRESS.		
DESCENT AND ALTIMETER DROPS				Sys checks marginal		
IMMEDIATELY 100 TO 200 FT				DATE CORRECTED		
CO-PILOTS VVI				19/02/9		
DISCOVERED BY				A/C (b) (6)		

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO	CORRECTIVE ACTION	
1/19/02/9	D		(CONTINUED)	050 0407		
AND ALTIMETER REMAIN				DATE CORRECTED		
CONSTANT. WHEN CHANGING				1/1		
1.0 STATIC #2 IN FLIGHT						
NO JUMP IN VERTICAL VELOCITY						
OK AIRSPEED AS WE NOR-						
MALI HAVE.						
CORRECTED BY				INSPECTED BY		
MAT						

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO	CORRECTIVE ACTION	
1/19/02/9	D			050 0407		
PILOTS AND CO-PILOTS AIRSPEED				Leaked check sys no		
INDICATORS VARY, AT TIMES,				Leak Found Disconnect Pilot		
AS MUCH AS 10 KTS. IAS				2 Static sys bleed not		
ON FINAL APPROACH. (Kites				Lines with AIR PRESS. sys		
IAS 130 CO-PILOTS 120-130)				checks marginal		
(b) (6)				DATE CORRECTED		
MAT				19/02/9		
INSPECTED BY				A/C		

AF TO FORM 781A PREVIOUS EDITION WILL BE USED. MAINTENANCE DISCREPANCY/WORK RECORD

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DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
16/02/9	20/02/9					67-21471
SYM	DATE DISCD	CODE	DISCREPANCY	REG NO	NO	CORRECTIVE ACTION
X	19/02/9	D	R 254E 19040-0149	050	0408	

"F" SEGMENT OF DE-ICER  
 BOOBS DOES NOT INFLATE ON  
 LEFT WING. RIGHT WING OK.  
 E SEGMENT WORKS OK  
 ON BOTH WINGS.

TRANS. TO NEW 781A

DATE CORRECTED 20/02/9

INSPECTED BY (b)(6) SSGT

SYM	DATE DISCD	CODE	DISCREPANCY	REG NO	NO	CORRECTIVE ACTION
X	19/02/9	D	ON TOUCHDOWN THRO	050	0408	LOOSE

CO-PILOTS ALTITUDE INDICATED  
 100 FT AFTER TAKING IN  
 AND SCOTTING DOWN ENGINES  
 (APPROX 10-15 MIN) CO-PILOTS  
 ALTITUDE INDICATED 132 FT  
 (FIELD ELEVATION)

Check sys no leak  
 Ford; Disconnect first & state  
 ga. Blow out lines with  
 air. Check sys check

DATE CORRECTED 19/02/9

INSPECTED BY (b)(6) SSGT

SYM	DATE DISCD	CODE	DISCREPANCY	REG NO	NO	CORRECTIVE ACTION
X	19/02/9	B		050	0409	

SOFT SPOT IN FLOOR  
 NEXT TO RADIO OPER  
 RADIO CRT BKR PNL.

TRANS. TO NEW 781A

DATE CORRECTED 20/02/9

INSPECTED BY (b)(6) SSGT

SYM	DATE DISCD	CODE	DISCREPANCY	REG NO	NO	CORRECTIVE ACTION
X	19/02/9	P		050	0411	

ALL FUEL FUEL  
 LINE TO BE RE-TORQUED  
 BETWEEN SELECTOR  
 VALVES AND STRAINERS.

RE-TORQUED ALL  
 FUEL LINES BETWEEN SELECTOR  
 VALVES AND STRAINERS TO  
 600 IN. LBS INCL 10-12.150-25

DATE CORRECTED 19/02/9

INSPECTED BY (b)(6) SSGT

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# CERTIFICATE OF AIRCREW QUALIFICATION

TYPE OF CHECK	AFM 60-1 <input checked="" type="checkbox"/> PROFICIENCY <input type="checkbox"/> INSTRUMENT	MAJOR COMMAND <input type="checkbox"/> TACTICAL MISSION	OTHER (Specify)	DATE DUE 28 JUN 69	DATE COMPLETED 22 JAN 69
---------------	--	--	-----------------	-----------------------	-----------------------------

<b>I. AIRCREW IDENTIFICATION</b>	
NAME OF EXAMINEE (Last, First, Middle Initial) <b>(b) (6)</b>	GRADE MSGT
ORGANIZATION 4753rd ADS (TNG) (ADG)	BASE OTIS AFB, MASS 02542
TYPE AIRCRAFT (Model/Series) F4U-121B	CREW POSITION FE-ENGINEER
CREW NUMBER (If applicable) NA	

<b>II. PREREQUISITES</b>				
AERONAUTICAL RATING NON-RATED	FLYING STATUS CODE NA	ELIGIBLE FOR CHECK <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	AS OF DATE 20 JAN 69	ORGANIZATION 4753rd ADS (TNG)
DATE 20 JAN 69		NAME AND GRADE OF CERTIFYING OFFICIAL <b>(b) (6)</b> MAJOR <b>(b) (6)</b>		

<b>III. QUALIFICATION</b>			<b>FLIGHT PHASE</b>		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	TIME
AFM 60-1 (OPEN BOOK)	20 JAN 69	100	ANNUAL PROFICIENCY	22 JAN 69	4:40
AFM 60-1 (CLOSED BOOK)	20 JAN 69	100			

STATUS/GRADE (IAW Command directives) O(51st AG MAJ 51-121, VOL IX)	RESTRICTION (As applicable) NONE	EXPIRATION DATE OF RESTRICTION NA
INSTRUMENT RATING (Pilot only) <input type="checkbox"/> NO. 1 <input type="checkbox"/> NO. 2 <input checked="" type="checkbox"/> NA	UPGRADE (Include date) <input type="checkbox"/> NO. 1 <input checked="" type="checkbox"/> NA	EXPIRATION DATE OF FLIGHT CHECK 28 JUN 70
DATE 30 JAN 69		NAME AND GRADE OF EXAMINEE (Typed) <b>(b) (6)</b> MSGT <b>(b) (6)</b>

<b>IV. CERTIFICATION</b>	
The above aircrew member has demonstrated <input checked="" type="checkbox"/> satisfactory <input type="checkbox"/> unsatisfactory performance and knowledge of procedures, techniques, equipment, and directives which <input checked="" type="checkbox"/> would <input type="checkbox"/> would not assure the safe and successful accomplishment of his assigned flying duties.	
1. CHECK AS APPLICABLE (Use reverse side for remarks) <input checked="" type="checkbox"/> REMARKS	ORGANIZATION 4753rd ADS
TYPED NAME AND GRADE OF FLIGHT EXAMINER <b>(b) (6)</b> MSGT <b>(b) (6)</b>	

2. CHECK APPLICABLE BOX(S) (Use reverse for remarks) <input type="checkbox"/> REMARKS <input checked="" type="checkbox"/> CONCUR <input type="checkbox"/> DO NOT CONCUR	ORGANIZATION 4753rd ADS
TYPED NAME AND GRADE OF REVIEWING OFFICER <b>(b) (6)</b> LTCOL <b>(b) (6)</b>	

3. CHECK APPLICABLE BOX(S) (Use reverse for remarks) <input type="checkbox"/> REMARKS <input checked="" type="checkbox"/> CONCUR <input type="checkbox"/> DO NOT CONCUR	ORGANIZATION 4753rd ADS
TYPED NAME AND GRADE OF FINAL APPROVING OFFICER <b>(b) (6)</b> LTCOL <b>(b) (6)</b>	

AF FORM 8 MAR 65 PREVIOUS EDITION WILL BE USED.

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~~see AFR 127-4~~  
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REMARKS (Identify by indicating officer's certification 1, 2, or 3)

1. Sgt (b) completed this annual proficiency flight check in a highly professional manner. He has superior knowledge of the EC-121R aircraft and its related systems. Recommend Sgt (b) continue in his present duties as Instructor/Flight Examiner, Flight Engineer. This check was given early IAW AFM 60-1 due to Sgt (b) going PCS remote. Corrective action is not required.

Reviewed by: (b) (6)

(b) (6) Major, USAF  
4753rd AOS, Stan/Eval Division

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~~see AFR 127-4~~

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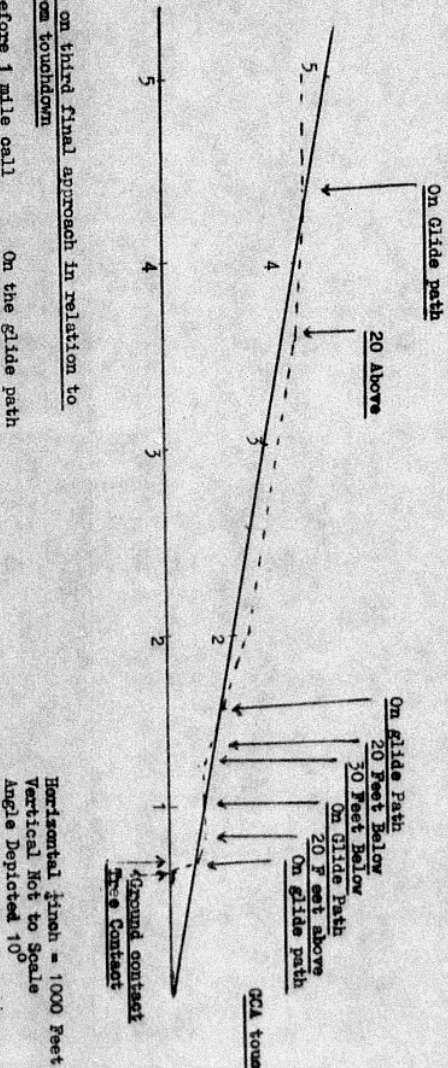
Final Approach Homey 92

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

Vertical Approach - on third approach from  
 on glide path call  $1\frac{1}{2}$  miles from touchdown

Angles

On glide path to 20 feet below  $3^{\circ}41'$   
 20 feet below to 30 feet below glide path  $3^{\circ}59'$   
 30 feet below to on glide path  $1^{\circ}20'$   
 On glide path to 20 feet above  $1^{\circ}25'$   
 20 feet above to on glide path  $3^{\circ}44'$   
 On glide path to tree contact  $23^{\circ}25'$  (4950 FPM rate of descent)



GCA calls on third final approach in relation to  
1 mile from touchdown

2.5 sec before 1 mile call	On the glide path
3.0 sec past 1 mile call	20 feet above
7.8 sec past 1 mile call	On the glide path

Contact with the tree was 1640 feet past 1 mile, 9.8 sec in time  
 Contact with the ground was 2020 feet past 1 Mile marker, 10.8 seconds in time  
 Aircraft contacted tree 2.0 seconds after GCA on the glide path call was made  
 Aircraft was on ground 3.0 seconds after GCA on the glide path call was made

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1  
TIMES OF APPROACHES

1st APPROACH

4-1 MILES Time by MAJ (b) (6) and Capt (b) (6) 1:38.5

3rd APPROACH

4 TO 1 MILES CAP (b) (6) 1:36.1  
CAP (b) (6) 1:36.6 } 1:36.4  
MAJ (b) (6) 1:36.5

4-3 MILES (b) (6) 30.0  
(b) (6) 30.1 } 30.0  
(b) (6) 29.9

4-2 Miles (b) (6) 60.9  
(b) (6) 61.2 } 61.1  
(b) (6) 61.2

5 - Glide Path (b) (6) 18.5  
(b) (6) 18.5 } 18.4  
(b) (6) 18.2

1 - 20 ABOVE (b) (6) 3.0  
(b) (6) 3.0 } 3.0  
(b) (6) 2.9

1 - GP (b) (6) 7.9 7.5  
(b) (6) 7.9 8.0 } 7.8  
(b) (6) 7.8 7.8

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TIMES OF APPROACHES CONTINUED

1 - 30 Below	(b) (6)	13.6	13.5	} 13.4
		13.6	13.3	
		13.2	13.4	
1 - Approach		17.0	} 17.0	
		17.0		
		17.0		

TIMES ON GLIDE PATH

5 MILES TO glide PATH	18.4 sec
4 MILES TO <sup>20 ABOVE</sup> glide PATH	14.2 sec
2 MILES TO on glide PATH	14.7 sec
2 MILES TO 20ft below	20.0 sec
2 miles to 30 below	22.0 sec
2 MILES TO on glide PATH	29.6 sec

TIMES TAKEN FROM TARE 408. Speed was checked to verify real time. This was done between 1-3 PM 21 Feb 67

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

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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 concurrence 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, SN21476, 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, (b) (6) 966 AEW Con Sq, McCoy AFB, FL (PRESIDENT)

\*LT COL (b) (6), 552 AEW Con Wg, McClellan AFB, CA  
(INVESTIGATING OFFICER)

\*CWO-4 (b) (6) 552 Field Maint Sq, McClellan AFB, CA  
MAINTENANCE OFFICER)

\*MAJ (b) (6) 960 AEW Con Sq, Otis AFB, MA (PILOT MEMBER)

\*CAPT JACK A ROSENBERG, FV3202425, 551 USAF Hospital, Otis AFB, MA (FLIGHT SURGEON)

\*LT COL (b) (6) 551 AEW Con Wg, Otis AFB, MA (UNIT COMMANDER REP)

\*MAJ (b) (6) 12 Weather Sq, Otis AFB, MA (WEATHER REP)

\*MAJ (b) (6) Eastern Comm Rgn, Westover AFB, MA (AFCS REP)

CAPT (b) (6), 551 AEW Con Wg, Otis AFB, MA (SAFETY ADVISOR)

1LT (b) (6), 551 Cmbt Spt Gp, Otis AFB, MA (RECORDER)

MR (b) (6) GS-14, Stewart AFB, NY (TECHNICAL ADVISOR)

\*MAJ (b) (6), Hq SMAMA, McClellan AFB, CA (AFLC REP)

\*INDICATES VOTING MEMBER

FOR THE COMMANDER



(b) (6) Lt Col, USAF  
Director of Administration

DISTRIBUTION  
20 - Investigating Officer  
10 - LAFCSA  
5 - Ea Individ  
5 - Ea Orgn  
1 - LAFCCR  
1 - LAFCAS-A (File)

A-14

MILITARY FLIGHT PLAN		AIRCRAFT UNIT OF ASSIGNMENT/HOME STATION		AIRCRAFT SERIAL NO.			
		551 ARMAC WING (ADD) OTIS AFB MASS		476			
TYPE OF FLIGHT PLAN <input checked="" type="checkbox"/> IFR <input type="checkbox"/> DVFR <input type="checkbox"/> VFR <input type="checkbox"/> FVFR		RADIO CALL HONEY 92	AIRCRAFT DESIGNATION/ TD CODE BO-121/B	ESTIMATED TRUE AIRSPEED 245	DEPARTURE TIME (Z) PROPOSED 1330 Z ACTUAL		
INITIAL CRUISING ALTITUDE 17,000	POINT OF DEPARTURE HATH FIELD 3	STANDARD INSTRUMENT DEPARTURE					
		NAME AND NUMBER RADAR VECTOR	TO DESTIN				
IFB	VFR	ROUTE OF FLIGHT		TO	ETE		
<input checked="" type="checkbox"/>		DESTIN					
	<input checked="" type="checkbox"/>	W 151		EGGIN AFB	4145		
	<input checked="" type="checkbox"/>	CORKY, V-329 MGH, V-20, V-213PAT					
		V-213 V-308 HTO, FMH 329/10		OTIS AFB	4130		
		OTIS V 329 MGH M 1714					
		D S MRH RV 31100					
		840.9					
REMARKS DELAY IN W151 4100 MIN + 5008 RANGE TIME 0800 TO 1200 ARMAMENT COLD THIS IS A CONTROLLED DEPARTURE TAKE OFF 0730							
RANK/HONOR CODE	PSGR/CARGO CODE						
HOURS FUEL ON BOARD 13100	DIST TO DESTIN 1064	ALTERNATE AIR FIELD PAM	ETE TO ALTN PTAS	NOTAMS <input checked="" type="checkbox"/>	DO FORM 365F (Wt. and Bal.) <input checked="" type="checkbox"/>	WEATHER <input checked="" type="checkbox"/>	REQUEST CLEAR- ANCE AFTER
INST RATING	SIGNATURE OF PILOT IN COMMAND		SIGNATURE OF APPROVING AUTHORITY (b) (6)		DATE 24 Jan 69		
CREW/PASSENGER LIST - <input type="checkbox"/> Attached <input type="checkbox"/> See Passenger Manifest							
DUTY	NAME AND INITIALS	GRADE	SERVICE NO.	ORGANIZATION AND LOCATION			
PILOT IN COMMAND	(b) (6)	MAJ	(b) (6)	4753 ADE (T) OTIS AFB MASS			
	PCB 12						

FORM 1, JUL 66 175

PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED.

AFSC-EGGIN AFB, FLA.

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~~000 APR 1969~~

FLIGHT WEATHER BRIEFING				AIRCRAFT NO.	BRIEFING NO.	DATE
C-121				476	1330	24/11/69
I. TAKEOFF DATA						
RUNWAY TEMP.	PRESSURE ALT.	TEMP DEVIATION	VAPOR PRESSURE	SPECIFIC HUMIDITY	DENSITY ALTITUDE	
65 OF	+30 FT		58 OF			
CLIMB WINDS						
SFC TO FL 170 2530 : SFC WIND 005						
REMARKS						
CIG INTER 1X1/6F						
VPS WEATHER WARNING NO.						
II. ENROUTE DATA						
FLIGHT LEVEL	TEMPERATURE	WINDS		VISIBILITY AT FLIGHT LEVEL		
170		KVPS- W151-KUPS 2650 -13		2+		
CLOUDS AT FLIGHT LEVEL				PRECIPITATION		
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> IN AND OUT 1% - 45%				<input type="checkbox"/> HAZE <input type="checkbox"/> DUST <input type="checkbox"/> SMOKE <input type="checkbox"/> FOG		
MINIMUM CEILING ENROUTE - LCTN		MAXIMUM CLOUD TOPS - LCTN		MINIMUM FREEZING LEVEL		
100 FT AGL NW FLA		280 FT MSL E1 Route		100 FT MSL KUPS		
THUNDERSTORMS		TURBULENCE		PRECIPITATION		ICING
NONE <input checked="" type="checkbox"/> ISLT 1-2%		NONE		NONE		NONE <input type="checkbox"/> TRACE
FEW 3-15%		CAT		RAIN		CLEAR
SCATTERED 16-45%		TSTM VCNTRY <input checked="" type="checkbox"/> LGT		DRZL		LGT
NUMEROUS 46-99%		MOD <input checked="" type="checkbox"/> SVR		SHOWERS		RIME
<input checked="" type="checkbox"/> HAIL VCNTRY TSTMS		FANA KOFF		FREEZING		MIXED <input checked="" type="checkbox"/> SVR HVY <input checked="" type="checkbox"/>
LCTN		LCTN - LVLS		LCTN		LCTN - LVLS
MWWA NO: 94						
III. TERMINAL DATA						
Destination (Enlisting)						
FORECAST						
KUPS 2000/03F 2410 QNH 29.95 INS 1715 Z TO 1915 Z						
Destination (Dismissing)						
FORECAST						
KAM 601200Z 3RW 1712 QNH 29.84 INS 1740 Z TO 1940 Z						
IV. COMMENTS/REMARKS						
KUPS PFSU 342.5						
V. TELEVISION/TELEPHONE BRIEFING RECORD		EXTENDED TO		FORECAST		
BRFD: 1202		REBRFD:		5567		
WEATHER FACILITY						
EGLIN AFB						
TAPE NO.		START		STOP		PHONE CHARGE

DD FORM 1 NOV 64 175-1

6WWD10 Overprint, Aug 68

AFSC EGLIN AFB FLA

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(b) (6)



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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 out, 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 out, 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:

<u>REPAIR</u>	<u>ESTIMATED MANHOURS</u>
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	<u>2,800</u>
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)	<u>42,248.</u>
Total Computed Accident Cost	\$1,750,495.

(b) (6)

(b) (6)

CWO-4, USAF

Aircraft Maintenance Officer

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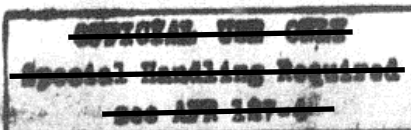
551ST COMBAT CREW TRAINING MISSION HISTORY

1. DATE/BRIEF 24 JAN 69		2. ACFT NO./CALL SIGN 476-92		3. CLASS/CREW 13		4. PARKING SPOT DUKE RAMP	
5. MISSION COMMANDER (b) (6)		6. FUEL 6800		7. BLOCK TIME (SCH/ACT) 0705		8. TAKEOFF TIME (SCH/ACT) 0730 0730	
9. PRE-MISSION				13. LANDING TIME		14. TIME / NIGHT / TOTAL DAY	
HOTEL CALL _____		PERSONAL EQUIPMENT _____					
FLIGHT KITS _____		LUNCHES _____					
INFO FILE _____		SPECIAL ITEMS _____					
FLY STEWARD _____		GUARD _____					
10. WEATHER							
TAKEOFF 50 IF V - 0 1/4 F							
TAKEOFF ETE							
ALTERNATE PAM							
FREEZING LEVEL							
ENROUTE WX BAD							
RECOVERY WX 200 5							
ALTERNATE WX 120 1 ETE 0725							
11. BRIEFING AC ___ FE ___ N ___ RO ___							
CICO/CIM ___ EWO ___ RMT ___							
EMERGENCY PROCEDURES							
12. COMMAND POST BRIEFING:							
ROUTE							
FUEL ENDURANCE 13+00				ETE 4+30			
ALTERNATE PAM		ETE 0725		TOTAL ETE 4T55			
OFFICERS 4		AIRMEN 6		C10-2			
13. MISSION NARRATIVE:							
0530 - BRIC							
0650 - MSN Ready							
0705 - Block							
0730 - T.O.							
0740 - ON RANGE							
<div style="text-align: right;">                 AIRCRAFT COMMANDER                  (b) (6)             </div>							

OTIS (ODC-T) Form 115, Apr 68

AFD 841 110 000  
OTIS AFM MA

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222

CITY		TOTAL ENROUTE		TIME OF FLIGHT		TOTAL AIR TIME	
TIME	DATE	TIME	DATE	TIME	DATE	TIME	DATE
				102			
MEMPHIS	112.1	58	005	101			
				75			
LAGUNA BEACH	109.4		048	64			
				46			
ATLANTA	115.6	103	052	83		83	
				101		13	
ALBUQUERQUE	108.6	23	058	77			
				56			
SPRINGFIELD	115.7	104	051	68		23	
			059	113		45	
GREENSBORO	116.2	109	061	58		45	
				60		57	
S. BOSTON	110.4	41	055	50		56	
				95		15	
RICHMOND	114.1	88	065	43		17	
				65		27	
PATUXENT	117.6	23	053	38		27	
			043	94		46	
SEA ISLE	114.8	95	085	24			
			059	159			
HARRISBURG	113.6	83	056	95			
				95			
UTICHA		101	075				

POSITION REPORT

DATE	POSITION	TIME	ALT	NO. (VFR)	NO. (IFR)	FORM OF EXPENSES REPORT
*Not required if filed in AETCC.						

FORM 816 PREVIOUS EDITIONS OF THIS FORM MAY BE USED

**PILOT'S FLIGHT PLAN AND FLIGHT LOG**

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EMERGENCY FIELDS (Within 50 Ft. R. of Course)				GCI OR GPS BY STATIONS			
LAPID	SERVO		EMERGENCY LENGTH	REVISION	LOCATION	CALL	CHANNEL
	HD	WD					
212	30	24	24	07/05	REC		
PLATZ	200	40	3		2987		
CAUSE	200	900	7				
MC GINN	30	50	5				
AND	50	4					
DOU	50	2					
BED	30	14					
PLANT	40	14					
	20	4	2F		2989		

TAKE-OFF DATA			
TAKE-OFF SPEED (KNOTS)	EMERGENCY LENGTH	FIELD PRESS. ALT (FT)	EMERGENCY TIME (C)
GROUND SINK (FT)	LAND SPEED	CHECK DS (FT)	ALT SPEED
MECHANICAL DATA			

3-0 5/8 D12 RUG 140/10 - 19 2991  
 7-0 3 RF 2-0 1/2  
 2300 h  
 2-0 3/8 140/10-15 46  
 2992

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NOTE: MIXTURE THRU OIL QUANTITY NEED NOT BE RECORDED DURING CLIMB

FIELD BAROMETRIC PRESSURE		FILL OUT 30 MIN AFTER START OF FIRST CRUISE		STATIC MANIFOLD PRESSURE								STATION TIME		STATION FUEL							
37.87				1	2	3	4	1	2	3	4	ON	OFF	ON	OFF						
START ENGINE 0700				FUEL PRESSURE				OIL PRESSURE				OIL TEMPERATURE (IN)				OIL TEMPERATURE (OUT)					
				1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
COND	PERIOD	h <sub>h</sub>	DAT TRUE	HOURS OF FUEL REM	DRAG DIFF PRESSURE	ENGINE MIXTURE	CHT (A)	CHT (B)	CAT	MAP	MP/INP	EMEP	SPARK	RAMP/ALT AIR	OIL QUANTITY	FUEL				GROSS WEIGHT	
END CLOCK	TOTAL	h <sub>m</sub>	EAS	FLY ENG PRESSURE	FLOW LBS/HR	USED	REMAINING														
MT & TO	0730	102		F	PER ENGINE	TOTAL	AT 250	40	20	12600											
CLIMB	0755	125		F	70	600	850	850	850	850	850	850	850	850	850	850	850	850	850	850	
REMARKS	0755	125		F	1700	2640	40050	126150													
	0800	105	1600	-11	1750	670	3490	37410	123510												
	0900	1450	1620	178	F	1700	3	3	3												
	1008	1438	176	F	1750	660	720	720	720	720	720	720	720	720	720	720	720	720	720	720	
	1130	1408	175	B	1750	670	3490	37410	123510												
	1215	1475		B	1750	670	3490	37410	123510												
	1320	1510		B	1750	670	3490	37410	123510												

COND	PERIOD	h <sub>h</sub>	DAT TRUE	HOURS OF FUEL REM	DRAG DIFF PRESSURE	ENGINE MIXTURE	CHT (A)	CHT (B)	CAT	MAP	MP/INP	EMEP	SPARK	RAMP/ALT AIR	OIL QUANTITY	FUEL				GROSS WEIGHT
END CLOCK	TOTAL	h <sub>m</sub>	EAS	FLY ENG PRESSURE	FLOW LBS/HR	USED	REMAINING													
CR 4	1400	1700	-13	B	1	185	161	-2	408	2	1	163	A	R	238	710	1850	22320	107420	
	1420	1700	198	B	0	170	182	-2	410	3	7	171			295	790	3020	3020	3020	
					9.4	158	190	-3	420	5	1	171			272	750	21600	19300	104400	
					H	192	178	-2	420	0	0	163			242	780	BASE 20300			
CR 5	1400	1700	+3	B	1	185	170	-2	420	2	1	160	A	R	640	300	300	300	300	
	1522	1700	197	B	0	170	180	-2	420	3	2	168			750	2400	1620	1620	1620	
					9.4	186	180	-3	370	0	0	168			730	BASE				
					H	192	175	-2	390	0	0	163			760	BASE				
	1602				1											2930	3-	5-	3-	
	1624	1814			2											27600	13300	98400	BASE	
					3															
					4															
					1															
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					2															
					3															
					4															

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FLIGHT ORDER						
<i>(If more space is required, continue on reverse, identifying items number)</i>						
1. CREW MEMBERS LISTED BELOW WILL PROCEED IN AIRCRAFT INDICATED AND UPON COMPLETION OF FLIGHT WILL RETURN TO PROPER STATIONS.			2. EFFECTIVE ON OR ABOUT		3. RETURN ON OR ABOUT	
4. FROM: (Place flight will originate)			24 JAN 1969 (Indicate date, not complete address, variations in itinerary authorized)			
EGLIN AFB FLA			OTIS AFB MASS			
5. MISSION						
AIRCRAFT POSITIONING						
7. CREW NO.		8. TAKE-OFF TIME	9. DURATION OF FLIGHT	10. SECURITY CLEARANCE FOR PERIOD OF FLIGHT DUTY	11. SPECIAL INSTRUCTIONS	
		AS REQ	4+30	SECRET		
12. CREW (See AFPO 00-20-5 for position codes)		13. NAME (Last, first, middle initial, AFSN; Indicate commander of aircraft by placing asterisk next to his name.)		14. ORGANIZATION AND MAJOR COMMAND (If not issuing agency)	15. AIRCRAFT	
NO. A	POSITION B				TYPE A	SERIAL NO. OR TACTICAL CALL SIGN B
	FUEL LOADS (Lbs/Gals) C					
1.	*AC	(b) (6)		THIS HQ	EC-121	476
2.	FP					
3.	FB					
4.	FE					
5.	ZZ					
6.	ZZ					
7.	ZZ					
8.	ZZ					
16. RESERVE PERSONNEL NOT ON EXTENDED ACTIVE DUTY, ARE SUBJECT TO THE PROVISIONS OF THE UNIFORM CODE OF MILITARY JUSTICE WHILE PERFORMING THIS DUTY.				17. DATE OF ORDER	18. ORDER NUMBER	
19. DESIGNATION AND LOCATION OF HEADQUARTERS DEPARTMENT OF THE AIR FORCE				24 JAN 1969	013	
4753 ADS (T) OL EGLIN AFB FLA				21. SIGNATURE IN FULL OF ORDER AUTHORIZING OFFICIAL (b) (6)		
				MAJOR USAF		
				COMMANDER IGNITION SWITCH FORCE 4		

AF FORM 615 FEB 67

PREVIOUS EDITION OF THIS FORM WILL BE USED

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**FLIGHT ORDER**

*(If more space is required, continue on reverse, identifying items by number)*

<p>1. CREW MEMBERS LISTED BELOW WILL PROCEED IN AIRCRAFT INDICATED AND UPON COMPLETION OF FLIGHT WILL RETURN TO PROPER STATIONS.</p> <p>4. FROM: (Place flight will originate) <b>BOLIN FIELD 3 FLA</b></p> <p>6. MISSION <b>\$5008</b></p>		<p>2. EFFECTIVE ON OR ABOUT <b>24 JAN 1969</b></p> <p>3. RETURN ON OR ABOUT <b>24 JAN 1969</b></p> <p>5. TO: (Itinerary, list complete address, variations in itinerary authorized) <b>BOLIN AFB FLA</b></p>					
7. CREW NO.	8. TAKE-OFF TIME <b>0730</b>	9. DURATION OF FLIGHT <b>4+30</b>	10. SECURITY CLEARANCE FOR PERIOD OF FLIGHT DUTY <b>SECRET</b>	11. SPECIAL INSTRUCTIONS <b>CREW BRIEF AT HOMEY OIS AT 0530 LUNCH PICK UP 0540</b>			
12. CREW (See AFPO 00-20-5 for position codes)		13. NAME (Last, first, middle initial, AFSC; Indicate commander of aircraft by placing asterisk next to his name.)		14. ORGANIZATION AND MAJOR COMMAND (If not issuing agency)			
NO.	POSITION	(b) (6)		15. AIRCRAFT			
A	B			TYPE		SERIAL NO. OR TACTICAL CALL SIGN	FUEL LOADS (Lbs/Gals)
1.	*AC			THIS HQ		EC-121	476
2.	FP			FGVEP-5 LOCKHEED ADTA-3			
3.	FE						
4.	FE						
5.	ZZ						
6.	ZZ						
7.	ZZ						
8.	ZZ						
9.	ZZ						
10.	XX						
11.	XX						
12.	XX						
16. RESERVE PERSONNEL NOT ON EXTENDED ACTIVE DUTY, ARE SUBJECT TO THE PROVISIONS OF THE UNIFORM CODE OF MILITARY JUSTICE WHILE PERFORMING THIS DUTY.							
18. DESIGNATION AND LOCATION OF HEADQUARTERS <b>DEPARTMENT OF THE AIR FORCE</b>  <b>4753 ADS (T) OL BOLIN AFB FLA</b>				19. ORDER NUMBER <b>012</b>			
20. FOR THE				21. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL  <b>(b) (6)</b> <b>MAJOR USAF COMMANDER IGNITION SWITCH FORCE 4</b>			

AF FORM 615 FEB 67

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**PASSENGER MANIFEST** (Check applicable box)  
 NONREVENUE  REVENUE

1. CARRIER \_\_\_\_\_ 2. AIRCRAFT NO. 476

3. ORIGIN EGG 4. DESTINATION (Name and Location) CTIS AFB WASH 5. MANIFEST NO. \_\_\_\_\_ 6. TRIP NO. AND DATE \_\_\_\_\_ 7. CABIN ATTENDANT (If assigned) \_\_\_\_\_

RANK OR GRADE A	U.S. ARMED FORCES PASSENGERS (Name and service No.) U.S. CIVILIANS AND FOREIGN NATIONALS (Name—Last, first, M.I.—and passport No.)	CHECKED BAGGAGE			PASSENGER WEIGHT PLUS CABIN BAGGAGE E	AUTHORITY AND/OR PRIORITY IDENTIFICATION (Hqs., order no. and date) F
		PIECES		WEIGHT D		
		C	D			
<u>SSGT</u>	(b) (6)					
<u>CSGT</u>						
<u>TSGT</u>						
G. TOTALS					TOTAL WEIGHT PASSENGERS AND ALL BAGGAGE	

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9. ALL PASSENGERS AND BAGGAGE LISTED ON THIS MANIFEST HAVE BEEN LOADED

DATE 21 Jan 69 MANIFEST PREPARED BY (b) (6) SIGNATURE OF LOADING SUPERVISOR TSGT

10. ALL PASSENGERS AND BAGGAGE LISTED ON THIS MANIFEST HAVE BEEN RECEIVED EXCEPT AS CIRCLED AND NOTED ON REVERSE

DATE \_\_\_\_\_ PRINTED NAME, GRADE OR TITLE OF UNLOADING SUPERVISOR \_\_\_\_\_ SIGNATURE \_\_\_\_\_

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MISSION BRIEFING

DATE 24 Nov 67 MSN# 5008 AIRCRAFT# 476 PILOT (b) (6)

TAKE OFF TIME 0730 TIME ON STATION 0700

RANGE TIME 0800-1200 ALTITUDE 15,000'-20,000'

RANGES (A) CA-1, B-1, W-1 West of 86° or W-155A; (B) W-1, W-2, W-3, & W-4 East of 86°.

COMMUNICATIONS:  
WOLFCALL HOMEY OPS 261.5 OTHER (b) (6) (376.0)  
PRI 376.0  
SEC 339.0 LANDWARD Charlie Green

AIDS TO NAVIGATION:  
Eglin TACAN VPS CHAN 45  
Pensacola TACAN NAS CHAN 119  
Tyndall TACAN PAM CHAN 124

GROUND RADAR Alpha-20 with handoff to Delta-3

TRACK: (A) 0800-1000 Standard Full orbit  
(B) 145° Radial From Field #3 For approx 100 nm  
Notify RADAR 30 sec. before Turns and when wings are level.

SPECIAL INSTRUCTIONS:  
L-Band C/L Test  
MCC as Required  
ORBIT POINT to be determined by signal 510-5th.

RECOVERY BASE Eglin

LANDING TIME ACTUAL \_\_\_\_\_ FLIGHT TIME ACTUAL \_\_\_\_\_

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

Permission check at 0630  
contact (b) (6) before 0630

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SWITCH POSITIONS AND INSTRUMENT INDICATIONS

PILOT'S SIDE PANEL

Wheel Well	Off
Leading Edge	Off
Tail	On
Wing Tip	On
Taxi	Off
Anti-Collision	Off/Off
Chart Light	On
Panel Lights	On
Panel Light (Rheo)	Dim
Chart Light (Rheo)	Dim
Inph Panel (Rheo)	Dim
Audio Selector Sw	VOR
ADF Monitor	Both
Comm Selector	UHF-1
Inter	On
HF-1	Off
UHF	On
HF-2	Off
VHF Nav	Off
UHF-2	On
Marker/ADF/RHAW	Off
Deicer Boots	Off

CO-PILOT'S SIDE PANEL

Panel Light	Off
Chart Light	Off
Pedestal Rear	Off
Pitot Heaters	On/On
Windshield Defog	Off/Off
Panel Light (Rheo)	Dim
Chart Light (Rheo)	Dim
Compass Light (Rheo)	Dim
NESA	Normal
Inph Panel (Rheo)	Dim
Audio Selector	VOR
VHF Nav	Off
UHF-7	Off
Marker	Off
ADF-1	Off
ADF-2	Off
Inter	On
HF-1	Off
UHF-2	Off
UHF-6	Off
HF-2	Off
Comm Selector	Aux Rad Panel
ADF Listen	Both

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PILOT'S INSTRUMENT PANEL

Daicer Press Ind	0	Co-Pilot's Clock	Running
Daicer Vac Ind	0	Co-Pilot's Airspeed	0
Radio Altimeter (APN-22)	Set, 40', "On"	Co-Pilot's Altimeter	30'
Pilot's O <sub>2</sub> Flow Ind	Closed	Co-Pilot's O <sub>2</sub> Flow Indicator	Closed
Pilot's Airspeed	0	MDI	Unk
Pilot's Altimeter	120' (29.93 Hg)	Co-Pilot's T&B Indicator	Tumbled
Pilot's T&B Pwr Sel	EMER	Co-Pilot's J-8 Attitude Ind	Tumbled
Gyrosyn Compass	018°	Co-Pilot's Static Selector #1	
Pilot's T&B Indicator	Tumbled	Vertical Velocity Ind	0
Pilot's J-8 Attitude Ind	Tumbled	Co-Pilot's T&B Power Sw	Knob Broken
Pilot's Vertical Velocity	0	Co-Pilot's ID-249	Off
Pilot's ID-249	076°/Off	Co-Pilot's RMI (upper)	167°
Pilot's RMI (upper)	167°	ADF #1	123°
ADF #1	123°	ADF #2	070°
ADF #2	070	Co-Pilot's RMI (lower)	167°
Pilot's RMI (lower)	167°	UHF/DF	100°
UHF/DF	100°	VHF/NAV	234°
VHF/NAV	234°	Ext Lights Master Sw	Bright
Pilot's Clock	Running	Hyd Press Indicator	0
Manifold Pressure		Emergency Brake Press	0
#1 - 30 Hg			
#2 - 35 Hg			
#3 - 30.5 Hg			
#4 - 29.5 Hg			
REN	0 (All)		
Auto Pilot Trim Indices	Centered		
OAT	Off Scale		
LG and Flap Ind	Power Off Indication		

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PILOT'S GLARE SHIELD PANEL

ID-249	064 <sup>D</sup> /Off
ID-250	167
ID-310	Flag

CENTER CONTROL STAND

Elevator Trim	0
Rudder Trim	2 <sup>D</sup> Right
Aileron Trim	0
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 Pilot Servos/All	Disconnected
Brake Selector	Normal
Landing Gear Lever	Down

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PILOT'S OVERHEAD PANEL

Landing Lights	Extend/Off
Ignition Switches	Off
Aux Cont Boost	On/Breakers On
Panel Lite (Rheo)	Bright
ARN-6 #1	360KH <sub>z</sub> /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.

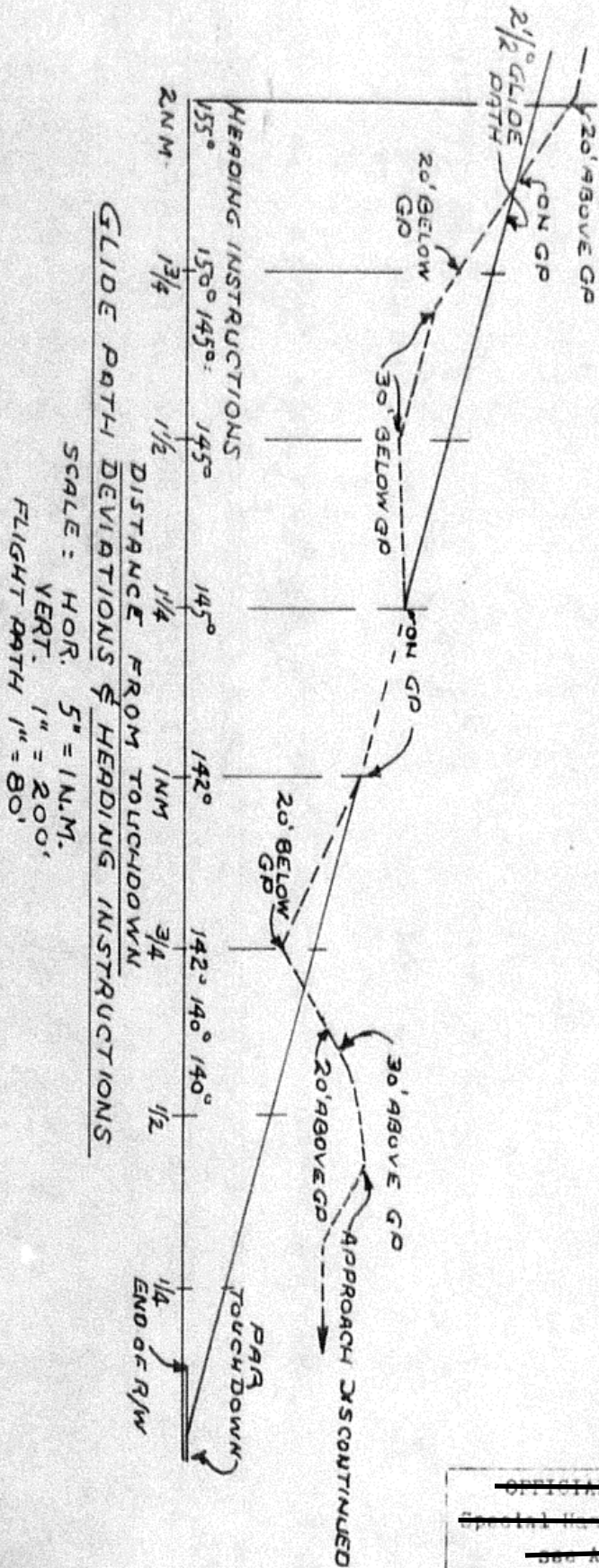
FLIGHT ENGINEER'S INSTRUMENT PANELS

All obtainable readings were normal.

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FIRST APPROACH

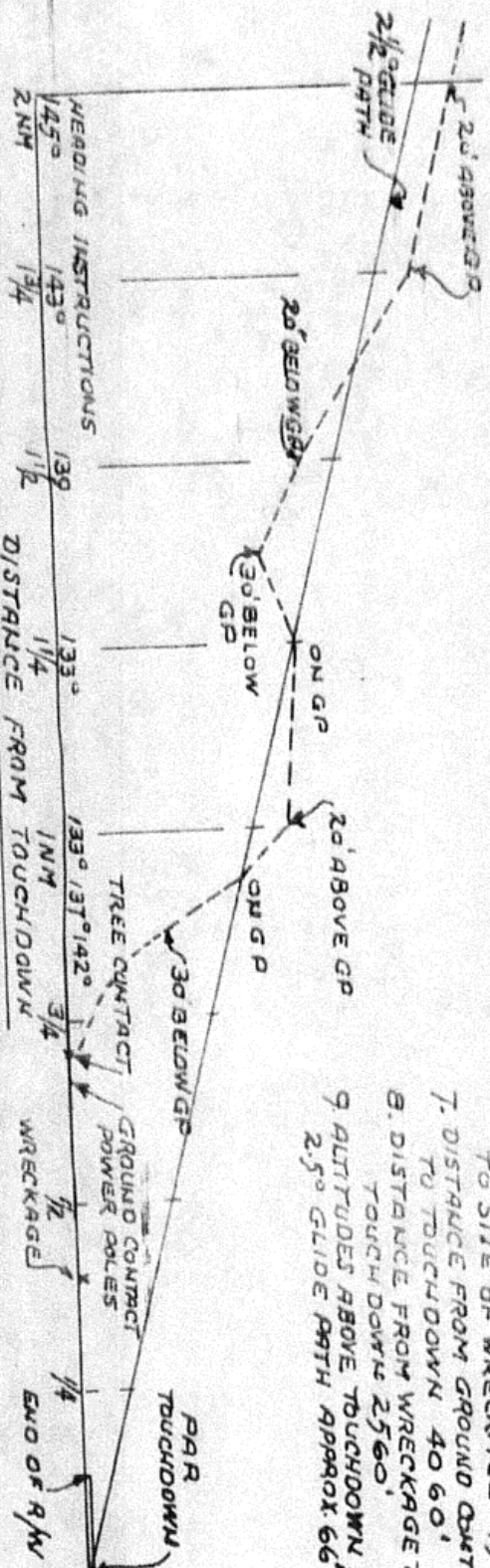
EC 121R  
 GT-21476  
 24 JAN 1969  
 MISSED APPROACH AT 1749 EST.



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# LAST APPROACH

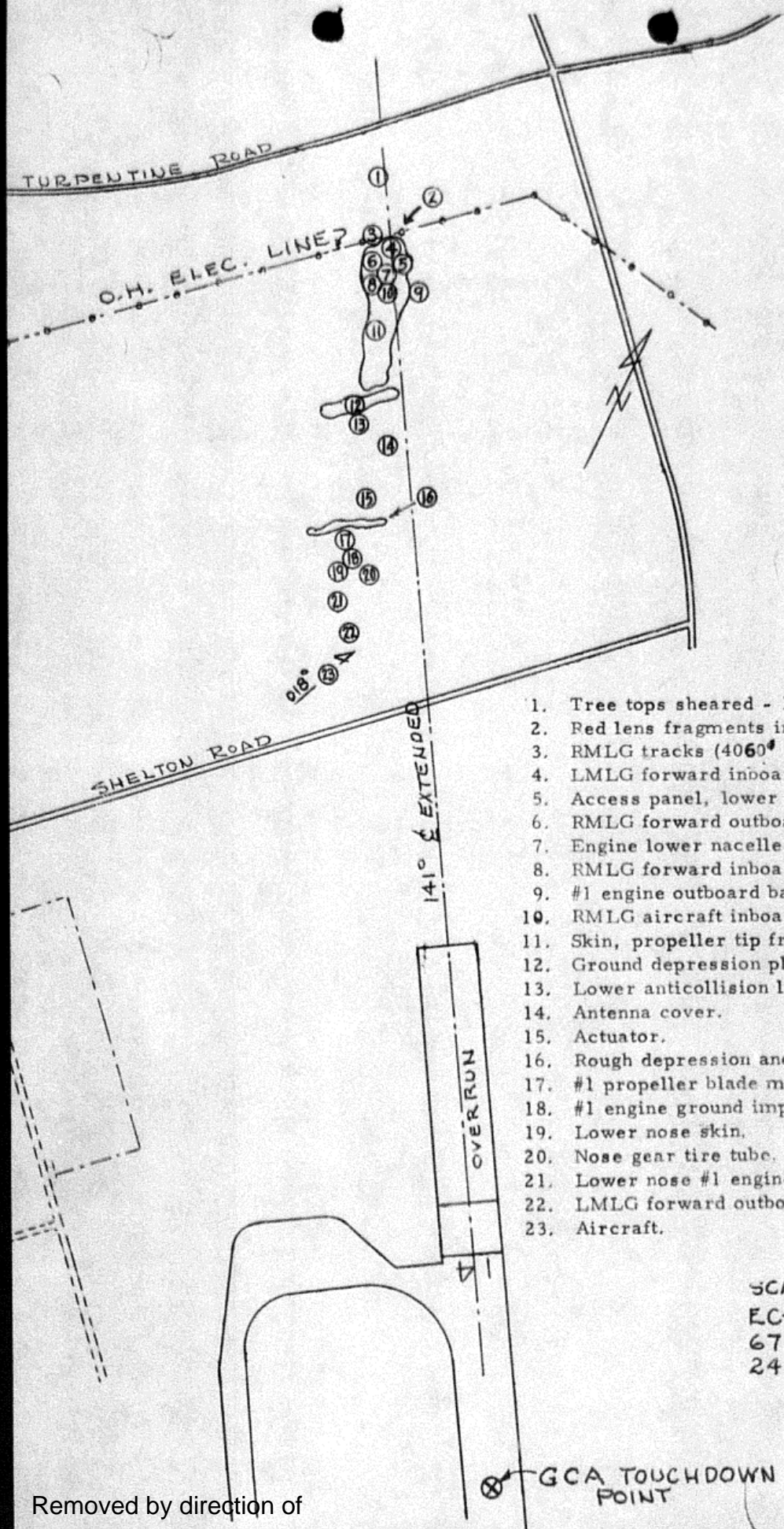
EC 121 R  
 6T-21476  
 24 JAN 1969  
 IMPACT AT 1814 EST



GLIDE PATH DEVIATIONS & HEADING INSTRUCTIONS  
 SCALE: HOR. 5" = 1 N.M.  
 VERT. 1" = 200'  
 FLIGHT PATH 1" = 80'

1. PAR TOUCHDOWN POINT EL. 129.5' MSL.
2. GROUND LEVEL ON FINAL APPROACH 146.5' MSL.
3. PAR TOUCHDOWN POINT 75' FROM END OF RWY
4. HEIGHT OF TREE 161' MSL.
5. DISTANCE FROM TREE TO GROUND CONTACT 180'
6. DISTANCE FROM GROUND CONTACT TO SIDE OF WRECKAGE - 1500'
7. DISTANCE FROM GROUND CONTACT TO TOUCHDOWN 4060'
8. DISTANCE FROM WRECKAGE TO TOUCHDOWN 2560'
9. ALTITUDES ABOVE TOUCHDOWN FOR 2.5° GLIDE PATH APPROX 66 1/4 NM.

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 SPECIAL HANDLING REQUIREMENTS  
 OF THE AIR FORCE



1. Tree tops sheared - 14-1/2" AGL.
2. Red lens fragments in powerpole #13.
3. RMLG tracks (4060' from GCA to point).
4. LMLG forward inboard door.
5. Access panel, lower left wing.
6. RMLG forward outboard door.
7. Engine lower nacelle skin.
8. RMLG forward inboard door.
9. #1 engine outboard bay door.
10. RMLG aircraft inboard door.
11. Skin, propeller tip fragments.
12. Ground depression plus dip 9" deep.
13. Lower anticollision light.
14. Antenna cover.
15. Actuator.
16. Rough depression and VHF antenna.
17. #1 propeller blade marks.
18. #1 engine ground impact marks.
19. Lower nose skin.
20. Nose gear tire tube.
21. Lower nose #1 engine skin.
22. LMLG forward outboard door.
23. Aircraft.

SCALE 1"=400'  
 EC-121 R  
 67-21476  
 24 JAN 1969

⊗ GCA TOUCHDOWN POINT

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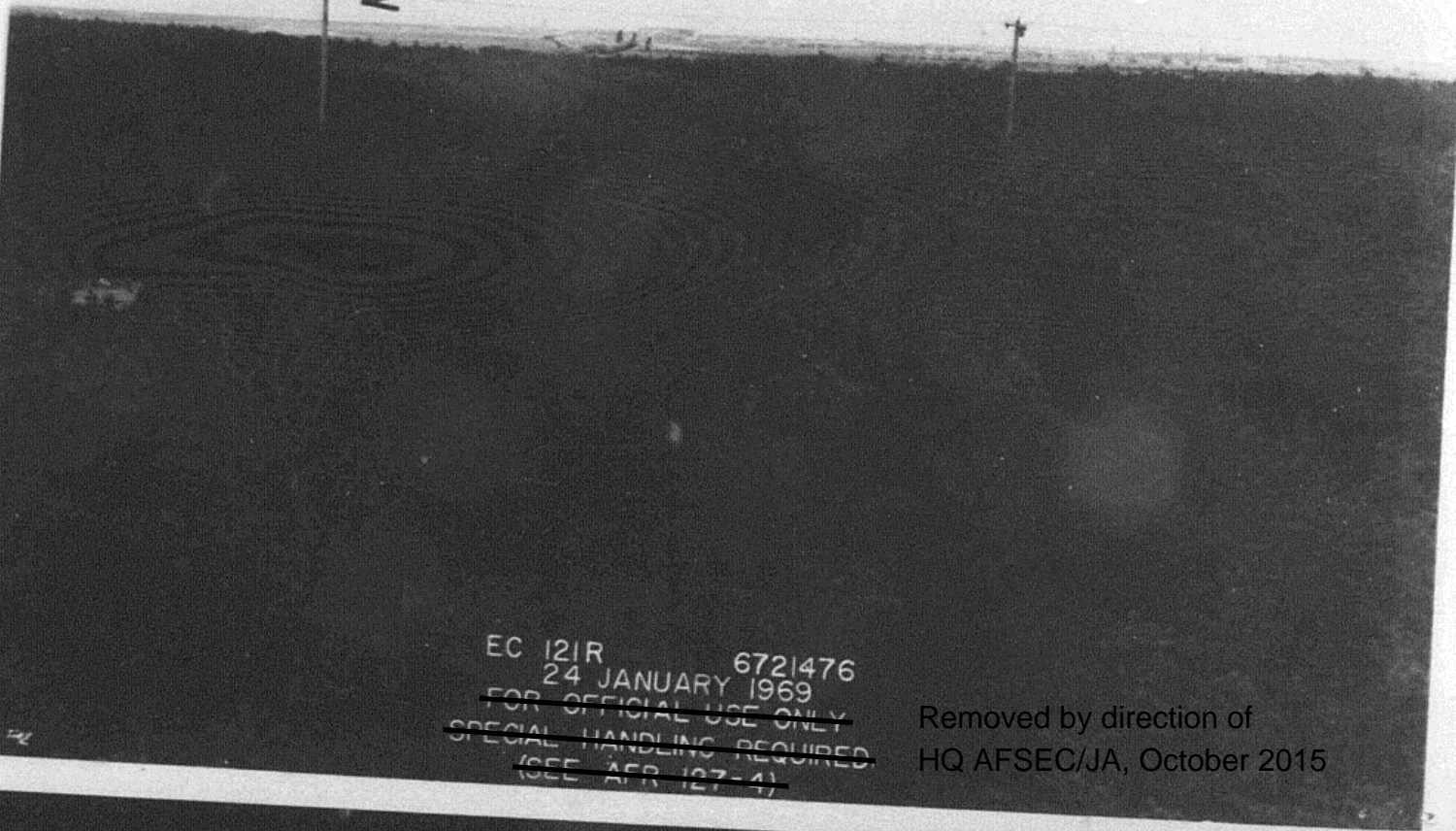
EG-41R 6721476  
24 JANUARY 1969  
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(SFR 127 4)

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

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POWER POLE #13



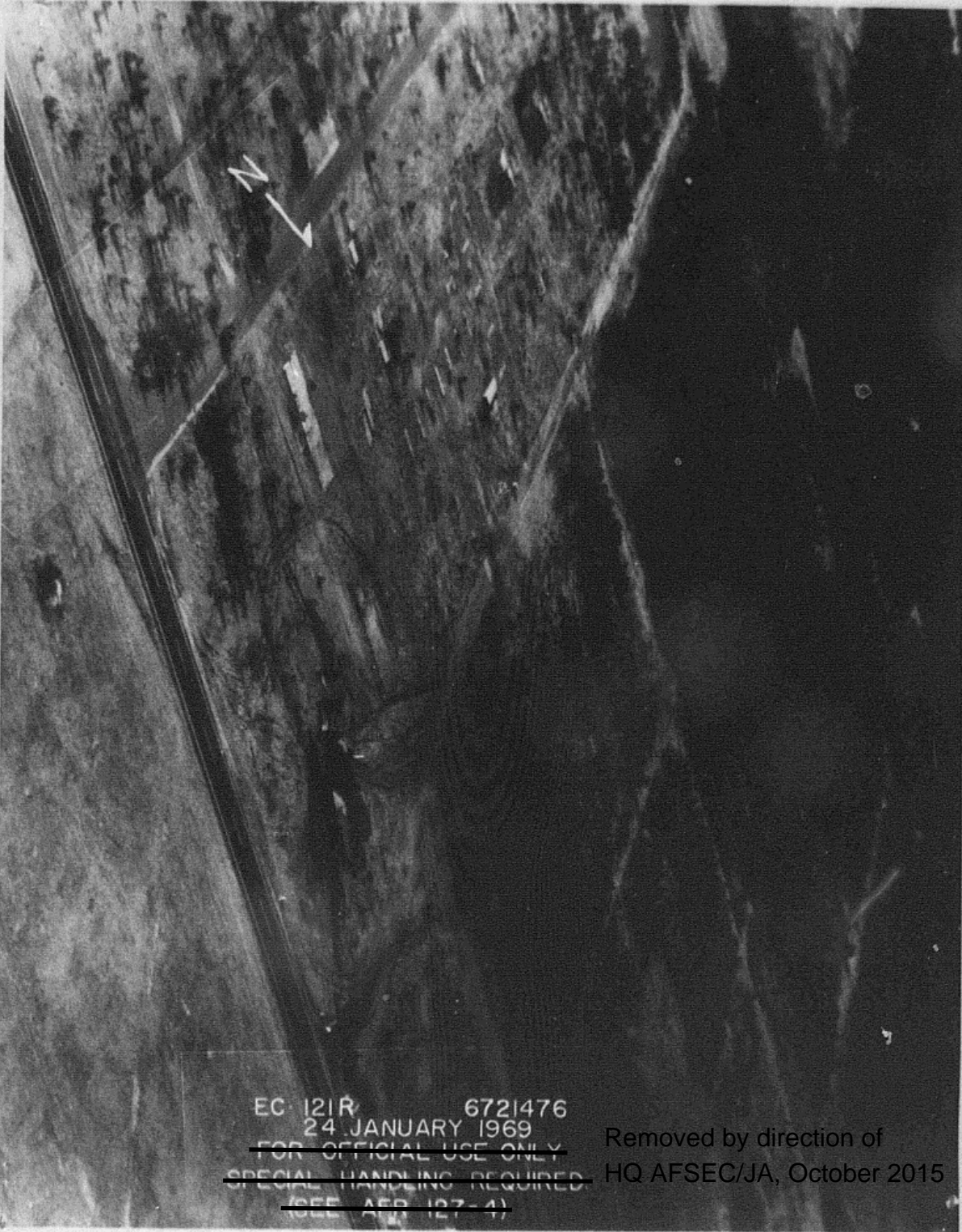
EC 121R 6721476  
24 JANUARY 1969  
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PHOTO #2 - Approach area for runway 14, looking SSE, Power Pole #13 on left, red lens fragments imbedded 29' above ground level. Note aircraft passed under power line.

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PHOTO #3 - Approach area for runway 14 looking NW

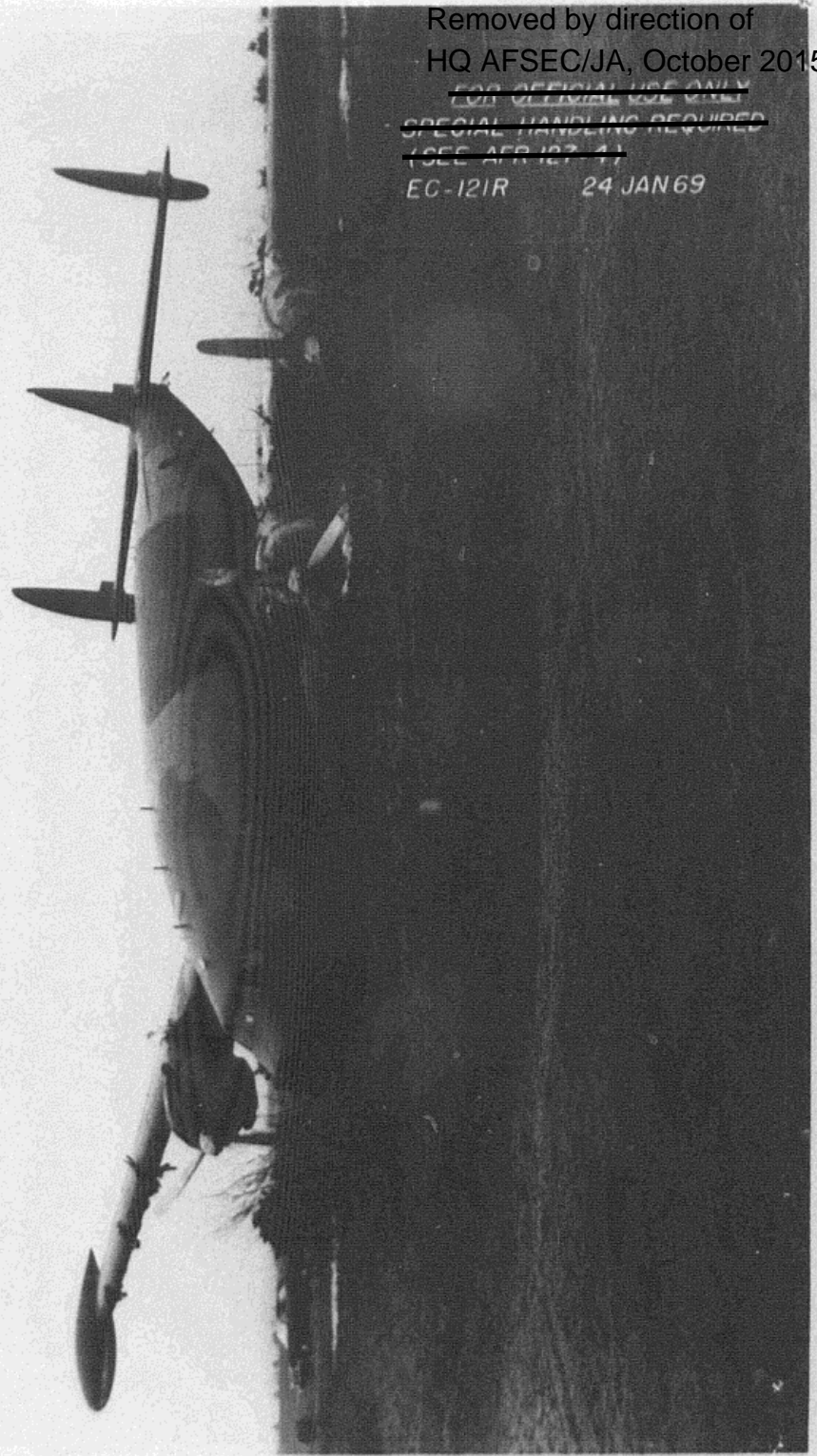
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PHOTO #4 - Aircraft Looking South

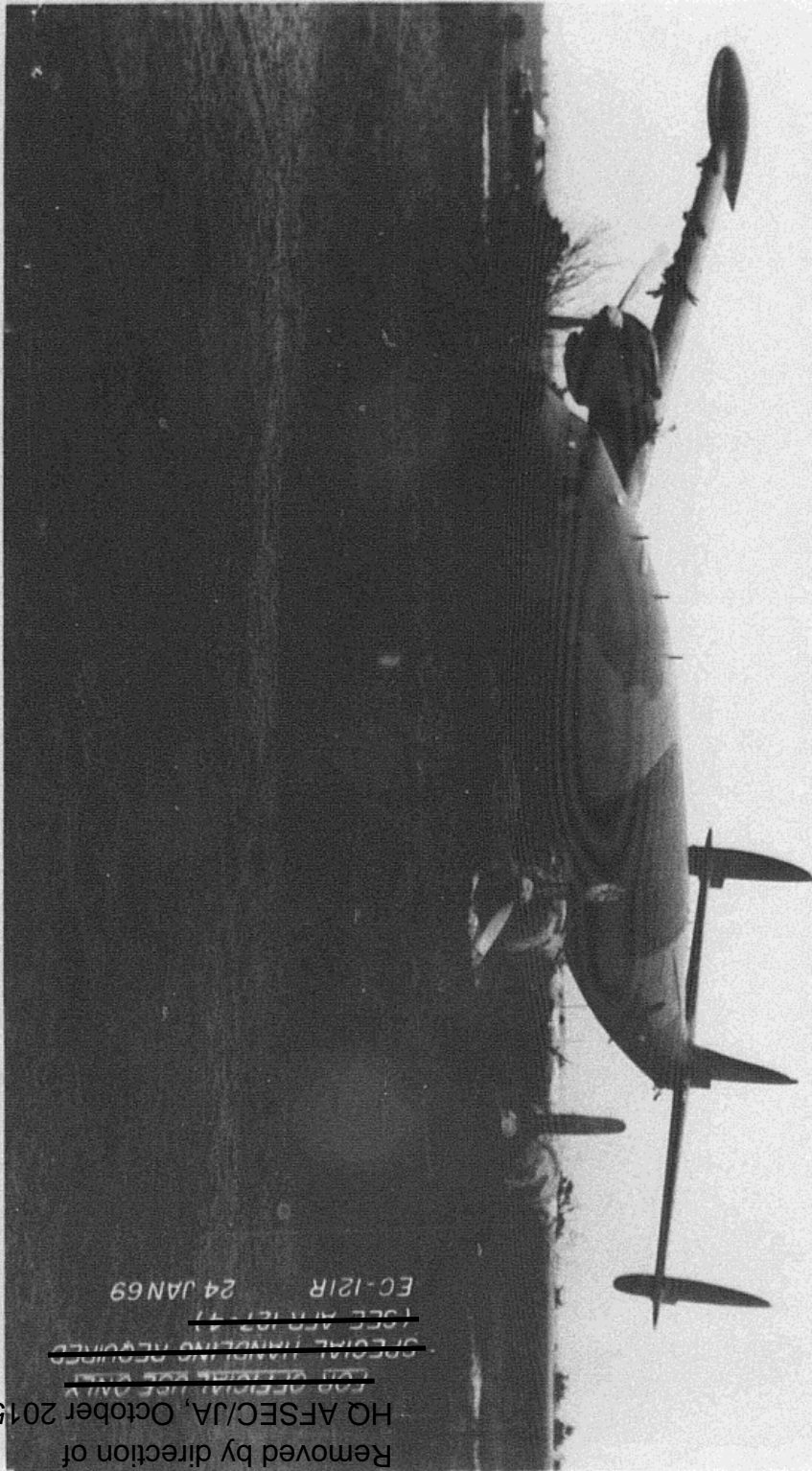


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EC-121R 24 JAN 69





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EC-121R 24 JAN 69

PHOTO #4 - Aircraft looking South

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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.

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