

# 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 No., if applicable) EC-121R 67-21476	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 69-1-24-2
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4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. Massachusetts, Winstable, on Otis Air Force Base 1810 feet NW approach end Runway 14	5. HOUR AND TIME ZONE LOCAL 1814 EST <input type="checkbox"/> DAY <input checked="" type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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Major Command ADC AFLE	Subcommand or AF SMAMA	Air Division	Wing	Group	Squadron or Unit	Name and Base Code McGilligan AFB, PRY
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8. (List organizations of second vehicle, if they differ from item 7 above)

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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
COLLETT, <del>David</del>	DAVID	F.	Major	FV3022805	Alternate	Command	Non-disabling
HADG, 01	VERAL	D.	Major	FV3038043	Commander	Pilot	ing
FOLEY, 13	LEO	F.	SMSgt	AF11116180	First Pilot	Senior	Non-disabling
BYRD,	ROY	E.	MSgt	AF14256428	Flight	Pilot	Non-disabling
KOLTON, 12	ADRIAN	J.	Captain	FV3152328	Engineer	rated	Non-disabling
Corrigan,	Bernard		MSgt	AF122916	Engineer	Rated	Non-disabling
Taylor,	Delmar	O.	MSgt	AF33522887	PAX	Non Rated	Nondisabling
Larson,	Robert	S.	TSgt	AF14506947	PAX	Non Rated	Nondisabling
Brillard,	David	L.	SSgt	AF16539762	PAX	Non Rated	Nondisabling
Goulding,	Stephen	J.	SSgt	AF16647620	PAX	Non Rated	Nondisabling
Ferro,	Delwin	E.	SSgt	AE16603951	PAX	Non Rated	Nondisabling
Rolland,	Richard	E.	Sgt	AF11970121	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

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 Special Handling Required  
 see AFR 127-4

12. AUTHENTICATION			
CERTIFICATION BY (Title) PRESIDENT Inves. Bd.	TYPED NAME AND GRADE RICHARD A. HALDRETT, Col	SIGNATURE <i>Richard A. Haldrett</i>	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.