		USAF AC	CCIDENT	/INCIDENT	REPORT	•Ke].)			
1. DATE OF OCCURRENC	E (Year, month and day)	2. VEHICLE(S)/MAYER	IEL INVOLVED	eriorania companya in distributiva propria a companya propria del companya del companya del companya del compa	- Parameter Harrison Company of the Parameter). FOR G	ACUND ACC	DENTS ON	Д примерения немеренения переде
1969, Janu.	are 24	4 441141 1924	abbucaala)			(Beer C	ode and Repe	ori Serial Nr.)
Priday	4)	EC-121R	67-21/	176			9-1	ر (۔)	4-2
d this comment	ICE: STATE, COUNTY, DISTA								/ ex
一种我有多多的为 。。	"ernsta5	le. on Offe	Adv Pa	TOWN, IF ON	5. HOUR AN	D TUME ZO	ONE LOCAL	۵.	
COC TOC C	IVW HITOPYCOAPH A	incol Distriction of	1 1 m 2	ALTO DAME	10.	, w	. 1	DAY	X HIGHT
	ACOSHIAC CHANGING AFHICK	E OR MATERIEL AT TIME	E OF MISHAP	LIV I	1814	4 EST		OAWA O	V DUSK
Major Command	Subcommand or AF	Ale Division		Wing	Grove	1	Savadron or	Hab . /	Otto A)
17.00	of management		1				adouglou or	Unit 6	time and born Cod
AFIC	SMAMA	car was rate may		ويو مي شه الله	ander began gant gant		40.00.00.00	A	PB PRTL
8.	are a state a proposable a monorabile of the Ballon state Advance of the Salar	(List organization	of second vehi	icle, If they differ from	. Hem T al				
	1 /		1	1	inen / acaye;	ı		L	
D. B. C. P. A. L. C.	1/		1					K	I EN
V. BASE AND COMMAND	SUBMITTING REPORT (Do	not Abbreviole)	***************************************						. L. Vott.
Otis Air F	orce Base, M	assachuetts	, Aeros	pace Defer	ase Commus	and			
(For oir	reraft include operator and	LIST OF PE	RSONNEL or I	DIRECTLY IN	MOLVED	l persano	il, vie additio	noi sheet(s).)	errinalespertustrikuskuskaturan en
LOS MAIN LINE	Pirel Name	Mili	Orade	Service Negatives	Aulgand L	******	B16A	age distribution contractions were disper-	· 计表示数据的 · 中央、 · 中央 · · · · · · · · · · · · · · · · ·
COLIETT, C	DAVID	F,	Major	FV3022805	State .		Reling	A STATE OF THE PARTY OF THE PAR	Injury a Individual
Series and the series of the s		Commence of the commence of th	1	- 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2		-	Comman		1-direbl-
HAUG. O	/ VERAL	D.	Major	FV3038043	Comma	nger	Pilot	ins	Периодический политический вышений
43 Ct Y 75/42			1	1	VI TIBLE	TIOL		Non-	disabling
FOLKY,	CAL	F.	SMSgt	AF1111618	VPItoh+		Pilot Non-	Man	***************************************
DVDN	Principal communications in the principal in the communication in the co				Engine		reted	NON-	disabling
BYRD,	ROY	B.	Msgt	AF 1425642	8 Flight		Non-	RI.es	212
EA TAICHT	Section and the section of the secti				Engine	-	Rated	NON-	disabling
KOLTON,	ADRIAN	J.	Captain	FV315232	CICO	**********	Non-	Nina	15 4 5 5
E's as an are I	News Holders to be consequent as a second design of the least of the second design of the least of the second design of the second desi				13	****	Rated	NOn-	disabling
Corrigan.	<u>Bernard</u>	(Appendix - 11.16 of Arministration and Appendix -	M5gt	AF122916	PAX			J RT	-11 - 1 1
Taylor,	<u> Delmar</u>		MSgt	AF33522		and the same of the same of	AL DALL	ed Noi	ndisablin
Larson,	Robert	S	TSgt	AF14506			in Rate	rd Nor	ndisablin
Brillard.	David		SSgt	AF16539			ur Date	IO NOX	disablin disablin
Goulding. Perro	<u>Stephen</u>		SSgt	AF166476	20 PA		un Pat	d Nor	idisahling idisahling
Rerro. Rolland,	<u>Delwin</u>	- Francisco	SSgL	AF166030	51 PAX	C N	07: 12 · · ·	MAL NO	idisabling odisablin
randadolli.	Richard	E.	Sgt			Commenter of	on Rat	ed No.	ndisablin ndisablin
Marie and Marie and Marie and Assessment	Contract the state of the state		A CANADA SANGER PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PA	AF119701	PA PA	A 1964		and the state of the	mar sere in
I. HARDATIVE DESCRIPTI			-	-	The latest of stransportation of the stranspo		to the mishage		bis, the require of
HARRATIVE DESCRIPTION INVESTIGATION and analys		detailed history of his ill course factors listed, fig.	ght, or thronound nating, and reco	egical order of facts on monopolations, and a y of Fligh	and circumstanuss and circumstanuss ny corrective acties		ha the mishage		bid, the require of the approximation()
HARRATIVE DESCRIPTION INVESTIGATION and analys	ION OF ACCIDENT; Cline a	OFF Special	ElCIAL, History History	US. ONI LING Requ	and circumstanuss and circumstanuss ny corrective acties		ha the mishage		bid, the results of
NARRATIVE DESCRIPTION OF THE PROPERTY OF T	IGN OF ACCIDENTS Give a six to include discussion of a nuation Sheet	OFF Specia	elt, or shronote nedway, and rea History	US. ONI LING Requ	and circumstanuss and circumstanuss ny corrective acties		te the mishage		old, the results of
NARRATIVE DESCRIPTION OF THE PROPERTY OF THE P	ION OF ACCIDENT; Cline a	OFF Specia	ElCIAL, History History	US. ONI LING Requ	and circumstanuss and circumstanuss ny corrective acties		te the mishage of	86 applicable	old, the results of
NARRATIVE DESCRIPTI Investigation and analysis See Conti.	ON OF ACCIDENT; Give a six to include discussion of a nustrion Sheet nustrion Sheet	OFF Specia	FICIAL, History History History History UTHENTIC	USE ONI LING Required to the second of the s	and circumstanuss and circumstanuss ny corrective acties		te the mishage (Cantinue co)		A Part Charles Proceedings of the Charles of the Ch

FOR OFFICIAL USE ONLY 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.