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### REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AFR 62-14 and AFM 62-5. Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

#### Section A—GENERAL INFORMATION

1. DATE OF ACCIDENT <b>5 March 1960</b>	2. HOUR AND TIME ZONE (Local) <b>1830 L</b>	3. DAY DAWN NIGHT DUSK <b>Dusk</b>	4. AIRFIELD OF LAST TAKEOFF <b>Athens, Greece</b>
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <b>15 NM SW, Emergency Air Strip</b> (b) Distance (Nautical Miles) and direction from nearest town (include state and county) <b>1.2 NM SE, Botricello, Italy</b>			
6. AIRPORT DATA. Fill in (a) or (b) as applicable (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section K.)			
(a) If accident occurred on airport: Length of runway in use _____ Ft. Heading of runway in use _____ Degrees. Field Elevation _____ Ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt _____ Other _____ (Specify) _____ Wet _____ Dry _____		(b) If accident occurred off airport: Elevation at scene of accident <b>5</b> Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes _____ No <b>X</b> If Yes, state airport involved <b>N/A</b> If No, state nearest airport suitable for landing this aircraft <b>ISABA - CROTONE</b> For either airport mentioned in 6b above: <b>ISABA - CROTONE</b> State airport type (i.e., AF, A, N, CG, PC, P, etc.) <b>EMERGENCY STRIP</b> Heading of runway in use <b>180</b> Degrees Airport elevation <b>658</b> Ft. MSL	
7. CLEARANCE: (Check all applicable) IFR <input checked="" type="checkbox"/> VFR _____ Local _____ DD Form 175 <input checked="" type="checkbox"/> Other _____ Cleared Direct _____ Cleared via airways <input checked="" type="checkbox"/> Cleared from <b>Athens, Greece</b> Cleared to <b>Naples (Capodichino) Italy</b>			
8. Base submitting report <b>Evreux-Fauville Air Base, France</b>		9. Duration of Flight <b>2:15 Hrs</b>	10. Mission of Flight <b>A-10 SAF</b>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <b>10,500</b> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <b>10,500</b> Ft. MSL (c) Highest altitude, MSL, aircraft flown on this flight <b>10,500</b> Ft. MSL Length of time at this highest altitude <b>2:00 Hrs</b>			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? <b>N/A</b> Yes _____ No <b>X</b>			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes _____ No <input checked="" type="checkbox"/> If Yes, discuss in Section K.			

#### Section B—AIRCRAFT

15. AIRCRAFT NUMBER <b>53-8152A</b>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <b>C-1190</b>	17. ASSIGNMENT AND STATUS <b>CA</b> at time of accident: (As specified in AFR 65-110) <b>AFB 40-457</b>
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT		
Major Command <b>USAFE</b>	Subcommand or AF <b>322 ADIV</b>	Wing _____ Group _____ Squadron or Unit <b>12 TCS</b> Base <b>Dreux AB, France</b>
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) <b>Negative</b>		

#### Section C—PILOT(S) INVOLVED (Flight Crew)

20. OPERATOR (Person at controls at time of accident)								
a. LAST NAME (Jr., II, etc.) <b>Hardesty</b>	FIRST NAME <b>Harold</b>	MIDDLE NAME <b>Cliffton</b>	GRADE <b>Capt</b>	COMPONENT <b>USAF</b>	SERVICE NUMBER <b>AO 721393</b>	NATIONALITY <b>US</b>	YR. OF BIRTH	
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC <input checked="" type="checkbox"/> IP _____ P _____ CP _____ Other (Specify) _____					
d. ASSIGNED ORGANIZATION								
Major Command <b>USAFE</b>	Subcommand or AF <b>322 ADIV</b>	Air Division _____ Wing _____	Group _____	Squadron or Unit <b>12 TCS</b>	Base <b>Dreux AB, France</b>			
e. ATTACHED ORGANIZATION FOR FLYING								
Major Command <b>USAFE</b>	Subcommand or AF <b>322 ADIV</b>	Air Division _____ Wing _____	Group _____	Squadron or Unit <b>12 TCS</b>	Base <b>Dreux AB, France</b>			
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 15 April 1944</b>			g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Cnd Pilot 21 July 59</b>			h. INSTRUMENT CARD Type <b>Green</b> Date of expiration <b>24 Sep 60</b>		
i. AFSC Primary <b>1055P</b> Duty <b>1055P</b>								
21. OTHER PILOT								
a. LAST NAME (Jr., II, etc.) <b>Dawley, Jr.</b>	FIRST NAME <b>Harry</b>	MIDDLE NAME <b>Francis</b>	GRADE <b>1/Lt</b>	COMPONENT <b>USAF</b>	SERVICE NUMBER <b>AO 3029353</b>	NATIONALITY <b>US</b>	YR. OF BIRTH	
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat _____ Rear or Right Seat <input checked="" type="checkbox"/> Other _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P _____ CP <input checked="" type="checkbox"/> Other (Specify) _____					
d. ASSIGNED ORGANIZATION								
Major Command <b>USAFE</b>	Subcommand or AF <b>322 ADIV</b>	Air Division _____ Wing _____	Group _____	Squadron or Unit <b>12 TCS</b>	Base <b>Dreux AB, France</b>			
e. ATTACHED ORGANIZATION FOR FLYING								
Major Command <b>USAFE</b>	Subcommand or AF <b>322 ADIV</b>	Air Division _____ Wing _____	Group _____	Squadron or Unit <b>12 TCS</b>	Base <b>Dreux AB, France</b>			
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 13 Oct 1956</b>			g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Same</b>			h. INSTRUMENT CARD Type <b>White</b> Date of expiration <b>24 Jun 60</b>		
i. AFSC Primary <b>1055P</b> Duty <b>1055P</b>								

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C ON ADDITIONAL SHEET FOR EACH.

60-3-5-1

**Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED**

If "Yes," check one

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes \_\_\_ No X Unknown \_\_\_ Weather \_\_\_ Hood \_\_\_

ASSIGNED DUTY ON FLIGHT ORDER	(Complete items 23 through 39 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour		<u>Dawley</u>		<u>Hardesty</u>	
23. Total flying hours (including AF time, student time & other accredited time)		<u>1800</u>		<u>4155</u>	
24. Total jet time		<u>None</u>		<u>None</u>	
25. Total 1st pilot IP hours, all aircraft		<u>830</u>		<u>2666</u>	
26. Total weather instrument hours		<u>439</u>		<u>670</u>	
27. Total 1st pilot and IP this model (F-100)		<u>545</u>		<u>984</u>	
28. Total 1st pilot and IP this series (F-100C)		<u>545</u>		<u>387</u>	
29. Total pilot hours last 90 days		<u>104</u>		<u>70</u>	
30. Total 1st pilot and IP hours last 90 days		<u>50</u>		<u>45</u>	
31. Total pilot hours weather and hood last 90 days		<u>42</u>		<u>13</u>	
32. Total pilot hours night last 90 days		<u>17</u>		<u>15</u>	
33. Total 1st pilot and IP last 90 days this model		<u>73</u>		<u>68</u>	
34. Total 1st pilot and IP last 30 days this model		<u>41</u>		<u>37</u>	
35. Total 1st pilot and IP last 90 days this series		<u>73</u>		<u>68</u>	
36. Total 1st pilot and IP last 30 days this series		<u>41</u>		<u>37</u>	
37. Date and duration, last previous flight this model		<u>5 Mar 60, 4</u>		<u>5 Mar 60, 4</u>	
38. Date and duration, last previous flight this series		<u>5 Mar 60, 4</u>		<u>5 Mar 60, 4</u>	
39. Date of last proficiency flight check		<u>15 Dec 59</u>		<u>30 Dec 59</u>	

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14

**Section E—PERSONNEL INVOLVED**

(Including operator and all other persons, whether in plane or not)

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or missing) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
<u>AC/1</u>	<u>Hardesty, Harold C, Capt. B</u> AO 721393 USAF	<u>CP</u>	<u>USAFE, 322ADIV, 12 TCS, Dreux AB, France</u>	<u>Neg /</u>	<u>X</u>		<u>X</u>	
<u>CP 2</u>	<u>Dawley, Harry F, 1/Lt B</u> AO 03029353 USAF	<u>P</u>	<u>USAFE, 322ADIV, 12 TCS, Dreux AB, France</u>	<u>Neg /</u>	<u>X</u>		<u>X</u>	
<u>CE 10</u>	<u>Greuling, Alton W, T/Sgt A</u> AF 18379100 USAF	<u>None</u>	<u>USAFE, 322ADIV, 12 TCS, Dreux AB, France</u>	<u>Neg /</u>	<u>X</u>		<u>X</u>	
<u>RO 10</u>	<u>Garrett, Robert E, S/Sgt A</u> AF 16323976 USAF	<u>None</u>	<u>USAFE, 322ADIV, 12 TCS, Dreux AB, France</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>Barlow, Robert J, Capt. B</u> AO 755841 USAF	<u>CP</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>Mataroockia John F, Capt. B</u> AO 722862 USAF	<u>N</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>O'Callighan, Gerald J, T/Sgt A</u> AF 17294995 USAF	<u>None</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>Watson, David P, T/Sgt A</u> AF 24883364 USAF	<u>None</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>Walls, David L, S/Sgt A</u> AF 14278121 USAF	<u>None</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	
<u>X 1</u>	<u>Gomez, Julio H, A/IC A</u> AF 13555145 USAF	<u>None</u>	<u>USAFE, Det #50 TUSLOG</u>	<u>Neg /</u>	<u>X</u>	<u>A</u>	<u>X</u>	

(See attached continuation sheet)

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

**Section F—WEATHER**

(At time and place of accident)

Sky Conditions	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
<u>OVC</u>	<u>2-3M, R-</u>	<u>020/11 Kts</u>	<u>+ 11 C°</u>	<u>+ 09 C°</u>	<u>29.88</u>	<u>CIG&amp;VSEY Lower - W</u>

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

**Section G—ENGINEERING DATA**

50. Damage: (Check one) Destroyed  Substantial... Minor... None... 51. Was aircraft damaged beyond economical repair? Yes  No

52. Estimated number of direct manhours for repair, if applicable N/A Cost of damage to aircraft \$ 590,028.00

53. Fire before accident... Fire after accident... Fire did not occur  Did explosion occur? Yes... No

55. How many T.O.s not complied with at time of accident? 6 (List T.O. numbers and titles on separate sheet)

56. Has your Base previously submitted a UR on any factor involved in this accident? Yes  No

57. Is a UR being submitted as a result of this accident? Yes  No (If "Yes" attach copy) UR number 322 AD-2 60-12

58. Is TDR requested? Yes  No Attach copy of request

**Section H—DAMAGE**

DESCRIBE EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED.

Initial damage to the aircraft as a result of freezing the left engine was confined only to the left propeller shaft, propeller blade cuffs, engine and cowling. As a result of subsequent action by the sea following the emergency landing, the aircraft was destroyed. There was no property damage incurred by the aircraft as a result of the emergency landing. Some minor damage resulted to a private dwelling roof and power lines through the parachute landings of the passengers.

**Section I—PHASE OF OPERATION**

(Check only ONE)

59.	ENGINES RUNNING—NOT TAXIING	71.	IN FLIGHT
60.	Pre-Right	72.	<input checked="" type="checkbox"/> Normal flight
61.	Post Right	73.	Acrobatics
62.	Other	74.	Formation tactics
63.	TAXIING	75.	Other maneuvers
64.	To takeoff	76.	LANDING
65.	From landing	77.	Approach
66.	Within other areas	78.	Flare-out
67.	TAKEOFF	79.	Roll
68.	Run	80.	GO-AROUND
69.	Climb	81.	OTHER (indicate)
70.	Discontinued (aborted takeoff)		

SECTION B - PERSONNEL INVOLVED (Continuation AF Form 14)

X	12	Kveck, Arthur L, A/10 AF 14532654 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Felicetti, Donald E, A/2C AF 11334150 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Greenstein, Neil RME, A/2C AF 13632547 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Higa, Paul M, A/20 AF 10112088 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Hope, Robert C, A/20 AF 14650249 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Keen, Ervin E, A/20 AF 17362890 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		McAfee, Bobby J, A/20 AF 14646850 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Monett, John N, A/20 AF 19569045 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X
X		Thompson, Wallace L, A/20 AF 14602893 USAF	None	USAFE, Det #50 TUSLOG	Neg 1	IA	X

SECTION KHISTORY OF FLIGHT

On 5 March 1960 a C-119G #53-8152A departed Adana, Turkey for Athens, Greece. It was carrying a load of 7,614 pounds of cargo and 15 passengers. The gross weight of the aircraft was computed to be 67,769 pounds. The flight to Athens was routine in every respect and a refueling stop was made.

The aircraft departed Athens at 1600 local with an estimated flight time of 3 hours and 2 minutes (3 + 02) to Naples. The take-off and climb to flight level 105 was normal. Two hours after departure and after passing report point G8Z abeam Brindisi at flight level 105 an increase of RPM was noted on the left engine.

The co-pilot reduced the RPM lever and the pilot pulled back on the throttle. When the RPM on the affected engine continued to approximately 2950 the pilot elected to feather the engine. The propeller did not feather so the pilot moved the lever into the full increase position and then slammed it hard again into the feather position. At this time the propeller appeared to start its feather cycle and the RPM slowed to 2,000. The mixture lever was placed in the idle cut-off position to stop the engine.

In the mean time the co-pilot had informed another C-119 aircraft flying 20 minutes ahead of their trouble and started calling off items on the check list.

The pilot immediately increased power on right engine to 2,600 RPM and full throttle which was approximately 40 inches manifold pressure. The aircraft was descending at 500 feet per minute at 120-125 indicated airspeed with aircraft well trimmed.

The Radio Operator had informed Wheelus Airways of their emergency and had requested a lower altitude because they were unable to maintain flight level 105. He called an Italian AF Base near Brindisi and received an answer from them in Italian. He then switched to a "Q" signal and ask for a QTC. (Send me two dashes of ten seconds each followed by your call sign). They misunderstood the call and replied with a QNH (altimeter setting above mean sea level):

Upon reaching 2,000 RPM the left propeller did not feather but increased rapidly to approximately 3,750 RPM. The aircraft was at flight level 85 and the pilot was unable to hold directional control with airspeed of 130-140 and partial power reduction on right engine. The aircraft was in a rapid rate of descent and the pilot elected to freeze the engine by turning off the fire wall shut off. After some time the prop started to slow down and the engine did freeze, however in doing so the prop shaft sheared and the propeller began windmilling at an increased rate. Wind pressure held the prop to the engine but the drag was greatly reduced and the pilot could hold direction control and reduce the rate of descent to approximately 500 feet per minute.

During this time the pilot had instructed the Engineer to brief the passengers and make sure they were prepared for bailout. The co-pilot had located an airstrip of Crotone (elevation 530 feet, 3,600 feet of grass and mud) on the map and pointed it out to the pilot. The engineer reported that nothing was left undone and at no time was there any panic.

The aircraft broke out of the clouds at 4,000 to 3,500 feet and reached the Caraffa beacon over land at approximately the same time. They turned toward Crotone (emergency field) and flew along the coast. When the aircraft reached the 2,000 feet elevation the pilot realized they could not

make it to the emergency field. He then elected to circle a small town of Botricello and gave the order for bail out by turning on the alarm bell and told the engineer to "get them out." He completed the circle and elected to land on the beach. The landing was accomplished with gear down, full flaps and landing light with an approach speed of 120 knots. The touch down was smooth at 90 knots and the aircraft continued straight along the water's edge for approximately 800 to 1,000 feet before it veered to the right into the water. The aircraft stopped in a slight nose down attitude and the cockpit filled with water to approximately the level of the side window.

The pilot, co-pilot and engineer crawled out to the top hatch, slid down the left wing into the water and swam ashore. Of the 15 passengers and the Radio Operator who bailed out of the aircraft all landed safely except for one possible ankle fractured and a minor back injury. They were assisted by the local people, police and then taken to a near by Coast Guard Station.