	REPORT OF AF AIR	CRAFT ACCIDENT	г		
Use this form in accordance with AF					
applicable if additional space is no			,	a subsection number	
7 P	Section A-GENERA				
PLACE OF ACCIDENT State County neore Pennsylvania, Perry, Newl	burg, 7 miles Nort	h			
2 DATE OF ACCIDENT 3 HOUR AND TI 26 Oct 56 1518	ME ZONE (Local: 4 DA)	r DAWN NIGHT DI		eld of last takeof t AFB, Tenn.	ţ
6 CLEARANCE (Check of applicable) IFR	-	orm 175 X Other	Cleared Direct	Cleared Via Armi	ay. X
Cleared from Sewart AFB, Tenr			usted AFB, F		
7 BASE SUBMITTING REPORT 8 DURATION Sewart AFB, Team. 5		) Form 78 [-1] fi	re autrame failure	ft above terrain if colli , bailouf, spin, stoll, sp I/A	prel
H. AIRFIELD DATA, FILL IN (a) OR (b) AS		s landing on sendiame, l	fili in length of lan	ding lanes and other d	ata os
applicable. Discuss in Section M.) [a] If accident accurred on apport-	(b) If accident occurred off a	urport elevation at seen	e of acett 1980	) <u>a</u> .	MSŁ
Length of runway in use ff	Was arresaft taking off, a			v	
Heading of runway in use degrees	lf yes, state amport invol		- Z	¥ = ===	
Field elevation ft. MSL	If no, state nearest airpor		is airciaft Har	risburg State	>
Type of runway surface: [Check]	For either airport mentions				
Concrete Asphalt	State airport type (1. e	L. AF A. N. CG. PC. P			
Other (Specify)	Distance airport to acc			yınısı <b>08</b> 0 deg	
Wet Dry	Magnetic bearing, oirpo	ort to accident 099	degrees. Airport	clevation 347 ft.	MSL
12. LIST NUMBERS OF ALL OTHER AIRCRAFT		_	<b>*</b> -		
(File separate Form 14 for each aircraft)	N/A		<u> </u>		
13. VIOLATIONS: Yes No X. If yes, o	discuss in Section M.				
	Section BA	IRCRAFT			
L AIRCRAFT NUMBER 2 TYPE, MODE	L SERIES AND BLOCK NUMBE	R 13 ASSIGN	MENT AND STATU	S CODE at time of occi	dent
AIRCRAFT NOMBER	E, Senies mass second results		TAC/CC		
51-8026A C-1	19G	10-10-0	ified in AFR 65-110	.1	
ORGANIZATION POSSESSING AND REPOR	-				
Major Command   Subcommand or AF   Air Div			Squadren or Unit	,  Base ← 😾	
×100.1		. 011 Marin O	(3 D	Consumer ATTO	Marra
TAC 18AF   S. IF AIRCRAFT WAS BEING FERRIED OR DEL	314 17 Puar	r 314 TrpCarr	or itheat.	timete destroction)	10111
5. IF AIRCKAFT WAS BEING FERRIED OR DEL	HARRED HADICATE TOOMING	ina iering erganitarions.	diste of fronsier t	and deminorally	
ar / 1					
N/A	C 011 07/C) 11/1/	NUED (EG.LL C.			
evines =-	on C-PILOT(S) INVO	PLYED Triight Cr	ew)		
OPERATOR [Person at controls at time at ac		OMPONENT SERVICE	NUMBER NAT	IONALITY YR, OF B	ikīH
LAST NAME (Jr., II, etc.) FIRST NAME M	n tr.			USA	
HANTSCH, Robert Slegirled			-42.04	U DA	
6. POSITION IN AIRCRAFT AT TIME OF ACCID	- <del>-</del> · · · ·	NED DUTY ON FLIGHT		1.1	
Front or Lett Seat X Rear or Right Seat	, AC	!P P 🗶 CP	Other [Spec	city)	
H. ASSIGNED ORGANIZATION Major Command   Subcommend or AF   Air Divi	isian Wing	Group	Squadran or Uni.	Base	
		. !			
TAC LEAF	314 TrpCar	r 314 TrpCarr.	61 TrpCarr	Sewart AFE,	i.etiti
:. ATTACHED ORGANIZATION FOR FLYING Major Command   Subcommand or AF j Air Divi			Squadion or Unit	Base	
. + 1		F		1 .	
ORIGINAL AERONAUTICAL RATING 9 PRES	CENT A COOK A LITTE AL PATINI	T 'E INSTRUMENT CA	ล่ก -	r, AFSC	
AND DATE RECEIVED AND	DATE RECEIVED	t.nt.		10535	ą
		Type Whi		30275	
	Lot 1 Nov 55	. Vate of expiration	11 Feb 57	Duty 1051E	,,
OTHER PILOT LAST NAME [Jr., fi, etc.)   FRST NAME   MI	most to be Chable (C	NA OMNENT CEDVICE	ANIMOED MATE	ONAHITY YR OF SI	RTH
	4				
GORDON, Walter Beverley, J	Jr. 2/Lt		<b>~</b>	USA	
POSITION IN AIRCRAFT AT TIME OF ACCIDE		NED DUTY ON FLIGHT (		7	
Front or Left Seat Rear or Right Seat X	Other AC	1P P (P	X Other (Specif	A i	
ASSIGNED ORGANIZATION  ojor Command   Subcommand or AF   Air Divis	non W :	\$ چېټې	Squadran ar Unit	Base	
					, an-
TAC 18AF —	J14 TrpCarr	314 TrpCarr	or Trpuarr	Jewaru Ardi	CILL
ATTACHED ORGANIZATION FOR FLYING	sion W-3	Group AS	iquadron or Unit	Bose	
ajor Command Subcommona at AF Air Divis	· · · · · · · · · · · · · · · · · · ·	4.		į	
N/A		i merninenir ein		L AFSC	-
ORIGINAL AERONAUTICAL RATING & PRES	ENT AERONAUTICAL RATINÓ DATE RECEIVED			30530	, ]
	_	Type White Date of expustion		20-2	3
Pilot 28 July 56 Pi	lot 28 July 56	Date of expression		Duly LUSLE	
OTE: IF MORE THAN TWO PILOTS ARE IN	TO SULL TO	FOODT CAME INFORM	AATION SECURE	D IN SECTION CO.	ÖN
ADDITIONAL SHEET FOR FACH	IVOLVED (FLIGHT CREW) R	EPORT SAME INFORM	AATION REQUIRE	D IN SECTION C 2	ÖN
ADDITIONAL SHEET FOR EACH.  FORM 15 104 55 14 Previous editions of this for	IVOLVED (FLIGHT CREW) R	EPORT SAME INFORM	AATION REQUIRE	D IN SECTION C 2	

Section 1	D-FLYIN	G EXF	ERIENCE OF	PILOT(S)	INVOLVED	)	
I WAS OPERATOR ON INSTRUMENTS AT I OF ACCIDENT OR IMMEDIATELY BEFORE	TIME Yes X	No	Unknown		f "Yes 'check : Veather X	one Hood	
ASSIGNED DUTY ON FLIGHT ORDER	PILC {Lost N	ame)	[Complete items [ CO.PILOT [Last Name]		HLOT LAIRC		STUDENT PILO
NOTE: List all time to the nearest hou:  2 Total flying hours (including AF time.	HANTS 701	CH	GORDON *349	:	•		
student time, and other accredited time)  3. Total rated 1st pilot and instructor pilot hours, all direraft	. 701.		42				
4. Tatal weather instrument hours	, , 53	i	, <u>2</u> 0	<b>*</b> ·			معدد سال من المناس
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119 etc.)  6. Total other (Command, a comd-co-pilot.	. 228	•	. 42	:			
7. Total 1st pilot and instructor pilot hours this model and series (F-84F F-860, etc.)	. <u>211</u> 228		50 42	İ			**
8. Total other (Command, a comdit co-pilat, radar control plt) his this model and series	211		50	<del>+</del>		.4	
9 Total pilat hours last 90 days 10. Total lst pilat and instructor	193	,	92	:			N 120 P. 1
pilot hours last 90 days  [1]. Total pilot hours (night)	116		42 11	* * * * * * * * * * * * * * * * * * *	,	,	,
lost 90 days 12. Total pilot hours, weather and hand, lost 90 days			<u></u> 21	‡ 			
13. Date and duration of last previous flight this model	26 Oct	56 °	26 Oct 56	į.			
14. Date and duration of last previous Hight this model and series 15. IMSTRUCTIONS: Altach a soay of AF Form	26 <b>Oct</b> 5 for pilot[s]	involves	DO UCE DO  5 differ the previous co	j alendar month,	and for month	in which the a	coident occurred.
to include the flight on which	h the occiden	t took pl	ersonnel in				<del></del>
· · · · · · · · · · · · · · · · · · ·		ır and all	other persons, wheth	her in plane or r		J	Parachute Erectio
Duty of time of Name (Last name first Grade, Serial accident and Component or Service)	Number	Type Aero Roting	Command Su	ATIONAL ASS ibcommand, Gr and Type, Boss		Class. [or missing]	Vsed See Use
(1)	Ţ.	[3]	. 1.1	[4]		[5]	(6) (7) (8) (19
P Whantsch, Robert Siegfr	98	<b>P</b>	TAC, 18AF, Group (M),	Sewart		A+	
CPU Gordon, Walter Beverla	y Jra, sa	ſp₽	:	Same		Fatal	
CE Seigler, Marvin W., T/	Sgt.	n/R		Same		Fatal	4 x
Z Young, Gracye E., 1/Lt NAN-2243164, AFRes	, 2	n/r	TAC, 18AF, Hospital,			Fatal	Lx x
A A COLO SECTION SECTION			,			1 4	1
	;					-	
NOTE: If addition	iol space is r	equired t	to his all personnel ii	nvolved, attack	s additional she	ret.	
			F-WEATHER				
Ceiling Visibility Wind Direction of		1.0	mperature D	ew Point	Alt Setting	i	eather Conditions
O Unk  If weather, including wind conditions was fach	or in the acc		Unk Hach statement of w	Unk weather officer	Unk	_ Lu	alla.
- M.			NGINEERING	DATA			
1 Damage: (Check one) Dostrayed X Substant			7	aircialt damagi of domaye te s			_
Estimated number of direct manhaurs for repair     Fire before accident. Fire after accident.	**		<b>,</b> , , , , , , , , , , , , , , , , , ,	of domaye te c	-		inge Til III III III III III III III III III I
b How many TOs not complied with at time of		20		mbers and title		sheett	11 - 14 - 15 - 15 - 15 - 15 - 15 - 15 -
7. Has your Bose previously submirred a UR on an	ny factor ny			No X			A constitution and
8 Is a UR being submitted as a result of this accord		No 3	<b>X</b> (If Y≈s attas	ch copy) UR	l number		
	eun ais eigee.			Market Street			Page 2

## NARRATIVE DESCRIPTION

## HISTORY OF PLIGHT

Air Force aircraft number 51-8026 departed Sewart Air Force Base, Tennessee at 0917C on 26 October 1956 IFR via airways to Olmsted Air Force Base, Pennsylvania, on a cargo airlift mission. The gross weight on takeoff was 63,152 lbs with a C. G. position of 26.8% MAC which is within authorized limits. After a routine flight, the aircraft reported over Altoena, Pennsylvania at 9,000 feet with an estimate of 1330E at Harrisburg. The pilot was cleared to descend en route and was cleared for approach at 1348E. The weather at Olmsted Air Force Base at 1300E was reported as 1300 scattered with 2200 overcast and a visibility of 14 miles. This weather was fluctuating rapidly in rain and fog and at the time the aircraft passed over the field was below minimum with one-half mile visibility in fog. At 1400E the pilot reported a missed approach and was cleared to the Lancaster beacon. He was further cleared to climb to 5,000 feet and gave an estimate at Lancaster of 1414E. Olmsted Air Force Base was reported to be then above minimums and the pilot requested another approach. He was cleared to the Harrisburg CMNI at 6,000 feet and left Lancaster at 1426E estimating Harrisburg at 1440E. His clearance was changed en route to hold west of the New Kingston Fan Marker and he arrived over the New Kingston Fan Harker at 1438E at 4,000 feet. After holding he was cleared to descend to 3,000 feet and left 4,000 feet at 1440E. At 1506E he was cleared for a straightin approach from New Kingston Fan Marker to the Ulmsted airport. At 1509E he reported leaving the New Kingston Fan Marker inbound and at 1511E he reported leaving 3,000 feet. The aircraft crashed in mountainous terrain 22.5 nautical miles west of the Kingston Fan Marker at approximately 1515E.

بالأ	d.											
) ^	18/61	<u> </u>	REPORT	OF AF	URCRA	FT ACCID	ENT	·	<del></del>	····		Q.
0	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.											
	5-	:47	Section /	4-GEN	RAL I	FORMAT	ION					
1.5	DATE OF ACCID January 1		ND TIME ZONE (Local ST	3. DA		MIGHT DUS	1	IRFIELD OF LA				
5	PLACE OF ACCI	DENE:	law from a same to Jose				mi,	& 044° f	n Cen	pbell		у.
	(b) Distance (Nat	nical Miles) and direc	ion from nearest town	(Include sta	te and co	mly) 4.6 I	%, i.e	224°im P	embro	ke,Ch	ristían	, Ky
6	. AIRPORT DATA. Discuss in Section		plicable (For seoplant	e landing a	n seadron	se, fill la leng	th of lan	ding lanes and	other di			~
	(a) If accident o	ccurred on pirports	. 1' '			rh Elevation d			590	-	ykı≒ı. Maşlı	- Luc-
	Heading of a	unway in vee	Degrees. If Yes,	state alepa	ri involva	a Campbi	3 L A	rmy Air	Field	Ken	tucky	
	Type of runw	ray surfaces (Check)	1			iltable for lar n 65 above:	nding this	akero#	N/A			
	Other	(Specify)				N, CO PC	p) A: _Degrees	rmy . Akport slava	illon5	71		152.
7		eck off applicable) IFE Kelly AFB, T	X VFR Loc	00	Form 175	Z Other	hell	AAP, Ken	tuoku	Cleared v	la aleways	χ
90,	, Base submitting t		-	9	Duration		0011	1	O. Missic	an of Bloks	lift Su	mn.
11	. ALTITUDE DATA:		et which accident sequ	ence began	11			F1.		Z	A CONTRACTOR OF THE PARTY OF TH	· PP
			equence began, or of	which failure		705		F1, M	7.30	, (	1	
77		de, MSL, gircraft flov all Other Aircraft Invo	m on this hight	rm 14 for e			of this h	ighest altitude				
1:			e with standard Air Fo 		ity criteric	1.7		<u></u>	Yes.	<del></del>	No	
1.	, BREACHES OF	AIR DISCIPLINE: Yes		f Yes, discus					Li			بونساليد جديث
1	S, AIRCRAFT NUM	BER 16. TYP	Sa E, MODEL, SERIES AN	ction B.		· · · · · · · · · · · · · · · · · · ·	ASSICA	IMENT AND ST		200°		
1.	1-2639F		19 <b>C</b> F			17,	<b>∥</b> c	A		DE GLIIM	4 DY 0.5C1G-61	Alt
1			REPORTING AIRCRAFT						· · · · · · · · · · · · · · · · · · ·			
j	Major Commend	Subcommand or AF	Air Division N/A	Wing 433TCV	LICK!	Group N/A	,	Squadron or 1 67TCS ~	Unit :		AFB, T	ex
r	F AIRCHAILE	AS BEING FERRIED OF	I DELIVERED INDICATE	Golning a	nd losing	1. 1	, date of	transfer, vitim	cte desti			
1	I/A P											
			Section C-P	LOT(S)	INVOL	VED (Filg	ht Cre	w)	**************************************			
1	mermoral milera della medicina anno e a con	rson al cantrois at th	de e elle annument e contamina	GRA	DE L CO	MPONENT	SEBUIC	E NUMBER	NATIO	INAUTY	YR, OF DE	874
1	Wilson, Ja		MIDDLE NAME	Majo	1	IN		0750	US	1	IK OF W	5117
, Th		RCRAFT AT TIME OF				אס עזעם ם			<u></u>			
-		i X Repror Right			<u> </u>	р., Р.	X c	P. Olher	(Specify)		**************************************	open de contra a projet
1	Mojor Commend	Subcommand or AF	Air Division	Wing		Group		Squadran or	Unit			
	CONAC	9AF	N/A	433 TO	7 <del>W</del>	N/A		67TCS		Kelly	AFB, T	lex
	Major Command	Subcommand or Af	Air Division	Wing **	4 7.3	Group		Squadron ar		Baso		i
Į.		DNAUTICAL RATING	R. PRESENT AERON	AUTICAL RA	TING	h. INSTRUM	ENT CA	T C Z		f. I. AFSC		·
1	AND DATE REC Pilot, 28 J	EIYED	AND DATE RECE	tVED			Green			Primory	105P	
L.,	2). OTHER PLOT		Sr Plt, 17	INO A GIII O	31.TADA	Date of	•xpiratio	" 12 Oct	01	Duty	LUDE	
	Last Name (Jr. ) Eubanks, Je		ie middle name	GRA Majo		MPONENT N		CE NUMBER 1872	OITAN SU		YR. OF BI	IRTH
-		ARCHAFT AT TIME O			ASE ASE	יס צושם פו	Y FLIGHT	ORDER				
-	Front or Left Se		Seat A Other		AC	IP F.	Ci	P_X_ Other	(Specify)		,	
		Subcommand or AP	Air Division	Wing		Grosp		Squadran ar	Unit	Base		_
1	CONAC	SANIZATION FOR FL	N/A	433T0	)W	N/A		67TCS		Kelly	AFB, T	ľex
1.	Major Command	Sybcommand or AF	Air Division	Wing		Group		Squadran ar	Unit	Bus		
$\vdash$		ONAUTICAL RATING	g. PRESENT AERON		ATING	h. INSTRUA	LENT CA	RD		. AFSC		
	and date rec Pilot, 30 A		and Date REC Sr Plt, 15	EIVEO	_	iype		22 004	-4,	Primory	105P	
-			INVOLVED FRIGHT C		,	-	expiration of the second of th	D IN SECTION		Duty		FACH
ŀ				, Aug. On		TOTAL CONTRACTOR					AND DESCRIPTIONS	IT.

AF JUL 50 14

Previous editions of this form are obtained SPECIAL HANDLING REQUIR Previous editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of this form are obsessed in the Previous Editions of the Previous

AW PARAS 494 & 52, AFR 62-14

2. WAS	OPERATOR ON INSTRUMENTS AT THE	AE Yes X	No	Unknown		Yes," check one	Hood			
	CONTROL OR IMPROVINCE I PETOADI	/ <del>**</del>				r each crewmemb				
A\$SIG	NED DUTY ON FLIGHT ORDER	PILOT	1	CO-MIOI	INSTR. PILC				DENT I	
.,,,,,,,,,,	1 - h - 11 at h - 4k	(Last Name)	1.	(Lost Name)	ilasi Nome				ad No	
	List all time to the nearest hour tying hours (including AF time, student	Wilson		bubank	<b> </b>					
	other accredited time)	3764		3572						
. Total j	et time	1		None	<u></u>					
, Tatol I	1st pilot,7P hours, all virceaft	1483		721						
. Total v	weather instrument hours	180		100						
. Total	lst pilot and IP this model (F-100)	270		141						
, Total	1st pilat and IP this socies (F-100C)	270		141						
. Tolel	pilot hours last 90 days	52		29						
). Total	lat pilot and IP hours lost 90 days	25		22						
l. Total	pilat hours weather and hood last	9		6						
	pilot hours night tast 90 days	5		3						
, Total	Lat pilot and IP lost 90 days this model	25	_	22	<del> </del>					
i. Total	Ist pilot and IP last 30 days this model	7		3				L		
	1st pilot and IP last 90 days	25		22	1					····
	1st pilot and IP last 30 days	7		3	·					
1his şe 7. Dale	ries and duration, last previous flight	13 Jan, 61	_+	17 Dec 60	<del> </del>				·	
fhis m		13 Jan. 61		17 Dec 60	<del> </del>		•			
this se	ario)	10.00		Ti hed oo	<del> </del>					
,	of last proficiency flight check  RUCTIONS: Attach a capy of AF Form 3	23 Sep 60	~,t	Sep 60				<u> </u>		
Duty at time of accident	Name (Last name first, Grade, Serie und Component or Service 42.	il Number A	ype tero oling 43.		VIZATIONAL ASS Subcommand, Gr. and Type, Base 44.	SIGNMENT oup Number	Injury Class for missing) 45,		d Se No Ye	
P Ol	Wilson, James H. Maj A0750750, RIN		Plt	ALI	44.	- X 1/1			47. 4	0. 4
	MOIJOIJO, ICIA				9AF, 43		Fatal		х	
OP C	Bubanks, James M. Ma A0811872, RIN	jor Sr	rPlt	67TCS, Ke		Tex 33 <b>TCW</b>				
	Eubanks, James M. Ma A0811872, RIN Marsden, Edward J. C A02074514, RIN	eaptain Na		TAC/CONAM 67TCS, Ke TAC/CONAM 67TCS, Ke	elly AFB, C, 9AF, 4 elly AFB, C, 9AF, 4 elly AFB,	Tex 33TCW Tex 33TCW Tex	Fatal		х	
18	Eubanks, James M. Ma A0811872, RIN Marsden, Edward J. C A02074514, RIN Cortez, Juan L. Staf AF18464487, RIN	eptain Na	rPlt av cw	TAC/CONAM 67TCS, Ke TAC/CONAM 67TCS, Ke TAC/CONAM 67TCS, Ke	ally AFB, C, 9AF, 4 C, 9AF, 4 C, 9AF, 4 C, 9AF, 4 C, 9AF, 4 C, 9AF, 4	Tex 33TCW 33TCW Tex Tex 33TCW Tex	Fatal (+ Fatal		х	
	Eubanks, James M. Ma A0811872, RIN Marsden, Edward J. C A02074514, RIN Cortez, Juan L. Staf	reptain Na	rPlt av	TAC/CONAME	elly AFB, C, 9AF, 42 elly AFB, C, 9AF, 42 elly AFB, C, 9AF, 42	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex	Fatal Fatal Fatal Fatal	The state of the s	x x	
ON MO	Eubanks, James M. Ma A0811872, RIN Marsden, Edward J. C A02074514, RIN Cortez, Juan L. Staf AF18464487, RIN Bonura, Joseph T. Jr Staff Sergeant, AF134	reptain Na	rPlt av cw br	TAC/CONAME	ally AFB, 4, 5, 9AF, 4, 6, 9AF, 4,	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex	Fatal  Fatal  Fatal  Fatal  Fatal	The state of the s	x x	
O TO MO	Eubanks, James M. Ma A0811872, RIN  Marsden, Edward J. C A02074514, RIN  Cortez, Juan L. Staf AF18464487, RIN  Bonura, Joseph T. Jr Staff Sergeant, AF134 RIN	reptain Na Cr Sgt Cr 92859, Mi	rPlt  rW  rw  br	TAC/CONAME	ally AFB, 4, 5, 9AF, 4, 9AF	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex Tex	Fatal Fatal Fatal Fatal Fatal Fatal	The state of the s	x x	
ON MO	Eubanks, James M. Ma A0811872, RIN  Marsden, Edward J. C A02074514, RIN  Cortez, Juan L. Staf AF18464487, RIN  Bonura, Joseph T. Jr Staff Sergeant, AF134 RIN	raptain Na Cr f Sgt Cr 92859, Mi	rPlt  rPlt  rw  br  quired  Section	TAC/CONAME	elly AFB, 4, 9AF, 4, 9AFB, 9AFB, 4, 9AF	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex Tex	Fatal Fatal Fatal Fatal Fatal Fatal	The state of the s	x x	
ON MO	Eubanks, James M. Ma A0811872, RIN  Marsden, Edward J. C A02074514, RIN  Cortez, Juan L. Staf AF18464487, RIN  Bonura, Joseph T. Jr Staff Sergeant, AF134 RIN	raptain Na Cr f Sgt Cr 92859, Mi	rPlt  rPlt  rw  br  quired  Secti	TAC/CONAGE	elly AFB, 4, 9AF, 4, 9AFB, 9AFB, 4, 9AF	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex Tex	Fatal  Fatal  Fatal  Fatal  Fatal  Fatal  Fatal		x x x	
05 88 80 PM	Eubanks, James M. Ma A0811872, RIN  Marsden, Edward J. C A02074514, RIN  Cortez, Juan L. Staf AF18464487, RIN  Bonura, Joseph T. Jr Staff Sergeant, AF134 RIN	raptain Na Cr f Sgt Cr 92859, Mi	rPlt  rPlt  rW  br  guired  (A) Himme	TAC/CONAGE	ally AFB, 4, 5, 9AF, 4, 5, 9AF, 4, 5, 9AF, 4, 6, 9AF, 4, 9AF,	Tex 33TCW Tex 33TCW Tex 33TCW Tex 33TCW Tex	Fatal Fatal Fatal Fatal Fatal Fatal	Wagen	X X X X X	dillon

SPECIAL HANDLING REQUERED IAW PARAS 49A & 52, AFR 62-14

#### HISTORY OF FLIGHT

At 1443 Central Standard Time 15 January 1961, a C-119 aircraft serial number 51-2639, call sign Vase 67, assigned to the 67th Troop Carrier Squadron, 433d Troop Carrier Wing, departed Kelly Air Force Base, Texas for Campbell Army Air Field, Kentucky. This aircraft was enroute to Campbell to airlift and airdrop Army personnel and equipment in training exercises during the week 16 to 20 January 1961.

The pilot had filed an Aircraft Glearance requesting an instrument flight rules clearance at 5000 feet with a cruising speed of 175 knots true air speed and estimating four hours and twenty minutes enroute. Vase 67 was cleared by Victor Airway 17 to the Waco, Texas VOR, Victor Airway 63 to the Sulphur Springs, Texas VOR, Victor Airway 16 to the Graham, Tennessee VOR, Victor Airway 57 to the Springfield, Tennessee intersection and direct to the Campbell, Kentucky VOR.

From Waco Vase 67 was rerouted to Texarkana by Victor Airway 63 to the Sabine Intersection, Victor Airway 18 to the Quitman, Texas VOR and Victor Airway 54 to Texarkana. That portion of the flight from San Antonio to Memphis, Tennessee was conducted at 5000 feet. The remainder of the flight to the Campbell VOR was flown at 7000 feet.

At takeoff the aircraft had 15,744 pounds of fuel aboard for eight hours and thirty minutes of flying.

All enroute position reports and other radio contacts were made as required.

Vase 67 was flown in clear weather from departure at Kelly AFB until between Texarkana, Texas and Pine Bluff, Arkansas where the aircraft entered an overcast. During the remainder of the flight to the Campbell VOR, the aircraft was in the overcast. Prior to Vase 67 arriving at the Campbell VOR, Memphis Center gave the latest Campbell AAF weather as measured 1200 feet overcast, visibility three miles, light rain and smoke and altimeter 29.77. The actual weather at this time also included a reported 600 feet scattered layer of clouds.

Upon arrival at the Campbell VOR, Vase 67 entered a holding pattern and was cleared to descend to 5000 feet. After about five minutes in the holding pattern, Vase 67 was cleared by Memphis Center for a VOR approach to Campbell AAF to report leaving 4000 feet and to contact the Campbell tower. Contact with the tower was established and Vase 67 reported leaving 4000 feet. Vase 67 was advised to report low station inbound for a straight in approach to runway 22. At 1923 CST, Vase 67 SPECIAL HALDLES TELEGRAD TAY NO. 52, AFR 62-14

reported over the low station inbound for a low approach to a landing. Two minutes later the Campbell tower operator reported observing a flash and ball of fire beyond the approach end of the active runway. Immediately the tower operator made several unsuccessful attempts to contact Vase 67. The aircraft had crashed 3.4 miles from the approach end of the active runway and 4.2 miles from the Compbell VCF.

SPECIAL HANDLING REQUIRED TAN 18 49A & 52, AFR 62-14

I DYRE OF OCCURRENCE	(Year, mooth and day) 2	VEHICLE(S)/MAC	ERIEL INVOLVED	and the state of t	J. FOR GI	NOUND ACCIO	INTS CINEY
30 Sep 1966				#53-3195		ode and Repor $g=3$	,
4 PLACE OF OCCURRENCE	STATE, COUNTY, DISTAN	CE AND DIRECTIC	N IROM NEAREST	TOWN, IF ON	5. HOUR AND TIME ZO		O TOMO POR CONTRACTOR
MARE WENTING IF OFF	BASE CHYE DISTANCE FRO	im įvėarešą base	Californ	ia Los	2115 PDT	ME LOCAL O	DAY RIGHGH
Angeles, 27N	M southwest	. of Georg	ge AFB, A	<u> 1717 184 18</u>	2 2 2 2 3 7 1 1 1		DAWN DUST
Water Campand	Sulzianmend or AF	T TA ABIBBIANA NO Dienel He		Wing Flid	Granosty 1 8	Squadron or	Unit Probe and base
- All Ard	6AFRR		- 45	2 WAMS	144)	730TC	A Camela 5 5
					TC 40.	73010	4664
,	i 1	And organizati	ons of second uphic	te, if they differ from t	lem 7 above) ₹	and a management of the second	without the second
							SR
P BASE AND COMMAND SI			ter to reprise the selection of the sele			· · · · · · · · · · · · · · · · · · ·	1
George Air Fo	rce Base, Ca	lifornia,	Tactical	Air Comm	and		
10.	of include operator and a	LIST OF	PERSONNEL	DIRECTLY INV	OLVED	4 Codd on any place	taring the state of
Last Name	Frist Name			T	T	il, use addition Aero	
Estes / Life	Elvin		Grade	Service No	Assigned Duty	Rating	Injury to Individual
Gassman 191	Norman	<u>.</u> M	Major Capt	FV711165 FV191046		3-2	Fatal 4
Miller O	Raymond	L	Capt	FV308450	C Pilot	3-2	Fatal F
DuCharme / 6	Roger	C	SSgt	AF195306	CPilot 6 Flt Mech	ĀM	Fatal 4
erende de la como de desendo managoral aparece de la como de la compania de la compania de la compania de la c	Mr. Fallen in an artista of septem Particular Advance	er forester commence copy		d -p-p-p-man-man-man-man-man-man-man-man-man-man	<u> </u>		
personal production of the second	e mark as the seasoning		The state of the contract of t	To be be provided to the state of the state			
representation and the second		F No. 1.		- Mary - Mary - Market September 1991 - Mary	We to be the control of the control		Andrew Comment of the state of
er market men er							
harmonisticum compositios codes — moneyo expensas a		v		le les communications de la communication de l	and an analysis and an analysi		
	American war in the contract of the contract o	· · · · · · · · · · · · · · · · · · ·			- versions now the community of the community and the community of the com	-	and a transfer of the same of
management of the second of the second				AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	Allowed the second seco	na -190 -1 1 1 1 1 1 1 -	The second section of the sect
enterversette so communication of the second				**: challenger and a special s			
	on the second of the second	,		entrational and analysis and a second and	The second particular of the second builting the second particular of the second secon	- Company Communication of the Spine of the	And a second second second second second second second second
					of the section of the	hvammana, injulyo ky miaida	-
							<u> </u>
I NARRATIVE DESCRIPTION	H OF ACCIDENT Give a	deletted litrory o	Might, or chronol	lugical andm of lacti	and excuenshinges leading	to the mishe	n as applicable. the excust reverse, it more space aspect
			o' unomâr' dud tê	rammendaliens, iled o	ny corrective action taken	(Cordinal on	revorte, if more supply again.
	Par 11A - h	listory of	Flight (a	ittached)			
		,	. +22,410 (0	2 K D C C C C C C C C C C C C C C C C C C			
							,
							,
							, ,
							, <u>, , , , , , , , , , , , , , , , , , </u>
				ο.Λ			
2. Extract at the ray (but)	Faces		AUTHENT	COLOR of the Salary are at the salary			
2. Ribercation of (felle) Pre-sident	TYPED NAME AN	IO STRADE B. TRIMI	a commentation	EATION SIGNATURE	Ø -7	<u> </u>	DATE

## A. HISTORY OF FLIGHT

On 30 September 1966, Major E. O. Estes, Capt Norman Gassman, Capt Raymond Miller and SSgt Roger DuCharme were scheduled for a local VFR night proficiency flight in the March AFB local area. The mission was briefed by Major James E. McAdoo, 730TCS Operations Officer at approximately 1730 PDT. The flight was briefed as a night proficiency flight of 2+30 duration. The mission was filed on a DD Form 1080 local flight clearance with Major Estes as Instructor Pilot, Captains Gassman and Miller as copilots.

The C-119G aircraft, 53-3195, call sign IMPLY 84, had been scheduled as the backup aircraft for a cross country to New York. If the primary aircraft aborted the mission to New York, 53-3195 was to replace it. The original aircraft mission was cancelled so 53-3195 was released for the local flight. As a result of being the backup aircraft for the longer cross country, 53-3195 was fueled to near the maximum fuel load. The aircraft departed on the local flight with approximately 14,000 pounds of fuel.

Major Estes had been originally scheduled for a flight to Las Vegas but due to a recent illness in his family, and resultant financial expenditures, at his request had been rescheduled for the shorter local flight.

After the aircrews were briefed by Major McAdoo all crew members departed the Movement Control unit except Major Estes who remained behind to discuss a possible future flight for Boy Scouts. After the discussion was ended, Major Estes departed for Base Operations, thence to the aircraft. Major Estes arrived at the aircraft at approximately 1800 PDT.

From all indications engine start, taxi operations, and radio transmissions during start, taxi and takeoff were normal. The aircraft departed March AFB at 1833 PDT and at 1835 PDT contacted March RAPCON for VFR traffic advisories. IMPLY 84 stated his intention to proceed to the Ontario VOR, thence to George AFB to perform instrument approaches.

IMPLY 84 was released by March RAPCON at 1845 per his request to contact Edwards Approach Control. Contact with Edwards Approach Control was established at approximately 1843 PDT with the altitude given as 7,500 MSL VFR. (The apparent time discrepancy is due to the difference in time used by Edwards Approach Control which is coordinated with Los Angeles Center, and Merch RAPCON which uses time obtained from WWV and which is periodically checked with Los Angeles Center). At time of release from March RAPCON at 1845 PDT the radar position was given as eight miles northwest of the Colton radio beacon. At this same time radar position given by Edwards Approach Control as 15 miles south of the George VOR. At 1850 PDT Edwards Approach Control indicated the radar position of IMPLY

FOR OFFICIAL USE ONLY. SPECIAL HANDING REQUIRED; SEE AFR 127-4

84 as being over George AFB. IMPLY 84 then requested permission for several instrument approaches to George.

IMPLY 84 commenced a low altitude TACAN approach at 1856 PDT and completed the low approach with initial altitude at or below 8,000 MSL

completed the low approach with initial altitude at or below 8,000 MSL assigned by Edwards Approach Control. During the second TAÇAN approach IMPLY 84 stated that the DME portion of his TACAN had become inoperative and would not lock on. Goerge GCA identified IMPLY 84 and radar position was stated as 17 NM northeast of George AFB heading 280°. IMPLY 84 then transitioned from the TACAN approach to a normal GCA which was terminated at 1945 PDT with the stated intention of going to Palmdale Airport. IMPLY 84 contacted Edwards Approach Control at 1947 PDT and requested permission to make instrument low approaches to the Palmdale Airport. No further radio transmissions were received from IMPLY 84 until 2012 PDT. At that time IMPLY 84 contacted Edwards Approach Control and stated that he was over the Palmdale VOR 6,500 feet MSL in the holding pattern. Radar contact was established by Edwards Approach Control and confirmed position of IMPLY 84 was two miles west of the Palmdale VOR. IMPLY 84 then requested permission to make a low altitude VOR approach to the Palmdale Airport and permission was granted by Edwards Approach Control. IMPLY 84 called procedure turn inbound at 2036 PDT and requested permission to hold on the 031° radial of the Palmdale VOR for another VOR approach. At 2055 PDT IMPLY 84 commenced his last instrument approach to Paimdale Airport and called procedure turn inbound at 2058 PDT. IMPLY 84 called missed approach at 2102 PDT and requested frequency change and departed on course to March AFB. Edwards Approach Control cleared IMPLY 84 to change frequency and to turn IFF to VFR setting at 2105 PDT. IMPLY 84 crashed at Mt Pallett, California, at coordinates 34023'58" and 17052'42" at approximately 2115 PDT. All crew members were fatally injured and aircraft was totally destroyed upon impact.

	•				-	•		~ V
H-14-LO		\$				ŧ	•	His
1,11		· <u> </u>						·····
		REPORT OF	AF AIRC	RAFT ACC	IDENT	_		į.
Use this form in acco			esoae ila al ilif	rs applicable, it	additional s	pace is needed, us	e additional sheet	(a) and
identity of proper s		Section 'A	GENERAL	INFORMA	TION			
DATE OF ACCIDENT	2. HOUR AND TH			WN NIGHT DI		FIELD OF LAST TO	YEON	<b></b>
March 1960	1830 L	HE ZONE (COMPAN)	Duak			hens. Gree		1
PLACE OF ACCIDENT: (a) Distance (Nautical M								
(b) Distance (Nautical A								
. AIRPORT DATA. FIII In I	a) or (b) as applicab	la (For seaplanes la	inding on sea	drome, fill in le	ngth of landi	ng lanes and other	dote as applica	bie.
Discuss in Section K.) (a) If pecident occurred		January 1, 1						N/A
Length of runway in	use Ft,	(b) if occident  Was aircfa		approaching or			"Ft. MSL	
Field Elevation	In use Degre Ft. MSL	[ If fes, std	te airport in	rolved ort suitable far	M/A			
Type of runway suri				7.5	a	ZOTANE	Lo dosh I	l.
	_ (Specify)	State airpa	rt lype (i.e.,	AF, A. N. CG, P	C, P,	Airport elevation	ten cy gras	s ectip
CLEARANCE (Chack off								~
Cleaned from Ather	as. Greece	. +rs Local	Cle	ored to Nath	Lea (Cer	odichino)	Italy	rways
Base submitting report			9. Our	ation of flight			salon of flight	$\overline{\Lambda}$
EVICE PATA	le Air Base,	France	21	15 Hrs		<u>A</u> -	10 SAF /	7
(a) Altitude of aircraft						В.	,	/
(b) Altifude, MSL, at wi	•						оо п	1
(c) Highest altitude, M.				SL. Length of 11	me at this big	phost offiliade 🤞	OO Hrs	
. List Numbers of all Oth (a) Was alrerast paints	ed in occordance with	standard Air Force	conspicuity cr		A		· X	. No
VIOLATIONS: Yes		on, Discuss In Section No X If Ye	n K. 11. discuss in S	action V				1
)	CO LIVE 142		on B-Al				······································	
. AIRCRAFT NUMBER	16. TYPE, MO	DEL SERIES AND			7 ASSIGNA	AENT AND STATUS	CASS or the out	
χ.	, , , , , , , , , , , , ,		TOCK HOME		AFE 4		CA	accident/
53-8152A	C-1190				(As specif	3ed in AFR 65-110		
. ORGANIZATION POSS Major Command / Subsat			AF-110 REP	ORTS AT TIME		T Sauadron or Unit	Boss _	
HO AND A		O ADTY	renge	1 3/22		is mon 1	N Drec	IX AB,
. IF AIRCRAFT WAS BEI	IG FERRIED OR DELIN	PERED INDICATE (G	aining and la	ing graanizatio	ons, diste of t	ramfer, ultimate di	Francisco)	10.6
			-		•			
Negative		······································				· · · · · · · · · · · · · · · · · · ·		
	5-6	ction C—PILC	OT(S) INV	OLVED (FI	ight Crev	w)		,
OPERATOR (Person of					1			
LAST NAME (Jr., H, etc.)		AIDDLE NAME	GRADE	COMPONENT		1		R. OF BIRTH
Hardesty POSITION IN AIRCRAF		Cliffton DENT	Capt	USAF GNED DUTY C	AO "72		<b>o</b>	
Front or Left Sept.			AC			Other (Spec	ify) "	
. ASSIGNED ORGANIZA			-y					
· ·	1		/ing	Group	1	Squadron or Unit	Bose Dret	EX AB,
USAFE ATTACHED ORGANIZA	TION FOR FLYING	SS ADIA				12 TCS	Frei	106
Major Command Subco		Division W	ing	Group	]:	Squadron or Unit	Bare Dres	ax AB.
USAPE AT		22 ADIV				12 TCS///	Free	• 1
ORIGINAL AFRONAUT		RESENT AERONAUT		1	UMENT CAR	0	i. AFSC	
		ND DATE RECEIVE			Green	21 0 60	Primary _1	
Pilot 15 Apr	744   C	nd Pilot 21	. July 5	7 Date	of expiration	24 Sep 60	Duly	055P ·
LAST NAME (Sr. II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE	NUMBER NA	TONAUTY   YE	R. OF BIRTH
Dewley, Jr.	Harry	Francis	1/Lt	USAF		-,,,,,	<b>IS</b> *	
. POSITION IN AIRCRAI			1 ' '	SIGNED DUTY		_	-	
Front or Left Seat		S Other	^^C		P CP.	- Other (Spec	ify)	
		Division W	ing	Group	1	Squadron or Unit	Base Dre	ux AB,
USAFE	3	22 ADIV				12 TCS	Fra	

AF FORM 14

USAFE

ATTACHED ORGANIZATION FOR FLYING
 Mojor Command | Subcommand or AF | Air Division

F. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED

Pilot 13 Oct 1956

Previous editions of this form are obsolete.

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

g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED

322 ADIV

Page 1

Droux AB,

France

Primary 1055P Duty 1055P

h. INSTRUMENT CARD
Type White

12 TCS

Onte of expiration 24 Jun 60

Section	D-FLYING EXF	ERIENCE OF P	ILOT(S) INVO	DLVED				
2. WAS OPERATOR ON INSTRUMENTS AT TO OF ACCIDENT OR IMMEDIATELY BEFORE.	ME Yes No	X Uaknown		" check one	Hood			
	I		3 through 39 for ea					
ASSIGNED DUTY ON FLIGHT ORDER	PILOT I	CO-PILOT	INSTR. PILOT	AIRCRAFT		STU	JOENT	PILOT
	(Last Name)	(Last Name)	[Last Name]	Lust	tame)		Last Na	
NOTE List oil time to the negrest hour		Dawley		Harde	ety			
<ol> <li>Total flying hours (Including AF time, student time &amp; other accredited time)</li> </ol>		1800		41:	55			
i. Total jet time		None		Nor	1			
). Total 1st pHot/IP hours, all aircraft		830		266				
i. Total weather instrument hours								
7. Total 1st pilot and IP this model (F-100)		439			70			
		545		91	34.			
b. Total 1st pflot and IP this suries (F-100C)		545		35	37			
. Total pilot haurs last 90 days		104	-	1	70			
. Total 1st pliot and IP hours last 90 days		50			45			
. Total pilot hours weather and hand last								
90 days  Total pilot hours night last 90 days		42			13			
		17	· · · · · · · · · · · · · · · · · · ·	-	15			
. Total 1st pilot and IP last 90 days this model		73			68			
. Total 1st pilot and IP tast 30 days this model		41			37			
. Total 1st pilat and IP last 90 days this series		73			68			
. Total 1st pilot and IP last 30 days this series								
. Date and duration, last previous flight		41		- T	37			
this model  Date and duration, last previous flight	<del> </del>	5 Mar 60, 4			60, 4			
this saries		5 Mar 60, 4		5 Mar	60, 4			
. Date of last proficiency flight check		15 Dec 59		20 D-	a 50			
		PERSONNEL IN	VOLVED	30 De		<b>L</b>		<del></del>
luty of Name (Last name first, Grade) Serie	Saction &— Including operator and If Number Aero	PERSONNEL IN all other persons, whether persons, whether persons are considered to the constant of the constan	VOLVED	MENT	Injury Closs (or	Paras Usa		
July of	Section E— Including operator and Type I Number Aero	PERSONNEL IN all other persons, what ORGANI Command, Su	VOLVED her in plane or not) ZATIONAL ASSIGNS	MENT Number	Injury Closs (or	Usa	d S	Flectic
uty of Name (Last name first, Grade, Seric and Component or Service 42.	Section E—Including operator and Type Aero Reting 43.	PERSONNEL IN PERSONNEL IN all other persons, what ORGANI Command, Su	VOLVED her in plane or not)  ZATIONAL ASSIGNI becommand, Group lond Type, Base 44.	MENT Number	injury Class. (ar missing) 45.	Usa Yes	No Y	es 1 8.
Name (Last name first, Grade, Serie and Component or Service 42.  Hardesty, Harold C, 40 721393 USAF	Section E— Including operator and If Yupe Aero Reting 43.  Capte CP	PERSONNEL IN A PR 62-1 PERSONNEL IN all other persons, whether the command, Surface Su	VOLVED her in plane or not) ZATIONAL ASSIGNS becommand, Group I ond Type, Base 44.  ADIV, 12 TO France	MENT Number	injury Class. (or missing) 45.	Usa Yes	No Y 47 4	*** 8.
Name (Last name first, Grade, Serie and Component or Service 42.  Hardesty, Harold C, 40 721393 USAF	Section E— Including operator and If Yupe Aero Reting 43.  Capte CP	PERSONNEL IN all other persons, whete ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 322	VOLVED her in plane or not) ZATIONAL ASSIGNS becommand, Group is ond Type, Base 44.  ADIV, 12 TO France LADIV, 12 TO	MENT Number	injury Class. (ar missing) 45.	Usa Yes	No Y	*** 8.
Name (Last name first, Grade, Serie and Component or Service 42.  AC Hardesty, Harold C, 40 721393 USAF  P Dewley, Harry F, 1/L  AC 03029353 USAF  Greuling, Alton W, T	Section E— Including operator and If Number Aero Roting 43.  Capte GP P	PERSONNEL IN all other persons, when Command, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322	VOLVED her in plane or not) ZATIONAL ASSIGNATIONAL ASSIGNA	MENT Number // 23,	injury Class. (or missing) 45.	Usa Yes	No Y 47 4	95 8.
Name (Last name first, Grade, Serie and Component or Service 42.  ACI Hardesty, Harold C, 42.  ACI AC 721393 USAF  Creuling, Alton W, T.  AF 18379100 USAF	Section E— Including operator and Including o	PERSONNEL IN all other persons, whether the command, Surface and Command	VOLVED her in plane or not) ZATIONAL ASSIGNA becommand, Group is her in plane or not) A1. ADIV, 12 TO France ADIV, 12 TO France ADIV, 12 TO France	MENT Number 23, 23,	Injury Closs for missing) 45. Neg Neg	Yes 46.	No You	eat U
Name (Last name Brst, Grade, Serie and Component or Service 42.  ACI Hardesty, Harold C, 40 721393 USAF  Dewley, Harry F, 1/L  AO 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  Genrett, Robert E, S	Section E— Including operator and Including o	PERSONNEL IN all other persons, when Command, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is not Type. Bose  A4.  ADIV, 12 TO France ADIV, 12 TO France ADIV, 12 TO France ADIV, 12 TO	MENT Number 23, 23,	injury Class. (or missing) 45. Neg	Usa Yes	No You	eat U
Name (Last name first, Grade, Serie and Component or Service 42.  AD 721393 USAF  Bewley, Harry F, 1/L  AO 03029353 USAF  Greating, Alton W, T  AF 18379100 USAF	Section E— Including operator and Including o	PERSONNEL IN all other persons, whether the command, Survival USAFE, 322 Dreux AB,	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is not Type. Bose  A4.  ADIV, 12 TO France ADIV, 12 TO France ADIV, 12 TO France ADIV, 12 TO	MENT Number / 23, 23, 23,	Injury Closs for missing) 45. Neg Neg	Yes 46.	No You	8.
Mame (Last name first, Grade, Seric and Component or Service 41.)  AD 721393 USAF  AD 03029353 USAF  Greating, Alton W, TAF 18379100 USAF  Gerrett, Robert E, S  AF 16323976 USAF  Berlow, Robert J, Ge  AO 755841 USAF	Section E— Including operator and Including o	PERSONNEL IN ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 322	ADIV, 12 TO France	MENT Number // 25, 25, 25, 25, 25, 26, 27, 27, 27, 27, 27, 27, 27, 27, 27, 27	Injury Closs, for missing) 45. Neg Neg Neg	Yes 46.	No You	eas U
Name (last name first, Grade, Seric and Component or Service 42.  Col. Hardesty, Harold C, 40 721393 USAF  Dewley, Harry F, 1/L  AO 03029353 USAF  Greating, Alton W, T  AF 18379100 USAF  Garrett, Robert E, S  AF 16323976 USAF  K Berlow, Hobert J, Ca	Section E— Including operator and Including o	PERSONNEL IN ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 322	VOLVED  ATIONAL ASSIGNATIONAL	MENT Number // 25, 25, 25, 25, 25, 26, 27, 27, 27, 27, 27, 27, 27, 27, 27, 27	Injury Closs, for missing) 45. Neg Neg Neg	Yes 46.	No You	eas U
Name (Lout name first, Grade, Seric and Component or Service 42.  ACI Hardesty, Herold C, 40 721393 USAF  P Dewley, Harry F, 1/L  AC 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  Garrett, Robert E, S  AF 16323976 USAF  X Berlow, Hobert J, Ca  AC 755841 USAF  Materocchia John F,  AC 722862 USAF  O'Callighan, Gerald	Section E— Including operator and If ye per per per per per per per per per pe	PERSONNEL IN ORGANIC Commond, Su USAFE, 322 Dreux AB, USAFE, Det USAFE, Det	ADIV, 12 TO France	MENT Number / 33, 33, 34, 65,	Injury Closs, for missing) 45. Neg Neg Neg	Yes 46.	No You	ear U
Name (Lost name first, Grade, Seric and Component or Service 42.  ACL Hardesty, Herold C, 40.  AC 721393 USAF  P Dawley, Harry F, 1/L  AC 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  Garrett, Robert E, S  AF 16323976 USAF  Berlow, Hobert J, Ce  AC 755841 USAF  Materocchia John F,  AC 72862 USAF  O'Callighan, Gerald  AF 17294995 USAF  Watson, David P, T/S	Section E— Including operator and If Number Aero Reting 43.  Capt. CP  None Pt. CP  Gapt. None CF  Gapt. None CF  Gapt. None CF  Gapt. None CF	PERSONNEL IN ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 324 Dreux AB, USAFE, Det	ADIV, 12 TO France	MENT Number  / 23, 23, 23, 23, 24, 27	Injury Closs (or missing) 45. Neg Neg Neg Neg	Va. 146.	No You	eat U
Name (Lost name first, Grade, Seric and Component or Service 42.  AC 721393 USAF  P Dawley, Harry F, 1/L  AC 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  AF 1832976 USAF  A FEION, Hobert E, S  AF 16323976 USAF  A Mattercechia John F,  AC 722862 USAF  AC 722862 USAF  Vatson, David P, T/S  AF 24883364 USAF	Section E— Including operator and If Number Aero Reting 43.  Capt. Rone P /Sgt. None Capt. Rone Gapt. Rone Gapt. Rone Gapt. Rone Rone Rone Rone Rone Rone	PERSONNEL IN ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Bet USAFE, Det USAFE, Det USAFE, Det	ADIV, 12 TO France ADIV, 12 TO TUSION ADIVE TO TUS	MENT Number  /  SS,  CS,  CS,  GS,  GG	Injury Closs. (or missing) 45. Neg Neg Neg Neg Neg Neg	Va. 146.	No You	ear U
Name (Lost name first, Grade, Seric cident and Component or Service 42.  ACI Hardesty, Harold C, 40 721393 USAF  P Dawley, Harry F, 1/L  AO 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  RO/ Gerrett, Robert E, S  AF 16323976 USAF  X Berlow, Hobert I, Ga  AO 755841 USAF  X AT 17294995 USAF  X O'Callighan, Gereld  AF 17294995 USAF  X Watson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AF 14278121 USAF	Section E— Including operator and If Number Aero Reting 43.  Capt. CP  VSgt None Sgt None The CP  Capt. Hone Sgt None The CP  Capt. Hone The CP  The C	PERSONNEL IN ORGANIC Commond, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det USAFE, Det USAFE, Det USAFE, Det USAFE, Det	VOLVED her in plane or not) ZATIONAL ASSIGNATIONAL ASSIGNA	MENT Number  23, 23, 23, 25, 3 k'c'// G G	Neg	7. 16. / X X X	No You	eat U
Name (Lost name Brit, Grade, Seric and Component or Service 42.  ACI Hardesty, Harold C, 40 721393 USAF  Dewley, Harry F, 1/L  AO 03029353 USAF  Greuling, Alton W, T  AF 18379100 USAF  Garrett, Robert E, S  AF 16323976 USAF  Berlow, Hobert I, Ga  AO 755841 USAF  Natarcechia John F,  AO 72862 USAF  Valson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AF 14278121 USAF  Comez, Julio H, A/IO  AF 13555145 USAF	Section E— Including operator and If your person is a few person in the person is a few person in the person in th	PERSONNEL IN ORGANI Commond, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is hold Type. Box- A4.  ADIV, 12 TO France AD	MENT Number  23, 23, 23, 25, 3 k'c'// G G	Injury Closs. (or missing) 45. Neg Neg Neg Neg Neg Neg	7. 16. / X X X	No You	ear U
Name (Lost name first, Grade, Seric and Component or Service 42.  ACL Hardesty. Harold C, 40 721393 USAF  EP Dewley, Harry F, 1/L  AC 03029353 USAF  CE Greuling, Alton W, T  AF 18379100 USAF  RO/ Garrett, Robert E, S  AF 16323976 USAF  X Berlow, Robert I, Ga  AO 755841 USAF  Natirocchia John F,  AO 722862 USAF  Vocallighan, Gerald  AF 17294995 USAF  Vatson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AF 14278121 USAF  Comez, Julio H, A/C  AF 13555145 USAF	Section E— Including operator and Including o	PERSONNEL IN ORGANIC Commond, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det USAFE, DE	VOLVED her in plane or not)  ZATIONAL ASSIGNMENT SHORT STATE  ADIV, 12 TO France ADIV, 12	MENT Number / 33, 33, 33, 34, 36, 36, 36, 36, 37, 37, 37, 37, 37, 37, 37, 37, 37, 37	Neg	7. 16. / X X X	No You	ear U
Name (Lost name first, Grade, Seric and Component or Service 42.  ACL Hardesty. Harold C, 40 721393 USAF  EP Dewley, Harry F, 1/L  AC 03029353 USAF  CE Greuling, Alton W, T  AF 18379100 USAF  RO/ Garrett, Robert E, S  AF 16323976 USAF  X Berlow, Robert I, Ga  AO 755841 USAF  Natirocchia John F,  AO 722862 USAF  Vocallighan, Gerald  AF 17294995 USAF  Vatson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AF 14278121 USAF  Comez, Julio H, A/C  AF 13555145 USAF	Section E— Including operator and If Number Aeric Reting 43.  Gapt. CP  None Sept. None  J, T/Sgt Hone  Hone  t Hone  Gee attached  Good space is required.	PERSONNEL IN ORGANIC Commond, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det USAFE, DE	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is ADIV, 12 TO France ADIV	MENT Number / 33, 33, 33, 34, 36, 36, 36, 36, 37, 37, 37, 37, 37, 37, 37, 37, 37, 37	Neg	7. 16. / X X X	No You	eat U
Name (Last name first, Grade, Seric and Component or Service 42.  ACM Hardesty, Harold C, 40 721393 USAF  EP Dewley, Harry F, 1/L  AC 03029353 USAF  CE Greuling, Alton W, T  AF 18379100 USAF  RO/ Gerrett, Robert E, S  AF 16323976 USAF  X Berlow, Robert I, Ca  AO 755841 USAF  Materocchia John F,  AO 722862 USAF  Vocallighan, Gerald  AF 17294995 USAF  Vatson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AK 14278121 USAF  Comez, Julio H, A/C  AF 13555145 USAF	Section E— Including operator and If Number Aeric Reting 43.  Gapt. CP  None Sept. None  J, T/Sgt Hone  Hone  t Hone  Gee attached  longl space is required  Section  Section  Type Aric Reting 43.  Including operator and Including	PERSONNEL IN ORGANI Commend, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is ADIV, 12 TO France ADIV	MENT Number / 33, 33, 33, 34, 36, 36, 36, 36, 37, 37, 37, 37, 37, 37, 37, 37, 37, 37	Neg	7. 16. / X X X	No You	eat U
Name (Last name first, Grade, Seric and Component or Service 42.  ACM Hardesty, Harold C, 40 721393 USAF  EP Dewley, Harry F, 1/L  AC 03029353 USAF  CE Greuling, Alton W, T  AF 18379100 USAF  RO/ Gerrett, Robert E, S  AF 16323976 USAF  X Berlow, Robert I, Ca  AO 755841 USAF  Materocchia John F,  AO 722862 USAF  Vocallighan, Gerald  AF 17294995 USAF  Vatson, David P, T/S  AF 24883364 USAF  Walls, David L, S/Sg  AK 14278121 USAF  Comez, Julio H, A/C  AF 13555145 USAF	Section E— Including operator and If Number Aeric Reting 43.  Gapt. CP  None Section II  If Number Aeric Reting 43.  If Number Aeric Reting 43.  If None If Number Aeric Reting 43.  If None I	PERSONNEL IN ORGANI Command, Su USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, 322 Dreux AB, USAFE, Det	VOLVED her in plane or not)  ZATIONAL ASSIGNA becommand, Group is ADIV, 12 TO France ADIV	MENT Number / 33, 33, 33, 34, 36, 36, 36, 36, 37, 37, 37, 37, 37, 37, 37, 37, 37, 37	heirry Closs for missing) 45.  Neg Neg Neg Neg Neg Neg Neg Neg Neg Ne	742 / X X X X X X	No You	eat U

AF FORM 14

Previous aditions of this form are obsolete

Page



# SECTION B - PERSONNEL INVOLVED (Continuation AF Form 14)

_ ''	1.1	e e e		· · · · · · · · · · · · · · · · · · ·	er die er in der de	Section 11	У .						Carrier of the Contract of the
T., 8	2	/ Kyuok,	Arthur 1	i <sub>s</sub> 4/10 °	None	usafe.	Det	#50	TUSLOG	Neg	ļ	XA.	*
0,		AF 145	32654 119			. "		,					
4.	<b>X</b> yan	181100	74150 tsi	14 T, 1/20	None	USAFE,	Det	#50	Tuslog	Neg	ŧ	x A	" <b>X</b>
a.	<b>X</b>	Greats		D NMI A/2C	None	uhape,	Det	#50	Tesloo	Neg	ŧ	x A	X
3	X	Mp.	Perl X,	(20)	None	WAFE,	Det	#50	TUSLOG	Neg	ŧ	X.	<b>I x</b> .
ξ,	1		12088 091			f 1 1					7		. S . S . C . S
98		COPP.	50249 tis	44	NONS	usaye,	Det	#50	TUSTOG	MATA		I. U	T.
	1	Lean,		1/20	None	usape,	Det	#50	TUSLOG	Neg	Ì	XA.	, <b>X</b>
	*	<b>Kall</b> se	, Boloty 46850 US	1, 1/20	None	usafe,	Det	#50	TUSLOG	Neg	}	x A	4
	X	Monett	. John X 69045 US	<b>V</b> /20	Hone	dsafe,	Det	#50	Tuslog	Neg	` k	x A	<b>*</b>
	z(	Thomps		100 L. 1/20	None	USAFE,	Det	#50	TUSLOG	Neg		IA	
الخذ	ulify, Edi		-4-70 OO.									· *	100

SEEGIAL HAND ING REQUIRED HAW PARAGRAPHS AND 32, AFE 5243

## SECTION K

### HISTORY OF FLIGHT

On 5 March 1960 a C-1196 #53-6152A departed Adama, 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 - te flight level 105 was normal. Two hours after departure and after passing report point GSZ abeam Brindisi at flight level 105 an increase of RPM was noted on the left engine.

The co-pilot reduced the RFM lever and the pilot pulled back on the throttle. When the RPM on the effected 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 alammed it hard again into the feather position. At this time the propeller appeared to start its feather cycle and the RFM 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 QTG. (Send me two dashes of ten seconds each followed by your call sign). They misunderstood the call and replied with a QNH (altimater 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 sircraft was at flight level 35 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 begin 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.

Buring 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 resched 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

"SPECIAL HAN UNG REQUIRED IAW PARASPAPHEN AND 52, AFR 62-14"

Arch 24

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.