REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg 62-14 and AF Manual 62-5 Aircraft Accident Prevention Manual. 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. PLACE OF ACCIDENT State County nearest town distance and direction from nearest town. If accident occurred on airport identify: **Pennsylvania, Perry, Newburg, 7 miles North**

2. DATE OF ACCIDENT: **26 Oct 56**

3. HOUR AND TIME ZONE (Local): **1518 E**

4. DAY DAWN NIGHT DUSK: **X**

5. AIRFIELD OF LAST TAKEOFF: **Sewart AFB, Tenn.**

6. CLEARANCE (Check all applicable) IFR **X** VFR Local Form 175 **X** Other Cleared Direct Cleared Via Airways **X**
Cleared from **Sewart AFB, Tenn.** Cleared to **Olmsted AFB, Pa.**

7. BASE SUBMITTING REPORT: **Sewart AFB, Tenn.**

8. DURATION OF FLIGHT: **5 hrs**

9. MISSION OF FLIGHT (Use DD Form 781-1): **O-2**

10. ALTITUDE of aircraft above terrain if collision fire airframe failure, bailout, spin, stall, spiral occurred: **N/A**

11. AIRFIELD 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 M.)

(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 acdt **1980** ft. MSL
- Was aircraft taking off, approaching or maneuvering to land? Yes No **X**
- If yes, state airport involved
- If no, state nearest airport suitable for landing this aircraft **Harrisburg State**

For either airport mentioned in 11b above:
- State airport type (i. e., AF A, N, CG, PC, P) **P**
- Distance airport to accident **32** miles. Heading of runway in use **080** degrees.
- Magnetic bearing, airport to accident **099** degrees. Airport elevation **347** ft. MSL

12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED (File separate Form 14 for each aircraft): **N/A**

13. VIOLATIONS: Yes No **X** If yes, discuss in Section M.

Section B—AIRCRAFT

1. AIRCRAFT NUMBER: **51-8026A**

2. TYPE, MODEL, SERIES AND BLOCK NUMBER: **C-119G**

3. ASSIGNMENT AND STATUS CODE at time of accident: **TAC/CC** (As specified in AFR 65-110)

4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC	18AF	—	314 TrpCarr	314 TrpCarr	61 TrpCarr	Sewart AFB, Tenn

5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE (Gaining and losing organizations, date of transfer, ultimate destination): **N/A**

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

1. OPERATOR (Person at controls at time of accident)

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME: **HANTSCH, Robert Siegfried** — GRADE: **1/Lt** — COMPONENT: **AFRes** — SERVICE NUMBER: **AO-2204324** — NATIONALITY: **USA**

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat **X** Rear or Right Seat

c. ASSIGNED DUTY ON FLIGHT ORDER: AC IP P **X** CP Other (Specify)

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC	18AF	—	314 TrpCarr	314 TrpCarr	61 TrpCarr	Sewart AFB, Tenn

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
N/A						

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: **Pilot 1 Nov 55**

g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: **Pilot 1 Nov 55**

h. INSTRUMENT CARD: Type **White** Date of expiration **11 Feb 57**

i. AFSC: Primary **1051B** Duty **1051B**

2. OTHER PILOT

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME: **GORDON, Walter Beverley, Jr.** — GRADE: **2/Lt** — COMPONENT: **AFRes** — SERVICE NUMBER: **AO-3026969** — NATIONALITY: **USA**

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat Rear or Right Seat **X** Other

c. ASSIGNED DUTY ON FLIGHT ORDER: AC IP P CP **X** Other (Specify)

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC	18AF	—	314 TrpCarr	314 TrpCarr	61 TrpCarr	Sewart AFB, Tenn

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
N/A						

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: **Pilot 28 July 56**

g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: **Pilot 28 July 56**

h. INSTRUMENT CARD: Type **White** Date of expiration **11 Mar 57**

i. AFSC: Primary **1051B** Duty **1051B**

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C 2 ON ADDITIONAL SHEET FOR EACH.

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes X No Unknown — If "Yes," check one: Weather X Hood

(Complete items 2 through 14 for each crewmember pilot)

ASSIGNED DUTY ON FLIGHT ORDER	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	HANTSCH	GORDON			
2. Total flying hours (including AF time, student time and other accredited time)	701	*349			
3. Total rated 1st pilot and instructor pilot hours, all aircraft	228	42			
4. Total weather instrument hours	53	20			
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	228	42			
6. Total other (Command, a c cmdr co-pilot, radar control pilot) hours this model	211	50			
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	228	42			
8. Total other (Command, a c cmdr co-pilot, radar control plt) hrs this model and series	211	50			
9. Total pilot hours last 90 days	193	92			
10. Total 1st pilot and instructor pilot hours last 90 days	116	42			
11. Total pilot hours (night) last 90 days	38	11			
12. Total pilot hours, weather and hood, last 90 days	29	21			
13. Date and duration of last previous flight this model	26 Oct 56 (5)	26 Oct 56 (5)			
14. Date and duration of last previous flight this model and series	26 Oct 56 (5)	26 Oct 56 (5)			

15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

Section E—PERSONNEL INVOLVED

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

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used Yes (6)	Parachute Used No (7)	Ejection Seat Used Yes (8)	Ejection Seat Used No (9)
P	Hantsch, Robert Siegfried, 1/Lt, AO-2204324, AFRes	P	TAC, 18AF, 314 Troop Carrier Group (M), Sewart AFB, Tenn.	Fatal		X		X
CP	Gordon, Walter Beverley Jr., 2/Lt, AO-3026969, AFRes	P	Same	Fatal		X		X
CE	Seigler, Harvin W., T/Sgt, AF-14124384, USAF	N/R	Same	Fatal		X		X
Z	Young, Gracye E., 1/Lt, AN-2243164, AFRes	N/R	TAC, 18AF, 4457 USAF Hospital, Sewart AFB, Tenn.	Fatal		X		X

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

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt Setting	Other Weather Conditions
0	0	Unk	Unk	Unk	Unk	Unk

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

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed X Substantial Minor None — 2. Was aircraft damaged beyond economical repair? Yes X No

3. Estimated number of direct manhours for repair, if applicable N/A — Cost of damage to aircraft $593,922.00

4. Fire before accident — Fire after accident X — Fire did not occur — 5. Did explosion occur? Yes X No

6. How many T.O.s not complied with at time of accident? 20 (List T.O. numbers and titles on separate sheet)

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

8. Is a UR being submitted as a result of this accident? Yes — No X (If Yes, attach copy) — UR number

9. Is TDR requested? Yes — No X Attach copy of request

56-16-26-5

NARRATIVE DESCRIPTION

HISTORY OF FLIGHT

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 Altoona, 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 OMNI 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 Marker 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 straight-in approach from New Kingston Fan Marker to the Olmsted 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.

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	2. HOUR AND TIME ZONE (Local)	3. DAY DAWN NIGHT DUSK	4. AIRFIELD OF LAST TAKEOFF
15 January 1961	1925 CST	Night	Kelly AFB, Texas

5. PLACE OF ACCIDENT:
(a) Distance (Nautical Miles) and direction from nearest airport (If on an airport, identify) 3.4 mi. & 044° fm Campbell AAF, Ky.
(b) Distance (Nautical Miles) and direction from nearest town (Include state and county) 4.6 mi.& 224°fm Pembroke,Christian,Ky.

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 590 Ft. MSL.
Was aircraft taking off, approaching or maneuvering to land? Yes X No ____
If Yes, state airport involved Campbell Army Air Field, Kentucky
If No, state nearest airport suitable for landing this aircraft N/A
For either airport mentioned in 6b above:
State airport type (i.e., AF, A, N, CG, PC, P) Army
Heading of runway in use 220 Degrees. Airport elevation 571 Ft. MSL.

7. CLEARANCE: (Check all applicable) IFR X VFR ____ Local ____ DD Form 175 X Other ____ Cleared Direct ____ Cleared via airways X
Cleared from Kelly AFB, Texas Cleared to Campbell AAF, Kentucky

8. Base submitting report	9. Duration of flight	10. Mission of flight
Sewart Air Force Base, Tennessee	4:40	03—Army Airlift Supp.

11. ALTITUDE DATA:
(a) Altitude of aircraft above terrain at which accident sequence began 115 Ft.
(b) Altitude, MSL, at which accident sequence began, or at which failure occurred 705 Ft. MSL.
(c) Highest altitude, MSL, aircraft flown on this flight 7000 Ft. MSL. Length of time at this highest altitude 1:10

12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) N/A
(a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? X Yes ____ No

13. VIOLATIONS: Yes ____ No X If Yes, Discuss in Section K.

14. BREACHES OF AIR DISCIPLINE: Yes ____ No X If Yes, discuss in Section K.

Section B—AIRCRAFT

15. AIRCRAFT NUMBER	16. TYPE, MODEL, SERIES AND BLOCK NUMBER	17. ASSIGNMENT AND STATUS CODE at time of accident: (As specified in AFR 65-110)
51-2639F	C-119GF	CA

18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC CONAC	9AF	N/A	433TCW	N/A	67TCS	Kelly AFB, Tex

19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination)
N/A

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

20. OPERATOR (Person at controls at time of accident)

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Wilson, James Harold	Major	RIN	A0750750	US	

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat X Rear or Right Seat ____
c. ASSIGNED DUTY ON FLIGHT ORDER: AC ____ IP ____ P X CP ____ Other (Specify)

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC CONAC	9AF	N/A	433 TCW	N/A	67TCS	Kelly AFB, Tex

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
N/A						

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot, 28 July 1943	Sr Plt, 17 November1959	Type Green; Date of expiration 12 Oct 61	Primary 105P; Duty 105P

21. OTHER PILOT

a. LAST NAME (Jr. II, etc.) FIRST NAME MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Eubanks, James Monroe	Major	RIN	A0811872	US	

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat ____ Rear or Right Seat X Other ____
c. ASSIGNED DUTY ON FLIGHT ORDER: AC ____ IP ____ P ____ CP X Other (Specify)

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
TAC CONAC	9AF	N/A	433TCW	N/A	67TCS	Kelly AFB, Tex

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
N/A						

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot, 30 Aug 1943	Sr Plt, 15 Feb 1960	Type Green; Date of expiration 23 Oct 61	Primary 105P; Duty 105P

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

AF FORM JUL 59 14 — Previous editions of this form are obs[illegible]

SPECIAL HANDLING REQUIR[illegible] AW PARAS 49A & 52, AFR 62-14

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes X No ___ Unknown ___ If "Yes," check one: Weather X Hood ___

ASSIGNED DUTY ON FLIGHT ORDER NOTE: List all time to the nearest hour	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
	(Complete items 23 through 39 for each crewmember pilot)				
	Wilson	Eubank			
23. Total flying hours (including AF time, student time & other accredited time)	3764	3572			
24. Total jet time	1	None			
25. Total 1st pilot, IP hours, all aircraft	1483	721			
26. Total weather instrument hours	180	100			
27. Total 1st pilot and IP this model (F-100)	270	141			
28. Total 1st pilot and IP this series (F-100C)	270	141			
29. Total pilot hours last 90 days	52	29			
30. Total 1st pilot and IP hours last 90 days	25	22			
31. Total pilot hours weather and hood last 90 days	9	6			
32. Total pilot hours night last 90 days	5	3			
33. Total 1st pilot and IP last 90 days this model	25	22			
34. Total 1st pilot and IP last 30 days this model	7	3			
35. Total 1st pilot and IP last 90 days this series	25	22			
36. Total 1st pilot and IP last 30 days this series	7	3			
37. Date and duration, last previous flight this model	13 Jan 61 1	17 Dec 60 3			
38. Date and duration, last previous flight this series	13 Jan 61 1	17 Dec 60 3			
39. Date of last proficiency flight check	23 Sep 60	9 Sep 60			

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. AFR X[illegible]61	Injury Class. (or missing) 45.	Parachute Used Yes 46.	Parachute Used No 47.	Ejection Seat Used Yes 48.	Ejection Seat Used No 49.
P 01	Wilson, James H. Major A0750750, RIN C	SrPlt	TAC/CONAC, 9AF, 433TCW 67TCS, Kelly AFB, Tex	Fatal 4		X		X
CP 02	Eubanks, James M. Major A0811872, RIN C	SrPlt	TAC/CONAC, 9AF, 433TCW 67TCS, Kelly AFB, Tex	Fatal 4		X		X
N 03	Marsden, Edward J. Captain A02074514, RIN C	Nav	TAC/CONAC, 9AF, 433TCW 67TCS, Kelly AFB, Tex	Fatal 4		X		X
AM 04	Cortez, Juan L. Staff Sgt AF18464487, RIN C	Crw Mbr	TAC/CONAC, 9AF, 433TCW 67TCS, Kelly AFB, Tex	Fatal 4		X		X
RO 05	Bonura, Joseph T. Jr. Staff Sergeant, AF13492859, RIN C	Crw Mbr	TAC/CONAC, 9AF, 433TCW 67TCS, Kelly AFB, Tex	Fatal 4		X		X

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
3 OVC 20	3	→ 7	36	36	29.80	300 feet scattered very light rain&fog

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

SPECIAL HANDLING REQUIRED 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 Clearance 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

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 Campbell VOR.

SPECIAL HANDLING REQUIRED IAW [illegible] 49A & 52, AFR 62-14

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)	2. VEHICLE(S)/MATERIEL INVOLVED (TAMS & Serial Nr., if applicable)	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.)
30 Sep 1966	Aircraft, C-119G, #53-3195	66-9-30-1

4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE	5. HOUR AND TIME ZONE LOCAL	6.
Angeles, 27NM southwest of George AFB, California, Los	2115 PDT	☐ DAY ☒ NIGHT ☐ DAWN ☐ DUSK

7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Home and Base Code
~~AAC~~ ACR	6AFRR	—	452MAW	944 ~~MATSCH~~ TCW	730TCS	March AFB 4664

8. (List organizations of second vehicle, if they differ from Item 7 above)

						SR 1

9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)

George Air Force Base, California, Tactical Air 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	MI	Grade	Service No	Assigned Duty	Aero Rating	Injury to Individual
Estes	Elvin	O	Major	FV711165	Pilot	1-1	Fatal
Cassman	Norman	M	Capt	FV1910460	Pilot	3-2	Fatal
Miller	Raymond	L	Capt	FV3084507	Pilot	3-2	Fatal
DuCharme	Roger	C	SSgt	AF19530616	Flt Mech	AM	Fatal

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 required.)

Par 11A - History of Flight (attached)

12. **AUTHENTICATION**

CERTIFICATION BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
President Accident Board	HARRY B. TRIMBLE Colonel, USAF		25 Oct 66

AF FORM DEC 66 FOR OFFICIAL USE ONLY (When Completed) "SPECIAL HANDLING REQUIRED." SEE AFR 127-4

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 co-pilots.

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 March 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

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 assigned by Edwards Approach Control. During the second TACAN 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 Palmdale 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 34°23'58" and 17°52'42" at approximately 2115 PDT. All crew members were fatally injured and aircraft was totally destroyed upon impact.

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	2. HOUR AND TIME ZONE (Local)	3. DAY DAWN NIGHT DUSK	4. AIRFIELD OF LAST TAKEOFF
5 March 1960	1830 L	Dusk	Athens, Greece

5. PLACE OF ACCIDENT:
(a) Distance (Nautical Miles) and direction from nearest airport (If on an airport, identify) 15 NM SW, Emergency Air Strip
(b) Distance (Nautical Miles) and direction from nearest town (include state and county) 1.2 NM SE, Botricello, Italy

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.) N/A

(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 5 Ft. MSL.
Was aircraft taking off, approaching or maneuvering to land? Yes ____ No X
If Yes, state airport involved N/A
If No, state nearest airport suitable for landing this aircraft TSOLA - CROTONE
For either airport mentioned in 6b above:
State airport type (i.e., AF, A, N, CG, PC, P, Italian Air Force, Liaison and Emergency Grass strip
Heading of runway in use 180 Degrees Degrees. Airport elevation 658 Ft. MSL

7. CLEARANCE: (Check all applicable) IFR X VFR ____ Local ____ DD Form 175 X Other ____ Cleared Direct ____ Cleared via airways X
Cleared from Athens, Greece Cleared to Naples (Capodichino) Italy

8. Base submitting report	9. Duration of flight	10. Mission of flight
Evreux-Fauville Air Base, France	2:15 Hrs	A-10 SAF

11. ALTITUDE DATA:
(a) Altitude of aircraft above terrain at which accident sequence began 10,500 Ft.
(b) Altitude, MSL, at which accident sequence began, or at which failure occurred 10,500 Ft. MSL.
(c) Highest altitude, MSL, aircraft flown on this flight 10,500 Ft. MSL Length of time at this highest altitude 2:00 Hrs

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? N/A Yes X No

13. VIOLATIONS: Yes ____ No X If Yes, Discuss in Section K.

14. BREACHES OF AIR DISCIPLINE: Yes ____ No X If Yes, discuss in Section K.

Section B—AIRCRAFT

15. AIRCRAFT NUMBER	16. TYPE, MODEL, SERIES AND BLOCK NUMBER	17. ASSIGNMENT AND STATUS CODE at time of accident (As specified in AFR 65-110)
53-8152A	C-119G	AFE 40-457 CA

18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE	—	322 ADIV	—	—	12 TCS	Dreux AB, France

19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination)
Negative

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

20. OPERATOR (Person at controls at time of accident)

a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Hardesty	Harold	Clifton	Capt	USAF	AO 721393	US	

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat X Rear or Right Seat ____
c. ASSIGNED DUTY ON FLIGHT ORDER: AC X IP ____ P ____ CP ____ Other (Specify) ____

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE		322 ADIV			12 TCS	Dreux AB, France

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE		322 ADIV			12 TCS	Dreux AB, France

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot 15 April 1944	Cmd Pilot 21 July 59	Type Green Date of expiration 24 Sep 60	Primary 1055P Duty 1055P

21. OTHER PILOT

a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Dawley, Jr.	Harry	Francis	1/Lt	USAF	AO 3029353	US	

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat ____ Rear or Right Seat X Other ____
c. ASSIGNED DUTY ON FLIGHT ORDER: AC ____ IP ____ P ____ CP X Other (Specify) ____

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE		322 ADIV			12 TCS	Dreux AB, France

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE		322 ADIV			12 TCS	Dreux AB, France

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot 13 Oct 1956	Same	Type White Date of expiration 24 Jun 60	Primary 1055P Duty 1055P

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

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes ____ No X Unknown ____ (If "Yes," check one) Weather ____ Hood ____

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

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 Yes 46.	Parachute Used No 47.	Ejection Seat Used Yes 48.	Ejection Seat Used No 49.
AC	Hardesty, Harold C, Capt, AO 721393 USAF	CP	USAFE, 322ADIV, 12 TCS, Dreux AB, France	Neg		X		X
CP	Dawley, Harry F, 1/Lt AO 03029353 USAF	P	USAFE, 322ADIV, 12 TCS, Dreux AB, France	Neg		X		X
CE	Greuling, Alton W, T/Sgt AF 18379100 USAF	None	USAFE, 322ADIV, 12 TCS, Dreux AB, France	Neg		X		X
RO	Garrett, Robert E, S/Sgt AF 16323976 USAF	None	USAFE, 322ADIV, 12 TCS, Dreux AB, France	Neg		X		X
X	Berlow, Robert J, Capt. AO 755841 USAF	CP	USAFE, Det #50 TUSLOG	Neg		X		X
X	Matarocchia John F, Capt. AO 722862 USAF	N	USAFE, Det #50 TUSLOG	Neg		X		X
X	O'Callighan, Gerald J, T/Sgt AF 17294995 USAF	None	USAFE, Det #50 TUSLOG	Neg		X		X
X	Watson, David P, T/Sgt AF 24883364 USAF	None	USAFE, Det #50 TUSLOG	Minor		X		X
X	Walls, David L, S/Sgt AF 14278121 USAF	None	USAFE, Det #50 TUSLOG	Neg		X		X
X	Gomez, Julio H, A/1C AF 13555145 USAF	None	USAFE, Det #50 TUSLOG	Neg		X		X

(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
OVC	2-3M,R-	020/11 Kts	+ 11 C°	+ 09 C°	29.88	CIG&VSBY Lower - W

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

SECTION E - PERSONNEL INVOLVED (Continuation AF Form 14)

X	Kvack, Arthur L, A/1C AF 14532654 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Pellecetti, Donald E, A/2C AF 11334150 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Greenstein, Nell NMI, A/2C AF 13632547 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Higa, Paul M, A/2C AF 10112088 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Hope, Robert C, A/2C AF 14650249 USAF	None	USAFE, Det #50 TUSLOG	MAJR	3	X	G	X
X	Keen, Ervin E, A/2C AF 17362890 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	McAfee, Bobby J, A/2C AF 14646850 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Monett, John N, A/2C AF 19569045 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X
X	Thompson, Wallace L, A/2C AF 14602893 USAF	None	USAFE, Det #50 TUSLOG	Neg	1	X	A	X

SPECIAL HANDLING REQUIRED IAW
PARAGRAPHS 31 AND 32, AFR 62-1

AF FORM 14

SECTION K

HISTORY 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 GBZ 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 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 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 QTG. (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.