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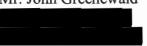


DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR FORCE SAFETY CENTER

JAN 3 0 2017

HQ AFSEC/CD 9700 G. Avenue, S.E. Kirtland AFB, NM 87117-5670

Mr. John Greenewald



Dear Mr. Greenewald,

We received your Freedom of Information Act (FOIA) Request dated January 6, 2017, on January 11, 2017. The FOIA Request is relevant to the following:

FOIA Request: "I respectfully request a copy of records, electronic or otherwise, of the 5 February 1958 B-47B/F-86L Aircraft Mishap Report."

Enclosed you'll find records responsive to the request above.

FOIA provides that specific types of documents or portions of them are exempt from disclosure. Accordingly, portions have been redacted. They are not releasable for the following reasons:

- a. Individuals and their families have a privacy interest in personal information in Government records. When that privacy interest outweighs the public interest in that particular information, it is not subject to disclosure, in accordance with the United States Code, Title 5, Section 552(b)(6), and Department of Defense Regulation 5400.7-R Air Force Manual 33-302, Paragraphs C3.2.1.8 and C3.2.1.9.3. When individual privacy is involved, a FOIA analysis requires an agency to balance the public interest against the individual's privacy interests. NARA v. Flavish, 541 U.S. 157 (2004). In this case, the individual privacy interests are not outweighed by public interest and therefore, the redactions of names, personal identifiers and medical records is not subject to release under FOIA in accordance with exemption (b)(6).
- b. Safety investigation boards' findings, analysis, conclusions, and recommendations are exempt from disclosure under the United States Code, Title 5, Section 552(b)(5), and Department of Defense Regulation 5400.7-R Air Force Manual 33-302, Paragraph C3.2.1.6. Selected information in Air Force safety reports has long been protected from release to the

Use this form in accordance with AF I	REPORT OF AF A			gation-Reporting." Fill in all	
spaces applicable. If additional space					_
43 251	Section A-GENI				_
PLACE OF ACCIDENT: State, County, no		rction from nearest t	ewn. If accident occ	curred on airport, identify.	
		DAY DAWN NIG		AIRFIELD OF LAST TAKEOFF	\dashv
7 Feb 1958 003328	. 0			arleston, S. C,	\dashv
6. LEARANCE: (Cheet all applicable) I Cleared from Charleston,		DD Form 175	Charleston,	S. C. Ceared Via Aleways	
7. BASE SUBMITTING REPORT 8. DURAT	/ (0	SSION OF SLIGHT	fire, airframe	aircrait above terrain if collision failure, bailout, spin, statt. Apiral	
Hunter H. Albrield DATA. FILL IN (a) OR (b)	:19	0		of landing bases and other data	65
applicable. Discuss in Section M.) (a) If accident accurred an airport:	(b) If occident occurred			1.1.	1
Length of runway in use	Was aircraft taking	off, approaching or m	naneuvering to land?		-
Heading of runway in usedegree	If yes, state airport		nding this aircraft H	unter AFB	- 1
Field elevationft, MSL Type of runway surface: (Check)		ntioned in 11b above:		JA07-P	-
Concrete Asphalt	State oliport type	(I. e., AF, A, N, CO	G, PC, P) AF	-	. 1
Other (Specify)	Distance, airport to	a accident 49N	miles. Heading of	runway in use 270 degrees irport elevation 42 ft. MS	
12. LIST NUMBERS OF ALL OTHER AIRCR	1	airport to accident	279_degress A	irport sievenen is me	1
(File separate Form 14 for each aircraft)	B=47B	#51-2349A			9
		-AIRCRAFT			-1
I. AIRCRAFT NUMBER , 2. TYPE, MC	DEL SERIES AND BLOCK N		ASSIGNMENT AND S	TATUS CODE at time of accident	- 1
52-10108 F-86L-		and a second	444th FIS AI		-
4. ORGANIZATION POSSESSING AND RE		-110 REPORTS AT	TIME OF ACCIDENT		
Major Command Subcommand or AF Air ADC ADC EADF EAD 35		Group N		FJ Charleston AFB	9.
5. IF AIRCRAFT WAS BEING FERRIED OR		ning and losing organ			-
n/a					
Se	ction C-PILOT(S) I	NYOLVED (FII)	pht Crew)		
1. OPERATOR (Person at controls at time of	1	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRT	н
		AFRES		Amer.	
b. POSITION IN AIRCRAFT AT TIME OF AC		SSIGNED DUTY ON	CP Other	(Specify)	
d. ASSIGNED ORGANIZATION Mojor Command Subcommand or AF Air	•		Squadron or		1
	35th -	-	444 FI	S Charleston, S	.d.
s. ATTACHED ORGANIZATION FOR FLYING	Division Wing	Group	Squedres or		
I. ORIGINAL AERONAUTICAL RATING S. P	35±b ===	TING h. INSTRUM		i. AFSC	7
AND DATE RECEIVED	ND DATE RECEIVED	Type_Wh	ite (Form 8)		
Pilot 13 Jun 56 Pil	lot 13 Jun 56	Date of ex	piration_17_Oct	58 Duty1125A	\dashv
e. LAST NAME (Jr., II, etc.) FIRST NAME N/A	MIDDLE NAME GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRTH	1
b. POSITION IN AIRCRAFT AT TIME OF ACC	IDENT c. A	SSIGNED DUTY ON			7
Front or Left Seat Rear or Right Sea	1 Other A	C IP P	CP. Other]
Major Command Subcommand or AF Air E		Group	Squedroa or	the second second	M
S. A.		A	19.00	61-6-2	3 5
e. ATTACHED ORGANIZATION FOR FLYING	Dyline Later	ING. RI	- Q reduced for	Onet Base	
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AND DATE RECEIVED	NO DATE RECEIVED	Type		Primary	1
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NOTE: IF MORE THAN TWO PILOTS ARE ADDITIONAL SHEET FOR EACH.	INVOLVED INLIGHT CRE	W) REPORT SAME	INFORMATION RE	CORED IN SECTION CZ ON	

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ASSIG	NED DUTY ON FLIGHT ORDER	PILOT (Last Name)	(Complete CO-PILO (Last Nam		4 for each PILOT Name)	AIRCRA (Last	FT LMDR	[Lo	ENT PI	
-	List all time to the nearest hour lying hours [including AF time.	753.00	E/A		<u>A</u>	11/	A	N	/A.	
student	t time, and other accredited time) ated 1st pilot and instructor	751:00	·					<u> </u>		
	ours, oll aircraft	496:10_						1		
	reather instrument hours	22:10	!					1		
	st pilat and instructor pilat hours del (F-86, B-50, C-119, etc.)	301:55								
	ther [Command, a/c cmd1, co-pilot, control pilot] hours this model	II/A	1					i		
7. Total I	st pilot and instructor pilot hours del and series (F-84F, F-86D, etc.)	162:35	1						*	
. Total o	ther (Command, e/e cmdr, co-pilot, ontrol plt) hrs this madel and series	!	1					1		
7. Total p	pilot hours	N/A	· · · · · · · · · · · · · · · · · · ·					-		
	st pilot and instructor	85:30						-		
	ours last 90 days	85:15					*****	-		
last 90		39:40								
hood. I	last 90 days	12:00	1.					-		
previou	is flight this model Some	4 Feb 1958	3					-		
Hight th	nd duration of last previous his model and series	1:15	1,							
INSTRU	UCTIONS: Attach a copy of AF Form to include the flight on whi	5 for pilot(s) invol ch the accident took	ved for the previ	out calendar mon	th, and for	month in	which the	occident	occurre	ed,
			PERSONNEL							
	(Incl	uding operator and	all other persons.	whether in plane	or not)			T- :	1 -:	
Duty at	Name (Last name first, Grade, Serie			ANIZATIONAL A			Closs Cor	Parachu		Used
(1)	and Component or Service	Ratio		and Type, Bo	356	. :	missing)	Yes N		No
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)\-	USAF	lst Lt I	ի կեր ե		ercept	or Sq	-2	Ň	Ř	(9)
)\-		3	ի կկկ F Charles	ighter Int ton AFB, S	ercept outh C	or Square	3	N.	ř	(9)
)\-		onal space is require	the first all person	ighter Intton AFB, S	ercept outh C	or Square	3	N.	P	
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5/-	NOTE: If addition	onal space is require Secti (At time and Velocity	the to list all personal to the list all perso	nel involved, off	ercept	or Squarolin	3	Ň	ř	
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1:5

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

The aircraft is considered economically repairable. Further evaluation is to be made by an A.M.C. team. Right side of fuselage from approximately station 870 back is excessively damaged. All forms and bulkheads are broken in this area. Right horizontal and vertical stabilizers extensively damaged. Right wing approximately station #555 to 595, excessively damaged. The rear span is broken in two. Upper and lower stress plates are torn and buckled. Right drop tank demolished. Rumber 6 engine torn loose at rear mount, tail cone damaged alightly. Right aeleron and Taxperon damaged. Left drop tank jetsoned and unrecovered at present.

Section I-PHASE OF OPERATION (Check only ONE)		Section J-ACCIDENT TYPE			Section K—CONDITIONS AFFECTING ACCIDENT		
	ENGINES RUNNING—NOT TAXIING	P	P S Check one occident type as "Primary." Check all others applicable as "Secondary."		(Check all applicable)		
į.	Pre-flight			Ground or water loop	Immediate forced funding		
	Post flight			Wing-tip landing	Precoutionary landing		
	Other			Wheels-up landing	Fuel exhaustion or starvation		
	TAXIING			Hard landing	Engine stoppage or flameout		
	To takeoff			Collapse or retraction of gear	Lost or inaccurate navigation		
	From landing			Undershoot	Pertinent T.O.s not complied with		
	Within other area			Overshoot	Simulated emergency		
	TAKEOFF			Nose-up or nose-over	Ditching (intentional and controlled)		
	Run	x		Callision with other aircraft	Accidents in water (other than ditching)		
	Climb			Collision with ground or water	Explosive decompression		
	Discontinued (aborted takeoff)			Callisions—Other	Intentional damage to avoid greater hazard		
	IN FLIGHT			Spin	GCA, ILAS or range approach used		
x	Normal flight			Stall	Exceeded much or near mach		
	Acrobatics			Fire and/or explasion on ground	Compressibility		
	Formation tactics	•		Fire and/or explosion in the air	Gear failed to extend		
	Other moneuvers			Airfrome failure in flight	Prop reversal		
	LANDING			Abandoned aircraft	Uncontrollable porpoising in flight		
5	Approach			Prop or jet-blast	Struck arresting barrier		
1	Flare-out			Equipment loss in flight	Touch and go		
	Roil O			Other (indicate)	Other (indicate)		
	GO-AROUND			Undetermined			
	OTHER (indicate)						

Section L-CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	С		P), and those contributory cause factors (C) that may be applicable. s may appear in some major category as primary cause, i. e.—both primary and contributing cause "
		OPERATOR ERROR	Incorrect operation of the aircraft or its systems; improper technique; inadequate flight preparation; improper procedures; faulty judgment, etc., by person(s) at controls of aircraft at time of accident.
		CREWMEMBER ERROR	Error committed by any member of the flight crew except operator(s).
		SUPERVISORY ERROR	Inodequate exercise of command; inodequate supervision of aircrevs, operations, maintenance and other functions supporting flying operations; inodequate supervision of training, etc. (incl. IP's & AC-)
		MAINTENANCE ERPOR	Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
×	3-7	OTHER PERSONNEL BRRORS	Errors committed by other than aircrew, supervisors or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
			Failure or malfunction of the airframe, engine or any other system, component or accessory of the
		AIR BASE OR AIRWAYS	Any malfunction, inadequacy or obsence of air_base, and/or_airways equipment or facilities, including deficiencies and hazards of runways, tastways, openn, overruns; clear some, elec-
		WEATHER CONDITIONS	Reduced visibility, icing, turbulence, thunderstorms, surface wind, winds aloft, Jaw ceiling, etc.
्र		MISCELLANEOUS CONDITIONS	Bird strikes, struck tow target, chack, ricochets, hypaxia, vertiga, fatigue, etc.
	x _	UNDETERMINED	

Frencht detailed description of acts, events, or conditions collidered to be primary or contributory cours factors (separate paragraph for each) in FINDINGS parties of Narrative Description of Accident required by Section M.

Section M-INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

THE "NARRATIVE DESCRIPTION" WILL INCLUDE THE POLLOWING INFORMATION PREPARED ON SEPARATE SHEETS OF PAPER AND ATTACHED TO THE AF FORM 14

1. HISTORY OF FLIGHT IS APM 62-51

A concise narrative of a method the facts and circumstances in chronological order of the flight from takeoff to termination will be presented, see date, time and point of dr, a ture, type of clearance, mission, destination, hours of fuel, ETE, position reports, weater, etc.

2. INVESTIGATION AND ANALYSIS [See AFM 62-5]

This section will vary in content according to the complexity of the accident and the extent of the investigation. Depending upon the nature of the occident, separate paragraphs should describe the examination, analysis and findings of any or all of the following, aircraft engines; airframe and structures; control system; electrical system; hydraulic system; flight instruments, navigational aids and air base facilities; adequacy of command and staff supervision of flying aperations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any ather factors pertinent to the occident. List and discuss any violations

3. FINDINGS (See AFM 62-5 for details of presentation)

This section will list the significant factual determinations resulting from investigation of the occident. Separate paragraphs will be used to enumerate the following: primary cause of the occident; each contributing cause factor of the accident; various deficiencies or inadequacies of equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this occident, are hazards to safety of flight: various considerations not classed as contributory causes of the occident but implementation or installation of which would have decreased or minimized the probability of the occident having occurred.

4. RECOMMENDATIONS (See AFM 67-5 for details of presentation) 1 9

7 10 A VA W WA DI TO I STATE OF

This section will contain, in concise and direct statements, a listing of the remedial or corrective actions which, in the opinion of the investigating officer or board, will prevent recurrence of similar type accidents and dimigate the deficiencies cited in "Findings" of the investigation.

RECORDERS CHECKLIST FOR ATACHMENTS TO THE AF FORM 14

THE FOLLOWING WILL BE ATTACHED TO REPORTS OF

T		Removed by direction of HQ A			
1.	X	Norrative description of Accident (Section M)	14.	X	Board proceedings
2.	X	AF Form 14A	15.	11/	A Statement of control tower operator(s)
3.	x	AF Form 148	16.	N/	Statement of runway control officer
4.	х	AF Form 5, Pilot(s) involved (See Sec. D, Item 15)	₩.	X	Statement of weather forecaster
5.	X	Statements of crew members and witnesses (when available)	10.	X	Statements of rebuttal ar statements declining the appartunity
6.	x	List of Technical Orders not complied with (See Section G. Item 6)	19.	х	Transcripts of communications recordings
7.		DD Form 175 or AF Form 113 (Clearance)	20.	x	Statement of damage to private property
8.	X	DD Form 781-1 Statement of Loss	21.	x	Map showing geographical location of accident
9.	х	DD Form 781-2 Statement of Toss	22.	x	DD 365F (Form F)
0.	X	Diagram of scene of occident	23.	x	AF Form 14C
1.	X	Photographs (identified)	24.	X	AF Form I4D
2.	X	Index to AF Form 14 attachments	25.	N/1	AF Form 14E
3.	x	NOTE: Determine Security classification of reports (if applicable)	26.	N/F	AF Form 14F
			27.	N/A	AF TO 29 (Unsatisfactory Report)
1			28.	1/4	If aircraft being transferred, ferried, etc., attach capies of co

N/A ordination messages showing gaining and losing organizations Section N—AUTHENTICATION

Presid

GAYLE E. MADISON. Colonel. USAF

Maint

Medical Office

GERALD/K. LONG. Colonel. USAF

Major, USAF

Major, USAF

Major, USAF

Captain, USAF

AF | FORM 14 Previous additions of this form may be used

U. S. GOVERNMENT PRINTING OFFICE 1896 _ - 275072

Page 4

	s applicable. If ad	ditional space is needed, w			Prevention-Investigation-F proper section letter a	
	42 25	Section	A-GENERAL	INFORMATI	ON	
	**	e, County, nearest town, dis		rom nearest town	. If occident occurred a	n airport, identify.
Z. DATE	FACCIDENT 1.	HOUR AND TIME ZONE (Local) 4. DAY	DAWN NIGHT	DUSK S. AIRFIEL	OF LAST TAKEOFF
AND THE PARTY OF T		0033 ¹ E	_/!-			tead, Fla.
6. CLEAR.	from Homester	plicable) IFRX_ VFR_ ad Air Force Best	e Piorida d	eared to Home	her Cleared Direct estead Air Force	e Base, Florida
7. BASE S	UBMITTING REPORT	B. DURATION OF FLIGH		OF ELIGHT		obove to vie . entities bailout, spipe stell, spiruit
1000	nter, Ga.	08:35	. 0		occurred 35,0	00 get C
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22.17.1	ng of runway in use.	degrees If yes,	state airport involve		**** ** * *******************	
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Oth	er (Specify)	. Disto	ance, airport to accid	ent 49N mi	les. Heading of runway	in use 270 degrees. levation 42 ft. MSL
- F1 .		THER AIRCRAFT INVOLVE	0:			
			第 6 步	Z-10100		781
			Section B-Ail	RCRAFT		
I. AIRCRA	FT NUMBER	2. TYPE, MODEL, SERIES A			SIGNMENT AND STATUS	CODE at time of accident.
51-2	349A	B-4 (b-1V-51-BW			AC-C-C specified in AFR 45-110]	
		NG AND REPORTING AIR		REPORTS AT TIM	AE OF ACCIDENT	Bose -
Mejor Com	SA = 2AF	d or AF Air Division	Wing [-17]	Group tr/A	2876	3: 11.
	PAFT WAS BEING F	ERRIED OR DELIVERED IN				
		SPECIAL		ING I	REQUIRE	D-
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		THE MODELLE	PETAY THAO		SENTER GE	14
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o. LAST N	OR (Person of contr AME (Jr., II, etc.)	ols at time of accident)	ME GRADE CO	MPONENT SE	RVICE NUMBER NATI	14-
b. POSTIN	OR (Person of contr. AME (Jr., II, etc.) ON IN AIRGRAFI AI r Leit Seak Rec	ols at time of accident) FIRST NAME MIDDLE NA TIME OF ACCIDENT as or Right Scot	ME GRADE CO	MPONENT SEI	RVICE NUMBER NATI	ONALITY YR. OF BIRTH
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Section D-FLYING EXPERIENCE OF PILOT(S) INVOLVED Il "Yes" check one 1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: No. X Unknown Weather [Complete items 2 through 14 for each crawmembe, pilat] ASSIGNED DUTY ON FLIGHT ORDER PILOT AIRCRAFT CMDR STUDENT PILO CO-PILOT INSTR. PILOT (Last Name) (Last Name) (Lost Name) (La. Name) A/KN/A N/A Total flying hours (including AF time. student time, and other accredited time! 1055:20 553:10 3. Total rated 1st pilot and instructor pilot hours, all nireroft 107:40 1595:15 4. Total weather instrument hours 153:25 17:25 5. Total 1st pilot and instructor pilot hours this model (F-86, 8-50, C-119, etc.) 686:30 107:40 A Total other (Command, a/c emdr. co-pilot. radar control pilat) hours this model 359:25 176:20 7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-80D, etc.) 686:30 107:40 8. Total other (Command, a/c cmdr, co-pilot, radar control plt) his this model and series 359:25 176:20 9. Total pilot hours 66:25 61:10 last 90 days 10. Total 1st pilot and instructor pilot hours last 90 days 22:10 m 45:15 11. Total pilat hours (night) last 90 days 18:15 23:20 12. Total pilot hours, weather and 7:00 hood, last 90 days 5:00 13. Date and duration of last 38:4an 58 30 Jan 58 previous flight this model 14. Date and duration of last previous 30 Jan 58 3 Right this model and series 15. INSTRUCTIONS: Attach a capy of AF Form 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) Parachute Ejection Used Seat Us Duty a Type ORGANIZATIONAL ASSIGNMENT Injury Last name first, Grade, Serial Number and Component or Service) Name (Last time of Atto Command, Subcommand, Group Number Class. (o Roting Yes No Yes No ceiden and Type, Base missing (2) (3) (5) (6) (7) (8) (7) 111 Q_{AC} SAC 2AF 823 AD 19BW N/A Senior 75 Pilot Medium (Jet) Homestead AFB Fla NMI Major Pilot SAC, 2AF 823 AD N/A x 19 BW Medium (Jet) Homestead AFB, Fla. May SAC, 2AF 823 AD N/A C AOB 19 BW Medium (Jet) Capt. NOTE: If additional space is required to list all personnel involved, attach additional sheet. Section F-WEATHER (At time and place of accident) Temperature Other Weather Conditions Visibility Wind Direction and Velocity Dew Point Alt. Setting Ceiling 19 F 3019 WSW 3.K If weather, including wind conditions, was a factor in the accident, attach statement of weather officer. Section G. ENGINEERING DATA: FIRE THE COMPANY OF THE 2. Was aircraft damaged beyond economical repair? Yes.... Nox 1. Damage: (Check one) Destroyed_ Minor None Cost of damage to aircraft ... \$162,486.00 3. Estimated number of direct monhaurs for reg ir, if applicable 1574. 4. Fire before accident Fire after accident Fire did not occur. X. 5. Did explosion occur? Yes..... No.... 6. How many 7,0s not complied with at time of occident?_ .26. [List T.O. numbers and titles on separate sheet] 7. Has your Base previously submitted a UR on any factor invalved in this accident? Yes .__ No._ 8. Is a UR being submitted as a result of this accident? Yes No . . [If "Yes" attach copy] UR number_ 9. Is IDR requested? Yes. No. Y Attach copy of request Page 2

AF | Feb 35 | 4 Pravious aditions of this form may be used

F-167-, 1195

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

The aircraft is considered economically repairable. Further evaluation is to be made by an A.M.C. team. Right side of fuselage from approximately station 870 back is excessively damaged. All forms and bulkheads are broken in this area. Right horizontal and vertical stabilizers extensively damaged. Right wing approximately station \$755 to 595, excessively damaged. The rear span is broken in two. Upper and lower stress plates are torn and buckled. Right drop tank demolished. Mumber 6 engine torn loose at rear mount, tail cone damaged slightly. Right aeleron and flaperon damaged. Left drop tank jetsoned and unrecovered at present.

Section I—PHASE OF OPERATION (Check only ONE)		Sec	tion J-ACCIDENT TYPE	Section K—CONDITIONS AFFECTING ACCIDENT		
ENGINES RUNNING-NOT TAXIING		P S Check one accident type as "Primary." Check all others applicable as "Secondary."		(Check all applicable)		
Pre-flight			Graund or water loop	Immediate forced landing		
Post flight	T		Wing-tip landing	Precautionary landing		
Other	T		Wheels-up landing	Fuel Exhaustion or starvation		
TAXIING	1		Hard landing	Engine stoppage or flameaut		
To tokeoff	1	T	Collapse or retraction of gear	Last or inaccurate navigation		
From landing			Undershoot	Pertinent T.O.s not complied with		
Within other area	T		Overshoot	Simulated emergency		
TAKEOFF	T		Nose-up or nose-over	Ditching (intentional and controlled)		
Run	T _x		Callision with other oircraft	Accidents in water (other than ditching)		
Climb			Collision with ground or water	Explosive decompression		
Discontinued (aborted takeoff)	1		Callisians Other	Intentional domage to avoid greater hazare		
IN FLIGHT			Spin	GCA, ILAS or range approach used		
Normal flight		-	Stall	Exceeded mach or near mach		
Acrobatics	1		Fire and or explosion on ground	Compressibility		
Formation tactics	•		Fire and/or explosion in the air	Geor failed to estend		
Other moneuvers 8			Arrirame failure in flight	Prop reversal		
LANDING			Abandoned aircraft	Uncontrollable perpoising in flight		
Approach			Prop or jet-blast	Struck arresting barrier		
Flare-out	1		Equipment loss in flight	Touch and go		
Roll 0			Other (indicate)	Other (indicate)		
GO-AROUND			Undetermined			
OTHER (indicate)						

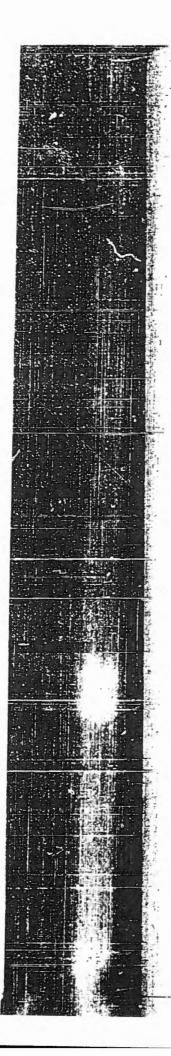
Section L-CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

			P), and those contributory couse factors (C) that may be applicable.
•	C	NOTE: Contributory couse factor factors may be "Operator error."	s may appear in same major category as primary cause, i. e.—both primary and contributing cause
		OPERATOR ERROR	Incorrect operation of the aircraft or its systems; improper technique; invidequate flight preparation; improper procedures; foulty judgment, etc., by person(s) at controls of aircraft at time of occident.
		CREWMEMBER EPROR	Error committed by any member of the flight crew except operator(s).
		SUPERVISORY ERROR	Inadequate exercise of command; inadequate supervision of oircrews, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. [Inci. IP's & AC's]
		MAINTENANCE ERROR	Improper repair, 5x1521, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
30		OTHER PERSONNEL ERRORS	Errors committed by ather than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, installations and any other supporting personnel, etc.
		MATERIEL FAILURE	Failure or malfunction of the airframe, engine or any other system, component as accessory of the aircraft, etc.
		AIR BASE OR AIRWAYS	Any malfunction, inadequacy or obsence of air base and/or airways equipment or facilities, including deliciencies and hazards of runways, basiways, opions, oversums, clear zones, etc.
		WEATHER CONDITIONS	Reduced visibility, icing. turbulence, thunderstorms, surface wind, winds aloft, Jow ceiling, etc.
		MISCELLANEOUS CONDITIONS	Bird strikes, struck to- target, chack, incochets, hypoxia, vertiza, fatigue, etc.
	x	UNDETERMINED	The second secon

Present detailed description of acts, events, or conditions colludered to be primary or contributory cause factors (separate puragraph to each) in FINDINGS portion of Norrative Description of Accident required by Section M.

1.	 HISTO	ORY OF FLIGHT (See AFM 62-5)	t zapra				
	A co	reise narrative of all established lacts and circumstances in chreater, time and point of deposture, type of clearance, mission, de	nolog	ical	hou	to of the flight from takeoff to termination will be presented.	
	~**	STIGATION AND ANALYSIS [See AFM 62-5]					1
	accid struct and s	ection will vary in content according to the complesity of the acc ent, separate paragraphs should describe the examination, analy uses: control system; electrical system; hydraulic system; flight in taff supervision of flying operations and training, adequacy of m ither factors pertinent to the accident. List and discuss any viola	nstrum natrum nainte	d fir neals nunc	ndin	gs of any or all of the following: averaft engines; autome and	
3.	FIND	INGS (See AFM 62-5 for details of presentation)		mes + + +	461 21 2		
	ment, to sai	ection will list the significant factual determinations resulting for the buildwing: primary awase of the accident; each contribution procedures, operations, maintenance, supervision, facilities, etc. lety of flight; various considerations not clossed as contributory e ased or minimized the probability of the accident having occurrence.	g cou	h of	that	of the accident; various deficiencies or inadequacies at equip-	
4,	RECO	MMENDATIONS (See AFM 62-5 for details of presentation)			.,		3
	This s	section will contoin, in concise and direct statements, a listing of a or board, will prevent securrence of similar type accidents and	the r	and	the	or callective actions which, in the opinion of the investigating deficiencies cited in "Findings" of the investigation.	
		RECORDER'S CHECKLIST FOR AT				IS TO THE AF FORM 14	
	THE	FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF	15	11	77	FOLLOWING WILL BE ATTACHED TO REPORTS OF	c
_		Removed by direction of HQ AFS	IC/	YA	٦, ہا	anuary 2017 WHEN APPLICABLE	a
1.	X	Natrative description of Accident (Section M)	14		X	Board proceedings	
2.	x	AF Form 14A	15.	N	/A	Statement of control tower operator(s)	1
3.	x	AF Form 148	16.	N	/A	Statement of runway control officer	
4.	Y	AF Form 5, Pilot(s) invalved (See Sec. D, Item 15)	17.	1		Statement of weather forecoster	
5.	v	Statements of crew members and witnesses (when ovailable)	18.	N	/A	Statements of rebuttal or statements declining the sportunity	
ė.	~	List of Technical Orders not complied with {See Section G, Item 6}	19.	1	T	Transcripts of communications recardings	
7.	Y	DD Form 175 or AF Form 113 (Clearance)	20.	\ \v	. 5	itatement of damage to private property	
8.	v	DD Form 781-1	21.	1	,	Map showing geographical location of occident	
9.	v	DD Form 781-2	22.			DD 365F (Form F)	
10.	*	Diagram of scene of accident	23.	1		NF Form 14C	
11.		Photographs (identified)	24.	N/	/A^	F Form 14D	
12.	7.	Index to AF Form 14 attachments	1	1		IF Form 14E	
13.	X	NOTE: Determine Security clossification of reports [if applicable]		N/	1.	JF Form 14F	
-	X		27.	1	1	UF TO 29 (Unsatisfactory Report)	
7		4 manufacture on the second se	28.	N/	, 11	oircraft being transferred, ferried, etc., attach copies of co-	
			_	/	_	rdination messages showing goining and losing organizations	
		Section N-AU		IN	IC	ATION	
Prezi	-						
	. (AND B. MAUISEN. Colonel INAP				MAJOT, USAF	
		Captain, Apar	7/2	ne.	AL.	DA. ILWA. colonel. USAF	
		It Was one USA				Captain, USAF	



HISTORY OF FLIGHT

Mr Jet (B-47) No. 51-2349, hereafter known as Ivory 2, departed Homestead Air Porce Base, Florida, on 4 February 1958, at 21512, on a roundrobin IFR flight plan to Homestead AFB. This aircraft was Number 2 of Ivory Cell, a 2-ship flight, from the 19th Bomb Wing M Jet (SAC), involved in Operation Southern Belle as directed by Second Air Force Operations Order 300-57. The purpose of this mission was a USCM for the 19th Bombardment Wing, involving chaff drop and maximum fighter attacks in the simulated enemy area, air refueling, and a strange target radar run. AF Form 175 for Ivory 2 requested (in the Remarks Section) that flight plan information "not be passed to the 20th, 30th 31st 37th or 5th Air Division" (sic). 19th Bomb Wing aircrews were specifically briefed that no fighter attacks were to be made outside simulated enemy territory, i.e., not south of the target at Radford, Virginia.

Although 2AF Operations Orders 500-57 specified that fighter attacks would not be made on Southern Belle B-47's except in the simulated enemy area, information obtained from 35th Air Division indicates that CINCSAC Message (SECRET) DOOPO 1175 (29 January 1953) gave authority to CINCNORAD to make fighter intercepts against Southern Belle B-47's outside simulated enemy territory; CINCNORAD relayed this authority to 35th Air Division, who subsequently published 35AD Operations Order 1-58 (31 Jan 58), authorizing fighter intercepts to be made against Southern Belle B-47's anywhere within the 35th AD area of responsibility.

The flight of Ivory Cell from Homestead Air Force Base through the tarket area was uneventful at the IP.

was 4 minutes behind Ivory 1. IFF settings were as briefed with Ivory 1 squawking 2 after bombs away and Ivory 2 on standby throughout the mission. Ivory 1 was responsible for all position reports, as briefed.

Bombs away times for Ivory 1 and 2 were 04502Z and 0455Z (5 Peb 58) respectively. Both aircraft reduced speed from 460 to 426 KTS TAS 2 minutes past the target and descended to 34,000 feet and 35,000 respectively, altimeters set at 20 328 Mg. Twent 2 mayor caught up with Ivory 1 after bombs away

Ivery 1 proceeded on course as briefed on a 200° TH to his turning point (TP) southeast of the Savannah River Project (SRP), and thence on course on a 220° TH to a point west of Savannah, Georgia. At 0530½Z, Ivery 1 reported to Ivery 2 that he had just been under fighter attack by a single fighter seen to approach from left to right. This attack was later determined by the Board to have been Pug Silver Flight; each of the 3 fighters made a pass at Ivery 1 and then pulled up to the right, paralleling the bember's course; #1 pulled in close to check the bember's tail number and when he again pulled away to the right, was first observed by Ivery 1,

eiel Hendling Required in Assertings with Paragraphs 49 and 52, APR 62-14.

History of Flight (Cont'd)

At 05332 approximately, Ivery 1 heard a Mayday transmission from Ivery 2 on Guard channel (UHF), stating that he had been hit by another aircraft. The co-pilot of Ivery 1 reported seeing a flash of fire at his 5 o'clock position same distance behind and slightly above. Ivery 1 made a small turn to star-and proceeded on course

to Homestead.

Ivory 2, after bombs away and descent to 35,000 feet, evershot his checkpoint at Charlotte, North Carolina, and turned south at a point 11 NM west
of Charlotte; at least one other easterly turn to approximately 170° TH was
made to miss the Savannah River Project, and in se doing, Ivory 2 again evershot his TP southeast of the Savannah River Project; at this point Ivory 2
turned southwest to 225° TH and continued on this track until the time of the
collision. At 0531½Z, Ivory 2, having just heard Ivory 1 report a fighter attack,
also saw a fighter passing close underneath from left to right. Shortly
thereafter, at approximately 0533Z, Ivory 2 was hit by an F-86L (Pug Gold 2)
and called Mayday over Guard channel.

hegan an immediate descent and slow left turn to note alrapsed

Nory 2

After contact with Hunter Tower and RAPCON, Ivory 2 made a slow, descending approach to Hunter Air Force Base;

a left turn to the east was made, the unit jettisoned off Tybee Beach southeast of Hunter Air Force Base, and another left turn to 270°, ending in a successful landing at Hunter-Air Force Base. The damage to Ivory 2 was major and extensive but the crew was unaware of the full extent of the damage until after they landed.

The weather in the Savannah area at the time of the mid-air collision was VFR in iderkness with a full moon. Visibility on the ground and in the air was exceptionally good. Heavy contrails were reported by the fighters during their intercepts of Ivory 1 and Ivory 2.

At 05052, 5 February 1958, Gold Flight, a flight of three F-86L aircraft, was scrambled upon instructions received from the 35th Air Division (D) to intercept track number PLL, subsequently changed to PN17. The flight was scrambled on a heading of 270 degrees by Hemingway, the 792nd Aircraft Control and Warning Squadron, based at North Charleston Air Station, North Charleston, South Carolina.

The flight was mirborne at 0513Z and made a routine radio report to Hemingway. The duty director established positive radar contact and assumed control on an assigned tactical frequency. The flight was directed to continue climbing on a heading of 270 degrees to an altitude of 30,000 feet, climbing at military power to 15,000 feet and then in afterburner to 30,000. Shortly after passing through 11,000 feet the flight was given an in-trail turn to the right to a heading of 360 degrees. During this climb the flight was maintaining an in-trail separation of approximately five miles by radar. The flight was advised that the target was tracking between 180 to 190 degrees and was at an altitude of about 34,000 feet. Gold flight was directed to level off at 35,000 feet.

As Gold One passed through 23,000, the flight was turned in-prace to the planned attack vector of 270 degrees. An in-place turn of ninety degrees such as this is not desired as it puts the interceptors lime abreast instead of in the desired echelon for lation. For a target passing right to left, such as in this case, the interceptors should be in an echelon

Special Handling Required in A Course with Paragraphs 49 and 52, AFR 68-14

History of Flight (Cont'd)

formation to the left with approximately five miles separation. The turn in this case ! radar return at the controlling radar site. The three fighters were directed to displace themselves to gain the proper interval, and these instructions were acknowledged by the pilots. The director them informed Gold One that the target was thirty-five degrees right at thirty-five miles. Shortly thereafter, Gold One was instructed to turn further left to a heading of 260 degrees. Upon rolling out on this heading, Gold One asked the director how many bogies were in the track. The director informed the flight that two bogies were reported to be in the track, but that he was painting only one. In addition, he informed the flight that this was a weak pick-up. The director then instructed Gold Flight to turn further left to 250 degrees. When Gold one called steady on 250 degrees, the director informed him that the target was about 40 degrees right at 25 miles. At this time Gold One called a contact at about 25 degrees left at 25 miles. After verifying the heading of Gold One, the director informed him that the target was 50 degrees right at 21 miles. A few seconds later the director informed Gold One that the target was 50 degrees right at 19 miles. Gold One had a radar contact at 40 degrees right at 16 miles. The director informed Gold One that this contact was his target. At this time the target was called 40 degrees right at 18 miles for Gold Two and 35 degrees right at 25 miles for Gold Three. Gold One called "Judy" at approximately 15 miles and took over the remainder of his intercept. Gold Two had a radar contact at 50 degrees right at 15, and a few seconds later Gold Three contacted the target at 50 degrees right at 17 miles. Gold Two took a "Judy" soon thereafter. Gold Three called "Judy" at 13 miles out with the target 40 degrees right.

Very soon thereafter Gold One reported the target was apparently turning. The director stated that the target appeared to be turning slightly to the southwest but that he wasn't getting very good paints. All three interceptor pilots then stated that they were in a tail chase. Gold One stated that he was going to make an identification pass. Gold One advised the director when his radar indicated ten seconds prior to computed rocket impact and started his break-away. Gold One reported the target to be at about 35,500 feet, called "splash", and passed approximately 500 feet below and slightly behind the target aircraft. During this break-away, Gold One initiated a gentle turn to the right to an assigned heading of 090 degrees. As the turn progressed he gradually increased his angle of bank to a maximum of 60 degrees. Approximately one minute and thirteen seconds after Gold One called "Splash", Gold Two called, "Twenty seconda", advising the director that his radar indicated 20 seconds prior to the computed rocket impact time. Approximately 34 seconds later, at about 0533Z, the collision occurred. The tetal elapsed time between Gold One a transmission of "splash" to the collision was approximately one minute and forty seconds.

The times indicated above were obtained from a magnetic tape recording of the intercept mission. This tape was made at Hemingway, the ground control intercept station responsible for the control of the mission. The times since the tape ran constantly during this particular mission. The accual time of impact was determined by a mike selicity plainly audible on the recording.

Special Hemilian Accuss in Account to Paragrapho 19 and 52, APR 62-14

History of Flight (Contid)

All three fighters had during the latter part of the attack varied only slightly from the final heading of 250 degrees given by the director. Gold One was in a right turn at the time of the collision and

Gold One returned to Charleston AFB for landing, and Gold Three remained at the scene of the accident looking for flares or other indications of survivors. He remained as long as fuel permitted and then returned to Charleston AFB for landing.

The weather at Charleston at the time of the accident was officially reported as high scattered, visibility 15 miles. The altimeter setting was 30.17.

Special Handling Required in Actordance with Faragraphs 49 and 52, AFR 68 14

Removed by direction of HQ AFSEC/JA, January 2017

WELASSIF 18

FINDINGS 1. The primary cause of the accident was operator error on the part of the F-86L pilot in that he collided into the rear of another aircraft in flight during a visual breakaway from an intercept attack under conditions of excellent visibility. 2. A possible contributing cause of the accident is material failure. The history of radar malfunction in this particular F-86L coupled with the very nature of the collision point up a possible erroneous scope presentation which could lead the pilot to continue unaware on his radar run until dangerously near the target. . 3. A possible contributing cause of the accident is pilot hypoxia which might have caused the pilot to disregard the passage of time before initiating his breakaway after reaching the twenty seconds to go point. h. The fighter attacks were authorized by CINCSAC to CINCNORAD. .. Even so, the B-47 crew was not briefed to expect attacks in the collision area. Although not directly contributary to the accident, this fact insimuates a lack of complete coordination in the scheduling of fighter intercepts on SAC aircraft. . 5. The B-47 pilots were not in contact with GCI nor did the 2AF Operations Order require it, hence they were unaware of the intercept before visually sighting the fighters. 6. The B-47 personnel were admittedly not familiar with the nature and appearance of all-weather fighter passes and the methods used in controlling these passes. Removed by direction of HQ AFSEC/JA, January 2017

- 7. The board could find no record of Hemingway GCT's having utilized height finder radar equipment in determining the height and composition of PN 17 track, even though cross-tell information from Basketwool GCI site did not stipulate the distance apart of two reported targets.
- 8. The Pilot of Pug Gold 2 was not wearing gloves and therefore suffered severe frost bite after bail out. Further, he was unfamiliar with the expected time of useful consciousness at 35,000 feet without oxygen.

RECOMMENDATIONS

DETACHMENT 4

26th Weather Squadron
United States Air Force
Hunter Air Force Base, Georgia

19 February 1958

STATEMENT

TO: Who It May Concern

I certify that the following weather observations are correct as taken from the teletype weather sequences or WBAN Form 10s for the times indicated.

05/2300E	/-0 15 mi vis	/0 10	100 \$ /-\$ 15
06/0000E	Hi Thin Scattered 15	/ \$ 10	E 40 \$ /100 \$ 15
06/0100E	Clear 15 mi vis	/ \$ 10	40 ♠ E 100 ♦ 15
06/0200E	Clear 15 mi vis	E 100 0 10	40 0 M 70 0 10R-
ES Time	Charleston S. C.	Hunter AFB.	Augusta Ga.

Lt. Col., USAF Commander

Removed by direction of HQ AFSEC/JA, January 2017

STECIAL HANDLING CONTROL IN ACCORDANCE.

-Uncensor. ED

MEDICAL REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-6, "Aircraft Accident Prevention: Investigation-Reporting." 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

20 -1							
1	1. BASE INVESTIGATING ACCIDENT Hunter AFB, Ga	2. ASSIGNED BASE OF AIRCRAFT LILLITH FIS (ADC) Charleston AFB, S.C.	3. APPROXIMATE DISTANCE OF ACCIDENT FROM INVESTIGATING BASE (Miles)				
	A. PLACE OF ACCIDENT	S. AIRCRAFT TYPE, MODEL, SERIES SERIAL NUMBER	6. TIME OF ACCIDENT	7. DATE OF ACCIDENT			
	Estill, S. C.	F-86L 52-10108	0030	5 Feb 58			

8. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

Section B-EQUIPMENT AND AIRCRAFT STRUCTURES

(USE ADDITIONAL SHEETS AS NECESSARY)

1035 VODITIONA	r sueers vs Meressakt)
1. FIXED SEATS: Nr. U Nr. occupied O Nr. failed .	6. PROTECTIVE HELMET: Available to all pers.? Yes. X No
2. EJECTION SEATS: Nr. Avail. [armed] 1 Used: Yes No Nr. used in downword ejection	Type (e. g. P-1, P-1A, P-3, etc.)
3. CABIN PRESSURIZATION: Available to all pers. 7 Yes X No.	7. ANTIOG SUIT: Available to all pers.? Yes. No.Z
Used by all pers. 7 Yes. X. No. Failed? Yes. No X	Type (e. g. G-3, G-4, etc.).
4. OXYGEN SYSTEM: Available to all pers.? Yes X No	Used by all pers.? Yes. No. X. Nr. used. O.
Type (e. g. high pressure, low pressure, etc.) LOW, pressure	Failed? Yes No. Nr. failed
Used by all pers.? Yes X No Date serviced 5 Par 50	8. PARACHUTES: Available to all pers.? Yes K. No
Foiled? Yes X. No Time used this flight 1? min.	Type (e. g. back pock, seat pock, etc.) Dack pack 1-9
Amount used this flight 50 Lbs.	Used by oil pers.? Yes & No Nr. used. 1
5. OXYGEN MASK: Available to all pers. 7 Yes & No.	Foiled? Yes No. X Nr. foiled.
Type (c. g. A-13A, Pressure demand, etc.) Dress. Comm	9. AUTOMATIC LAP BELT RELEASE: Avuilable for all pers. Yes X No.
Used by all personnel? Yes X. No	Used by all pers.7 Yes.X. No Nr. failed
Did mast(s) fit? YesX. No Nr. poorly fitted	Failed? Yes No X Nr. failed
Foiled? Yes No.X. Nr. foiled Nr. used	IO. OTHER Type (s. g. pressure suit) Nr. Used Nr. Foiled PERSONAL May Wastt. MENT IE-1 1

11. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY: [List any items of personal or aircraft equipment details of structure, incidents such as being trapped in plane, or any other factors which oided or impeded escape from aircraft.]

Hone

SPECIFICALLY DESCRIBE DAMAGE TO

coerbii

Seats, shoulder harness, safety belt

PLAIR DEFOLISHED

Crew stations (other than sackpit)

Emergency esits, hatches, canapies

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her than sociapit)

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(SIGNATURE)

4.3 Pravious aditions of 1hts facts may be a

(NAME AND GRADE)

MEDICAL REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-6, "Aircraft Accident Prevention-Investigation-Reporting." Full 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. MASE INVESTIGATING ACCIDENT
Hunter AFB, Ga.

2. ASSIGNED BASE OF AIRCRAFT
Homestead AFB, Fla.

3. ASSIGNED BASE OF AIRCRAFT
Homestead AFB, Fla.

4. PLACE OF ACCIDENT
5 Miles NE Sylvania, Ga.

5. AIRCRAFT TYPE, MODEL SERIES
5. SERIAL NUMBER

BL78 - 51-2349

1. APPROXIMATE DISTANCE OF ACCIDENT
FROM INVESTIGATING BASE (Miles)
60 miles

7. DATE OF ACCIDENT
(local)
0033

5 Feb 58

A. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

SPECIAL HANDING ASSEC/JA January 2017 ED

Section B-F TPMENT AND AIRCRAFT STRUCTURES OSE ADDITIONAL SHEETS AS NECESSARY)

1. FIXED SEATS: Nr. 3 Nr. occupied 3 Nr. foiled MA Yes Y. 6. PROTECTIVE HELMET: Avoilable to all pers.? Type (e. g. P-1, P-1A, P-3, etc.) P-4 2. EJECTION SEATS: Nr. Avoil. (ormed) 3 .. Used: Yes ... No.X. Mr. used in downward ejection_NA Nr. used in upward ejection_NA Used by all pers.? Yes X No_ Nr. used_ Foiled: Yes No Nr. failed NA Failed? Yes No X Nr. foiled NA 3. CABIN PRESSURIZATION: Available to all pers.? Yes X. No... 7. ANTI G SUIT: Available to all pers.? Yes No X Used by all pers.? Yes. X. No ... Foiled? Yes ... No X Type (e. g. G-3, G-4, etc.) NA 4. OXYGEN SYSTEM: Available to all pers.? Yes X No. _ Used by all pers.? Yes __ Type (c. g. high pressure, low pressure, etc.) Low pressure ... Failed? Yes. No Nr. failed Used by oil pers. 7 Yes X No .. _ Date serviced . L. Feb 58 8. PARACHUTES: Available to all pers. 7 Yel X. No. Type (c. g. bock pock, seet pock, etc.) Back pack Foiled? Yes . No X Time used this flight . 8 725 Amount used this flight ___ 8_liters Used by all pers.7 Yes_X No Nr. used ... 3 . B. OXYGEN MASK: Available to all pers.? Yes. X No. Foiled? Yes No Nr. foiled NA Type (e. g. A-13A, Pressure demand, etc.) A-13A 9. AUTOMATIC LAP BELT RELEASE: Available for all pers. Yes. No Used by all pers. 7 Yes NoX Nr. feiled NA Used by oil personnel? Yes X No Did most(s) fit? Yes X. No . Nr. poorly fitted IIA _ Nr. failed _ Foiled? Yes ... No__ O. OTHER Type (e. g. pressure suit) Nr. Used Nr. Foiled Failed? Yes -No X Nr. failed. Nr. used PERSONAL EQUIP. MENT (SPECIFY)

11. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY: (List any items of personal or aircraft equipment details of structure, incidents such as being tropped in plane, or any other factors which aided or impeded escape from aircraft.)

NA

12. SPECIFICALLY DESCRIBE DAMAGE TO

Cockpit Illone

Scats, shoulder horness, safety belt' Illone

Crew stations (other than cockpit) Ecrop

Emergency astts, hatches, canopies Illocite

Passenger cabin NA

AF 170 14 148 Playlous addition of 1916 Bury may be used

	Mater and Base		RATING				AT TIME O	F ACCIDENT	SHOULE	DER HAP	NESS	SAF	ETY, BILL	. 44	ESCAPE EXIT USED	RESU
	NAME AND RANK		SYMBOL	HEIGHT	WEIGHT	Flight Duty	Body Position 1	Location in Acft.	Available	Used	Failed	Available	Used	Failed	{Designate}	RESU
		Major	AC			AC	1F	Pilot Pos.	Yes	Yes	-	Yes	Yes	-	NA .	1
		1st Lt	P			CoPlt	1F	CoPlt Pos.	Yes	Yes	-	Yes	Yes	-	NA	1
		Capt	Nav			Nav	IF	Nav Pos.	Yes	Yes	-	Yes	Yes	-	NA"	1
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Examples: 2F means Standing Facing Forward; SR ...cans Crouched Facing Rear, etc.

Section D-MEDICAL OFFICER'S RECOMMENDATIONS

None

GERALD E. LONG, COLONEL, USAF (HC) STS (NAME AND GRADE)

^{*}Use following code numbers to specify result to personnel: {1} No injury; {2} Minor injury; {3} Major injury; {4} Fotal; {5} Missing. [See AFR 62-14.]

AIRCRAFT MAINTENANCE OFFICER'S REPORT Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Altereft Accident Prevention-Investigation-Reporting" when AF Aircraft Accident/Incident Involves Inadequacy, Malfunction, or Failure of AF Material. Section A-GENERAL INFORMATION 2. Type and model of aircraft involved 3. Aircraft Nr. 4. Place of accident 5. Bose investigating 1: Date of accident 5 MM NE Sylvania 5 February 58 52-10108 F-86L-50 0533弘 6A.35M Hunter AFB, Ga. Section 8-AIRCRAFT HISTORY, AIRFRAME COMPONENTS AND AIRCRAFT ACCESSORIES DATA Complete the following when material failure, inadequacy or malfunction are known or suspected cause factors. I. Date of Air Force acceptance of aircraft 2. Total airframe hours 3. Date last overhaul 695:05 28 Oct 54 1 March 1957 6. Date and type of last periodic inspection 4. Overhouling activity 5. Aircroft hours since overhoul F AT Fresno, Calif 272:05 8th Periodic 28 Oct 57 8. Name, part number and position on aircraft of part contributing to accident 7. Aircraft hours at lost periodic inspection 625:35. Not Applicable 9. Is part available for analysis? NO___ YES___ (If yes) Where located M/A 11. Date port last installed 12. Date part last averhoused 10. Date of Air Force acceptance of part H/A N/A N/A 13. Last overhaul activity 14. Total Right hours of part 15. Total flight hours of part at last inspection N/A N/A Section C-FIRES AND EXPLOSIONS YES X 2. Did explosion occur? YES NO___ 1. Did fire occur? 1. Was aircraft fire detection NO.X system activated? YES_ Before impact____ After impact____ Before impact____ Afterempact_X (If yes, give type and manufacturer) If yes, discuss in Section F. If yes, discuss in Section F. 4. Was aircraft fixed fire extinguishing system used? (If yex, give type and manufacturer) NO X YES Effective Ineffective Quantity Section D-POWER PLANT HISTORY Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicapter rators and/ar any other power plant components involved. Use a separate column for each component. Complete a separate column for each engine when specific engine(s) involved, ar accident cause factor involving engine(s) is undetermined. 1. Name of component N/A 2. Location (if applicable) No. 1, 2, etc. M/A 3. Model or Part Number H/A 4. Serial rtumber (if applicable) 11/1 1!/A 5. Manufacturer (or licensee) 6. Total hours H/A 7. Number of major overhouls 11.1 1./A 8. Hours since fast major averhaul 11/A 9. Date of last overhaul 10. Overhoul activity 11/1 Removed by direction of HQ AFSEC/JA, January 2017 11. Date lest installed II/A 11/6 12. Hours since lost installed 17/E 13. Date of last periodic inspection

14. Type of last periodic inspection

. /A

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AF 1 FEB 36 14 C Previous editions of this form may be used.

CERTIFICATE OF DAMAGE

- 1. I certify that a survey of the damage to F-86L, No. 52-10108, was accomplished to the most practical extent possible and the following estimate made:
 - a. Airframe: 100% destroyed no repairs possible.
 - b. A.P.G. Systems: 100% damage no repairs possible.
- c. Armament and Electronics: 100% damage no repairs possible.
- 2. Aircraft was completely destroyed by impact and fire. The loss to the United States Air Force for this accident is estimated at \$587,493.00.

Major USAF Maintenance Officer

Removed by direction of HQ AFSEC/JA, January 2017

AIRCRAFT MAINTENANCE OFFICER'S REPORT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention-Investigation-Reporting"
when AF Aircraft Accident/Incident Involves Inadequacy, Malfunction, or Failure of AF Material.

Section	A-G	ENERAL	INFORM	ATION

1. Date of eccident 5 February 58	2. Type and model of aircraft involved	3. Aireraft Nr.	4. Place of occident 5 NM NE Sylvania	5. Base investigating accident
0533起	B-47B	51-2349	0- 25 15	Hunter AFB, Ga.

Section B-AIRCRAFT HISTORY, AIRFRAME COMPONENTS AND AIRCRAFT ACCESSORIES DATA

Complete the following when a	naterial failure, inadequacy or molfunction o	are known or suspected cause factors.
1. Date of Air Force occuptonce of oircroft 28 January 1953	2. Total airfrome hours 1650:15	3. Date last overhood 23 October 1957
4. Overhooling estivity Lockheed Aircraft Corp Marietta, Ga.	5. Aircraft hours since overhaul	6. Date and type of last periodic inspection #8 III
7. Aircraft hours at last periodic inspection TRAN 1562:10	8. Name, part number and position on airc	craft of part contributing to accident

9. Is part available for analysis?				
• 27/4	NO_X	YES	(If yes)	Where located

10. Date of Air Force occeptance of part	11. Date part last installed	12. Date part last overhouled
P./A	N/A	N/A
13. Last overhood activity N/A	14. Total flight hours of part . N/A	15. Total flight hours of part at last inspection N/A

Section C-FIRES AND EXPLOSIONS

1. Did fire occur?	YES NO_	X	2. Did explosion occur?	YES NO_X	3. Was aircraft fire detection
Before impact	After impact_		Before impact *	After impact	system activated? YES NO.X_ (If yest give type and manufacturer)
If yes, discuss in Se	ection F.	•	If yes, discuss in Section	n F.	th year, give typy and monatories

^{4.} Was aircraft fixed fire extinguishing system used?

(If yes, give type and manufacturer)

NO X YES ____ Effective ___ Ineffective ___ Quantity _____

Section D-POWER PLANT HISTORY

Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicopter rators and/or any other power plant components involved. Use a separate column for each component. Complete a separate column for each engine when specific engine(s) involved, or occident cause factor involving engine(s) is undetermined.

						-
1. Name of component						•
2. Location (if applicable) No. 1, 2, etc.		•				
3. Model or Part Number						
4. Serial Number (if applicable)		Not Applica	ble			
S. Manufacturer (or licensee)	3					
6. Tatal hours						
7. Number of major overhauls						
8. Hours since last major overhoul	CDECIA	1 1100		FALUE		
9. Date of lost overhoul	SILUM	LHATE	Uniu i	L.QUII.L	U	
10. Overhoul activity	N-ACCORD	ANCE WITH	FAC 49 &	52 AFR 62	-14	•
If. Date last installed	Removed	by direction of	HQ AFSEC/J	, January 201	7	
12. Hours since last installed	Professional Park Springers and Company of the Comp	,			-	
1). Date of last periodic inspection			9	•		
14. Type of last periodic inspection						
15. Fuel (Type or octone raring)						

Complete the following when available.		5	ection I	-POW	ER PLANT OF	ERAT	TION DATA		<u> </u>
Sequence of failure(s) by nocalle position [2, 1, stc.] 2. Time interval between failures: (For modifiple failures) (For the failure of scalaure of	(
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CAPTAIN, I'SAF			•	** **	:				

CERTIFICATE OF DAMAGE

- 1. I certify that a survey of the damage to B-47B, No. 51-2349, was accomplished to the most practical extent possible and the following estimate made:
 - a. Airframe: 60% damage repairs possible.
- b. A.P.G. Systems: 20% damage 80% of total parts can be returned to serviceable condition after depot and/or factory teardown and inspection.
- c. Armament and Electronics: 10% damage 90% total component parts can be returned to serviceable condition after depot and/or factory teardown and inspection.
- 2. The loss to the United States Air Force for this accident is estimated at \$163,486.00. This figure is based on unit cost as set forth in T.O. 00-25-30 dated 10 September 1957. No estimate of the manhours required to return those component parts which might be used again to serviceable condition can be made because the requirement for teardown and inspection of all parts must be done at depot and/or factory level.

Major USAF Maintenance Officer

Removed by direction of HQ AFSEC/JA, January 2017

Special handling required coordance with paragraphs 49 and 52, AFR 62-14.

UNCLASSIFIED

C-E-R-T-I-F-I-C-A-T-E

I, Major United States Air Force, certify the DD Forms 781-1, 2, 3, 4, and 6 for aircraft serial number 52-10108A were destroyed in the crash.

Major USAF

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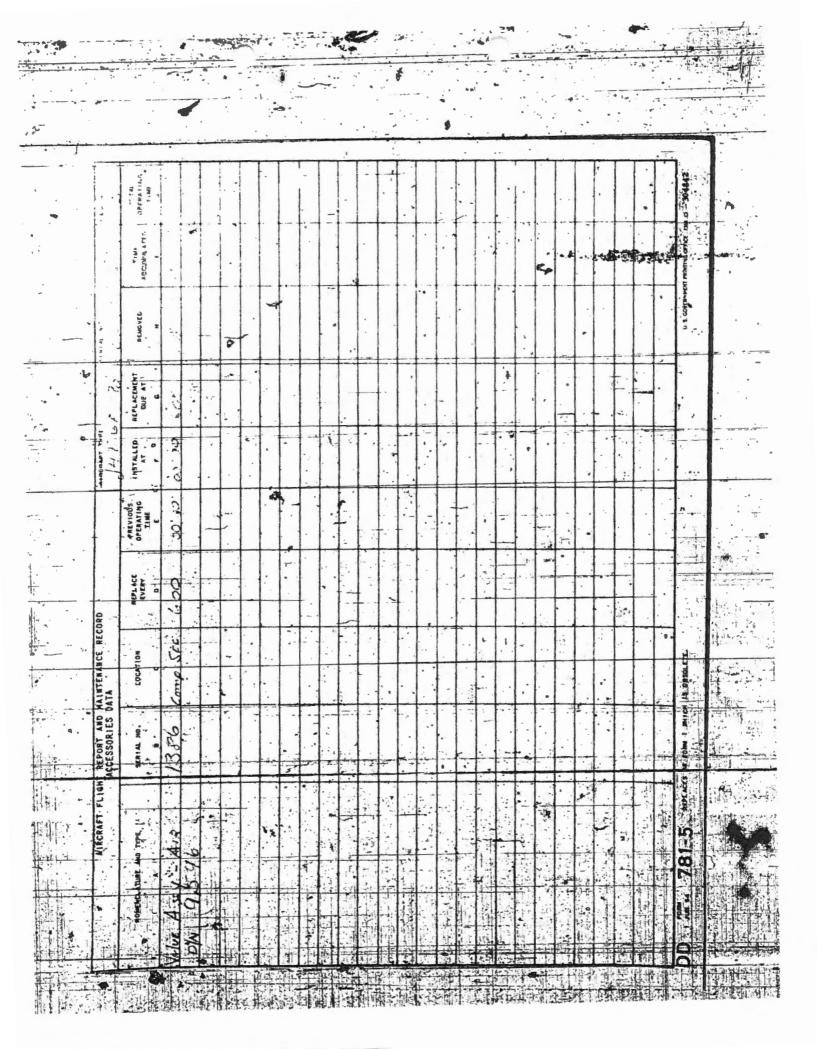
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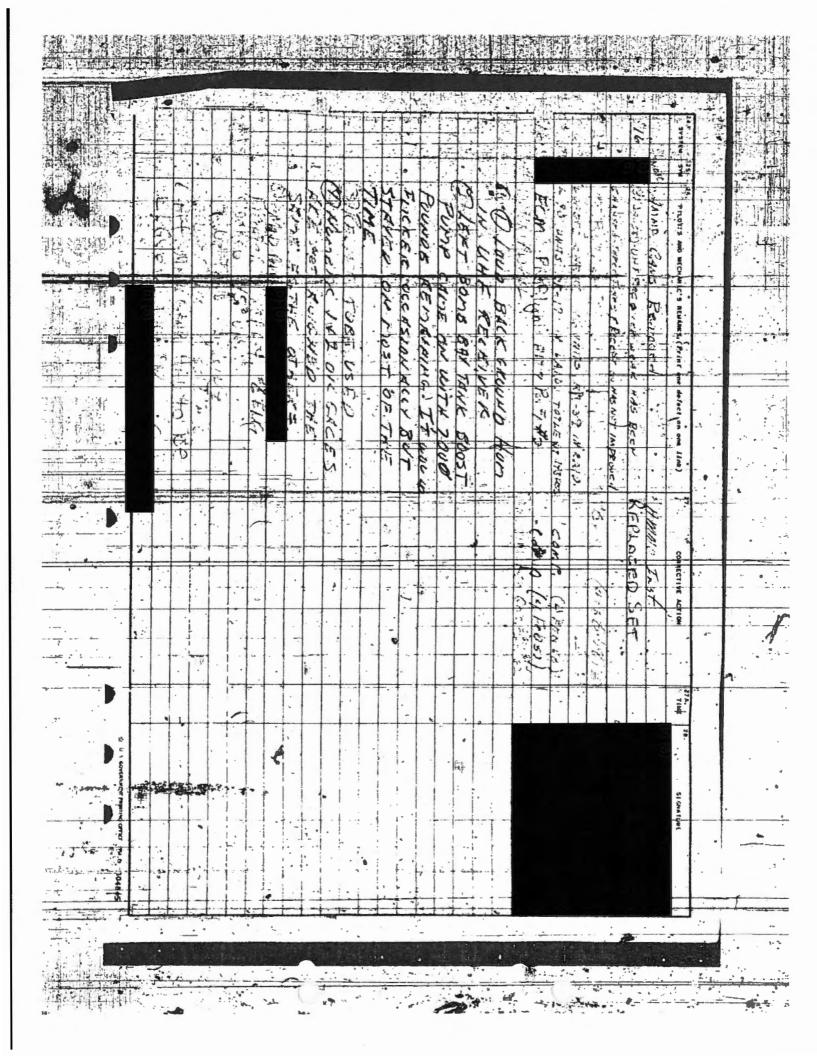
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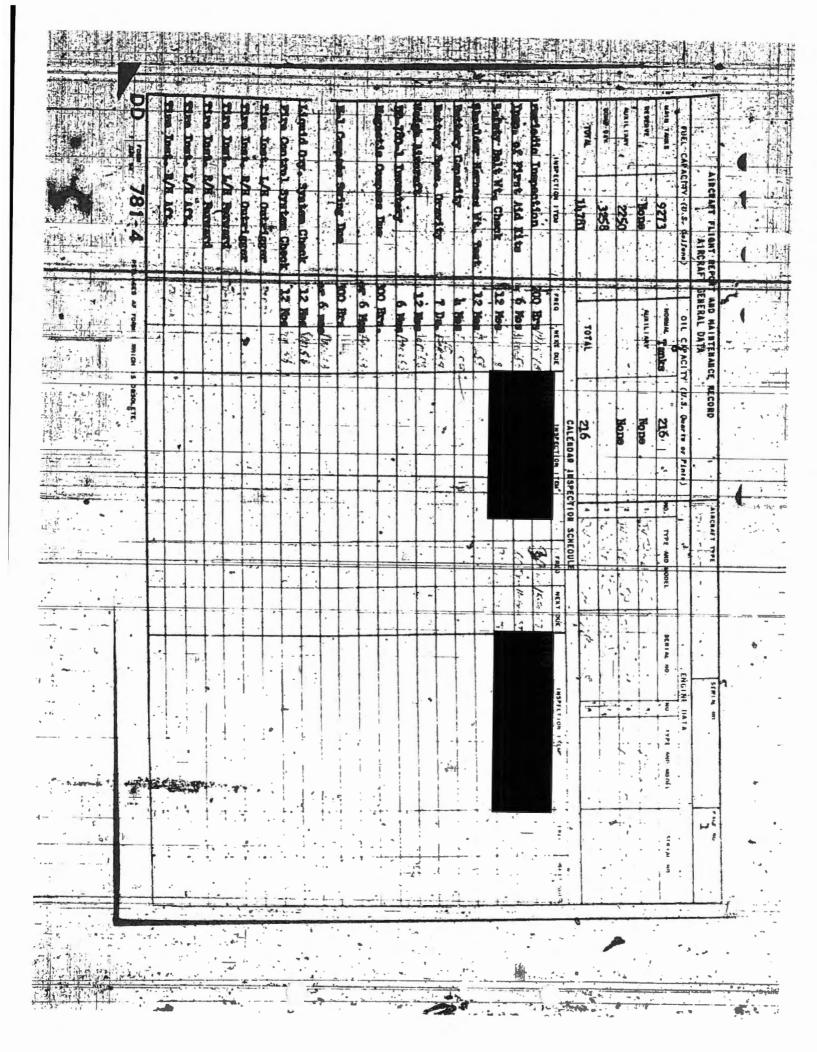
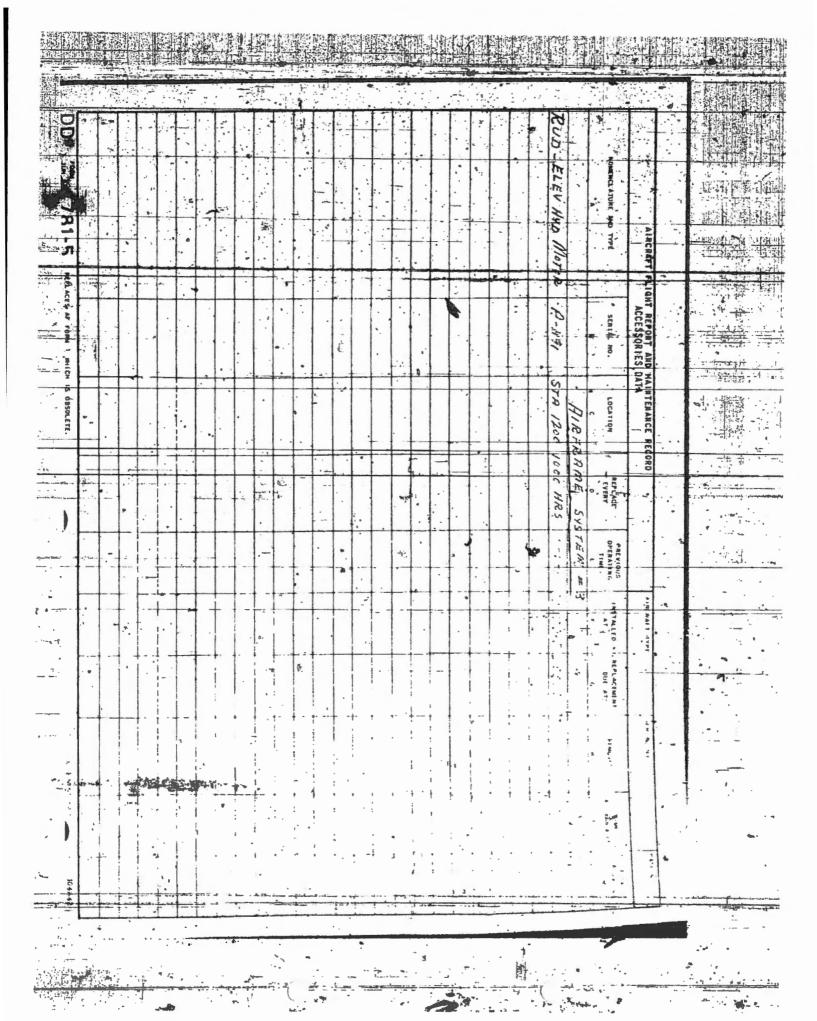


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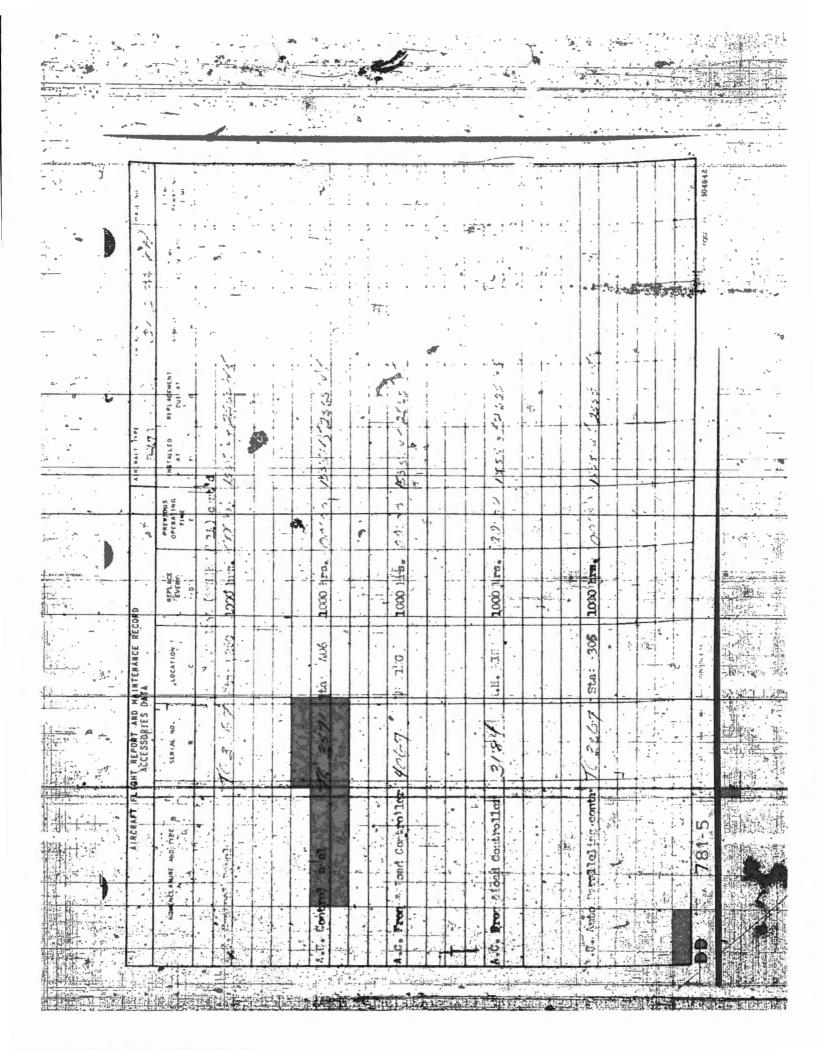
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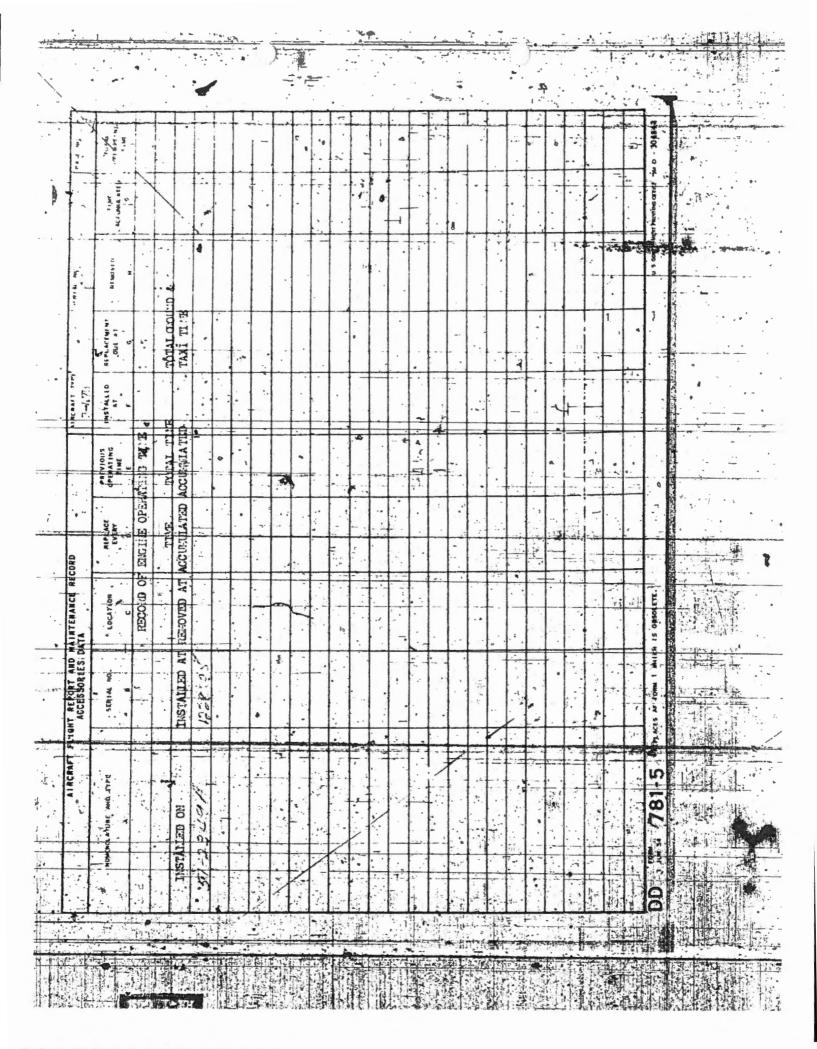
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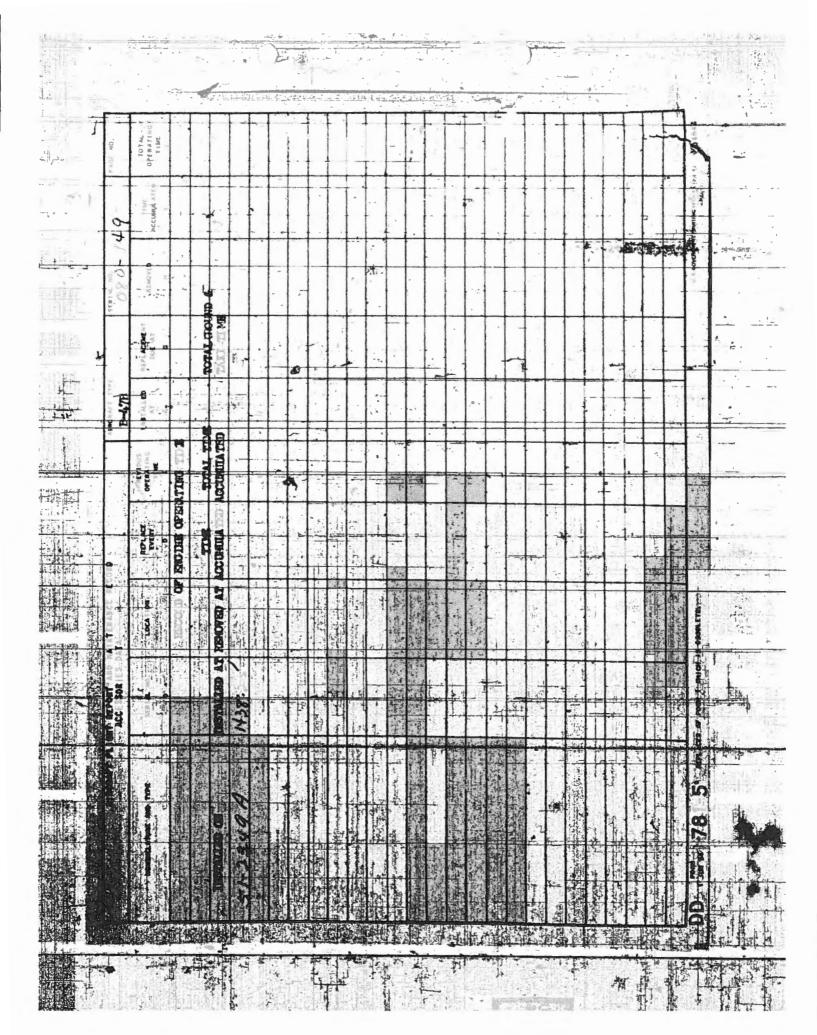
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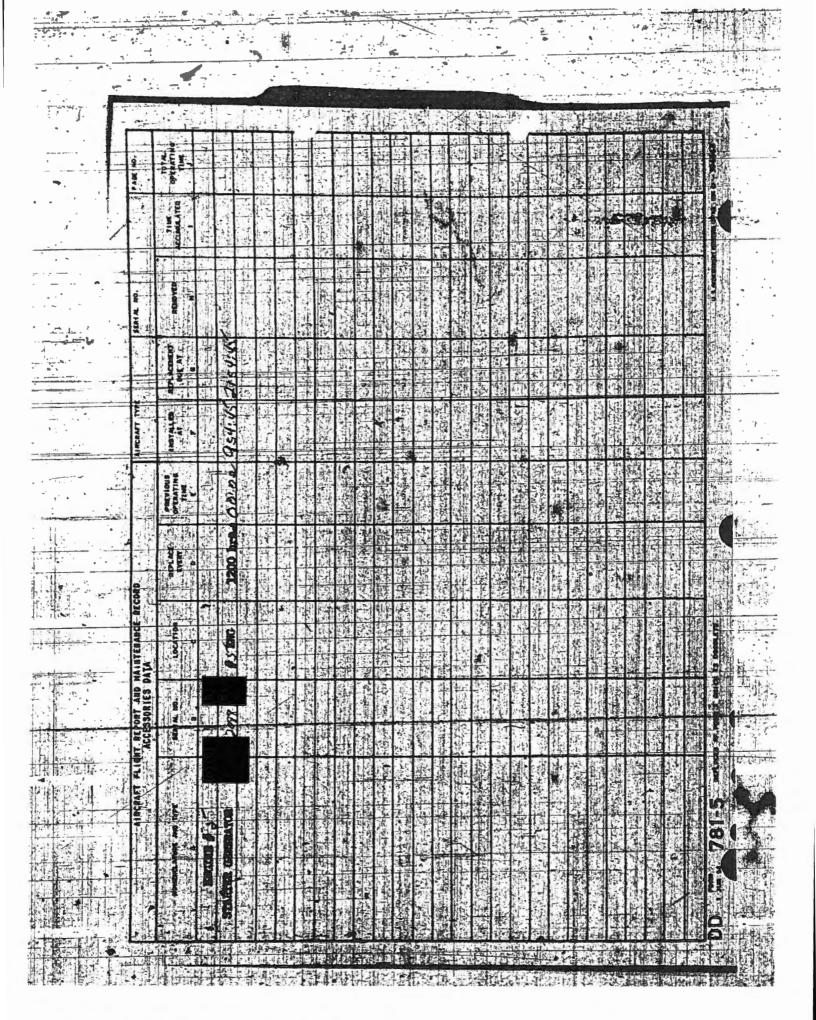


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FORM 781-2 WRITE-UPS AND CORRECTIVE ACTION ON AIRCRAFT 51-2349A FOR THE LAST FIVE (5) FLIGHTS

		•	
NR.	SYSTEM	10 JANUARY 1958	CORRECTIVE ACTION
1	16	UHF Radio inoperative 20 minutes after takeoff Xmitter extremely weak after two hours and receiver out. OMNI receiver OF Received call from Atlanta center on Char#9.	۲.
2	15	#4 EGT inoperative at times and reads 200° lower than other when operating.	C/F
3	7	Intakes not inspected	C/F
		14 JANUARY 1958	
ı	16	ARC-27 UHF radio very noisy but range is good now (static)	c/F
2	17	Gunnery radar modulator trip out, would not reset.	C/F
3		See Form 257	
4	16	Xmitter (UHF) reported weak in traffic pattern at HST.	C/F
5	7	Intakes not inspected.	C/F
		20 JANUARY 1958	
1	15	A/C's turn and slip inst. turn needle inoperative.	Replaced Ind.
2	14	Sextant mount lite in repr cockpit will not work	Replaced blub
3	16	UHF receiver inoperative	Remove RT-178 (55-866) Replaced RE-178 (8752)
4	15	#1 engine oil pressure reads 6 lbs at 88% at 36,500'	Adjusted trans, cked good, drained water out of transmitter.
		29 JANUARY 1358	
-	16	UHF receiver extremely weak. Has been changed three times and reception still has not improved.	c/F
2	3	RT. center main boost pump inoperative.	C/F
3	17	No renge markers on gur radar.	C/F
1.	15	#2 engine RPM indicator sticks in flight.	C/F
Speci	ul nordlin	g required to congridance with paragraphs 19	and fc,
ELU C	/c-27.	LINCLEEP	

REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Alternati Accident Prevention-levestigation-Reporting." Answer all questions and fill in all spaces that apply to this accident/incident giving all information that is known. If more than one answer fits the attention, check appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is headed, use untilled the proper section letter and question number.

		Section A GENERAL INFO	RMATI	ON						
	AST N	AME (Jr., II, etc.) FIRST NAME MIDDLE GRADE RATED NON	RATED	EAR						
4	LIBCRA	1/Lt Pilot FT TYPE, MODEL & SERIES 3. WEATHER CONDITION AT TIME OF	BAHO	17.	Pilot					
	F-861	£2-10108	BAILOG	"	5 Feb 58 Night X Dusk_					
4.5	9-	(IMATE LOCATION OF EMERGENCY Sylvania, Georgia a	nd Es	t. 1 7	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA					
	EASON	FOR JUMP Fire Engine failure Midair collision X Weather_								
16.46	14	Other (Explain)								
*		Section B-PROCEDUR	ES							
4. 0	IFFICU	LTIES ASSOCIATED WITH LEAVING AIRCRAFT [Check one as "Primary," of	dothers	appli	cable as "Secondary.")					
P. P	S	:	P	S						
5		Interphone or alarm system not functioning			Heat `					
A		Fire		X	Cold					
		Naxious gases and fumes	X		Centrifugal force					
		Hatch or canopy jammed or stuck	•		Lack of time					
		Struck by hatch or canopy			Pressure changes					
4		Difficulty in releasing protective equipment			Нурахіа					
		Chute, horness or clothing caught on seat or equipment		X	Vertigo-orientation .					
		Struck by disladged objects			Decompression					
		Unable to use canopy release			Airsickness					
1		Conopy foiled to fire Removed by, direction of HQ AFSE	C/JA	Ja	n#usery 2017 •					
1		Malfunction of ejection seat			Injury (mechanical)					
8		Ejected three-transcription	REC	Ш	Price (Caprom in Sec. H)					
11		Wind or air turbulence	-52	AF	Unknown (Explain in Sec. H)					
V		Burns			None (Explain in Sec. H)					
2/ B	ODY A	OSITION UPON LEAVING PLANE Head first X Feet first	Tucked_	_	Unknown					
3, 8	XIT US	ED: Ejection seat upward X Ejection seat downward Front Cockpit.								
		Sucked out by slip stream								
		Other (Describe)								
4.	TTEMP	TS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD Extending arms.	X &	itendi	ing legs Rolled on back None					
		LTY IN FINDING OR PULLING RIPCORD Chute harness looseer twisted		ed or	wounded Glaves worn					
4.7		tyck Handle pelled loose None_X Other (Explain)	-		6 to 10 11 to 25 26 to 60.X.					
6. T	IME IN	TERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds)			a to 10 If to 25 20 to 60					
7. B	ODY P	OSITION DURING OPENING Feet down X Head down On	bock		On face Tumbling					
-		G'SHOCK Slight Moderate Severe X No injury		njery.						
9. A	TTEMP		AND DESCRIPTION OF THE PERSON	£	Turning body to face drift None X					
0. E	O. EFFECTS DURING DESCENT Dizziness									
L	RECTH	ON OF BODY DRIFT AT TOUCHDOWN	12.	ATTIT	UDE AT LANGLING .					
		Ferward Bachvard X Sideways	- Anna		Vertical X Swinging					
13. F	ORCE C	OF LANDING EQUIVALENT TO 10-15 H. free felt X 16-20 H. fre	se fall_	_	Above 20 ft. free fell					
		AFTER TOUCHDOWN Rolled forward Rolled backword Fell								

Section B—PROCEDURES (Continued)

15 DIFFIGULTY IN COLLAPSE OF CANOPY AND RELEASE OF MARNESS IN WATER.

Buckles or snoos hard to referse

Tangled in harness, ar shroud lines

Injury or uncansciousness delayed efforts

Jamming or failure of quick releas, mechanism (Explain in Sec. 11)

None

. Jiher (Describe)

16 FUNCTIONING OF CHUTE Perfect X Panels repped out Shroud lines broke R sers twisted Holes in canapy

Line twisted over canaby Oscillated severely Oscillated slightly Other (Explain)

Canary collapsed with difficulty

	ction D-AE	RIAL CON	DITIONS		
ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT		Inverted Right spin		limb ^o Left bank I Right spiral	-
	IAS OF AIRCRAF BAILOUT, IN KN		erch 4	TEMPERATURE:	
Section E—SUR	FACE CONDI	TIONS AT	POINT OF	LANDING	
	Shippery	Hard X	Rocky C	Other (Describe) Other (Describe) None X_ Other (De	
. HEIGHT AT WHICH PARACHUTIST FIRST DE .ER	MINED ACTUAL	LANDING SITE	(Feet). Ur	knosen	
. WATER CONDITIONS II/A Approximate depth Fresh Salt Approximate tempor			Waves (Rolling swell.	
VELOCITY OF SURFACE WIND (KNOTS).	- 29		5. SURFACE	AIR TEMPERATURE (* F.)	
	Section F	EQUIPME	NT		
PARACHUTE	ft. X Seat ty	pe Back		ther (Describe) C-	
b. Automatic opening device: Available: Yes X	. No .	Used	Yes No	.X. Failed: Yes	No.X.
c. Type harness: Quick release X Snap and \	ring	d. Jettisonal	ble canapy:	Yes X. No	
e. Part Number (From Log) 42173 Da			58	Date of last asspection . ?	9 Jan 58
f. Indicate correct parachute designation (i. e., 88, 5	3, etc.) C-9				
g. Height of parachutist (inches) 7011		Weight wit	h covioment (1)	200 .	

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Section F	-EQUIPMENT (Continued)
2. PROTECTIVE HELMET	
Avoiloble: Yes No Used: Yes No Type: (e. 5. Pl. PlA, P., etc.)	Lost: Yes X No When lost between ejection & landing (thinks it was after chute
	Visor down Oxygen most fastened: Yes X No Opened)
Was helmet fitted by qualified personnel (Explain in Se	**
3. EMERGENCY BAILOUT Oxygen ovoilable: Yes No	Used: Yes No X Foiled: Yes No X Recharged (Date) 20 Jan
	Failed: Yes. No Type. C-2A
5. ANTI-EXPOSURE SUIT Available: Yes. No.X Used	Yes No Foiled: Yes No Type
6. MAE WEST Available: Yes X No Used: Yes	
At what point inflated?	Difficulty in infloting: Yes No
7. SURYIVAL KITS Available: Yes.X. No Used: YesX	No Adequate (Exploin in Section H): Yes X No Type15-1_
3. FOOTGEAR Low quarter axfords Shoes Boots X	Flying boots. Other (Describe)
9. OTHER	
List items of special or personal equipment used.	Hunting knife and flash light.
List all items lost during bailaut.	Hunting knife and flash light.

Section G-TRAINING AND PREPARATION

If "Yes," fist items.

- 1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes X_ No.
- 2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes X No .
- 3. PREYIOUS PARACHUTE TRAINING: Lectures X Ground Training (Horness rigs, tumbling, etc.) X None Number of previous jumps.
- 4. PREVIOUS EJECTION SEAT TRAINING: Lectures X Practice ejections X Number of previous ejections Q None X

Section H-ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity to such equipment as flushlights, signal mirrors. Very pistol, hand flores, knife, side arms, or pither items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high-peed aircraft. Valid criticism on existing equipment is invited.

Remarks: Subject officer landed on mound, but used binghy from FL-1 kit for cover to keep warm.

IO. WERE UR'S SUBMITTED? Yes . No.3.

Section I-NARRATIVE

Each individual who performs an emergency parachute jump will prepare under direction of the Aircraft Accident Investigating Officer and with assistance of a Flight Surgeon, Aviation Medical Examiner or Medical Officer a report in narrative form covering the period between the development of emergency and rescue. Special attention will be given to difficulties encountered in leaving the aircraft, in the use of equipment and in landing.

Removed by direction of HQ AFSEC/JA, January 2017

SPECIAL HANDLING REQUIRE ---

PARACHUTIST

ACCIDENT INVESTIGATING OFFICER

MEDICAL OFFICER

1st Lt., USAF

Cant, USAF (MC) 44E

Signature: Name and grade

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HEADQUARTERS
38TH AIR DIVISION (SAC)
United States Air Force
Hunter Air Force Base, Ga.

SPECIAL ORDERS > NUMBER 76)

EXTRACT

12 February 195

3. Verbal Order Commander 5 Feb 58, is confirmed, Following named Officer Organizations indicated, SAC, ADC, are appointed members of the 2nd Bomb Wing Aircraft Accident Investigating Board meeting at the call of the President to investigate all Accidents or incidents resulting in Major damage to aircraft and such accident/incidents which are determined by the Commander to require investigating by a Board of Officers, and occur on or in the vicinity of Hunter AFB, Ga. In the event of the Fresident or Recorder are absent, the Senior member present will act as President and the Junior member will act as Recorder. A Quorum will consist of four (4) members including at least one (1) Director of Safety, One (1) Filot One (1) Engr Officer and One (1) Flight Surgeon., Exigencies of the Service Preclude the issuance of orders in advance. Authority. AFR 62-14, SAC Sup 1 to AFR 62-14 and AFR 11-1 and Verbal Order Commander Hq 35th Air Division. Any existing order in conflict with this order are hereby rescinded.

COL GAYLE B MADISON

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FOR THE COLMANDER:

/s/t/ Maj., USAF Adjutant

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HEADQUARTERS AIR DEFENSE COMMAND Ent AFB, Colorade Springs, Colo. 23 October 1957

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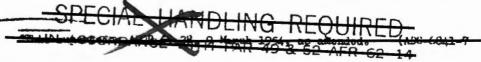
OPERATIONS

Clearance and Reservice of Interceptor Aircraft on Active Air Defense and Scramble and Recovery Training Missions

- l. <u>Purposa</u>. To cutline procedures for expediting air traffic control clearance, by operational agreements for fighter-interceptor aircraft participating in active air defense missions. In addition, it prescribes development and coordination of operational agreements to extend the range by recervicing fighter-interceptor aircraft at appropriate passivicing or recovery bases. This regulation applies to recovery bases located within the continental limits of the United States.
- 2. Policy. It is not the intent of this regulation to establish a requirement for complete turn-around facilities at every alternate recovery base. Operational agreements should be effected to provide reservice or complete turn-around for fighter-interceptor aircraft whi are within the normal capabilities of the recovery base concerned. It ever, this does not preclude pre-positioning certain items deemed appropriate to facilitate reservicing at recovery bases. Such items will a supplied from current assets and authorizations of the command direction recovery and reservicing operation. War Reserve Material assets a not be moved from authorized base locations unless approved by this he quarters.

4. Waiver of Requirements.

- a. The pilot of an interceptor aircraft is not required to i a flight clearance, DD Form 175, when scrambled from an airfield havin Air Force or Naval activity, provided:
 - (1) The interceptor(s) aircraft is scrambled on an active defense mission, or
 - (2) A scramble and recovery training mission; and
 - (a) Interceptor(s) aircraft remains under control (ADC AUGM system, and
 - (b) All interceptor aircraft involved have operation communications and navigational equipment, and
 - (c) Pilot makes necessary contact with the conput prior to take-off and landing, and
 - (d) Except for emergencies, recovery is to be according to the base of flight origin or at a recovery where an operational agreement is in effect, as



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ADC REGULATION 55728

HEADQUARTERS FIR DEFENSE COMMAND Ent AFB, Colorado Springs, Colo. 23 October 1957

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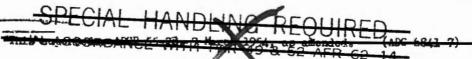
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4. Waiver of Requirements.

- a. The pilot of an interceptor aircraft is not required to file a flight clearance, DD Form 175, when scrambled from an airfield having an Air Ferce or Naval activity, provided:
 - The interceptor(s) aircraft is scrambled on an active air defense mission, or
 - (2) A scramble and recovery training mission; and
 - (a) Interceptor(s) aircraft remains under control of the ADC AU&W system, and
 - (b) All interceptor aircraft involved have operational communications and navigational equipment, and
 - (c) Pilot makes necessary contact with the control tower prior to take-off and landing, and
 - (d) Except for emergencies, recovery is to be accomplished at the base of flight origin or at a recovery base where an operational agreement is in effect, and



(e) Except for VFR local flights, an operational agreement has been accomplished between the flighter-interceptor squedron, the AUGU squadron, the AIR Route Traffic Control Center, alternate recovery base(s), and other interested agencies.

b. Interceptor eiroraft that have landed at a base, other than home base, as a result of over-extending their radius of action during an active air defense mission, will file DD Form 175 for return unless:

- (1) The aircraft is scrambled in accordance with paragraph 4s.
- (2) Air defense requirements at home base demand return of interceptor(s) aircraft without delay.

FOR THE COMMANDER:

DISTRIBUTION:

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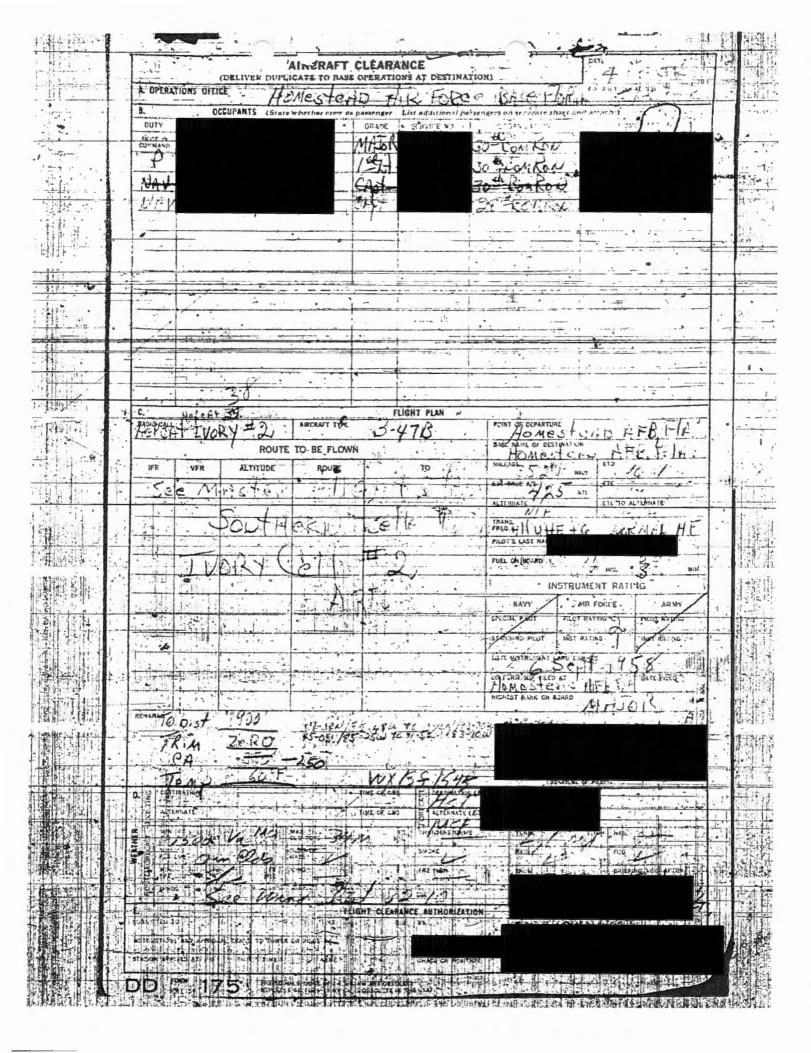
s/t JOHN M. KONOSKY Colonel, USAF Director of Operations

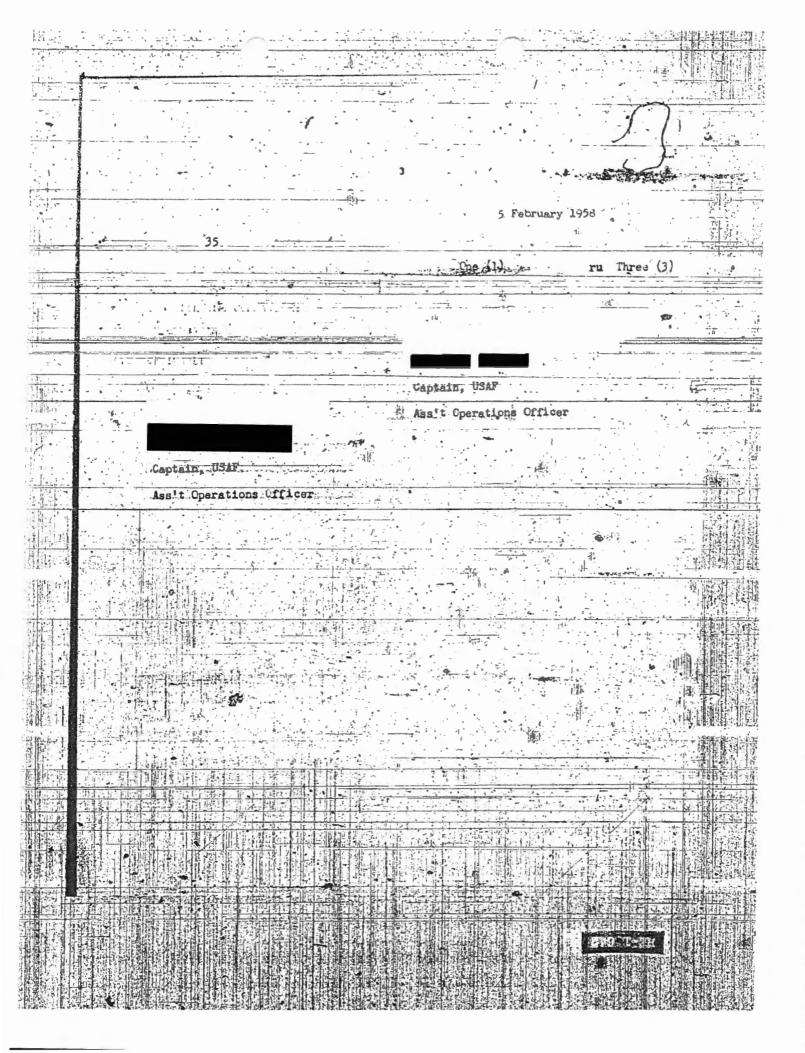
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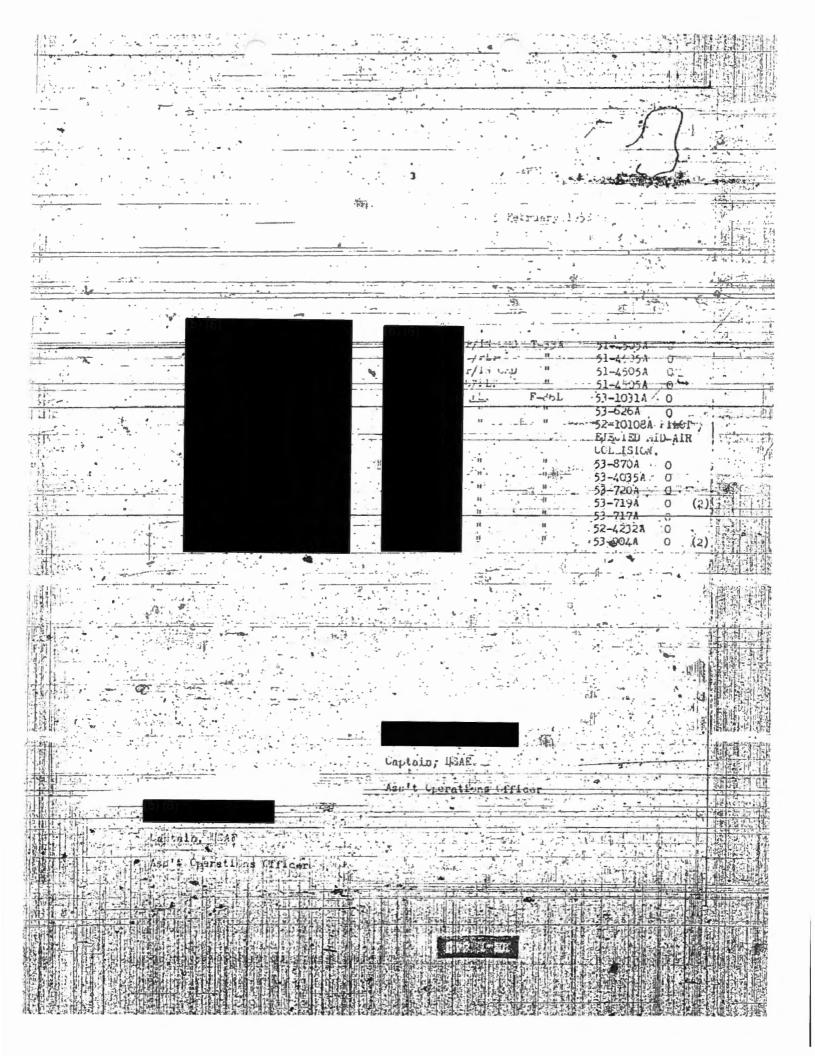
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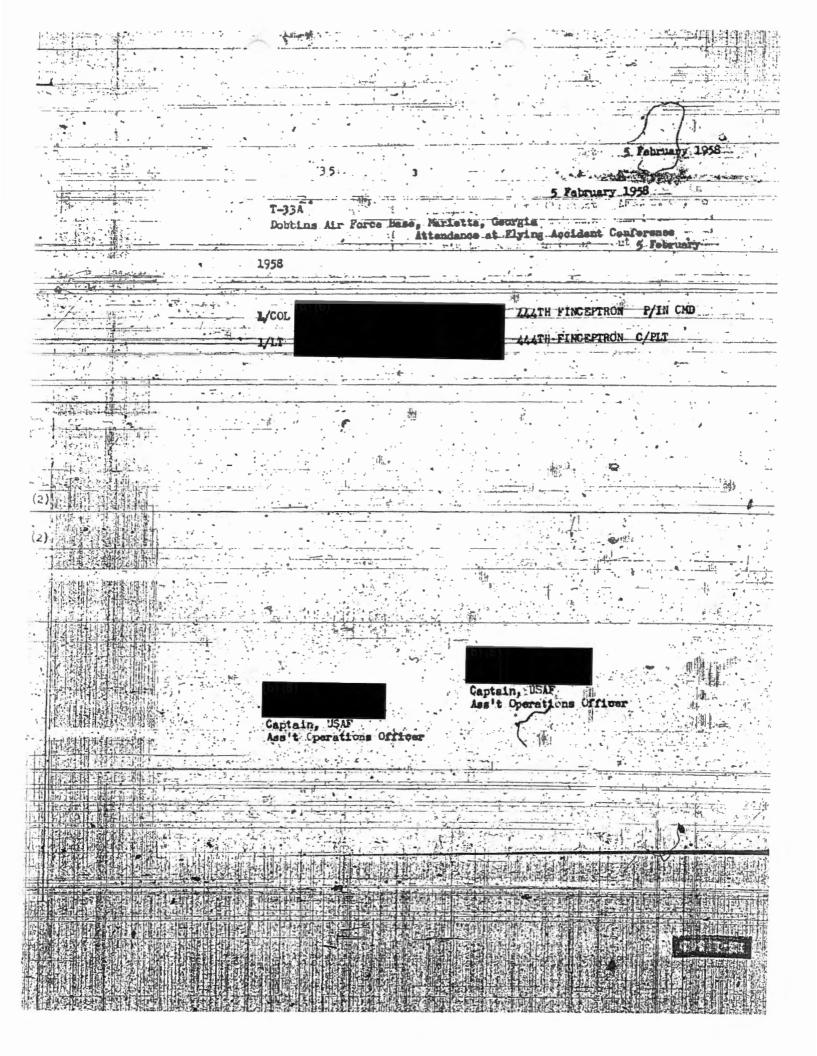
Captain, USAF
Ass't Operations Officer

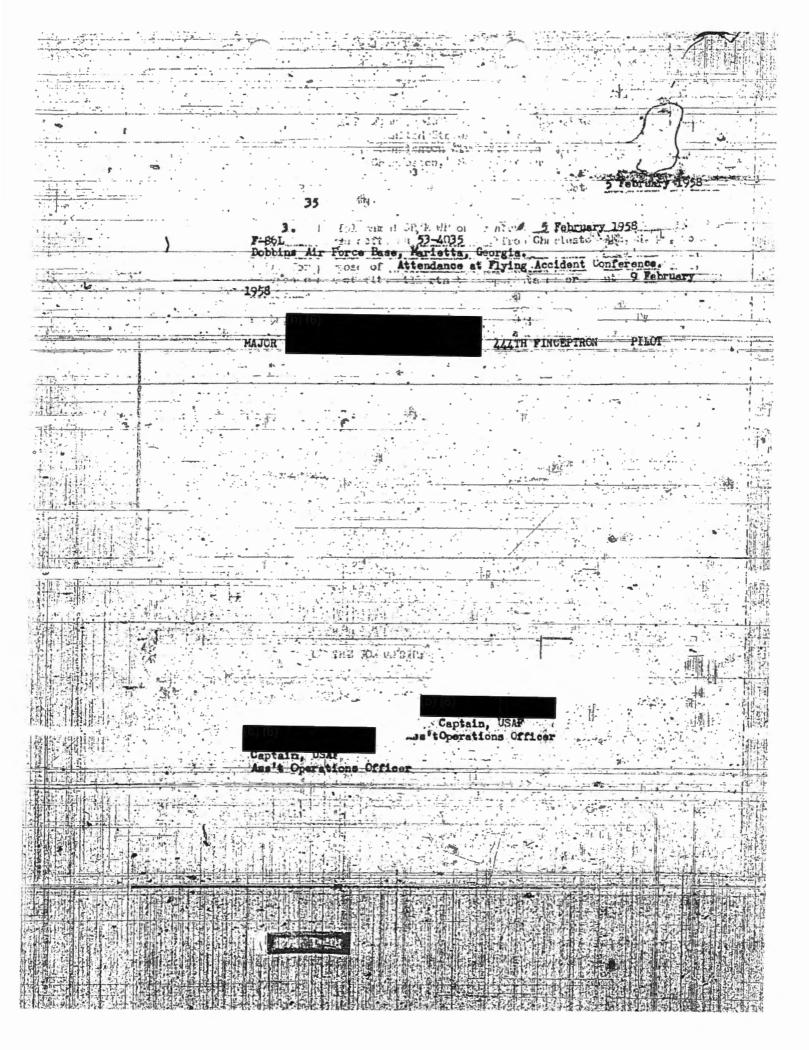
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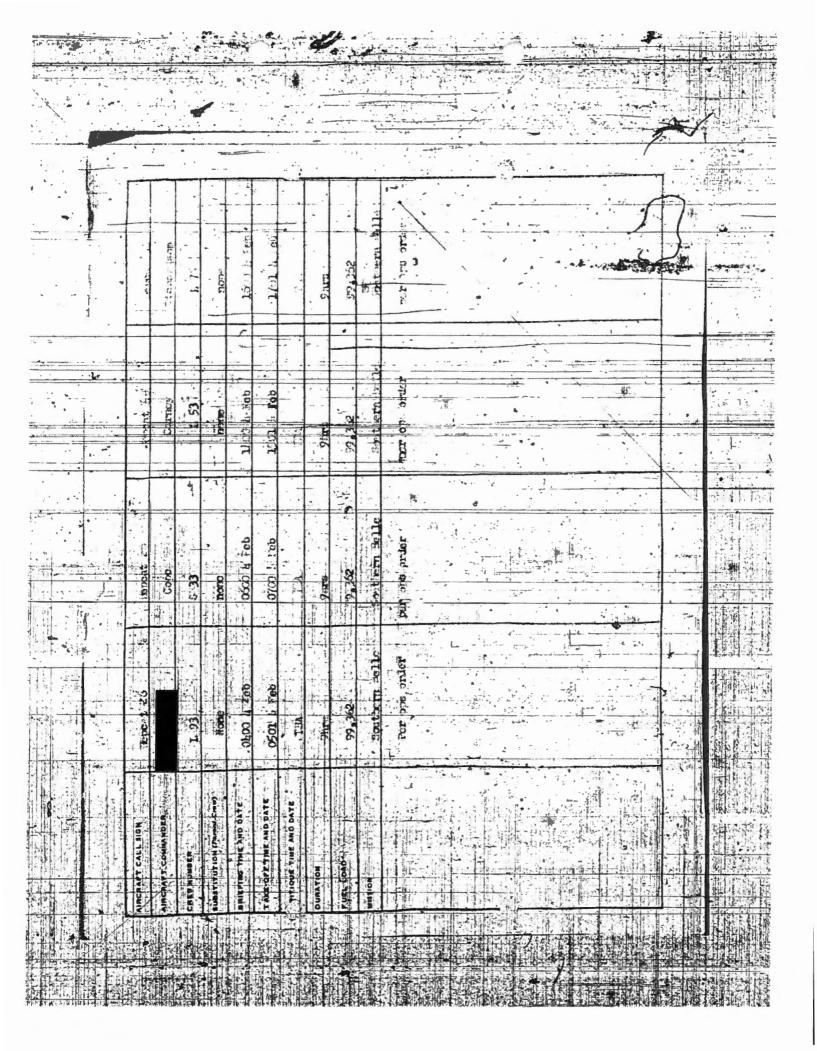


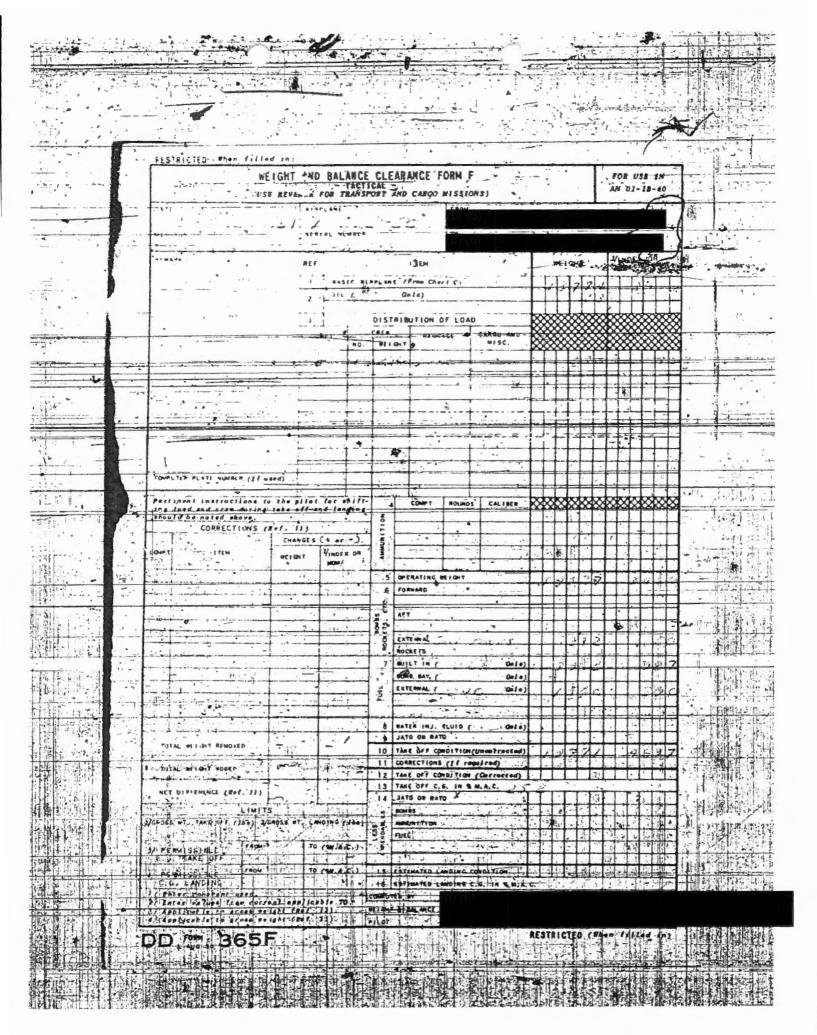






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The following T.O.'s have not been complied with on aircraft #52-10108:

- 1. IF-1-538-Replacement of Westinghouse Generator.
- 2. IF-86-534-Replacement of L/gear control switch.
- IF-86-549-Inst. manual overide sw. nadar recorder.
- IF-86-549A
- 5. IF-86-551-Change to single safety pin in ejection sys.
 6. IF-86-552-Inst. of temp recording equipment.
- IF-86-559-Inst. of MA5-MA6 lap belts.
- 8. TF-86-560-Inst. of MD-10 turny slip indicator.
- 9. IF-86-561-Inst. of alternator and gen. cooling air screens.
- 10. IF-86-562 (not listed in index) new T.O. coming out.
- 11. IF-86-567-Replacements of relays.
- 12. IF-86-569-Replacement of tail light spacers and lamps.
- IF-86-575-Insp. and mod. teleflex gear box. 13.
- IF-86D-538A-Inst. of standard receptacle standard inverter.
- IF-86L-506-Insp. for and if necessary of inst. auto pilot 15. master sw.
- IF-86L-507-Inst. of guard over throttle telescopic rod. 16.
- 17. IF-86L-517-Rework of ID-250 indicator sys.
 18. IF-86L-521-Revision of AIC-10 interphone by IF-86L-521-Revision of AIC-10 interphone pad.
- 19. IF-86L-524-Elimination radio noise pick-up.
- 5A9-2-3-501-Mod. of AIO flt controller. 20.
- 21. 8p6-5-9-501-Replacement of brushcover band on jack and heintz inverter.
- 22. 11P3-2-2-501-Inst. of M-71-one sec. delay cart. in M4 initiators.
- 23. 2J-J47-541-Replacement fuel nozzle assy.
- 2J-J47-268-Replacement reheat control valve.
- 25. 2J-J47-505-Rework of annular transition liner outer band.
- 26. 2J-J47-527-Inst. of starter-gen. lead cover.
- IF-86-558-Replacement of vickers hyd. pump.

The reasons for non-compliance are as follows:

- 1. PE. insp. or eng. removal.
- 2. No kit auto dist.
- 3. Kits not on hand.
- 4. Kits not on hand.
- 5. No kit auto dist.
- 6. Kits on order.
- Complete kit not on hand.
- 8. Complete kit not on hand.
- 9. Held in abeyance.
- (Info by TWX) 10.
- 11. Kits on hand PE. insp.
- 12. Lamps on order.
- Next PE. insp. 13.
- 14. Kits on order next PE.
- 15. Kit on hand, PE. insp.
- 16. Held in abeyance
- 17. Parts on hard PI. insp.
- 18. Parts on order.
- 19. Parts on order.

On order.
As scheduled by WRAMA.
Parts on order.
No T.O.

25. Kits held in abeyance. 26. Kits on order. 27. Pumps on hand PE. insp.

Major, USAF

STATEMENT

The rollowing T.O.'s have not been complied with on B-47B Rumber 51-2349.

The following T.O.'s net complied with on Engines 1, 2, 3, 4 and 5:

T.O.	2J-J47-522	Modification	of	Fue1	Pressure	Control	Valves
T		trivery treatment	w	Z (00-7"	TYCODULC	COTTOTOT	1071-0

T.O. 2J-J47-546	Modification	of	Main	Fuel	Regulator	011	Inlet
	and Outlat						

AIRCRAFT

T.O. 1B-47-905	Revision of Door Latch and Electrical Wiring Main
	Inding Cear Door

T.O. 1B-47-914	Installation	of	Stowage	Provisions	for	T-19B	or
	#_oho						

ጥ-0-	11B12-3-3-508	Replacement	of Hand	Crank	Assv

m o	11B12-6-1-501	Mandation	Change	Modification.	Polem	War	Contrala
T.U.	TTRIS-0-T-20T	Variation	Changes	MODILICATION.	POLAT	Mara	CONTROLE

ጥ- በ-	11812-7-2-500	Installation	of Memory	Point	Switch Ston	ı

T.O. 11B21-2-9-507	Modification	to	Prevent	Burning	of	Cathode	Ray	Tube
	Comoon							

Done

T.O. 11B21-2-9-509 Installation of Dust Cover for Periscope Assy Indicator Azimuth and Range

T.O. 12R2-2ARC27-502 Replacement of Vibration Isolators on Mounting

T.O. 13A1-2-513 Modification of Shoulder Harness Loop Ends

T.O. 1B-47-752 Installation of Wave Guide to Coarial Adapter

T.O. 1B-47-804 Inspection of U2 Rack Lock Assy

T.O. 1B-47-890 Installation of Separate PCS External Power Provisions

T.O. 1B-47E-536 Aacuum Pump Circuit Breaker Replacement

T.O. 11P3-3-2-506 Installation of M-73 Cartridge in M-3 Initiators

T.O. 11P3-2-2-501 Installation of M-71 One Second Delay Cartridge in M-4 Initiators

T.O. 1B-47-1001 Empennage Anti-Icing Sensing Line Revision

The reasons for non-compliance are as follows:

T.O. 2J-J47-522 Depot Level Maintenance



*		그 경기에 대한 경기 기계를 보고 있는 것이 되어 보고 있다면 되었다. 그 것 같아 없는 것 같아 없는 것 같아.
,	T.O. 2J-J47-546	Depot Level Maintenance
	T.O. 1B-47-905	On Order
	T.O. 1B-47-914	On Order
1000	T.O. 11B12-3-3-508	en Gader
3	T.0. 11R12-6-1-501	Not Listed in Thomaseal Order Index
	T.O. 11B12-7-2-509	On Order
12.	T.O. 11821-2-9-507	On Order
	T.O. 11B21-2-9-509	On Order
	T.O. 12R2-2ARC27-502	On Order
	T.O. 13A1-2-513	On Order
	T.O. 1B-47-752	Hot Applicable to B-47 #51-2349
	T.O. 18-47-804	Not Applicable to B-47 #51-2349
	T.O. 1B-47-890	Technical Order Not Received
	T.O. 1B-47E-536	Depot Level Compliance
	T.O. 11P3-3-2-506	Aircraft Not Available When Scheduled - On Reflex
	T.O. 11P3-2-2-501	Aircraft Not Available When Scheduled - On Reflex
	T.O. 1B-47-1001	On Order

Captain, USAF Meintenance Officer

Special - Handling Cognitor in Asserdance with Deregraphs his and so, AFR 60 14.

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CERTIFICATE OF DAMAGES

I, 1st Lt Assistant Claims Officer, Hunter Air Force Base, Georgia did, on 8 February 1958, inspect the area of the crash of an F-86 jet fighter from Charleston Air Force Base, South Carolina, which had occurred on 5 February 1958. The results were:

of Sylvania, Georgia was interviewed concerning a small portion of the F-86 which fell upon his property. He was satisfied that no damage had resulted directly or indirectly and

Rt 3, Box 65, Sylvania, Georgia was interviewed concerning the major portion of the F-86 which crashed into his property. Inspection revealed that the plane had landed into and destroyed some of a corn field, and that a few trees had been scorched by the heat of the crash. Also as a result of heavy machinery being moved upon a portion of the field, the ground was greatly compacted in areas of normal corn planting. This heavy machinery also broke the main post to the gate of the entrance of The extent of damage cannot be accurately determined until planting is attempted, but it should not exceed

Savannah, Georgia was interviewed concerning a portion of the F-06 which landed on property of the corporation. He stated that a field report indicated that no damage had resulted from the crash, and that

Assistant Claims Officer

CONDUNICATIONS TRAMSCRIPT

partial transcription of tape recording provided by 792nd Aircraft Control and Warning Squadron pertaining to mid-air collision between Repcate 38 (B-47) and Pug Gold Two (F-86L) on 5 February 1958. Only that portion of the tape from the time that Pug Gold Flight (3-F-86L Aircraft) checked in on radio with Hamingway GCI Director until shortly after the collision has been transcribed. Pug Gold's transmissions will be indicated by a "G" and flight position number. Hamingway's transmissions are indicated by an "H".

- Gl Hemingway Control, Pug Gold.
- H Roger, Gold Flight, read you five by. How me?
- G1 Roger, five by, airborne, vectoring 270, climbing buster to 20, squawking three normal.
- H Roger, let's continue your climb and go to button 8. If no contact, return this channel.
- Gl Roger, Gold Flight, button 8 (twelve second pause).
- G2 Gold Two.
- G3 Gold Three.
- Gl Hemingway, Pug Gold, button eight.
- H Roger, Gold, read you five by. How me?
- Gl Roger, five by.
- H Roger, Gold Flight. Understand squawking three normal. Affirma-
- Gl That's affirmative.
- H Two, you tied-on to one?
- G2 Tally-ho.
- H Three, you tied-on to two?
- G3 Tally-ho.
- H Roger, let's go up to 30,000 feet. Let's climb buster to about fifteen, gate the rest of the way.
- G1 Roger, going buster to fifteen and gate to twenty--, gate to thirty-- (twelve second pause).
- H Gold Flight, let's go gate up to thirty thousand.
- G1 Roger, you want us to go now?
- H Roger.

Special Handling Routed in Accordance with paragraphs 49 at 52, APR 62-14.

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UNICHASSIFIED

Gl - Roger, going gate now. Acknowledge.

G2 - Reger, Two holding one.

63 - Roger Three - (five second pause).

G2 - How's it coming three?

G3 - Roger - (nineteen second pause).

G2 - Two going gate - (sixty second pause).

H - Two, you tied on to one now?

G2 - Two affirm.

H - Roger. Three on two?

G3 - Three has tally-ho.

H - Roger. What altitude one?

GI - One passing angels eleven.

H - Roger.

G1 - What's our range to target now?

H - Roger. The target is being cross told to us from Basketwool present time. He's about a hundred and five miles out from Charleston.

Gl - Roger.

H - Gold Flight, let's turn in-trail starboard to three six zero.

Gl - Roger Gold Flight, in-trail starboard to three six zero.

G2 - Roger Two.

G3 - Three.

H - Gold Flight, at present time he seems to be tracking about one eighty to one ninety heading.

GI - Gold, Roger.

H - We have him at thirty-one point four angels. He's probably up about thirty-four. Suggest you go up to about thirty-five angels present time.

Gl - Roger, Gold will climb to thirty-five angels - (five second pause).

H - What angels now one?

Gl - Gold one angels seventeen.

H - Roger.

- H Gold Flight, check your parrots, please. I'm getting rather weak skin
- GI Roger, Gold One steady three siz sere.
- H Roger Gold (thirteen second pause).
- G1 Gold One passing angels twenty, Gold Flight check oxygen and fuel.
- G2 Roger Two.
- 03 Roger Three (twenty-five second pause).
- G2 Two steady.
- H Roger two (thirteen accord pause).
- G3 Three steady.
- H Roger three (five second pause) What angels now, one?
- G1 Gold one passing angels twenty-three.
- H Roger (seventeen second pause) One you continue your turn to two seven zero.
- G1 Roger, two seven zero for one. That in-trail?
- H That's for one only. Roger, let's make that two seven zero for all of Gold Flight, and two and three you can displace yourselves off to the left.
- Cl Roger, understand you want that to be an in-mace turn.
- H Roger, let's make it in-place now to two seven.
- G2 Two turning now, three.
- G3 Roger (twenty-one second pause).
- Gl Gold one steady two seven zero.
- G2 Two steady.
- H Roger one, you should have him about thirty-five degrees starboard now at thirty-five miles.
- G1 Gold one, Roger.
- H What angels now, one?
- G1 Gold one, angels three zero.
- G2 Two backing off.
- G3 Rog.
- H One continue your turn to about two six zero. .

Special Rendling Regulard in Accordance with persons of HO AESEC/IA January 20

Gl - One Roge", two six zero.

Number three I have you on the line,

G3 Rog.

G1 -Gold one steady two six zero. How many fighters - uh - how many bogies is it?

Roger, I've only got - (three second pause) - two bogies in the track. Should be --- (garbled).

Gl - Roger, they flying close formation?

H - Roger, I'm only painting, one and he's coming in rather wash Fight now. Gold Flight let's all turn port to two six zero.

G2 - Roger two.

G3 - And three.

- Gold Flight make that all port to two five zero.

Gl - Roger, Gold Flight in place two five zero.

G2 - Roger two.

G3 - Three.

Gl - One steady two five zero.

- Roger, when steady two five zero, one, you'll have him about forty degrees starboard at twenty-five miles.

Gl - One Roger, no joy - (five second pause) - One has a paint, a paint about twenty-five degrees port at twenty-five.

- Roger, it's him - (three second pause) - Say again, port?

G1 - Affirmative.

H - Roger, you should be heading two five zero. Affirmative?

G1 - Roger I'm steady two five zero.

- Roger, you should have him about forty degrees, make it fifty degrees to your starboard about twenty-one miles.

Gl - Roger, no joy.

G3 - Angels one?

Gl - Roger, one level angels, level three five.

- Say again, please.

G1 - One is level angels three five.

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- Roger, you should have him about fifty degrees starboard now at nineteen.
- G1 That's affirmative. I have a contact about forty degrees starboard at sixteen.
- H .- That's him (seven second pause) Two you should have him forty degrees starboard at about eighteen.
- G2 Roger, no Joy.
- H Three about twenty-five miles for you, thirty-five degrees starboard.
- G3 Roger three, no joy.
- H .- Two, you're about seventeen miles out. Look about thirty degrees starboard.
- Gl One has a "judy".
- H Roger, "judy" for one,
- Gl I have a fly down indication.
- H Say again.
- Gl Disregard.
- H Two, you have a contact yet?
- G2 Negative.
- H Understand "judy" for two?
- G2 Negative two. No contact, no joy.
- H Roger. You heading two five zero two and three?
- G2 I am, two.
- G3 Three affirm.
- H Roger. You should have him about fifty degrees starboard at about fifteen miles - (three second pause) - Two, any luck?
- G2 Two, roger contact.
- H Roger, contact. Three you got him about fifty degrees starboard at sixteen.
- G3 Three turning in (garbled. Perhaps incorrect).
- H One, you still have your judy?
- Gl One Roger (ten second pause).
- H Three, you should be about fifty degrees starboard now at seventeen.
- G3 Three, Roger, has a contact.

Special foundling Replaced in Accordance
with paragraphs 19 at 52, APR 62-14.

WWCLASSIF 1=D

H - Roger, three has a contact.

G? - Two converting port.

H - Say again.

G2 . Two converting port.

H - Roger - (nine second pause).

G3 - Three lost contact.

H - Roger three, you should be about thirteen miles out about forty degrees starboard now.

G3 - Roger, three has a "judy".

H - Roger, three has "judy" - (seventeen second pause). Two, do you have a "judy"?

G2 - Two affirm.

Gl - I believe your bogey's turned Hemingway.

H - Roger, may be, Gold Flight. We're not getting a very good paint on him. He looks like he's turning probably to the southwest a little, to the starboard.

G3 - Roger, three.

G3 - Two, do you have tally-ho three, nine o'clock position?

G2 - Roger, gotcha boy - (seventeen second delay).

Gl - One's in a tail chase.

H - Roger, one.

G2 - Same-o for two.

G3 - Same-o for three.

G1 - Gold one will make an ID.

H - Roger.

Gl - One has ten seconds to go.

H - Roger, one.

Gl - He is about angels thirty-five point five.

H - Roger, understand thirty-five point five.

Gl - One "splash".

H - Roger, let's break starboard zero nine zero.

Special mandling Accordance with paragraphs 19 and 52, AFR 62 11.

Removed by direction of HQ AFSEC/JA, January 2017

G1 - Roger starboard zero nine zero.

G2 - Which way you breaking?

G1 - Roger, starboard 090.

G2 - Roger.

G3 - Three's turning in.

G2 - Roger boy. -- If you look like you got a real good one I'll break-off.

G3 - Negative, it's a tail chase.

G2 - Rog.

H - (Hemingway monitor came on the air) Hemingway testing - 1, 2, 3, 4, 5, 5, 4 - (six second pause).

G2 - This guy's really going.

G3 - I know it.

H - Gold two, you still chasing?

G2 - Two, I'm still after him.

H - Rog.

G2 - Two's about twenty seconds.

H - Roger two.

"Click" (This click was recorded 34 seconds after Gold Two's transmission of "twenty seconds".)

G3 - Two do you read -- (five second pause).

H - Gold Flight be advised Imnot getting very good paints on you or the target right now so if it's any - uh - if you suspect any - uh - suggest you keep heads up.

G3 - Basketwool (SIC), there was an explosion or something. This is -- Gold Two -- was a bright flash. I can't read Gold Two.

H - Say again Gold Two.

G3 - Gold Three, Gold Three here. It's a mid-air collision.

H - You say you have a mid-air collision?

G3 - Roger. Mayday, Mayday.

H - Roger understand.

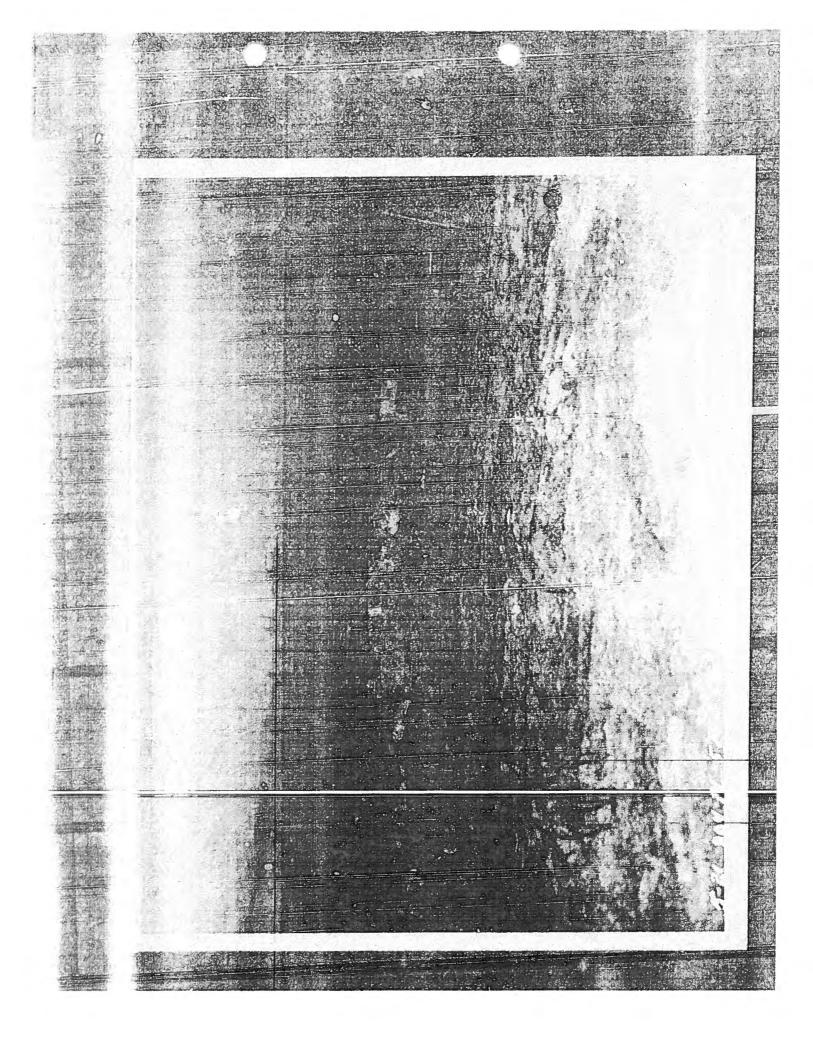
Gl - Hey, Gold Three, was that Gold Two?

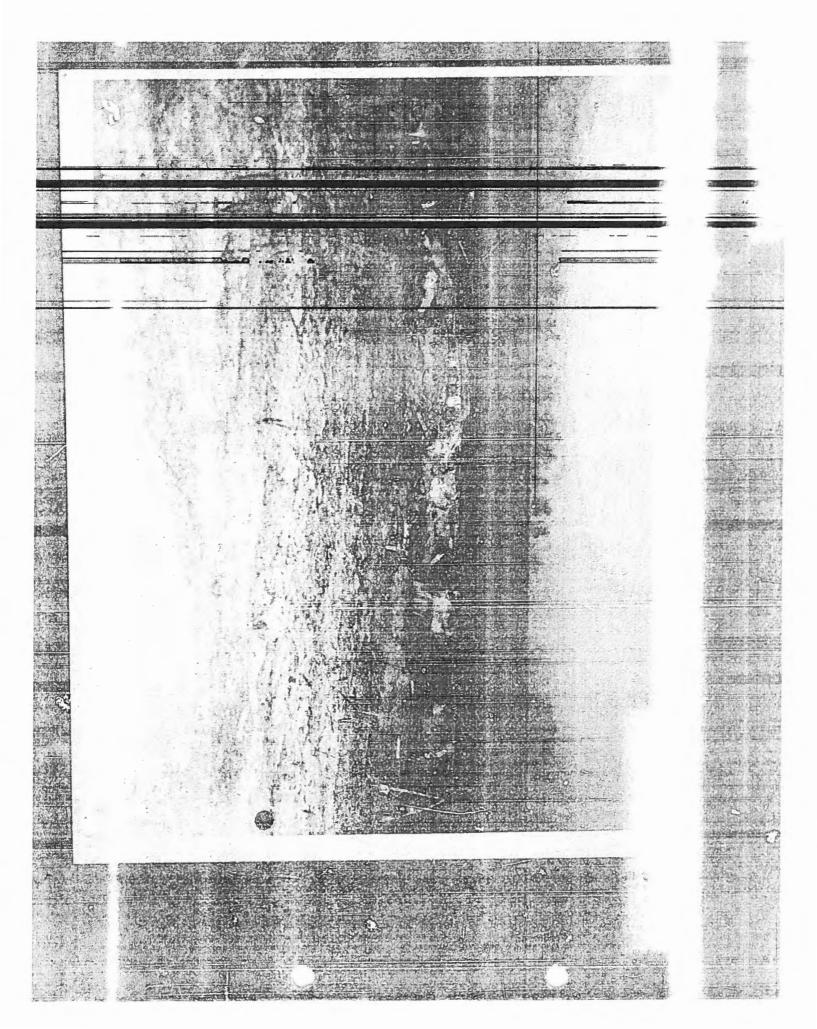
-Special Handling Resided in Ascordancewith peregraphs 1 and 52, AFR 62 14.

- 12 Roger. Gold Two. I saw a bright explosion, and it's going on down now, apparently on fire.
- Gl .- Roger, I had uh I naw an explosion also. Did he hit the B-47?
- 63 Apparently. I can't (four second pause). The B-47 is gone, I have no contact on him.
- G1 Well, Roger. Well, don't fly where you'll hit his parachute.
- G3 Roger, I'm out the way.
- Gl Hemingway, Gold One.
- H Roger, Gold One, go Mayday please.
- Gl Roger, what's our pigeons now?
- H Roger, I have you about seventy-five miles out.
- Gl Roger. Gold one is on mayday.
- G3 Basketwood (SIC), Gold Three, here, I'm in a starboard orbit over the scene, over. (three second pause)
- H Gold One, you're sixty miles out now.
- Gl Hemingway, Gold One.
- H Roger One, go ahead.
- Gl I'll squawk mayday, and we don't want to fly right around the area where he bail---, where he might have bailed out. We might fly into his parachute.
- H Roger -- (four second pause). One and three all squawking mayday?
- Gl One is squawking mayday, Roger.
- G3 Three is mayday, affirmative.

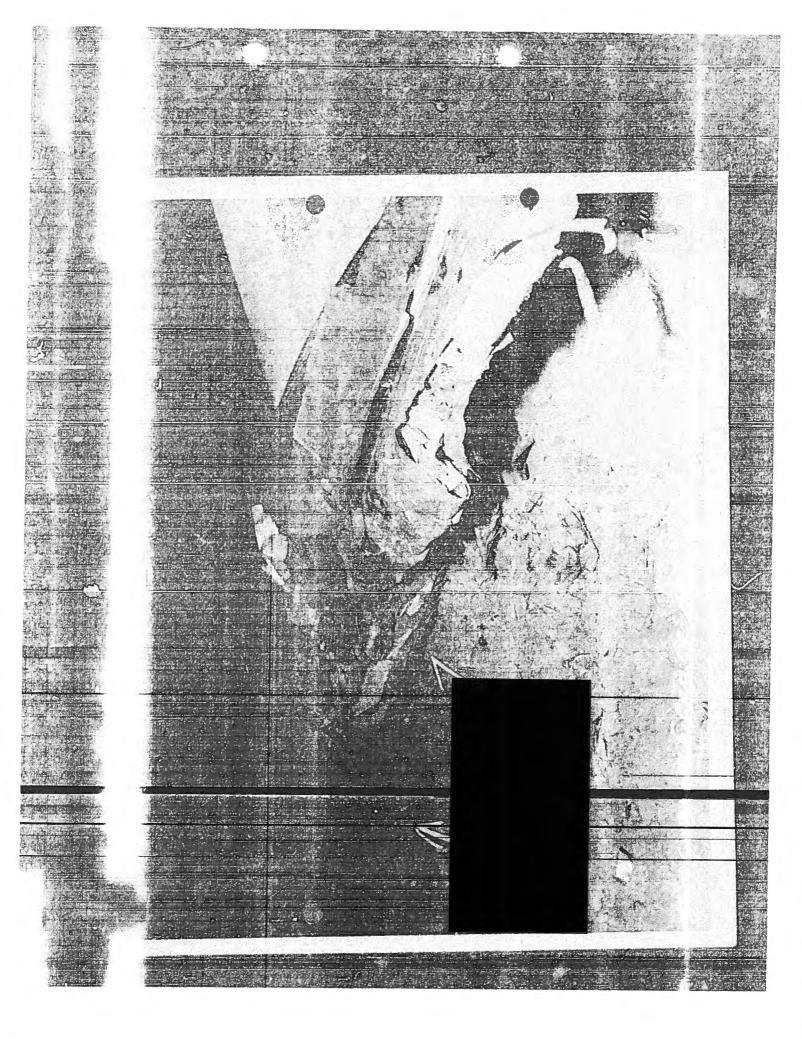
Shortly after this, Gold One returned to Charleston AFB for landing. Gold Three continued to orbit the scene, pinpointing fires on the ground and looking for flares or other evidence of survivors. He remained in the area as long as fuel permitted and then proceeded to Charleston for landing.

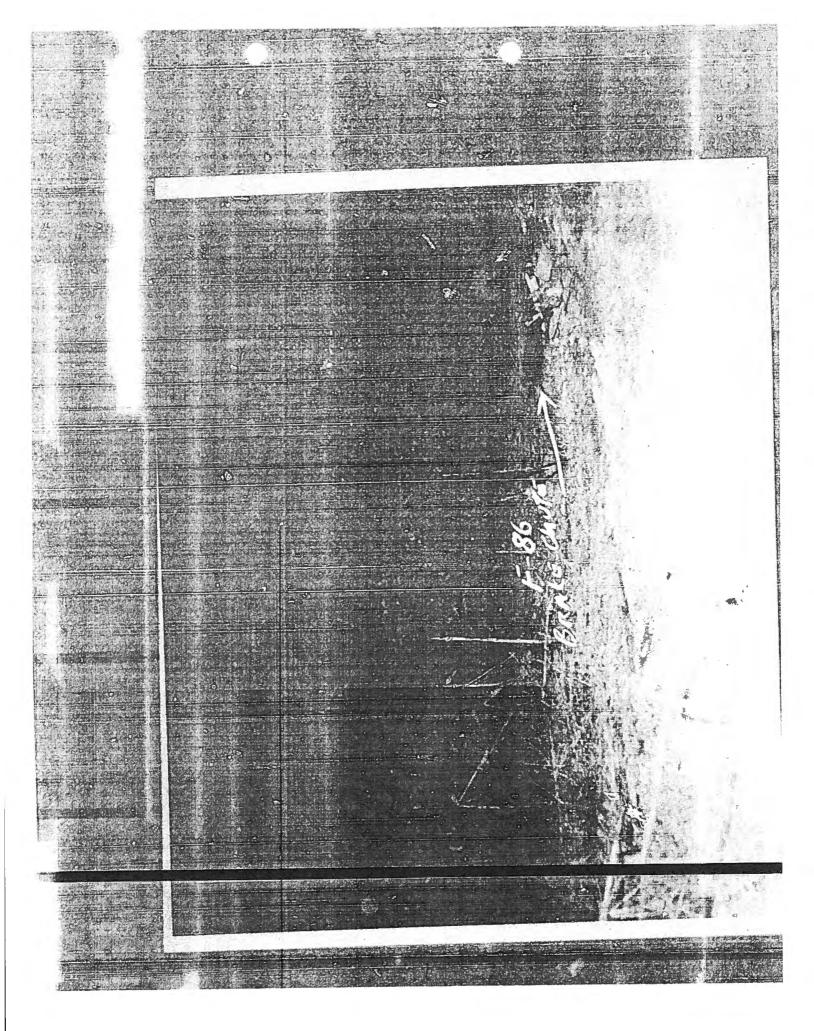
AA, AANUANAS GA 0 DEPRESSION TOPS OF TREES NOT DAMAGED DIAGRAM OF -Z SMwing section ACCIDENT APP Z.S-SM

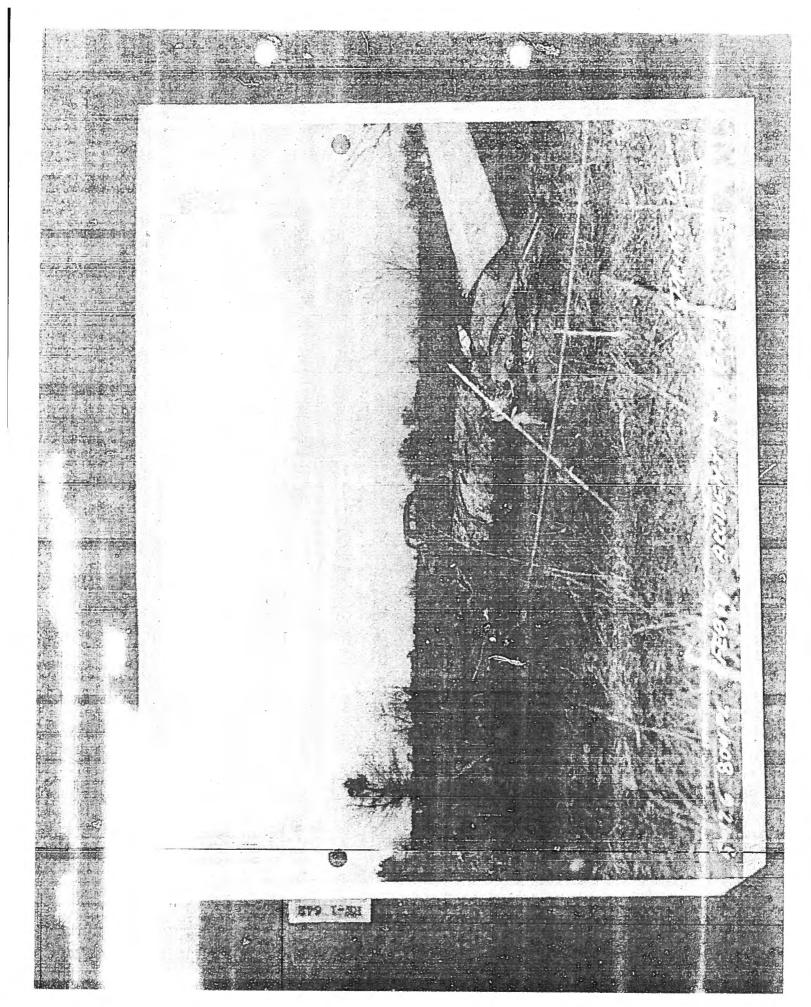




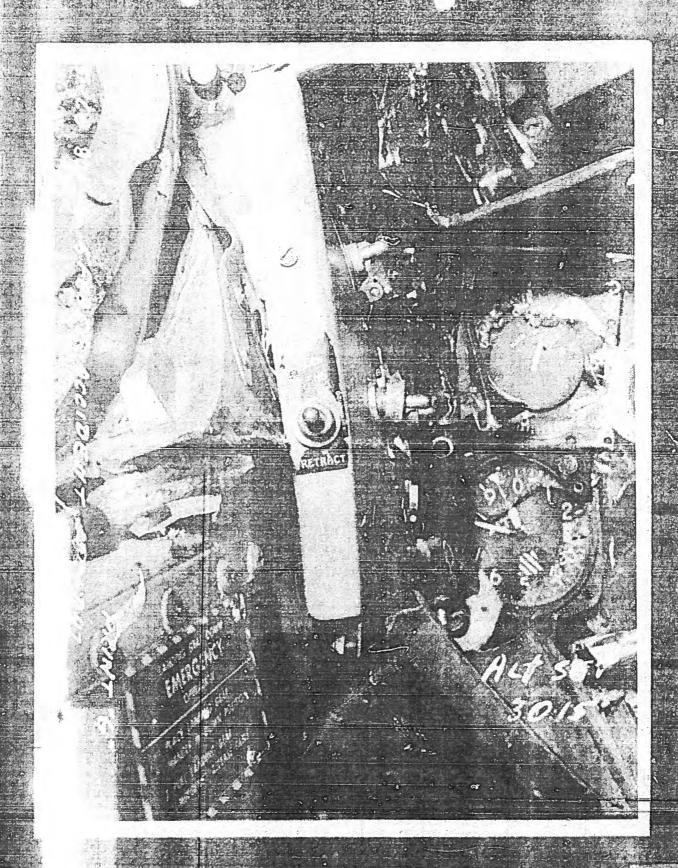


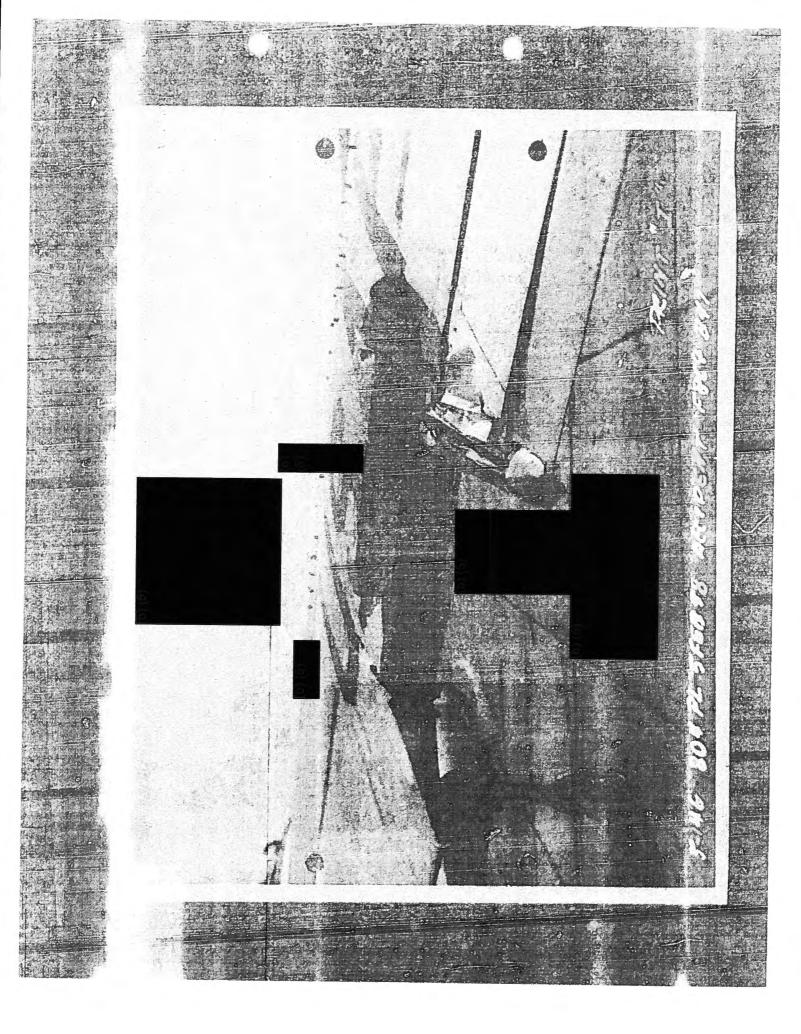


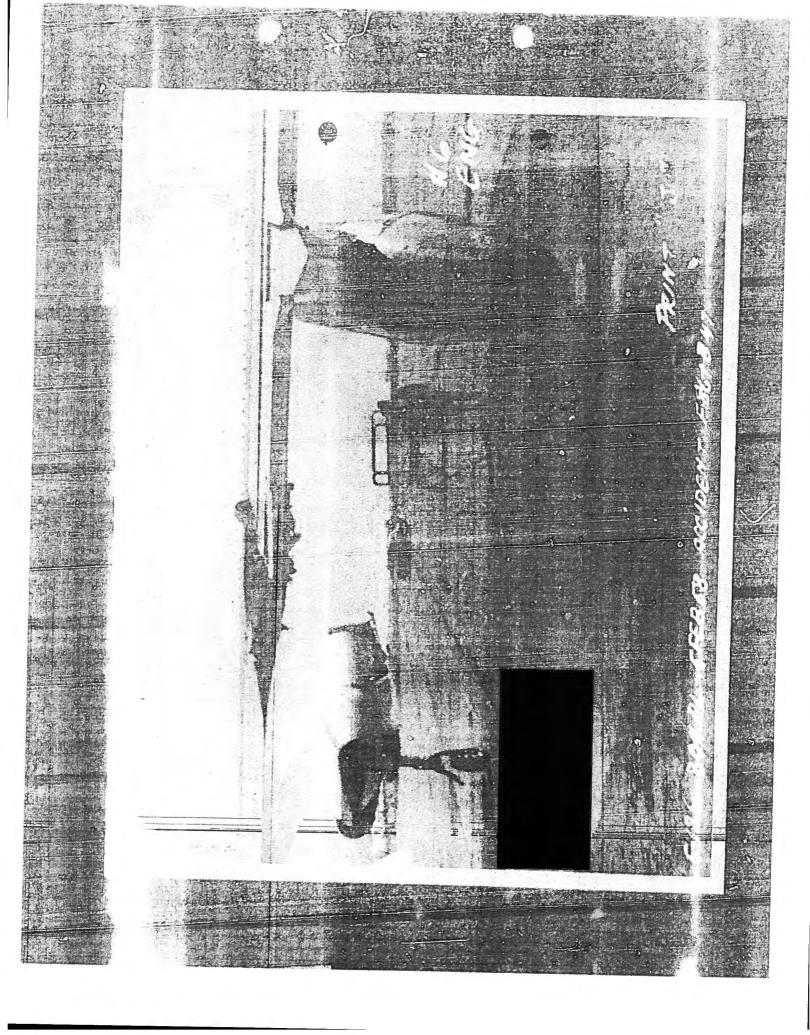




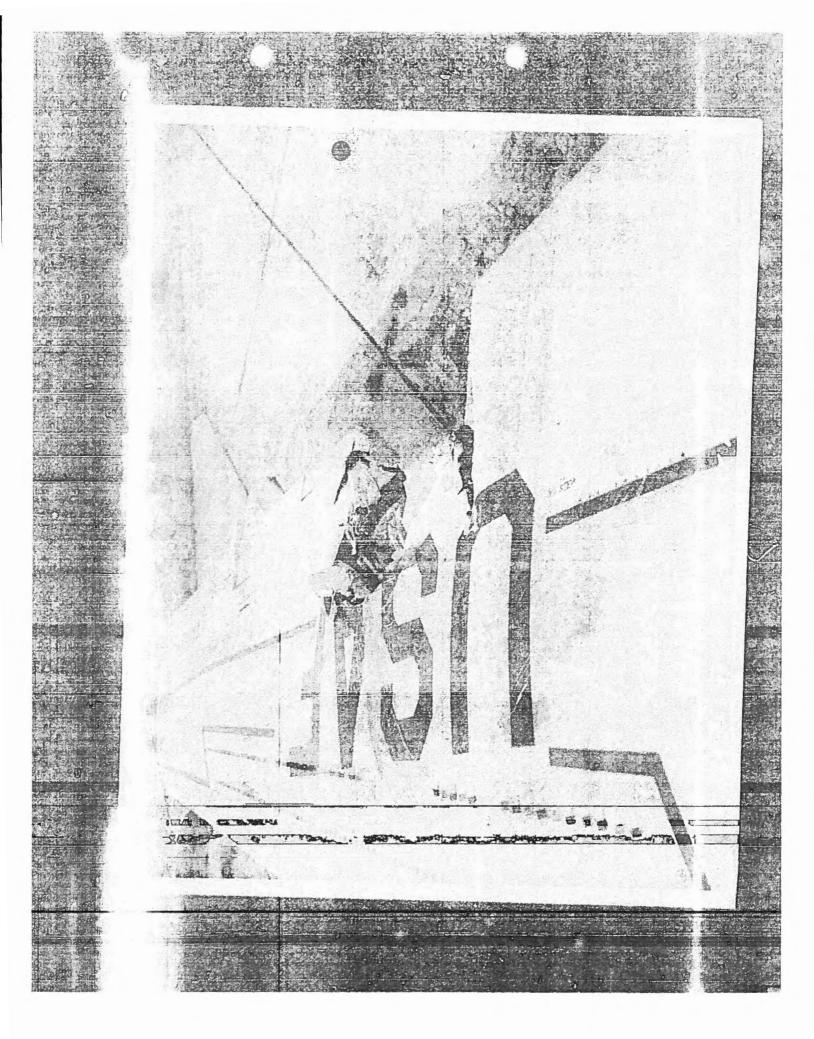


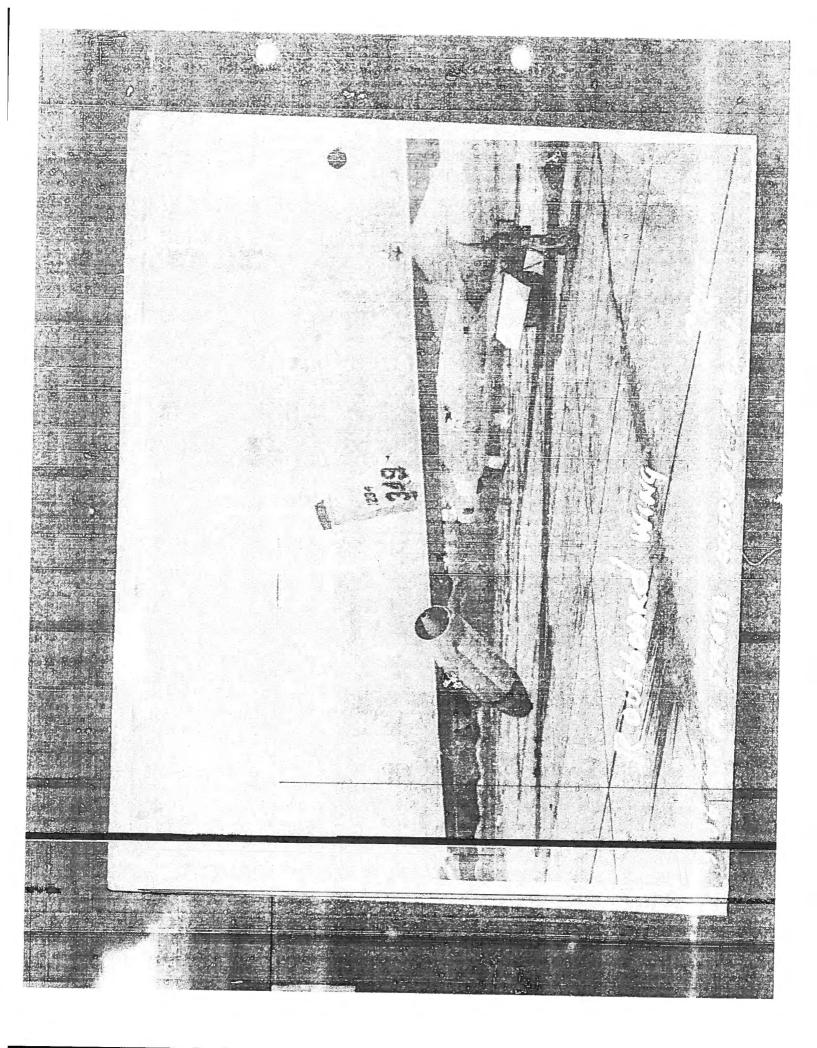


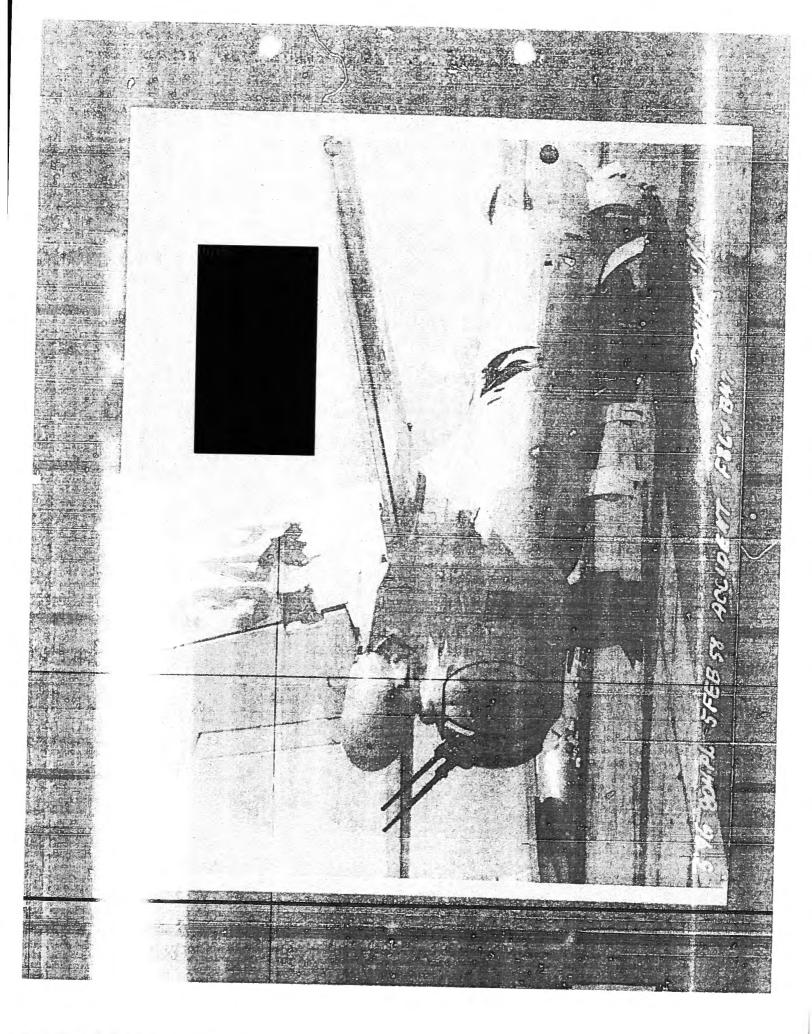


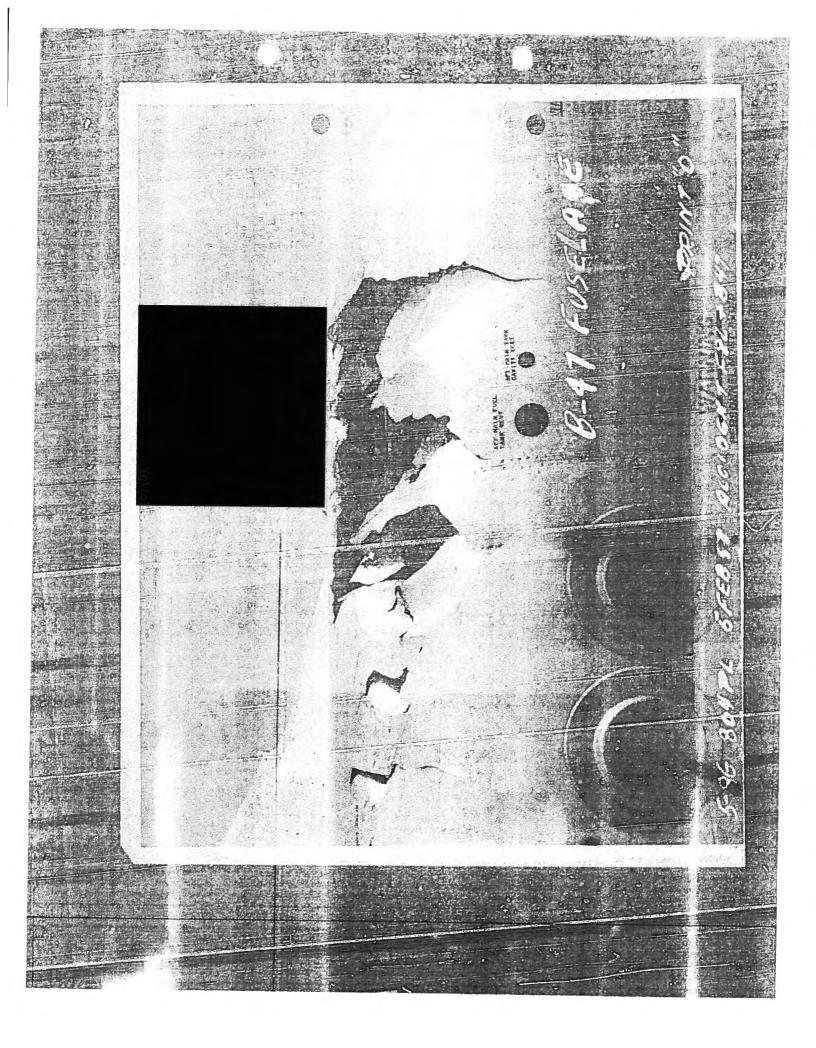


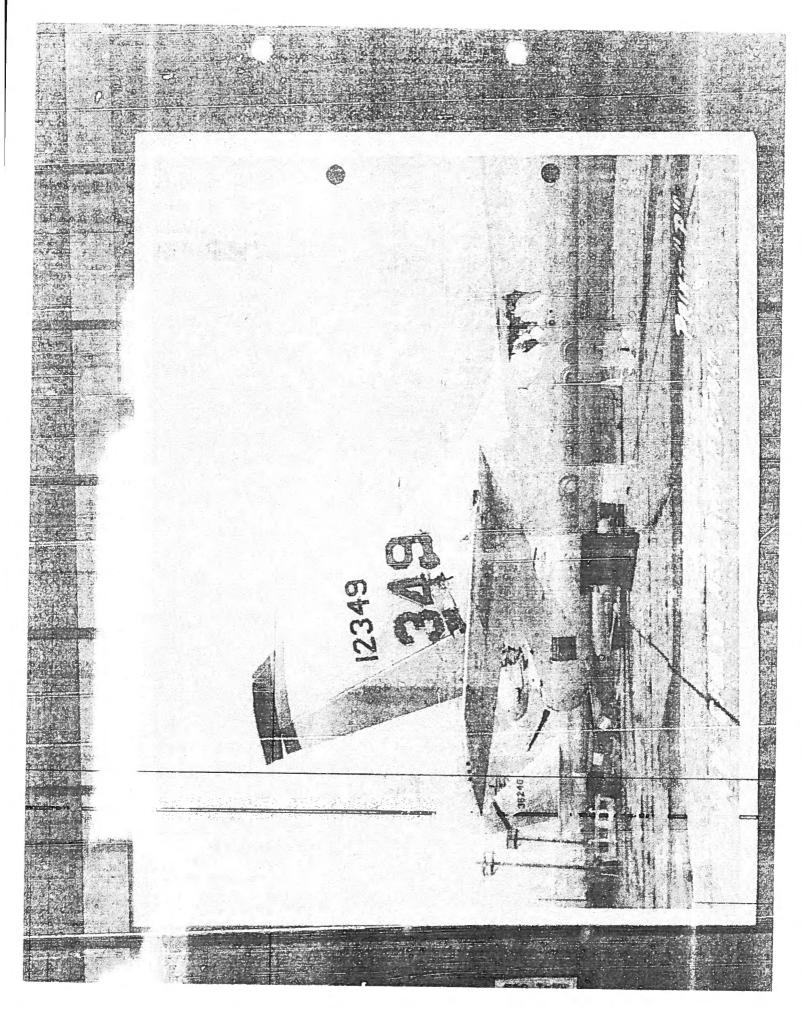


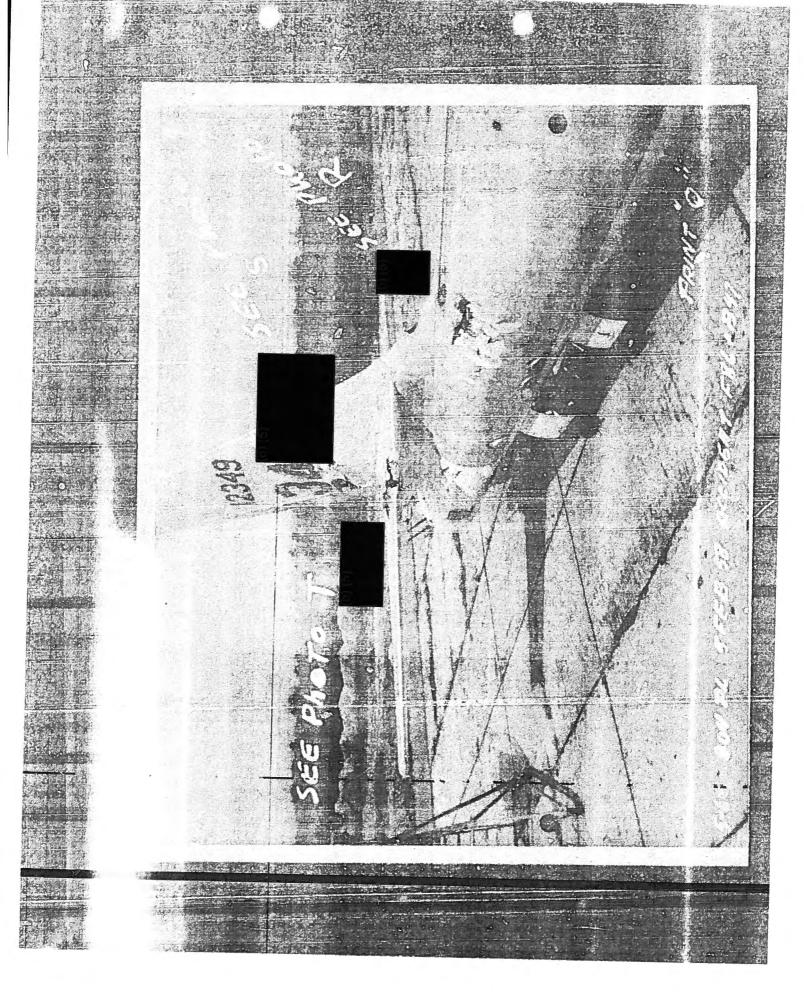






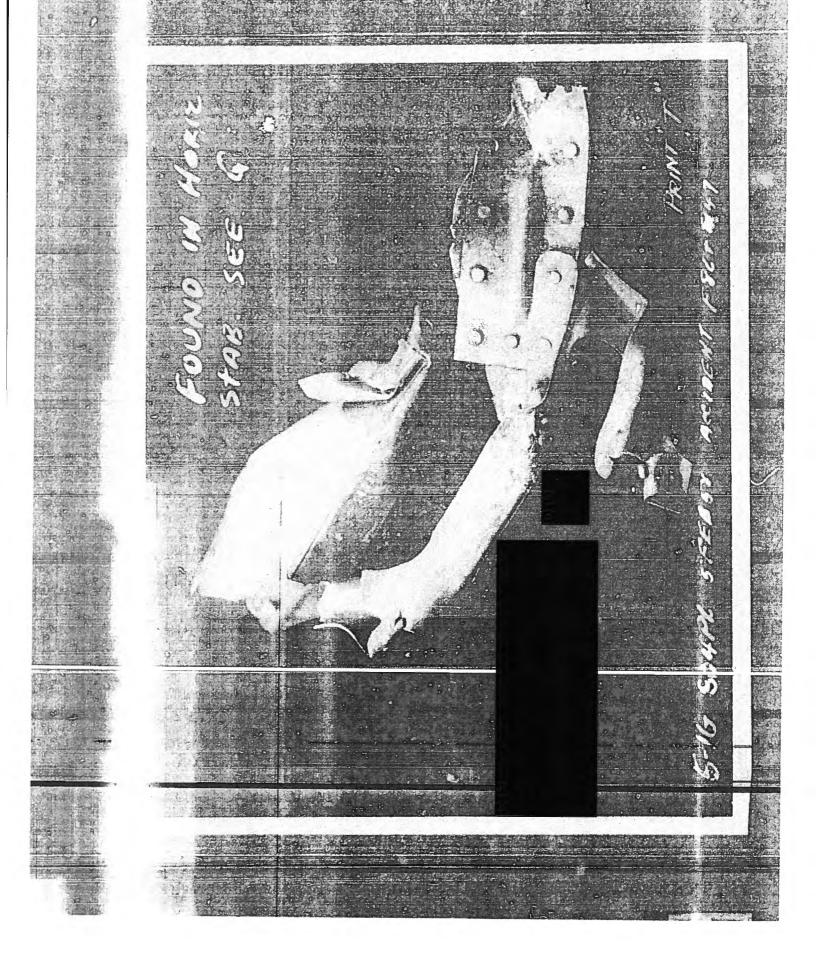


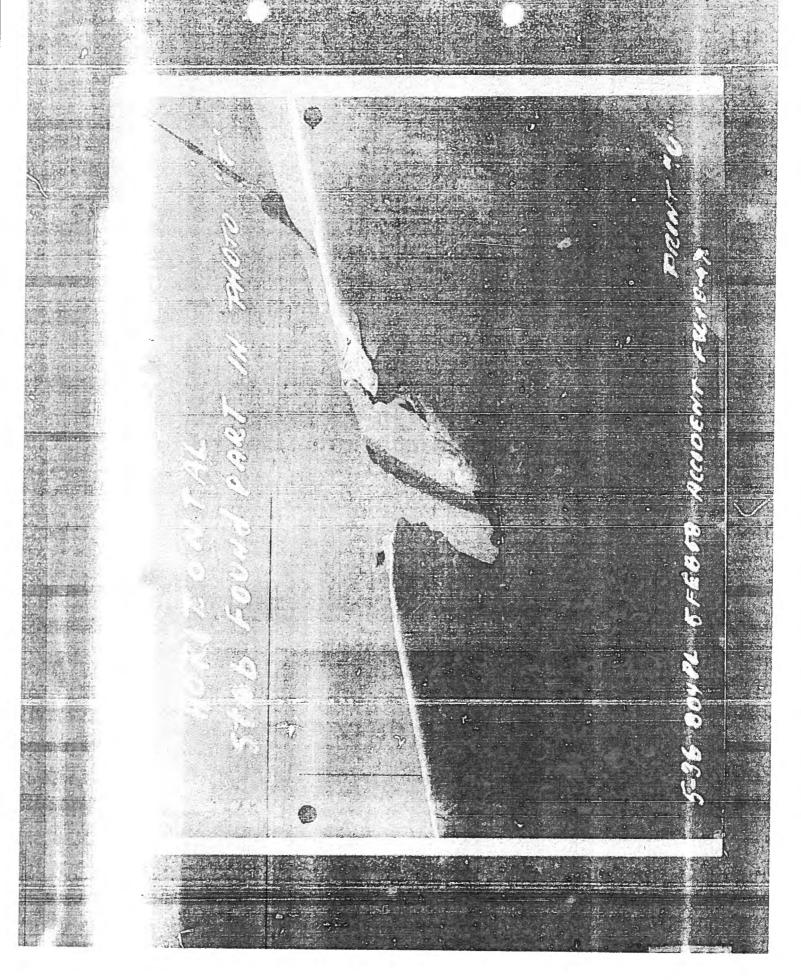




U -86 Exte (3)







PART OF B-1

