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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SAFETY CENTER

AFSC/CV
9700 G Avenue SE, Suite 240
Kirtland AFB NM 87117-5670

31 OCT 2000

Mr. John Greenewald, Jr.
[REDACTED]
[REDACTED]

Dear Mr. Greenewald, Jr.

In reply to your 28 September 2000 request, attached are the releasable portions of the 5 February 1958 B-47B/F-86L aircraft mishap report.

Some pages may be difficult to read, but these copies are the best possible.

Portions of the safety investigation report have been redacted. They are not releasable for the following reasons:

a. The safety investigating board's analysis, findings, and recommendations are exempt from disclosure under the United States Code, Title 5, Section 552(b)(5), and Department of Defense Regulation (DODR) 5400.7/Air Force Supplement C3.2.1.5. Release of this information would have a stifling effect on the free and frank expression of ideas and opinions of Air Force officials. Privacy information regarding other individuals referred to in the report is also exempt.

b. The statements of witnesses giving unsworn testimony before the safety investigating board, as well as any direct or implied references to such testimony, are exempt from disclosure under the United States Code, Title 5, Section 552(b)(5), and DODR 5400.7/Air Force Supplement C3.2.1.5. In order to promote full disclosure, witnesses are promised by the mishap investigation board that their testimony will be used solely for mishap prevention and for no other purpose. This promise of confidentiality is made in order to encourage witnesses to disclose to the investigating board everything they know about the mishap even though the statements they make may be against their personal interest or possibly incriminating.

c. Information from the Life Sciences Report is exempt from release under the United States Code, Title 5, Sections 552(b)(5) and (6), and DODR 5400.7/Air Force Supplement C3.2.1.5 and C3.2.1.6. Disclosure of this information would result in an unwarranted invasion of personal privacy.

In addition to the federal regulations cited above, our denial of release is supported by case law which clearly establishes the Air Force's privilege against release of safety board deliberations, analysis, and recommendations. Landmark cases include, Machin v. Zuckert, 316 F.2d 336 (D.C. Cir), cert. denied, 375 U.S. 896 (1963); United States v. Weber Aircraft Corp., 465 U.S. 792 (1984); and Badhwar v. United States Department of the Air Force, 829 F.2d 182 (D.C. Cir. 1987).

Release of these portions of the safety report, even though the report is old, would jeopardize a significant government interest by inhibiting its ability to conduct future safety investigations of Air Force aircraft mishaps. Disclosure of this information would be contrary to the promises of confidentiality extended to witnesses and investigators. There was no time limit placed on this promise, and such a disclosure could set a precedent that would result in a weakening of the process whereby the Air Force gathers and evaluates safety information in future aircraft mishaps. The decreased ability of the Air Force to gather and evaluate safety information would result in the increased loss of aircraft and crewmembers and ultimately have a detrimental effect on national security.

Pursuant to his authority, when a mishap report is deemed historical, the Air Force Chief of Safety can, under certain circumstances, release the safety board's findings. He has done so in this case.

Should you decide that an appeal to this decision is necessary, you must write to the Secretary of the Air Force within 60 calendar days from the date of this letter. Include in the appeal your reasons for reconsideration and attach a copy of this letter. Address your letter as follows:

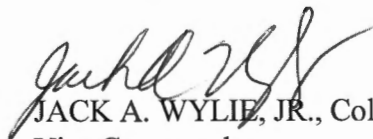
Secretary of the Air Force
THRU: HQ AFSC/JAR
9700 G Avenue SE, Suite 236B
Kirtland AFB NM 87117-5670

Federal regulation provides that the cost of search and reproduction be assessed to the requester. The total in this instance has been waived.

We have no other information responsive to your request.

I hope this information is helpful.

Sincerely


JACK A. WYLIE, JR., Colonel, USAF
Vice Commander

Attachment:
KC-97G Aircraft Mishap Report, 29 Oct 57

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-8, "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

43 251

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify
Georgia, Screven, Sylvania

2. DATE OF ACCIDENT 5 Feb 1958 3. HOUR AND TIME ZONE (Local) 0033Z 4. DAY DAWN NIGHT DUSK X 5. AIRFIELD OF LAST TAKEOFF: Charleston, S. C.

6. CLEARANCE: (Check all applicable) IFR X VFR X Local X DD Form 175 X Other X Cleared Direct X Cleared Via Airway X
 Cleared from Charleston, S. C. Cleared to Charleston, S. C.

7. BASE SUBMITTING REPORT Hunter 8. DURATION OF FLIGHT :19 9. MISSION OF FLIGHT (Use DD Form 175-1) 0 10. ALTITUDE of aircraft above terrain at engine failure, airframe failure, bailout, spin, stall, etc. occurred 35,000

11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data applicable. Discuss in Section M.)
 (a) If accident occurred on airport:
 Length of runway in use ft.
 Heading of runway in use degrees
 Field elevation ft. MSL
 Type of runway surface: (Check)
 Concrete Asphalt
 Other (Specify)
 Wet Dry
 (b) If accident occurred off airport: elevation at scene of acci 35,000 ft. MSL
 Was aircraft taking off, approaching or maneuvering to land? Yes No X
 If yes, state airport involved
 If no, state nearest airport suitable for landing this aircraft Hunter AFB
 For either airport mentioned in 11b above:
 State airport type: (i. e., AF, A, N, CG, PC, P) AF
 Distance, airport to accident 49N miles. Heading of runway in use 270 degrees.
 Magnetic bearing, airport to accident 338 degrees. Airport elevation 42 ft. MSL

12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED:
 (File separate Form 14 for each aircraft) B-47B #51-2349A

Section B—AIRCRAFT

1. AIRCRAFT NUMBER 52-10108 2. TYPE, MODEL, SERIES AND BLOCK NUMBER F-86I-50 3. ASSIGNMENT AND STATUS CODE at time of accident: 444th FIS ADC CC
 (As specified in AFR 65-110)

4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT
 Major Command ADC Subcommand or AF EAAD Air Division 35th AD Wing N/A Group N/A Squadron or Unit 444 FIS FI Base Charleston AFB S.C.

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

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

1. OPERATOR (Person at controls at time of accident)
 a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME STEWART, Clarence Arville GRADE 1/Lt COMPONENT AFRES SERVICE NUMBER A03064862 NATIONALITY Amer. YR. OF BIRTH 1925
 b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat c. ASSIGNED DUTY ON FLIGHT ORDER AC IP P CP Other (Specify)
 d. ASSIGNED ORGANIZATION
 Major Command ADC Subcommand or AF - Air Division 35th Wing - Group - Squadron or Unit 444 FIS Base Charleston, S.C.
 e. ATTACHED ORGANIZATION FOR FLYING
 Major Command ADC Subcommand or AF - Air Division 35th Wing - Group - Squadron or Unit 444 FIS FI Base Charleston, S.C.
 f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Jun 56 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Jun 56 h. INSTRUMENT CARD
 Type White (Form 8) i. AFSC 1125A
 Date of expiration 17 Oct 58 Duty 1125A

2. OTHER PILOT
 a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME N/A GRADE COMPONENT SERVICE NUMBER NATIONALITY YR. OF BIRTH
 b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat c. ASSIGNED DUTY ON FLIGHT ORDER AC IP P CP Other (Specify)
 d. ASSIGNED ORGANIZATION
 Major Command ADC Subcommand or AF - Air Division 35th Wing - Group - Squadron or Unit 444 FIS Base Charleston, S.C.
 e. ATTACHED ORGANIZATION FOR FLYING
 Major Command ADC Subcommand or AF - Air Division 35th Wing - Group - Squadron or Unit 444 FIS Base Charleston, S.C.
 f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Jun 56 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Jun 56 h. INSTRUMENT CARD
 Type White (Form 8) i. AFSC 1125A
 Date of expiration 17 Oct 58 Duty 1125A

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

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

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

ASSIGNED DUTY ON FLIGHT ORDER

NOTE: List all time to the nearest hour

	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
2. Total flying hours (including AF time, student time, and other accredited time)	Stewart	N/A	N/A	N/A	N/A
3. Total rated 1st pilot and instructor pilot hours, all aircraft	751:00				
4. Total weather instrument hours	496:10				
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	22:10				
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model	301:55				
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	N/A				
8. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hrs this model and series	162:35				
9. Total pilot hours last 90 days	N/A				
10. Total 1st pilot and instructor pilot hours last 90 days	85:30				
11. Total pilot hours (night) last 90 days	85:15				
12. Total pilot hours, weather and hood, last 90 days	39:40				
13. Date and duration of last previous flight this model	12:00				
14. Date and duration of last previous flight this model and series	Same 4 Feb 1958				
15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.	1:15				

Section E—PERSONNEL INVOLVED

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

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used		Ejection Seat Used	
					Yes (6)	No (7)	Yes (8)	No (9)
P 01	Stewart, Clarence A., 1st Lt AO-3064862, USAF B	P	444 Fighter Interceptor Sqdn. Charleston AFB, South Carolina	3	X	N	X	A

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

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
0	100M	WSW 3K	35° F	19° F	3019	-

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

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed <input checked="" type="checkbox"/> Substantial <input type="checkbox"/> Minor <input type="checkbox"/> None <input type="checkbox"/>	2. Was aircraft damaged beyond economical repair? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3. Estimated number of direct manhours for repair, if applicable <input type="checkbox"/> N/A	Cost of damage to aircraft <input type="checkbox"/> N/A
4. Fire before accident <input type="checkbox"/> Fire after accident <input checked="" type="checkbox"/> Fire did not occur <input type="checkbox"/>	5. Did explosion occur? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
6. How many T.O.s not complied with at time of accident? 27 (List T.O. numbers and titles on separate sheet)	
7. Has your Base previously submitted a UR on any factor involved in this accident? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
8. Is a UR being submitted as a result of this accident? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> (If "Yes" attach copy) UR number _____	
9. Is TDR requested? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Attach copy of request <input type="checkbox"/>	

Section H—DAMAGE

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

Aircraft totally destroyed

D-298,856

Section I—PHASE OF OPERATION (Check only ONE)		Section J—ACCIDENT TYPE		Section K—CONDITIONS AFFECTING ACCIDENT
ENGINES RUNNING—NOT TAXIING		P	S	(Check all applicable)
Pre-flight				Ground or water loop
Post flight				Wing-tip landing
Other				Wheels-up landing
TAXIING				Hard landing
To takeoff				Collapse or retraction of gear
From landing				Undershoot
Within other area				Overshoot
TAKEOFF				Nose-up or nose-over
Run		X		Collision with other aircraft
Climb				Collision with ground or water
Discontinued (aborted takeoff)				Collisions—Other
IN FLIGHT				Spin
Normal flight				Stall
Acrobatics			X	Fire and/or explosion on ground
Formation tactics			X	Fire and/or explosion in the air
X Other maneuvers				Airframe failure in flight
LANDING			X	Abandoned aircraft
Approach				Prop or jet-blast
Flare-out				Equipment loss in flight
Roll				Other (indicate)
GO-AROUND				Undetermined
OTHER (indicate)				Mid air collision during all weather intercept

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause, i. e.—both primary and contributing cause factors may be "Operator error."
		OPERATOR ERROR
		CREWMEMBER ERROR
		SUPERVISORY ERROR
		MAINTENANCE ERROR
		OTHER PERSONNEL ERRORS
		MATERIEL FAILURE
		AIR BASE OR AIRWAYS
		WEATHER CONDITIONS
		MISCELLANEOUS CONDITIONS
		UNDETERMINED

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

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

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

1. HISTORY OF FLIGHT [See AFM 62-5]

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented; i.e. date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE, position reports, weather, 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 accident, 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 operations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any other factors pertinent to the accident. 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 accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; 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 accident, are hazards to safety of flight; various considerations not classed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS [See AFM 62-5 for details of presentation]

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 eliminate the deficiencies cited in "Findings" of the investigation.

RECORD CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14

(See AFM 62-5 for desired attachments to AF Form 14 and Attachments)

SPECIAL HANDLING REQUIRED

THE FOLLOWING WILL BE ATTACHED TO REPORTS WITH THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14) MAJOR ACCIDENTS WHEN APPLICABLE

1. <input checked="" type="checkbox"/>	Narrative description of Accident (Section M)	14. <input checked="" type="checkbox"/>	Board proceedings
2. <input checked="" type="checkbox"/>	AF Form 14A	15. <input checked="" type="checkbox"/>	Statement of control tower operator(s)
3. <input checked="" type="checkbox"/>	AF Form 14B	16. <input checked="" type="checkbox"/>	Statement of runway control officer
4. <input checked="" type="checkbox"/>	AF Form 5, Pilot(s) involved [See Sec. D, Item 15]	17. <input checked="" type="checkbox"/>	Statement of weather forecaster
5. <input checked="" type="checkbox"/>	Statements of crew members and witnesses (when available)	18. <input checked="" type="checkbox"/>	Statements of rebuttal or statements declining the opportunity
6. <input checked="" type="checkbox"/>	List of Technical Orders not complied with [See Section G, Item 6]	19. <input checked="" type="checkbox"/>	Transcripts of communications recordings
7. <input checked="" type="checkbox"/>	DD Form 175 or AF Form 113 (Clearance)	20. <input checked="" type="checkbox"/>	Statement of damage to private property
8. <input checked="" type="checkbox"/>	DD Form 781-1 Statement of Loss	21. <input checked="" type="checkbox"/>	Map showing geographical location of accident
9. <input checked="" type="checkbox"/>	DD Form 781-2 Statement of Loss	22. <input checked="" type="checkbox"/>	DD 365F (Form F)
10. <input checked="" type="checkbox"/>	Diagram of scene of accident	23. <input checked="" type="checkbox"/>	AF Form 14C
11. <input checked="" type="checkbox"/>	Photographs (identified)	24. <input checked="" type="checkbox"/>	AF Form 14D
12. <input checked="" type="checkbox"/>	Index to AF Form 14 attachments	25. <input checked="" type="checkbox"/>	AF Form 14E
13. <input checked="" type="checkbox"/>	NOTE: Determine Security classification of reports (if applicable)	26. <input checked="" type="checkbox"/>	AF Form 14F
		27. <input checked="" type="checkbox"/>	AF TO 29 (Unsatisfactory Report)
		28. <input checked="" type="checkbox"/>	If aircraft being transferred, ferried, etc., attach copies of coordination messages showing gaining and losing organizations

Section N—AUTHENTICATION

(NAME AND GRADE)

President <i>Gayle E. Madison</i> GAYLE E. MADISON, Colonel, USAF	Accident Investigator <i>Alexander L. Oppelt</i> ALEXANDER L. OPPELT, Major, USAF
Maintainer <i>Donald F. Kneale</i> DONALD F. KNEALE, Captain, USAF	Medical Officer <i>Gerald A. Long</i> GERALD A. LONG, Colonel, USAF
Witness <i>Edward J. Palmer, Jr.</i> EDWARD J. PALMER, JR., Lt Colonel, USAF	Witness <i>Edward J. Scott</i> EDWARD J. SCOTT, Captain, USAF
Member <i>William C. Branan</i> WILLIAM C. BRANAN, Major, USAF	Recorder <i>Elen F. Ransom</i> ELEN F. RANSOM, Captain, USAF

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "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

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify. <u>Georgia, Screven, Sylvania</u>				
2. DATE OF ACCIDENT <u>5 Feb 1958</u>	3. HOUR AND TIME ZONE (Local) <u>0033Z</u>	4. DAY DAWN NIGHT DUSK <u>X</u>	5. AIRFIELD OF LAST TAKEOFF <u>Homestead, Fla.</u>	
6. CLEARANCE: (Check all applicable) IFR <u>X</u> VFR <u> </u> Local <u> </u> DD Form 175 <u>X</u> Other <u> </u> Cleared Direct <u> </u> Cleared Via Airways <u> </u> Cleared from <u>Homestead Air Force Base, Florida</u> Cleared to <u>Homestead Air Force Base, Florida</u>				
7. BASE SUBMITTING REPORT <u>Hunter, Ga.</u>	8. DURATION OF FLIGHT <u>08:35</u>	9. MISSION OF FLIGHT (Use DD Form 781-1) <u>0</u>	10. ALTITUDE of aircraft above terrain, obstructions, fire, airframe failure, bailout, spin stall, spirals occurred <u>35,000 feet</u>	
11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section M.)				
(a) If accident occurred on airport: Length of runway in use <u> </u> ft. Heading of runway in use <u> </u> degrees Field elevation <u> </u> ft. MSL Type of runway surface: (Check) Concrete <u> </u> Asphalt <u> </u> Other <u> </u> (Specify) <u> </u> Wet <u> </u> Dry <u> </u>		(b) If accident occurred off airport: elevation at scene of acct. <u>35,000</u> ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes <u> </u> No <u>X</u> If yes, state airport involved <u> </u> If no, state nearest airport suitable for landing this aircraft <u>Hunter AFB</u> For either airport mentioned in 11b above: State airport type (i. e., AF, A, N, CG, PC, P) <u>AF</u> • Distance, airport to accident <u>4.9</u> miles. Heading of runway in use <u>270</u> degrees. Magnetic bearing, airport to accident <u>338</u> degrees. Airport elevation <u>42</u> ft. MSL		
12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) <u>B-86 #52-10108</u>				

Section B—AIRCRAFT

1. AIRCRAFT NUMBER <u>51-2349A</u>	2. TYPE, MODEL, SERIES AND BLOCK NUMBER <u>B-47B-IV-51-BW</u>	3. ASSIGNMENT AND STATUS CODE at time of accident. <u>SAC-C-C</u> (As specified in AFR 65-110)
4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-119 REPORTS AT TIME OF ACCIDENT		
Major Command <u>SAC SA-2AF</u>	Subcommand or AF <u>2AF</u>	Air Division <u>823</u>
Wing <u>19</u>	Group <u>N/A</u>	Squadron or Unit <u>28BS</u>
Base <u>Homestead</u>		
5. IF AIRCRAFT WAS BEING FERRYED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination)		

N/A SPECIAL HANDLING REQUIRED

IN ACCORDANCE WITH AFR 62-14

1. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
<u>Richardson, Howard</u>	<u>IMI</u>	<u> </u>	<u>Major</u>	<u>USAF</u>	<u>14345A</u>	<u>Amer.</u>	<u> </u>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT			c. ASSIGNED DUTY ON FLIGHT ORDER				
Front or Left Seat <u>X</u> Rear or Right Seat <u> </u>			ACX <u> </u> IP <u> </u> P <u> </u> CP <u> </u> Other (Specify) <u> </u>				
d. ASSIGNED ORGANIZATION							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
<u>SAC</u>	<u>2AF</u>	<u>823 AD</u>	<u>19 BW</u>	<u>N/A</u>	<u>30BS</u>	<u>Homestead</u>	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
<u>SAC</u>	<u>2AF</u>	<u>823 AD</u>	<u>19 BW</u>	<u>N/A</u>	<u>30BS</u>	<u>Homestead</u>	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD		i. AFSC	
<u>Plt, 30 Aug 1943</u>		<u>Sr/Plt, 23 Jan 1956</u>		Type <u>Green</u> Date of expiration <u>6 Sept 58</u>		Primary <u>1245A</u> Duty <u>1245A</u>	
2. OTHER PILOT							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
<u>Lagerstrom, Robert J.</u>	<u> </u>	<u> </u>	<u>1/Lt</u>	<u>USAF</u>	<u>A0-717935</u>	<u>Amer</u>	<u> </u>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT			c. ASSIGNED DUTY ON FLIGHT ORDER				
Front or Left Seat <u> </u> Rear or Right Seat <u>X</u> Other <u> </u>			AC <u> </u> IP <u> </u> P <u> </u> CP <u>X</u> Other (Specify) <u> </u>				
d. ASSIGNED ORGANIZATION							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
<u>SAC</u>	<u>2AF</u>	<u>823</u>	<u>19</u>	<u>N/A</u>	<u>30 BS</u>	<u>Homestead</u>	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
<u>SAC</u>	<u>2AF</u>	<u>823</u>	<u>19</u>	<u>N/A</u>	<u>30 BS</u>	<u>Homestead</u>	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD		i. AFSC	
<u>Plt # Dec 1956</u>		<u>Plt 4 Dec 1956</u>		Type <u>White</u> Date of expiration <u>1 Feb 58</u>		Primary <u>1234B</u> Duty <u>1234B</u>	
NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C.2 ON ADDITIONAL SHEET FOR EACH							

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes ☐ No ☒ Unknown ☐

If "Yes," check one

Weather ☐ Hood ☐

ASSIGNED DUTY ON FLIGHT ORDER	(Complete items 2 through 14 for each crewmember, pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	Richardson	Lagerstrom	N/A	N/A	N/A
2. Total flying hours (including AF time, student time, and other accredited time)	3055:20	553:10			
3. Total rated 1st pilot and instructor pilot hours, all aircraft	1895:15	107:40			
4. Total weather instrument hours	153:25	17:25			
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	686:30	107:40			
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) 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 pilot) hrs this model and series	359:25	176:20			
9. Total pilot hours last 90 days	66:25	61:10			
10. Total 1st pilot and instructor pilot hours last 90 days	45:15	22:10			
11. Total pilot hours (night) last 90 days	23:20	18:15			
12. Total pilot hours, weather and hood, last 90 days	5:00	7:00			
13. Date and duration of last previous flight this model	30 Jan 58 6:40	30 Jan 58 6:40			
14. Date and duration of last previous flight this model and series	30 Jan 58 6:40	30 Jan 58 6:40			
15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.					

Section E—PERSONNEL INVOLVED

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

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used		Ejection Seat Used	
					Yes (6)	No (7)	Yes (8)	No (9)
AC	Richardson, Howard NMI Major 14345A USAF	Senior Pilot	SAC 2AF 823 AD 19BW Medium (Jet) Homestead AFB Fla	N/A		X		X
OP	Lagerstrom, Robert J. 1/Lt AO-3029465 USAF	Pilot	SAC, 2AF 823 AD 19 BW Medium (Jet) Homestead AFB, Fla.	N/A		X		X
C	Woolard, Leland W. Capt. AO-717935 USAF	Nav AOB	SAC, 2AF 823 AD 19 BW Medium (Jet)	N/A		X		X

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

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
N/A	10	WSW 3K	35 F	19 F	3019	-

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

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed <input type="checkbox"/> Substantial <input checked="" type="checkbox"/> Minor <input type="checkbox"/> None <input type="checkbox"/>		2. Was aircraft damaged beyond economical repair? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
3. Estimated number of direct manhours for repair, if applicable: 1574		Cost of damage to aircraft: \$162,466.00	
4. Fire before accident <input type="checkbox"/> Fire after accident <input type="checkbox"/> Fire did not occur <input checked="" type="checkbox"/>		5. Did explosion occur? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
6. How many T.O.s not complied with at time of accident? 26 (List T.O. numbers and titles on separate sheet)			
7. Has your Base previously submitted a UR on any factor involved in this accident? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
8. Is a UR being submitted as a result of this accident? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> (If "Yes" attach copy) UR number _____			
9. Is TDR requested? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Attach copy of request			

Section H—DAMAGE

F-162, 486

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. Number 6 engine torn loose at rear mount, tail cone damaged slightly. Right aileron and flap on damaged. Left drop tank jettisoned 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	S	Check one: accident type as "Primary." Check all others applicable as "Secondary."	(Check all applicable)
Pre-flight			Ground or water loop	Immediate forced landing
Post flight			Wing-tip landing	Precautionary landing
Other			Wheels-up landing	Fuel exhaustion or starvation
TAXIING			Hard landing	Engine stoppage or flamenut
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	Collision with other aircraft	Accidents in water (other than ditching)
Climb			Collision with ground or water	Explosive decompression
Discontinued (aborted takeoff)			Collisions—Other	Intentional damage to avoid greater hazard
IN FLIGHT			Spin	GCA, ILAS or range approach used
X Normal flight			Stall	Exceeded mach or near mach
Acrobatics			Fire and/or explosion on ground	Compressibility
Formation tactics			Fire and/or explosion in the air	Gear failed to extend
Other maneuvers			Airframe failure in flight	Prop reversal
LANDING			Abandoned aircraft	Uncontrollable porpoising in flight
Approach			Prop or jet-blast	Struck arresting barrier
Flare-out			Equipment loss in flight	Touch and go
Roll			Other (indicate)	Other (indicate)
GO-AROUND			Undetermined	
OTHER (indicate)				

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause, i. e.—both primary and contributing cause factors may be "Operator error."
		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 Inadequate exercise of command; inadequate supervision of aircrews, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. (incl. IP's & AC's).
		MAINTENANCE ERROR Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
		OTHER PERSONNEL ERRORS Errors committed by other than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
		MATERIAL FAILURE Failure or malfunction of the airframe, engine or any other system, component or accessory of the aircraft, etc.
		AIR BASE OR AIRWAYS Any malfunction, inadequacy or absence of air base and/or airways equipment or facilities, including deficiencies and hazards of runways, taxiways, aprons, overruns, clear zones, etc.
		WEATHER CONDITIONS Reduced visibility, icing, turbulence, thunderstorms, surface wind, winds aloft, low ceiling, etc.
		MISCELLANEOUS CONDITIONS Bird strikes, struck low target, chock, ricochets, hypoxia, vertigo, fatigue, etc.
		UNDETERMINED

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

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

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

1. HISTORY OF FLIGHT (See AFM 62-5)

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented; i.e., date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE position reports, weather, 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 accident, 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 operations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any other factors pertinent to the accident. 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 accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; each contributing cause factor of the accident; various deficiencies or inadequacies at equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this accident, are hazards to safety of flight; various considerations not closed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS (See AFM 62-5 for details of presentation)

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 eliminate the deficiencies cited in "Findings" of the investigation.

RECORDER'S CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14

(See AFM 62-5 for desired sequence of AF Form 14 series and attachments)

SPECIAL HANDLING REQUIRED

THE FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14)

THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR ACCIDENTS WHEN APPLICABLE

1. <input checked="" type="checkbox"/> Narrative description of Accident (Section M)	14. <input checked="" type="checkbox"/> Board proceedings
2. <input checked="" type="checkbox"/> AF Form 14A	15. <input checked="" type="checkbox"/> Statement of control tower operator(s)
3. <input checked="" type="checkbox"/> AF Form 14B	16. <input checked="" type="checkbox"/> Statement of runway control officer
4. <input checked="" type="checkbox"/> AF Form 5, Pilot(s) involved (See Sec. D, Item 15)	17. <input checked="" type="checkbox"/> Statement of weather forecaster
5. <input checked="" type="checkbox"/> Statements of crew members and witnesses (when available)	18. <input checked="" type="checkbox"/> Statements of rebuttal or statements declining the opportunity
6. <input checked="" type="checkbox"/> List of Technical Orders not complied with (See Section G, Item 6)	19. <input checked="" type="checkbox"/> Transcripts of communications recordings
7. <input checked="" type="checkbox"/> DD Form 175 or AF Form 113 (Clearance)	20. <input checked="" type="checkbox"/> Statement of damage to private property
8. <input checked="" type="checkbox"/> DD Form 781-1	21. <input checked="" type="checkbox"/> Map showing geographical location of accident
9. <input checked="" type="checkbox"/> DD Form 781-2	22. <input checked="" type="checkbox"/> DD 365F (Form F)
10. <input checked="" type="checkbox"/> Diagram of scene of accident	23. <input checked="" type="checkbox"/> AF Form 14C
11. <input checked="" type="checkbox"/> Photographs (identified)	24. <input checked="" type="checkbox"/> AF Form 14D
12. <input checked="" type="checkbox"/> Index to AF Form 14 attachments	25. <input checked="" type="checkbox"/> AF Form 14E
13. <input checked="" type="checkbox"/> NOTE: Determine Security classification of reports (if applicable)	26. <input checked="" type="checkbox"/> AF Form 14F
	27. <input checked="" type="checkbox"/> AF TO 29 (Unsatisfactory Report)
	28. <input checked="" type="checkbox"/> If aircraft being transferred, ferried, etc., attach copies of coordination messages showing gaining and losing organizations

Section N—AUTHENTICATION

(NAME AND GRADE)

President GAYLE E. MADISON, Colonel, USAF	Accident Investigator ALEXANDER L. OPPELT, Major, USAF
Maintenance Officer DONALD F. KNEALE, Captain, USAF	Medical Officer GERALD A. LONE, Colonel, USAF
Accident Investigator Member BRUCE R. HAMMER, JR., Lt Colonel, USAF	Accident Investigator Member EDWARD L. SCOTT, Captain, USAF
Member WILLIAM C. BRANAN, Major, USAF	Recorder GLEN F. RANSOM, Captain, USAF

HISTORY OF FLIGHT

AF Jet (B-47) No. 51-2349, hereafter known as Ivory 2, departed Homestead Air Force Base, Florida, on 4 February 1958, at 2151Z, 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, [REDACTED]

[REDACTED] INCONRAD 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. [REDACTED]

The flight of Ivory Cell from Homestead Air Force Base through the target area was uneventful and as briefed. All tactics up to the IP were normal; at the IP, Ivory 2 obtained his spacing from Ivory 1 for an individual bomb run by doglegging and, at bombs away time, Ivory 2 was 4 1/2 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 0450 1/2 Z and 0455Z (5 Feb 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 29.92" Hg. Ivory 2 never caught up with Ivory 1 after bombs away although he did attempt to decrease his interval slightly by holding 430 KTS TAS (approximately) for a short distance after level off from post-target descent.

Ivory 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 0530 1/2 Z, Ivory 1 reported to Ivory 2 that he had just been under fighter attack by a single fighter seen to approach from left to right. [REDACTED]

History of Flight (Cont'd)

At 0533Z approximately, Ivory 1 heard a Mayday transmission from Ivory 2 on Guard channel (UHF), stating that he had been hit by another aircraft. The co-pilot of Ivory 1 reported seeing a flash of fire at his 5 o'clock position some distance behind and slightly above. Ivory 1 made a small turn to starboard, then decided he could be of no help to Ivory 2, and proceeded on course to Homestead.

Ivory 2, after bombs away and descent to 35,000 feet, overshot 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 so doing, Ivory 2 again overshot 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. The crew of Ivory 2 felt a severe yaw to the left on impact; both pilots saw an explosion and observed No. 6 engine to hang at a 45° angle nose up; the #6 throttle could not be stopcocked but the engine was successfully shut down by pulling the firebutton. Ivory 2 began an immediate descent and slow left turn to hold airspeed which had decreased to 210K IAS; the pilots then noticed the right wing tank was missing and elected to jettison the left wing tank in a clear area designated by the navigator. After contact with Hunter Tower and RAPCON, Ivory 2 made a slow, descending approach to Hunter Air Force Base; being high on the final approach and pulling excessive power, 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 darkness 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 0506Z, 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 airborne 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-place 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 line abreast instead of in the desired echelon formation. For a target passing right to left, such as in this case, the interceptors should be in an echelon

~~Security Handling Required in accordance with Paragraphs 47 and 52, AFR 62-14~~

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History of Flight (Cont'd)

formation to the left with approximately five miles separation. The turn in this case was necessitated by a late detection because of a weak target 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 then 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 seconds", 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 total elapsed time between Gold One's 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 are felt to be reasonably correct since the tape ran constantly during this particular mission. The actual time of impact was determined by a mike "click" plainly audible on the recording.

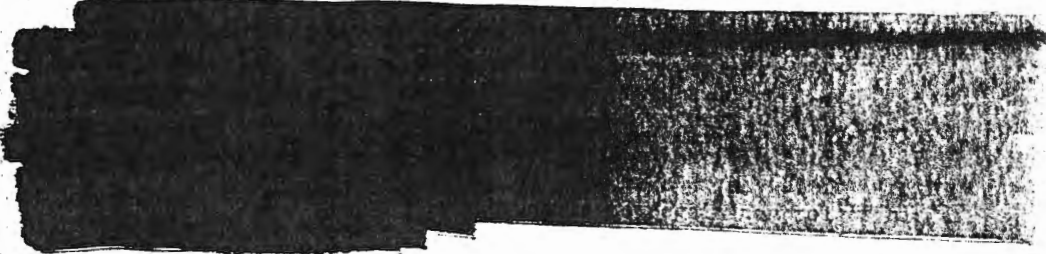
[REDACTED]

[REDACTED]

[REDACTED]

History of Flight (Cont'd)

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 observed an explosion at his four o'clock position shortly before rolling out on his heading of 090 degrees.



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. Pilots in this and previous flights reported exceptionally good visibility at all altitudes and heavy con trails at intercept level.

~~Special Handling Required in Accordance with Paragraphs 3 and 52, AFM-61-100~~

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INVESTIGATION AND ANALYSIS

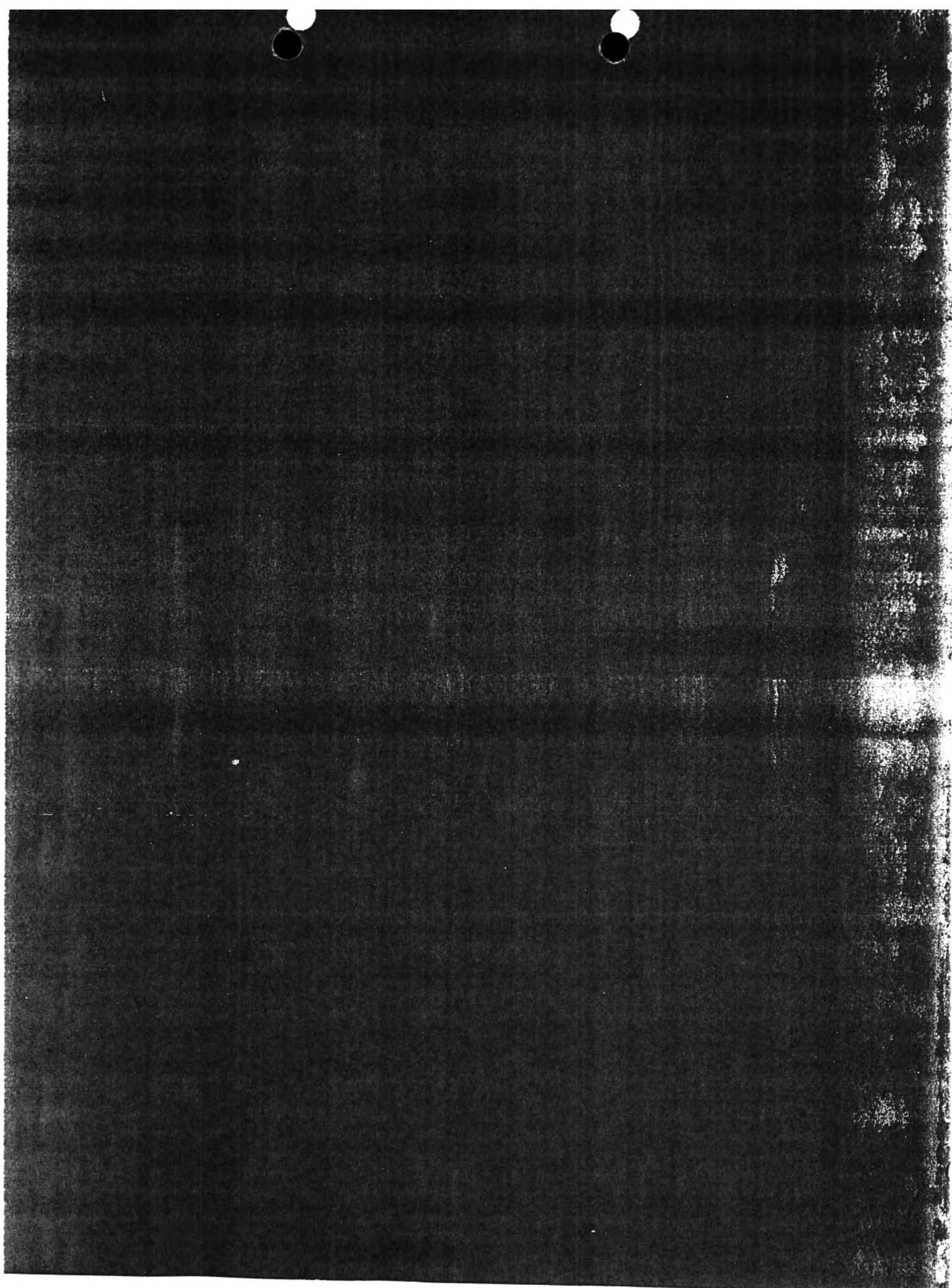
B-47B 51-2349, Hepcat 38, Ivory 2 in a cell of two aircraft, landed at Hunter Air Force Base, Georgia, at 0126E on 5 February 1958. Sufficient time elapsed after the mid-air collision had occurred until the B-47 made a safe landing at Hunter to allow two members of the accident investigating board to meet the aircraft after landing. [REDACTED]

Ivory 2 had been in close trail position behind the lead aircraft (Ivory 1) during most of the flight. [REDACTED]

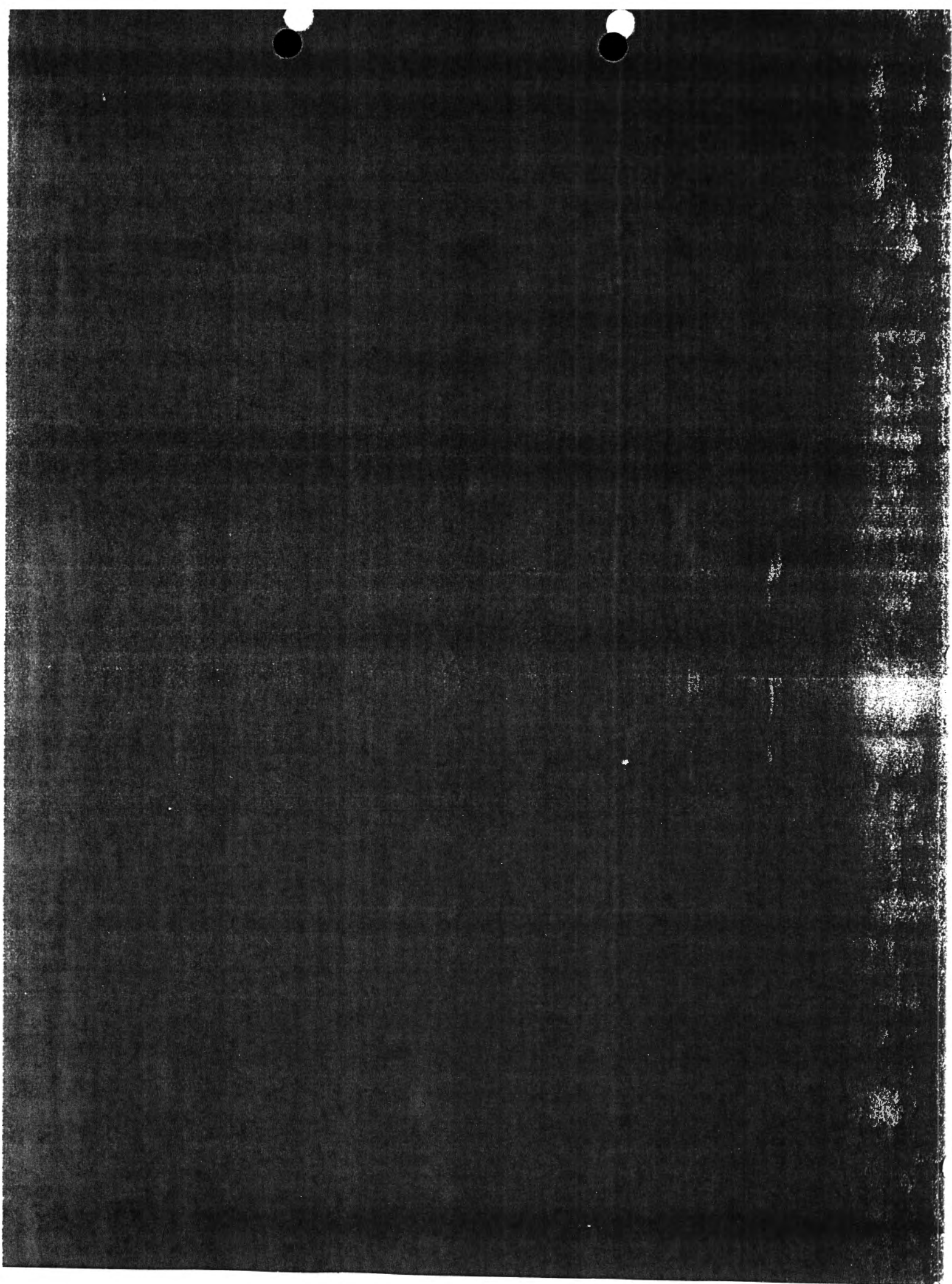
A diagnosis of damage revealed the following: The first point of impact on the B-47 was on the rear of the right wing, just at the aft tip of the drop tank. The wing was crushed inward to a point approximately three feet from the trailing edge and approximately three feet across. Red and blue paint marks on the right side of the impact area indicate the F-36 was in a right bank of approximately 30°. The F-36 left wing made the first contact with the B-47. The standard Air Force insignia is painted on the top of this wing. The outboard eight feet of the F-36's left wing was severed at this point, along with the F-36 drop tank and the B-47 drop tank. Impact shock broke the aft main spar in the right wing in the B-47. Shock also caused the aft mount of the #6 engine to break and the engine hung at a 45° angle, nose up. A section of the F-36 left wing scraped across the top of the B-47 wing and circumscribed an arc in scratches back around towards the empennage of the B-47. It struck the aft right portion of the fuselage and vertical stabilizer. The right horizontal stabilizer was struck from the front by a heavy object, either a portion of the F-36 wing or the wing center section. This is borne out by the fact that the wing center section and the inboard 6 feet of each wing separated from the fuselage, presumably at impact, remained in one piece, and struck the ground some two miles from the main wreckage. Both main landing wheels were found with this center wing section and black rubber marks were found near the hole in the B-47 horizontal stabilizer. A piece identified as a portion of the F-36 left wing (outboard leading edge) was found imbedded in the vertical stabilizer jammed against the rudder post of the B-47. [REDACTED]

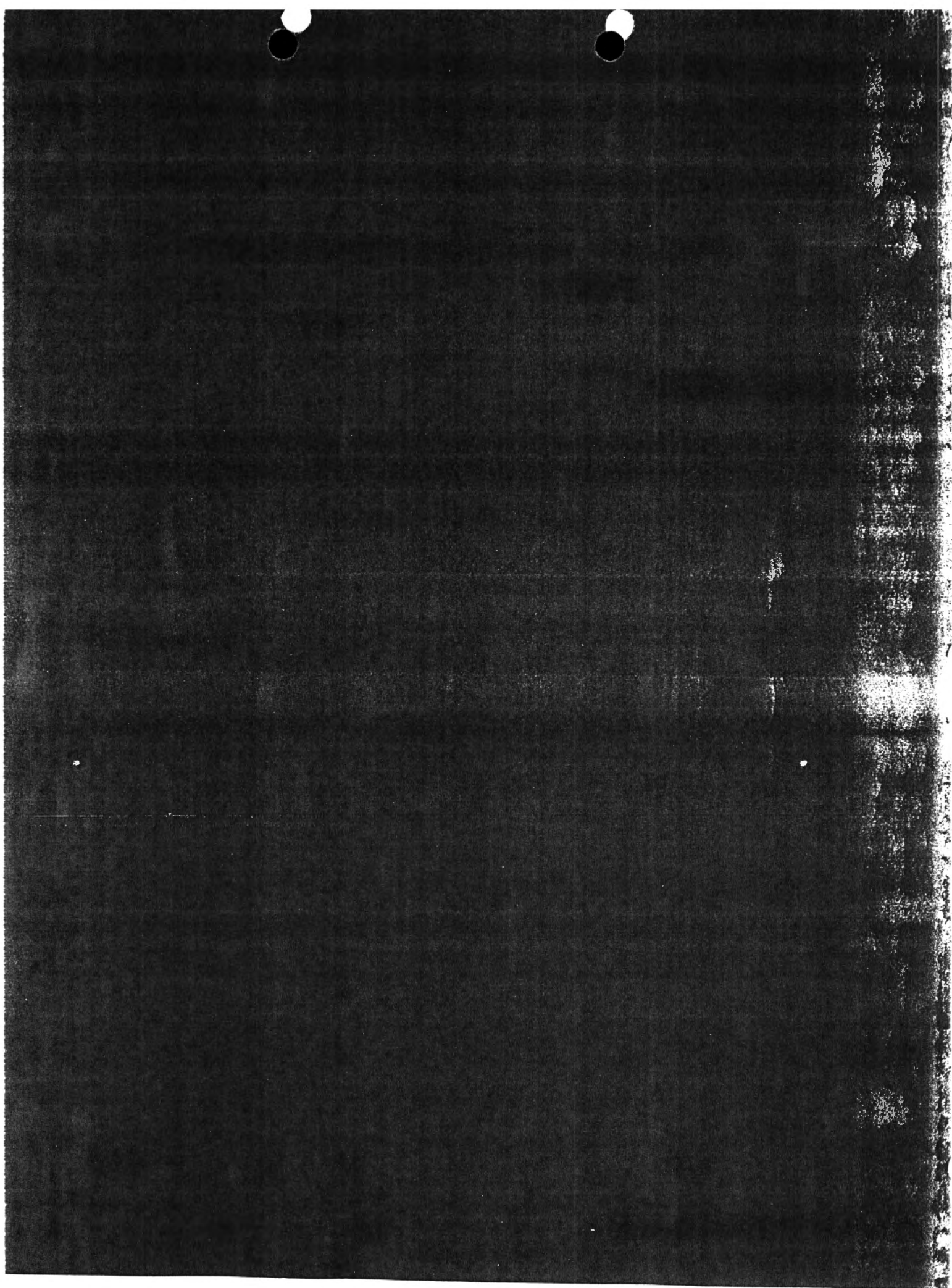
Special Handling Required in Accordance with Paragraphs 49 and 52, MFR 42-14.

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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 materiel 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.

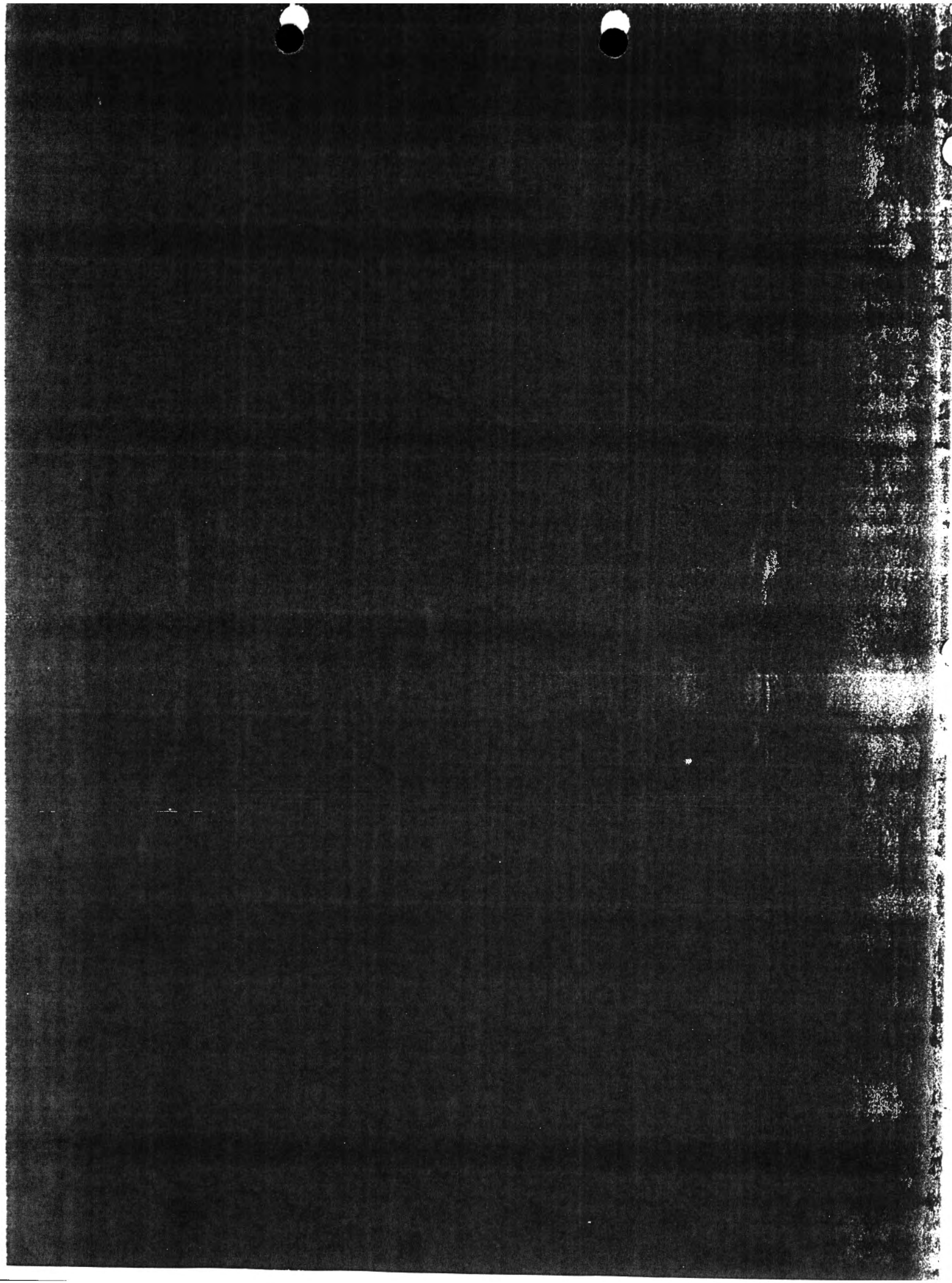
4. The fighter attacks were authorized by CINCSAC to CINCNORAD. .. Even so, the B-47 crew was not briefed to expect attacks in the collision area. Although not directly contributory to the accident, this fact insinuates a lack of complete coordination in the scheduling of fighter intercepts on SAC aircraft. .

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.

7. The board could find no record of Hemingway GCI'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.



William E. Madison

GAYLE E. MADISON
Colonel, USAF
President

Gerald A. Long

GERALD A. LONG
Colonel, USAF
Flight Surgeon

Elmer H. Barber, Jr.

ELMER H. BARBER, JR.
Lt Colonel, USAF

Alexander L. Oppelt

ALEXANDER L. OPPELT
Major, USAF
Accident Investigator

Augustine W. Ayers

AUGUSTINE W. AYERS
Major, USAF

William C. Branan

WILLIAM C. BRANAN
Major, USAF

Joseph Hojnacki

JOSEPH HOJNACKI
Major, USAF

Roy W. Camelin, Jr.

ROY W. CAMELIN, JR.
Major, USAF

Wilford L. Teel

WILFORD L. TEEL
Captain, USAF

Donald F. Kneale

DONALD F. KNEALE
Captain, USAF

Albert R. Hunter, Jr.

ALBERT R. HUNTER, JR.
Captain, USAF

Edward L. Scott

EDWARD L. SCOTT
Captain, USAF

Glen F. Ransom

GLEN F. RANSOM
Captain, USAF
Recorder

Special Handling Required in Accordance
with Paragraphs 4 and 52, AFR 62-14.

UNCLASSIFIED

DETACHMENT 4
26th Weather Squadron
United States Air Force
Hunter Air Force Base, Georgia

19 February 1958

S T A T E M E N T

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 0 /-0 15
06/0000E	H1 Thin Scattered 15	/0 10	E 40 0 /100 0 15
06/0100E	Clear 15 mi vis	/0 10	40 0 E 100 0 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.

Fredrick S. Tuttle
FREDERICK S. TUTTLE
Lt. Col., USAF
Commander

~~SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPHS 4 AND 52, AFR 62-14~~

UNCLASSIFIED

20 pages of life sciences withheld.

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—GENERAL INFORMATION

1. Date of accident 5 February 58 0533 ¹ / ₂	2. Type and model of aircraft involved F-86L-50	3. Aircraft Nr. 52-10108	4. Place of accident 5 NM NE Sylvania 6A.35M	5. Base investigating accident 2D Hunter AFB, Ga.
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Section B—AIRCRAFT HISTORY, AIRFRAME COMPONENTS AND AIRCRAFT ACCESSORIES DATA

Complete the following when material failure, inadequacy or malfunction are known or suspected cause factors.

1. Date of Air Force acceptance of aircraft 28 Oct 54	2. Total airframe hours 695:05	3. Date last overhaul 1 March 1957
4. Overhauling activity F AT Fresno, Calif	5. Aircraft hours since overhaul 272:05	6. Date and type of last periodic inspection 8th Periodic 28 Oct 57
7. Aircraft hours at last periodic inspection 625:35	8. Name, part number and position on aircraft of part contributing to accident Not Applicable	
9. Is part available for analysis? N/A NO___ YES___ (If yes) Where located		
10. Date of Air Force acceptance of part N/A	11. Date part last installed N/A	12. Date part last overhauled N/A
13. Last overhaul 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 <input checked="" type="checkbox"/> NO <input type="checkbox"/> Before impact <input type="checkbox"/> After impact <input checked="" type="checkbox"/> If yes, discuss in Section F.	2. Did explosion occur? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> Before impact <input type="checkbox"/> After impact <input checked="" type="checkbox"/> If yes, discuss in Section F.	3. Was aircraft fire detection system activated? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (If yes, give type and manufacturer)
4. Was aircraft fixed fire extinguishing system used? NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> Effective <input type="checkbox"/> Ineffective <input type="checkbox"/> Quantity <input type="checkbox"/> (If yes, give type and manufacturer)		

Section D—POWER PLANT HISTORY

Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicopter rotors 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 accident cause factor involving engine(s) is undetermined.

1. Name of component	N/A				
2. Location (if applicable) No. 1, 2, etc.	N/A				
3. Model or Part Number	N/A				
4. Serial number (if applicable)	N/A				
5. Manufacturer (or licensee)	N/A				
6. Total hours	N/A				
7. Number of major overhauls	N/A				
8. Hours since last major overhaul	N/A				
9. Date of last overhaul	N/A				
10. Overhaul activity	N/A				
11. Date last installed	N/A				
12. Hours since last installed	N/A				
13. Date of last periodic inspection	N/A				
14. Type of last periodic inspection	N/A				

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH FAR 49 & 52 AFR 62-14

Time following when available. N/A

1. Sequence of failure(s) by nacelle position, etc.) N/A	2. Time interval between failures: (For multiple failures) N/A	3. Altitude failure occurred N/A	4. Outside air temp(s) -31.0
---	--	-------------------------------------	---------------------------------

DATA ON FAILED ENGINES				
Engine factors	Prior to failure of first engine	Prior to failure of second engine	Prior to failure of third engine	REMARKS
RECIPROCATING	5. R. P. M.	N/A		
	6. Manifold pressure	N/A		
	7. Torque readings	N/A		
	8. Oil pressure	N/A	Not Applicable	
	9. Oil temperature	N/A		
	10. Oil quantity	N/A		
	11. Cylinder head temperature	N/A		
	12. Fuel mixture setting	N/A		
	13. Fuel pressure	N/A		
	14. Fuel flow	N/A		
	15. Carburetor preheat setting	N/A		
	16. Carburetor air temperature	N/A		
	17. Other	N/A		
TURBO-JET	18. Percent R. P. M.	N/A		
	19. Exhaust gas temperature	N/A		
	20. Emergency fuel control setting	N/A		
	21. Afterburner settings	N/A		
	22. Afterburner eyelid position	N/A		
	23. Anti-ice status	N/A		
	24. Inlet screen position	N/A		
	25. Other	N/A		

Section F—AIRCRAFT MAINTENANCE OFFICER'S ANALYSIS

Describe difficulties involved and relationship of the various components above to the accident. Include any additional information or opinion of possible value to future technical analysis of this report. Continuation on plain paper sheets should be attached when necessary.

1. No failed components
2. No systems failure noted

[REDACTED]

[Signature]
 ROY W. CAMBLIN JR., MAJOR, USAF
 AIRCRAFT MAINTENANCE OFFICER (signature)

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.

Ray W. Camblin, Jr.
RAY W. CAMBLIN, JR.

Major USAF
Maintenance Officer

~~Special handling required in accordance with paragraphs 49 and 52, APR 68 14.~~

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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—GENERAL INFORMATION

1. Date of accident 5 February 58 0533Z	2. Type and model of aircraft involved B-47B	3. Aircraft Nr. 51-2349	4. Place of accident 5 NM NE Sylvania Ga., 35 M	5. Base investigating accident 2d AF Hunter AFB, Ga.
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Section B—AIRCRAFT HISTORY, AIRFRAME COMPONENTS AND AIRCRAFT ACCESSORIES DATA

Complete the following when material failure, inadequacy or malfunction are known or suspected cause factors.

1. Date of Air Force acceptance of aircraft 28 January 1953	2. Total airframe hours 1650:15	3. Date last overhaul 23 October 1957
4. Overhauling activity Lockheed Aircraft Corp Marietta, Ga.	5. Aircraft hours since overhaul 88.05	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 aircraft of part contributing to accident N/A	

9. Is part available for analysis?
N/A NO ☒ YES (If yes) Where located

10. Date of Air Force acceptance of part N/A	11. Date part last installed N/A	12. Date part last overhauled N/A
13. Last overhaul 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 <input type="checkbox"/> NO <input checked="" type="checkbox"/> Before impact After impact If yes, discuss in Section F.	2. Did explosion occur? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> Before impact After impact If yes, discuss in Section F.	3. Was aircraft fire detection system activated? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (If yes, give type and manufacturer)
4. Was aircraft fixed fire extinguishing system used? NO <input checked="" type="checkbox"/> YES Effective Ineffective Quantity		

Section D—POWER PLANT HISTORY

Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicopter rotors 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 accident 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 Applicable			
5. Manufacturer (or licensee)					
6. Total hours					
7. Number of major overhauls					
8. Hours since last major overhaul					
9. Date of last overhaul					
10. Overhaul activity					
11. Date last installed					
12. Hours since last installed					
13. Date of last periodic inspection					
14. Type of last periodic inspection					
15. Fuel (Type or octane rating)					

~~SPECIAL HANDLING REQUIRED~~
IN ACCORDANCE WITH PAR 49 & 52 AFR 62-14

Section E—POWER PLANT OPERATION DATA

Complete the following when available.

N/A

1. Sequence of failure(s) by nacelle position (3, 1, etc.) N/A	2. Time interval between failures: (For multiple failures) N/A	3. Altitude failure(s) occurred N/A	4. Outside air temp(s) -31C
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DATA ON FAILED ENGINES

	Engine factors	Prior to failure of first engine	Prior to failure of second engine	Prior to failure of third engine	REMARKS
RECIPROCATING	5. R. P. M.				
	6. Manifold pressure				
	7. Torque readings		Not Applicable		
	8. Oil pressure				
	9. Oil temperature				
	10. Oil quantity				
	11. Cylinder head temperature				
	12. Fuel mixture setting				
	13. Fuel pressure				
	14. Fuel flow				
	15. Carburetor preheat setting				
	16. Carburetor air temperature				
	17. Other				
TURBO-JET	18. Percent R. P. M.				
	19. Exhaust gas temperature				
	20. Emergency fuel control setting		Not Applicable		
	21. Afterburner settings				
	22. Afterburner eyelid position				
	23. Anti-ice status				
	24. Inlet screen position				
	25. Other				

Section F—AIRCRAFT MAINTENANCE OFFICER'S ANALYSIS

Describe difficulties involved and relationship of the various components above to the accident. Include any additional information or opinion of possible value to future technical analysis of this report. Continuation on plain paper sheets should be attached when necessary.

1. No failed components
2. No system malfunctions noted

[REDACTED]

Donald F. Kneale
DONALD F. KNEALE, CAPTAIN, USAF
AIRCRAFT MAINTENANCE OFFICER (signature)

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.

Joseph Hojnacki
JOSEPH HOJNACKI
Major USAF
Maintenance Officer

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

UNCLASSIFIED

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

I, Major Roy W. Camblin, 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.

Roy W. Camblin Jr.
ROY W. CAMBLIN JR.
Major USAF
15686Z

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

~~UNCLASSIFIED~~

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD					ACCESSORIES DATA			AIRCRAFT TYPE			SERIAL NO.		PAGE	
COMPONENT AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	OPERATIONAL	REMARKS	REMOVED	TIME ACCUMULATED	OPERATIONAL	REMARKS
ACT ASSY ALTE HYD PUMP	6737M	ENG (R)	600	340.45	423.00	682.55								
ACT ASSY WING FLAP (L)	32346	WING (L)	600	00.00	423.00	1023.00								
ACT ASSY ATTACH TIE	UNK	WING SPAN	800	00.00	1100.00	800.00								
ACT ASSY ATTACH TIE FLAP	DD 2930	WING FIN	800	00.00	601.45	1401.45								
ACT ASSY ALTE A TIE	381	VERT STAB	1200	00.00	624.55	1824.55								
ACT ASSY ALTE STAB	UNK	AFT SECTION	800	00.00	1100.00	800.00								
PITCH CORRECTION		ALL V FEN												
FE FEUTIA	342	ON SEAT	1000	00.00	423.00	746.00								
PUMP ASSY HYD ALTE FLAP	UNK	CTR WING SEC	800	00.00	1100.00	800.00								
MOT ASSY ALTE HYD PUMP	UNK	ATT ALTE PMP	800	00.00	1100.00	800.00								
ACT ASSY ALTE POWER CONT OL	DD 2164	CTR ATT (L)	500	00.00	423.00	909.45								
ACT ASSY ALTE POWER CONT OL	DD 3984	CTR ATT (R)	500	00.00	423.00	923.00								

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA						AIRCRAFT TYPE	SERIAL NO.	UNIT
						F-06L	50-NA	52-10 USA
NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED
AIRFRAME (CONT)								
UNIT ASSY RUDDER CONTROL	Not Inst.		800					
ACCOM ASSY NORM SYS	5738	BELOW RT ENG DOOR	500	00:00	423:00	723:00		
ACCOM ASSY ALT (L)	555	WG CTR SEC	500	00:00	423:00	723:00		
ACCOM ASSY ALT (R)	012F	WG CTR SEC	500	00:00	423:00	723:00		
ACT ASSY HORIZ STAB POWER	UNK	AFT FUS BELOW V FIN	800	00:00	NA	800:00		
SW ASSY TYPE B-8A	432304	COCKPIT	800	00:00	601:45	1401:45		
LANDING GEAR SYS 1								
CAMPER ASSY N WHEEL STEER	UNK	N GR STRT	800	00:00	NA	800:00		
CYL ASSY N GR ACT PUM	UNK	ATTACHED TO N GR STRT	1600	00:00	NA	1600:00		
CYL ASSY N GR ACT SEC	UNK	ATTACHED TO N GR STRT	1600	00:00	NA	1600:00		

DD

FORM 1 JUN 54

781-5

REPLACES AF FORM 1 WHICH IS OBSOLETE

304542

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD										AIRCRAFT TYPE		SIGNAL NO.		PAGE	
ACCESSORIES DATA										F-86L-50-NH		52-1		A	
DESCRIPTION AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME						
AIRFRAME (CONT)															
ACCOM AGCY WHEEL EXER	236	R SIDE NOSE WHEEL WELL	500	00:00	423:00	923:00									
UTILITY															
PRESS DEAND OXY EQ	BA 1994	COCKPIT	6 MO	00:00	26JAN58	26JUL58									
TURBINE ASSY P/N 80395	28334	AFT CANOPY RT SIDE	200	00:00	624:55	824:55									
TURBINE ASSY P/N 501321	Not Fast	AFT CANOPY RT SIDE	100												
CHARGE CART FOR TURBINE ASSY	Not Fast	TURB ASSY	200												
P/N 501321															
VALVE ASSY CABIN PRESS DUMP	444K	ON AFT PRESS BLKHEAD	1000	00:00	Now	1000:00									
REG ASSY CABIN AIR PRESS	35-4926	AFT CANOPY	1000	00:00	513:40	1513:40									
VALVE ASSY HEAT SHUT OFF (MOTOR OPERATED)	444K	ADJACENT SEC HEAT EX	1000	00:00	Now	1000:00									

104342

REPLACES AF FORM 781-5 WHICH IS OBSOLETE.

781-5

DD FORM 781-5

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA				AIRCRAFT TYPE				SERIAL NO.			
NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	DATE	TIME	BY	REMARKS
UTILITY (CONT)											
THROST SELECTOR	6052687	IN EQUIP BAY	600	60:00	672:25	1412:25					
FUEL BOOST PUMP (FWD)	UNK	CTR FG CELL	600	60:00	UNK	60:00					
FUEL BOOST PUMP (AFT)	UNK	CTR WG CELL	600	60:00	UNK	60:00					
FUEL TRANSFER PUMP	UNK	FWD AFT CELL	600	60:00	UNK	60:00					
ELECTRICAL WSTL											
EDG ASSY A-C VOLTAGE	R11485	EDG FWD CKPT	500	00:00	523:35	1023:35					
EDG ASSY D-C VOLTAGE PUMP (L)	R-58410	(L) INW BAY	600	00:00	624:55	1224:55					
EDG ASSY D-C VOLTAGE SPEC (R)	R-45471	(R) INW BAY	600	250:20	423:00	772:40					
INVERTER PARTIAL	R4334	LT INW BAY	500	00:00	672:25	1172:25					

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD				AIRCRAFT TYPE				SERIAL NO.		TIME		REMOVED		TIME		TOTAL	
ACCESSORIES DATA				P-86A-50-NA				62-10118A		6							
DESCRIPTION AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME	REMOVED	TIME	REMOVED	TIME	REMOVED	TIME	REMOVED	TIME	REMOVED
UTILITY (LOUT)																	
INTERFER SECONDARY	R-3374	ET INV BAY	500	00:00	437:55	837:55											
ALL FIT CONT SYST HOSE ASSYS	NONE		1000 H-S OR IPAN	00:00	Now	1000:00											
ELEMENT FILTER MICRONIC																	
TYPE AN 6235 -2A, 1 EA	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55	201:55							
	None		200	00:00	624:55	824:55											
ELEMENT FILTER MICRONIC																	
TYPE AN 6235 -2A, 1 EA	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55	201:55							
	None		200	00:00	624:55	824:55											
ELEMENT FILTER MICRONIC																	
TYPE AN 6235 -2A, 2 EA	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55	201:55							
	None		200	00:00	624:55	824:55											
ELEMENT LOW PRESSURE MUEL																	
FILTER	NONE	ABOVE LEFT		00:00	624:55	674:55	674:55	50:00	50:00	50:00							
		WHEEL-REIL	50 HR	00:00	674:55	724:55											

DD FORM 781-5 REPLACES FORM 1 WHICH IS OBSOLETE.

1 JUN 54

304-42

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE	SERIAL NO.	PAGE NO.		
NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME
HOSE ASSY AN 6292-8-19	1F-86L-4	Above Rt	1000 Hrs or	00:00	New	1000:00			
Utility Rt Eng Comp	Fig 240, 126	Wheel Well	3Yrs fa Inst						
HOSE ASSY AN 6292-8-24	1F-86L-4	Above Lt	1000 Hrs or	00:00	New	1000:00			
FLIGHT CONTROL	Fig 248, 128	Wheel Well	3Yrs fa Inst						
HOSE ASSY AN 6292-8-24	1F-86L-4	Top Fuselage	1000 Hrs or	00:00	New	1000:00			
SPEED BRAKE RT HAND	Fig 274, I &	Split Line	3Yrs fa Inst						
HOSE ASSY AN 6292-8-24	1F-86L-4	Top Fuselage	1000 Hrs or	00:00	New	1000:00			
SPEED BRAKE LT HAND	Fig 274, I &	Split Line	3Yrs fa Inst						
HOSE ASSY AN 6292-8-26	1F-86L-4	Right Hand	1000 Hrs or	00:00	New	1000:00			
ROCKET POD, Halper Cyl	Fig 227, I20	Halper Cyl	3Yrs fa Inst						
HOSE ASSY AN 6292-8-26	1F-86L-4	Left Hand	1000 Hrs or	00:00	New	1000:00			
ROCKET POD, Halper Cyl	Fig 227, I20	Halper Cyl	3Yrs fa Inst						
HOSE ASSY AN 6292-8-32	1F-86L-4	Aft End	1000 Hrs or	00:00	New	1000:00			
ROCKET POD, Actuating Cyl	Fig 227, I22	Act Cyl	3Yrs fa Inst						
HOSE ASSY AN 6292-8-34	1F-86L-4	Fwd End	1000 Hrs or	00:00	New	1000:00			
ROCKET POD, Actuating Cyl	Fig 227, I23	Act Cyl	3Yrs fa Inst						

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FORM 1 JUN 54

781-5

REPLACES AF FORM 1 WHICH IS OBSOLETE

16-4442

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA						XXXXXX Type Engine J47-GE-17B	SERIAL NO. 025-992		
NOMENCLATURE AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
PUMP ASSY - Hyd Fit Control (engine driven)	X330162B	RH Side of Acc Dr Sect	600 Hrs	00:00	119:15	719:15			
Pump Assy - Hyd Utility Sys (engine driven)	JX18798C	LH Side of Acc Dr Sect	600 Hrs	00:00	103:10	703:10			
STARTER - Generator	7067391C	Acc Section	600 Hrs	00:00	159:10	759:10			
GENERATOR ASSY A-C	573 RRC	Acc Section	500 Hrs	59:45	00:00	440:15			
GENERATOR ASSY D-C	2173	Acc Section	600 Hrs	00:00	65:55	665:55			
HOSE ASSY 6292-8 Utility Sys, From Pump to Chk Valve	NONE	LH Side of Acc Dr Sect	1000hrs or 3yrs fm in	00:00	00:00	1000	21 Jan 57	21 Jan 60	
HOSE ASSY 6292-8 Utility sys, From Chk Valve to #3 island.	NONE	LH Side of Acc Dr Sect	1000hrs or 3yrs fm in	00:00	00:00	1000	21 Jan 57	21 Jan 60	
HOSE ASSY 6292-8 Fit Control Sys, From Pump to #2 island	NONE	RH Side of Acc Dr Sect	1000hrs or 3yrs fm in	00:00	00:00	1000	21 Jan 57	21 Jan 60	
TURBINE WHEEL P/N 8992575 P/N 8992575 to 8992575-1 Inclusive	RA411	ENGINE	100 Hrs	00:00	159:40	259:40			

DD

FORM
1 JUN 57

781-5

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GOVERNMENT PRINTING OFFICE

34842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

OPERATION AND TIME	SERIAL NO.	LOCATION	REPLACE REVIEW	PREVIOUS OPERATING TIME	INSTALLER AT	REPLACEMENT DURATION	REMARKS	TIME ANALYZED	POWER OPERATING VOLTAGE
RECORD OF ENGINE OPERATING TIME									
INSTALLED IN									
EXC. 45-53-6051A									
FR 862-53-53-724									
<p>REMOVED AT TIME RECORD TIME AND TAIL TIME</p> <p>TOTAL TIME 60.0</p>									

DD FORM 781-5 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

304842

I certify that on 3 February 1958 I flew two missions in
F-86 L 52-10108. Neither mission had any aircraft or radar
write ups.

JOE W. HARRISON
1/LT USAF

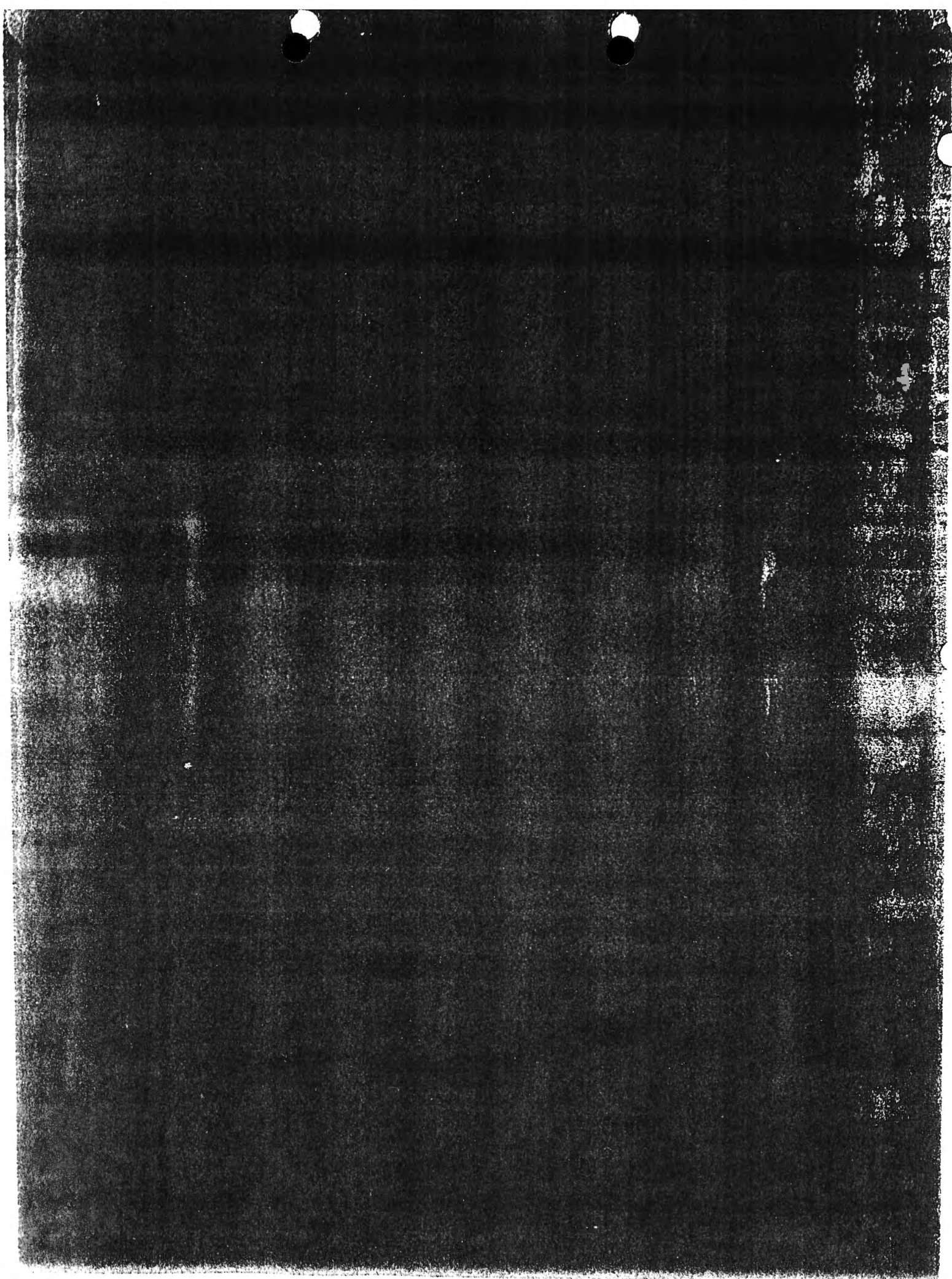
I certify that on 4 February 1958 I flew one mission in
F-86 L 52-10108 with the following write up. "Radar inoperative.
No phase I or III. Steering good, rattle band cross-over OK."

RODNEY W. HENSLEY
1/LT USAF

I certify that on 4 February 1958 I flew two missions in
F-86 L 52-10108. Neither mission had any aircraft or radar
write ups.

SAM C. WILKERSON, JR.
LT/COL-USAf





DATE		FILE NO.		PAGE	
AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD					
AIRCRAFT INSPECTION AND MAINTENANCE					

FORM 781-2 REPLACES AF FORM 781 WHICH IS OBSOLETE.

26. SYSTEM	27. PILOT'S AND MECHANIC'S REMARKS (Print one defect on one line)	28. CORRECTIVE ACTION	29. TIME	30. SIGNATURE
16	1. MAIN GEAR REMOVED 2. (3) UNFREEZE GEAR WAS BEEN 3. CHAIN & TAPET AND F REEZE WAS NOT IMPROVED	1. MAIN INST 2. REPLACED SET		
17	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.			

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD				AIRCRAFT TYPE		SERIAL NO.		PAGE NO.	
AIRCRAFT GENERAL DATA				OIL CAPACITY (U.S. Quarts or Pints)		ENGINE DATA			
FUEL CAPACITY (U.S. Gallons)		MAIN TANKS		NORMAL		NO.		TYPE AND MODEL	
9273		None		216		None			
RESERVE		None		None					
AUXILIARY		2250		None					
DUMP VAL		3258							
TOTAL		11781		TOTAL		216			
CALENDAR INSPECTION SCHEDULE				INSPECTION ITEM		FREQ		NEXT DUE	
Periodic Inspection				300 Hrs		1/15/58			
Insps. of First Aid Kits				6 Mos		1/15/58			
Safety Belt Wt. Check				12 Mos		1/15/58			
Shoulder Harness Wt. Test				12 Mos		1/15/58			
Battery Capacity				4 Mos		1/15/58			
Battery Spec. Gravity				7 Ds		1/15/58			
Weight Aircraft				12 Mos		1/15/58			
10-780-1 Inventory				6 Mos		1/15/58			
Magnetic Compass Due				300 Hrs		1/15/58			
E.I. Complete Spring Due				300 Hrs		1/15/58			
Liquid Oxy. System Check				12 Mos		1/15/58			
Fire Control System Check				12 Mos		1/15/58			
Fire Inst. L/H Outrigger									
Fire Inst. R/H Outrigger									
Fire Inst. L/H Forward									
Fire Inst. R/H Forward									
Fire Inst. L/H AC									
Fire Inst. R/H AC									

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE B-47B		SERIAL NO. 5627471	PAGE NO. 1	
NOMENCLATURE AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
AIRFRAME (SYSTEM # 3)									
Rudder Elevator Hydraulic Pump Assembly	A-1191	Sta: 1200	1000 hrs.	00:00	1555:45	2555:45			
Flap Drive Power Unit	1825	L.H. Wing	1000 hrs	00:00	1555:45	2555:45			
Two Wing Flap Sys Univ Joints Between main drive unit and stop assy in left wing		L.H. Wing	500 hrs.	00:00	1555:45	2055:45			
Wing Flap Motor (Primary)	1843	L.H. Wing	1000 hrs.	00:00	1555:45	2555:45			
Wing Flap Motor (Secondary)	1890	L.H. Wing	1000 hrs.	00:00	1555:45	2555:45			

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMARKS
RUD-EL-EV HYD MOTOR	A-1191	STA 1200 1000 HRS					
AIRFRAME SYSTEM #3							

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

DESCRIPTION AND TYPE	SERIAL NO	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME
INTERVAL PROBABLY (SYSTEM #)									
REAR END PROBABLY SYSTEM 142215		PROB W.M.	1000 hrs	00:00	1438:25	2438:25			
REAR END PROBABLY SYSTEM 142215		PROB W.M.	1000 hrs	00:00	1228:05	2228:05			
REAR END PROBABLY SYSTEM 142215		PROB W.M.	600 hrs	00:00	1228:05	1928:05			

14-4728

3

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMERATED	TOTAL OPERATING TIME
Cabin air ground blower	ZB-22479	UTILITY (SYSTEM # 6) STA: 302	1000 hrs.	CONT'D	1653-45				
Oxy hoses (except mask to reg tube)	—	41-42 & 44 sections	24 Mos.	NONE	20110				
Portable A-20 fire extingu.	—	Pilot Comp	24 Mos.	NONE	114150				
Moisture separator	15845	Sta: 270	600 hrs.	NONE	114150				

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVENT	PREVIOUS OPERATING TIME	AIRCRAFT TYPE		SERIAL NO.		TOTAL OPERATING TIME
					INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	
Inverter 750VA 3P Emerg inst	1122	Sta: 282	800 hrs.						
ELECTRICAL (SYSTEM # 14)									
A.C. Voltage regulator	MC-3483	Sta: 260	1000 hrs.		1535-45	2035-45			
A.C. Voltage Regulator	MC-5059	Sta: 406	1000 hrs.	20102	1555-45	2035-45			

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE	VERSION	PAGE NO.		
					B-47B	51-28177	1		
NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME
ELECTRICAL (SYSTEM # 14) cont'd									
D.C. Control Panel-Gen # 1	13730	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 2	17782	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 3	1374	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 4	16074	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 5	11502	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 6	16755	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

MANUFACTURE AND TYPE A	SERIAL NO B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
ARRANGEMENT (SYSTEM # 17)									
T-3 Periscopes bomb sight	50-1097	Nav Comp	24 Mos.	00:00	700159	700159			
Adm and sighting engine	57-4333	Nav Comp	24 Mos.	00:00	700157	700159			
Indicator									
Coordinate converter	51-4547	Upper Radar	24 Mos.	00:00	700157	700159			
Deflector B-1A	50-380	Nav Comp	6 Mos.	00:00	700157	700158			

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD

ACCESSORIES DATA		LOCATION		REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME
SERIAL NO.	NAME AND TYPE	A	B	C	D	E	F	G	H	I
MC-7135	ALTERNATOR 40 KVA				800 hrs.	00:00	1955-05-23			
DC-7137	ALTERNATOR 40 KVA				800 hrs.	00:00	1955-05-23			

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE B-47B		SERIAL NO. 51-2349A		PAGE NO. 12	
REGISTRATION AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J	
POWER PLANT (SYSTEM # 7)										
ENGINE	RF-25	075-219	# 1 ENG	1700 hrs.	00:00	1728:05	2928:05			
ENGINE	RF-25 A	080-149	# 2 ENG	1700 hrs.	00:00	1438:25	2138:25			
ENGINE	RF-25	263-207	# 3 ENG	1700 hrs.	464:25	1438:25	2674:00			
ENGINE	RF-25 A	078-968	# 4 ENG	1700 hrs.	996:30	1555:45	2269:10			
ENGINE	PM-25 A	25-2794	# 5 ENG	1700 hrs.	954:45	1555:45	2301:00			
ENGINE	PM-25 A	25-2701	# 6 ENG	1700 hrs.	1052:30	1555:45	2603:15			

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE		SERIAL NO		PAGE NO
NOMENCLATURE AND TYPE A	SERIAL NO B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
STARTER GENERATOR		#/ENG	1200 hrs.	00:00	00:00	1200:00			
ALTERNATOR CONSTANT SPEED	3991	#/ENG	800 hrs.	00:00	327:40	1127:40			
DRIVE UNIT									

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781-5

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

NOMENCLATURE AND TYPE

SERIAL NO.

LOCATION

REPLACE
EVERY

PREVIOUS
OPERATING
TIME

INSTALLED
AT

REPLACEMENT
DUE AT

REMARKS

TOTAL
ACCUMULATED
TIME

TOTAL
OPERATING
TIME

RECORD OF ENGINE OPERATING TIME

TIME TOTAL TIME

TOTAL COOLED &

TAXI TIME

INSTALLED AT REMOVED AT ACCUMULATED

INSTALLED ON

128803

307-250011

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STANDARD FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

WORKSHEET NO. AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	AIRCRAFT TYPE	SERIAL NO.		REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME
						080-149	PAGE NO.				
INSTALLED ON	51-2349A	RECORD OF ENGINE OPERATING TIME									
	1438.25	TIME									
		INSTALLED AT REMOVED AT									
		TOTAL TIME									
		TOTAL ROUND TAXI TIME									

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD				ACCESSORIES DATA		AIRCRAFT TYPE		SERIAL NO.		PAGE NO.	
ENGINE NO.	ENGINE TYPE	ENGINE SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME	
ENGINE # 3	STARTER GENERATOR	809	#3 ENG	1200 hrs	02:00	1547:25	1547:25				

DD FORM 781-5

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REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD				ACCESSORIES DATA				RECORD				AIRCRAFT TYPE		SERIAL NO.		PAID NO.	
DESCRIPTION AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT QUOTA	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME								
INSTALLED ON																	
51-2225A	103-200	1300:30	268:30	268:30													
51-2225A	1133:25	1234:00	78:35	347:05													
51-2225A	143:25																

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA					AIRCRAFT TYPE	SERIAL NO.	PAGE NO.
DESCRIPTION AND TYPE	QUANTITY	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REMOVED AT	TOTAL OPERATING TIME
ENGINE #2 STARTER GENERATOR	ONE	1200 hrs	1200 hrs	00:00	954:15	2054:00	

DEC 11 1964

PKC-2008 (Rev. 15 DEC)

1200 hrs 00:00 954:45 2154:45

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REPLACING OF POWER SWITCH IN CROSSLITE.

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD				ACCESSORIES DATA		AIRCRAFT TYPE		SERIAL NO.		PAGE NO.	
1	2	3	4	5	6	7	8	9	10	11	12
NOMENCLATURE AND TYPE	SERIAL NO.	LOCATION	REPLACE EVERY	PREVIOUS OPERATING TIME	INSTALLED AT	REPLACEMENT DUE AT	REMOVED	TIME ACCUMULATED	TOTAL OPERATING TIME		
RECORD OF ENGINE OPERATING TIME											
INSTALLED ON			TIME		TOTAL TIME		TOTAL GROUND & TAXI TIME				
INSTALLED AT REMOVED AT ACCUMULATED			TIME		ACCUMULATED		TIME				
33-2201A	0010A	B4195	05145	932145							
51-2349A	65345										

PAGE NO	
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GPO : 1964 O - 344-2

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD ACCESSORIES DATA

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030
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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD AIRCRAFT SUMMARY

AIRCRAFT TYPE

B-97B-1

SERIAL NO.

51-23497

LINE	DATE	TIME TODAY	TOTAL TIME	NUMBER AND TYPE LANDING						ENTRIES VERIFIED	LINE	DATE	TIME TODAY	TOTAL TIME	NUMBER AND TYPE LANDING		ENTRIES VERIFIED	INSPECTED BY (Name, date and title)
				A	B	C	D	E	F									
1	2/1/58	2:45	1562:20	1						R. Smith	27							
2	2/1/58	1:50	1564:10	1						R. Smith	28							
3	1/1/58	1:35	1565:45	1						R. Smith	29							
4	2/1/58	5:00	1576:45	1						R. Smith	30							
5	1/1/58	2:10	1577:55	1							31							
6	2/1/58	5:00	1582:55			2					32							
7	1/1/58	7:30	1590:25	1	1					R. Smith	33							
8	2/1/58	6:10	1596:35	1						R. Smith	34							
9	2/1/58	4:05	1605:55	1	1					R. Smith	35							
10	10/1/58	4:05	1610:00	1						R. Smith	36							
11	10/1/58	5:05	1612:05	1	2					R. Smith	37							
12	2/1/58	10:00	1624:05	1						R. Smith	38							
13	2/1/58	10:35	1637:40	1						R. Smith	39							
14	11/1/58	4:10	1641:40	1						R. Smith	40							
15											41							
16											42							
17											43							
18											44							
19											45							
20											46							
21											47							
22											48							
23											49							
24											50							
25											51							
26											52							

DD

FORM 1 JUN 58

781-6

REPLACES FORM 1 WHICH IS OBSOLETE.

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 OK. Received call from Atlanta center on Channel #9.	C/F
2	15	#4 EGT inoperative at times and reads 200° lower than other when operating.	C/F
3	7	Intakes not inspected	C/F
<u>14 JANUARY 1958</u>			
1	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 EBT.	C/F
5	7	Intakes not inspected.	C/F
<u>20 JANUARY 1958</u>			
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.
<u>29 JANUARY 1958</u>			
1	16	UHF receiver extremely weak. Has been changed three times and reception still has not improved.	C/F
2	8	RT. center main boost pump inoperative.	C/F
3	17	No range markers on gun radar.	C/F
4	15	#2 engine RPM indicator sticks in flight.	C/F

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

~~UNCLASSIFIED~~

<u>NR</u>	<u>SYSTEM</u>	<u>1 FEBRUARY 1958</u>	<u>CORRECTIVE ACTION</u>
1	14	Engine starter sel. sw. does not click into position on engine #5 and #6.	C/F
2	15	Forward main does not pass through intermediate indication when gear lowered.	C/F
3	14	Lite-C.P. Sextant inoperative. NOTE: Insufficient maintenance at staging base to correct gear write-up. Write-up was known to be in a safe condition by crew.	C/F

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

UNCLASSIFIED

C E R T I F I C A T E

No red diagonal discrepancies were listed in the DD Form
781-2 for this flight on Aircraft Number 51-2349.

Donald F. Kneale
DONALD F. KNEALE
Captain, USAF
Maintenance Officer

~~Special Handling Required in Accordance
with Paragraphs 49 and 52, AFR 62-14.~~

UNCLASSIFIED

REPORT OF PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-8, "Aircraft Accident Prevention-Investigation-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 situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use unfilled space under Section H, or use additional sheet(s) identified by proper section letter and question number.

Section A—GENERAL INFORMATION

1. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE STEWART, Clarence Arville	GRADE 1/Lt	RATED Pilot	NONRATED	YEAR OF BIRTH [REDACTED]	AIR CREW DUTY Pilot
2. AIRCRAFT TYPE, MODEL & SERIES F-86L 52-10108	3. WEATHER CONDITION AT TIME OF BAILOUT: VFR <input checked="" type="checkbox"/> Instrument _____ Hood _____		4. DATE 5 Feb 58		Day _____ Dawn _____ Night <input checked="" type="checkbox"/> Dusk _____
5. APPROXIMATE LOCATION OF EMERGENCY Sylvania, Georgia and Estill, South Carolina					
6. REASON FOR JUMP Fire _____ Engine failure _____ Midair collision <input checked="" type="checkbox"/> Weather _____ Fuel exhaustion _____ Explosion _____ Loss of control _____ Lost _____ Other (Explain) _____					

Section B—PROCEDURES

1. DIFFICULTIES ASSOCIATED WITH LEAVING AIRCRAFT (Check one as "Primary," all others applicable as "Secondary.")

P	S	P	S
	Interphone or alarm system not functioning		Heat
	Fire		<input checked="" type="checkbox"/> Cold
	Noxious gases and fumes	<input checked="" type="checkbox"/>	Centrifugal force
	Hatch or canopy jammed or stuck		Lack of time
	Struck by hatch or canopy		Pressure changes
	Difficulty in releasing protective equipment		Hypoxia
	Chute, harness or clothing caught on seat or equipment		<input checked="" type="checkbox"/> Vertigo-orientation
	Struck by dislodged objects		Decompression
	Unable to use canopy release		Airsickness
	Canopy failed to fire		Fatigue
	Malfunction of ejection seat		Injury (mechanical)
	Ejected through canopy		Other (Explain in Sec. H)
	Wind or air turbulence		Unknown (Explain in Sec. H)
	Burns		None (Explain in Sec. H)

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PAR 49-52 AFR 62-14

2. BODY POSITION UPON LEAVING PLANE Head first <input checked="" type="checkbox"/> Feet first _____ Tucked _____ Unknown _____	
3. EXIT USED: Ejection seat upward <input checked="" type="checkbox"/> Ejection seat downward _____ Front Cockpit _____ Rear cockpit _____ Right seat _____ Left seat _____ Sucked out by slip stream _____ Capsule _____ Waist or main escape hatch _____ Forward or main bomb bay _____ Aft bomb bay _____ Cockpit escape hatch _____ Nosewheel well _____ Gunner's escape hatch _____ Bottom escape hatch _____ Blown out by explosion _____ Other (Describe) _____	
4. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD Extending arms <input checked="" type="checkbox"/> Extending legs _____ Rolled on back _____ None _____	
5. DIFFICULTY IN FINDING OR PULLING RIPCORD Chute harness loose or twisted _____ Injured or wounded _____ Gloves worn _____ Handle stuck _____ Handle pulled loose _____ None <input checked="" type="checkbox"/> Other (Explain) _____	
6. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (in seconds) 1 to 5 _____ 6 to 10 _____ 11 to 25 _____ 26 to 60 <input checked="" type="checkbox"/> Above 60 _____ Unknown _____	
7. BODY POSITION DURING OPENING Feet down <input checked="" type="checkbox"/> Head down _____ On back _____ On face _____ Tumbling _____	
8. OPENING SHOCK Slight _____ Moderate _____ Severe <input checked="" type="checkbox"/> No injury <input checked="" type="checkbox"/> Injury _____ Unconsciousness _____ None _____	
9. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING Slipping chute _____ Turning body to face drift _____ None <input checked="" type="checkbox"/>	
10. EFFECTS DURING DESCENT Dizziness _____ Nausea _____ Hypoxia _____ Unconsciousness _____ Frostbite <input checked="" type="checkbox"/> Other (Describe in Sec. H) _____	
11. DIRECTION OF BODY DRIFT AT TOUCHDOWN Forward _____ Backward <input checked="" type="checkbox"/> Sideways _____	12. ATTITUDE AT LANDING Vertical <input checked="" type="checkbox"/> Swinging _____
13. FORCE OF LANDING EQUIVALENT TO 10-15 ft. free fall <input checked="" type="checkbox"/> 16-20 ft. free fall _____ Above 20 ft. free fall _____	
14. EVENTS AFTER TOUCHDOWN Rolled forward _____ Rolled backward <input checked="" type="checkbox"/> Fell forward _____ Fell backward _____ Fell to left _____ Fell to right _____ Dragged by chute _____ ft. Entangled by chute _____ Other (Describe) _____	

Section B—PROCEDURES (Continued)

15. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS IN WATER:

N/A

Buckles or snape hard to release

Wind hindered efforts

Tangled in harness, risers, or shroud lines

Injury or unconsciousness delayed efforts

Jamming or failure of quick release mechanism (Explain in Sec. H)

None

Canopy collapsed with difficulty

Other (Describe)

16. FUNCTIONING OF CHUTE

Perfect ☒

Panel ripped out

Shroud lines broke

Risers twisted

Holes in canopy

Line twisted over canopy

Oscillated severely

Oscillated slightly

Other (Explain)

Section C—RESULTS TO PARACHUTIST

Check whether: (A) BEFORE LEAVING; (B) LEAVING; (C) DESCENT; (D) LANDING

INJURIES	A	B	C	D	INJURIES	A	B	C	D
1. FRACTURES					2. SPRAIN OR DISLOCATION				
					Arm or wrist				
Cranial					Ankle or knee				<input checked="" type="checkbox"/>
Facial bone(s)					Sprain or strain, back or neck				
Vertebra					Other sprains				
Clavicle					3. OTHER INJURIES				
Ribs					Burns				
Arm or wrist					Frostbite			<input checked="" type="checkbox"/>	
Ankle or leg					Abrasions or contusions				
Other					Lacerations, major				
					Other (Explain in Section H)				

4. If above information not available, explain in Section H

5. Unconsciousness Yes ☐ No ☒

6. State number of days hospitalized

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary

Section D—AERIAL CONDITIONS

1. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT	Level	Inverted	Dive	Climb	Left bank	Right bank
	Left spin	Right spin	Left spiral	Right spiral	Unknown	<input checked="" type="checkbox"/>
2. APPROXIMATE HEIGHT ABOVE SURFACE IN FEET AT TIME OF JUMP	35,000		3. IAS OF AIRCRAFT AT TIME OF BAILOUT, IN KNOTS	9 March		
			4. APPROXIMATE FREE AIR TEMPERATURE:	-50 ° Fahrenheit		

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND						
Type of terrain:	Flat <input checked="" type="checkbox"/>	Mountainous	Ice	Hilly	Desert	Swamp
Ground conditions:	Soft	Ditches or gullies	Slippery	Hard <input checked="" type="checkbox"/>	Rocky	Other (Describe)
Ground obstructions:	Trees	Power lines	Stones, boulders	Bushes	Buildings	None <input checked="" type="checkbox"/> Other (Describe)
2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) <u>unknown</u>						
3. WATER CONDITIONS <u>N/A</u>						
Fresh	Salt	Approximate depth (feet)		Calm	Rolling swell	Choppy
		Approximate temperature (° F.)		Waves (Height, Feet)		
4. VELOCITY OF SURFACE WIND (KNOTS) <u>15 - 20</u>				5. SURFACE AIR TEMPERATURE (° F.) <u>20</u>		

Section F—EQUIPMENT

1. PARACHUTE	
a. Size and type:	24 ft. <input type="checkbox"/> 28 ft. <input checked="" type="checkbox"/> Seat type <input type="checkbox"/> Back type <input checked="" type="checkbox"/> Other (Describe) <u>C-9</u>
b. Automatic opening device:	Available: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Used: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Failed: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
c. Type harness:	Quick release <input checked="" type="checkbox"/> Snap and V ring <input type="checkbox"/> d. Jettisonable canopy: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
e. Part Number (From Log) <u>12171</u>	Date of last repack <u>23 Jan 58</u> Date of last inspection <u>29 Jan 58</u>
f. Indicate correct parachute designation (i. e., B8, S3, etc.) <u>C-9</u>	
g. Height of parachutist (inches) <u>70"</u>	Weight with equipment (lbs.) <u>200</u>

Section F—EQUIPMENT (Continued)

2. PROTECTIVE HELMET

Available: Yes ☒ No ☐ Used: Yes ☒ No ☐ Lost: Yes ☒ No ☐ When lost between ejection & landing
 Type: (e. g., PI, PIA, P, etc.) P-4 (thinks it was after chute opened)
 Visor attached: Yes ☒ No ☐ Visor up ☒ Visor down ☐ Oxygen mask fastened: Yes ☒ No ☐
 Was helmet fitted by qualified personnel (Explain in Section H): Yes ☒ No ☐

3. EMERGENCY BAILOUT Oxygen available: Yes ☒ No ☐ Used: Yes ☐ No ☒ Failed: Yes ☐ No ☒ Recharged (Date) 20 Jan 48

4. DINGHY Available: Yes ☒ No ☐ Used: Yes ☒ No ☐ Failed: Yes ☐ No ☐ Type C-2A

5. ANTI-EXPOSURE SUIT Available: Yes ☐ No ☒ Used: Yes ☐ No ☐ Failed: Yes ☐ No ☐ Type

6. MAE WEST Available: Yes ☒ No ☐ Used: Yes ☐ No ☒ Failed: Yes ☐ No ☐
 At what point inflated? Difficulty in inflating: Yes ☐ No ☐

7. SURVIVAL KITS Available: Yes ☒ No ☐ Used: Yes ☒ No ☐ Adequate (Explain in Section H): Yes ☒ No ☐ Type MC-1

8. FOOTGEAR Low quarter oxfords ☐ Shoes ☐ Boots ☒ Flying boots ☐ Other (Describe)

9. OTHER

List items of special or personal equipment used. Hunting knife and flash light.
 List all items lost during bailout. Hunting knife and flash light.

10. WERE UR'S SUBMITTED? Yes ☐ No ☒ If "Yes," list items

Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain in Section H) Yes ☒ No ☐

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain in Section H) Yes ☒ No ☐

3. PREVIOUS PARACHUTE TRAINING: Lectures ☒ Ground Training (Harness rigs, tumbling, etc.) ☒ None ☐ Number of previous jumps

4. PREVIOUS EJECTION SEAT TRAINING: Lectures ☒ Practice ejections ☒ Number of previous ejections 0 None ☒

Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

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

Remarks: Subject officer landed on ground, but used Dinghy from MC-1 kit for cover to keep warm.

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.

- [REDACTED]
- At present, the pilot is in the hospital for treatment of injuries received in the crash. Therefore, more complete narrative not obtained as yet.

~~SPECIAL HANDLING REQUIRED~~
IN ACCORDANCE WITH FAR 49 & 52 AFR 62-14

PARACHUTIST
STEWART, Clarence A.
1st Lt., USAF

ACCIDENT INVESTIGATING OFFICER

MEDICAL OFFICER

David Marshall
DAVID MARSHALL, Capt, USAF (MC) AYE

Signature: Name and grade.

INDIVIDUAL FLIGHT RECORD (PILOT)										1. MONTH AND YEAR NO. INDICATED 1958..		114					
3. AF ORC SYMBOL 2AF (SAC)		4. WING, GROUP, AND SQUADRON OR UNIT 19TH BOMBGR, 30TH BOMBGR				7. DUTY AFSC 1245A		5. LAST NAME—FIRST NAME—MIDDLE NAME RICHARDSON, HOWARD (SM)									
6. BASE AND LOCATION Homestead AFB, Florida		8. ORIGINAL RATING AND DATE Plt, 30 Aug 43		9. PRESENT RATING AND DATE Sr/Plt 23 Jan 56		10. <input type="checkbox"/> WHITE <input checked="" type="checkbox"/> GREEN <input type="checkbox"/> NO INST. CERT. DATE OF EXPIRATION 6 September 58		11. DATE OF BIRTH (Day, month, year) 6 September 1921		12. SERVICE NO. 14345A		13. GRADE AND COMPONENT Major, RegAF					
14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy) EVERETT J. ROBINSON, CAPTAIN, USAF										15. SIGNATURE (On original and duplicate copies) <i>Everett J. Robinson</i>							
SECTION I																	
CLASSIFICATION OF FIRST PILOT FLYING TIME																	
CLASSIFICATION OF COPILOT FLYING TIME																	
DAY MONTH	AIRCRAFT TYPE MODEL SERIES	ALTH MISSION SYM	COMMAND AND/OR RADIO CONTROL PILOT TIME	NO. LAND- INGS	AIRCRAFT COMMANDER TIME	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	DAY	WEATHER INSTRUMENT	VFR	WEATHER INSTRUMENT	HOOD	COPILOT	DAY	WEATHER INSTRUMENT	VFR	WEATHER INSTRUMENT
JAN																	
6	B-47B	0		1			6:00		3:00	3:00			4:40	2:40		2:00	
22	B-47B	0		1			3:15		2:00	1:15			5:00			5:00	
22	B-47B	0		1			3:35	3:35									
28	B-47B	0		0			3:00	3:00					2:00	2:00			
30	B-47B	0		3			3:20	3:20					3:20	3:20			
FEB																	
4	B-47B	0		1			8:35	2:35		6:00							
16. TOTALS THIS SHEET																	
17. TOTALS BROUGHT FORWARD																	
18. TOTALS TO DATE																	

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY A	SINGLE ENGINE B	2 ENGINE C	MORE THAN 2 ENGINE D	SINGLE JET PROPULSION E	MULTIJET PROPULSION F	JET ROCKET G	ROCKET H	ROTARY WING TYPE I	GLIDER J	OTHER K	TOTAL L
19. COMMANDER RADIO CONTROL PILOT											
20. AIRCRAFT COMMANDER											
21. INSTRUCTOR PILOT											
22. TEST PILOT											
23. COPILOT											
24. TOTAL PILOT TIME											
25. SIGNATURE OF PILOT CERTIFICATION AND SIGNATURE								26. PILOT TIME: AF STUDENT			
								27. CIVILIAN (Over 100 Hrs.)			
								28. FOREIGN MILITARY			
								29. OTHER U.S. MILITARY			
								30. TOTAL			
								PILOT COMBAT TIME			
								31. AIRCRAFT COMMANDER			
								32. COMMAND PILOT			
								33. RADIO CONTROL PILOT			
								34. INSTRUCTOR PILOT			
35. FIRST PILOT											
36. COPILOT											
37. OTHER											
38. TOTAL											

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	RNG/GCA/ILS	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	A/C BREAKDOWN				TO	BTO	BL
					DAY	NITE	WX	WX			
6 Jan 58	WX	1-G/1-I			VFR	WX	VFR	WX	1-N		
20 Jan 58	C-11C		:35						1-N		
22 Jan 58	"pu"	1-G							1		
22 Jan 58	"pu"								3		
30 Jan 58	"pu"								1		
4 Feb 58	"pu"										
39. TOTALS THIS SHEET											
40. TOTALS BROUGHT FORWARD											
41. TOTALS TO DATE											

SECTION II—SUMMARY OF PILOT EXPERIENCE												
DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTIJET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	OTHER	TOTAL	
A	B	C	D	E	F	G	H	I	J	K	L	
19. COMMANDER RADIO CONTROL PILOT												
20. AIRCRAFT COMMANDER												
21. INSTRUCTOR PILOT												
22. FIRST PILOT												
23. COMLOT												
24. TOTAL BOMB PILOT TIME												
25. REMARKS, FEET, CERTIFICATION AND SIGNATURE								26. PILOT TIME: AF STUDENT				
								27. CIVILIAN (Over 100 hp.)				
								28. FOREIGN MILITARY				
								29. OTHER U. S. MILITARY				
								30. TOTAL				
								PILOT COMBAT TIME				
								31. AIRCRAFT COMMANDER				
								32. COMMAND PILOT				
								33. RADIO CONTROL PILOT				
								34. INSTRUCTOR PILOT				
35. FIRST PILOT												
36. COMLOT												
37. OTHER												
38. TOTAL												
SECTION III—MISCELLANEOUS ENTRIES												
DATE	TYPE	REQ/CCA/ILS	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	DAY	A/C BREAKDOWN	NITE	TO	BTO	BL		
AN	B	C	D	E	VFR WY	VFR	WY	J	K	L		
1 Nov 57	WPA	1-OR/1-G						1				
1 Nov 57								1-N				
29 Nov 57								1				
14 Dec 57									5		5	
39. TOTALS THIS SHEET												
40. TOTALS BROUGHT FORWARD		SHEET NO.										
41. TOTALS TO DATE												

INDIVIDUAL FLIGHT RECORD (PILOT)										1. MONTH AND YEAR		2. SHEET NO	
3. AT COMMAND		4. WING, GROUP, AND SQUADRON OR UNIT				7. DUTY AFSC		5. LAST NAME—FIRST NAME—MIDDLE NAME					
2AF (SAC)		19TH BOMB GR, 30TH BOMB GR				1245A		RICHARDSON, HOWARD (NMI)					
6. BASE AND LOCATION		9. PRESENT RATING AND DATE		10. <input type="checkbox"/> WHITE <input checked="" type="checkbox"/> GREEN <input type="checkbox"/> NO INST. CERT.		11. DATE OF BIRTH (Day, month, year)		12. SERVICE NO.		13. GRADE AND COMPONENT			
Dunwoody AFB, Florida		Sr/Plt 23 Jan 56		DATE OF EXPIRATION 6 Sep 58		6 September 1921		21345A		Major AFRes			
14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy)													
EVERETT J. ROBINSON, CAPTAIN, USAF													
SECTION I													
CLASSIFICATION OF FIRST PILOT FLYING TIME													
DAY OF MONTH	AIRCRAFT TYPE AND SERIES	AUTH. MISSION SYM	COMMAND AND/OR RADIO CONTROL PILOT TIME	NO. LANDINGS	AIRCRAFT COMMANDER TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME							
						INSTRUCTOR PILOT TIME	FIRST PILOT TIME	VFR	WEATHER INSTRUMENT	VFR	WEATHER INSTRUMENT	HOOD	COPILOT
						G	H	I	J	K	L	M	N
30. B-47B 0 2 5:50 5:50													
OCTOBER													
2	B-47B	0		1			3:20			3:20			2:00
10	B-47B	0		1			8:00		2:00	6:00			4:00
13	B-47B	0		1			2:00		1:00	1:00			1:45
16	B-47B	0		1			2:00			2:00			1:50
16	B-47B	0		1			6:35			6:35			4:00
21	B-47B	0		1			2:30			2:30			1:30
23	B-47B	0		0			5:45		5:45				
28	B-47B	0		1			1:50		1:50				
29	B-47B	0		0			4:00		2:00			2:00	2:00
31	B-47B	0		1			5:20		1:20			4:00	2:00
NOVEMBER													
1	B-47B	0		1			4:00			4:00			3:00
8	B-47B	0		0			4:00		1:00	3:00			3:00
13	B-47B	0		0			5:05			5:05			
DECEMBER													
6	B-47B	0		0			3:00		3:00			2:10	2:10
10	B-47B	0		0			4:15		4:15			3:00	2:00
14	B-47B	0		5			6:10		6:10				1:00
TOTALS THIS SHEET													
				16		24:40	49:00	25:20	3:00	43:20		2:00	30:20
TOTALS BROUGHT FORWARD													
				112		306	8:00	87:55	1705:55	1163:20	96:55	308:35	7:00
TOTALS TO DATE													
				322		1121:35	1754:55	1188:40	99:55	351:55	7:00	210:00	861:05

SECTION II - SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTIJET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	OTHER	TOTAL
A	B	C	D	E	F	G	H	I	J	K	L
1. COMMANDER OF RADIO CONTROL PILOT											
2. REMAINING COMMANDER					8:00						8:00
3. FIRST PILOT	1:00		4:00		107:35						112:35
4. SECOND PILOT	16:00	479:45	708:00		551:10						1754:55
5. COPILOT		409:40	115:00		336:25						861:05
6. TOTAL USAF PILOT TIME	17:00	889:25	827:00		1003:10						2736:35
AFR 60-2 complied with.								26. PILOT TIME: AF STUDENT			276:00
								27. CIVILIAN (Over 400 hp.)			
								28. FOREIGN MILITARY			
								29. OTHER U. S. MILITARY			
								30. TOTAL			3012:35
								PILOT COMBAT TIME			
								31. AIRCRAFT COMMANDER			
								32. COMMAND PILOT			
								33. RADIO CONTROL PILOT			
								34. INSTRUCTOR PILOT			
								35. FIRST PILOT			254:00
								36. COPILOT			17:00
								37. OTHER			
								38. TOTAL			270:00

SECTION III - MISCELLANEOUS ENTRIES

DATE	TYPE	RNG/ GCA/ILS	INSTRUMENT TRAINERS	FLIGHT-SIMULATOR	A/C BREAKDOWN			TO	BTO	BL	
					DAY	NITE					
					VFR	WX	VFR	WX			
30 Sep 57									2-N	2-N	
2 Oct 57	11-N	1-OR							1-N		
10 Oct 57	WX	1-G							1-N		
13 Oct 57	WX	1-G							1-N		
16 Oct 57	11-N	1-OR/-2-G							1-N		
16 Oct 57	11-N	1-OR/1-G							1-N		
21 Oct 57	11-N	1-OR/1-G							1		
28 Oct 57	11-N	1-OR							1		
31 Oct 57	11-N	1-OR/1-G							1		
39. TOTALS THIS SHEET		15							11	7	
40. TOTALS BROUGHT FORWARD		112	158	140:30	51:00	8:00	0	0	0	115	23
41. TOTALS TO DATE		173	140:30	51:00	8:00	0	0	0	126	30	

INDIVIDUAL FLIGHT RECORD (PILOT)

1. MONTH AND YEAR AS INDICATED 1958		2. DUTY AFSC 123AB	
3. LAST NAME—FIRST NAME—MIDDLE NAME LIGERSTROM, ROBERT J.		4. WING, GROUP AND SQUADRON OR UNIT 19TH BOMB, 30TH BOMB	
5. DATE OF BIRTH (Day, month, year) Feb. 1933		6. GRADE AND COMMAND 1/1t AFReg	
7. SERVICE NO. AO 3029465		8. SIGNATURE (On grade and command only) <i>Robert J. Ligerstrom</i>	
9. DATE OF EXPIRATION Feb 58		10. NO INST. CERT. <input type="checkbox"/> GREEN <input type="checkbox"/> WHITE	
11. DATE OF BIRTH (Day, month, year) Feb 1933		12. SERVICE NO. AO 3029465	
13. GRADE AND COMMAND 1/1t AFReg		14. SIGNATURE (On grade and command only) <i>Robert J. Ligerstrom</i>	

SECTION I

CLASSIFICATION OF FIRST PILOT FLYING TIME				CLASSIFICATION OF COPILOT FLYING TIME			
DAY	NIGHT	WEATHER INSTRUMENT	WEATHER INSTRUMENT	DAY	NIGHT	WEATHER INSTRUMENT	WEATHER INSTRUMENT
INSTRUCTOR PILOT TIME	PILOT TIME	WEATHER INSTRUMENT	WEATHER INSTRUMENT	COPILOT	WEATHER INSTRUMENT	WEATHER INSTRUMENT	WEATHER INSTRUMENT
1. 4:40	2:40	3:00	1:00	6:00	3:00	3:00	1:00
2. 5:00	5:00	3:15	1:15	3:15	2:00	2:00	1:15
3. 2:00	2:00	3:35		3:35	3:35		
4. 3:20	3:20	3:00		3:00	3:00		
5. 3:20	3:20	3:20		3:20	3:20		
6. 8:35	8:35	8:35		8:35	8:35		
7. 0	0	0		0	0		
8. 0	0	0		0	0		
9. 0	0	0		0	0		
10. 0	0	0		0	0		
11. 0	0	0		0	0		
12. 0	0	0		0	0		
13. 0	0	0		0	0		
14. 0	0	0		0	0		
15. 0	0	0		0	0		
16. 0	0	0		0	0		
17. 0	0	0		0	0		
18. 0	0	0		0	0		
19. 0	0	0		0	0		
20. 0	0	0		0	0		
21. 0	0	0		0	0		
22. 0	0	0		0	0		
23. 0	0	0		0	0		
24. 0	0	0		0	0		
25. 0	0	0		0	0		
26. 0	0	0		0	0		
27. 0	0	0		0	0		
28. 0	0	0		0	0		
29. 0	0	0		0	0		
30. 0	0	0		0	0		
31. 0	0	0		0	0		
32. 0	0	0		0	0		
33. 0	0	0		0	0		
34. 0	0	0		0	0		
35. 0	0	0		0	0		
36. 0	0	0		0	0		
37. 0	0	0		0	0		
38. 0	0	0		0	0		
39. 0	0	0		0	0		
40. 0	0	0		0	0		
41. 0	0	0		0	0		
42. 0	0	0		0	0		
43. 0	0	0		0	0		
44. 0	0	0		0	0		
45. 0	0	0		0	0		
46. 0	0	0		0	0		
47. 0	0	0		0	0		
48. 0	0	0		0	0		
49. 0	0	0		0	0		
50. 0	0	0		0	0		
51. 0	0	0		0	0		
52. 0	0	0		0	0		
53. 0	0	0		0	0		
54. 0	0	0		0	0		
55. 0	0	0		0	0		
56. 0	0	0		0	0		
57. 0	0	0		0	0		
58. 0	0	0		0	0		
59. 0	0	0		0	0		
60. 0	0	0		0	0		
61. 0	0	0		0	0		
62. 0	0	0		0	0		
63. 0	0	0		0	0		
64. 0	0	0		0	0		
65. 0	0	0		0	0		
66. 0	0	0		0	0		
67. 0	0	0		0	0		
68. 0	0	0		0	0		
69. 0	0	0		0	0		
70. 0	0	0		0	0		
71. 0	0	0		0	0		
72. 0	0	0		0	0		
73. 0	0	0		0	0		
74. 0	0	0		0	0		
75. 0	0	0		0	0		
76. 0	0	0		0	0		
77. 0	0	0		0	0		
78. 0	0	0		0	0		
79. 0	0	0		0	0		
80. 0	0	0		0	0		
81. 0	0	0		0	0		
82. 0	0	0		0	0		
83. 0	0	0		0	0		
84. 0	0	0		0	0		
85. 0	0	0		0	0		
86. 0	0	0		0	0		
87. 0	0	0		0	0		
88. 0	0	0		0	0		
89. 0	0	0		0	0		
90. 0	0	0		0	0		
91. 0	0	0		0	0		
92. 0	0	0		0	0		
93. 0	0	0		0	0		
94. 0	0	0		0	0		
95. 0	0	0		0	0		
96. 0	0	0		0	0		
97. 0	0	0		0	0		
98. 0	0	0		0	0		
99. 0	0	0		0	0		
100. 0	0	0		0	0		

15. TOTALS THIS SENTRY		16. TOTALS TO DATE	
17. TOTALS TO DATE	18. TOTALS TO DATE	19. TOTALS TO DATE	20. TOTALS TO DATE
21. TOTALS TO DATE	22. TOTALS TO DATE	23. TOTALS TO DATE	24. TOTALS TO DATE
25. TOTALS TO DATE	26. TOTALS TO DATE	27. TOTALS TO DATE	28. TOTALS TO DATE
29. TOTALS TO DATE	30. TOTALS TO DATE	31. TOTALS TO DATE	32. TOTALS TO DATE
33. TOTALS TO DATE	34. TOTALS TO DATE	35. TOTALS TO DATE	36. TOTALS TO DATE
37. TOTALS TO DATE	38. TOTALS TO DATE	39. TOTALS TO DATE	40. TOTALS TO DATE
41. TOTALS TO DATE	42. TOTALS TO DATE	43. TOTALS TO DATE	44. TOTALS TO DATE
45. TOTALS TO DATE	46. TOTALS TO DATE	47. TOTALS TO DATE	48. TOTALS TO DATE
49. TOTALS TO DATE	50. TOTALS TO DATE	51. TOTALS TO DATE	52. TOTALS TO DATE
53. TOTALS TO DATE	54. TOTALS TO DATE	55. TOTALS TO DATE	56. TOTALS TO DATE
57. TOTALS TO DATE	58. TOTALS TO DATE	59. TOTALS TO DATE	60. TOTALS TO DATE
61. TOTALS TO DATE	62. TOTALS TO DATE	63. TOTALS TO DATE	64. TOTALS TO DATE
65. TOTALS TO DATE	66. TOTALS TO DATE	67. TOTALS TO DATE	68. TOTALS TO DATE
69. TOTALS TO DATE	70. TOTALS TO DATE	71. TOTALS TO DATE	72. TOTALS TO DATE
73. TOTALS TO DATE	74. TOTALS TO DATE	75. TOTALS TO DATE	76. TOTALS TO DATE
77. TOTALS TO DATE	78. TOTALS TO DATE	79. TOTALS TO DATE	80. TOTALS TO DATE
81. TOTALS TO DATE	82. TOTALS TO DATE	83. TOTALS TO DATE	84. TOTALS TO DATE
85. TOTALS TO DATE	86. TOTALS TO DATE	87. TOTALS TO DATE	88. TOTALS TO DATE
89. TOTALS TO DATE	90. TOTALS TO DATE	91. TOTALS TO DATE	92. TOTALS TO DATE
93. TOTALS TO DATE	94. TOTALS TO DATE	95. TOTALS TO DATE	96. TOTALS TO DATE
97. TOTALS TO DATE	98. TOTALS TO DATE	99. TOTALS TO DATE	100. TOTALS TO DATE

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTIJET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	OTHER	TOTAL
A	B	C	D	E	F	G	H	I	J	K	L
19. CHIEF AND/OR RADIO CONTROL PILOT											
20. AIRCRAFT COMMANDER											
21. INSTRUCTOR PILOT											
22. FIRST PILOT					02:40						02:40
23. COPILOT					148:35						148:35
24. TOTAL USAF PILOT TIME					241:15						241:15

25. REMARKS, PILOT CERTIFICATION AND SIGNATURE

AFR 60-2 complied with.

26. PILOT TIME: AF STUDENT	269:10
27. CIVILIAN (Over 100 h.p.)	
28. FOREIGN MILITARY	
29. OTHER U.S. MILITARY	
30. TOTAL	510:25
PILOT COMBAT TIME	
31. AIRCRAFT COMMANDER	
32. COMMAND PILOT	
33. RADIO CONTROL PILOT	
34. INSTRUCTOR PILOT	
35. FIRST PILOT	
36. COPILOT	
37. OTHER	
38. TOTAL	0

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	GCA	INSTRUMENT TRAINERS	FLIGHT SIMULATOR					TO	BTO	BL
A	B	C	D	E	F	G	H	I	J	K	L
28 Oct 57										1	
4 Nov 57	NON	1-OR/1-G									1
14 Nov 57	C-119	1-OR	2:00								
15 Nov 57	C-119	1-G	2:00								
25 Nov 57	C-124	1-G	2:00								
6 Dec 57	H	1-OR/1-G								3	3
10 Dec	H	1-G/1-OR								1	1
39. TOTALS THIS SHEET		9	6:00							5	5
40. TOTALS BROUGHT FORWARD	SHEET NO. 7	14	0	34:00						9	11
41. TOTALS TO DATE		23	6:00	34:00						14	16

INDIVIDUAL FLIGHT RECORD (PILOT)

STEWART, LARRY

Continued Sheet #15

SECTION I

5	FB6L	0	1		1:00		1:00
6	T33A	0	1	2:20	1:00		1:00
7	T33A	0	1	1:30	1:00		1:00
15	FB6L	0	1		1:50	1:50	
18	T33A	Xc	2		1:15	1:15	
23	FB6L	0	1		1:00	1:45	
26	FB6L	0	3		2:00	1:10	1:40
26	T33A	0	1	1:40	1:20	2:00	
27	FB6L	0	2		2:10	1:00	1:00
27	T33A	0	1	2:20		2:20	
27	FB6L	0	1		1:00		1:00
2	FB6L	0	2		1:00	1:00	
3	FB6L	0	1		1:00	1:00	
4	FB6L	0	2		1:00	1:00	
5	FB6L	0	1		1:00	1:00	
6	T33A	Xc	3	1:20		1:00	1:00
6	FB6L	0	3		1:00	1:45	1:00
7	T33A	Xc	2	1:00		1:00	
10	FB6L	0	3		1:45	1:00	1:00
11	FB6L	0	1		1:10	1:50	
12	FB6L	0	1		1:00	1:00	

SEE ALSO THIS SHEET

TOTALS
BACCHINI
FORWARD

TOTALS TO DATE

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE HELI PROPULSION	MULTIPLE HELI PROPULSION	HELICOPTER	ROCKET	OTHER	OTHER	OTHER	OTHER	OTHER	OTHER
A	B	C	D	E	F	G	H	I	J	K	L	M	N
19. FORMER AND/OR RADIO CONTROL PILOT													
20. AIRCRAFT COMMANDER													
21. INSTRUCTOR PILOT													
22. FIRST PILOT													
23. COPILOT													
24. TOTAL USAF PILOT TIME													

25. REMARKS, PILOT CERTIFICATION AND SIGNATURE

8 Nov 57 - Pilot physically disqualified.
15 Nov 57 - Suspension removed.

APR 60-2 Requirements accomplished this period:

	TOTAL	NIGHT	H&WX
Pilot	188:05	50:50	27:40
Co - Pilot			
Total	188:05	50:50	27:40

26. PILOT TIME AF STUDENT
27. CIVILIAN (Over 18)
28. FOREIGN MILITARY
29. OTHER U.S. MILITARY
30. TOTAL

PILOT COMBAT TIME
31. AIRCRAFT COMMANDER
32. COMMAND PILOT
33. RADIO CONTROL PILOT
34. INSTRUCTOR PILOT
35. FIRST PILOT
36. COPILOT
37. OTHER
38. TOTAL

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	GC	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	ILAS	OTHER	OTHER	OTHER	OTHER	OTHER	OTHER	OTHER	OTHER
A	B	C	D	E	F	G	H	I	J	K	L	M	N
15 Nov	MB23C			2:00									
23	H				1								
6 Dec	MB23C			2:00	2								
39. TOTALS THIS SHEET													
40. TOTALS BROUGHT FORWARD													
41. TOTALS TO DATE													

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	1 ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTI JET PROPULSION	JET POCKET	PLANE	OTHER
A	B	C	D	E	F	G	H	I
1. AS A PILOT, BASED ON THE FOLLOWING:								
2. AS A PILOT, BASED ON THE FOLLOWING:								
3. AS A PILOT, BASED ON THE FOLLOWING:								
4. AS A PILOT, BASED ON THE FOLLOWING:								
5. TOTAL USAF PILOT TIME				32:20	423:10			32:20 423:10 5:35
6. REMARKS: PILOT CERTIFICATION AND SIGNATURE				461:05				461:05
18 Oct 57 - Pilot Assesed AF Form 8 (White) IAW AFR 60-4, Gover, P. W. 1/LT, FLT. EXAM.								249:00
18 Oct 57 - Flight Proficiency Check IAW AFR 60-2, Gover, P. W. 1/LT, GHK. PILOT.								
DATE								
In accordance with AFR 60-25, I certify that I have examined my Individual Flight Records file, and have found it to be up to date and accurate to the best of my knowledge.								
								26. PILOT TIME AT STATION
								27. CIVILIAN (OTHER THAN 20 AD)
								28. FOREIGN MILITARY
								29. OTHER U. S. MILITARY
								30. TOTAL
								PILOT COMBAT TIME
								31. AIRCRAFT COMMANDER
								32. COMMAND PILOT
								33. RADIO CONTROL PILOT
								34. INSTRUCTOR PILOT
								35. FIRST PILOT
								36. COPILOT
								37. OTHER
								38. TOTAL

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	GCA	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	ILAS	FTR	F86D	F86L
A	B	C	D	E	F	G	H	I
2 Oct	MB23C	1		2:00				
4	W				1			
18	H	1			1			
22	H				1			
TOTALS THIS SHEET								
		2		6:00	6	47:30		47:30
TOTALS BROUGHT FORWARD								
SHEET NO. 14		40	18:00	40:05	39	219:45	139:20	80:25
TOTALS TO DATE								
		42	18:00	46:05	45	267:15	139:20	127:55

INDIVIDUAL FLIGHT RECORD (PILOT)

OCT. 1964, NO. 100, AND 101

STEWART, CLARENCE ARVILLE

Continued Sheet #15

SECTION I

DAY OF MONTH	AIRCRAFT TYPE MODEL SERIAL	AUTH- ORITY SYMBOL	COMMAND AND/OR FACTOR CONTROL PILOT TIME	NO. AND COMMAND TIME	DATE OF FLIGHT	PILOT TIME	WEATHER NOTED	WEIGHT NOTED	DAY	TIME
A	B	C	D	E	F	G	H	I	J	K
13	F86L	0	3			3:35	20			3:15
15	F86L	0	1			1:00				1:00
30	F86L	0	1			1:00	1:00			
16. TOTALS THIS SHEET										
17. TOTALS BROUGHT FORWARD		18. TOTALS TO DATE								

INDIVIDUAL FLIGHT RECORD

1. MAJOR COMMAND		444th Fighter Interceptor Squadron (ADC)		5. GRADE		1. LT. COL.	
2. LOCATION		Charleston AFB, S. C.		11240			
3. ORIGINAL RATING AND DATE		4. PRESENT RATING AND DATE		17 Oct 58		17 Oct 54	
Plt 13 Jun 56		Same				AL 3744 762	
12. TYPE, NAME AND GRADE OF AIRCRAFT OPERATED AND OFFICIAL IN CHARGE							
ALBERT R. HUNTER JR. CAPTAIN, USAF							
SECTION I							
DAY OF MONTH	TYPE OF FLIGHT	ALTITUDE IN FEET	COMMAND AND/OR RADIO CONTROL FLIGHT TIME	NO. LANDINGS	COMBINED FLIGHT TIME	FLIGHT TIME	FLIGHT TIME
A	B	C	D	E	F	G	H
2	F86L	0		2			2:30
3	F86L	0		2			1:55
6	F86L	0		1			1:10
6	T33A	0		0			:30
7	F86L	0		1			1:05
8	F86L	0		2			2:15
9	F86L	0		1			1:05
10	F86L	0		1			1:10
15	F86L	0		1		1:25	1:25
17	F86L	0		1		1:05	1:05
18	T33A	0		1		3:05	:45
18	F86L	0		1		1:10	1:10
20	F86L	0		3		3:45	1:55
21	F86L	0		1		1:00	:30
22	F86L	0		2		2:10	2:10
24	F86L	0		1		1:00	:30
27	F86L	0		2		1:55	1:20
28	F86L	0		2		2:25	2:25
30	T33A	0		1		:15	:15
31	F86L	0		2		2:15	2:15
TOTALS THIS SHEET				33		40:40	21:40
TOTALS BROUGHT FORWARD				15	283	32:20	423:10
TOTALS TO DATE				316	32:20	463:50	286:30

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTIJET PROPULSION	JET ROCKET	ROCKET	ROTARY WING TYPE	GLIDER	OTHER	TOTAL	
A	B	C	D	E	F	G	H	I	J	K	L	
19. COMMAND OR RADIO CEN PILOT												
20. AIRCRAFT COMMANDER												
21. INSTRUCTOR PILOT				32:20							32:20	
22. FIRST PILOT				463:50							463:50	
23. COPILOT				5:50							5:50	
24. TOTAL USAF PILOT TIME				502:00							502:00	
25. REMARKS, PILOT CERTIFICATION AND SIGNATURE											26. PILOT TIME: AF STUDENT	249:00
6 Jan 58 - Pilot re-checked in T33A type a/c. Green, K. K. Capt., 1st Lt.											27. CIVILIAN (Other than AF)	
5 Feb 58 - Major Accident F-86L, 35,000 feet, vicinity of Salvania, Georgia. Parachuted Safely.											28. FOREIGN MILITARY	
Physiological Training Expires 13 February 1959.											29. OTHER U.S. MILITARY	
5 Feb 58 - Pilot physically disqualified.											30. TOTAL	751:00
											PILOT COMBAT TIME	
											31. AIRCRAFT COMMANDER	
											32. COMMAND PILOT	
											33. RADIO CONTROL PILOT	
											34. INSTRUCTOR PILOT	
											35. FIRST PILOT	
											36. COPILOT	
											37. OTHER	
											38. TOTAL	

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	GCA	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	ILAS	FTR	F86D	F86L
A	B	C	D	E	F	G	H	I
7	N				1			
8	N	1						
9	MB23C			2:00				
18	H				1			
20	Wx				2			
27	H	2						
29. TOTALS THIS SHEET								
		3		2:00	4	34:40		34:40
30. TOTALS BROUGHT FORWARD								
14		42	18:00	46:05	45	267:15	139:20	127:55
31. TOTALS TO DATE								
		45	18:00	48:05	49	301:55	139:20	162:35

JANUARY 1961

STEWART, LARRY L. AVAILABLE

Continued Sheet 16

SECTION I

February

7983

Q

2

1:50

1:50

733A

a

•

2:10

2:10

1984

Q

3

3:30

2.2

9.11.20

WE TOTALS THIS SHEET

NO.	DESCRIPTION	AMOUNT	DATE
1	TOTAL BROUGHT FORWARD	100.00	

18. HOW ARE YOU GETTING ON?

FORM 5. Position (Name of the force) to which

22 pages of statements withheld.

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

SPECIAL ORDERS }
NUMBER 76 }

E X T R A C T

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 President 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) Pilot 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 E MADISON	10153A	Deputy Dir of Material	Hq 2nd BombWg Trc
COL	GERALD A LONG	19140A	Flt Surgeon	2nd TAC Hosp
LT COL	ELMER H HANSEN JR	7729A	Sq Commander	49th BomRon
MAJ	ALEXANDER I OFFERT	10788A	Dir of Safety	Hq 308th BomWg
MAJ	AUGUSTINE W AYERS	11495A	Dir of Safety	Hq 804th ABGru
MAJ	WILLIAM C BRAMAN	22820A	Dir of Safety	Hq 2nd BombWg
MAJ	JOSEPH HERNANDEZ	13855A	Sq Commander	2nd Fld Maint Sq
CAPT	WILFORD I TEEL	23691A	Aircraft Commander	2nd AREFS
CAPT	DONALD F KNEALE	40851378	Flt Line Maint Officer	20th BomRon
CAPT	GLEN F RANSOM	40735449	Sq Adjutant	2nd A&E Maint Sq
				Rec
MAJ	ROY W CAMBLIN JR	15685A	444th Ftr Intep Sq, Charleston AFB, S.C.	
CAPT	ALBERT R HUNTER JR	40826663	444th Ftr Intep Sq, Charleston AFB, S.C.	
CAPT	EDWARD L SCOTT	17801A	Hq 35th ADiv (D) Dobbins AFB, G.	

* * * * *

FOR THE COMMANDER:

/s/t/ HARRY K RODGERS
Maj., USAF
Adjutant

A CERTIFIED TRUE COPY

GLEN F. RANSOM
Captain, USAF
Recorder

~~SPECIAL HANDLING REQUIRED~~
IN ACCORDANCE WITH PAR 49 & 57 AFR 62-14

186 pages of board proceedings withheld.

ADC 55-28

ADC REGULATION
55-28

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

EXTRACT

OPERATIONS

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

1. Purpose. To outline 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 reservicing fighter-interceptor aircraft at appropriate reservicing 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 which are within the normal capabilities of the recovery base concerned. However, this does not preclude pre-positioning certain items deemed appropriate to facilitate reservicing at recovery bases. Such items will be supplied from current assets and authorizations of the command directing the recovery and reservicing operation. War Reserve Material assets will not be moved from authorized base locations unless approved by this headquarters.

* * * *

4. Waiver of Requirements.

a. The pilot of an interceptor aircraft is not required to obtain a flight clearance, DD Form 175, when scrambled from an airfield having 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 of ADC AC&W system, and
 - (b) All interceptor aircraft involved have operational communications and navigational equipment, and
 - (c) Pilot makes necessary contact with the command 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

~~SPECIAL HANDLING REQUIRED~~

*This regulation is in effect 28 March 1964, as amended. (ADC-6841-7)
*This regulation is in effect 28 March 1964, as amended. (ADC-6841-7)

ADC REGULATION
55228

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

EXTRACT

OPERATIONS

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

1. Purpose. To outline procedures for expediting air traffic control clearances, 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 reservicing fighter-interceptor aircraft at appropriate reservicing 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 which are within the normal capabilities of the recovery base concerned. However, this does not preclude pre-positioning certain items deemed appropriate to facilitate reservicing at recovery bases. Such items will be supplied from current assets and authorizations of the command directing the recovery and reservicing operation. War Reserve Material assets will not be moved from authorized base locations unless approved by this headquarters.

* * * * *

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 Force or Naval activity, provided:

- (1) 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 AG&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

~~SPECIAL HANDLING REQUIRED~~

~~*This regulation is in accordance with AFR 55-22, 3 March 1954, as amended. (ADC-6841-7)~~
~~AFR 49 & 52 AFR 62-14~~

ADCR 55-28

(a) Except for VFR local flights, an operational agreement has been accomplished between the fighter-interceptor squadron, the AC&W squadron, the Air Route Traffic Control Center, alternate recovery base(s), and other interested agencies.

b. Interceptor aircraft 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 4a.
- (2) Air defense requirements at home base demand return of interceptor(s) aircraft without delay.

*

*

*

*

*

FOR THE COMMANDER:

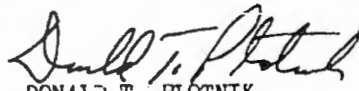
DISTRIBUTION:
A

2

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

(ADC-6841-7)

THIS IS A CERTIFIED TRUE EXTRACT COPY:


DONALD T. PLOTNIK
Captain, USAF
A01909520
Ass't Operations Officer

~~SPECIAL HANDLING REQUIRED~~
IN ACCORDANCE WITH FAR 49 & 52 AFR 62-14

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

A. OPERATIONS OFFICE

Homestead Air Force Base, FL

B. OCCUPANTS

(State whether crew or passenger. List additional passengers on separate sheet and attach)

DUTY	NAME AND INITIALS	GRADE	SERVICE NO.	ORGANIZATION
PILOT IN COMMAND	RICHARDSON H	MAJOR	14345A	30th TFW
	LAGERSTROM R.J.	1st LT	14346S	30th TFW
	NAV WINTERS R.R.	Capt	14349S	30th TFW
	WINTER R.R.	1st LT	14349S	30th TFW

C.

Flight Plan

FLIGHT PLAN

RADIO CALL SIGN: IVORY #2

AIRCRAFT TYPE

3-47B

POINT OF DEPARTURE

Homestead AFB, FL

BASE NAME OF DESTINATION

Homestead AFB, FL

ROUTE TO BE FLOWN

IFR	VFR	ALTITUDE	ROUTE	TO
			See Mission	
			SOUTHERN	
			IVORY (011) #2	

MILEAGE

52.0

NAUT.

16.1

EST. TIME

4:25

ATE

ALTERNATE

N/A

EST. TO ALTERNATE

TRANS. FREQ.

111.0

WAVELENGTH

2.75

PILOT'S LAST NAME

RICHARDSON

FUEL ON BOARD

1.3

MIN.

INSTRUMENT RATING

NAVY

AIR FORCE

ARMY

SPECIAL PILOT

PILOT RATING

PILOT RATING

STANDARD PILOT

INST. RATING

INST. RATING

LAST INSTRUMENT

DATE

DATE

DATE

CONFIRMED BY

FILED AT

DATE

DATE

HIGHEST RANK ON BOARD

MAJOR

REMARKS

To Dist

1900

TRIM

Zero

CA

-250

Temp

60 F

WX 15/154

Signature of Pilot

D.

CONTINUATION

ALTERNATE

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

TIME OF DAY

WEATHER

TEMP

WIND

WIND

WIND

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E.

FLIGHT CLEARANCE AUTHORIZATION

FLIGHT CLEARANCE AUTHORIZATION

FLIGHT CLEARANCE AUTHORIZATION

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FLIGHT CLEARANCE AUTHORIZATION

DD

FORM

175

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

5 February 1958

35

One (1)

ru Three (3)

Donald T. Plotnik
DONALD T. PLOTNIK

Captain, USAF

Ass't Operations Officer

Donald T. Plotnik
DONALD T. PLOTNIK

Captain, USAF

Ass't Operations Officer

END PAGE

February 1, 55

AC3021441	F-26L	53-1031A	0
AC3021521	"	53-626A	0
AC3021852	"	52-10108A	0
		EJECTED MID-AIR	
		COLLISION.	
AC2212008	"	53-870A	0
AC3041007	"	53-4035A	0
AC2223413	"	53-720A	0
AC3027002	"	53-719A	0 (2)
AC2225915	"	53-717A	0
AC3023469	"	52-4232A	0
AC3023659	"	53-004A	0 (2)

Donald T. Fleinik

DONALD T. FLEINIK

Captain, USAF

Asst Operations Officer

Donald T. Fleinik

Captain, USAF

Asst Operations Officer

FORM 1-54

5 February 1958

35

5 February 1958

T-33A

Dobbins Air Force Base, Marietta, Georgia

Attendance at Flying Accident Conference

5 February

1958

L/COL SAM C. WILKERSON JR. 13652A

444TH FINGERTRON P/IN CMD

1/LT LAWRENCE D. GRAVES AC2225598

444TH FINGERTRON C/PLT

(2)

(2)

Donald T. Plotnik
DONALD T. PLOTNIK
Captain, USAF
Ass't Operations Officer

Donald T. Plotnik
DONALD T. PLOTNIK
Captain, USAF
Ass't Operations Officer

100-100000

35

5 February 1958

3. I am a member of the 5 February 1958
F-86L, serial 53-4035, from Charleston, S.C.
Dobbins Air Force Base, Marietta, Georgia.
I was present at the Flying Accident Conference.
1958

MAJOR CAMBLIN, ROY W. JR. 15686A 222TH FINGERTON PILOT

Donald T. Plotnik
DONALD T. PLOTNIK
Captain, USAF
Ass't Operations Officer

Donald T. Plotnik
DONALD T. PLOTNIK
Captain, USAF
Ass't Operations Officer

FLIGHT ORDER	INSTRUCTIONS: This form is to be completed in three copies at least 12 hours in advance of the flight. An asterisk will be used to indicate individual in command of aircraft.	FLIGHT ORDER NUMBER	UNIT	DATE			
The following named crew members, or as listed on attachment, will proceed on or about _____ in aircraft indicated below from _____ to _____ for the purpose of _____ and upon completion of flight will return to proper station on or about _____							
AIRCRAFT COMMANDER (Multi-Engine only)							
CREW POSITION	NAME (Last, First, Middle Initial)	GRADE	SERVICE NR.	ORGANIZATION	SCOTTY CLEARANCE	TYPE AIRCRAFT	AIRCRAFT SERIAL NUMBER
1. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
2. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
3. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
4. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
5. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
6. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
7. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
8. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
9. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
10. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
11. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
12. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
13. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
14. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
15. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
16. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
17. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
18. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
19. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
20. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
21. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
22. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
23. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
24. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
25. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
26. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
27. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
28. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
29. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
30. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
31. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
32. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
33. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
34. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
35. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
36. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
37. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
38. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
39. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
40. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
41. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
42. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
43. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13	B-17	2300
44. A/C	Smith, J. L.	Major	10775-5	30th Air Div	13</		

AIRCRAFT CALL SIGN	KPC 125	STATUS	1501 Feb	REMARKS
AIRCRAFT COMMANDER	Butts	COPIES	153	175
CREW NUMBER	L 93	533	NOTE	1501 Feb
SUBSTITUTION (NAME AND DATE)	None	None	1501 Feb	1751 Feb
SHIPPING TIME AND DATE	0400 4 Feb	0500 4 Feb	1501 Feb	1751 Feb
TAKING OFF TIME AND DATE	0501 4 Feb	0700 4 Feb	1501 Feb	1751 Feb
TYPE TIME AND DATE	TJA	TJA	1501 Feb	1751 Feb
DURATION	9hrs	9hrs	1501 Feb	1751 Feb
FUEL LOAD	99,262	99,262	1501 Feb	1751 Feb
MISSION	Northern Belle	Northern Belle	1501 Feb	1751 Feb
	for ops order	for ops order	1501 Feb	1751 Feb

RESTRICTED (When filled in)

WEIGHT AND BALANCE CLEARANCE FORM F (USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)

FOR USE IN
AN 01-18-40

AIRPLANE		FROM	
SERIAL NUMBER		TO	
REF	ITEM	WEIGHT	INDEX OR MOM
1	BASIC AIRPLANE (From Chart C)	13726	
2	DIL (Gals)		
DISTRIBUTION OF LOAD			
NO.	WEIGHT	CARGO AND MISC.	
COMPLETION PLATE NUMBER (If used)			
Pertinent instructions to the pilot for shifting load and crew during take-off and landing should be noted above.			
CORRECTIONS (Ref. 11)			
CHART	ITEM	WEIGHT	INDEX OR MOM
CHANGES (+ or -)			
AMMUNITION			
COMPT. ROUNDS CALIBER			
5 OPERATING WEIGHT			
6 FORWARD			
AFT			
EXTERNAL ROCKETS			
7 BUILT IN (Gals)			
8 BAY (Gals)			
9 EXTERNAL (Gals)			
10 WATER INJ. FLUID (Gals)			
11 JATO OR RATO			
12 TAKE OFF CONDITION (Uncorrected)			
13 CORRECTIONS (If required)			
14 TAKE OFF CONDITION (Corrected)			
15 TAKE OFF C.G. IN % M.A.C.			
16 JATO OR RATO			
17 BOMBS			
18 AMMUNITION			
19 FUEL			
20 TOTAL WEIGHT REMOVED			
21 TOTAL WEIGHT ADDED			
22 NET DIFFERENCE (Ref. 11)			
LIMITS			
23 GROSS WT. TAKE OFF (16%) 2/ GROSS WT. LANDING (16%)			
24 PERMISSIBLE FROM TO (% M.A.C.)			
25 TAKE OFF FROM TO (% M.A.C.)			
26 LANDING FROM TO (% M.A.C.)			
27 PERMISSIBLE FROM TO (% M.A.C.)			
28 ESTIMATED LANDING CONDITION			
29 ESTIMATED LANDING C.G. IN % M.A.C.			
COMPUTED BY			
BY AIRCRAFT TECHNICIAN			
PILOT			

DD FORM 365F

RESTRICTED (When filled in)

USE REVERSE FOR TRANSPORT MISSIONS

~~FOR USE IN~~
~~T.O. 1-18-40~~
AN 01-18-40

AIRPLANE TYPE		FROM	HOME STATION
SPIRIT NO.		TO	PILOT
512347		THE WETERAN	PR 5000
REF	3	ITEM	WEIGHT
1. 1000 678		1. 1000 678	1. 1000 678
2. 1200 273		2. 1200 273	2. 1200 273
3. 1800 317		3. 1800 317	3. 1800 317
4. 6300 114		4. 6300 114	4. 6300 114
5. 7800 251		5. 7800 251	5. 7800 251
6. 9500 297		6. 9500 297	6. 9500 297
7. 9900 347		7. 9900 347	7. 9900 347
8. 1000 367		8. 1000 367	8. 1000 367
9. 1000 367		9. 1000 367	9. 1000 367
10. 1000 367		10. 1000 367	10. 1000 367
11. 1000 367		11. 1000 367	11. 1000 367
12. 1000 367		12. 1000 367	12. 1000 367
13. 1000 367		13. 1000 367	13. 1000 367
14. 1000 367		14. 1000 367	14. 1000 367
15. 1000 367		15. 1000 367	15. 1000 367
16. 1000 367		16. 1000 367	16. 1000 367
17. 1000 367		17. 1000 367	17. 1000 367
18. 1000 367		18. 1000 367	18. 1000 367
19. 1000 367		19. 1000 367	19. 1000 367
20. 1000 367		20. 1000 367	20. 1000 367
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23. 1000 367		23. 1000 367	23. 1000 367
24. 1000 367		24. 1000 367	24. 1000 367
25. 1000 367		25. 1000 367	25. 1000 367
26. 1000 367		26. 1000 367	26. 1000 367
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57. 1000 367		57. 1000 367	57. 1000 367
58. 1000 367		58. 1000 367	58. 1000 367
59. 1000 367		59. 1000 367	59. 1000 367
60. 1000 367		60. 1000 367	60. 1000 367
61. 1000 367		61. 1000 367	61. 1000 367
62. 1000 367		62. 1000 367	62. 1000

DD FORM 1365F

S-T-A-T-E-M-E-N-T

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.
3. IF-86-549-Inst. manual override sw. nadar recorder.
4. IF-86-549A " " " " " "
5. IF-86-551-Change to single safety pin in ejection sys.
6. IF-86-552-Inst. of temp recording equipment.
7. IF-86-559-Inst. of MA5-MA6 lap belts.
8. IF-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.
13. IF-86-575-Insp. and mod. teleflex gear box.
14. IF-86D-538A-Inst. of standard receptacle standard inverter.
15. IF-86L-506-Insp. for and if necessary of inst. auto pilot master sw.
16. IF-86L-507-Inst. of guard over throttle telescopic rod.
17. IF-86L-517-Rework of ID-250 indicator sys.
18. IF-86L-521-Revision of AIC-10 interphone pad.
19. IF-86L-524-Elimination radio noise pick-up.
20. 5A9-2-3-501-Mod. of AIO flt controller.
21. 8D6-5-9-501-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.
24. 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.
27. 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.
7. Complete kit not on hand.
8. Complete kit not on hand.
9. Held in abeyance.
10. (Info by TWX)
11. Kits on hand PE. insp.
12. Lamps on order.
13. Next PE. insp.
14. Kits on order - next PE.
15. Kit on hand, PE. insp.
16. Held in abeyance
17. Parts on hand PE. insp.
18. Parts on order.
19. Parts on order.

21. On order.
22. As scheduled by WRAMA.
23. Parts on order.
24. No T.O.
25. Kits held in abeyance.
26. Kits on order.
27. Pumps on hand PE. insp.

Roy W. Camblin Jr

ROY W. CAMBLIN JR
Major, USAF

STATEMENT

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

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

T.O. 2J-J47-522	Modification of Fuel Pressure Control Valves
T.O. 2J-J47-546	Modification of Main Fuel Regulator Oil Inlet and Outlet

AIRCRAFT

T.O. 1B-47-905	Revision of Door Latch and Electrical Wiring Main Landing Gear Door
T.O. 1B-47-914	Installation of Stowage Provisions for T-19B or T-249
T.O. 11B12-3-3-508	Replacement of Hand Crank Assy
T.O. 11B12-6-1-501	Variation Changes Modification, Polar Nav Controls
T.O. 11B12-7-2-509	Installation of Memory Point Switch Stop
T.O. 11B21-2-9-507	Modification to Prevent Burning of Cathode Ray Tube Screen
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 Coaxial Adapter
T.O. 1B-47-804	Inspection of U2 Rack Lock Assy
T.O. 1B-47-890	Installation of Separate FCS 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
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Special Handling Required in Accordance with Paragraphs 49 and 52, AMN 62-14.

UNCLASSIFIED

T.O. 2J-47-546	Depot Level Maintenance
T.O. 1B-47-905	On Order
T.O. 1B-47-914	On Order
T.O. 11B12-3-3-508	On Order
T.O. 11B12-6-1-501	Not Listed in Technical Order Index
T.O. 11B12-7-2-509	On Order
T.O. 11B21-2-9-507	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	Not Applicable to B-47 #51-2349
T.O. 1B-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

Donald F. Kneale
 DONALD F. KNEALE
 Captain, USAF
 Maintenance Officer

Special Handling Required in Accordance
 with Paragraphs 49 and 52, AFR 62-14.


CERTIFICATE OF DAMAGES

I, 1st Lt George Kircos, 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:

1. Horace Waters 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 he did sign a waiver of possible claims against the government.

2. Mr. Bruce Hurst, 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 Mr. Hurst's property. The extent of damage cannot be accurately determined until planting is attempted, but it should not exceed one hundred dollars (\$100.00).

3. Mr. Bodwell of Cair Woodlands Corp., Savannah Bank Bldg., Savannah, Georgia was interviewed concerning a portion of the F-86 which landed on property of the corporation. He stated that a field report indicated that no damage had resulted from the crash, and that Mr. Earl, the president, would sign a waiver of possible claims against the government as soon as he returned from his current illness.


GEORGE KIRCOS
1st Lt, USAF
Assistant Claims Officer

~~SPECIAL HANDLING REQUIRED~~

COMMUNICATIONS TRANSCRIPT

Partial transcription of tape recording provided by 792nd Aircraft Control and Warning Squadron pertaining to mid-air collision between Hep-cate 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 Hemingway GCI Director until shortly after the collision has been transcribed. Pug Gold's transmissions will be indicated by a "G" and flight position number. Hemingway's transmissions are indicated by an "H".

G1 - 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.

G1 - Roger, Gold Flight, button 8 - (twelve second pause).

G2 - Gold Two.

G3 - Gold Three.

G1 - Hemingway, Pug Gold, button eight.

H - Roger, Gold, read you five by. How me?

G1 - Roger, five by.

H - Roger, Gold Flight. Understand squawking three normal. Affirmative?

G1 - 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 Required in Accordance
with paragraphs 49 and 52, AFR 62-14.

UNCLASSIFIED

G1 - Roger, going gate now. Acknowledge.

G2 - Roger, Two holding one.

G3 - 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?

G1 - 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.

G1 - Roger.

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

G1 - 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.

G1 - 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.

G1 - Roger, Gold will climb to thirty-five angels - (five second pause).

H - What angels now one?

G1 - Gold one angels seventeen.

H - Roger.

H - Gold Flight, check your parrots, please. I'm getting rather weak skin paint - uh - parrot paints on you.

G1 - Roger, Gold One steady three six zero.

H - Roger Gold - (thirteen second pause).

G1 - Gold One passing angels twenty, Gold Flight check oxygen and fuel.

G2 - Roger Two.

G3 - Roger Three - (twenty-five second pause).

G2 - Two steady.

H - Roger two - (thirteen second 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.

G1 - Roger, understand you want that to be an in-place turn.

H - Roger, let's make it in-place now to two seven.

G2 - Two turning now, three.

G3 - Roger - (twenty-one second pause).

G1 - 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.

G1 - One Roger, two six zero.
 H - 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?
 H - Roger, I've only got - (three second pause) - two bogies in the track. Should be --- (garbled).
 G1 - Roger, they flying close formation?
 H - Roger, I'm only painting, one and he's coming in rather weak right now. Gold Flight let's all turn port to two six zero.
 G2 - Roger two.
 G3 - And three.
 H - Gold Flight make that all port to two five zero.
 G1 - Roger, Gold Flight in place two five zero.
 G2 - Roger two.
 G3 - Three.
 G1 - One steady two five zero.
 H - Roger, when steady two five zero, one, you'll have him about forty degrees starboard at twenty-five miles.
 G1 - One Roger, no joy - (five second pause) - One has a paint, a paint about twenty-five degrees port at twenty-five.
 H - 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.
 H - Roger, you should have him about forty degrees, make it fifty degrees to your starboard about twenty-one miles.
 G1 - Roger, no joy.
 G3 - Angels one?
 G1 - Roger, one level angels, level three five.
 H - Say again, please.
 G1 - One is level angels three five.

H - 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.

G1 - One has a "judy".

H - Roger, "judy" for one.

G1 - I have a fly down indication.

H - Say again.

G1 - 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?

G1 - One Roger - (ten second pause).

H - Three, you should be about fifty degrees starboard now at seventeen.

G3 - Three, Roger, has a contact.

H - Roger, three has a contact.

G2 - 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.

G1 - 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).

G1 - 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.

G1 - One has ten seconds to go.

H - Roger, one.

G1 - He is about angels thirty-five point five.

H - Roger, understand thirty-five point five.

G1 - One "splash".

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

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 Jim, 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 I'm not 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 (SIG), 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.

G1 - Hey, Gold Three, was that Gold Two?

G2 - Roger. Gold Two. I saw a bright explosion, and it's going on down now, apparently on fire.

G1 - Roger, I had - uh - I saw an explosion also. Did he hit the B-47?

G3 - 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.

G1 - Hemingway, Gold One.

H - Roger, Gold One, go Mayday please.

G1 - Roger, what's our pigeons now?

H - Roger, I have you about seventy-five miles out.

G1 - 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.

G1 - Hemingway, Gold One.

H - Roger One, go ahead.

G1 - 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?

G1 - 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.

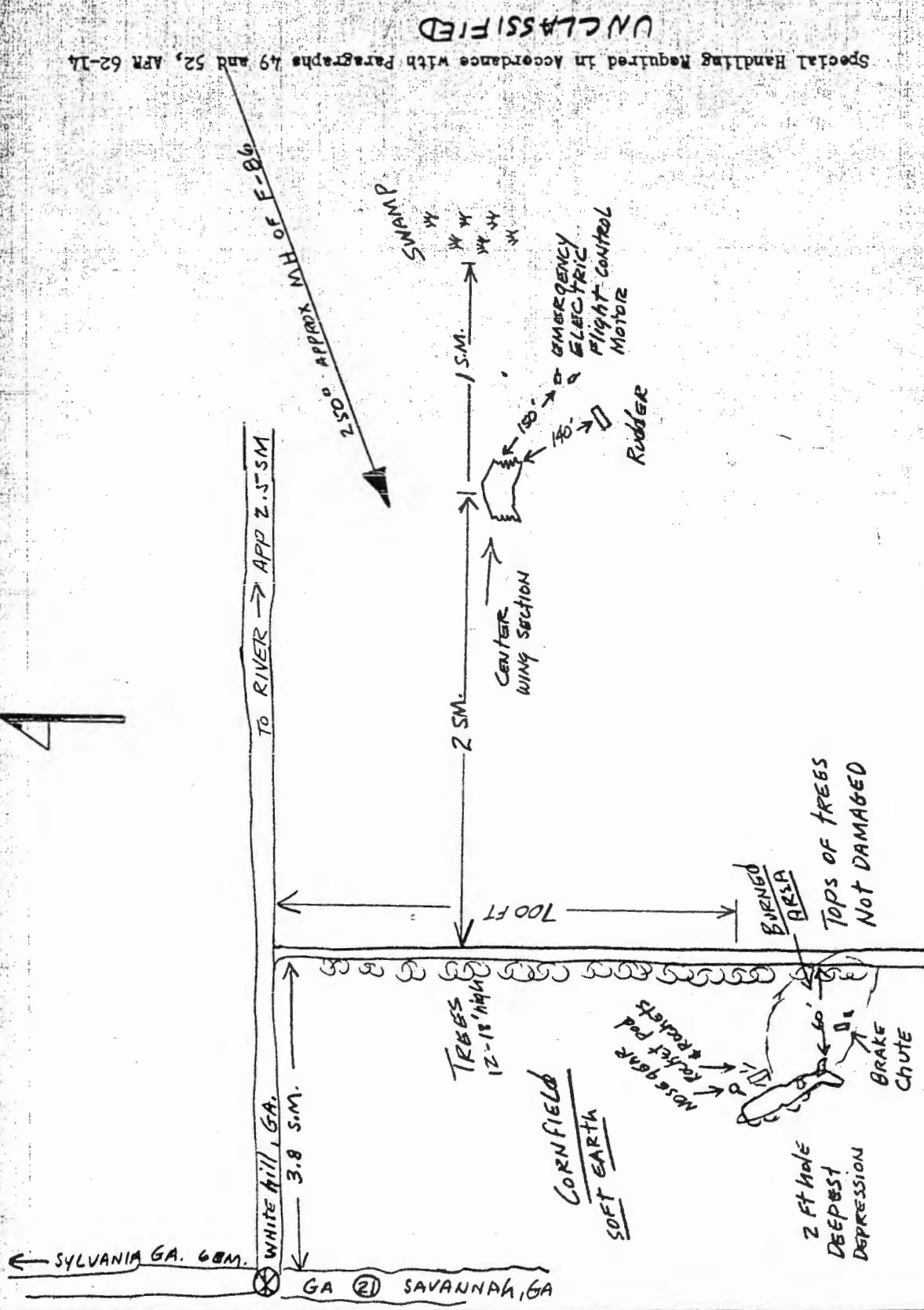
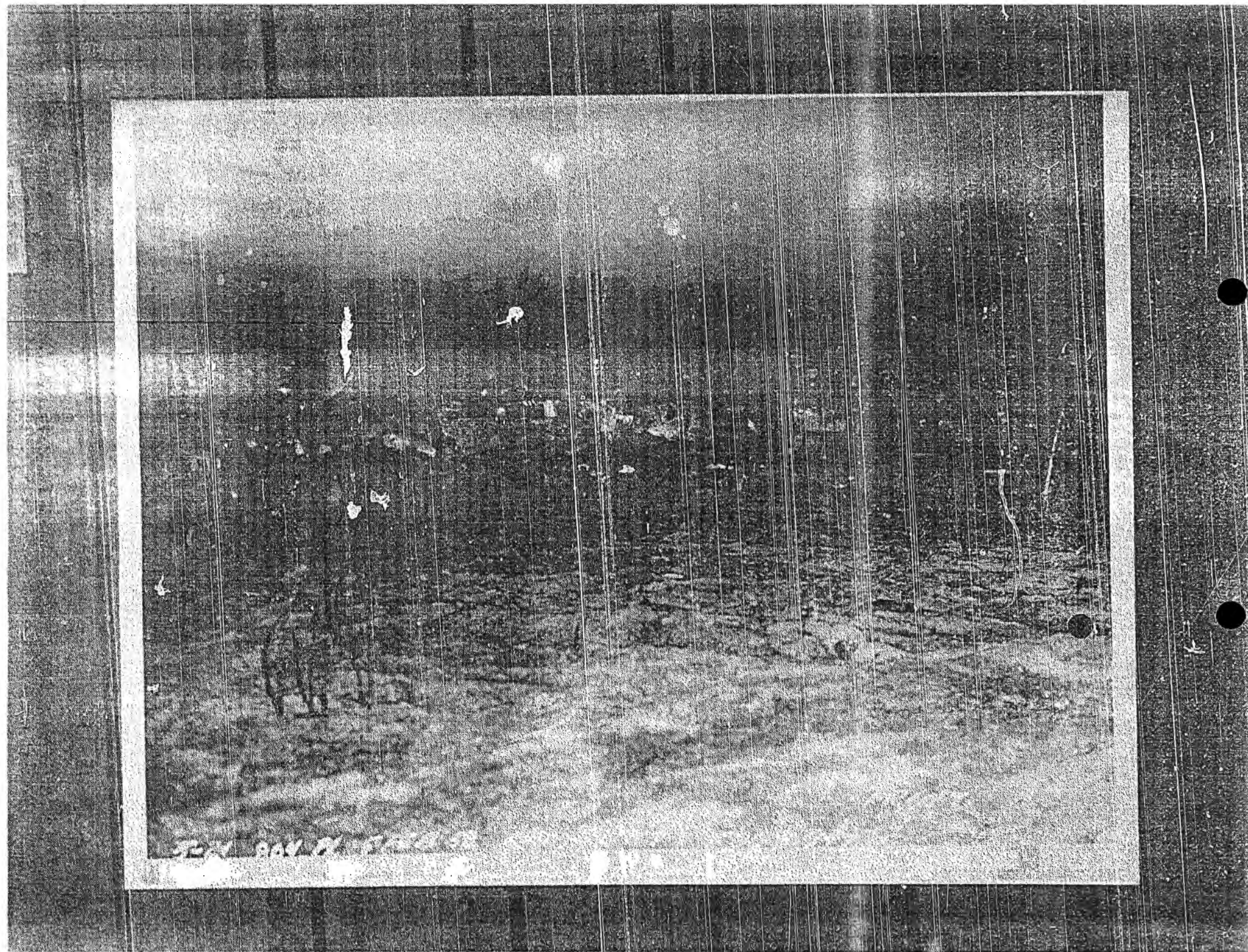


DIAGRAM OF ACCIDENT

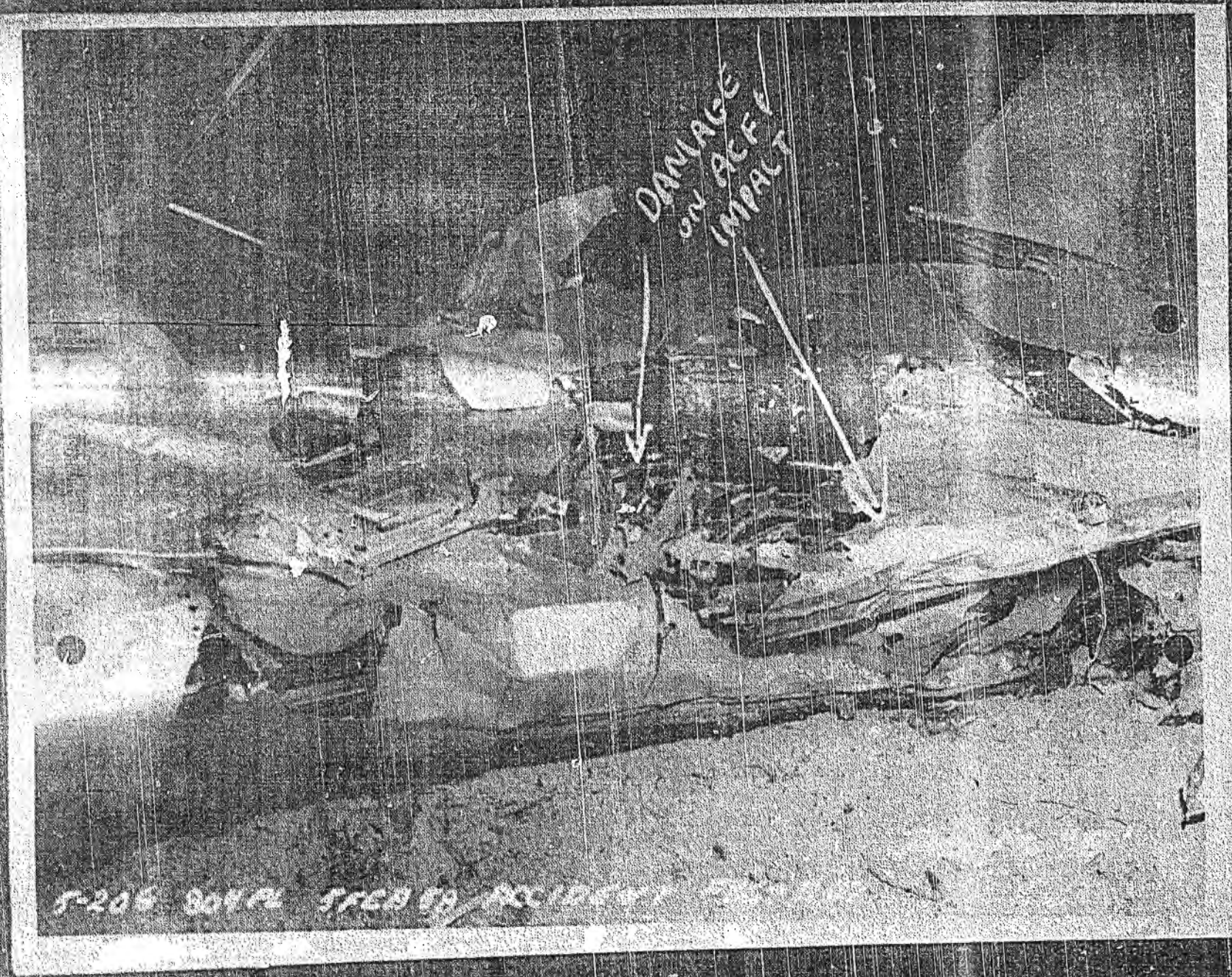
UNCLASSIFIED
Special Handling Required in Accordance with Paragraphs 49 and 52, AFR 62-14



10-21 804 10-21-20

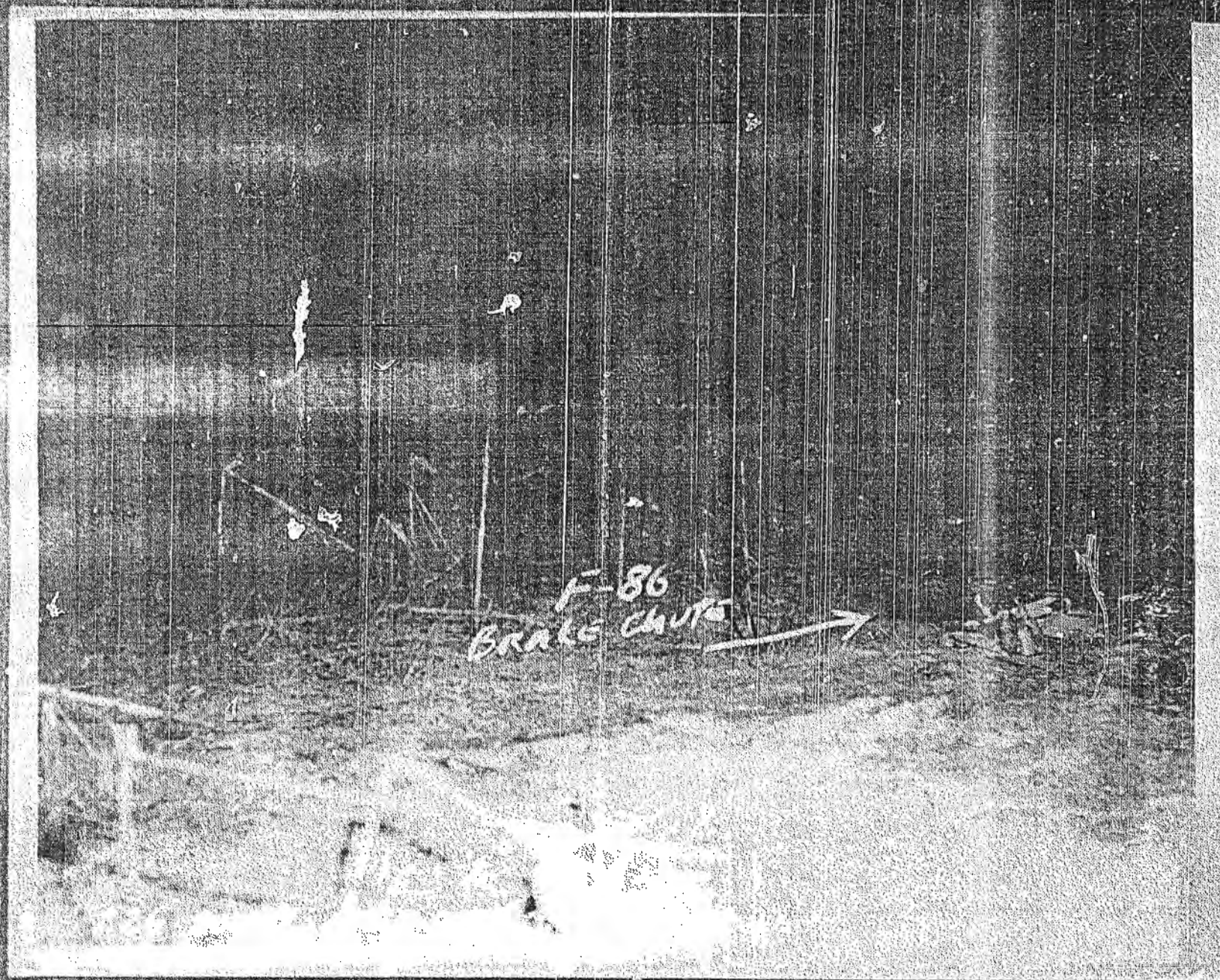
DAMAGE
ON REEF
IMPACT

F-205 804 PL 5 FEB 59 ACCIDENT



↑
Note shallow
hole →

1956 CAMP FIVE ST. ALBANY

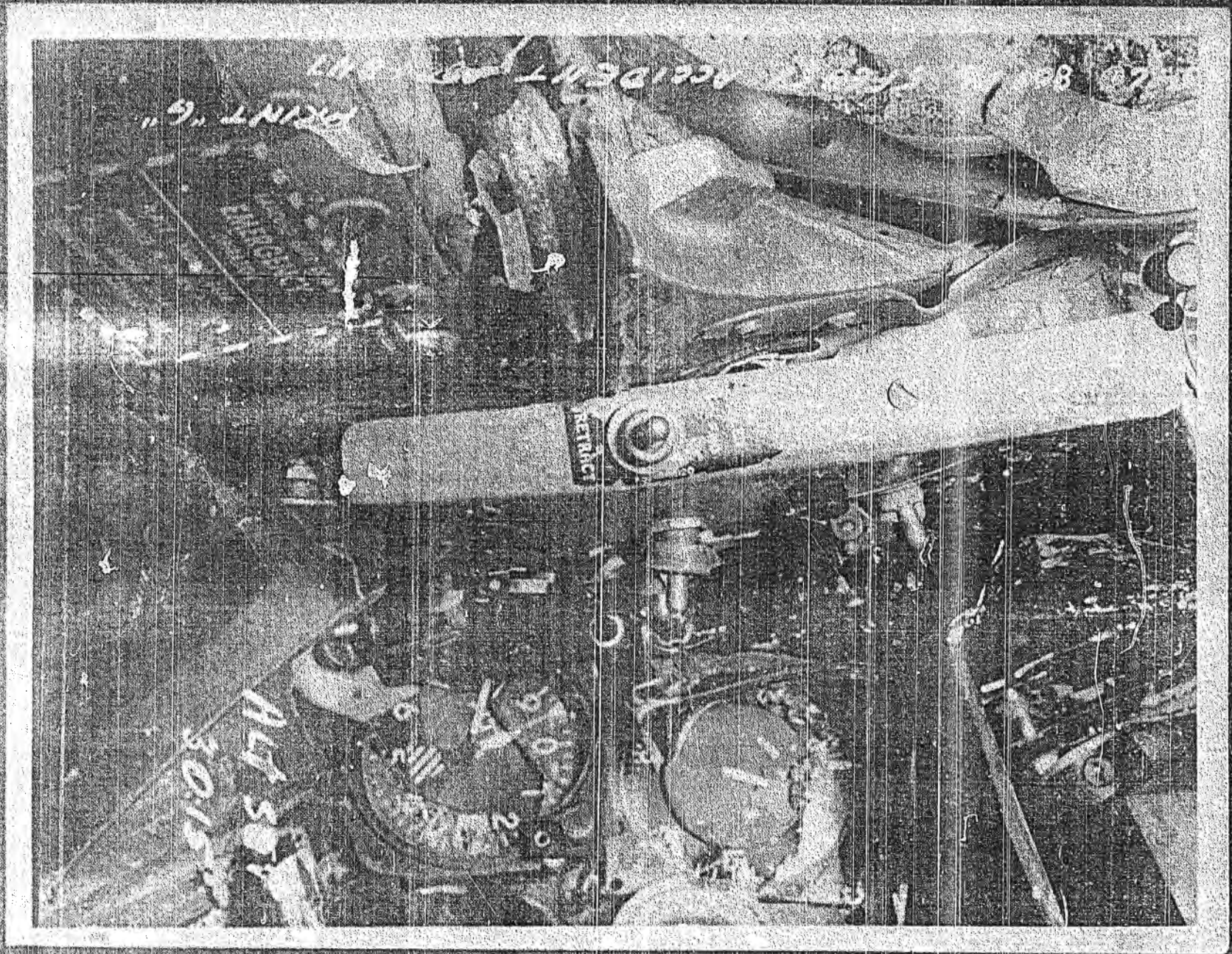


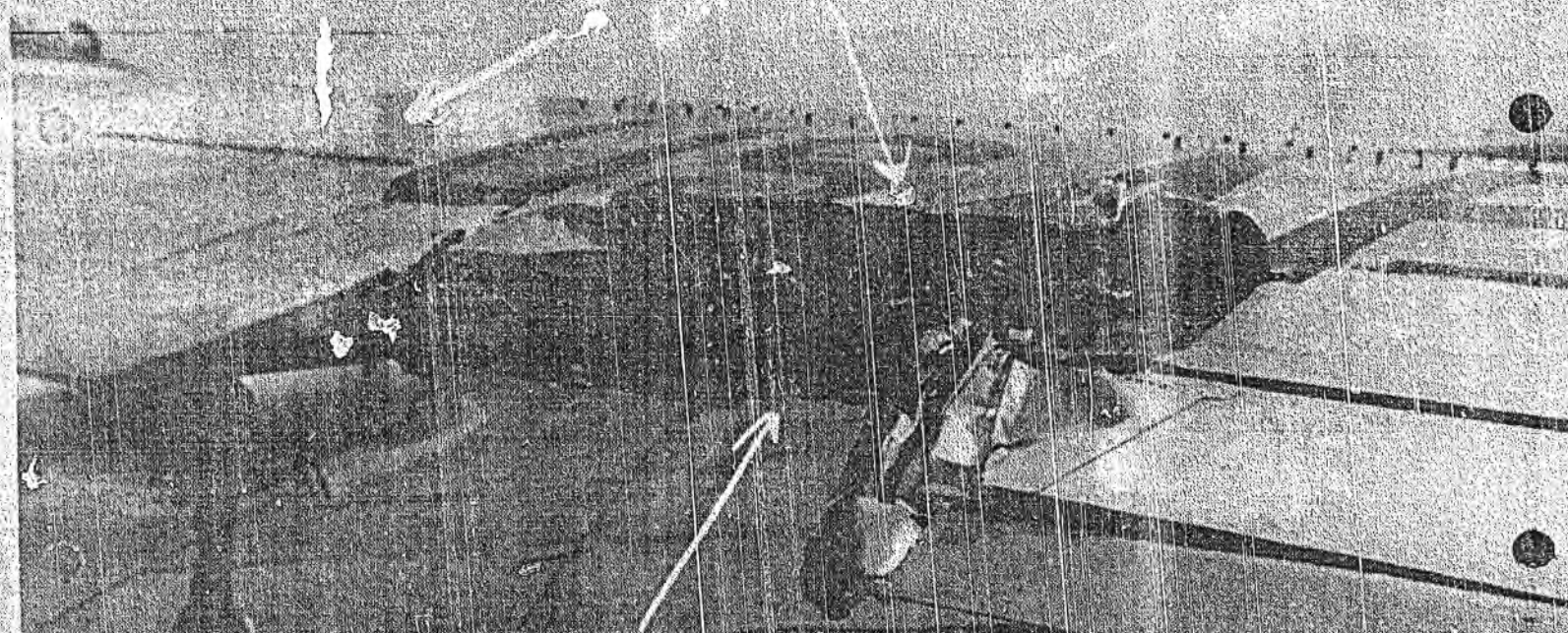


5-16-30 1/2 FROM ACCIDENT FOR BULL

NOTE HOW ACFT
STRUCK GROUND
IN LEVEL ALTITUDE



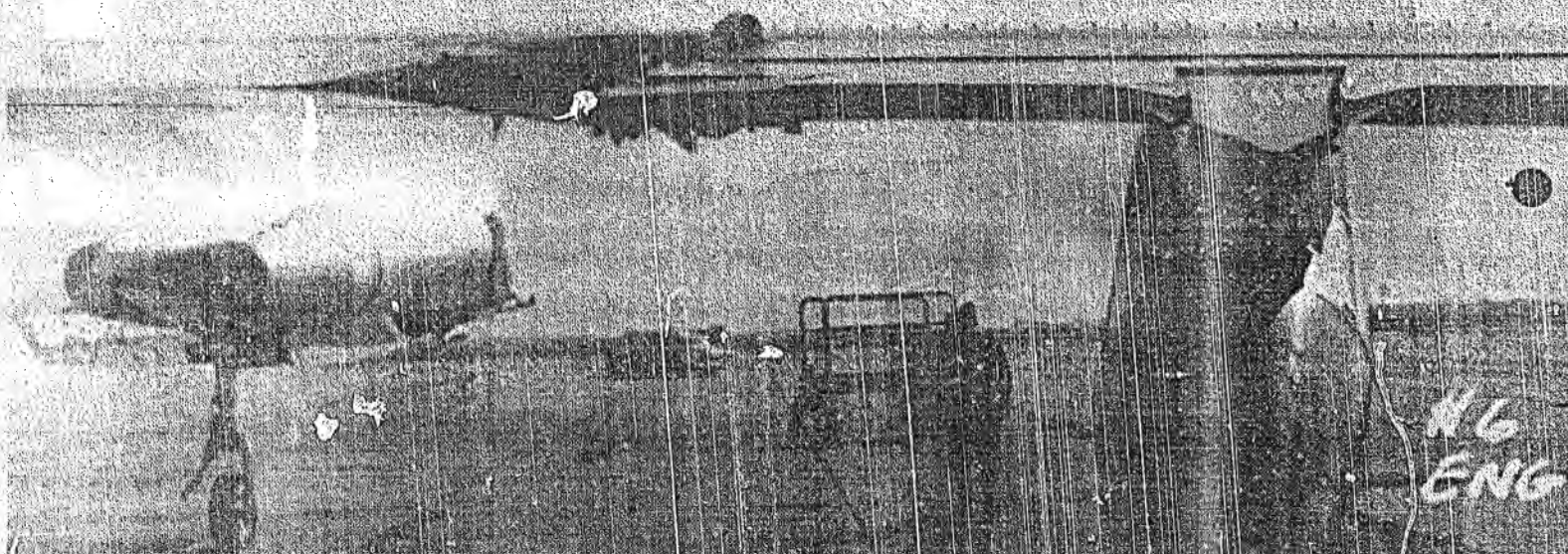




BROKEN
REAR SPAR

PRINT "I"

5-146 804 PL 56588 ACCIDENT F8U-347

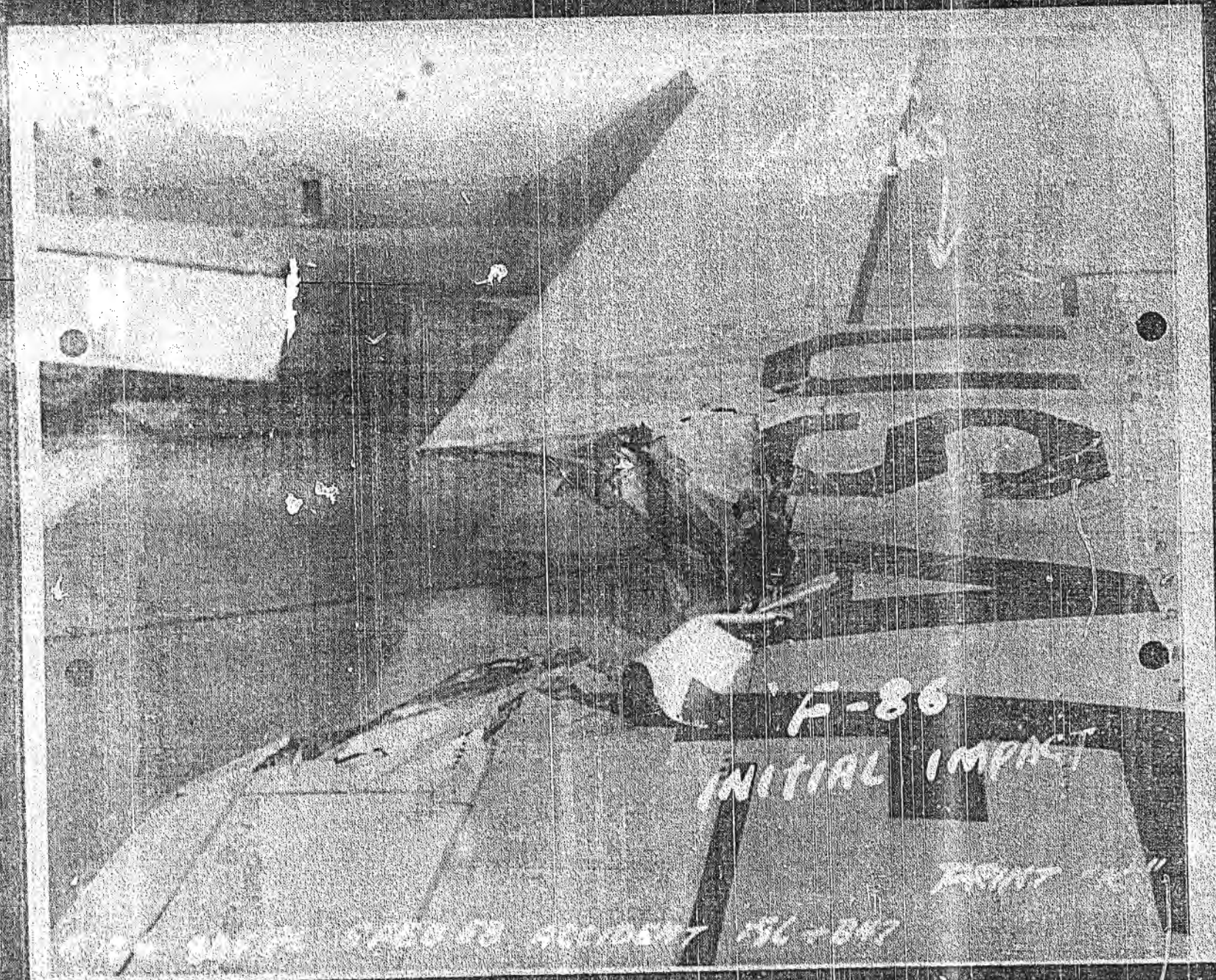


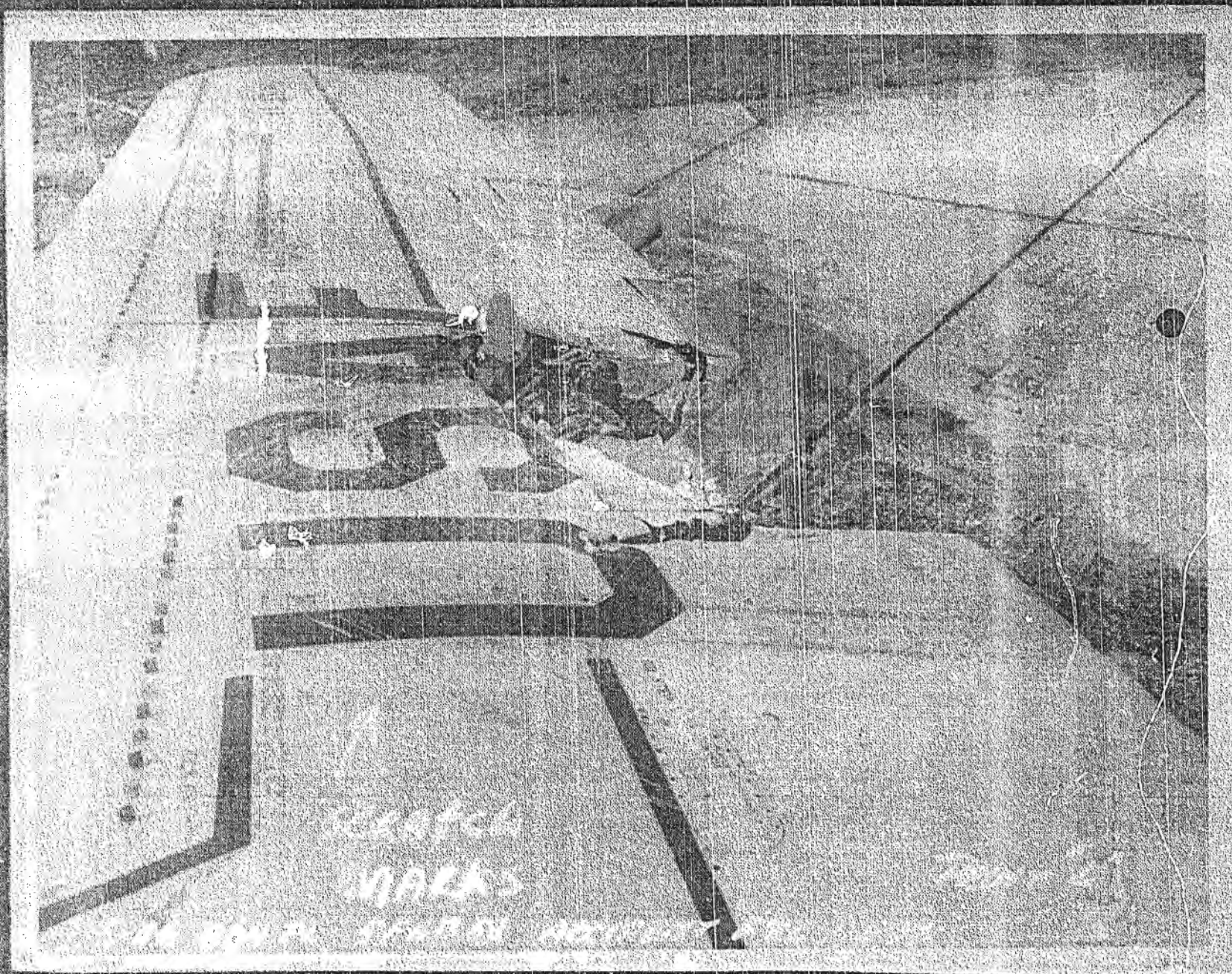
R. W. TANK
MISSING

HL
ENG

PRINT "3"

5-180 30XPL 5 FEB 58 ACCIDENT F567847





SEARCH
MARKS

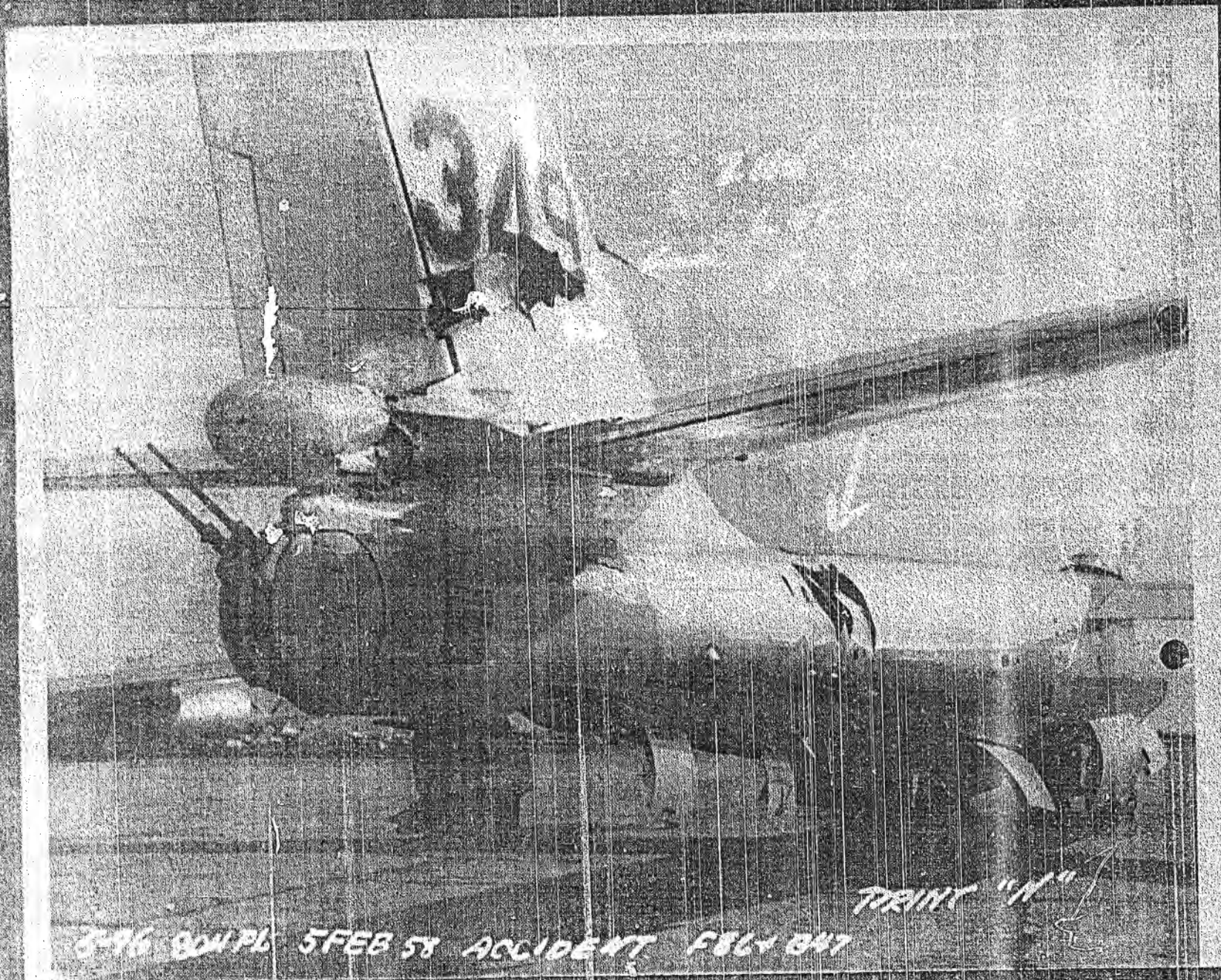
IN THE FIELD OF THE



Root board wing

PRINT "M"

106 804 PL 55896 ACCIDENT FEB 1947



6-96 804 PL 5 FEB 58 ACCIDENT FEB 4 847

TRINT "H"

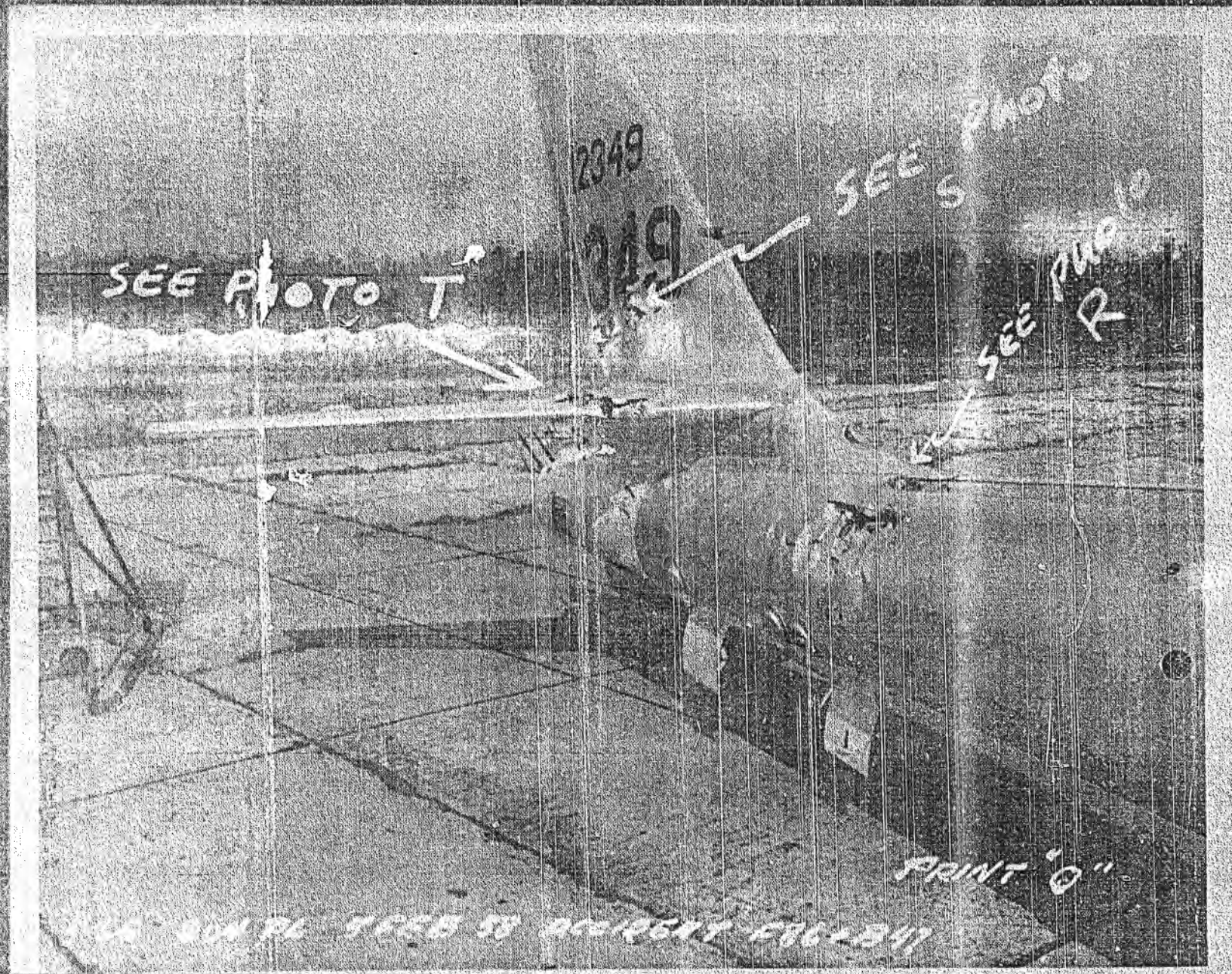
broken
bulk head
←

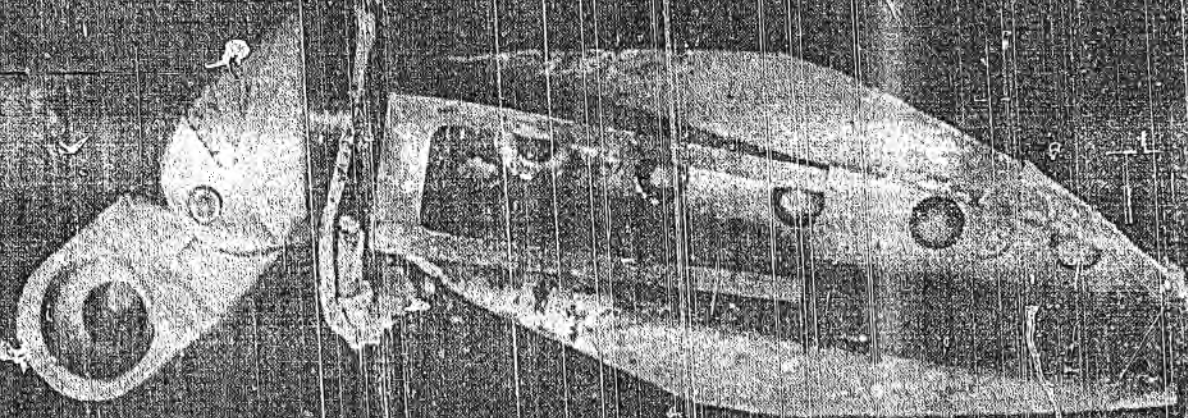
B-47 FUSELAGE

PRINT "O"

5-96 304PL 6 FEB 58 ALG106XT F2L-347



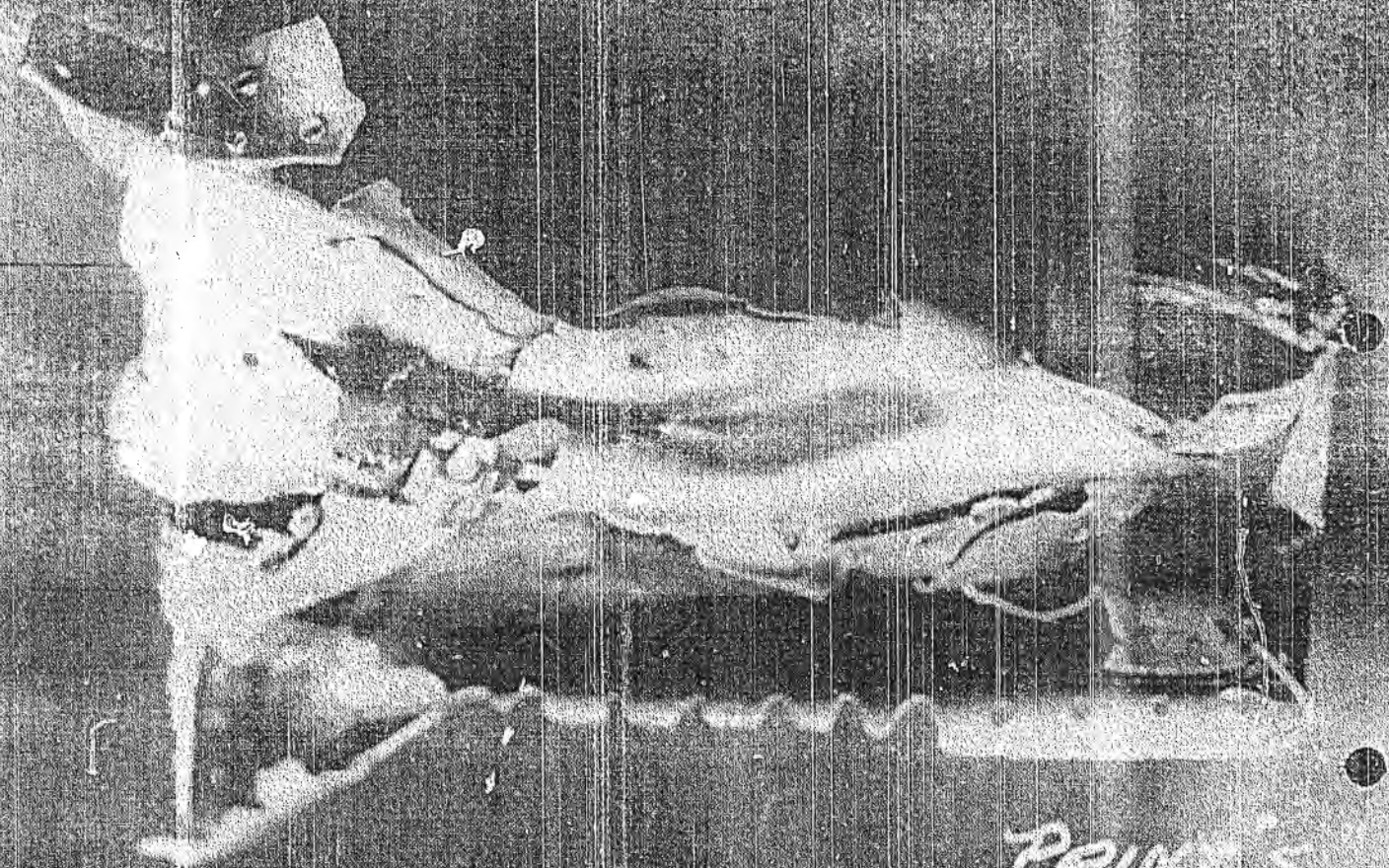




F-86 EXTERNAL TANK
SWAY BRACE ATTACHMENT

LOCATED IN PHOTO ①

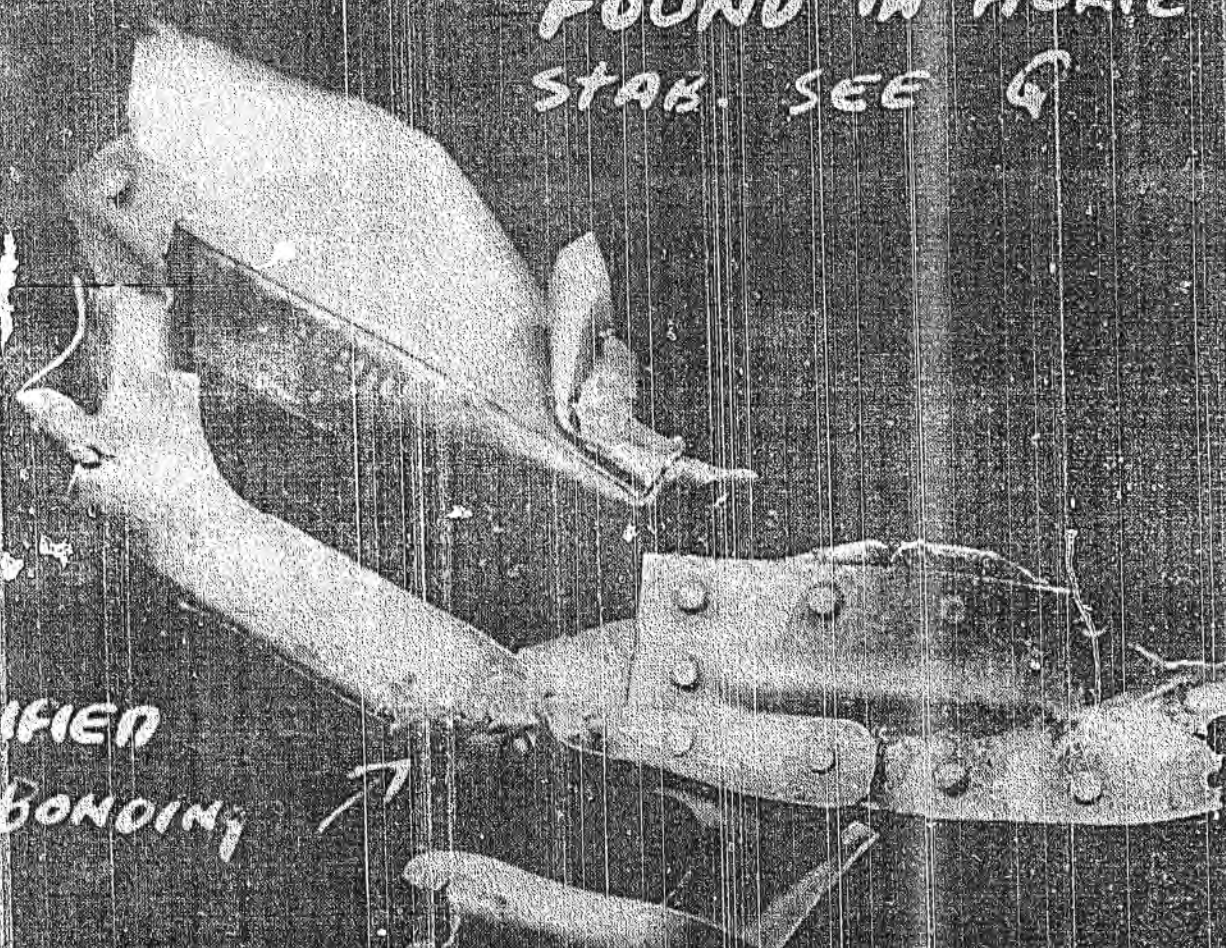
5-56 804 PL 5F6058 ACCIDENT F86-847 PRINT "12"



PRINT 5

SECTION OF OUTBOARD LEADING EDGE OF
F-86 WING FOUND IN VERT. STAB. OF B-47
586 809 PL 5 FEB 58 IDENT F-86 + B-47

FOUND IN HORIE
STAB. SEE Q



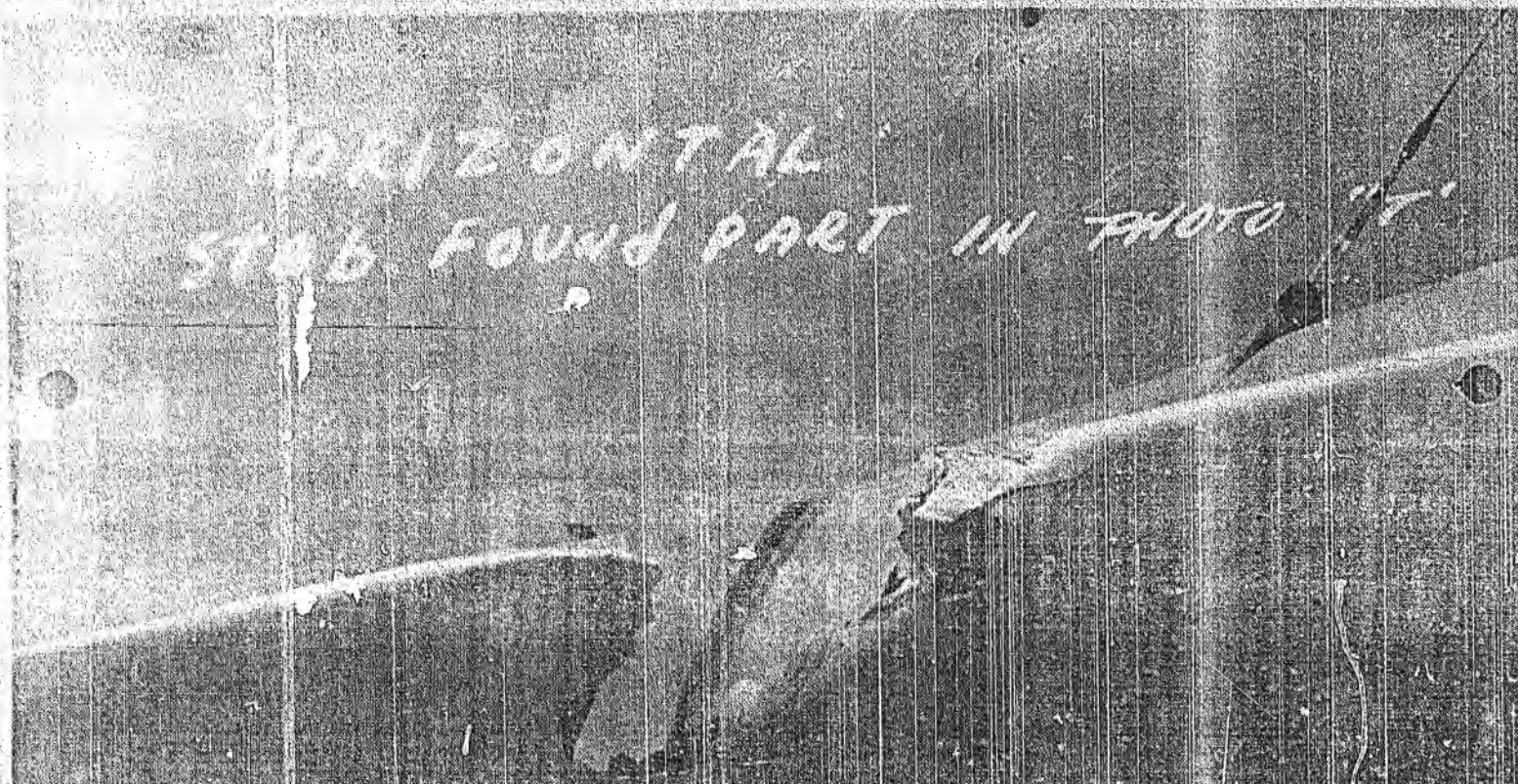
UNIDENTIFIED
PORT & BONDING



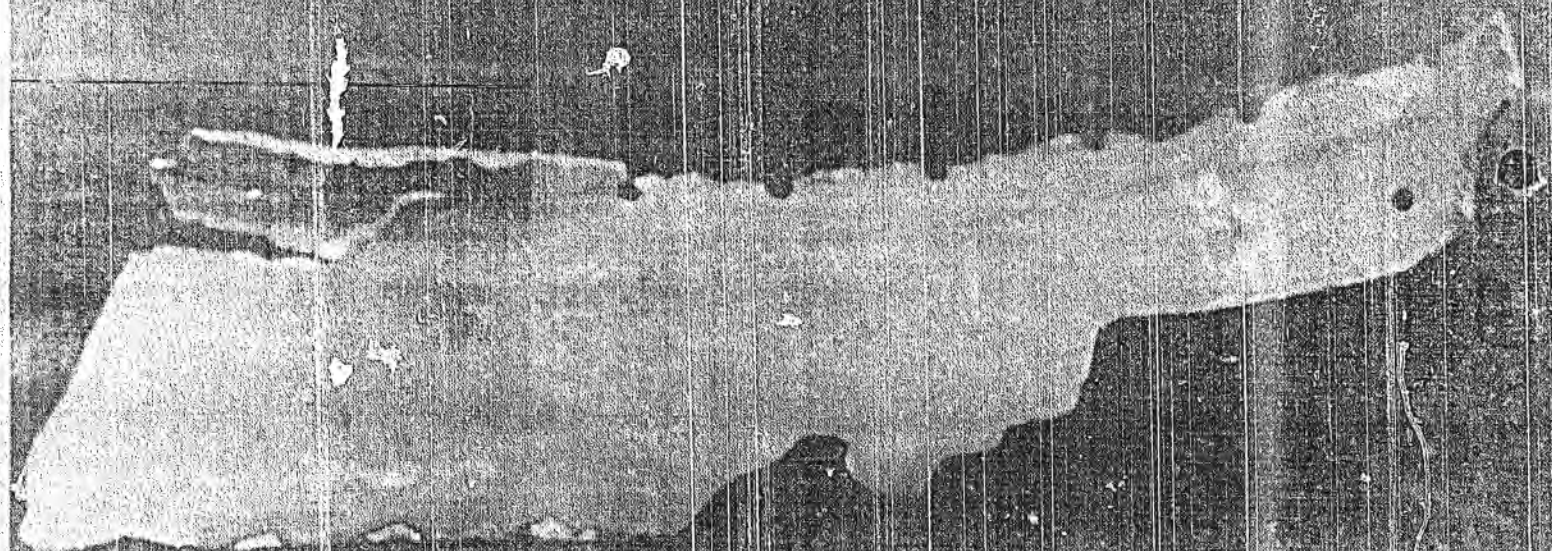
PRINT "T"

5-16 804PL 5 FEB 57 ACCIDENT FSL 647

HORIZONTAL
STAB FOUND PART IN PHOTO "T"

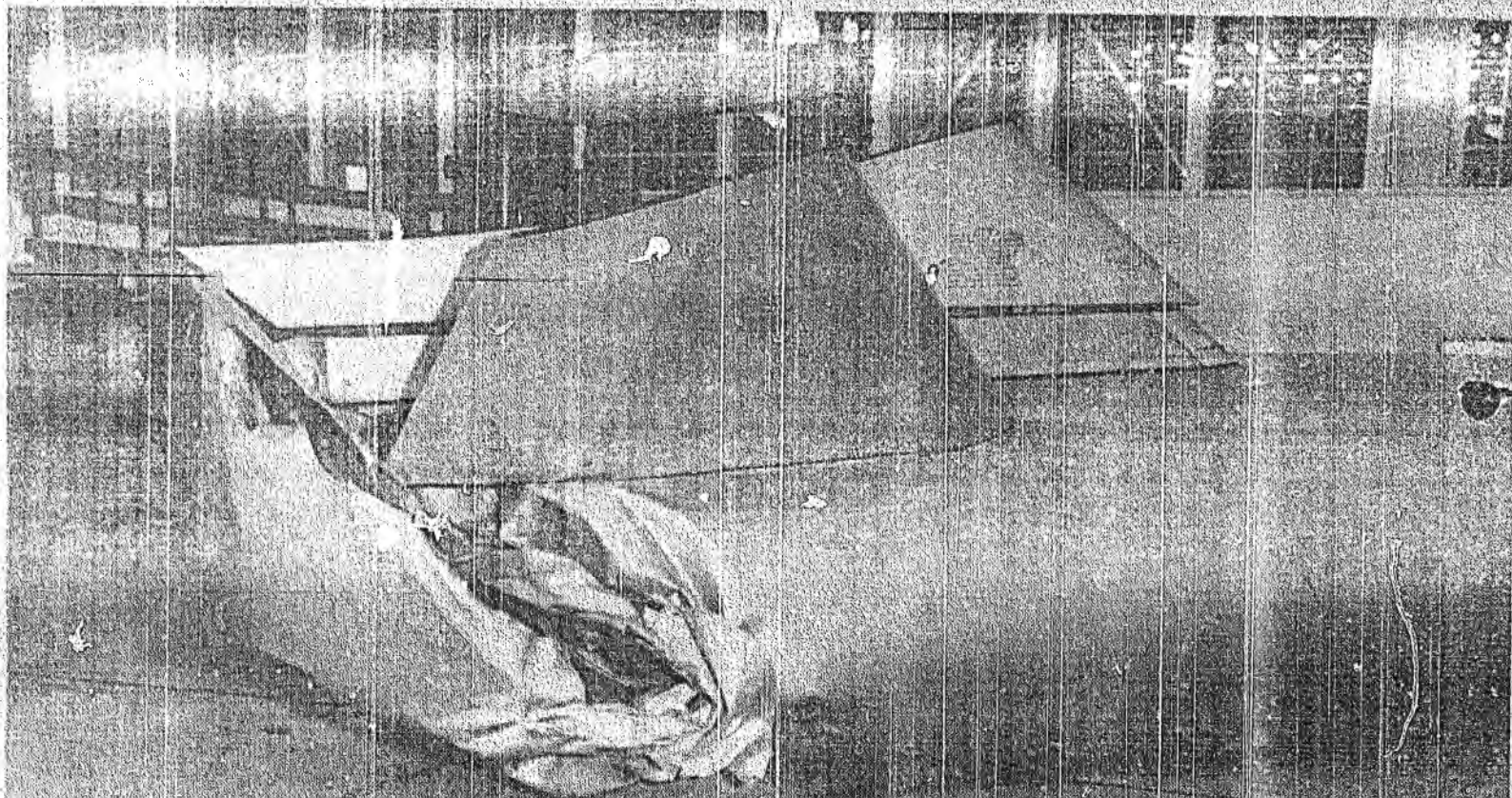


5-36 804 PL 5 FEB 58 ACCIDENT FLYE-47 PRINT "U"



F-86 PART FOUND IN R WING
OF B-47

F-26 804 AL 5 FEB 59 ACCIDENT FALCON
PRINT "V"



PRINT 41

RA EST TANK C-47