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]

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 62-6, "Aircraft Accident Prevention-Investigation-Reporting." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

43 251

Section A—GENERAL INFORMATION

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	3. HOUR AND TIME ZONE (Local)	4. DAY DAWN NIGHT DUSK	5. AIRFIELD OF LAST TAKEOFF
5 Feb 1958	0033½R	X	Charleston, S. C.

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

7. BASE SUBMITTING REPORT	8. DURATION OF FLIGHT	9. MISSION OF FLIGHT (Use DD Form 78 (AF))	10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin started, when occurred
Hunter	:19	0	35,000

11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing zones and depth of water if applicable. Discuss in Section M.)

(a) If accident occurred on airport:
Length of runway in use ____ ft.
Heading of runway in use ____ degrees
Field elevation ____ ft. MSL
Type of runway surface: (Check)
Concrete ___ Asphalt ___
Other ___ (Specify) ___
Wet ___ Dry ___

(b) If accident occurred off airport: elevation at scene of acdt. 35,000
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. M.S.L.

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

[redacted]

Section B—AIRCRAFT

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

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

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
ADC ADC	EADF EAD	35th AD	N/A	N/A	444 FIS FJ	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	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
STEWART, Clarence Arville	1/Lt	AFRES	A03064862	Amer.	[redacted]

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
ADC	-	35th	-	-	444 FIS	Charleston, S.C.

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
ADC - ADC	----	35th	---	-	444 FIS FJ	Charleston, S.C.

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot 13 Jun 56	Pilot 13 Jun 56	Type White (Form 8) Date of expiration 17 Oct 58	Primary 1125J Duty 1125A

2. OTHER PILOT

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR OF BIRTH
N/A					

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

d. ASSIGNED ORGANIZATION

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

e. ATTACHED ORGANIZATION FOR FLYING

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

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

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
		Type ___ Date of expiration ___	Primary ___ Duty ___

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 X Unknown ___ If "Yes," check one: Weather ___ Hood ___

(Complete items 2 through 14 for each crewmember pilot)

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)
	Stewart	N/A	N/A	N/A	N/A
2. Total flying hours (including AF time, student time, and other accredited time)	751:00				
3. Total rated 1st pilot and instructor pilot hours, all aircraft	496:10				
4. Total weather instrument hours	22:10				
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	301:55				
6. Total other (Command, a/c cmdr., co-pilot, radar control pilot) hours this model	N/A				
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	162:35				
8. Total other (Command, a/c cmdr, co-pilot, radar control pilt) hrs this model and series	N/A				
9. Total pilot hours last 90 days	85:30				
10. Total 1st pilot and instructor pilot hours last 90 days	85:15				
11. Total pilot hours (night) last 90 days	39:40				
12. Total pilot hours, weather and hood, last 90 days	12:00				
13. Date and duration of last previous flight this model Same	4 Feb 1958				
14. Date and duration of last previous flight this model and series	1:15				

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

Section E—PERSONNEL INVOLVED

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

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used Yes (6)	Parachute Used No (7)	Ejection Seat Used Yes (8)	Ejection Seat Used No (9)
P 01	Stewart, Clarence A., 1st Lt AO-3064862, USAF B	P	444 Fighter Interceptor Sqdn. Charleston AFB, South Carolina	3 M	X		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
Ø	10NN	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 X Substantial ___ Minor ___ None ___ 2. Was aircraft damaged beyond economical repair? Yes X No ___

3. Estimated number of direct manhours for repair, if applicable N/A ___ Cost of damage to aircraft ___ N/A ___

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

6. How many T.O.s not complied with at time of accident? 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 ___ No X

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

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

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 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 flameout
	To takeoff			Collapse or retraction of gear		Lost or inaccurate navigation
	From landing			Undershoot		Pertinent T.O.s not complied with
	Within other area			Overshoot		Simulated emergency
	TAKEOFF			Nose-up or nose-over		Ditching (intentional and controlled)
	Run	X		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
	Normal flight			Stall		Exceeded mach or near mach
	Acrobatics		X	Fire and/or explosion on ground		Compressibility
	Formation tactics		X	Fire and/or explosion in the air		Gear failed to extend
X	Other maneuvers			Airframe failure in flight		Prop reversal
	LANDING		X	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	X	Mid air collision during all weather intercept
	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."	
[redacted]		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.
		MATERIEL 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 air-ways equipment or facilities, including deficiencies and hazards of run-ways, 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 tow target, chaff, 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 ... 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.

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 IN ACCORDANCE WITH OPR

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

Section N—AUTHENTICATION

(NAME AND GRADE)

President: CAYLE E. MADISON, Colonel, USAF	Accident Investigation Officer: ALEXANTER L. OFFELT, Major, USAF
Maintenance Officer: DONALD F. KNEALE, Captain, USAF	Medical Officer: GERALD A. LONG, Colonel, USAF
[illegible] Member: ELMER H. HUMMER, JR., Lt Colonel, USAF	[illegible] Member: EDWARD L. SCOTT, Captain, USAF
Member: WILLIAM C. BRANAN, Major, USAF	Recorder: GLEN F. RANSON, Captain, USAF

REPORT OF AF AIRCRAFT ACCIDE[NT]

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.

45 2.51

Section A—GENERAL INFORMATION

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): $0033\frac{1}{2}$E
4. DAY DAWN NIGHT DUSK: — — x —
5. AIRFIELD OF LAST TAKEOFF: Homestead, Fla.

6. CLEARANCE: (Check all applicable) IFR X VFR __ Local __ DD Form 175 X Other __ Cleared Direct __ Cleared Via Airways __
Cleared from Homestead Air Force Base, Florida Cleared to Homestead Air Force Base, Florida

7. BASE SUBMITTING REPORT: Hunter, Ga.
8. DURATION OF FLIGHT: 08:35
9. MISSION OF FLIGHT (Use DD Form 781-1): 0
10. ALTITUDE of aircraft above terrain, collision, fire, airframe failure, bailout, spin, stall, spiral occurred: 35,000 feet

11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section M.)

(a) If accident occurred on airport:
Length of runway in use ____ ft.
Heading of runway in use ____ degrees
Field elevation ____ ft. MSL
Type of runway surface: (Check)
Concrete __ Asphalt __
Other __ (Specify) __
Wet __ Dry __

(b) If accident occurred off airport: elevation at scene of accident 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) F-86 #52-10108
[redacted]

Section B—AIRCRAFT

1. AIRCRAFT NUMBER: 51-2349A
2. TYPE, MODEL, SERIES AND BLOCK NUMBER: B-47B-IV-51-BW
3. ASSIGNMENT AND STATUS CODE at time of accident: SAC-C-C (As specified in AFR 65-110)

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

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
SAC	2AF	823	19	N/A	28BS	Homestead

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

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

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	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Richardson, Howard NMI	Maj	USAF	14345A	Amer.	[redacted]

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
SAC	2AF	823 AD	19 BW	N/A	30BS	Homestead

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
SAC	2AF	823 AD	19 BW	N/A	30BS	Homestead

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: Plt, 30 Aug 1943
g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Sr/Plt, 23 Jan 1956
h. INSTRUMENT CARD: Type Green; Date of expiration 6 Sept 58
i. AFSC: Primary 1245A; Duty 1245A

2. OTHER PILOT

a.

LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
Lagerstrom, Robert J.	1/Lt	USAF	AO-717935	Amer	[redacted]

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
SAC	2AF	823	19	N/A	30 BS	Homestead

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
SAC	2AF	823	19	N/A	30 BS	Homestead

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: Plt 4 Dec 1956
g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Plt 4 Dec 1956
h. INSTRUMENT CARD: Type White; Date of expiration 1 Feb 58
i. AFSC: Primary 1234B; Duty 1234B

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

5-8-3-4

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

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

(Complete items 2 through 14 for each crewmember, pilot)

ASSIGNED DUTY ON FLIGHT ORDER	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	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	1595:15	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-86D, etc.)	686:30	107:40			
8. Total other (Command, a/c cmdr, co-pilot, radar control plt) 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 Yes (6)	Parachute Used No (7)	Ejection Seat Used Yes (8)	Ejection Seat Used 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
Unl	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 ___ Substantial X Minor ___ None ___ 2. Was aircraft damaged beyond economical repair? Yes ___ No X

3. Estimated number of direct manhours for repair, if applicable 1571 Cost of damage to aircraft $162,486.00

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

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 ___ No ___

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

9. Is TDR requested? Yes ___ No X 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 aeleron and flaperon damaged. Left drop tank jettsoned 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 failure
	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."
[redacted]		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.
		MATERIEL 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, shock, 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 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.

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.	X	Narrative description of Accident (Section M)	14.	X	Board proceedings
2.	X	AF Form 14A	15.	N/A	Statement of control tower operator(s)
3.	X	AF Form 14B	16.	N/A	Statement of runway control officer
4.	X	AF Form 5, Pilot(s) involved (See Sec. D, Item 15)	17.	X	Statement of weather forecaster
5.	X	Statements of crew members and witnesses (when available)	18.	N/A	Statements of rebuttal or statements declining the opportunity
6.	X	List of Technical Orders not complied with (See Section G, Item 6)	19.	X	Transcripts of communications recordings
7.	X	DD Form 175 or AF Form 113 (Clearance)	20.	X	Statement of damage to private property
8.	X	DD Form 781-1	21.	X	Map showing geographical location of accident
9.	X	DD Form 781-2	22.	X	DD 365F (Form F)
10.	X	Diagram of scene of accident	23.	X	AF Form 14C
11.	X	Photographs (identified)	24.	N/A	AF Form 14D
12.	X	Index to AF Form 14 attachments	25.	N/A	AF Form 14E
13.	X	NOTE: Determine Security classification of reports (if applicable)	26.	N/A	AF Form 14F
			27.	N/A	AF TO 29 (Unsatisfactory Report)
			28.	N/A	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: ALEXANTER L. OPPELT, Major, USAF
Maintenance Officer: DONALD F. KNEALE, Captain, USAF	Medical Officer: GERALD A. LONG, Colonel, USAF
~~XXXXXXXXXX~~ Member: ELMER E. KAMMER, JR., Lt Colonel, USAF	~~XXXXXXXXXX~~ 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] CINCNORAD relayed this authority to 35th Air Division, who subsequently published 35AD Operations Order 1-58 (31 Jan 58), authorizing fighter intercepts to be made against Southern Belle B-47's anywhere within the 35th AD area of responsibility. [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 4½ 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 0450½Z 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 0530½Z, 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]

Special Handling [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 0508Z, 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 PL1, 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 33,000, 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

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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 05332, 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]

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History of Flight (Cont'd)

All three fighters had during the latter part of the attack veered 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.

[redacted]

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.

[redacted]

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INVESTIGATION AND ANALYSIS

B-47B 51-2349, Hepcat 39, 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-86 was in a right bank of approximately 30°. The F-86 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-86's left wing was severed at this point, along with the F-86 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-86 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 stablizer. The right horizontal stablizer was struck from the front by a heavy object, either a portion of the F-86 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-86 left wing (outboard leading edge) was found imbedded in the vertical stablizer jammed against the rudder post of the B-47. [redacted]

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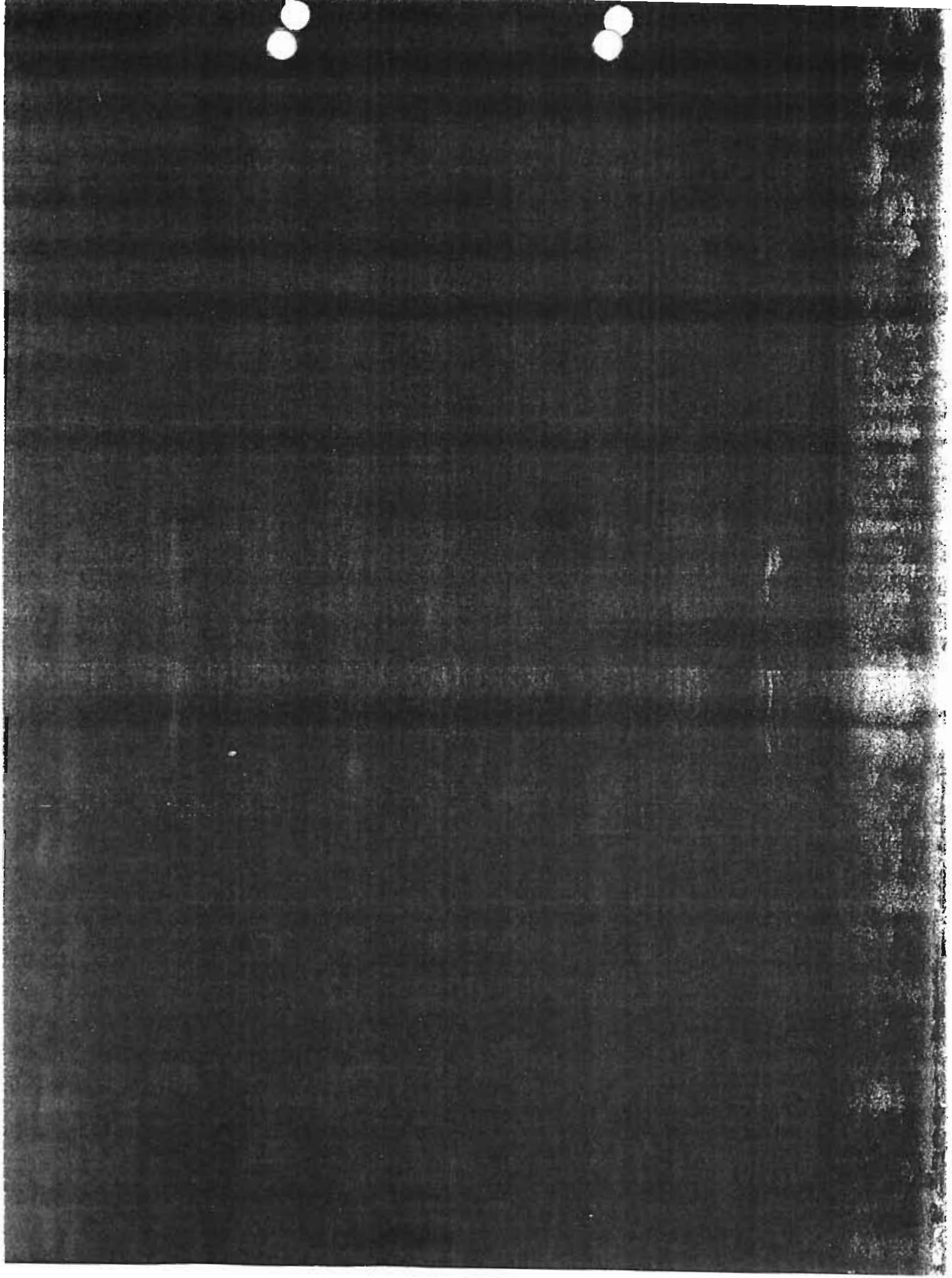
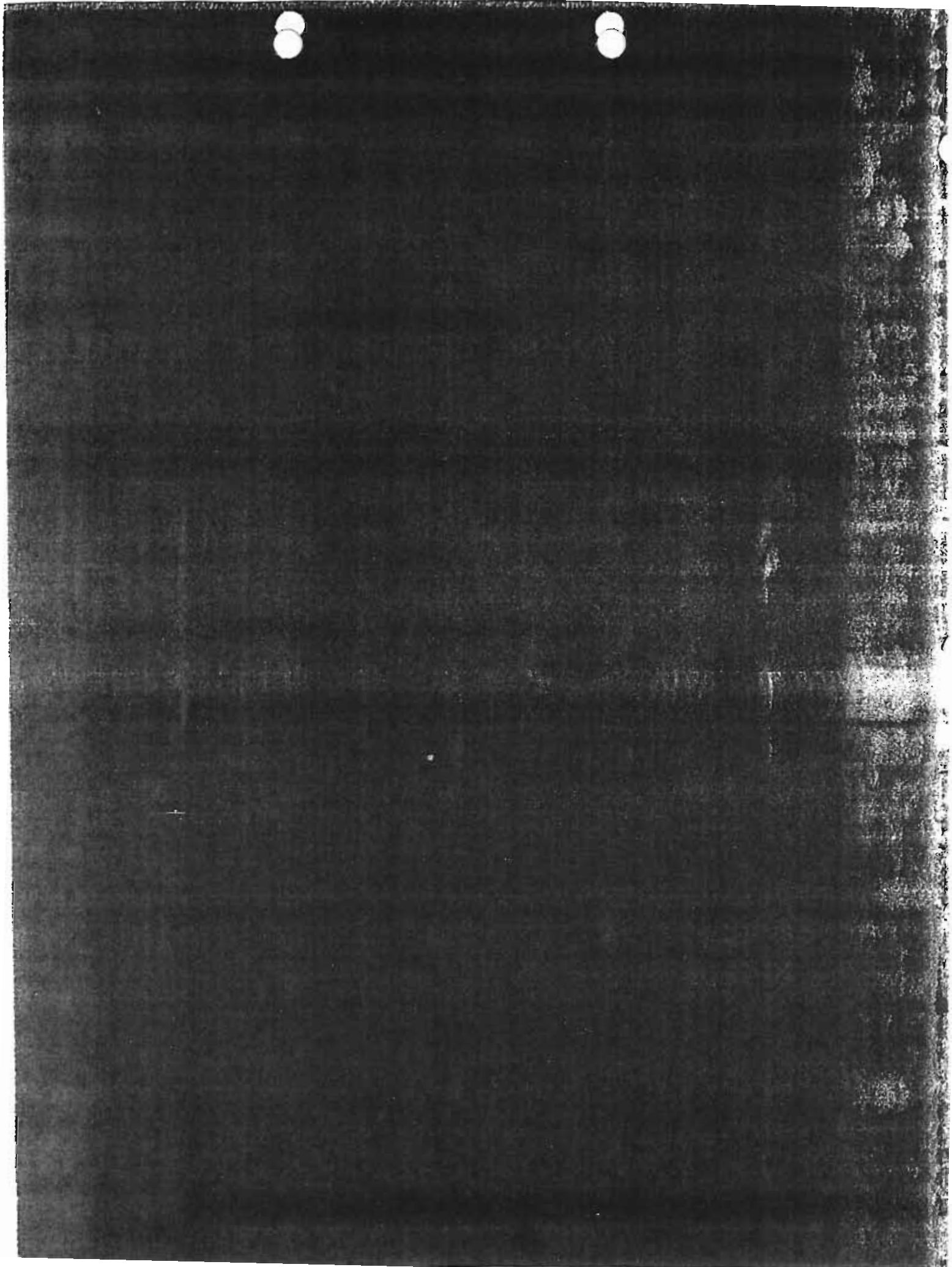
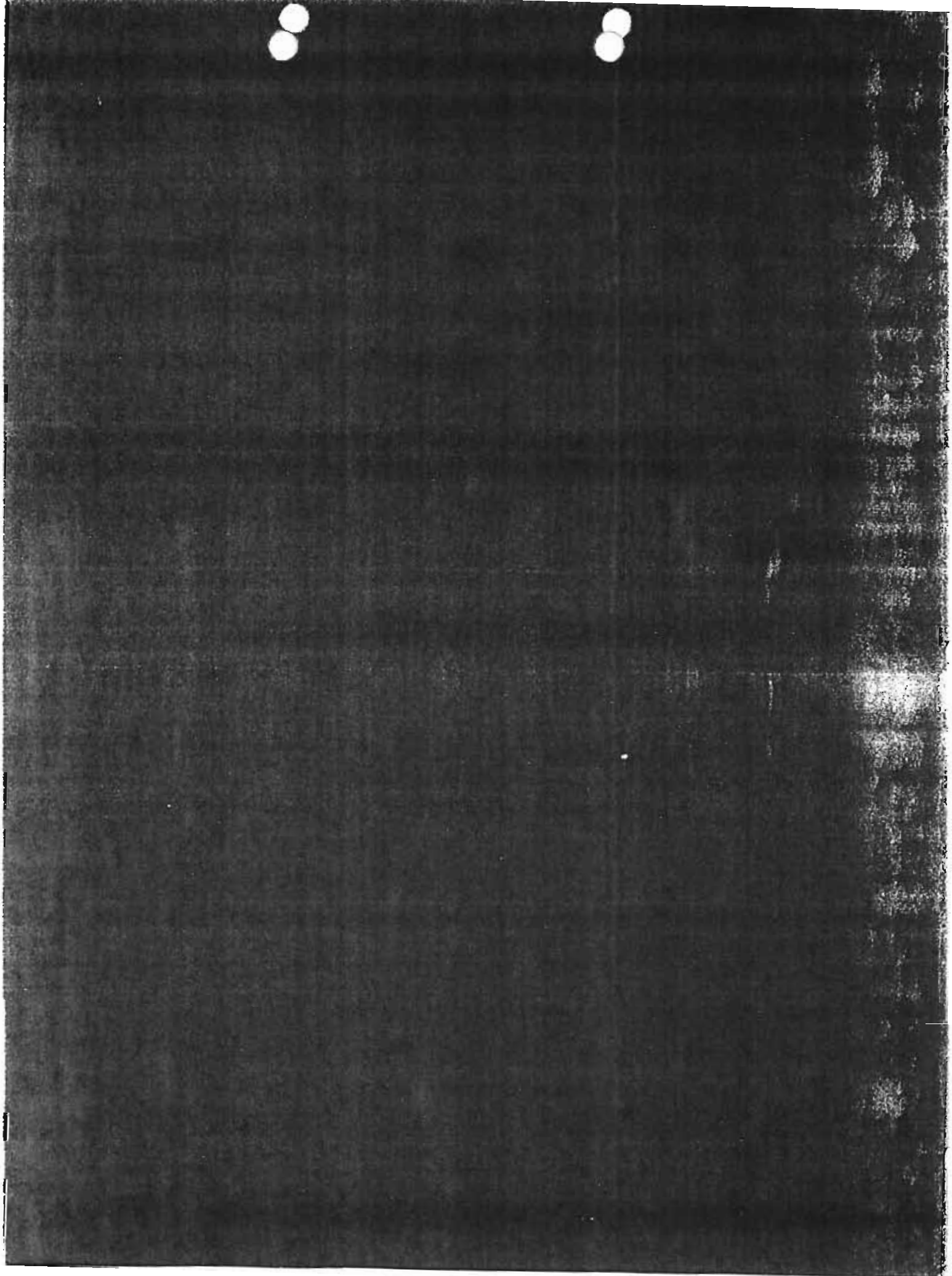
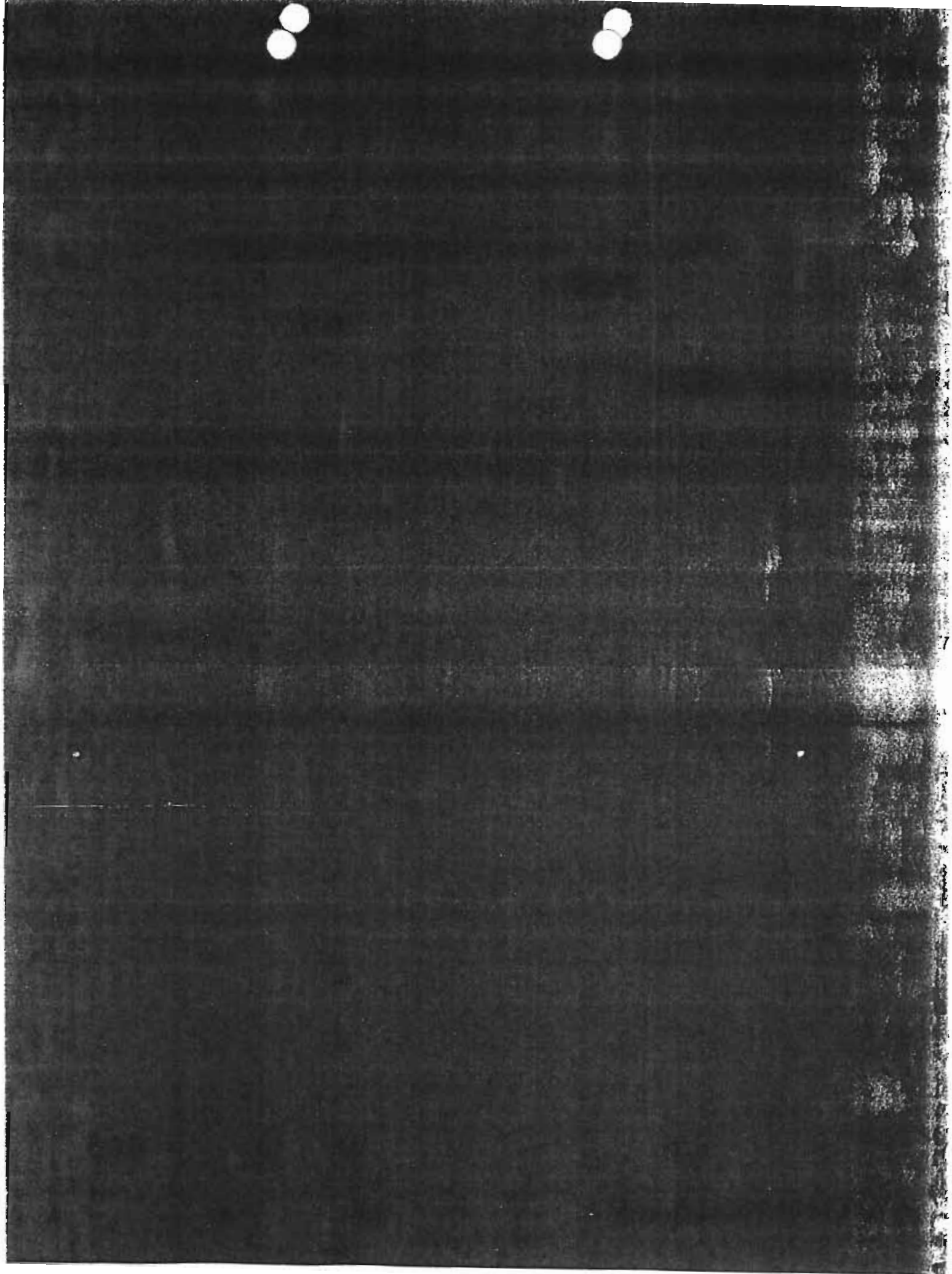








FINDINGS

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.

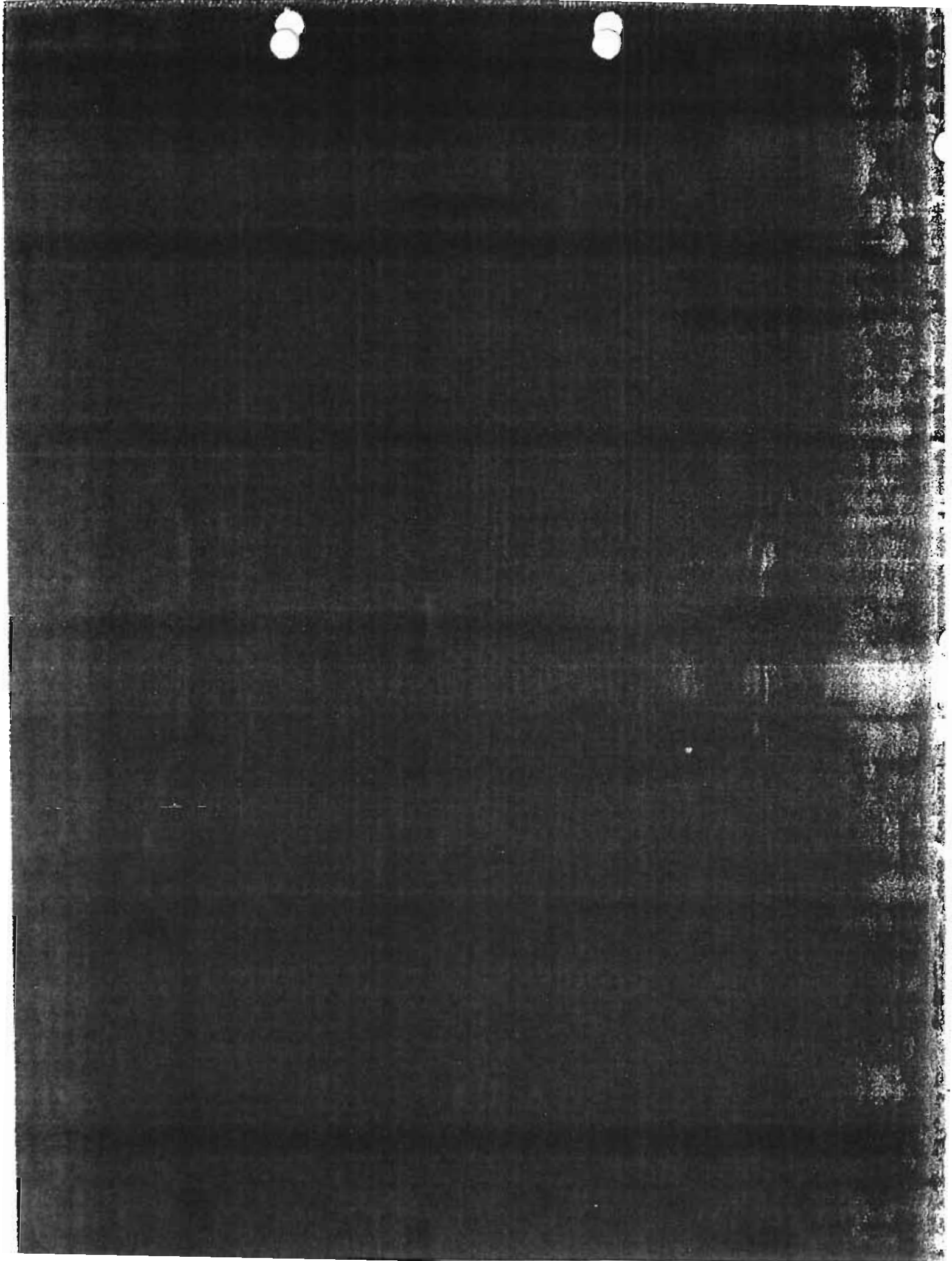
4. The fighter attacks were authorized by CINCSAC to CINCNORAD. Even so, the B-47 crew was not briefed to expect attacks in the collision area. Although not directly contributary to the accident, this fact insinuates a lack of complete coordination in the scheduling of fighter intercepts on SAC aircraft.

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.



GAYLE E. MADISON
Colonel, USAF
President

GERALD A. LONG
Colonel, USAF
Flight Surgeon

ELMER E. HAMMER, JR.
Lt Colonel, USAF

ALEXANDER L. OFFELT
Major, USAF
Accident Investigator

AUGUSTINE W. AYERS
Major, USAF

WILLIAM C. BRAMAN
Major, USAF

JOSEPH HOJNACKI
Major, USAF

ROY W. CAMELIN, JR.
Major, USAF

WILFORD L. TEEL
Captain, USAF

DONALD F. KNEALE
Captain, USAF

ALBERT R. HUNTER, JR.
Captain, USAF

EDWARD L. SCOTT
Captain, USAF

GLEN F. RANSOM
Captain, USAF
Recorder

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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 ϕ /-ϕ 15
06/0000E	Hi Thin Scattered 15	/ϕ 10	E 40 ϕ /100 ϕ 15
06/0100E	Clear 15 mi vis	/ϕ 10	40 ϕ E 100 ϕ 15
06/0200E	Clear 15 mi vis	E 100 ϕ 10	40 ϕ M 70 ϕ 10[illegible]
ES Time	Charleston S. C.	Hunter AFB.	Augusta Ga

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

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPHS [illegible] AND 52, AFR 62-14

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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 Materiel.

Section A—GENERAL INFORMATION

1. Date of accident	2. Type and model of aircraft involved	3. Aircraft Nr.	4. Place of accident	5. Base investigating accident
5 February 58 0533½	F-86L-50	52-10108	5 NM NE Sylvania 6A.35M	2D Hunter AFB, Ga.

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	2. Total airframe hours	3. Date last overhaul
28 Oct 54	695:05	1 March 1957
4. Overhauling activity	**5. Aircraft hours since overhaul**	**6. Date and type of last periodic inspection**
F AT Fresno, Calif	272:05	8th Periodic 28 Oct 57
7. Aircraft hours at last periodic inspection	**8. Name, part number and position on aircraft of part contributing to accident**	
625:35	Not Applicable	

9. Is part available for analysis? N/A NO___ YES___ (If yes) Where located

10. Date of Air Force acceptance of part	11. Date part last installed	12. Date part last overhauled
N/A	N/A	N/A
13. Last overhaul activity	**14. Total flight hours of part**	**15. Total flight hours of part at last inspection**
N/A	N/A	N/A

Section C—FIRES AND EXPLOSIONS

1. Did fire occur? YES X NO___ Before impact___ After impact X If yes, discuss in Section F.	2. Did explosion occur? YES X NO___ Before impact___ After impact X If yes, discuss in Section F.	3. Was aircraft fire detection system activated? YES___ NO X (If yes, give type and manufacturer)

4. Was aircraft fixed fire extinguishing system used? (If yes, give type and manufacturer) NO X YES___ Effective___ Ineffective___ Quantity_____

Section D—POWER PLANT HISTORY

Complete the following when applicable for engines, afterburners, propellers, turbo-superchargers, helicopter 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 PAR 49 & 52 AFR 62-14

Complete the following when available. N/A

1. Sequence of failure(s) by nacelle positi... 1, etc.)	2. Time interval between failures: (For multiple failures)	3. Altitude for... occurred	4. Outside air temp(s)
N/A	N/A	N/A	-34C

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]

ROY W. CAMBLIN JR, MAJOR, USAF

AIRCRAFT MAINTENANCE OFFICER (signature)

AF FORM 1 FEB 56 14c Previous editions of this form may be used.

☆ U. S. GOVERNMENT PRINTING OFFICE : 19__—O-375073

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.

ROY W. CAMBLIN, JR.
Major USAF
Maintenance Officer

Special handling required in accordance with paragraphs 49 and 52, AFR [illegible].

UNCLASSIFIED

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	2. Type and model of aircraft involved	3. Aircraft Nr.	4. Place of accident	5. Base investigating accident
5 February 58 0533½Z	B-47B	51-2349	5 NM NE Sylvania Ga., 35 M	2d AF Hunter AFB, Ga.

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	2. Total airframe hours	3. Date last overhaul
28 January 1953	1650:15	23 October 1957
4. Overhauling activity	**5. Aircraft hours since overhaul**	**6. Date and type of last periodic inspection**
Lockheed Aircraft Corp Maricetta, Ga.	88.05	#8 III
7. Aircraft hours at last periodic inspection	**8. Name, part number and position on aircraft of part contributing to accident**	
TRAN 1562:10	N/A	

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

10. Date of Air Force acceptance of part	11. Date part last installed	12. Date part last overhauled
N/A	N/A	N/A
13. Last overhaul activity	**14. Total flight hours of part**	**15. Total flight hours of part at last inspection**
N/A	N/A	N/A

Section C—FIRES AND EXPLOSIONS

1. Did fire occur? YES ___ NO X Before impact ___ After impact ___ If yes, discuss in Section F.	2. Did explosion occur? YES ___ NO X Before impact ___ After impact ___ If yes, discuss in Section F.	3. Was aircraft fire detection system activated? YES ___ NO X (If yes, give type and manufacturer)

4. Was aircraft fixed fire extinguishing system used? NO X YES ___ Effective ___ Ineffective ___ Quantity ___
(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					
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

AF FORM 1 FEB 58 14c Previous editions of this form may be used.

Section E—POWER PLANT OPERATION DATA

Complete the following when available. N/A

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

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 malifunctions noted

[redacted]

Donald F. Kneale

DONALD F. KNEALE, CAPTAIN, USAF

AIRCRAFT MAINTENANCE OFFICER (signature)

AF FORM 1 FEB 56 14c Previous editions of this form may be used.

☆ U. S. GOVERNMENT PRINTING OFFICE : 1956 — O-375073

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: F-86L 50-NA | SERIAL NO.: [illegible] | PAGE: 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
ARMS A.T.									
ACTUATOR ASSY WING FLAP (R)	6737M	WING (R)	600	340:05	423:00	682:55			
ACT ASSY WING FLAP (L)	32346	WING (L)	600	00:00	423:00	1023:00			
ACT ASSY AILERON TRIM	UNK	WING SPAR	800	00:00	New	800:00			
ACT ASSY HORIZ TRIM STAB	DD 2930	VERT FIN	800	00:00	601:45	1401:45			
ACT ASSY RUDDER TRIM	381	VERT STAB	1200	00:00	624:55	1824:55			
ACT ASSY HORIZ STAB PITCH CORRECTION	UNK	AFT SECTION BEL V FIN	800	00:00	New	800:00			
REEL INERTIA	362	OH SEAT	TUAN	00:00	423:00	Fwd			
PUMP ASSY-HYD ALTERNATE	UNK	CTR WING SEC	800	00:00	New	800:00			
MOTOR ASSY-ALT HYD PUMP	UNK	ATT ALT PMP	800	00:00	New	800:00			
ACT ASSY AIL POWER CONTROL (L)	2164	CTR AIL (L)	500	00:00	409:45	909:45			
ACT ASSY AIL POWER CONTROL (R)	3974	CTR AIL (R)	500	00:00	423:00	923:00			

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-86L-50-NA | SERIAL NO.: 52-10[illegible]A | PAGE NO.: 2

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
AIRFRAME (CON'T)								
UNIT ASSY RUDDER CONTROL	Not Instl.		800					
ACCUM ASSY NORM SYS	5738	BELOW RT ENG DOOR	500	00:00	423:00	923:00		
ACCUM ASSY ALT (L)	555	WG CTR SEC	500	00:00	423:00	923:00		
ACCUM ASSY ALT (R)	012F	WG CTR SEC	500	00:00	423:00	923:00		
ACT ASSY HORIZ STAB POWER	UNK	AFT FUS BELOW V FIN	800	00:00	Not Instl	800.00		
SW ASSY TYPE B-8A	432304	C CKPIT	800	00:00	601:45	1401:45		
LANDING GEAR SYS 4								
DAMPER ASSY N WHEEL STEER	UNK	N GR STRUT	800	00:00	Not Instl	800.00		
CYL ASSY N GR ACT FWD	UNK	ATTACHED TO N GR STRUT	1600	00:00	Not Instl	1600.00		
CYL ASSY N GR ACT AFT	UNK	ATTACHED TO N GR STRUT	1600	00:00	Not Instl	1600.00		

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-86L -50-NH | SERIAL NO.: 52- | PAGE NO.: 3

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 (CONT)									
ACCUM ASSY N WHEEL EMER	226	R SIDE NOSE WHEEL WELL	500	00:00	423:00	923:00			
UTILITY									
PRESS DEMAND OXY REG	BA 1994	COCKPIT	6 MO	00:00	26 Jan 58	26 Jul 58			
TURBINE ASSY P/N 80395	28854	AFT CANOPY RT SIDE	200	00:00	624:55	824:55			
TURBINE ASSY P/N 501321	Not Instl.	AFT CANOPY RT SIDE	400						
GREASE CART FOR TURBINE ASSY P/N 501321	Not Instl.	TURB ASSY	200						
VALVE ASSY CABIN PRESS DUMP	UNK	ON AFT PRESS BLKHEAD	1000	00:00	New	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)	UNK	ADJACENT SEC HEAT EX	1000	00:00	New	1000:00			

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

U.S. GOVERNMENT PRINTING OFFICE 16-64842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-96[illegible] -50-NA | SERIAL NO.: 52-10[illegible]A | PAGE NO.: [illegible]

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)
UTILITY (CON'T)									
VALVE ASSY HEAT SHUT OFF	1	ADJACENT							
(MOTOR OPERATED) DUPLICATE		ENG HEAT EX	1000						
VALVE ASSY HOT AIR BY PASS (MOTOR OPERATED)	UNK	CKPIT AIR DCT	1000	00:00	New	1000.00			
ACT ASSY HEAT EXCH DOOR	1-805	1ST STAGE HEAT EXCH COOL OUTLET	600	00:00	423.00	1223.00			
VALVE ASSY SURFACE ANTI ICE SHUT OFF	UNK	L ENG BAY AIR DCT "Y"	1000	00.00	New	1000:00			
MAIN FUEL AMP	4727578	RH SIDE RCKT BAY	600	00.00	523.35	1123.35			
A/B FUEL AMP	6570365	[illegible] RCKT BAY	600	00.00	672.25	1272.25			

DD FORM 1 JUL 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE. 104842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-86L 50 NA

SERIAL NO.: 52-[illegible] 5

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 ACC [illegible]
UTILITY (CON'T)								
THRUST SELECTOR	6652687	LH EQUIP BAY	800	60:00	672:25	1412:25		
FUEL BOOST PUMP (FWD)	UNK	CTR WG CELL	600	00:00	New	600:00		
FUEL BOOST PUMP (AFT)	UNK	CTR WG CELL	600	00:00	New	600:00		
FUEL TRANSFER PUMP	UNK	FUS AFT CELL	600	00:00	New	600:00		
ELECTRICAL SYSTEM								
REG ASSY A-C VOLTAGE	R11485	RH FWD CKPIT	500	00:00	523:35	1023:35		
REG ASSY D-C VOLTAGE PRIM (L)	R-58410	(L) INV BAY	600	00:00	624:55	1224:55		
REG ASSY D-C VOLTAGE SEC (R)	R-45471	(R) INV BAY	600	250:20	423:00	772:40		
INVERTER PRIMARY	R4334	LT INV BAY	500	00:00	672:25	1172:25		

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1, WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE: 1954 O - 304843

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-86L-50-NA | SERIAL NO.: 52-10108A | PAGE NO.: 6

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
UTILITY (CON'T)									
INVERTER SECONDARY	R-3374	FT INV BAY	500	00:00	437:55	937:55			
ALL FLT CONT SYST HOSE ASSYS	NONE		1000 H-S OR IPAR	00:00	Now	1000:00			
ELEMENT FILTER MICRONIC TYPE AN 6235 -3A, 1 Ea	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55
	None		200	00:00	624:55	824:55			
ELEMENT FILTER MICRONIC TYPE AN 6235 -2A, 3 Ea	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55
	None		200	00:00	624:55	824:55			
ELEMENT FILTER MICRONIC TYPE AN 6235 -1A, 2 Ea	NONE		200 HR	00:00	423:00	623:00	624:55	201:55	201:55
	None		200	00:00	624:55	824:55			
ELEMENT LOW PRESSURE FUEL FILTER	NONE	ABOVE LEFT WHEEL WELL	50 HR	00:00	624:55	674:55	674:55	50:00	50:00
					674:55	724:55			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: F-86L-50-NA | SERIAL NO.: 52-10108A | 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
HOSE ASSY AN 6292-8-194	1F-86L-4	Above Rt	1000 Hrs or	00:00	New	1000.00			
Utility Rt Eng Comp't	Fig 240,126	Wheel Well	3Yrs fm 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 fm 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 4	Split Line	3Yrs fm 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 4	Split Line	3Yrs fm Inst						
HOSE ASSY AN 6292-8-26	1F-86L-4	Right Hand	1000 Hrs or	00:00	New	1000.00			
ROCKET POD, Helper Cyl	Fig 227,I20	Helper Cyl	3Yrs fm Inst						
HOSE ASSY AN 6292-8-26	1F-86L-4	Left Hand	1000 Hrs or	00:00	New	1000.00			
ROCKET POD, Helper Cyl	Fig 227,I20	Helper Cyl	3Yrs fm Inst						
HOSE ASSY AN 6292-8-32	1F-86L-4	Aft End	1000 Hrs or	00:00	New	1000.00			
ROCKET POD, Acutating Cyl	Fig 227,I22	Act Cyl	3Yrs fm Inst						
HOSE ASSY AN 6292-8-30	1F-86L-4	Fwl End	1000 Hrs or	00:00	New	1000.00			
ROCKET POD, Acutating Cyl	Fig 227,I23	Act Cyl	3Yrs fm Inst						

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

XXXXXXXXX Type Engine J47-GE-17B | SERIAL NO. 025-992 | AIR

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)	X33G162B	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	766739C	Acc Section	600 Hrs	00:00	159:10	759:10			
GENERATOR ASSY A-C	573 RR	Acc Section	500 Hrs	59:45	00:00	440:15			
GENERATOR ASSY D-C	2773	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 21 Jan 57	None 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 21 Jan 57	None 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 21 Jan 57	None 21 Jan 60			
TURBINE WHEEL P/N 8992575 to P/N 8992575 Inclusive	P/N 8992575 RR411	ENGINE	100 Hrs	00:00	159:40	259:40			

DD FORM 1 JUN 51 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

GOVERNMENT PRINTING OFFICE 1954 34842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: [illegible]

SERIAL NO.:

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
Valve Assy - Air	1386	Comp Sec	600	00:00	[illegible]	[illegible]			
P/N 9596									

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U. S. GOVERNMENT PRINTING OFFICE [illegible] 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE | SERIAL NO. | PAGE NO.

RECORD OF ENGINE OPERATING TIME

~~NOMENCLATURE AND TYPE~~ A Installed IN	~~SERIAL NO.~~ B INST. At	~~LOCATION~~ C REMD At	~~REPLACE EVERY~~ D TIME ACCM'D	~~PREVIOUS OPERATING TIME~~ E TOTAL TIME Accm'd	~~INSTALLED AT~~ F Total GRD + TAXI TIME	~~REPLACEMENT DUE AT~~ G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
F-86D-45 [illegible]-4054A	[illegible]3.50								
F-86L-55 53-724	629.03								

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

GOVERNMENT PRINTING OFFICE 304842

AIRCRAFT, FLIGHT, REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

NOMENCLATURE AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT G	REMOVED H	TIME ACCUMULATED I	REMARKS J
[illegible]	[illegible]	N/S	600	57:35					
[illegible]		ENG TIME	[illegible]	[illegible]	[illegible]				
[illegible]	026-613	414:15	490:05	75:50	133:15				
J40-6A-1B	027-224	80:45	180:15	99:30	1:1				
J47-GE-17B	025-236	00:00	15:30		15:30				
[illegible]			100		80:45	180:15			
[illegible]			300		80:45	380:15			

DD FORM JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

[illegible] PRINTING OFFICE [illegible] 304842

I certify that on 3 February 1958 I flew two missions in F-86 L 52-1[illegible]. Neither mission had any aircraft or radar write ups.

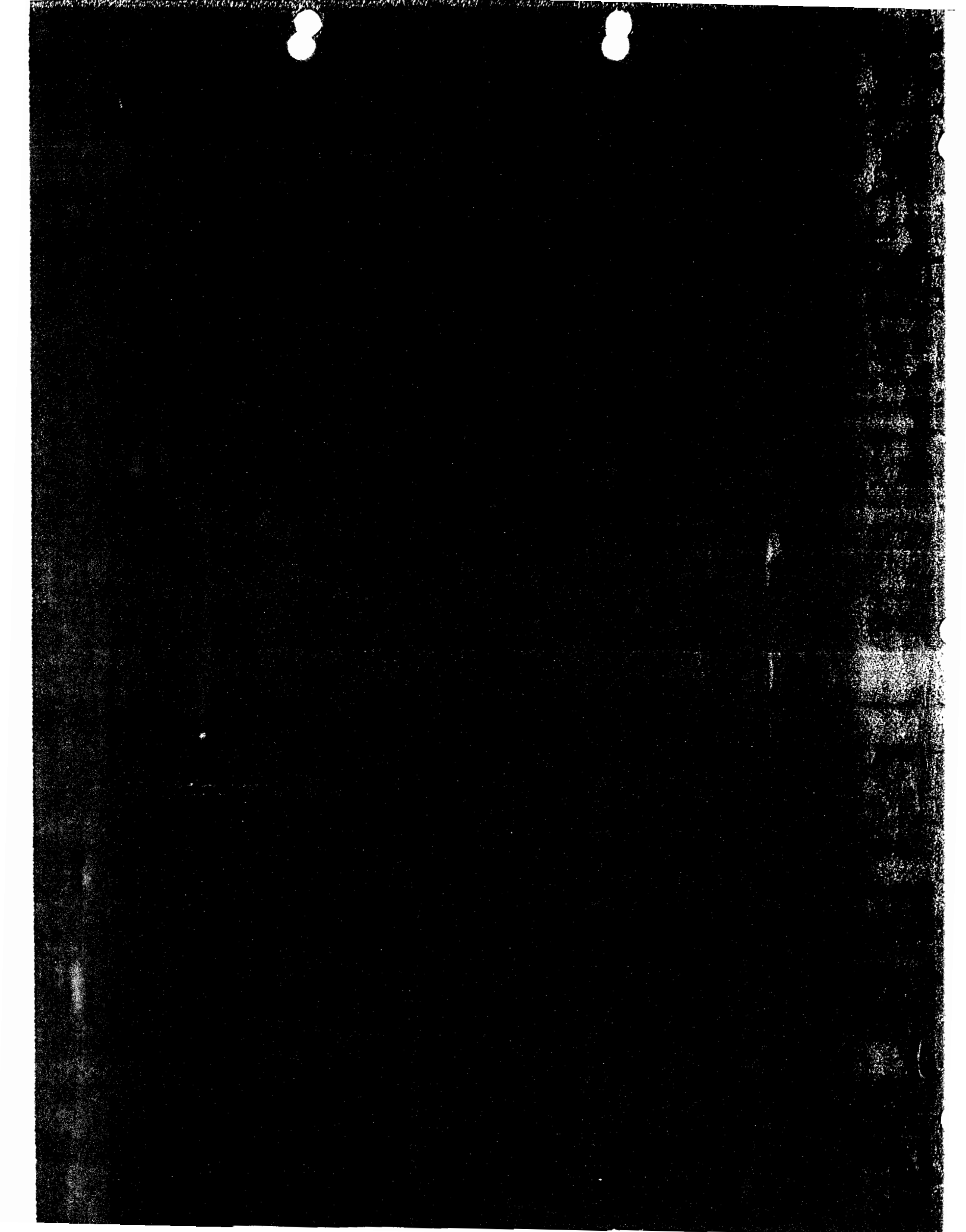
JAMES W. HARRISON
1/LT USAF

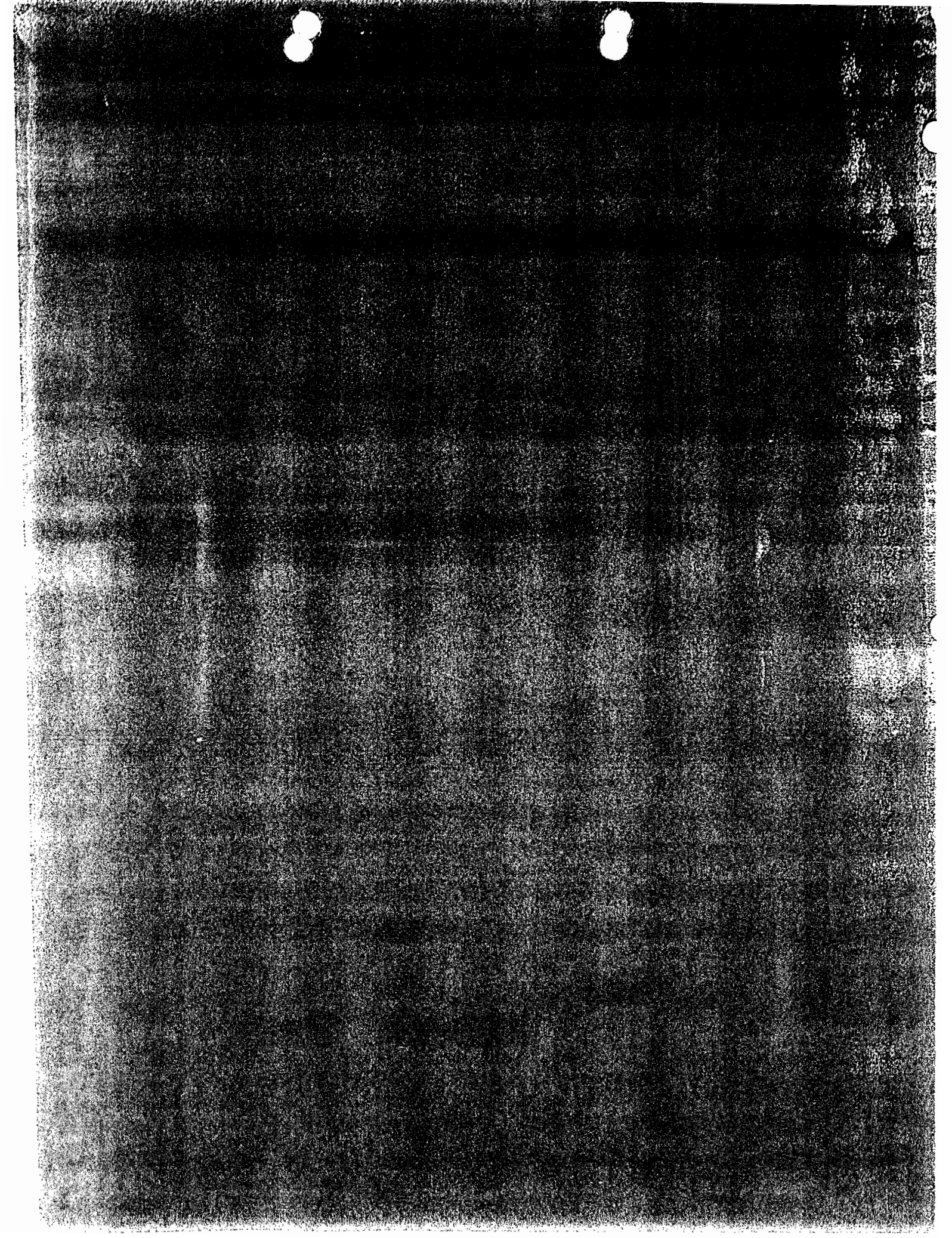
I certify that on 4 February 1958 I flew one mission in F-86 L 52-1[illegible] with the following write up. "Radar inoperative. No phase I, or III. Steering good, frizzle band cross-over OK."

RODNEY W. HENDLEY
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





AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT FLIGHT REPORT

DATE: [illegible]

ORGANIZATION: 28 Bomb Sqdn 19 Bomb Wing

LOCATION: [illegible]

ENGINEER OR MECHANIC IN CHARGE: H. D. Kidd

GRADE: T/Sgt

AIRCRAFT TYPE, MODEL, SERIES: [illegible]

AIRCRAFT SERIAL NUMBER: [illegible]

PRINT PLAINLY — LAST NAME-FIRST NAME-MIDDLE INITIAL - GRADE - SERVICE NO. (Organization and station if transient) A	USE AS DIRECTED LOCALLY B	DUTY C	FLT. COND C	DUTY D	FLT. COND D	DUTY E	FLT. COND E	DUTY F	FLT. COND F	DUTY G	FLT. COND G
Richardson, Howard Maj 1V345A	30th	P		P	I						
		2:35		6:00							
Lagerstrom, Robert S. 1/Lt AO3029365	30th	CP		CP	N						
		2:35		6:00							
Woolard, Leland W. Capt AO-717935	28th	NAV		NAV	N						
		2:35		6:00							

Remarks: 1-IO Ldg N; 1-Landing [illegible]

FLIGHT DATA H	TIME
TO Homestead AFB Fla	01 26
FROM Homestead AFB	16 51
MISSION O — NO. & TYPE LANDING A B C D E: 1	8:35
TO	
FROM	
MISSION — NO. & TYPE LANDING A B C D E	
TO	
FROM	
MISSION — NO. & TYPE LANDING A B C D E	
TO	
FROM	
MISSION — NO. & TYPE LANDING A B C D E	
TO	
FROM	
MISSION — NO. & TYPE LANDING A B C D E	

(Enter total flight time on reverse)

SUBTOTALS FORWARDED: 1 — 8:35

DD FORM 1 JUN 54 781-1 REPLACES AF FORM 1 WHICH IS OBSOLETE.

10A

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT INSPECTION AND MAINTENANCE

PAGE 1 OF 1 PAGES

2. DATE	3. CREW CHIEF	4. ORGANIZATION	5. LOCATION	6. AIRCRAFT DATA TYPE, MODEL, SERIES	SERIAL NO.
14 FEB 58	H. KIDD	28 BOMRON	Homestead AFB Florida	B-47B-1	51-2349A

7. ASSIGNMENT (Command): SAC — ASSIGNMENT (Code): C/C

8. POSSESSION (Command): SAC — POSSESSION (Code): C/C

11. INSPECTION STATUS — NEXT PERIODIC DUE NO. 29 III

TYPE	COMPLETED	DUE
PRE-FLIGHT	07 13	
THRU-FLIGHT		
POST-FLIGHT	3 FEB 58	1666:40
PERIODIC	2309 T 57	1765:10
RING OUT	3 FEB 58	18 FEB 58

CALENDAR INSPECTION STATUS

TYPE	DATE DUE
P.O.	3 FEB +15
P.E.	1 FEB +60

9. STATUS TODAY

10. EXCEPTIONAL RELEASE: 1. [illegible] (Sgt) AR

12. HOURS AT LAST IRAN: 1965:10 (3 Oct 52)

13. AIRCRAFT TIME AND ENGINE DATA

	AIRCRAFT	ENGINE NO. 1	ENGINE NO. 2	ENGINE NO. 3	ENGINE NO. 4	ENGINE NO. 5	ENGINE NO. 6	ENGINE NO. 7	ENGINE NO. 8	APU
TIME SINCE NEW OR OVERHAUL	1641:40	418:30	202:05	550:10	1072:20	1040:30	738:15			
TIME TODAY										
TOTAL TIME										
OIL CHANGE DUE		E/C	E/C	E/C	E/C	E/C	E/C			
TOTAL GROUND AND TAXI TIME		See Blk #14								

14. ENGINE AFTER BURNER TIME						
PREVIOUS	3150	1735	4210	12300	11600	6315
TODAY						
TOTAL						

15. JET ENGINE HOT STARTS: PREVIOUS / TODAY / TOTAL / MAXIMUM

16. NUMBER OF CLUTCH ENGAGEMENTS (Helicopter): PREVIOUS / TODAY / TOTAL

17. FUEL (Gallons) / 18. OIL (Quarts) / 19. SERVICED / 20. OXYGEN CHECKED / 21. Battery Check

SERVICE NO.	OCTANE	SERVICED	IN TANKS	NO. 1 SER	IN	NO. 2 SER	IN	NO. 3 SER	IN	NO. 4 SER	IN	NO. 5 SER	IN	NO. 6 SER	IN	NO. 7 SER	IN	NO. 8 SER	IN	BY	STATION
	JP-4		15,457		36		36		36		36		36		36					[signature]	Homestead AFB
	JP-4	1	5937																	[signature]	14 FLIGHT
TOTAL																					

22. DAILY GROUND AND TAXI TIME: TAXI TIME :15 :15 :15 :15 :15

23.

F.M. 18.5	F.A. 6.5		
C.M. 18.2	A.A. 9.2	TOTAL	98.0
A.M. 12.0	R.W.T. 11.0		
B.B. 9.2	L.W.T. 11.0		

DD FORM 1 JUN 54 781-2 REPLACES AF FORM 1 WHICH IS OBSOLETE.

24. SYSTEM	25. SYM	26. PILOT'S AND MECHANIC'S REMARKS (Print one defect on one line)	27. CORRECTIVE ACTION	27A. TIME	28. SIGNATURE
		AMMO Cans Removed	AMMO Inst		
16	X	UHF Reception weak has been changed tubes and receiver has not improved	REPLACED SET		
		Lights [illegible] FM-37 in [illegible]			
		2 93 units FA-17 [illegible] total	COMP (4 [illegible])		
		ECM [illegible]	Comp (4 [illegible])		
		(1) LOUD BACKGROUND HUM IN UHF RECEIVER			
		(2) LEFT BOMB BAY TANK BOOST PUMP CAME ON WITH 7000 POUNDS REMAINING. IT WOULD FLICKER OCCASIONALLY BUT STAYED ON MOST OF THE TIME.			
		(3) [illegible] TUBE USED			
		(4) NUMERIC 1 & 2 OIL GAGES ARE NOT READING THE SAME AS THE OTHERS.			
		[illegible]			

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
DELAYED CORRECTION DISCREPANCY LIST

AIRCRAFT TYPE: B-47B-1

SERIAL NO.: 51-2347

SYSTEM NO.	SYMBOL	DISCREPANCY	ENTRY APPROVED BY	DATE FROM DD FORM 781.2	DATE TO DD FORM 781.2
[illegible]	/	(23 Oct 57) Course Indicator - ID249/ARN-14 - (Vol# 11-9-8083)	[illegible]	23 Oct 57	
[illegible]	X	(24 Nov 57) ARC 21 [illegible] inoperative	[illegible]	24 Nov 57	15 Jan 58
[illegible]	/	(24 Nov 57) Dust cover missing on 10-23 [illegible] (Vol# 801269)	[illegible]	24 Nov 57	

DD FORM 1 JUN 54 781-3 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT GENERAL DATA

AIRCRAFT TYPE | SERIAL NO | PAGE NO 1

FUEL CAPACITY (U.S. Gallons)	
MAIN TANKS	9273
RESERVE	None
AUXILIARY	2250
BOMB BAY	3258
TOTAL	14,781

OIL CAPACITY (U.S. Quarts or Pints)	
NORMAL Tanks	216
AUXILIARY	None
	None
TOTAL	216

ENGINE DATA

NO.	TYPE AND MODEL	SERIAL NO.	NO.	TYPE AND MODEL	SERIAL NO.
1			5		
2			6		
3			7		
4			8		

CALENDAR INSPECTION SCHEDULE

INSPECTION ITEM	FREQ	NEXT DUE
Periodic Inspection	200 Hrs	
Insp. of First Aid Kits	6 Mos	
Safety Belt Wt. Check	12 Mos	
Shoulder Harness Wt. Test	12 Mos	
Battery Capacity	4 Mos	
Battery Spec. Gravity	7 Da.	
Weigh Aircraft	12 Mos	
TO-780-1 Inventory	6 Mos	
Magnetic Compass Due	300 Hrs. or 6 Mos	
E-1 Compass Swing Due	300 Hrs or 6 mos	
Liquid Oxy. System Check	12 Mos	
Fire Control System Check	12 Mos	
Tire Inst. L/H Outrigger		
Tire Inst. R/H Outrigger		
Tire Inst. L/H Forward		
Tire Inst. R/H Forward		
Tire Inst. L/H Aft.		
Tire Inst. R/H Aft.		

INSPECTION ITEM	FREQ	NEXT DUE

INSPECTION ITEM	FREQ	NEXT DUE

DD FORM 1 JUN 54 781-4 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 52-2[illegible] | 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	A-1191	Sta: 1200	1000 ~~600~~ hrs.	00:00	1555:45	2555:45			
Pump ~~Hydraulic~~									
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			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE. (OVER)

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE | SERIAL NO. | DATE

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 [illegible] I	[illegible]
		AIRFRAME SYSTEM #3							
RUD-ELEV HYD MOTER	A-491	STA. 1200	1000 HRS						

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

30444

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE B-47B | SERIAL NO. 31-[illegible] | CARD NO. 2

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) Cont'd							
Wing flap univ joints exclus of two between main flap dr unit & mech stop assy	—	T.W. Wing	1000 hrs.	00:00	1555:45	2555:45			
Flap drive coupling chains	—	T.E. Wing	1000 hrs.	00:00	1555:45	2555:45			
Non-lube type carriage bearings	—	Wings	500 hrs.	00:00	1555:45	2055:45			
Non-lube flap & flaperon cam track follower rollers	—	Wings	1000 hrs.	00:00	933:10	1833:10			

781-5 [illegible] OF FORM 5 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

B-47B 51-2341[illegible] 5

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
HYDRAULIC PNEUMATIC (SYSTEM #5)									
[illegible] hyd pump-motor driven	1422-15	FWD W.W.	1000 hrs.	00:00	1438:25	2438:25			
[illegible] flex hose hydpneum sys	—	Hyd-Sys	1000 hrs.	00:00	1228:05	2228:05			
Flexible hose high pressure	—	Hyd-Sys	600 hrs.	00:00	1228:05	1728:05			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO. | PAGE NO.

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
		UTILITY (SYSTEM # 6)							
Pressure demand oxy reg	54-20023	Pilot Comp	9 Mos.	00:00	7Oct57	7Jul58			
Pressure demand oxy reg	54-32264	Co-P Comp	9 Mos.	00:00	7Oct57	7Jul58			
Pressure demand oxy reg	53R-8747	Nav Comp	9 Mos.	00:00	7Oct57	7Jul58			
Pressure demand oxy reg	56-07002	Fourth Comp	9 Mos.	00:00	7Oct57	7Jul58			
Pressure demand oxy reg	53R-11714	Bomb Bay	9 Mos.	00:00	7Oct57	7Jul58			

DD FORM 1 JUN 64 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

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
		UTILITY ([illegible] # 6) Cont'd							
Portable demand oxy reg	[illegible]	Pilot Comp	9 Mos.			[illegible]			
Portable demand oxy reg	[illegible]	Co-P Comp	9 Mos.	[illegible]	[illegible]	[illegible]			
Air Cooling unit	[illegible]	Sta. 250	700 hrs.	[illegible]	[illegible]	[illegible]			
Cabin air cond. pneum servo	[illegible]	LH FWD W.W.	1000 hrs.	[illegible]	[illegible]	[illegible]			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B

SERIAL NO.:

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
		UTILITY (SYSTEM # 6) cont'd							
Cabin air ground blower	ZB-72679	Sta: 302	1000 hrs.	[illegible]	1655:45	[illegible]			
Oxy hoses (except mask to reg tube)	—	41-42 & 44 sections	24 Mos.	00:00	[illegible]	[illegible]			
Portable A-20 fire exting.	—	Pilot Comp	24 Mos.	[illegible]	[illegible]	[illegible]			
Moisture separator	1585	Sta: 270	600 hrs.	00:00	[illegible]	[illegible]			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE B-17F | SERIAL NO. | PAGE NO.

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
		ELECTRICAL (SYSTEM # 14)							
Inverter 750VA 3P Emerg inst	1122	Sta: 282	800 hrs.						
A.C. Voltage regulator	[illegible] 3483	Sta: 260	1000 hrs.		1555:45	2555:45			
A.C. Voltage Regulator	[illegible] 5059	Sta: 406	1000 hrs.	00:00	1555:45	2555:45			

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

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 51-2[illegible]

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 ACCUMULATES (I)	TOTAL OPERATING TIME (J)
		ELECTRICAL (SYSTEM # 14) cont'd							
D.C. Control Panel-Gen # 1	13730	CRAWLWAY	1000 hrs.	00:00	[illegible]	2555:45			
D.C. Control Panel-Gen # 2	17782	CRAWLWAY	1000 hrs.	00:00	1555:45	2555:45			
D.C. Control Panel-Gen # 3	1317	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			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

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AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: [illegible]

NOMENCLATURE AND TYPE A	SERIAL NO. B	LOCATION C	REPLACE EVERY D	PREVIOUS OPERATING TIME E	INSTALLED AT F	REPLACEMENT DUE AT G	[illegible] H	[illegible]	[illegible]
[illegible] (... 14) cont'd									
[illegible]	[illegible]	[illegible] 1260	1000 Hrs.	[illegible]	[illegible]	[illegible]			
A.C. Control Panel	[illegible] 2571	Sta. 406	1000 Hrs.	[illegible]	[illegible]	[illegible]			
A.C. Freq & Load Controller	4067	[illegible]	1000 Hrs.	[illegible]	[illegible]	[illegible]			
A.C. Freq Load Controller	3184	L.H. [illegible]	1000 Hrs.	[illegible]	[illegible]	[illegible]			
A.C. Auto Paralleling contr	[illegible] 2267	Sta: 305	1000 Hrs.	[illegible]	[illegible]	[illegible]			

DD 781-5

304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B

NOMENCLATURE 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)
		ARMAMENT (SYSTEM # 17)							
T-4 Periscopic bombsight	50-1097	Nav Comp	24 Mos.	00:00	70d57	70d59			
Azimuth and sighting angle Inflator	37-4333	Nav Comp	24 Mos.	00:00	70d57	70d59			
Coordinate converter	51-4547	Upper Radar	24 Mos.	00:00	70d57	70d59			
Resistor B-1A	50-380	Nav Comp	6 Mos.	00:00	70d57	71PR58			

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U.S. GOVERNMENT PRINTING OFFICE 1954 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: [illegible]-47B

SERIAL NO.: [illegible]

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
ELECTRICAL (SHEET [illegible]) cont'd									
ALTERNATOR 40 KVA	MC-7135	# 1 ENG	800 hrs.	[illegible]	[illegible]	[illegible]			
ALTERNATOR 40 KVA	OC-7457	# 6 ENG	800 hrs.	[illegible]	[illegible]	[illegible]			

DD FORM 781-5 REPLACES AF FORM [illegible] WHICH IS OBSOLETE.

304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 51-2349A | PAGE NO.: 12

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
	- #	POWER PLANT (SYSTEM # 7)							
ENGINE GE-25	075-219	# 1 ENG	1700 hrs.	00:00	1728:05	2928:05			
ENGINE GE-25 A	080-149	# 2 ENG	1700 hrs.	00:00	1438:25	3138:25			
ENGINE GE-25	063-207	# 3 ENG	1700 hrs.	464:25	1438:25	2674:00			
ENGINE GE-25 A	078-968	# 4 ENG	1700 hrs.	996:35	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			

DD FORM JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

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
ENGINE # 1									
STARTER GENERATOR		#1 ENG	1200 hrs.	[illegible]	[illegible]	[illegible]			
ALTERNATOR CONSTANE SPEED DRIVE UNIT	3991	#1 ENG	800 hrs.	00100	327'40	1127'40			

DD FORM JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE 1954 O - 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: C-47A SERIAL NO.: A.F. NO.:

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	TOTAL OPERATING TIME

RECORD OF ENGINE OPERATING TIME

INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED	TOTAL GROUND & TAXI TIME
30-2-42	12810				

DD FORM 1 JUN. 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U. S. GOVT. PRINTING OFFICE: 1954 O - 304843

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 E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
ENGINE #2									
STARTER GENERATOR	721531	#2 ENG	1200 hrs.	120:15	00:00	1079:45			

DD FORM 1 APR 47 7815 REPLACES AF FORM 7 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE 1951 O 304847

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47E | SERIAL NO.: 080-149 | PAGE NO.:

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
		RECORD OF ENGINE OPERATING TIME							
INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED		TOTAL GROUND & TAXI TIME			
51-2349A	1438-2								

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE (EA 5) 764842

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 E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
ENGINE # 3									
STARTER GENERATOR	809	#3 ENG	1200 hrs.	80.05	347:05	1547:05			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE 1954 O — 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: C-47B | SERIAL NO.: 053 | PAGE NO.:

A NOMENCLATURE AND TYPE	B SERIAL NO.	C LOCATION	D REPLACE EVERY	E PREVIOUS OPERATING TIME	F INSTALLED AT	G REPLACEMENT DUE AT	H REMOVED	I TIME ACCUMULATED	J TOTAL OPERATING TIME
		RECORD OF ENGINE OPERATING TIME							
INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED		TOTAL GROUND & TAXI TIME			
51-2225-A	103:00	1300:30	268:30	268:30		Unlk			
51-2251-A	1153:25	1234:00	78:35	347:05	1	Unlk			
51-2249-A	1153:25								

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

U.S. GOVERNMENT PRINTING OFFICE: 1950 O - 304842

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 E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
ENGINE # 4									
STARTER GENERATOR	706457	#4 ENG	1200 hrs.	8600	0000	1200:00			

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

U.S. GOVERNMENT PRINTING OFFICE 1954 O - 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 078-968 | PAGE NO.:

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
RECORD OF ENGINE OPERATING TIME									
INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED		TOTAL GROUND & TAXI TIME			
52-612P	00:00	986:35	986:35	986:35	0	Unk			
51-2349A	1555:Hrs								

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U S GOVERNMENT PRINTING OFFICE 1954 O 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE | SERIAL NO. | PAGE NO.

A NOMENCLATURE AND TYPE	B SERIAL NO.	C LOCATION	D REPLACE EVERY	E PREVIOUS OPERATING TIME	F INSTALLED AT	G REPLACEMENT DUE AT	H REMOVED	I TIME ACCUMULATED	J TOTAL OPERATING TIME
ENGINE #1									
STARTER GENERATOR	PKC-2077 APU	#1 ENG	1200 hrs	00:00	954:45	2154:45			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 7 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE: 1954 O — 304463

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 25-2774 | PAGE NO.:

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
RECORD OF ENGINE OPERATING TIME									
INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED		TOTAL GROUND & TAXI TIME			
53-2261A	8010B	954:45	954:45	954:45		Unk.			
51-2349A	1555:45								

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 781 WHICH IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE 1954 O 904842

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 E	INSTALLED AT F	REPLACEMENT DUE AT G	REMOVED H	TIME ACCUMULATED I	TOTAL OPERATING TIME J
ENGINE #6									
STARTER GENERATOR	4985	#6 ENG	1200 hrs.	0 [illegible]	0 [illegible]	[illegible]			
ALTERNATOR CONSTANT SPEED DRIVE UNIT	4054	#6 ENG	800 hrs.	10:00	652:30	1452:30			

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1 WHICH IS OBSOLETE.

U. S. GOVERNMENT PRINTING OFFICE 1954 O — 304842

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
ACCESSORIES DATA

AIRCRAFT TYPE: B-47B | SERIAL NO.: 25-2701 | PAGE NO.:

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
		RECORD OF ENGINE OPERATING TIME							
INSTALLED ON	INSTALLED AT	REMOVED AT	TIME ACCUMULATED	TOTAL TIME ACCUMULATED		TOTAL GROUND & TAXI TIME			
5-2-46	722:38	1475:00	652:30	652:30					
[illegible]	1385:14								

DD FORM 1 JUN 54 781-5 REPLACES AF FORM 1, WHICH IS OBSOLETE.

AIRCRAFT FLIGHT REPORT AND MAINTENANCE RECORD
AIRCRAFT SUMMARY

AIRCRAFT TYPE: B-47B-1 | SERIAL NO.: 51-2349

LINE	DATE	TIME TODAY	TOTAL TIME	NUMBER AND TYPE LANDING A	B	C	D	E	ENTRIES VERIFIED
1	21/1/58	2:45	1562:20		1				
2	23/1/58	1:50	1564:10		1				
3	1/2/58	1:35	1565:45		1				
4	3/2/58	5:00	1576:45		1				
5	4/2/58	2:10	1577:55		1				
6	5/2/58	5:00	1582:55				2		
7	6/2/58	7:30	1590:25		1		1		
8	7/2/58	6:10	1596:35		1				
9	8/2/58	4:05	1605:55		1		1		
10	10/2/58	4:05	1610:00		1				
11	11/2/58	2:05	1612:05		1		2		
12	12/2/58	10:00	1622:05		1				
13	28/1/58	10:35	1632:40		1				
14	1/2/58	4:20	1641:40		1				
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									

LINE	DATE	TIME TODAY	TOTAL TIME	NUMBER AND TYPE LANDING A	B	C	D	E	ENTRIES VERIFIED	INSPECTED BY (Name, date and title)
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										

DD FORM 1 JUN 58 781-6 REPLACES AF 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		CORRECTIVE ACTION
		10 JANUARY 1958	
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
		14 JANUARY 1958	
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 HST.	C/F
5	7	Intakes not inspected.	C/F
		20 JANUARY 1958	
1	15	A/C's turn and slip inst. turn needle inoperative.	Replaced Ind.
2	14	Sextant mount lite in repr cockpit will not work	Replaced blub
3	16	UHF receiver inoperative	Remove RT-178 (55-866) Replaced RE-178 (8752)
4	15	#1 engine oil pressure reads 6 lbs at 88% at 36,500'	Adjusted trans, cked good, drained water out of transmitter.
		29 JANUARY 1958	
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 68-14.

UNCLASSIFIED

NR	SYSTEM	1 FEBRUARY 1958	CORRECTIVE ACTION
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

CERTIFICATE

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 62-5, "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	GRADE	RATED	NONRATED	YEAR OF BIRTH	AIR CREW DUTY
STEWART, Clarence Arville	1/Lt	Pilot		[redacted]	Pilot

2. AIRCRAFT TYPE, MODEL & SERIES	3. WEATHER CONDITION AT TIME OF BAILOUT:	4. DATE	
F-86L 52-10108	VFR X Instrument___ Hood___	5 Feb 58	Day___ Dawn___ Night X Dusk___

5. APPROXIMATE LOCATION OF EMERGENCY: Sylvania, Georgia and Estill, South Carolina

6. REASON FOR JUMP: Fire___ Engine failure___ Midair collision X 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		X	Cold
		Noxious gases and fumes	X		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		X	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 X Feet first___ Tucked___ Unknown___

3. EXIT USED: Ejection seat upward X 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 X 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 X 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 X Above 60___ Unknown___

7. BODY POSITION DURING OPENING: Feet down X Head down___ On back___ On face___ Tumbling___

8. OPENING SHOCK: Slight___ Moderate___ Severe X No injury X Injury___ Unconsciousness___ None___

9. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING: Slipping chute___ Turning body to face drift___ None X

10. EFFECTS DURING DESCENT: Dizziness___ Nausea___ Hypoxia___ Unconsciousness___ Frostbite X Other (Describe in Sec. H)___

11. DIRECTION OF BODY DRIFT AT TOUCHDOWN: Forward___ Backward X Sideways___

12. ATTITUDE AT LANDING: Vertical X Swinging___

13. FORCE OF LANDING EQUIVALENT TO: 10-15 ft. free fall X 16-20 ft. free fall___ Above 20 ft. free fall___

14. EVENTS AFTER TOUCHDOWN: Rolled forward___ Rolled backward X 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 snaps 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 X; Panels 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				X
Facial bone(s)					Sprain or strain, back or neck				
Vertebra					Other sprains				
Clavicle					3. OTHER INJURIES Burns				
Ribs					Frostbite			X	
Arm or wrist					Abrasions or contusions				
Ankle or leg					Lacerations, major				
Other					Other (Explain in Section H)				

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

5. Unconsciousness: Yes; No X

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 X

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 X; Mountainous; Ice; Hilly; Desert; Swamp; Other (Describe)

Ground conditions: Soft; Ditches or gullies; Slippery; Hard X; Rocky; Other (Describe)

Ground obstructions: Trees; Power lines; Stones, boulders; Bushes; Buildings; None X; Other (Describe)

2. HEIGHT AT WHICH PARACHUTIST FIRST DETERMINED ACTUAL LANDING SITE: (Feet) unknown

3. WATER CONDITIONS: N/A

Approximate depth (feet); Calm; Rolling swell; Choppy

Fresh; Salt; Approximate temperature (° F.); Waves (Height, Feet)

4. VELOCITY OF SURFACE WIND (KNOTS): 15 - 20

5. SURFACE AIR TEMPERATURE (° F.): 20

Section F—EQUIPMENT

1. PARACHUTE

a. Size and type: 24 ft.; 28 ft. X; Seat type; Back type X; Other (Describe) C-9

b. Automatic opening device: Available: Yes X; No; Used: Yes; No X; Failed: Yes; No X

c. Type harness: Quick release X; Snap and V ring

d. Jettisonable canopy: Yes X; No

e. Part Number (From Log): 42171; Date of last repack: 23 Jan 58; Date of last inspection: 29 Jan 58

f. Indicate correct parachute designation (i. e., B8, S3, etc.): C-9

g. Height of parachutist (inches): 70"; Weight with equipment (lbs.): 200

Section F—EQUIPMENT (Continued)

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

3. EMERGENCY BAILOUT Oxygen available: Yes X No ___ Used: Yes ___ No X Failed: Yes ___ No X Recharged (Date) 20 Jan 45

4. DINGHY Available: Yes X No ___ Used: Yes X No ___ Failed: Yes ___ No ___ Type C-2A

5. ANTI-EXPOSURE SUIT Available: Yes ___ No X Used: Yes ___ No ___ Failed: Yes ___ No ___ Type ___

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

7. SURVIVAL KITS Available: Yes X No ___ Used: Yes X No ___ Adequate (Explain in Section H): Yes X No ___ Type MD-1

8. FOOTGEAR Low quarter oxfords ___ Shoes ___ Boots X Flying boots ___ Other (Describe) ___

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

10. WERE UR's SUBMITTED? Yes ___ No X 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 X No ___

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

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

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

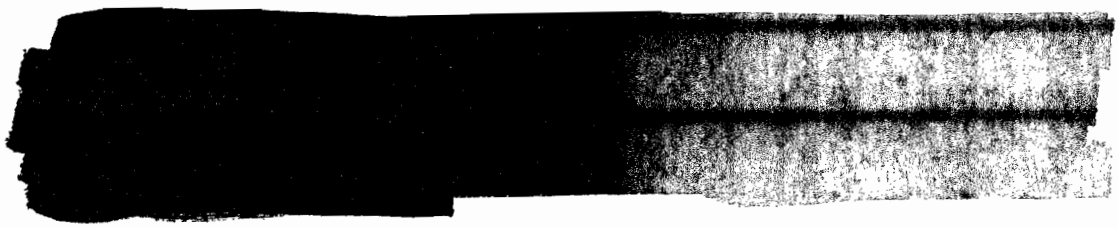
Section H—ADDITIONAL COMMENTS, CRITICISMS AND RECOMMENDATIONS

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 mound, but used Dinghy from ML-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.



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 PAR 49 & 52 AFR 62-14

PARACHUTIST	ACCIDENT INVESTIGATING OFFICER	MEDICAL OFFICER
STEWART, Clarence A. 1st Lt., USAF		David Marshall DAVID MARSHALL, Capt, USAF (MC) AVE

Signature: Name and grade.

AF FORM 1 FEB 58 14d Previous editions of this form will be used.

INDIVIDUAL FLIGHT RECORD (PILOT)

1. MONTH AND YEAR: AS INDICATED 1958 .. 114

3. AF OR MAJOR COMMAND: 2AF (SAC)

4. WING, GROUP, AND SQUADRON OR UNIT: 19TH BOMWGM, 30TH BOMRON

5. LAST NAME—FIRST NAME—MIDDLE NAME: RICHARDSON, HOWARD (NMI)

6. BASE AND LOCATION: Homestead AFB, Florida

7. DUTY AFSC: 1245A

8. ORIGINAL RATING AND DATE: Plt, 30 Aug 43

9. PRESENT RATING AND DATE: Sr/Plt 23 Jan 56

10. ☐ WHITE ☒ GREEN ☐ 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 ORGANIZATION: 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): Howard L. Richardson

SECTION I

A DAY OF MONTH	B AIRCRAFT TYPE, MODEL, SERIES	C AUTH MISSION SYM	D COMMAND AND/OR RADIO CONTROL PILOT TIME	E NO. LANDINGS	F AIRCRAFT COMMANDER TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME						CLASSIFICATION OF COPILOT FLYING TIME				
						G INSTRUCTOR PILOT TIME	H FIRST PILOT TIME	DAY I VFR	DAY J WEATHER INSTRUMENT	NIGHT K VFR	NIGHT L WEATHER INSTRUMENT	M HOOD	N COPILOT	DAY O VFR	DAY P WEATHER INSTRUMENT	NIGHT Q VFR	NIGHT R WEATHER INSTRUMENT
JAN																	
6	B-47B	0		1			6:00		3:00	3:00			4:40	2:40		2:00	
20	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	SHEET NO.																
18. TOTALS TO DATE																	

AF FORM 5 Previous editions of this form may be used.

16—70715 1

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. COMMAND OR RADIO CON PILOT												
20. AIRCRAFT COMMANDER												
21. INSTRUCTOR PILOT												
22. FIRST PILOT												
23. COPILOT												
24. TOTAL THIS PAGE PILOT TIME												

25. BASIC PILOT 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.	COPILOT	
37.	OTHER	
38.	TOTAL	

SECTION III—MISCELLANEOUS ENTRIES

DATE A	TYPE B	RNG/GCA/ILS C	INSTRUMENT TRAINERS D	FLIGHT SIMULATOR E	A/C BREAKDOWN DAY VFR F	DAY WX G	NITE VFR H	NITE WX I	TO J	BTO K	BL L
6 Jan 58	WX	1-G/1-I							1-N		
20 Jan 58	C-11C		:35								
22 Jan 58									1-N		
22 Jan 58	"P"	1-G							1		
30 Jan 58	"P"								3		
4 Feb 58	"P"								1		
39. TOTALS THIS SHEET											
40. TOTALS BROUGHT FORWARD SHEET NO.											
41. TOTALS TO DATE											

U. S. GOVERNMENT PRINTING OFFICE 16—70715-1

INDIVIDUAL FLIGHT RECORD (PILOT)

1. MONTH AND YEAR: 4TH QUARTER (CONTINUED) 57
2. SHEET NO: 113 Continued
3. AF OR COMMAND: 2AF (SAC)
4. WING, GROUP, AND SQUADRON OR UNIT: 19TH BOMGM, 30TH BOMRON
5. LAST NAME—FIRST NAME—MIDDLE NAME: RICHARDSON, HOWARD (NMI)
6. BASE AND LOCATION: Homestead AFB, Florida
7. DUTY AFSC: 1245A
8. ORIGINAL RATING AND DATE: Plt 30 Aug 43
9. PRESENT RATING AND DATE: Sr/Plt 23 Jan 56
10. ☐ WHITE ☒ GREEN ☐ NO INST. CERT. DATE OF EXPIRATION: 6 Sep 58
11. DATE OF BIRTH (Day, month, year): 6 September 1921
12. SERVICE NO: 14345A
13. GRADE AND COMPONENT: Majors, Reg AF
14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy): EVERETT J. ROBINSON, CAPTAIN, USAF
15. SIGNATURE (On original and duplicate copies): Howard Richardson

SECTION I

A DAY OF MONTH	B AIRCRAFT TYPE, MODEL, SERIES	C AUTH MISSION SYM	D COMMAND AND/OR RADIO CONTROL PILOT TIME	E NO. LANDINGS	F AIRCRAFT COMMANDER TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME							CLASSIFICATION OF COPILOT FLYING TIME				
						G INSTRUCTOR PILOT TIME	H FIRST PILOT TIME	DAY I VFR	DAY J WEATHER INSTRUMENT	NIGHT K VFR	NIGHT L WEATHER INSTRUMENT	M HOOD	N COPILOT	DAY O VFR	DAY P WEATHER INSTRUMENT	NIGHT Q VFR	NIGHT R WEATHER INSTRUMENT
16. TOTALS THIS SHEET																	
17. TOTALS BROUGHT FORWARD	SHEET NO.																
18. TOTALS TO DATE																	

AF FORM 5 1 AUG 54 Previous editions of this form may be used.

16-70713-1

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY (L / 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. COMMAND RADIO CON PILOT											
20. AIR [illegible]											
21. INSTR [illegible]											
22. FIRST PILOT											
23. COPILOT											
24. TOTAL USAF PILOT TIME											

25. REMARKS, FLT. CERTIFICATION AND SIGNATURE

26. PILOT TIME: AF STUDENT	
27. CIVILIAN (Over 10 h.p.)	
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 A	TYPE B	RNG/GCA/ILS C	INSTRUMENT TRAINERS D	FLIGHT SIMULATOR E	A/C BREAKDOWN DAY VFR F	DAY WX G	NITE VFR H	NITE WX I	TO J	BTO K	BL L
1 Nov 57	apn	1-OR/1-G							1		
4 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											

U. S. GOVERNMENT PRINTING OFFICE | 16—20515-1

INDIVIDUAL FLIGHT RECORD (PILOT)

1. MONTH AND YEAR: 4TH QUARTER 1957
2. SHEET NO: 113
3. AIR COMMAND: 2AF (SAC)
4. WING, GROUP, AND SQUADRON OR UNIT: 19TH BOMWGH, 30TH BOMRON
5. LAST NAME—FIRST NAME—MIDDLE NAME: RICHARDSON, HOWARD (NMI)
6. BASE AND LOCATION: Homestead AFB, Florida
7. DUTY AFSC: 1245A
8. ORIGINAL RATING AND DATE: Plt 30 Aug 43
9. PRESENT RATING AND DATE: Sr/Plt 23 Jan 56
10. ☐ WHITE ☒ GREEN ☐ NO INST. CERT. — DATE OF EXPIRATION: 6 Sep 58
11. DATE OF BIRTH (Day, month, year): 6 September 1921
12. SERVICE NO.: 243A5A
13. GRADE AND COMPONENT: Major AFRes
14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy): EVERETT J. ROBINSON, CAPTAIN, USAF
15. SIGNATURE (On original and duplicate copies): Everett Robinson

SECTION I

DAY OF MONTH	AIRCRAFT TYPE, MODEL, SERIES	AUTH. MISSION SYM.	COMMAND AND/OR RADIO CONTROL PILOT TIME	NO. LANDINGS	AIRCRAFT COMMANDER TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME							CLASSIFICATION OF COPILOT FLYING TIME				
								DAY		NIGHT				DAY		NIGHT	
						INSTRUCTOR PILOT TIME	FIRST PILOT TIME	VFR	WEATHER INSTRUMENT	VFR	WEATHER INSTRUMENT	HOOD	COPILOT	VFR	WEATHER INSTRUMENT	VFR	WEATHER INSTRUMENT
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
SEPTEMBER TIME NOT PREVIOUSLY RECORDED																	
30	B-47B	0		2		5:50					5:50							
OCTOBER																		
2	B-47B	0		1			3:20				3:20			2:00			2:00	
10	B-47B	0		1			8:00		2:00		6:00			4:00	4:00			
13	B-47B	0		1			2:00		1:00		1:00			1:45			1:45	
16	B-47B	0		1			2:00				2:00			1:50			1:50	
16	B-47B	0		1			6:35				6:35			4:00			4:00	
21	B-47B	0		1			2:30				2:30			1:30			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	2:00			
31	B-47B	0		1			5:20	1:20			4:00			2:00	2:00			
NOVEMBER																		
1	B-47B	0		1			4:00				4:00			3:00			3:00	
8	B-47B	0		0			4:00	1:00			3:00			3:00	2:00		1:00	
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		1:00	
14	B-47B	0		5		6:10		6:10										
18. TOTALS THIS SHEET				16		24:10	49:00	25:20	3:00		43:20		2:00	30:20	14:15		16:05	
17. TOTALS BROUGHT FORWARD (SHEET NO. 112)				306	8:00	87:55	1705:55	1163:20	96:55		308:35	7:00	208:00	830:45	603:45	48:30	177:30	1:00
18. TOTALS TO DATE				322	8:00	112:05	1754:55	1188:40	99:55		351:55	7:00	210:00	861:05	618:00	48:30	193:35	1:00

AF FORM AUG 54 5 — Previous editions of this form may be used.

19—70715-1

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
18. CMD. A/C OR RADIO CON. PILOT											
19. INSTRUCTOR					8:00						8:00
20. [illegible] PILOT	1:00		4:00		107:35						112:35
21. FIRST PILOT	16:00	479:45	708:00		551:10						1754:55
22. COPILOT		409:40	115:00		336:25						861:05
23. TOTAL USAF PILOT TIME	17:00	889:25	827:00		1003:10						2736:35

24. REMARKS, PILOT CERTIFICATION AND SIGNATURE

AFR 60-2 complied with.

25.	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	271:00

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	RNG/GCA/ILS	INSTRUMENT TRAINERS	FLIGHT SIMULATOR	A/C BREAKDOWN DAY VFR	A/C BREAKDOWN DAY WX	A/C BREAKDOWN NITE VFR	A/C BREAKDOWN NITE WX	TO	BTO	BL
A	B	C	D	E	F	G	H	I	J	K	L
30 Sep 57										2-N	2-N
2 Oct 57	" "	1-OR							1-N		
10 Oct 57	WX	1-G							1-N		
13 Oct 57	WX	1-G							1-N		
16 Oct 57	"P"	1-OR/2-G							1-N		
16 Oct 57	"P"	1-OR/1-G							1-N		
21 Oct 57	"P"	1-OR/1-G							1		
28 Oct 57	"P"	1-OR							1		
31 Oct 57	"P"	1-OR/1-G							1		
32. TOTALS THIS SHEET		15							11	7	7
40. TOTALS BROUGHT FORWARD SHEET NO. 112		158	140:30	51:00	8:00	0	0	0	115	23	27
41. TOTALS TO DATE		173	140:30	51:00	8:00	0	0	0	126	30	34

U. S. GOVERNMENT PRINTING OFFICE 16—70715—

INDIVIDUAL FLIGHT RECORD (PILOT)

1. MONTH AND YEAR: AS INDICATED 1958 — SHEET No. 2

2. AIR COMMAND: 2ND AF SAC

3. WING, GROUP, AND SQUADRON OR UNIT: 19TH BOMWGM, 30TH BOMRON

4. BASE AND LOCATION: HOMESTEAD AIR FORCE BASE, FLORIDA

5. LAST NAME—FIRST NAME—MIDDLE NAME: LAGERSTROM, ROBERT J.

6. CURRENT RATING AND DATE: PLT 4 Dec 56

7. DUTY AFSC: 1234B

8. PRESENT RATING AND DATE: PLT 4 Dec 56

10. ☒ WHITE ☐ GREEN ☐ NO INST. CERT. — DATE OF EXPIRATION: 1 Feb 58

11. DATE OF BIRTH (Day, month, year): 1 Feb 1933

12. SERVICE NO.: AO 3029465

13. GRADE AND COMPONENT: 1/Lt AFRes

14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy): EVERETT J. ROBINSON, CAPTAIN, USAF

15. SIGNATURE (On original and duplicate copies): Everett J. Robinson

SECTION I

DAY OF MONTH	AIRCRAFT TYPE MODEL SERIES	AUTH MISSION SYM	COMMAND AND/OR RADIO CONTROL PILOT TIME	NO. LANDINGS	AIRCRAFT COMMANDER TIME	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME: DAY VFR	DAY WEATHER INSTRUMENT	NIGHT VFR	NIGHT WEATHER INSTRUMENT	HOOD	COPILOT	CLASSIFICATION OF COPILOT FLYING TIME: DAY VFR	DAY WEATHER INSTRUMENT	NIGHT VFR	NIGHT WEATHER INSTRUMENT
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
JAN																	
6	B-47B	0		0			4:40	2:40		2:00			6:00		3:00	1:00	
22	B-47B	0		0			5:00			5:00			3:15		2:00	1:15	
22	B-47B	0		0									3:35	3:35			
28	B-47B	0		1			2:00	2:00					3:00	3:00			
30	B-47B	0		3			3:20	3:20					3:20	3:20			
FEB																	
4	B-47B	0		0									8:35	2:35		6:00	
16. TOTALS THIS SHEET																	
17. TOTALS BROUGHT FORWARD	SHEET NO.																
18. TOTALS TO DATE																	

AC FORM 5 Previous editions of this form may be used.

SUMMARY OF PILOT EXPERIENCE

	B	C	D	E	F	G	H	I
24 TOTAL USAF PILOT TIME								
25 TOTAL TIME AS STUDENT								

26 PILOT TIME AS STUDENT	
27 CIVILIAN FLYING	
28 FOREIGN MILITARY	
29 OTHER 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

A	B	C	D	E	F	G	H	I	J	K	L
28	B		4-6							1	1
29	B	P	4-6							3	3
39 TOTALS THIS SHEET											
40 TOTALS BROUGHT FORWARD	UNIT NO										
41 TOTALS TO DATE											

U. S. GOVERNMENT PRINTING OFFICE 16—70F15-1

INDIVIDUAL FLIGHT RECORD (PILOT)

3. AF OR COMMAND: 2AF (SAC)
4. WING, GROUP, AND SQUADRON OR UNIT: 19TH BOMWGH, 30TH BOMRON
5. MONTH AND YEAR: 4TH QUARTER 1957
6. LAST NAME - FIRST NAME - MIDDLE NAME: LAFRENIERE, ROBERT J.
7. DUTY AFSC: 1234B
8. BASE AND LOCATION: Homestead AFB, Florida
9. ORIGINAL RATING AND DATE: Plt 4 Dec 56
10. PRESENT RATING AND DATE: Plt 4 Dec 56
10. ☒ WHITE ☐ GREEN ☐ NO INST. CERT. — DATE OF EXPIRATION: 1 Feb 58
11. DATE OF BIRTH (Day, month, year): 1 Feb 1933
12. SERVICE NO: AO-3022465
14. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized deputy): EVERETT J. ROBINSON, CAPTAIN, USAF
15. SIGNATURE (On original and duplicate copies): Everett J. Robinson

SECTION I

CLASSIFICATION OF FIRST PILOT FLYING TIME — DESIGNATION OF

DAY OF MONTH	AIRCRAFT TYPE MODEL SERIES	AUTH MISSION SYM	COMMAND AND/OR RADIO CONTROL PILOT TIME	NO. LANDINGS	AIRCRAFT COMMANDER TIME	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	DAY VFR	DAY WEATHER INSTRUMENT	NIGHT VFR	NIGHT WEATHER INSTRUMENT	HOOD	COPILOT	DAY VFR	DAY WEATHER INSTRUMENT		
	A	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
OCT																	
2	B-47B	0		0			2:00			2:00			3:20			3:20	
10	B-47B	0		6			4:00	4:00					8:00		2:00	6:00	
13	B-47B	0		0			1:45			1:45			2:00		1:00	1:00	
16	B-47B	0		0			1:50			1:50			2:00			2:00	
16	B-47B	0		0			4:00			4:00			6:35			[illegible]	
21	B-47B	0		0			1:30			:30		1:00	2:30			2:[illegible]	
28	B-47B	0		0			:50	:50					1:00	1:00			
31	B-47B	0		0			2:00	2:00					5:20	1:20		4:00	
NOVEMBER																	
1	B-47B	0		0			3:00			3:00			4:00			4:00	
4	B-47B	0		1			3:00	2:00		1:00			4:00	1:00		3:00	
29	B-47B	0		0			2:00					2:00	4:00	4:00			
DECEMBER																	
6	B-47B	0		3			2:10	1:10				1:00	3:00	3:00			
10	B-47B	0		1			3:00	1:00		1:00		1:00	4:15	4:15			
15. TOTALS THIS SHEET				5			31:05	11:00		15:05		5:00	50:00	16:35	3:00	32:25	
17. TOTALS BROUGHT FORWARD	SHEET NO. 7			16			61:35	19:50	1:00	18:35		22:10	98:35	51:40	8:25	36:30	0
18. TOTALS TO DATE				21			92:40	30:50	1:00	33:40		27:10	148:35	68:15	11:25	68:55	0

AF FORM 5 1 AUG 54 — Previous editions of this form may be used.

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. COMD AND/OR RADIO CON PILOT											
20. AIRCRAFT COMMANDER											
21. INSTRUCTOR PILOT											
22. FIRST PILOT					92:40						92:40
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 hp.)	
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 A	TYPE B	GCA C	INSTRUMENT TRAINERS D	FLIGHT SIMULATOR E	F	G	H	I	TO J	BTO K	BL L
28 Oct 57										1	
4 Nov 57	T-33	1-OR/1-G									1
14 Nov 57	C-118	1-OR	2:00								
15 Nov 57	C-118	1-G	2:00								
25 Nov 57	C-121C	1-G	2:00								
6 Dec 57	H	1-OR/1-G								3	3
10 Dec	H	1-G/1-OR								1	1N
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

U. S. GOVERNMENT PRINTING OFFICE 16—70715-1

INDIVIDUAL FLIGHT RECORD (PILOT)

Continued Sheet #15 — SECTION I

5	[illegible]	0		1		[illegible]		1:[illegible]	
6	T33A	0		1		2:20	1:[illegible]	1:20	
7	T33A	0		1		1:30	1:30	1:30	
15	F86L	0		1			:50	:50	
15	T33A	Xc		2			1:15	1:15	
23	F86L	0		1			1:[illegible]	:45	:35
26	F86L	0		1			2:[illegible]	1:1[illegible]	1:4[illegible]
26	T33A	0		1		:40	1:20	2:[illegible]	
27	F86L	0		2			2:1[illegible]	1:[illegible]	1:[illegible]
27	T33A	0		1		2:[illegible]		2:[illegible]	
Dec	F86L	0		1			1:[illegible]		1:[illegible]
2	F86L	0		2			1:55		1:55
3	F86L	0		2			1:[illegible]	:41	:[illegible]
4	F86L	0		2			1:[illegible]	1:[illegible]	1:[illegible]
5	F86L	0		1			1:05	1:05	
6	T33A	Xc		1		1:20		1:[illegible]	
6	F86L	0		2			1:[illegible]	1:45	1:[illegible]
7	T33A	Xc		2		2:05		2:[illegible]	
10	F86L	0		2			1:45	1:[illegible]	1:[illegible]
11	F86L	0		1			1:1[illegible]	:50	
12	F86L	0		1			1:05	1:05	

TOTALS THIS SHEET

TOTALS BROUGHT FORWARD

TOTALS TO DATE

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	SINGLE JET PROPULSION	MULTIPLE JET PROPULSION	JET ROCKET	ROCKET			
A	B	C	D	E	F	G	H	I	J	K
19. PILOT 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.

AFR 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 Water)	
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	G	H	I	J	K	L
A	B	C	D	E	F						
15 Nov	MB23C			2:00							
23	H				1						
6 Dec	MB23C			2:00	2						
39. TOTALS THIS SHEET											
40. TOTALS BROUGHT FORWARD	SHEET NO. Encl										
41. TOTALS TO DATE											

U. S. GOVERNMENT PRINTING OFFICE 16—70715-1

INDIVIDUAL FLIGHT RECORD (PILOT)

ADC 444th Fighter Interceptor Squadron (ADC)

Charleston AFB, S. C.

Plt 13 Jun 56 Same

ALBERT R. HUNTER JR. CAPTAIN, USAF

1124C

17 Oct 58 17 Oct

STEWART, CLARENCE ARVILLE

SECTION I

A	B	C	D	E	F	G	H	I	J	K	L	M
1	F86L	0	1				:45	:20				:25
4	F86L	0	2				2:00	:40	1:20			
7	F86L	0	1				1:00	1:00				
9	F86L	0	1				:45	:25				:20
10	F86L	0	3				3:30	1:40		1:50		
10	F86L	0	1				:45	:45				
14	F86L	0	1				1:00	1:00				
15	F86L	0	1				:30	:30				
15	T33A	0	0				2:40	2:40				
16	F86L	0	1				1:10	:50	:20			
17	F86L	0	1				:50	:50				
18	T33A	0	1				2:40	1:40	:20			
21	F86L	0	1				1:20			1:20		
22	F86L	0	1				:50	:35				:15
23	F86L	0	2				1:40	1:40				
28	T33A	0	2			2:30	2:05	3:35				1:00
29	F86L	0	1				:55	:55				
1 Nov	T33A	0	2			1:00	3:00	1:00		1:30	:15	1:15
2	T33A	0	1				4:45			4:15	:30	
3	T33A	0	1				4:55	1:00		2:40		1:15
4	T33A	0	2			3:45		2:15				1:30
16. TOTALS THIS SHEET			64			18:50	71:10	42:20	2:00	32:55	3:55	8:50
17. TOTALS BROUGHT FORWARD		14	219			13:30	352:00	222:30	10:05	79:50	2:25	5:40 5:35 :15 1:1
18. TOTALS TO DATE			283			32:20	423:10	264:50	12:05	112:45	6:20	5:30 5:35 :15 1:1

AF FORM 1 AUG 54 5 Previous editions of this form may be used.

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 POCKET G	PLANE H	TYPE I	TIME J	TIME K	TIME L
1											
2											
3				32:20							32:20
4				423:10							423:10
5				5:35							5:35
6 TOTAL USAF PILOT TIME				461:05							461:05

25 INSTRUCTOR'S PILOT CERTIFICATION AND SIGNATURE

18 Oct 57 - Pilot issued AF Form 8 (White) IAW AFR 60-4, Gower, P. W. 1/LT, FLT. EXAM.

18 Oct 57 - Flight Proficiency Check IAW AFR 60-2, Gower, P. W. 1/LT, INSTR. 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 STUDENT	249:00
27	CIVILIAN (Other than AF)	
28.	FOREIGN MILITARY	
29.	OTHER U. S. MILITARY	
30	TOTAL	710:05
	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 A	TYPE B	GCA C	INSTRUMENT TRAINERS D	FLIGHT SIMULATOR E	ILAS F	FTR G	F86D H	F86L I	J	K	L
2 Oct	MB23C	1		2:00							
4	W				1						
18	H	1			1						
22	H				1						
39 TOTALS THIS SHEET		2		6:00	6	47:30		47:30			
40 TOTALS BROUGHT FORWARD	SHEET NO. 14	40	18:00	40:05	39	219:45	139:20	80:25			
41 TOTALS TO DATE		42	18:00	46:05	45	267:15	139:20	127:55			

U.S. GOVERNMENT PRINTING OFFICE 16—70715-1

INDIVIDUAL FLIGHT RECORD (*PILOT*)

OCT. [illegible], N[illegible], AN[illegible]

STEWART, CLARENCE ARVILLE

Continued Sheet #15

SECTION I

DAY OF MONTH (A)	AIRCRAFT TYPE MODEL SERIES (B)	AUTH MISSION SYM (C)	COMMAND AND/OR RADIO CONTROL PILOT TIME (D)	NO. LANDINGS (E)	(F)	(G)	FIRST PILOT TIME (H)	(I)	WEATHER INSTRUMENT (J)	(K)	WEATHER INSTRUMENT (L)	(M)
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 — SHEET NO.

18. TOTALS TO DATE

AF FORM 1 AUG 54 5 — Previous edition of this form may be used.

INDIVIDUAL FLIGHT RECORD

ADC — 444th Fighter Interceptor Squadron (ADC)

Charleston AFB, S. C. — 11240

Plt 13 Jun 56 — Same — 17 Oct 58 — 17 Oct 34 — [illegible]

ALBERT R. HUNTER JR. CAPTAIN, USAF

SECTION I

DAY OF MONTH (A)	TYPE (B)	AUTH SYM (C)	COMMAND AND/OR RADIO CONTROL PILOT TIME (D)	NO. LANDINGS (E)	AIRCRAFT COMMANDER TIME (F)	[illegible] PILOT TIME (G)	FIRST PILOT TIME (H)	(I)	(J)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	F86L	0		2			2:30	2:05	:25						
3	F86L	0		2			1:55	:50		1:05					
6	F86L	0		1			1:10	:40	:30						
6	T33A	0		0			:30	:30							
7	F86L	0		1			1:05			1:05					
8	F86L	0		2			2:15			2:15					
9	F86L	0		1			1:05			1:05					
10	F86L	0		1			1:10			1:10					
15	F86L	0		1			1:25	1:25							
17	F86L	0		1			1:05	1:05							
18	T33A	Xd		1			3:05	:45				2:20			
18	F86L	0		1			1:10			1:10					
20	F 86L	0		3			3:45			1:55	1:50				
21	F86L	0		1			1:00			:30	:30				
22	F86L	0		2			2:10	2:10							
24	F86L	0		1			1:00			:30	:30				
27	F86L	0		2			1:55	1:20				:35			
28	F86L	0		2			2:25	2:25							
30	T33A	0		1			:15			:15			:15		:15
31	F86L	0		2			2:15	2:15							
TOTALS THIS SHEET				33			40:40	21:40	:55	12:20	2:50	2:55	:15		:15
TOTALS BROUGHT FORWARD		15		283		32:20	423:10	264:50	12:05	112:45	6:20	59:30	5:35	:15	:15
TOTALS TO DATE				316		32:20	463:50	286:30	13:00	125:05	9:10	62:25	5:50	:15	1:25

AF FORM 5 [illegible] AUG 54 — Previous editions [illegible] may be used

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
	B	C	D	E	F	G	H	I	J	K	L
19 COND. ASS'D OR RADIO CON. 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

6 Jan 58 - Pilot re-checked in T33A type a/c. Green, K. K. Capt., Ck Plt.

5 Feb 58 - Major Accident F-86L, 35,000 feet, vicinity of Salvania, Georgia. Pilot Parachuted Safely.

Physiological Training Expires 13 February 1959.

5 Feb 58 - Pilot physicially disqualified.

26 PILOT TIME: AF STUDENT	249:00
27. CIVILIAN (Oper. Ap.)	
28. FOREIGN MILITARY	
29. OTHER U.S. MILITARY	
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	J	K	L
7	N				1						
8	N	1									
9	MB23C			2:00							
18	H				1						
20	Wx				2						
27	H	2									
39 TOTALS THIS SHEET		3		2:00	4	34:40		34:40			
40 TOTALS BROUGHT FORWARD SHEET NO 24		42	18:00	46:05	45	267:15	139:20	127:55			
41 TOTALS TO DATE		45	18:00	48:05	49	301:55	139:20	162:35			

U. S. GOVERNMENT PRINTING OFFICE 16—70713-1

INDIVIDUAL FLIGHT RECORD (PILOT)

JANUARY, FEBRUARY, AND MARCH 1958

STEWART, CLARENCE ARVILLE

Continued Sheet 16

SECTION I

February						
3	F86L	0	2	1:50	1:50	
3	T33A	0	0	2:10	2:10	
4	F86L	0	3	3:30	2:10	1:20

16 TOTALS THIS SHEET

17 TOTALS BROUGHT FORWARD

18 TOTALS TO DATE

AF FORM AUG 54 5 Previous editions of this form may be used.

22 pages of statements withheld.

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

SPECIAL ORDERS)
NUMBER 76)

EXTRACT

12 February 195

* * * * * * * * * * * * * * * *

3. Verbal Order Commander 5 Feb 58, is confirmed, Following named Officer Organizations indicated, SAC, ADC, are appointed members of the 2nd Bomb Wing Aircraft Accident Investigating Board meeting at the call of the President to investigate all Accidents or incidents resulting in Major damage to aircraft and such accident/incidents which are determined by the Commander to require investigating by a Board of Officers, and occur on or in the vicinity of Hunter AFB, Ga. In the event of the 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 Pre
COL	GERALD A LONG	19140A	Flt Surgeon	2nd TAC Hosp
LTCOL	ELMER H PARKER JR	7729A	Sq Commander	49th BomRon
MAJ	ALEXANDER J OPPELT	10788A	Dir of Safety	Hq 308th BomWg
MAJ	AUGUSTINE W AYERS	11496A	Dir of Safety	Hq 804th ABGru
MAJ	WILLIAM C BRANAN	2382[illegible]A	Dir of Safety	Hq 2nd BombWg
MAJ	JOSEPH KOZNICKI	13855A	Sq Commander	2nd Fld Maint Sq
CAPT	WILFORD L WEEL	23691A	Aircraft Commander	2nd AREFS
CAPT	DONALD F KNEALE	A0851378	Flt Line Maint Officer	20th BomRon
CAPT	GLEN F RANSOM	A0735449	Sq Adjutant	2nd A&E Maint Sq Rec
MAJ	ROY W CAMBLIN JR	15686A	444th Ftr Intcp Sq, Charleston AFB, S.C.	
CAPT	ALBERT R HUNTER JR	A0826663	444th Ftr Intcp 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 & 52 AFR 62-14

186 pages of board proceedings withheld.

ADC REGULATION)
55-28)

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

E X T R A C T

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 whi are within the normal capabilities of the recovery base concerned. Ho ever, this does not preclude pre-positioning certain items deemed appr priate to facilitate reservicing at recovery bases. Such items will b supplied from current assets and authorizations of the command directi the recovery and reservicing operation. War Reserve Material assets w not be moved from authorized base locations unless approved by this he quarters.

* * * * *

4. Waiver of Requirements.

a. The pilot of an interceptor aircraft is not required to f a flight clearance, DD Form 175, when scrambled from an airfield havi Air Force or Naval activity, provided:

(1) The interceptor(s) aircraft is scrambled on an activ defense mission, or

(2) A scramble and recovery training mission; and

(a) Interceptor(s) aircraft remains under control o ADC AC&W system, and

(b) All interceptor aircraft involved have operati communications and navigational equipment, and

(c) Pilot makes necessary contact with the con ol prior to take-off and landing, and

(d) Except for emergencies, recovery is to be acco at the base of flight origin or at a recovery where an operational agreement is in effect, a

SPECIAL HANDLING REQUIRED

*This supersedes ADC Reg 55-28, 8 March 1954, as amended. (ADC-6841-7

IN ACCORDANCE WITH PAR 49 & 52 AFR 62-14

*ADCR 55-28

ADC REGULATION)
55-28)

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

E X T R A C T

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 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 AC&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 supersedes ADCR 55-22, 8 March 1954, as amended. (ADC-6841-7)

IN ACCORDANCE WITH PAR 49 & 52 AFR 62-14

(e) 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:

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

DISTRIBUTION:
A
2

(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 PAR 49 & 52 AFR 62-14

AIRCRAFT CLEARANCE

(DELIVER DUPLICATE TO BASE OPERATIONS AT DESTINATION)

DATE

A. OPERATIONS OFFICE: Homestead Air Force Base Fla.

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	1434 5A	30th Bomb Sqdn	Homestead
P	Lagerstrom, R.J.	1st Lt	AO 3024465	30th Bomb Sqdn	
~~NAV~~	~~Winters, R.R.~~	~~Capt~~	~~AO 850445~~	~~30th Bomb Sqdn~~	~~Homestead~~
	[illegible], L.W.	[illegible]	AO 21793	30 Bomb Sqdn	

38

C. FLIGHT PLAN

RADIO CALL: Ivory #2 — AIRCRAFT TYPE: B-47B

POINT OF DEPARTURE: Homestead AFB, Fla

BASE NAME OF DESTINATION: Homestead AFB, Fla.

ROUTE TO BE FLOWN

IFR	VFR	ALTITUDE	ROUTE	TO
See Mission [illegible]				

Southern [illegible]

Ivory [illegible] #2

[illegible]

MILEAGE: 35[illegible] NAUT. — ETD: [illegible]

EST TRUE A/S: 425 KTS — ETE:

ALTERNATE: N/A — ETE TO ALTERNATE:

TRANS. FREQ.: All UHF + G [illegible] HF

PILOT'S LAST NAME: Richardson

FUEL ON BOARD: [illegible] HRS. 3 MIN.

INSTRUMENT RATING

NAVY	AIR FORCE	ARMY
SPECIAL PILOT	PILOT RATING	PILOT RATING
STANDARD PILOT	INST. RATING: T	INST. RATING

DATE INSTRUMENT CARD EXPIRES: 6 Sept 1958

CO. FORM 175 FILED AT: Homestead AFB Fla — DATE FILED:

HIGHEST RANK ON BOARD: Major

REMARKS: TO dist 1900

Trim Zero

CA [illegible] 250

Temp 60°F

WX BF-154R

(SIGNATURE OF PILOT) [signature]

D. WEATHER BRIEFING

DESTINATION — TIME OF OBS — DESTINATION (ETA): Hst [illegible]

ALTERNATE — TIME OF OBS — ALTERNATE (ETA): [illegible]

MIN. [illegible] MAX. 34,000 — THUNDERSTORMS — TURBC. [illegible] — HAIL

SMOKE — HAZE — FOG

FRZ. LEVEL — SNOW — BRIEFING

See [illegible] [illegible]

[signature]

E. FLIGHT CLEARANCE AUTHORIZATION

SUBMITTED TO — BY

INSTRUCTIONS AND APPROVAL RELAYED TO TOWER OR PILOT — ACTUAL TIME OF DEPARTURE

SIGNATURE OF [illegible] AUTHORITY: [signature]

DD FORM 175

3

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

February 1953

[illegible]	[illegible]	[illegible]	"	51-4505A	0
[illegible]	[illegible]	[illegible]	"	51-4505A	0
[illegible]	[illegible]	[illegible]	"	51-4505A	0
[illegible]	[illegible]	[illegible]	"	51-4505A	0
A0527441	"	F-86L	"	53-1031A	0
[illegible]	[illegible]	[illegible]	"	53-626A	0
[illegible]	"	"	"	52-10108A	PILOT EJECTED MID-AIR COLLISION.
A0221208	"	"	"	53-870A	0
A0304007	"	"	"	53-4035A	0
A0222313	"	"	"	53-720A	0
A0527002	"	"	"	53-719A	0 (2)
A0222515	"	"	"	53-717A	0
A0502346	"	"	"	52-4232A	0
A0302365	"	"	"	53-004A	0 (2)

Donald T. Plotnik

DONALD T. PLOTNIK

Captain, USAF

Asst Operations Officer

Donald T. Plotnik

Captain, USAF

Asst Operations Officer

5 February 1958

35 3

5 February 1958

T-33A

Dobbins Air Force Base, Marietta, Georgia

Attendance at Flying Accident Conference 5 February 1958

1/COL SAM C. WILKERSON JR. 13652A 444TH FINCEPTRON P/IN CMD

1/LT LAWRENCE D. GRAVES A02225598 444TH FINCEPTRON 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

5 February 1958

35

3. [illegible] 5 February 1958
F-86L [illegible] 53-4035 [illegible]
Dobbins Air Force Base, Marietta, Georgia.
[illegible] Attendance at Flying Accident Conference.
[illegible] 9 February
1958

MAJOR CAMBLIN, ROY W. JR. 15686A 444TH FINCEPTRON 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

[redacted]

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
		[illegible]	[illegible]	[illegible]

The following named crew members, or as listed on attachment, will proceed on or about [illegible]
in aircraft indicated below from [illegible]
to [illegible] CIPAP
for the purpose of [illegible]

and upon completion of flight will return to proper station on or about [illegible]

AIRCRAFT COMMANDER (Multi-Engine only)

CREW POSITION	NAME (Last, First, Middle Initial)	GRADE	SERVICE NR	ORGANIZATION	SCTY CLEARANCE	TYPE AIRCRAFT	AIRCRAFT SERIAL NUMBER
* A/C	[illegible]	Major	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	1stLt	[illegible]	do			
[illegible]	[illegible]	1stLt	[illegible]	do			
A/C	[illegible]	LtCol	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	Capt	[illegible]	do			
[illegible]	[illegible]	Major	[illegible]	do			
A/C	Jarvey, [illegible]	Capt	[illegible]	30th BombSqn		[illegible]	[illegible]
[illegible]	Mavitz, P. [illegible]	Capt	[illegible]	do			do
N	Harbour, L.D.	1stLt	A03021159	do			do
A/C	Richardson, [illegible]	Major	[illegible] 1134[illegible]A	30th BombSqn		[illegible]	[illegible]
P	Lagerstrom, [illegible].J.	1stLt	A0302[illegible]	do			do
N	xxxxxxxxxxxxxxxxxxx	Capt	A[illegible]xxxxxxxx	do			do
N	Woolard, L.W.	Capt	A0717935	28th BombSqn			do

I hereby certify that [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] 3c (4) [illegible] has
[illegible]
[illegible] Specific [illegible] for [illegible]
[illegible] par 3d(4) dtd 10May57 [illegible] 1 to 62-10 dtd 15 Apr57 is [illegible].

[signature]
[illegible], Major [illegible]
Operations Officer

BY ORDER OF THE COMMANDER:

DATE	TYPED NAME AND GRADE OF OPERATIONS OFFICER	SIGNATURE
3 Feb 58	[illegible], Major [illegible]	[signature]

SAC FORM 126 1 OCT 56 PREVIOUS EDITION MAY BE USED. FC-8770

Air Force - SAC, Offutt

AIRCRAFT CALL SIGN	[illegible] 26	[illegible] 2[illegible]	[illegible]	[illegible]
AIRCRAFT COMMANDER	Butts	Coco[illegible]	[illegible]	[illegible]
CREW NUMBER	L 93	[illegible] 33	L 53	L 7[illegible]
SUBSTITUTION (Parent Crew)	None	none	none	none
BRIEFING TIME AND DATE	0400 4 Feb	0600 4 Feb	1[illegible] 4 Feb	1[illegible] 4 Feb
TAKE-OFF TIME AND DATE	0501 4 Feb	0700 4 Feb	1[illegible]01 4 Feb	1701 4 [illegible]
CRITIQUE TIME AND DATE	TBA	TBA	[illegible]	T[illegible]
DURATION	9hrs	9hrs	9hrs	9hrs
FUEL LOAD	99,362	9,362	99,3[illegible]2	99,362
MISSION	Southern Belle	Southern Belle	Southern Belle	Southern Belle
	Per ops order	per ops order	per ops order	per ops order

RESTRICTED (When filled in)

WEIGHT AND BALANCE CLEARANCE FORM F

TACTICAL

(USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)

FOR USE IN AN 01-1B-40

DATE	AIRPLANE	FROM
	SERIAL NUMBER	TO

REMARKS

REF	ITEM	WEIGHT	1/INDEX OR MOMENT
1	BASIC AIRPLANE (From Chart C)		
2	OIL (Gals)		
3	DISTRIBUTION OF LOAD		
	CREW: NO. / WEIGHT; BAGGAGE; CARGO AND MISC.		
4	AMMUNITION: COMPT / ROUNDS / CALIBER		
5	OPERATING WEIGHT		
6	BOMBS, ROCKETS, ETC.: FORWARD		
	AFT		
	EXTERNAL		
	ROCKETS		
7	FUEL: BUILT IN (Gals)		
	BOMB BAY (Gals)		
	EXTERNAL (Gals)		
8	WATER INJ. FLUID (Gals)		
9	JATO OR RATO		
10	TAKE OFF CONDITION (Uncorrected)		
11	CORRECTIONS (If required)		
12	TAKE OFF CONDITION (Corrected)		
13	TAKE OFF C.G. IN % M.A.C.		
14	LESS EXPENDABLES: JATO OR RATO		
	BOMBS		
	AMMUNITION		
	FUEL		
15	ESTIMATED LANDING CONDITION		
16	ESTIMATED LANDING C.G. IN % M.A.C.		

COMPUTER 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)

COMPT	ITEM	CHANGES (+ or -) WEIGHT	1/INDEX OR MOM/
TOTAL WEIGHT REMOVED			
TOTAL WEIGHT ADDED			
NET DIFFERENCE (Ref. 11)			

LIMITS

2/GROSS WT. TAKE OFF (lbs)	2/GROSS WT. LANDING (lbs)

	FROM	TO (% M.A.C.)
3/ PERMISSIBLE C.G. TAKE OFF		
4/ PERMISSIBLE C.G. LANDING		

1/ Enter constant used.
2/ Enter values from current applicable TO.
3/ Applicable to gross weight (Ref. 12).
4/ Applicable to gross weight (Ref. 15).

COMPUTED BY

WEIGHT & BALANCE TECHNICIAN

PILOT

DD FORM 365F

RESTRICTED (When filled in)

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

FOR USE IN T.O. 1-1B-40 AN 01-1B-40

DATE	AIRPLANE TYPE	FROM	HOME STATION
[illegible] 58	B-52 [illegible]	[illegible]	[illegible]
MISSION/FLIGHT NO.	SERIAL NO.	TO	PILOT
[illegible]	57-6497	[illegible]	[illegible]

REMARKS: F.O. [illegible]

17,500	67.8	(1)
12,500	29.2	(2)
18,200	31.8	(3)
6,300	11.4	(4)
7,800	35.1	(5)
9,500	39.7	(6)
22,000	19.1	(7)
99,300	[illegible]	

[illegible] Fuel

3,000	18.1	
3,000	18.1	(1)
6,000	36.9	(2)
12,000	36.9	

REF	ITEM				WEIGHT	MOM
1	BASIC AIRPLANE (From Chart C) [illegible]				24197	276
2	OIL 56.4 (Gal.)				423	27.0
3	DISTRIBUTION OF LOAD					
	COMPT.	CREW NO	CREW WEIGHT	BAGGAGE / CARGO AND MISC		
	F	1	294		294	25.8
		2	588		588	23.9

COMPUTER PLATE NO. (If used)
E 1062

Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.

REF	ITEM	WEIGHT	MOM
4	OPERATING WEIGHT	85502	23.9
5	AMMUNITION: COMPT. H, ROUNDS 700, CALIBER 20 [illegible]	~~[illegible]~~	~~[illegible]~~
	CHAFF	650	25.0
6	BOMBS, ROCKETS, ETC.: FORWARD "F" CONFIG	7500	14.9
	AFT		
	EXTERNAL		
	ROCKETS		
7	FUEL: BUILT IN (10600 Gal.)	67800	25.1
	BOMB BAY (1482 Gal.)	9500	27.7
	EXTERNAL (3440 Gal.)	22000	11.1
8	WATER INJ. FLUID (602 Gal.)	5219	37.8
9	JATO OR RATO		
10	TAKEOFF CONDITION (Uncorrected)	197752	37.8
11	CORRECTIONS (If required)	+6755	+3.3
12	TAKEOFF CONDITION (Corrected)	190997	41.1
13	TAKEOFF C.G. IN % M.A.C. OR IN.	23.9%	
14	LESS EXPENDABLES: WATER INJ. FLUID	1702	41.8
	BOMBS		
	~~AMMUNITION~~ CHAFF	650	11
	FUEL	22345	15.0
15	ESTIMATED LANDING CONDITION	143202	26.8
16	ESTIMATED LANDING C.G. IN % M.A.C. OR IN.	17.0%	

CORRECTIONS (If req)

COMPT.	ITEM	CHANGES (+ or -) WEIGHT	INDEX OR MOM
(4) D	Fuel (Fwd)	1100	+1.2
D	Fuel (Ctr)	1100	-0.1
F	Fuel (Aft)	1155	-3.3
D	Water Inj.	3400	+15.0
	TOTAL WEIGHT REMOVED	1755	3.4
	TOTAL WEIGHT ADDED	+	6.2
	NET DIFFERENCE (Ref. 11)	+6755	+3.3

3 PLY TIRES LIMITATIONS

GROSS WT. TAKEOFF (lb.)	GROSS WT. LANDING (lb.)
221,000	125,000

	FROM	TO % M.A.C.
PERMISSIBLE C.G. TAKEOFF	18.8	36
PERMISSIBLE C.G. LANDING	10.2	34

- Enter constant used.
- Enter values from current applicable T.O.
- Applicable to gross weight (Ref. 12).
- Applicable to gross weight (Ref. 15).

COMPUTED BY (Signature) [illegible signature]

WEIGHT AND BALANCE AUTHORITY (Signature)

PILOT (Signature) [illegible signature]

DD FORM 1 SEPT 54 365F

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 overide sw. radar 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. 806-5-9-501-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 PI. 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

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

Special Handling Requir[illegible] in Accordance with Paragraphs 49 and 52, [illegible] 62-14.

[illegible]

T.O. 2J-J47-546	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-47-899	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 82, AFR 62-14.

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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 Gair 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 REQU

COMMUNICATIONS TRANSCRIPT

Partial transcription of tape recording provided by 792nd Aircraft Control and Warning Squadron pertaining to mid-air collision between Hepcate 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.

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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 thr~ 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 Roge , 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 well 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 - Roger.

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

G2 - Gold guy's really going.

G3 - I know it.

H - Gold two, you still chasing?

G2 - Two, I'm still after him.

H - Roger.

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

H - Say again Gold Two.

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

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

G3 - Roger. Mayday, Mayday.

H - Roger understand.

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.

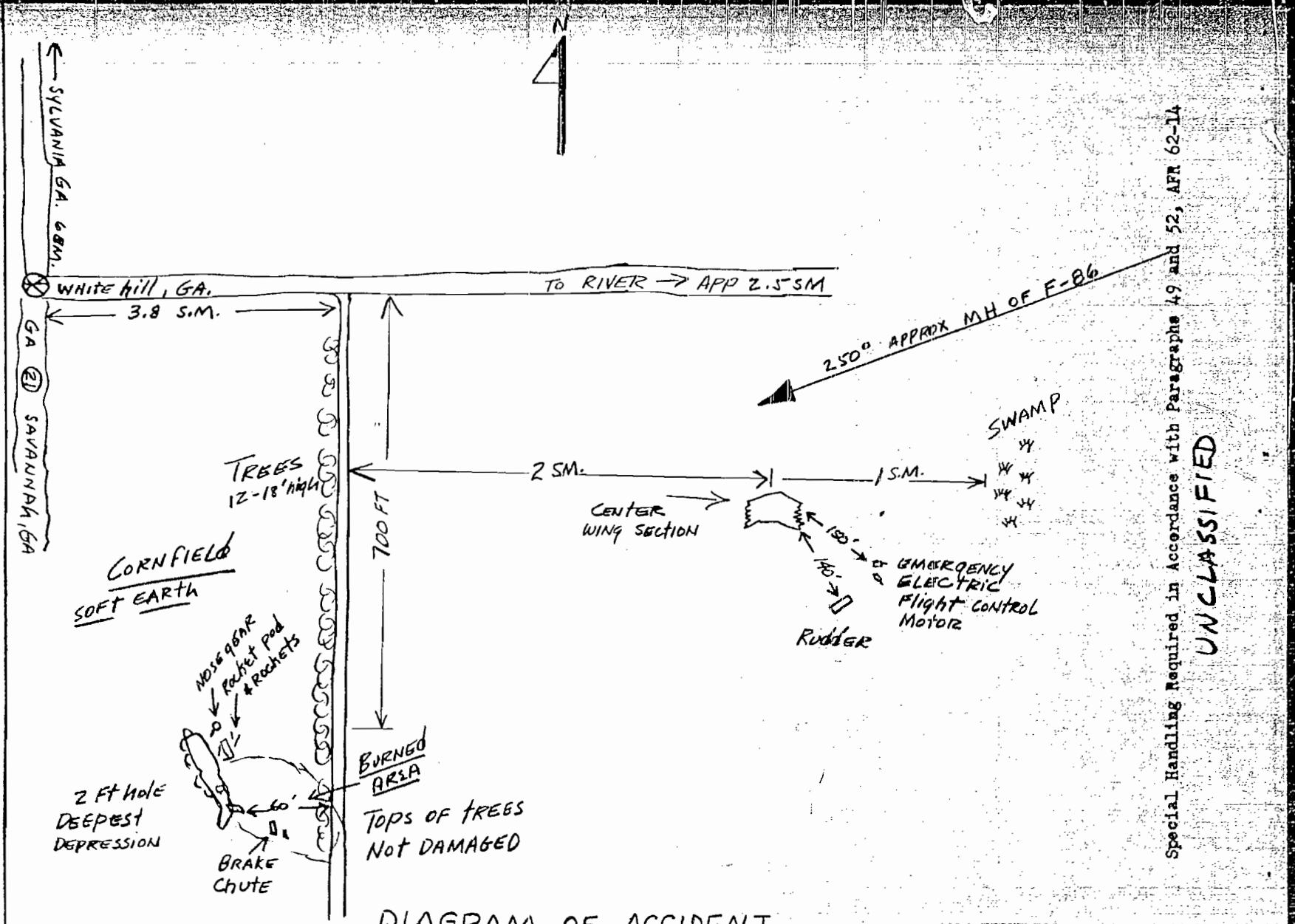

DIAGRAM OF ACCIDENT

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

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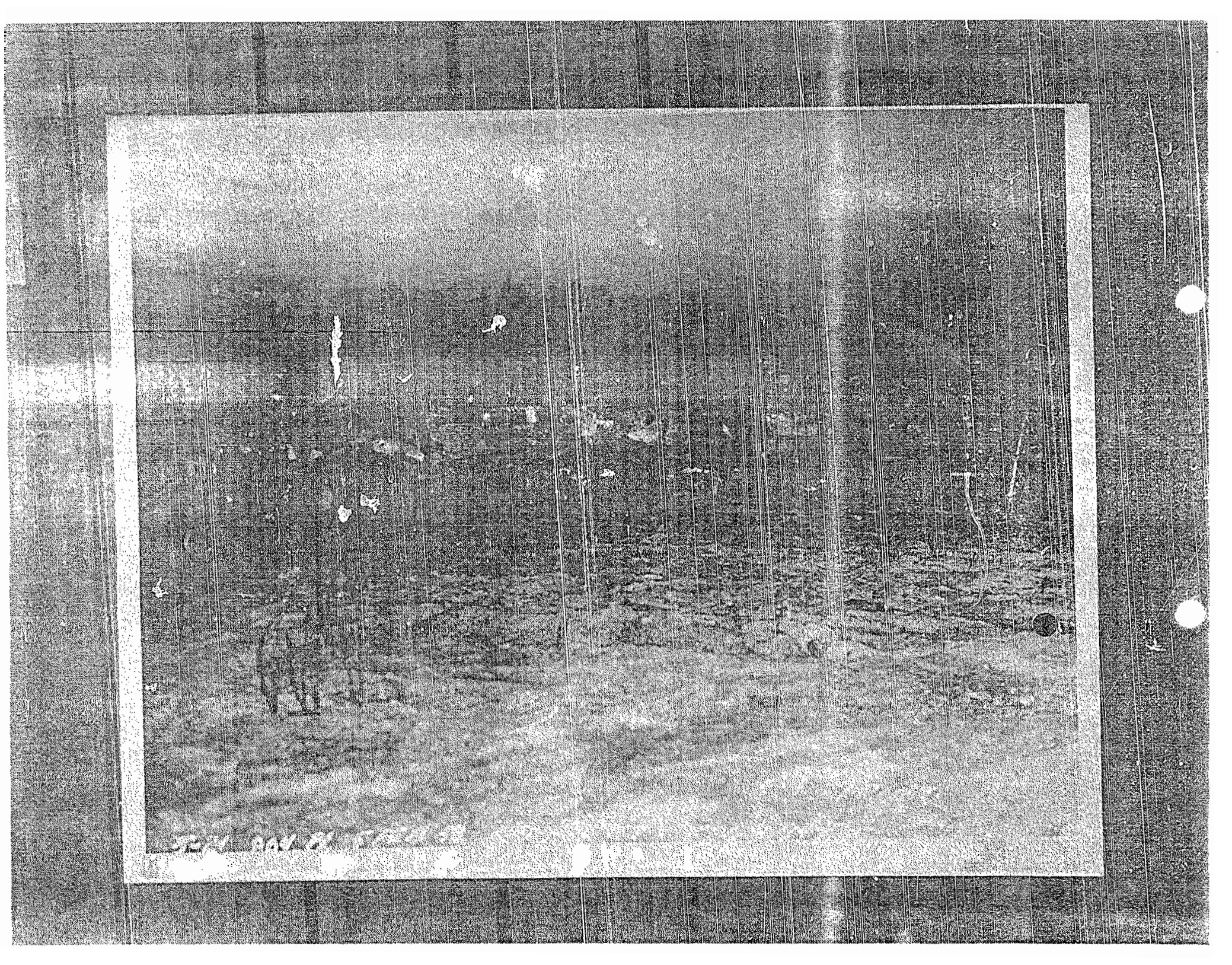
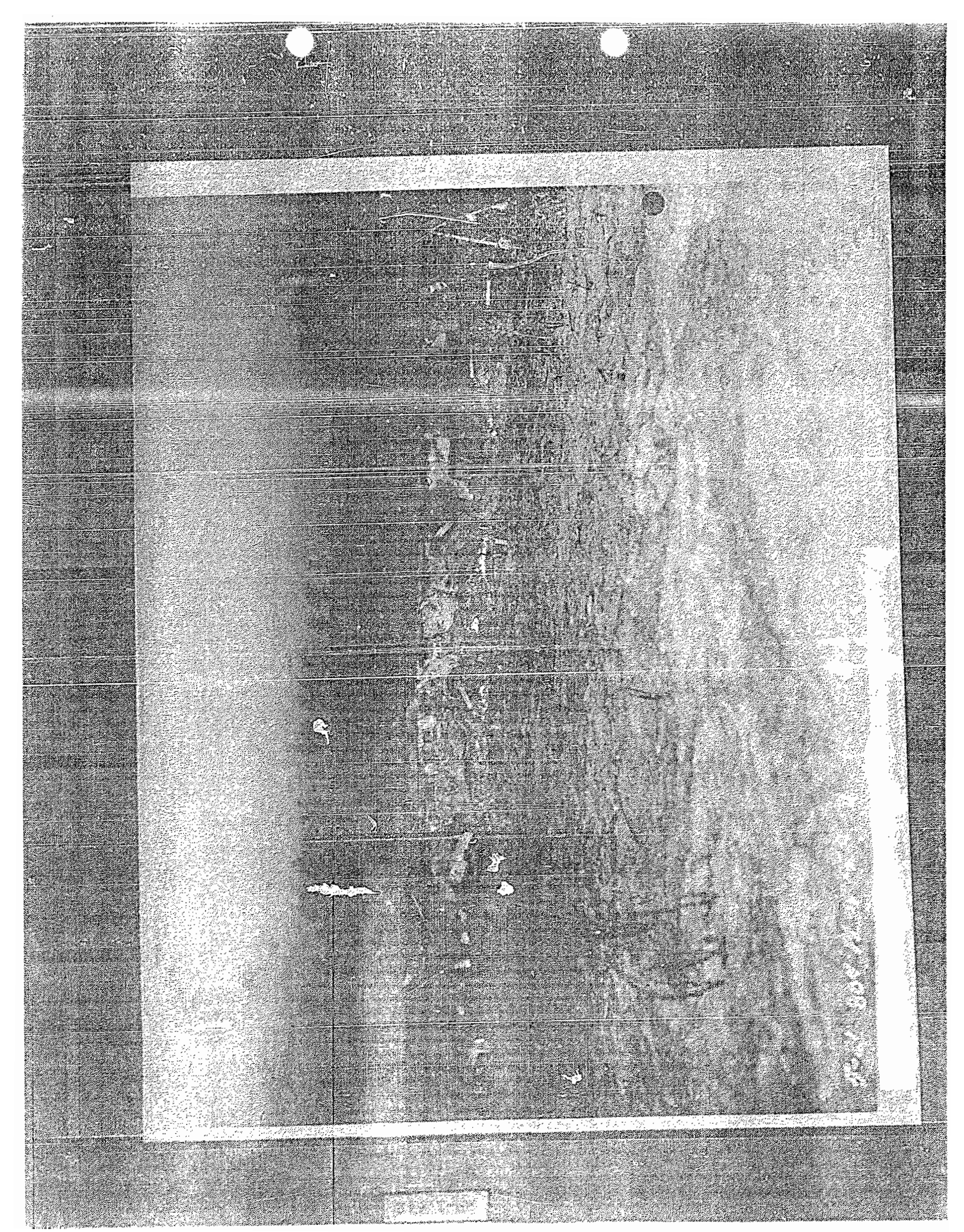
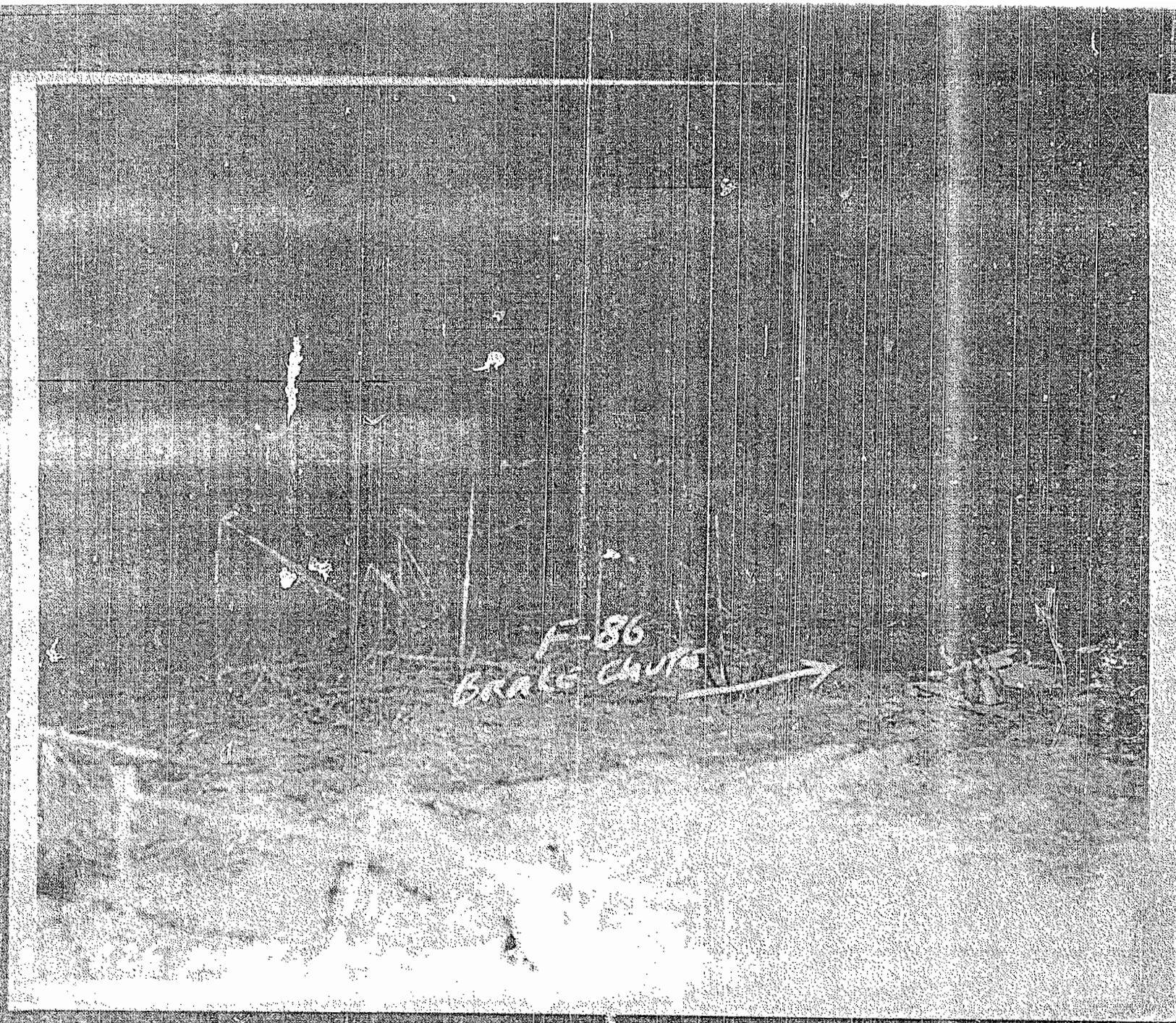
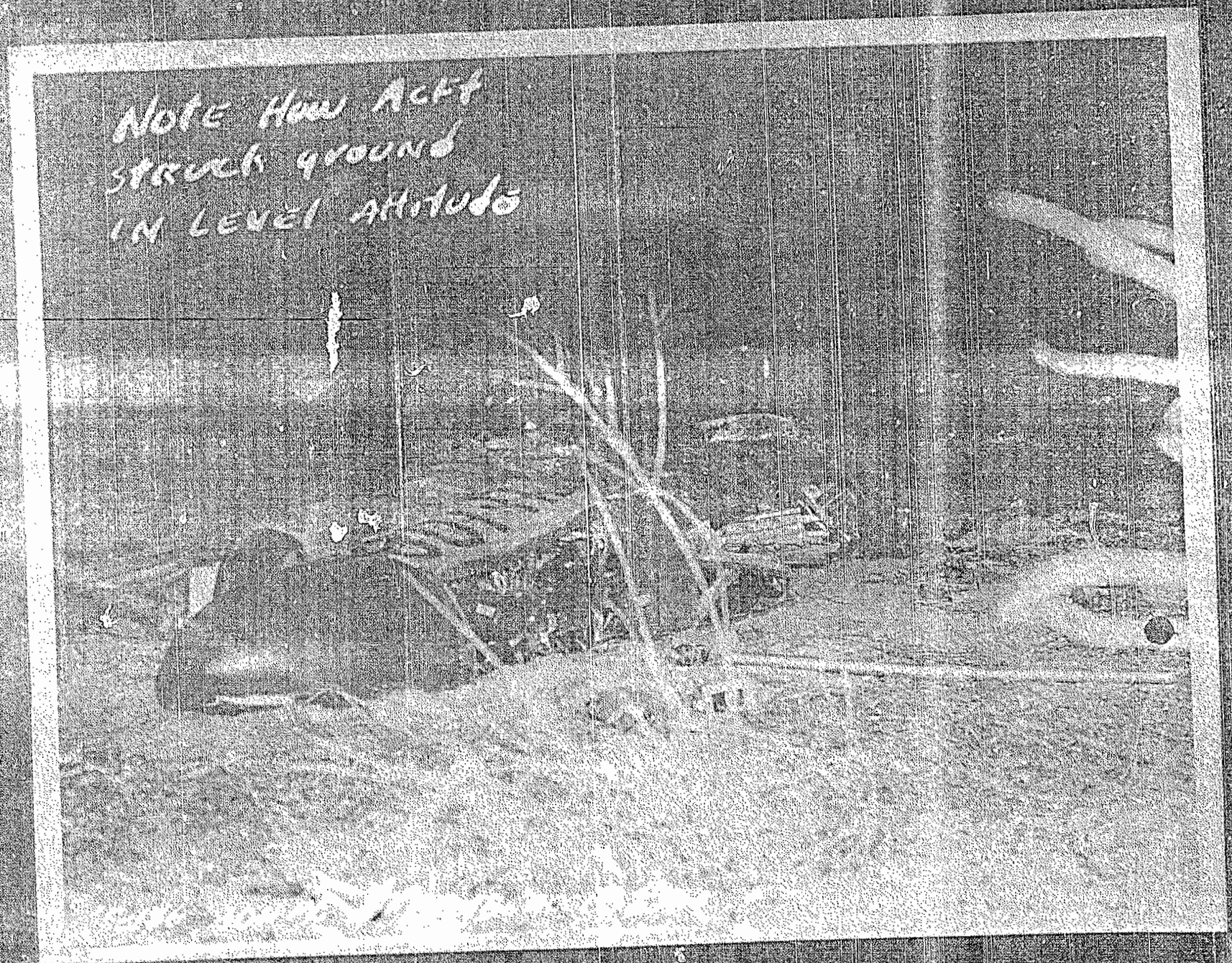


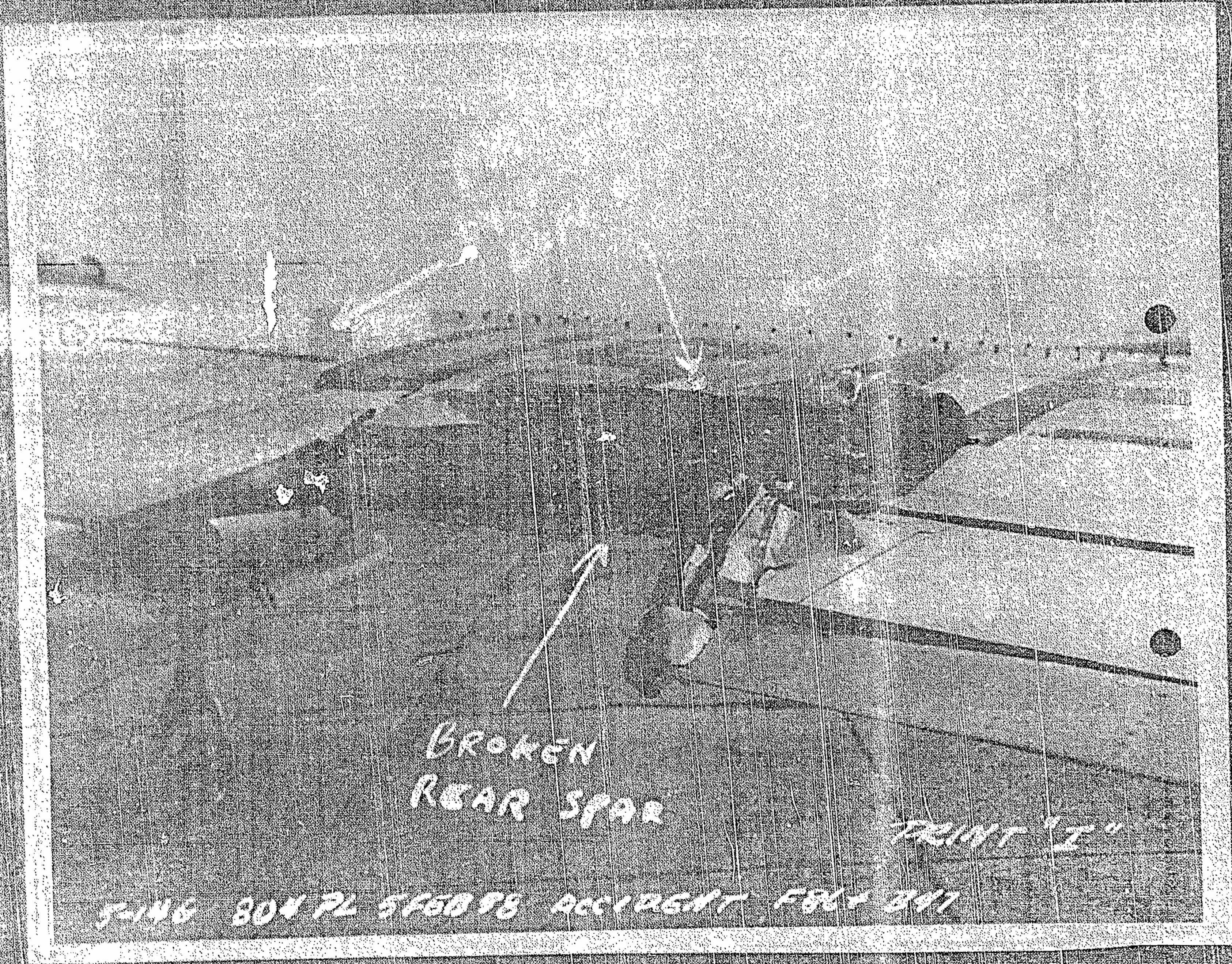


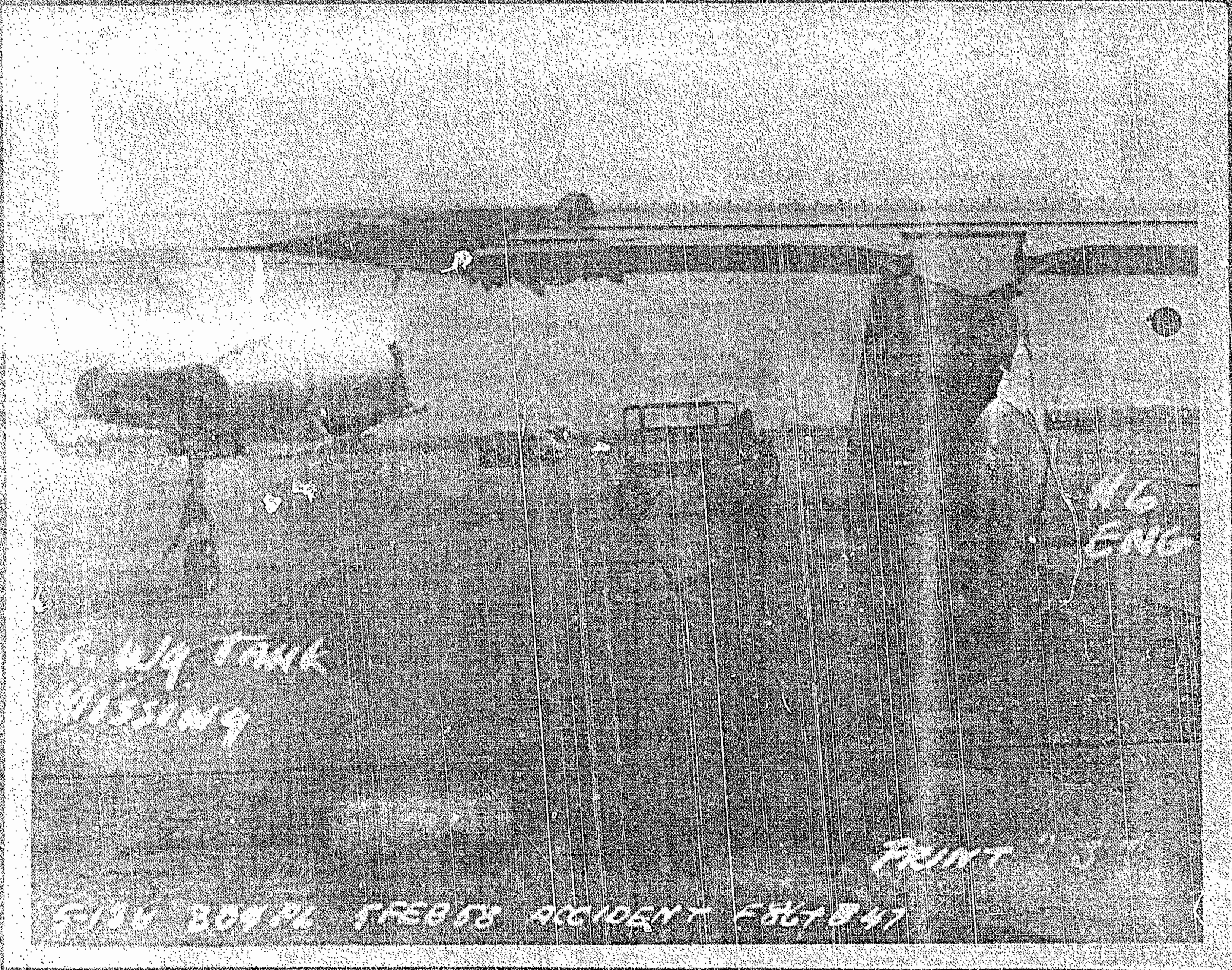
DAMAGE
ON RCFI
IMPACT

Note shallow
hole

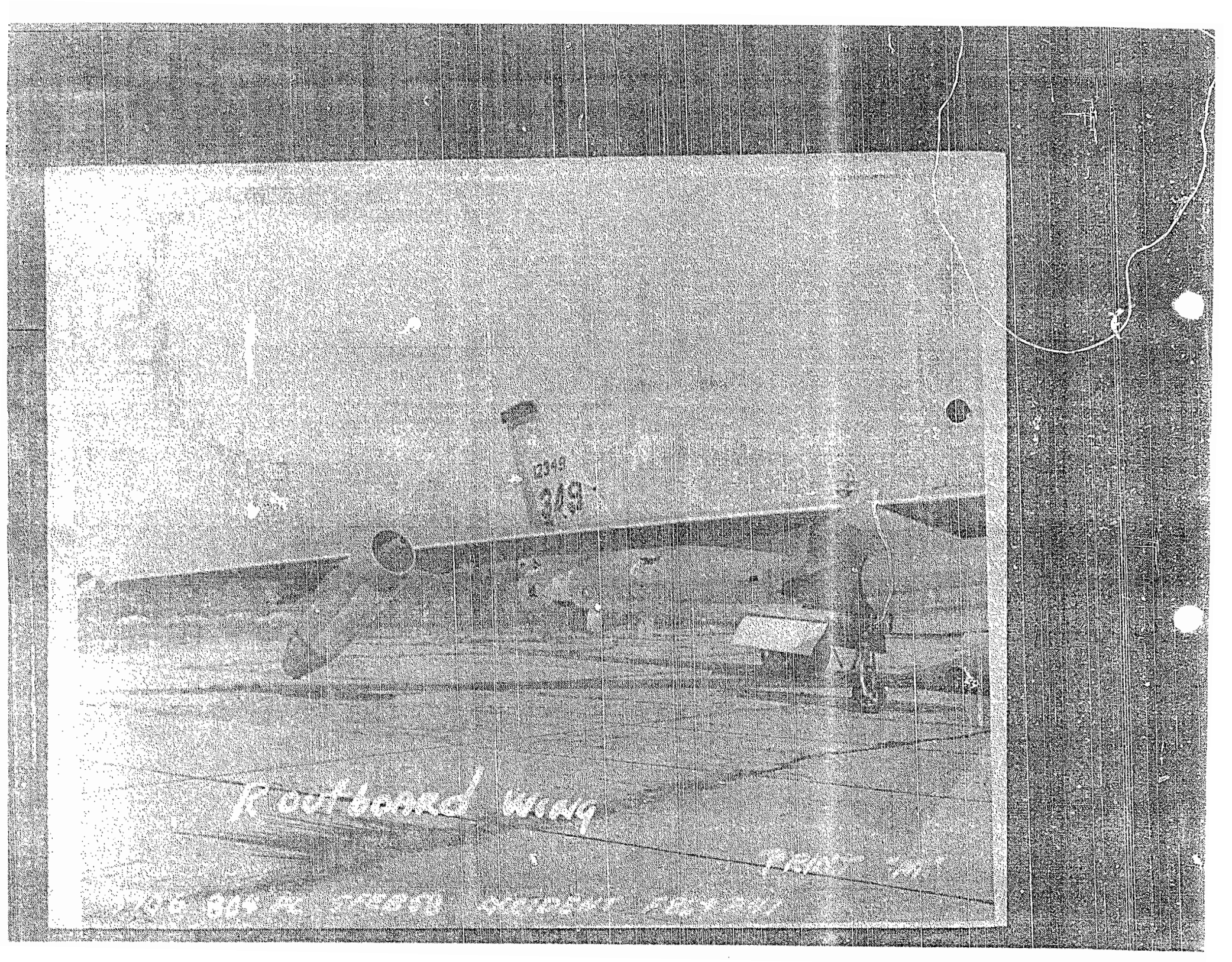

F-86
BRAKE CHUTE

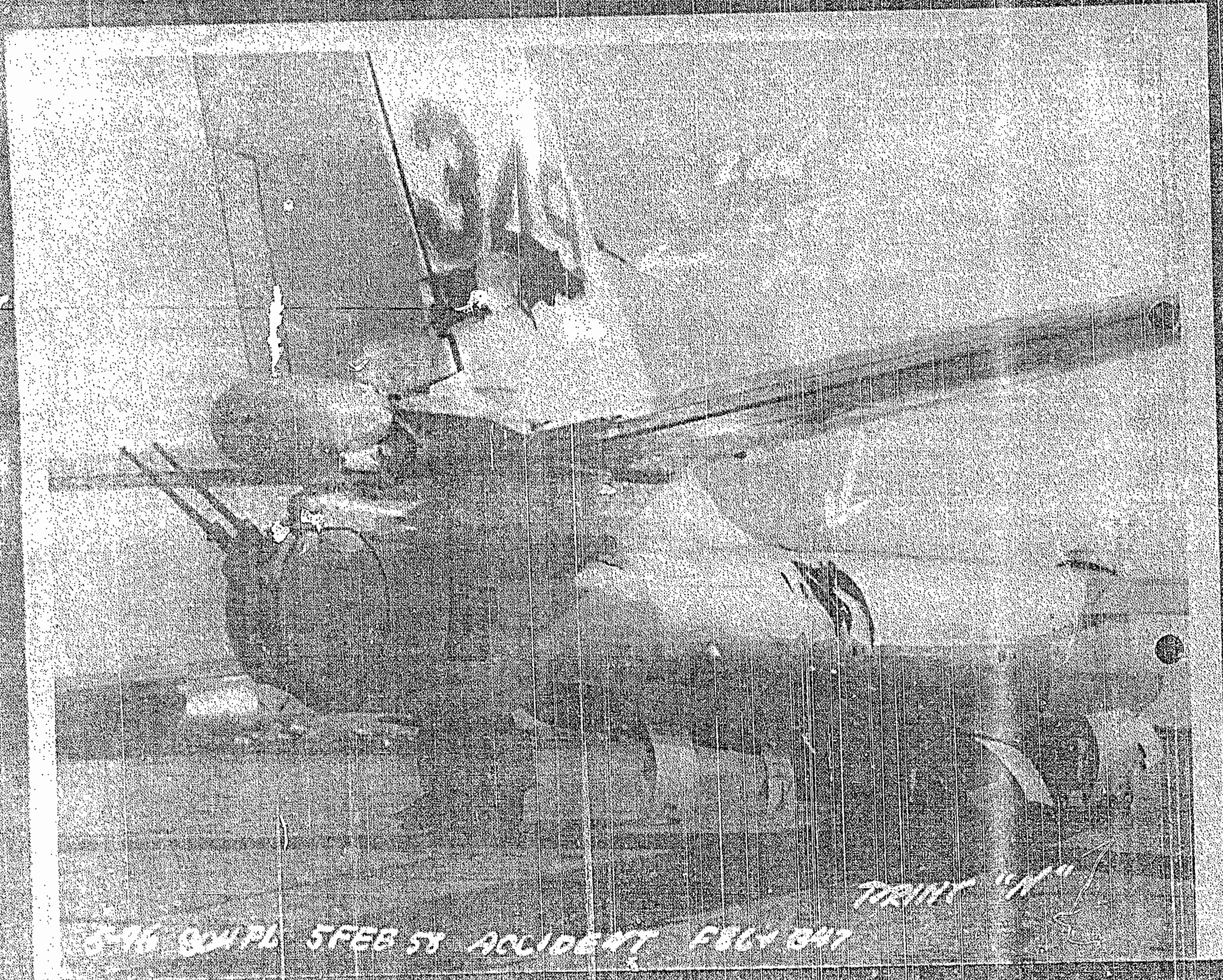

NOTE HOW ACFT
STRUCK GROUND
IN LEVEL ATTITUDE

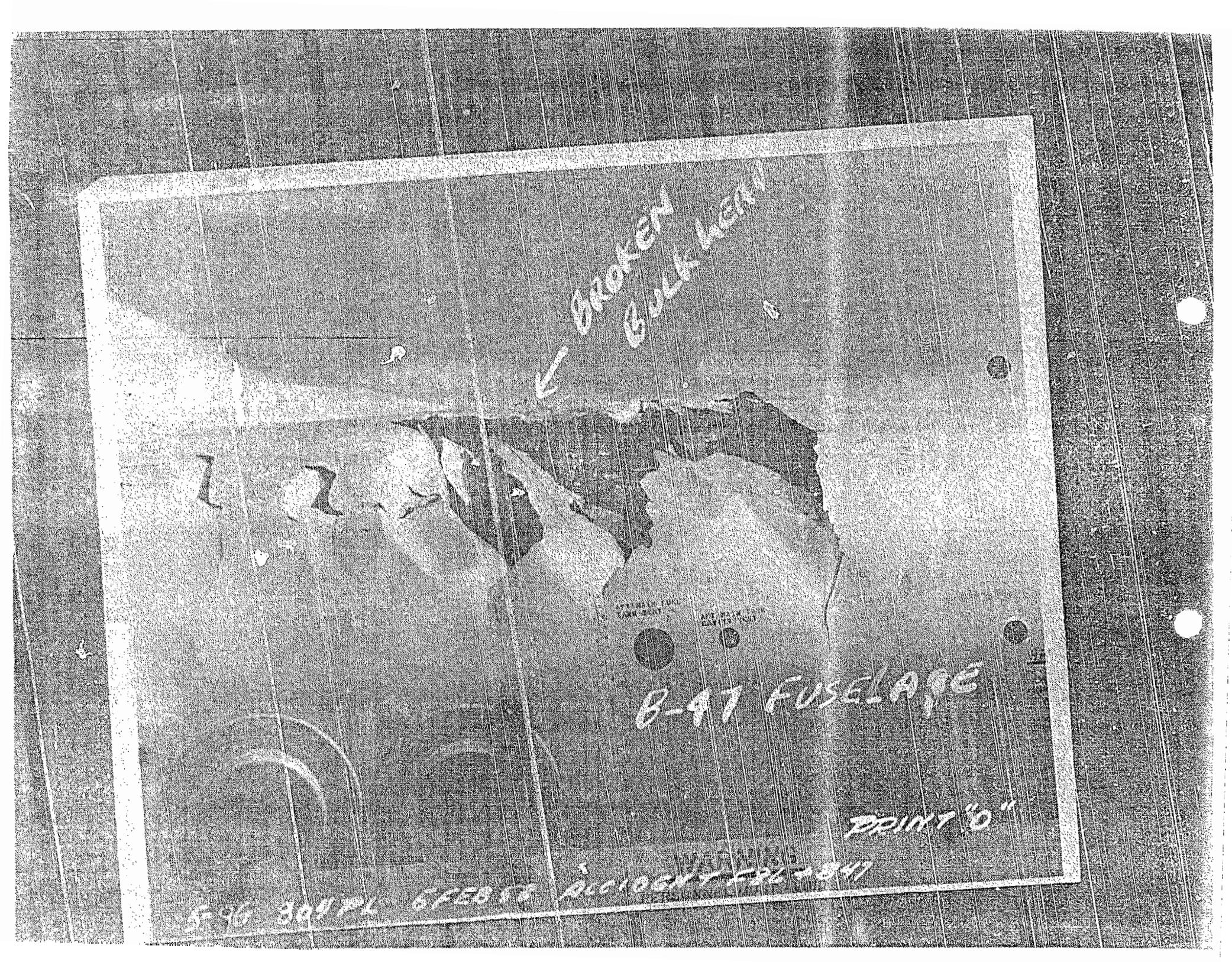

BROKEN
REAR SPAR
PRINT "I"


R. Wg Tank
Missing
ENG
PRINT
ACCIDENT

INITIAL IMPACT

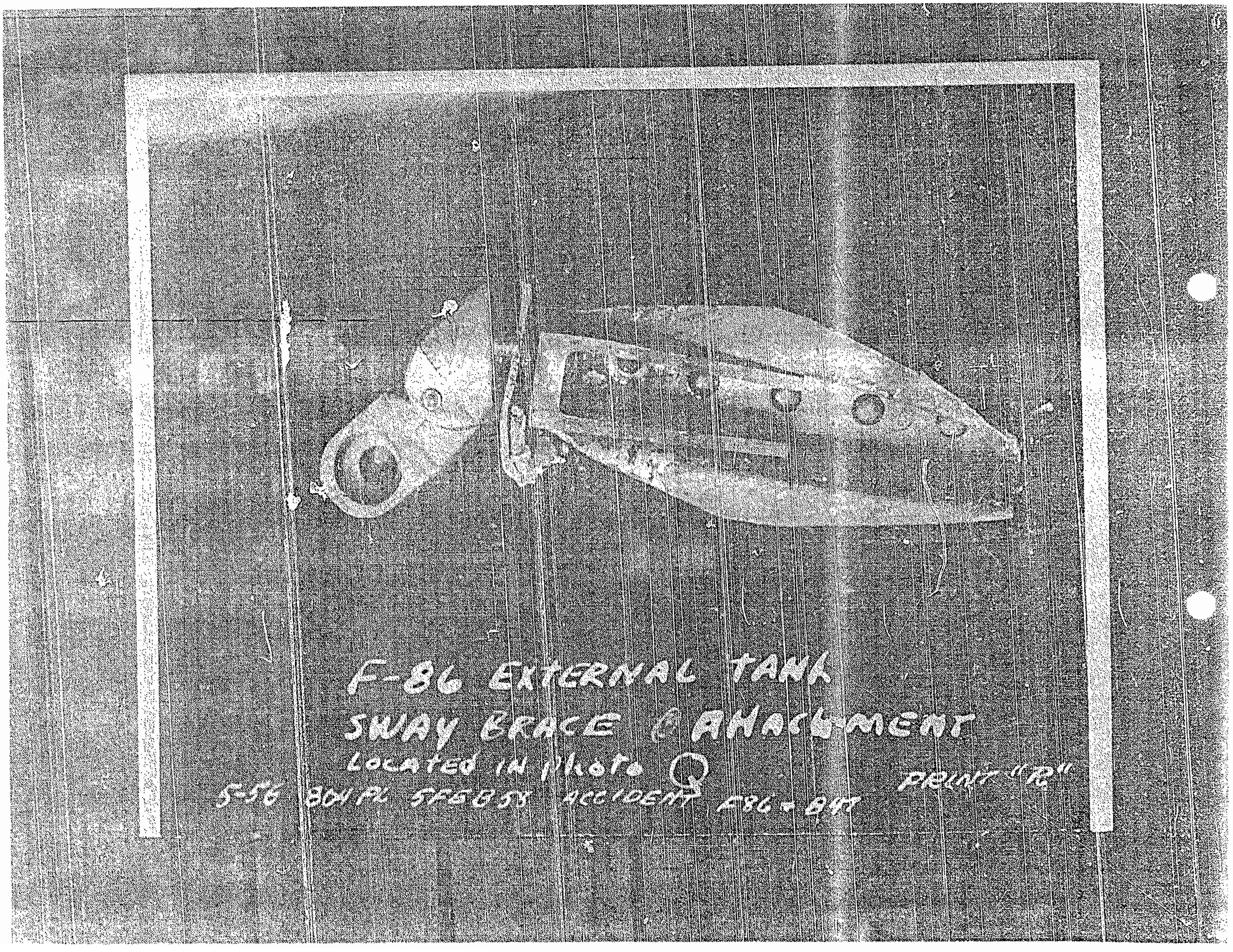

Starboard wing

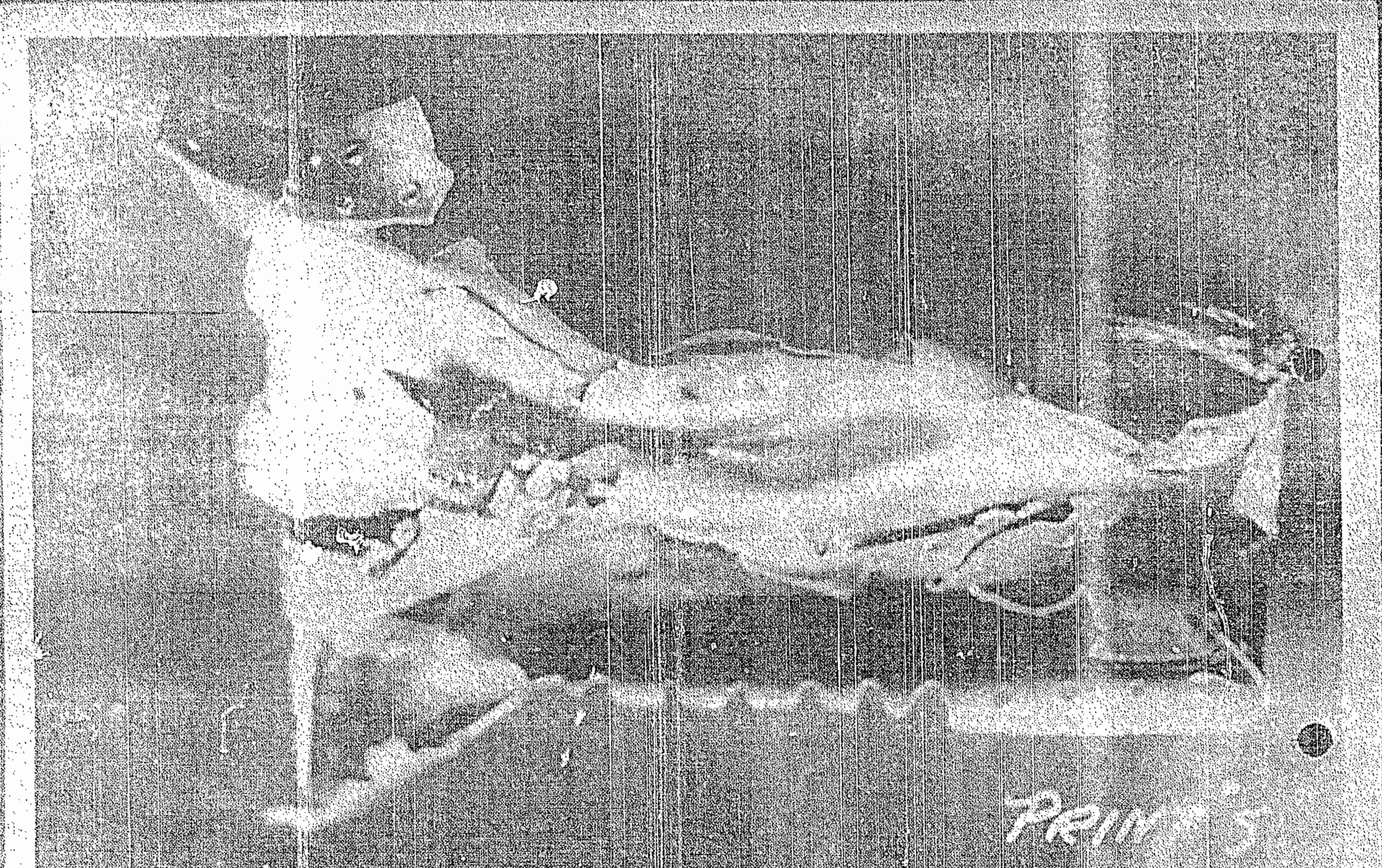

POINT "A"
5FEB 58 ACCIDENT


BROKEN
B-97 FUSELAGE
POINT "B"


12349
349

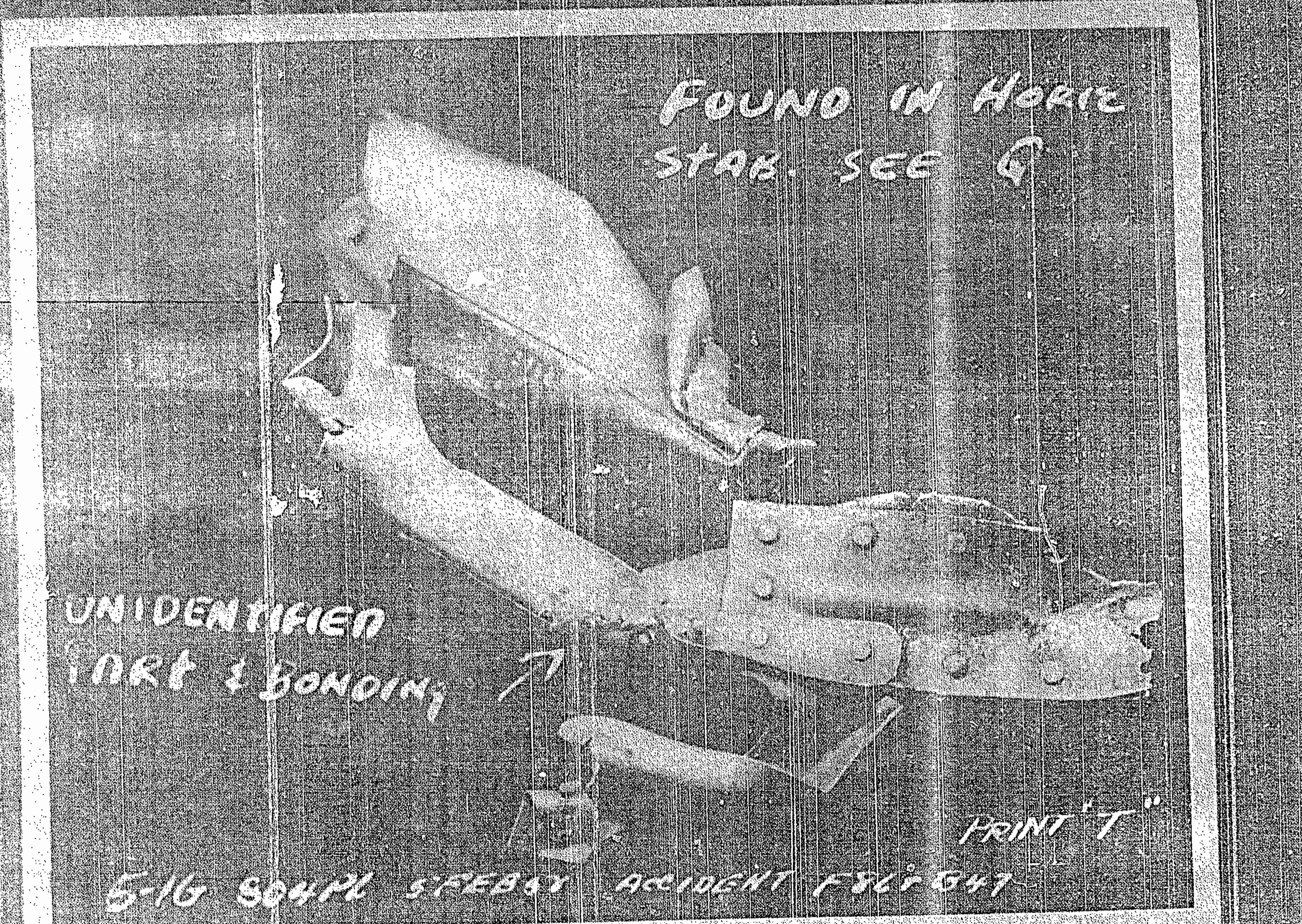
12349
SEE PHOTO T
SEE PHOTO R
POINT "D"

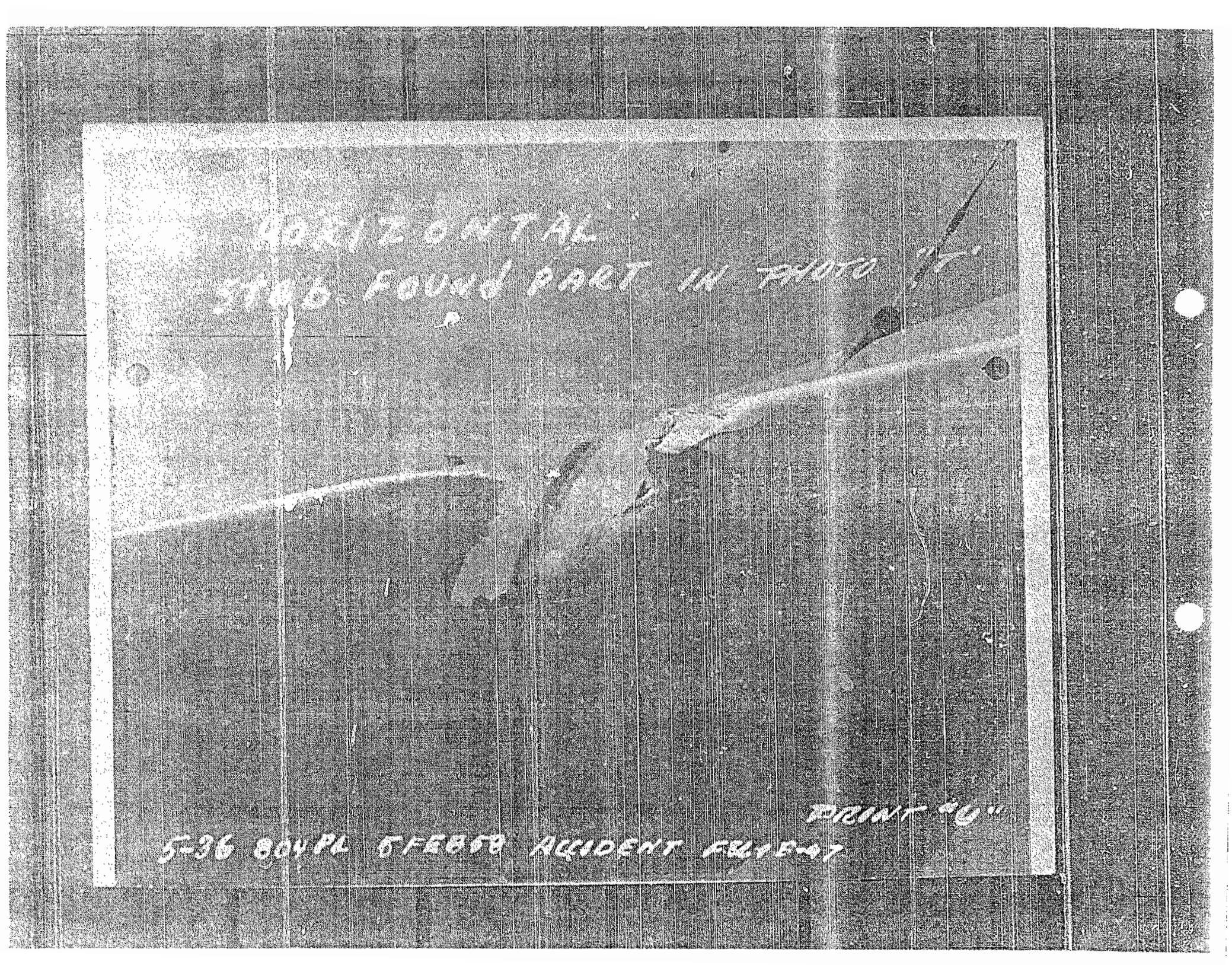

F-86 EXTERNAL TANK
SWAY BRACE & ATTACHMENT
LOCATED IN PHOTO Q
PRINT "R"
5-56
ACCIDENT

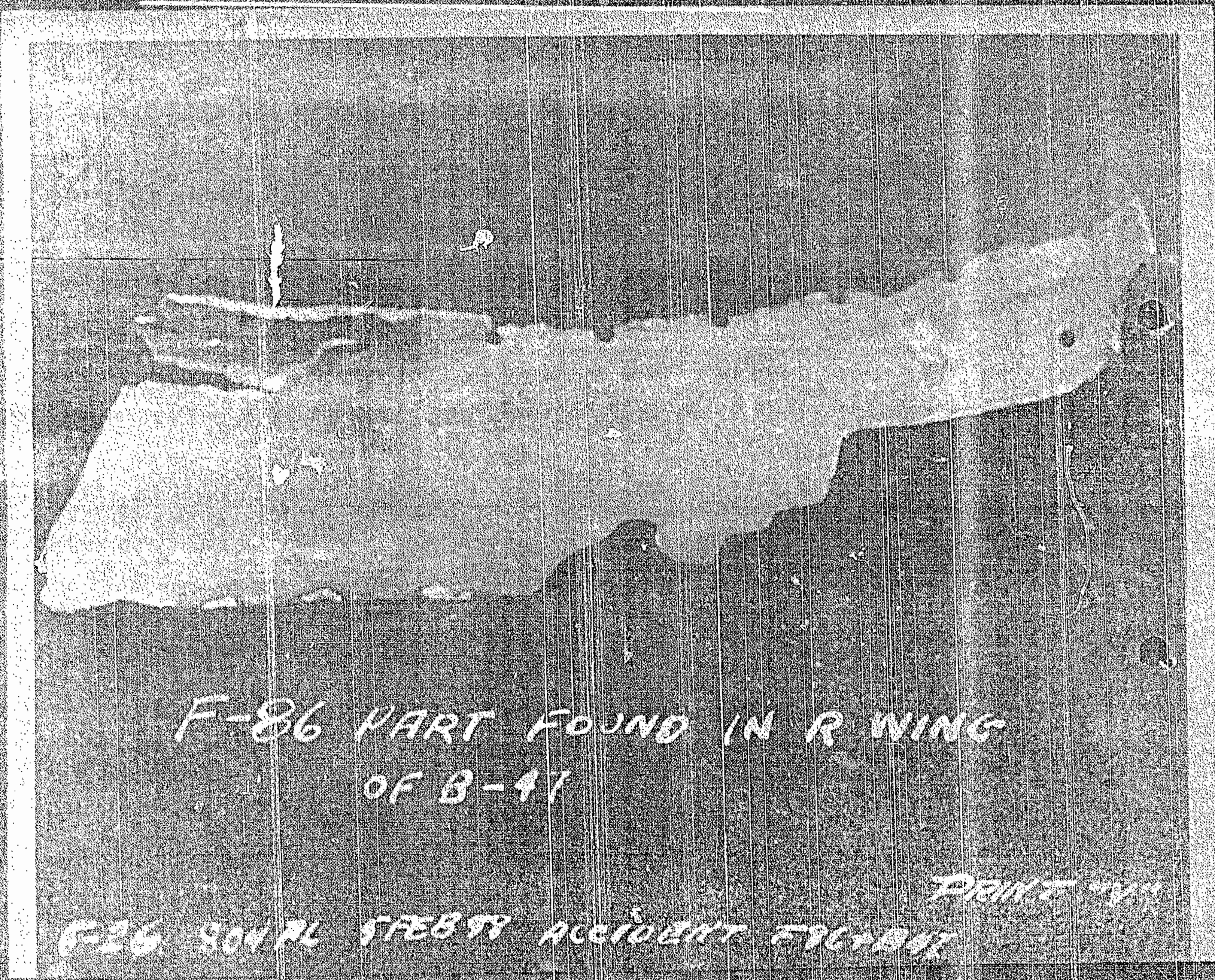


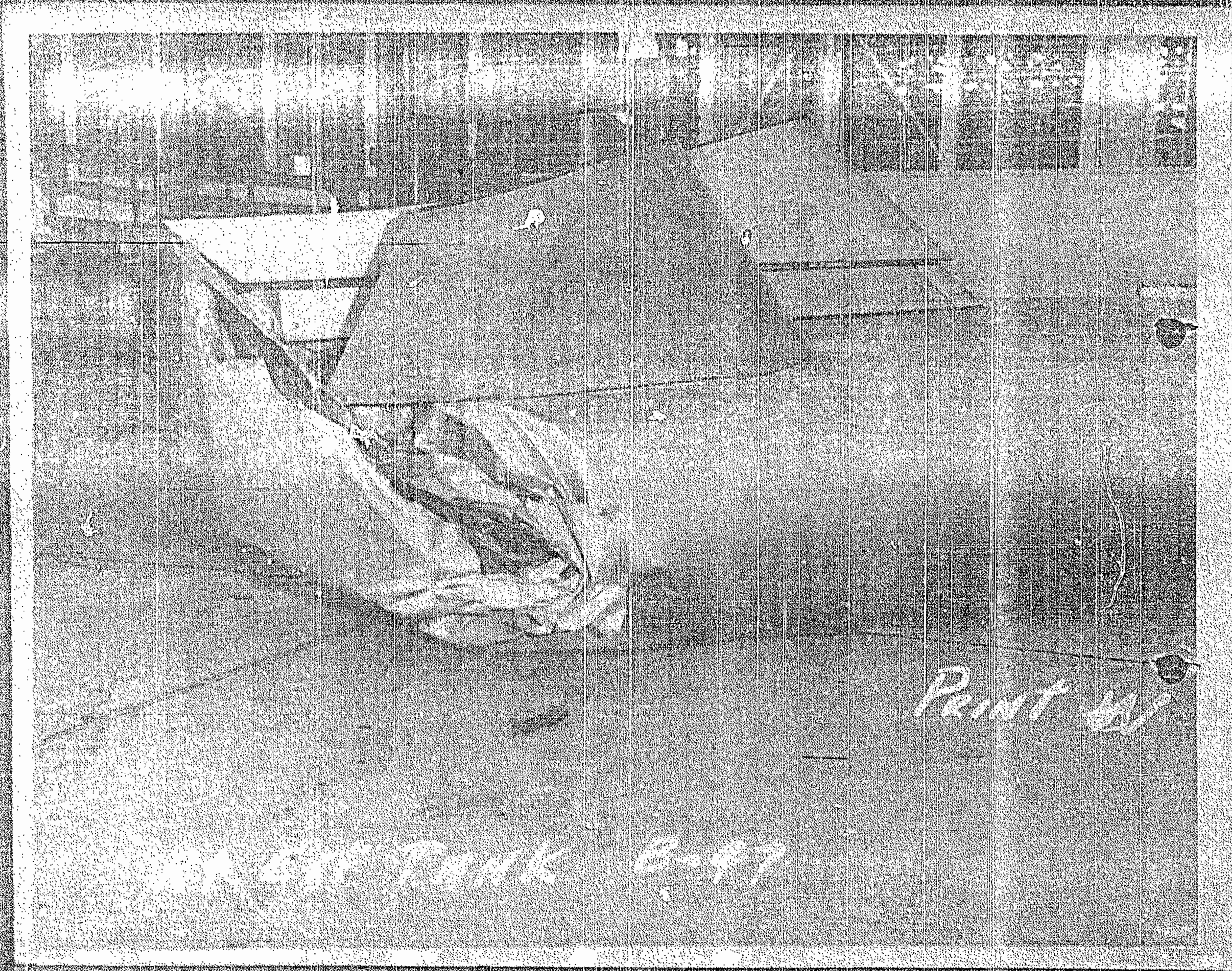
PRINT 5

SECTION OF OUTBOARD LEADING EDGE OF
F-86 WING FOUND IN VERT. STAB. OF B-47
586 804 PL 5 FEB 54 ACCIDENT F-86 + B-47


FOUND IN HORIZ
STAB. SEE G
UNIDENTIFIED
PART & BONDING
PRINT "T"
5-16 804PL 5FEB47 ACCIDENT


HORIZONTAL
SUB FOUND PART IN PHOTO "C"
PRINT "C"
5-36 GOVPL 6FEB68 ACCIDENT REPORT


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


PRINT
TANK B-47