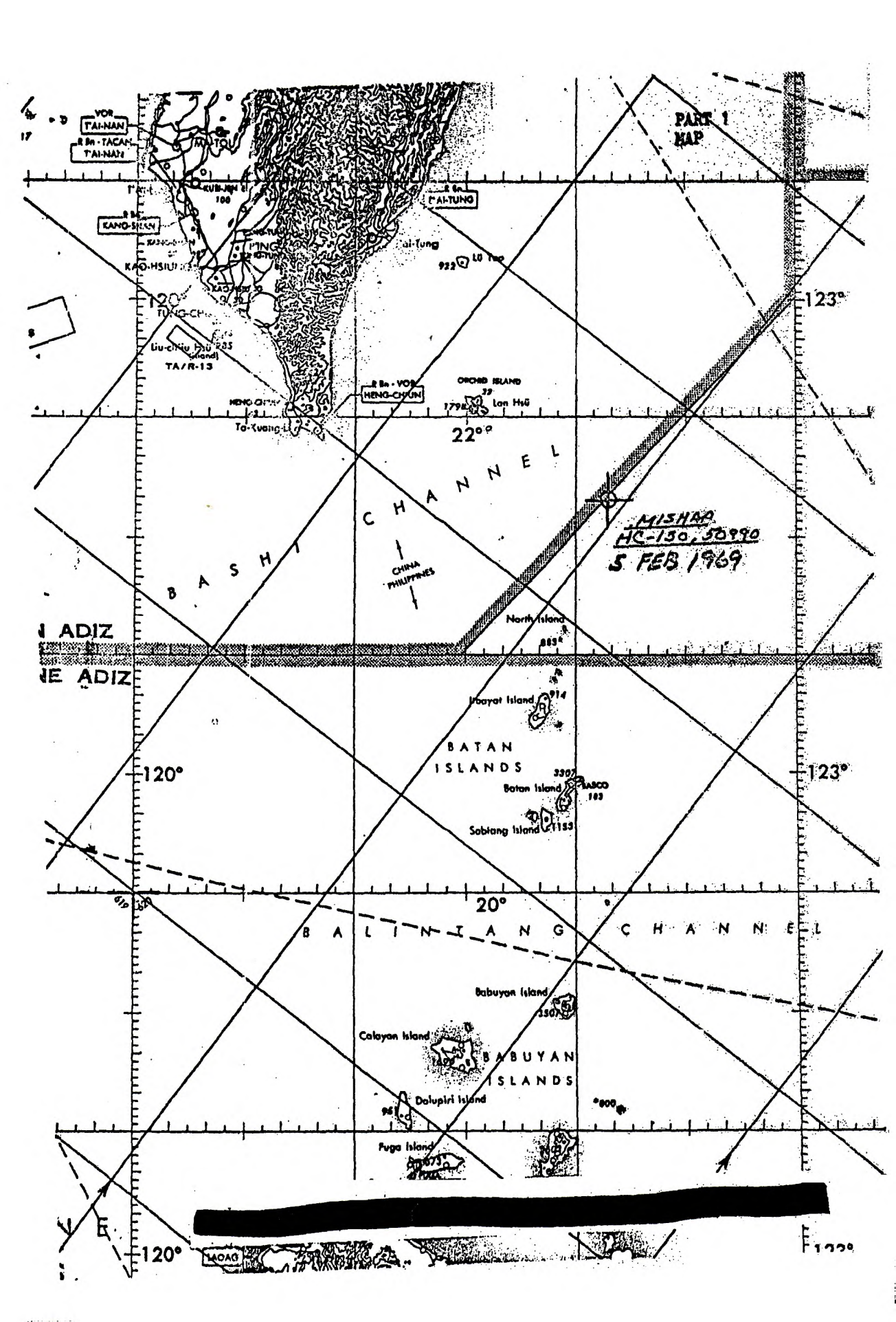
Brief Description of Accident

HC-130, 65-990, from the 31st Aerospace Rescue and Recovery Squadron was on a low level search mission when it crashed into the ocean at coordinates 21 deg 39 min North and 122 deg 08.5 min East (see attached map). Time of crash was estimated to be 0345Z (1145H) 5 February 1969. The aircraft struck the water, caught fire, and sank rapidly. There were thirteen fatalities and one survivor.


PART 1
MAP
MISHAP
HC-130, 50990
5 FEB 1969
BASHI CHANNEL
CHINA PHILIPPINES
BATAN ISLANDS
Batan Island
Sabtang Island
North Island
Ibayat Island
BALINTANG CHANNEL
BABUYAN ISLANDS
Babuyan Island
Calayan Island
Dalupiri Island
Fuga Island
TAI-NAN
TAI-TUNG
KAO-HSIUNG
HENG-CHUN
ORCHID ISLAND
Lan Hsü
Lü Tao
Liu-chiu Hsü
TA/R-13
120°
122°
123°
22°
20°

FLIGHT ORDER

(If more space is required, continue on reverse, identifying items by number)

1. CREW MEMBERS LISTED BELOW WILL PROCEED IN AIRCRAFT INDICATED AND UPON COMPLETION OF FLIGHT WILL RETURN TO PROPER STATIONS.

2. EFFECTIVE ON OR ABOUT: 5 Feb 69

3. RETURN ON OR ABOUT: 5 Feb 69

4. FROM: (Place flight will originate)
Clark AB Phil

5. TO: (Itinerary. List complete address, variations in itinerary authorized)
Rescue Alert Scramble

Clark AB, Phil

6. MISSION
A-7U

7. CREW NO.	8. TAKE-OFF TIME	9. DURATION OF FLIGHT	10. SECURITY CLEARANCE FOR PERIOD OF FLIGHT DUTY

11. SPECIAL INSTRUCTIONS

12. CREW (See AFTO 00-20-5 for position codes)		13. NAME (Last, first, middle initial, AFSN; indicate commander of aircraft by placing asterisk next to his name.)		14. ORGANIZATION AND MAJOR COMMAND (If not leaving agency)	15. AIRCRAFT		
NO. A	POSITION B				TYPE A	SERIAL NO. OR TACTICAL CALL SIGN B	FUEL LOAD (Lbs/Gals) C
	BCC	*GRAY, GILES J	CAPT		HC-130H	65-0990	
		FR71601	TS				
	CP	WARD, HAL M	1/LT				
		FR3175451	TS				
	NAV	WHITNEY, JONATHAN B	CAPT				
		FV3121061	TS				
	BO	BOURNE, THEODORE H	SSGT				
		AF13549073	S				
	FE	CROSBY, GARY D	TSGT				
		AF27543977	S				
	FE	ASHCRAFT, THOMAS	SSGT				
		AF14530106	S				
	LM	ST PETER, RICHARD G	TSGT				
		AF21627736	S				
	LM	STROUD, CARLTON E	SSGT				
		AF14625828	S				
	RS	REKINDL, PAUL J	SSGT				
		AF17419099	S				
	RS	PHELPS, JAMES R	A1C				
		AF11937290	S				
	ACM	GRIFFIN, WILLIAM F	SSGT				
		AF17535199	S				
	ACM	HECHME, WALTER E	SSGT				
		AF16637350	S				
	ACM	DAY, MICHAEL D	SGT	USAF HOSPITAL			
		AF17667474	S				
	ACM	HOVER, JACK	CAPT	13th AF JRCC			
		FR3117787	TS				

16. RESERVE PERSONNEL NOT ON EXTENDED ACTIVE DUTY, ARE SUBJECT TO THE PROVISIONS OF THE UNIFORM CODE OF MILITARY JUSTICE WHILE PERFORMING THIS DUTY.

17. DATE OF ORDER: 4 Feb 69

18. ORDER NUMBER: 134

19. DESIGNATION AND LOCATION OF HEADQUARTERS
DEPARTMENT OF THE AIR FORCE

31ARRS (MAC)
APO 96274

20. FOR THE COMMANDER

21. SIGNATURE ELEMENT OF ORDER AUTHENTICATING OFFICER

signed

EDMARD M LADOU, Lt Col, USAF
Operations Officer

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3.

USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Year, month and day)	2. VEHICLE(S)/MATERIEL INVOLVED (TMS & Serial Nr., if applicable)	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.)
1969, Feb 5, Wednesday	HC-130H, SN 65-0990	69-2-5-1

4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE	5. HOUR AND TIME ZONE (LOCAL)	6.
Open Sea, coordinates 21-39N 122-08.5E	1145H	☒ DAY ☐ NIGHT ☐ DAWN ☐ DUSK

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

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code
MAC	ARRS		PacARRC		31 ARRSq	Clark AB DVLK

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

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

Clark AB, Republic of the Philippines, Military Airlift Command

10. **LIST OF PERSONNEL DIRECTLY INVOLVED**

(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero. Rating	Injury to Individual
Gray	Giles	J	Capt	FR71601	Acft Cmdr	Sr Plt	Fatal
Ward	Hal	M	1/Lt	FR3175451	Co-Pilot	Plt	Fatal
Whitney	Jonathan	B	Capt	FV3121061	Navigator	Sr Nav	Fatal
Bourne	Theodore	H	SSgt	13549073	Radio Op	None	Fatal
Crosby	Gary	D	TSgt	27543977	Flt Eng	None	Fatal
Ashcraft	Thomas		SSgt	14530106	Flt Eng	None	Fatal
St Peter	Richard	G	TSgt	21627736	Load Matr	None	Fatal
Stroud	Carlton	E	SSgt	14625828	Load Matr	None	Fatal
Reindl	Paul	J	SSgt	17419099	Rescue Spl	None	Fatal
Phelps	James	R	A1C	11937290	Rescue Spl	None	Major
Griffin	William	F	SSgt	17535199	ACM	None	Fatal
Bechyne	Walter	E	SSgt	16637350	ACM	None	Fatal
Day	Michael	D	Sgt	17667474	ACM	None	Fatal
Hover	Jack		Capt	FR3117787	ACM	Sr Nav	Fatal

11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)

A. HISTORY OF FLIGHT:

(1) On 4 Feb 1969, the 13th Joint Rescue Control Center (JRCC), Clark AB, R. P. received a report that a Japanese vessel had capsized and sunk at coordinates 22 degrees North and 122 degrees 30 minutes East. The 31st Aerospace Rescue and Recovery Squadron (ARRS), Clark AB, R. P. was tasked by 13 JRCC to provide HC-130 aircraft to support the search and recovery (SAR) effort for the Japanese ship. An HC-130 (AF Rescue 14 860) was launched at 0024H to assume on-scene commander duties in the search area. Six survivors of the ship had been recovered during the night and the main objective of subsequent SAR was to search for the remaining 17 missing crewmen and to coordinate surface vessel recovery. Several surface vessels had been directed to assist in the recovery effort and had been in the vicinity of the sunken ship throughout the night and morning of the next day. The 31 ARRS scheduled the on-coming alert crew to man HC-130 (AF Rescue 50990) to replace the on-scene command aircraft, AF Rescue 14860. Additional fuel was added to 50990 and four additional crew members (ACM) were assigned to the crew to assist in scanning duties. The crew was briefed on the details of the search

12. **AUTHENTICATION**

CERTIFICATION BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
Investigation Officer	Robert M. Foster, LtCol	Robert M. Foster	21 Feb 1969

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U.S. GOVERNMENT PRINTING OFFICE: 1968 O—FORM

mission by Capt Hover, 13 JRCC controller, who accompanied the crew as an ACM on the flight. Capt Giles J. Gray, Rescue Crew Commander (RCC) of AF Rescue 50990, completed the aircraft crew briefing. AF Rescue 50990 departed Clark AB at 0910H, 5 Feb and proceeded to the search area. The flight plan (TAB R) was from Clark AB via T-20 to Poro Point radio beacon, B-91 to Gurnet, Direct 22N 122 30E and return to Clark, with flight level 210 requested. The flight was filed IFR to 22N 122-30E and then VFR to search within a 60 NM radius. Altitude reservations for this flight were on file with the Southeast Asia Military Air Route Facility (SEMARF). The flight was cleared and flew from Clark AB to Poro Point RB via T-20, then via B-91 to Laoag RB, B-62 to Gurnet, direct to 22N 122-30E, maintaining flight level 210 enroute to the search area.

(2) The aircraft descended in the search area and reported to 13 JRCC that they were on scene at 1045H, assuming on-scene command and beginning a search pattern at 500 ft altitude. [redacted] An AF C-130 (WAIF-07) was searching at 300 ft and a Chinese AF C-46 was at 1,000 to 1,500 ft. [redacted] Rescue 50990 advised these aircraft that he was on-scene commander and that he would remain at 500 ft for the time being. A Navy P3V (Fine Arts-30) arrived and was assigned an adjoining search area. Approximately 20 minutes after starting the initial search, a sighting was made of what appeared to be a life raft. [redacted] After several passes over the object, the original search pattern was continued. At 1113H, AF Rescue 990 reported sighting debris at position 21-50N 122-10E, and informed 13 JRCC they were beginning an expanding square search pattern at 300 ft using INM track spacing. [redacted] At this time, Rescue 50990 assigned the CAF C-46 1,000 ft search altitude, instructed Fine Arts-30 and Waif-07 to fly at 500 ft search altitude, and informed all three aircraft that they would remain at 300 to 100 ft during their expanding square search pattern. [redacted] Surface ships in the area reported seeing AF Rescue 50990 flying at slow airspeed, banking, and observed AF Rescue 50990 to be at a lower altitude than the other aircraft in the search. [redacted] At 1130H, AF Rescue 50990 reported operations normal to 13 JRCC for all aircraft supporting the search. [redacted] Approximately fifteen minutes later, while AF Rescue 50990 was flying in a wings level attitude searching at low altitude, the aircraft struck the surface of the water.

(4) The aircraft had crashed at sea, at position 21-39N 122-08.5 E, at approximately 1145H. [redacted] At 1147H, Fine Arts-30 sighted black smoke on the water. [redacted] Fine Arts-30 attempted contact with AF Rescue 50990, but received no reply. Waif-07 was contacted and asked if they had seen the fire or was in contact with AF Rescue 50990. Waif-07 reported they were not in contact with the Rescue aircraft and did not see the fire, but were receiving a loud beeper signal on UHF Guard channel. Fine Arts-30 proceeded to the location of the black smoke and saw what appeared to be the superstructure of a ship. As Fine Arts-30 circled over the scene, the smoke had dissipated and floatation gear was seen in the water. [redacted] At 1150H, Fine Arts-30 was able to further identify the wreckage as being an aircraft wing or wing section and the report was radioed to 13 JRCC that AF Rescue 50990 was down in the water. [redacted] An immediate search of the crash site by Fine Arts-30 and Waif-07 found that only one crewmember was alive and had survived the crash.

AIRCRAFT ACCIDENT/INCIDENT REPORT

To be filled out for principal aircraft involved. *(Appropriate blocks only should be filled out on secondary aircraft.)*

1. ACCIDENT/INCIDENT CLASSIFICATION *(Check one)*

	Major	Minor		
Flight Accident Resulting in Aircraft Damage	X		Accident Not Resulting in Aircraft Damage	
Aircraft Non-flight Accident			Air Force Aircraft Incident	

2. Aircraft Serial Number	3. Type, Model, Series, Block No.	4. Assignment/Status Code (AFM 66-1, J10)
65-990	HC-130H 120-LN	CA

5. If aircraft was being ferried or delivered indicate gaining and losing organizations, date of transfer, ultimate destination.

NA

6. CLEARANCE: From Clark AB R. P. (RPMK) To Clark AB R. P. (RPMK) To

7. Filed: VFR X VFR—ON TOP IFR X Local Other Direct X Airways X (Controlled) X

8. Flight reference at time of accident: Contact X Instrument: Actual Sim. Other Unk.

9. Duration of Flight: Hrs. 2 Mins. 45

10. Mission of flight: A-7U

11. ALTITUDE DATA	Cleared Alt. MSL	Altitude above terrain each sequence began	Altitude MSL Impact point	Highest altitude MSL Known	Time Above Highest alt.
	21,000 Ft.	300 Ft.	0 Ft.	21,000 Ft.	Hrs. 1 Min. 30

12. Fire and explosion data
a. Fire: None Inflight Ground X Result of grd. impact? Yes X No
b. Explosion: None X Inflight Ground Result of grd. impact? Yes No
HC

13. Airfield data: Applicable to takeoff and landing accidents occurring within 2 miles of airfield
Field elevation in use Ft. Composition of rwy. Asphalt Concrete
Length of runway in use Ft. Other (Specify)
Length of overrun Ft. Composition of overrun (Specify)
Distance of touchdown from runway Ft. Surface condition. Dry Wet Icy
Heading of runway ° Other (Specify)
Conditions affecting occurrence; e.g., type of instrument or lighting approach aid used, obstructions, barrier, aircraft, gross weight, forced landing
N.W.S.

14. *(If answer is "Yes," to either question, discuss under item 27. AF Form 711)*
Violations [redacted] Breaches of [redacted]

15. PHASE OF OPERATIONS e.g. take off roll, initial climb, normal flight, acrobatics, landing approach, flareout
Low level flight over open sea

16. TYPE OF ACCIDENT; e.g. gear-up landing, mid-air collision, abandoned aircraft, fire or explosion in flight, undershoot, overshoot
Inadvertent contact with water

17. WEATHER AT TIME AND PLACE OF ACCIDENT: *(If a factor in the accident, attach statement of weather officer)*

Sky conditions	Visibility	Wind direction and velocity	Temperature	Dew point	Alt. setting	Other weather conditions
over 1500 ft cast	7 miles 2 mi in shwr	030/30-35 kts	63°F	54°F	30.20	Waves 20-30 ft

PILOT(S) INVOLVED (FLIGHT CREW)

18. 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
GRAY	Giles	J.	Capt	Reg AF	FR71601	USA	1940

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

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MAC	ARRS		PACARRC		31ARRS	Clark AB, R. P.

e. ATTACHED ORGANIZATION FOR FLYING

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

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED	h. INSTRUMENT CARD	i. AFSC
Pilot 14 Oct 60	Senior Plt 14 Oct 67	Type No. 1 Date of expiration 6 Jan 70	Primary 1035B Duty 1035B

19. OTHER PILOT

a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
WARD	Hal	M.	1/Lt	Reg AF	FR3175451	USA	1942

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

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MAC	ARRS		PACARRC		31ARRS	Clark AB, R. P.

e. ATTACHED ORGANIZATION FOR FLYING

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

f. ORIGINAL AERONAUTICAL RATING	g. PRESENT AERONAUTICAL RATING	h. INSTRUMENT CARD	i. AFSC
Pilot 13 May 67	Pilot 13 May 67	Type No. 2 Date of expiration 25 Oct 69	Primary 1031B Duty 1031B

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

20. **FLYING EXPERIENCE** *(Attach copy of AF Form 5 for Pilot(s) involved as outlined in AFR 127-4.)*

ASSIGNED DUTY ON FLIGHT ORDERS: *(Give last names only. List all flight times to nearest hour.)*	Pilot	Co-Pilot	Inst. Pilot	Ach. Cmdr.	Student Pilot
	GRAY	WARD			
a. Total flying hours *(Including AF time, student and other accredited time)*:	3339	1287			
b. Total Jet Time:	1290	0			
c. Total 1st Pilot/IP hours, all Aircraft:	1600 ✓	573			
d. Total Weather Instrument Hours:	402	135			
e. Total 1st Pilot/IP hours this Model:	461 ✓	573			
f. Total 1st Pilot/IP hours last 90 Days:	65 ✓	123			
g. Total 1st Pilot/IP hours last 90 Days this Model:	65	123			
h. Total 1st Pilot/IP hours weather and hood last 90 Days:	6	7			
i. Total Pilot hours night last 90 Days:	30	20			
j. Total Pilot hours last 30 Days:	60	101			
k. Total 1st Pilot/IP hours last 30 Days:	21	58			
l. Total 1st Pilot/IP hours last 30 Days this Model:	21	58			
m. Date and Duration last previous flight this Model:	2 Feb 68 7.0	2 Feb 68 7.0			
n. Date of last proficiency flight check:	13 Jun 68	13 Apr 68			

21 **CAUSATIVE AGENCY**

Cause Factors *(Check one primary and all applicable contributing and probable factors.)*

	Primary	Contributing	Probable
Operators			
Pilot			
Co-Pilot			
Controller (Drones)			
Crewmembers *(Other than Operator)*			
(Specify) [redacted]			
Supervisory Personnel			
(Specify)			
Maintenance Personnel			
Type of pers. and orgn. level			
Other Personnel			
(Specify)			
Material Failure or Malfunction			
Engines			
Airframe			
Landing Gear			
Other *(Specify)*			
Airbase or Airways			
Weather			
Misc. Unsafe Conditions			
(Specify)			
Undetermined ☐			

22. **DAMAGE**

Damage to Aircraft	Damage Beyond Economical Repair	Man-hours to Repair	Cost *(Est.)*
☒ Destroyed ☐ Minor ☐ Substantial ☐ None	☒ Yes ☐ No	N/A	$2,668,877

Description of Damage *(Describe briefly extent of damage to aircraft and any property damage incurred)*

Aircraft destroyed, crashed in the Bashi Channel, coordinates 21-39N 122-08.5E. No property damage.

23. **AUTHENTICATION** *(Signature and Rank)*

President: Walker R. Reynolds, Colonel, USAF	Accident Investigation Officer: Robert M. Foster, Lt Colonel, USAF
Maintenance Officer: Arthur L. Littman, Lt Colonel, USAF	Medical Officer: Gerald S. Friedman, Captain, FS
AACS Representative	AWS Representative: Troy D. Jordan, Captain, USAF
Member: Pilot Archibald S. Waller, Major, USAF	Recorder: Dale C. Gordon, Lt Colonel, USAF (31ARRS)

AF FORM DEC 62 711b

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TCTO'S NOT COMPLIED WITH

1. The following TCTO's had not been complied with.

(1)	1C-130-775	Scanner Blackout Curtain and Track Redesign HC-130H/P Aircraft.
(2)	1C-130-792	Installation of Generator Disconnect.
(3)	1C-130-795	Protective Devices for ODS, Support Bracket and AT-256 UHF No. 2 Antenna HC-130H/P.
(4)	1C-130-797	Modification of Upper Wing Surface C-130B/E and HC-130H/P.
(5)	1C-130-797D	Modification of Upper Wing Surface C-130B/E and HC-130H/P.
(6)	1C-130-801	Center Wing Lower Surface Fatigue Repairs C-130B/E, C-130H, and HC-130H/P Aircraft.
(7)	1C-130-809	Center Wing Forward Spar Cap Reinforcement C-130B/E and HC-130B/H.
(8)	1C-130-814	Rerouting of Fuel Quantity Wiring Harness External Fuel Tank (American - Electric), C-130E/H/P.
(9)	1C-130-823	Readjustment of Nose Landing Gear Drag Strut Actuator, P/N 3400770-1.
(10)	12P5-2APN 147-507	Modification of Frequency Tracker CV1181 and CV1181A/APN 147(V) Doppler Radar.

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
01/02/9	04/02/9	R. Walters,SS	31 ARRS	96274	HC-130H	65-990

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	02/02/9	D	Flt #1	033-0008	

AUTO PILOT IN DOPPLER MODE WILL NOT CORRECT TO TRACK IN RANGE LOCK, GOES INTO LEFT TURN.

(Computer o/o X3426K90330185)b/o

CF TO NEW AFTO FORM 781A

DATE CORRECTED: 02/02/9

DISCOVERED BY:

CORRECTED BY: J. Kessel, Sgt

INSPECTED BY:

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	02/02/9	D	Fuselage	033-0009	

TANK SUPPLY LINE HAS SMALL LEAK AT TOP OF FUSELAGE

RETORQUED "B" NUT ON LINE TO SHUTOFF VALVE, LEAK CHK OK IAW 1C-130(H) H-2-6 (TORQUED IAW T.O. 1-1A-8) TABLE 13-10

DATE CORRECTED: 02/02/9

DISCOVERED BY:

CORRECTED BY: J. Kovack, SSgt

INSPECTED BY: G. Fullerton, TSgt

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	02/02/9	D		033-0010	

A/C NEEDS WASH

ACFT WASHED WITH FRESH WATER

DATE CORRECTED: 02/02/9

DISCOVERED BY:

CORRECTED BY: J. Bible, A1C

INSPECTED BY:

SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION
	02/02/9	D		033-0011	

EXPENDED ONE SHORT SMOKE MK 5 MOD 4

REPLACED FLARE

CERTIFIED TRUE COPY

DATE CORRECTED: 02/02/9

DISCOVERED BY:

CORRECTED BY: J. Kovack, SSgt

INSPECTED BY:

ARTHUR L. LITTMAN
LtCol, USAF

FROM	TO	CREW CHIEF	ORGANIZATION	LOCATION	ACFT MDS	ACFT SERIAL NO
[illegible]	30/02/9	R. Walters, SSgt	31 ARRS	96274	HC-130H	65-990

A. OUTSTANDING IMMEDIATE ACTION AND URGENT ACTION T.O.s AND SUMMARY OF DELAYED DISCREPANCIES

SYM	T.O. NUMBER AND PUBLICATION DATE OR DISCREPANCY	SYS	WHEN DISC'D OR ENTERED DATE	ACFT TIME	CODE	DATE TO AFTO 349 OR 781A OR DATE CW	TRANSFERRED BY OR COMP VERIFIED BY (SIGNATURE)
	[illegible] AS DISABLE SWT.	71	17/09/8	1363.7	D	/ /	
	[illegible] FROM ARD 17		/ /			/ /	
	ANT ACT TO COMPLETE		/ /			/ /	
	CONTROL AND ANT ACT DRIVE		/ /			/ /	
	MOD		/ /			/ /	
	WINDSHIELD WASHER SYS INOP	46	24/01/9	1824.1	D	/ /	
	X342CK9019 0188		/ /			/ /	
	TOP AFT EMER EXIT SEAL TORN	11	01/12/	1815.1	M	/ /	
	X342HU83380815		/ /			/ /	
	CERTIFIED TRUE COPY		/ /			/ /	
	ARTHUR L. LITTMAN		/ /			/ /	
	LtCol, USAF		/ /			/ /	
	Open Items CF to a New AFTO Form		7/81/K			/ /	R. Walters, SS

AFTO FORM 781K — DELAYED DESCREPANCY AND CALENDAR ITEM INSPECTION RECORD

FLIGHT RECORD INQUIRY AS OF 31 JAN 1969 PAGE

ORGN	NAME	SERVICE NR PFX SERIAL	GRADE AF COMP	BIRTH MO YR	AERO-RATING	2ND AERO-RATING	ORIG-RT MO YR	F C
DVLK	WARD HAL M		1LT REG	10 42	PILOT	UNKNOWN	05 67	

MISSION / DESIGN SUMMARIES

	MISS-DESN SERIES	TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMAND	AC-CMDR	OTHER RATED	LAND-INGS	SORTIES	LAST-FLOWN FR YR MO
CQ	HC/SC130	1023.9	550.5		473.4				143	208	69 01
	C 130	52.3	26.2		26.1				84	10	67 07
	DIFFERNC		567.1		491.1						69 01

FLYING HOUR CAREER TOTALS

RATED FLYING TIME	1076.2	JET-TIME	
CIVILIAN - OVER 450 HP			
FOREIGN MILITARY		COMBAT	60.6
OTHER U.S. MILITARY		COMBAT-SUPPORT	105.4
STUDENT	436.0		
TOTAL HOURS	1512.2		

BASE CAREER TOTAL MINUS HQ-USAF CAREER-TOTAL EQUALS DIFFERENCE AMTS. NOT INCLUDED IN T

FLIGHT RECORD INQUIRY — AS OF 31 JAN 1969 — PAGE 1

NAME	SERVICE NR PFX SERIAL	GRADE AF COMP	BIRTH NO YR	AERO RATING	2ND AERO RATING	ORIG RT / FLYING NO YR CAT-EXC
M		1LT REG	10 42	PILOT	UNKNOWN	05 67 / 1Y

MISSION / DESIGN SUMMARIES

TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMAND	AC-CMDR	OTHER RATED	LAND-INGS	SORTIES	LAST-FLOWN YR	LAST-FLOWN MO	FRST-FLOWN YR	FRST-FLOWN MO
1023.9	550.5		473.4				143	208	69	01	67	09
52.3	26.2		26.1				84	10	67	07	67	07
	567.1		491.1						69	01	69	01

FLYING HOUR CAREER TOTALS

YING TIME	1076.2	JET-TIME	
- OVER 450 HP			
MILITARY		COMBAT	60.6
S. MILITARY		COMBAT-SUPPORT	105.4
	436.0		
IOURS	1512.2		

BASE CAREER TOTAL MINUS HQ-USAF CAREER-TOTAL EQUALS DIFFERENCE AMTS. NOT INCLUDED IN TOTAL HRS

FLIGHT RECORD INQUIRY — AS OF 21 JAN 1969 — PA

ORGN	NAME	SERVICE NR / PFX SERIAL	GRADE	AF COMP	BIRTH MO YR	AERO-RATING	2ND AERO-RATING	ORIG-RT MO YR
DVLK	GRAY GILES		CPT	REG	01 40	SENIOR PILOT	UNKNOWN	10 60

MISSION / DESIGN SUMMARIES

	MISS-DESN SERIES	TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMANDS	AC-CMDR	OTHER RATED	LAND-INGS	SORTIES	LAST-FLOWN YR	LAST-FLOWN MO
	B 47	1310.0	624.0		686.0						65	1
CQ	HC/SC130	866.2	425.5		370.8		69.9		129	179	69	01
	T 33	1.0			1.0						60	10
	C 47	13.0	4.0		9.0						61	08
	C 130	843.7	486.8		356.9				16	19	67	06
	U 6	4.0	2.0		2.0						61	01
	OTHER	61.3	61.3								67	06
	DIFFERNC		1595.1		1416.2		69.9				69	01

FLYING HOUR CAREER TOTALS

RATED FLYING TIME	3099.2	JET-TIME	1311.0
CIVILIAN - OVER 450 HP			
FOREIGN MILITARY		COMBAT	769.8
OTHER U.S. MILITARY		COMBAT-SUPPORT	142.8
STUDENT	493.6		
TOTAL HOURS	3592.8		

BASE CAREER TOTAL MINUS HQ-USAF CAREER-TOTAL EQUALS DIFFERENCE AMTS. NOT INCLUD I

NAME	SERVICE NR PFX SERIAL	GRADE	AE COMP	BIRTH MO YR	AERO-RATING	2ND AERO-RATING	DREG-RT MO YR	FLYING CAT-EXC
LES J		CPT	REG	01 40	SENIOR PILOT	UNKNOWN	10 60	1Y

MISSION / DESIGN SUMMARIES

SN	TOTAL HOURS	PILOT	INSTRUCT	CO-PILOT	COMMAND	AC-CMDR	OTHER RATED	LAND-INGS	SORTIES	LAST-FLOWN YR	LAST-FLOWN MO	FIRST-FLOWN YR	FIRST-FLOWN MO
	1310.0	624.0		686.0						65	12	61	03
0	866.2	425.5		370.8		69.9		129	179	69	01	67	08
	1.0			1.0						60	10	60	10
	13.0	4.0		9.0						61	08	60	12
0	843.7	486.8		356.9				16	19	67	06	66	03
	4.0	2.0		2.0						61	01	61	01
	61.3	61.3								67	06	59	10
IC		1595.1		1416.2		69.9				69	01	69	01

FLYING HOUR CAREER TOTALS

FLYING TIME	3099.2	JET-TIME	1311.0
AN - OVER 450 HP			
N MILITARY		COMBAT	769.8
U.S. MILITARY		COMBAT-SUPPORT	142.8
IT	493.6		
HOURS	3592.8		

BASE CAREER TOTAL MINUS HQ-USAF CAREER-TOTAL EQUALS DIFFERENCE AMTS. NOT INCLUDED IN TOTAL HRS

PREPARED 09 FEB 69 PILOTS I N D I V I D U A L F L I G H T R E C O R D PCN 28106A AS OF 05 FEB 69

GRAY GILES J CPT J 0091 MAC 1Y DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIML INST	LANDINGS TYPE AND NR	RENT $	RENT N	APPR P	APPR N	NR OF SORTIES	LOCAL USE	RMKS
02 01	HC130P	A7U	CP	4.3	4.3												
02 01	HC130P	A7U	FP	4.0	4.0					LL 1					1		
02 02	HC130P	02A	CP	.6	.6												
02 02	HC130P	02A	FP	.6	.6												
02 02	HC130P	A7S	CP	3.3	3.3												
02 02	HC130P	A7S	FP	2.5	2.5										1		
02 05	HC130H	A7U	CP	1.3	1.3												
02 05	HC130H	A7U	FP	1.4	1.4												
				* 18.0	18.0					1					2		
				** 18.0	18.0					1					2		

	TOTAL	I/PILOT	PILOT	SOPILOT	CMD PILOT	AC CMDR	OTHER	COMBAT	COM SP
THIS MONTH	18.0	.0	8.5	9.5	.0	.0	.0	.0	1.2
TO DATE	3099.2	.0	1603.6	1425.7	.0	69.9	.0	384.9	72.0
STUDENT	246.8								
CIV(OVER 450)	.0								
OTHER US MIL	.0								
FOREIGN MIL	.0								
TOTAL TIME	3346.0								

Closed out, Deceased.

PREPARED 09 FEB 69 PILOTS I N D I V I D U A L F L I G H T R E C O R D PCN 22106A AS OF 05 FEB 69

WARD HAL M 1LT J 0031 MAC 1Y DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIML INST	LANDINGS TYPE AND NR	PENT S	PENT N	APPR P	APPR N	NR OF SORTIES	LOCAL USE	RKS
02 01	HC130P	A7U	FP	4.3	4.3												
02 01	HC130P	A7U	CP	4.0	4.0										1		
02 02	HC130P	02A	FP	.6	.6												
02 02	HC130P	02A	CP	.6	.6												
02 02	HC130P	A7S	FP	3.3	2.5				.8	RL 1				1			
02 02	HC130P	A7S	CP	2.5	2.5										1		
02 05	HC130H	A7U	CP	1.3	1.3												
02 05	HC130H	A7U	FP	1.4	1.4												
				* 18.0	17.2				.8	1				1	2		
				** 18.0	17.2				.8	1				1	2		

	TOTAL	I/PILOT	PILOT	COPILOT	CMD PILOT	AC CMDR	OTHER	COMBAT	COM SP
THIS MONTH	18.0	.0	9.6	8.4	.0	.0	.0	.0	1.2
TO DATE	1076.2	.0	576.7	499.5	.0	.0	.0	30.3	53.3
STUDENT	218.0								
CIV(OVER 450)	.0								
OTHER US MIL	.0								
FOREIGN MIL	.0								
TOTAL TIME	1294.2								

Closed out, Released.

PREPARED 09 FEB 69 RATED NON PILOT INDIVIDUAL FLIGHT RECORD PCN 22107A AS OF 05 FEB 69

WHITNEY JONATHAN B CPT J 0031 MAC 1Y DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	D A Y	NIGHT	NAV LEGS	NR OF SORTIES	LOCAL USE	RMKS
02 01	HC130P	A7U	NN	8.3	8.3			1		
02 02	HC130P	A7S	NN	5.8	5.8		1	1		
02 02	HC130P	Q2A	NN	1.2	1.2					
02 05	HC130H	A7U	NN	2.7	2.7					
				* 18.0	18.0		1	2		
				** 18.0	18.0		1	2		

	TOTAL	NAVIG	NAV-BOM	RAD-INT	A-E-WAR	MEDICAL	OTHER	COMBAT	COM SP
THIS MONTH	18.0	18.0	.0	.0	.0	.0	.0	.0	1.2
TO DATE	3889.8	3795.1	94.7	.0	.0	.0	.0	38.7	15.5
STUDENT	179.1								
CIV(OVER 450)	.0								
OTHER US MIL	.0								
FOREIGN MIL	.0								
TOTAL TIME	4068.9								

Closed out, Accepted

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PCN 22110A AS OF 05 FEB 69

ASHCRAFT THOMAS NMI SSG J 0031 MAC DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP	LOCAL USE RKS
0201	HC130P	A7U	FE	8,3	1			
				8,3 *				
0202	HC130P	02A	FE	1,2				
0202	HC130P	A7S	FE	5,8	1			
				7,0 *		1,2	1,2	
0203	HC130P	T3 -	FE	3,8	3			
				3,8 *				
0205	HC130H	A7U	FE	2,7				
				2,7 *				
		THIS MONTH		21,8		1,2	1,2	
		TO DATE		1791,1		77,3	2,4	

Closed out, Ashcraft.

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PCN 28110A AS OF 05 FEB 69

CROSBY GARY D TSG J 0031 MAC OVLK

DATE	M/D/S	MSN SYM	DUTY PDS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP	LOCAL USE RKS
0201	HC130P	A7U	FE	8.3	1			
				8.3 *				
0202	HC130P	02A	FE	1.2				
0202	HC130P	A7S	FE	5.8	1			
				7.0 *		1.2	1.2	
0205	HC130H	A7U	FE	2.7				
				2.7 *				
		THIS MONTH		18.0		1.2	1.2	
		TO DATE		684.1		92.6	19.2	

Cleared out, Deceased.

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PCN 22110A AS OF 05 FEB 69

BOURNE THEODORE H SSG J 0031 MAC DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP	LOCAL USE RKS
0201	HC130P	ATU	RO	8.3	1			
				8.3 *				
0205	HC130H	ATU	RO	2.7				
				2.7 *				
		THIS MONTH		11.0		.0	.0	
		TO DATE		8530.2		926.9	31.5	

Closed out, Discharged.

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PGN 28110A AS OF 05 FEB 69

STPETER RICHARD G TSG J 0031 MAC DVLK

LOCAL USE RKS

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP
0201	HC130P	A7U	LM	6.3	1		
				6.3 *			
0202	HC130P	02A	LM	1.2			
0202	HC130P	A7S	LM	5.8	1		
				7.0 *		1.2	1.2
0205	HC130H	A7U	LM	2.7			
				2.7 *			
		THIS MONTH		18.0		1.2	1.2
		TO DATE		13458.6		715.9	1060.2

Closed out, Deceased

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PBN 28110A AS OF 05 FEB 69

STROUD CARLTON E SSG J 0031 MAC DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMBTSUP	LOCAL USE RKS
0201	HC130P	A7U	LM	8.3	1			
				8.3 *				
0202	HC130P	02A	LM	1.2				
0202	HC130P	A7S	LM	5.8	1			
				7.0 *		1.2	1.2	
0203	HC130P	T3	LM	3.8	6			
				3.8 *				
0205	HC130H	A7U	LM	2.7				
				2.7 *				
		THIS MONTH		21.8		1.2	1.2	
		TO DATE		3594.8		217.5	9.6	

Closed out, Maccard

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PCN 28110A AS OF 05 FEB 69

REINDL PAUL J A1C J 0031 MAC DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP	LOCAL USE RKS
0205	HC130H	A7U	RS	2.7				
				2.7 *				
		THIS MONTH		2.7		.0	.0	
		TO DATE		743.7		9.0	40.8	

Closed out, Deceased.

PREPARED 09 FEB 69 NON-RATED INDIVIDUAL FLIGHT RECORD PCN 28110A AS OF 05 FEB 69

PHELPS JAMES R A1C J 0031 MAC DVLK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL HRS	NR SORTIES	COMBAT	CMB-SUP	LOCAL USE RKS
0203	HC130H	A7U	RS	3,8	1			
				3,8 *				
0204	HC130H	A7S	RS	6,0	1			
				6,0 *				
0205	HC130H	A7U	RS	2,7				
				2,7 *				
		THIS MONTH		12,5		,0	,0	
		TO DATE		263,5		10,5	1,3	

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
SCOTT AIR FORCE BASE, ILLINOIS 62225

SPECIAL ORDER 7 February 1969
A-6

Each of the following named persons, unit indicated, is appointed a member of the Aircraft Accident Investigation Board to investigate the aircraft accident involving HC-130, SN 65990, 5 February 1969, 31 ARRSq, Clark Air Force Base, Republic of the Philippines. Investigation will be conducted in accordance with AFR 127-4. In the absence of the designated President, the next senior officer present will preside. In the absence of the designated Recorder, the next junior officer present will serve as recorder.

COL WALKER R REYNOLDS,	President, Hq ARRS
LT COL ROBERT M FOSTER,	Investigating Officer, Pac ARRC
LT COL ARTHUR L LITTMAN,	Maintenance Officer, 3rd ARRGp
MAJ ARCHIBALD S WALLER,	Pilot Member, Pac ARRC
MAJ BRYON L SHARKEY,	Member/Recorder, 31 ARRSq
*CAPT GERALD S FRIEDMAN,	Medical Member, TAC Hospital, Clark AB, RP
*CAPT TROY D JORDAN,	Weather Officer, Det 5, 1st Wea Wg
CMSGT HAROLD J RAMSEY,	Advisor (without vote), Hq ARRS
SMSGT WILLIAM C R RAKESTRAW,	Advisor (without vote), Pac ARRC

*With concurrence of individual's commander.

FOR THE COMMANDER

Edward H Matte

EDWARD H MATTE, CMSgt, USAF
Asst Director of Administration

DISTRIBUTION
1 MACMET SCOTT
5 ea indiv
7 PARRC
2 1400ABWG(ACDM)
4 ARFOIH
1 ARIIG, ARFOI, AROCP, ARCSQ
3 ARPCA

FLIGHT PLAN
PLAN DE VOL

PRIORITY INDICATOR / Indicateur de priorité

ADDRESSEE(S) INDICATOR(S) / Indicateur(s) de destinataire

FILING TIME / Heure de dépôt

ORIGINATOR INDICATOR / Indicateur d'origine

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR / Identification précise du (des) destinataire(s) et/ou de l'expéditeur

7 DESCRIPTION / Description	6 AIRCRAFT IDENTIFICATION / Identification de l'aéronef	8 FLIGHT RULES AND STATUS / Règles de vol et caractère spécial du vol
(FPL	AF Rescue 50990	I/S

9 NUMBER AND TYPE OF AIRCRAFT / Nombre et type d'aéronef(s)	10 EQUIPMENT / Equipement		
	COM	NAV	SSR
C-130	R	/R	/F

13 AERODROME OF DEPARTURE / Aérodrome de départ	TIME / Heure	FIR BOUNDARIES & ESTIMATED TIMES / Limites de FIR et heures prévues
RPMK	0100/0110	→ RPMM/RODN

15 SPEED / Vitesse — LEVEL / Niveau — ROUTE

0500 210 → T20 PP B91 Gurnet,

22°N 122°30'E, Gurnet B91 PP T20

17 AERODROME OF DESTINATION / Aérodrome de destination	TIME / Heure	ALTERNATE AERODROME(S) / Aérodrome(s) de dégagement
RPMK	1000	→ RPMS

18 OTHER INFORMATION / Renseignements divers

Altitude reservation on file with SEMARF

Crew list on file with 31ARRS

Search 60 NM Radius 22°N 112°30'E for 7+00

Sts: "Rescue Scramble"

19 SUPPLEMENTARY INFORMATION / Renseignements complémentaires

ENDURANCE / Autonomie	PERSONS ON BOARD / Personnes à bord	EMERGENCY & SURVIVAL EQUIPMENT / Equipement de secours et de survivance
11+00/12+00	→ POB/13	→ RDO/~~XXXXX~~ → 243 → ~~SOL~~ → ~~XXXX~~

EQUIPMENT / Equipement	LIFE JACKETS / Gilets de sauvetage	FREQUENCY / Fréquence
DINGHY → ~~DESERT~~ → MARITIME → JUNGLE → JACKETS → ~~XXXX~~ → ~~XXXXXXX~~ →		

DINGHIES / Canots	COLOUR / Couleur	NUMBER / Nombre	TOTAL CAPACITY / Capacité totale	OTHER EQUIPMENT / Equipement divers
DINGHIES → COVER	Yellow	2	40	→ RMK/Rescue Equipped

	Name of pilot-in-command / Nom du pilote commandant de bord	Signature of pilot-in-command or designated representative / Signature du pilote commandant de bord ou de son représentant désigné
	Capt Gray	Sgnd Giles J. Gray

AF200A11/81Q Form Jan 69 0-247

PACAF – Clark AB, Phil

WEIGHT AND BALANCE CLEARANCE FORM F

TRANSPORT

(USE REVERSE FOR TACTICAL MISSIONS)

Cross Reference RAF Form 2870 ROAF Form F. 118 G 80M 8-81 (6797)

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

DATE	AIRCRAFT TYPE	FROM	HOME STATION
5 Feb 69	HC-130-H	Clark AB	Clark AB

MISSION/TRIP/FLIGHT/NO.	SERIAL NO.	TO	PILOT
A7U	65-990	As Directed	Capt Gray

LIMITATIONS			
CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL
[1] ALLOWABLE GROSS WEIGHT	175000	175000	117892
TOTAL AIRCRAFT WEIGHT (*Ref. 11*)	141706		
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT		102306	
OPERATING WEIGHT (*Ref. 8*)			82706
ALLOWABLE LOAD (*Ref. 18*) (*use SMALLEST figure*)	33294	72694	35186
[2] PERMISSIBLE C. G. TAKEOFF	FROM 23.5	TO (% *M.A.C. or IN.*) 28.5	
[3] PERMISSIBLE C. G. LANDING	FROM 15.5	TO (% *M.A.C. or IN.*) 28.1	
[4] LANDING FUEL WEIGHT	19000		

REF	ITEM	WEIGHT	INDEX OR MOM/1000
1	BASIC AIRCRAFT (*From Chart C*)	76707	4033 23
2	OIL (48 Gal.)	362	16 0
3	CREW (*No.*) (10) 5B, 3C, 2J	2000	6 8 4
4	CREW'S BAGGAGE E	200	7 4
5	STEWARD'S EQUIPMENT Dist	32	5
6	EMERGENCY EQUIPMENT Dist	2738	12 4 4
7	EXTRA EQUIPMENT Dist	667	3 6 2
8	OPERATING WEIGHT	82706	42 8 5 2
9	TAKEOFF FUEL (Gal.)	59000	32 3 8 9
10	WATER INJ. FLUID (Gal.)		
11	TOTAL AIRCRAFT WEIGHT	141706	75 2 4 1

[12] DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)

COMPT	UPPER COMPARTMENTS PASSENGERS NO.	UPPER COMPARTMENTS PASSENGERS WEIGHT	UPPER COMPARTMENTS CARGO	COMPT	LOWER COMPARTMENTS PASSENGERS NO.	LOWER COMPARTMENTS PASSENGERS WEIGHT	LOWER COMPARTMENTS CARGO
A							
B							
C							
D							
E							
F							
G							
H							
I							
J							
K							
L							
M							
N							
O							
P							
FWD. BELLY							
AFT. BELLY							

REMARKS T. O.

OB - 16000 - 8725
IB - 14000 - 7771
Aux - 10000 - 5569
Ext - 9000 - 4961
Fus - 10000 - 5363
59000 -32389

LANDING

OB - 10000 - 5461
IB - 9000 - 4999
19000 -10460

NET LOAD

TOTAL FREIGHT	0
TOTAL MAIL	Ø
COMPUTER PLATE NUMBER (*If used*)	Chart E & Math

[1] *Enter constant used.*
[2] *Enter values from current applicable T. O.*
[3] *Applicable to gross weight (Ref 15).*
[4] *Applicable to gross weight (Ref. 18).*
[5] *Ref. 9 minus Ref. 17.*

CORRECTIONS (*Ref. 14*)

COMPT	ITEM	CHANGES (+ or −) WEIGHT	CHANGES (+ or −) MOM/1000
J	4 Pax	+800	+524
TOTAL WEIGHT REMOVED		−0	−0
TOTAL WEIGHT ADDED		+800	+524
NET DIFFERENCE (*Ref. 14*)		+800	+524

REF		WEIGHT	INDEX OR MOM/1000
13	TAKEOFF CONDITION (*Uncorrected*)	141706	75 2 4 1
14	CORRECTIONS (*If required*)	+800	+5 2 4
15	TAKEOFF CONDITION (*Corrected*)	142506	75 7 6 5
16	TAKEOFF C. G. IN % M. A. C. OR IN.	26.7	
17	LESS FUEL	−40000	21 9 2 9
18	LESS AIR SUPPLY LOAD DROPPED		
19	MISC. VARIABLES		
20	ESTIMATED LANDING CONDITION	102506	53 8 3 6
21	ESTIMATED LANDING C. G. IN % M. A. C. OR IN.	22.7	

COMPUTED BY Carlton E. Stroud — SIGNATURE — 51561 31st ARRS

WEIGHT AND BALANCE AUTHORITY — SIGNATURE

PILOT Giles J. Gray — SIGNATURE

NOTE—THIS TRANSPORT CLEARANCE FORM HAS RESULTED FROM TRIPARTITE AGREEMENT AND NO FURTHER CHANGES MAY BE MADE TO IT WITHOUT PRIOR CONSIDERATION BY TRIPARTITE AUTHORITIES.

DD FORM 1 SEPT 54 365F

16—87940-4 U.S. GOVERNMENT PRINTING OFFICE

Weather Observations in Vicinity of Crash Site

1. Land Stations:

a. Coast Guard LORAN station, Batan Island (located 188 degrees, 72 NMI from crash site).

0300Z (1100H) 5 Feb 69: Clouds - 5/8 cumulus 3000 feet

Visibility - 10 miles
Wind - 030 deg 15 kts
Temp - 69°F
Alt Stg - 30.13 ins Hg

b. Hengchun, Taiwan (located 292 degrees, 81 NMI from crash site).

0200Z (1000H) 5 Feb 69: Clouds - 3/8 cumulus 2000 feet
8/8 stratocumulus 4000 feet

Visibility - 7+ miles
Wind - 050 deg 12 kts
Temp - 55°F
Dew Point - 48°F
Alt Stg - 30.19 ins Hg

0300Z (1100H) 5 Feb 69: Clouds - 2/8 cumulus 2000 feet
8/8 stratocumulus (height missing)

Visibility - 10 miles
Wind - 050 deg 12 kts
Temp - 57°F
Dew Point - 48°F
Alt Stg - 30.17 ins Hg

0400Z (1200H) 5 Feb 69: Clouds - 2/8 cumulus 2500 feet
8/8 stratocumulus 4500 feet

Visibility - 7+ miles
Wind - 050 deg 13 kts
Temp - 57°F
Dew Point - 48°F
Alt Stg - 30.16 ins Hg

0500Z (1300H) 5 Feb 69: Clouds - 3/8 cumulus 2200 feet
8/8 stratocumulus 4500 feet

Visibility - 7+ miles
Wind - 050 deg 12 kts
Temp - 57°F
Dew Point - 48°F
Alt Stg - 30.14 ins Hg

Analysis of Weather Conditions Affecting Flight of Rescue 65-990.

1. General Synoptic Situation: An outbreak of cold, Arctic air had pushed rapidly southward across the search area the previous day (4 Feb 69). At the time of the crash (approximately 0345Z-1145H), the leading edge or cold front was located across Central Luzon, R.P. A low pressure system located east of the search area the previous day had moved eastward to a position just east of Honshu, Japan. A large high pressure system was located over Central China. The search area was under the influence of a strong northerly flow from the surface to about 10,000 feet.

2. Clouds: The ESSA VIII satellite picture taken at 0034Z (0834H) revealed a broken to overcast cloud mass extending from Central Luzon across the search area and for several hundred miles to the north. Reports from aircrew members both before and after the crash indicated prevailing ceilings of 1500 to 2000 feet. At least 15 minutes prior to the crash, the survivor observed white, puffy clouds at 300-500 feet in a rain shower. This was probably rain-produced fractostratus (scud). Tops of the cloud deck varied from about 7500 to 10,500 feet. The top of the cloud deck was relatively flat. Upper air soundings from Taiwan, Okinawa, and Ishigaki Jima revealed a strong temperature inversion at about 10,000 feet or lower.

3. Precipitation: Light rain showers were isolated throughout the search area. Airman Phelps (the survivor) reported that AF Rescue 990 encountered a rain shower approximately 15 minutes prior to the crash. The aircraft commander of Waif 07 and Fine Arts 30 stated that a few minutes after the crash there were rain showers in the vicinity but none at the crash scene itself. None of the observers on scene reported thunderstorm activity. The commander of AF Rescue 860 stated that there were no buildups extending above the main cloud deck.

4. Visibility: Visibility was good (seven miles plus) at search altitudes except in rain showers where visibility was reduced to approximately two miles. Airman Phelps reported that forward visibility out the pilot's windshield was extremely poor during a rain shower penetration; however, he noted that he could see much better out the rear cabin windows. In addition to the rain showers, salt spray was observed by all aircraft in the area at low altitude search levels. Fine Arts 30 stated that collection of salt deposits was severe enough to require the use of his windshield washer. Both Fine Arts 30 and Waif 07 reported good visibility upon their arrival at the scene a few minutes after the crash.

5. Wind: Winds at search altitudes and below were reported by aircraft and ships in the area to be 30-35 knots from 030°. There appeared to be very little fluctuation in direction or speed. Upper air reports from Okinawa and Ishigaki Jima (24-20N, 124-10E; approximately 200 knots northeast of the crash site) showed relatively constant winds of 340 to 360 degrees at 30-35 knots in the lower 5000 feet.

6. Turbulence: The commander of AF Rescue 860, who left the search area just prior to the arrival of AF Rescue 990, reported that turbulence was light and that he experienced no control problems due to turbulence. The commander of Fine Arts 30, who was on scene before and after the time of the crash, also reported light turbulence and no control problems. There is no evidence to indicate that there was strong wind shear or gustiness that would have produced turbulence severe enough to cause drastic altitude loss or other control problems. There is also no evidence of severe down drafts either in or out of rain showers.

7. Sea State: All reports from aircrew members on the scene prior to the accident indicated a sea state of from 20-30 feet. Reports from ships and a non-rescue C-130 after the crash indicated seas of 8-15 feet. Sea state is a difficult condition to estimate and becomes very subjective without some reference; however, the experience of rescue aircrew members, especially the Navy crew, lends credence to their reports. There is little doubt that the seas were in excess of 20 feet. After the crash the seas probably calmed somewhat, which would account for the subsequent lower estimates.

8. Altimeter Settings: During the daylight hours preceding the crash, the pressure remained relatively constant with no more than one milibar (.03 inches high) variation. There was a decrease (one milibar) between 1000H (0200Z) and 1200H (0400Z) at Hengchun, which is located on the southern tip of Taiwan. The commander of Fine Arts 30 testified that the majority of aircraft in the area were using a common altimeter setting of 30.20 at the time of the crash. This appears to be anywhere from 30 to 60 feet higher than altimeter settings from surface land stations and ships in the area. The commanders of both Fine Arts 30 and AF Rescue 860 stated that they checked their radar altimeters frequently without noting any significant variations. An altimeter setting that is too high will cause the indicated altitude to be higher than the true altitude.

Troy D. Jordan

TROY D. JORDAN, Capt, USAF
Weather Officer Member

2. Ships:

a. Tokyo Maru (located vicinity of crash site at the time of crash) reported cloudy skies with no passing showers. Winds were from the north at about 20 meters per second (38.9 kts). Sea was very rough. Pressure was 1020.5 milibars (30.14 ins Hg).

b. Showa Maru (located vicinity of crash site at the time of crash) reported cloudy skies with a little rain. Winds were NNE about 20 meters per second (38.9 kts). Pressure was 1021.8 milibars (30.17 inches).

3. Weather Reconnaissance: A WC-47E, Dodo 01, at 2333Z 04 Feb 69 (0733H 05 Feb 69), 20° 40' N, 122° 40' W, reported tops of clouds at 13,000 feet, clear above.

4. Extracts from 13AF JRCC Logbook:

04/2215Z (05/0615H) from AF Rescue 860: Winds 020/35 kts, sea state 26 feet, haze and salt spray, effective visibility 2 1/2 miles, clouds overcast several layers to 8700 feet.

05/0150Z (0950H) from AF Rescue 860: Visibility 3-4 miles, winds 30 kts, waves 18-25 feet.

05/0313Z (1113H) from AF Rescue 990: Negative change in weather.

05/0429Z (1229H) from Waif 07: Seas 8-14 feet.

05/0440 (1240H) from Waif 07: 1500 to 2000 feet broken to overcast, visibility 5+, seas 8-14 feet.

05/0503Z (1303H) from AOC Taipei: Winds reported by CAF HU-16, 030/20-35 kts.

5. Upper Air Wind Reports:

a. Kadena AB, Okinawa

0600Z (1400H): Surface - 350 deg 26 kt
1000 ft - 350 deg 28 kt
2000 ft - 340 deg 29 kt
3000 ft - 340 deg 36 kt
4000 ft - 340 deg 41 kt

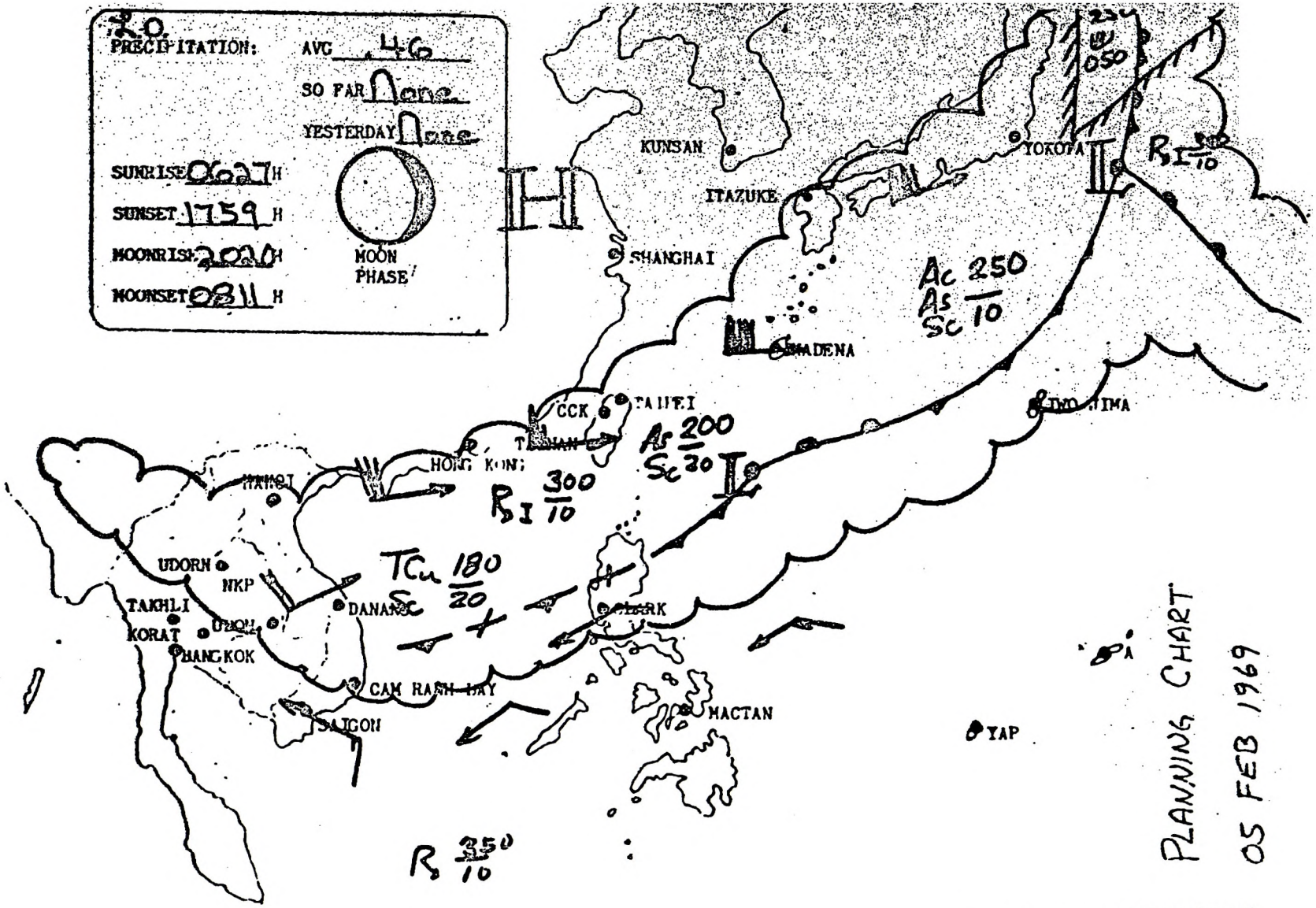
b. Ishigaki Jima (located approximately 200 NMI NE of crash site)

0600Z (1400H): Surface - 020 deg 12 kt
3000 ft - 010 deg 27 kt

CERTIFIED TRUE COPY

Troy D. Jordan

TROY D. JORDAN, Capt, USAF
Weather Officer Member


20
PRECIPITATION: AVG 46
SO FAR None
YESTERDAY None
SUNRISE 0627 H
SUNSET 1759 H
MOONRISE 2020 H
MOONSET 0311 H
MOON PHASE
KUNSAN
YOKOTA
ITAZUKE
SHANGHAI
NAHA
Ac 250
As
Sc 10
CCK
TAIPEI
HONG KONG
As 200
Sc 20
HANOI
R 300/10
UDORN
NKP
TCu 180/20
Sc
TAKHLI
KORAT
UBON
DANANG
BANGKOK
CAM RANH BAY
SAIGON
MACTAN
YAP
R 350/10
PLANNING CHART
05 FEB 1969
SPC PROG V.T. 051/0600Z
TYPHOON - TROPICAL STORM

DET. 5, 1 WEA. WG. CLARK AB, P.I.

DATE: 4 FEB 69 TIME: 1800 Z FORECAST NO. 04/18 FOLDER NO. 304 DESTINATION: RPMR

TYPE ACFT: HC-130 ACFT NO: 50990 ETD: 05/0100 Z ALTERNATE: RPMS

ENROUTE STOPS: _____ FCSTR: TSgt J. Cox BRFG TIME: 05/0034 Z

SURFACE WINDS: 03008 CLIMB WINDS: 0210 (SFC.-10M) 2605 (10-20M) 9905 (20-30M) 9905 (30-40M)

TEMP: (°C) 23 22 24 27 29 PRESSURE ALTITUDE: (FEET) 520 510 480 470 500

RPMR WEA NONE V.T. _____ Z WEA NONE V.T. _____ Z

ADDITIONAL TAKE-OFF DATA _____ WEA NO. 04/1900 Z

REMARKS: (DESTINATION: TEMP. °C/P.A. FT.)

TERMINAL FORECAST VALID TIME: 04/1800Z TO 05/1200 Z

CLARK (RPMR)
(METRO 344.6)
(WEA. RADAR) 32005 6+ 2Sc40 2Cu250
01Z 03008/18 6+ 3Cu40 2Ac70
04-09Z 3V5Cu40/RASH VCNTY 4Cu250@9CIG
10Z 06008 6+ 2Sc40 1Ac100 2Cu250 QNH 29.82

CUBI PT. (RPUB)
(METRO 344.6) 35010 0405
02Z 35010V80 010V010 0410/20
11Z 35010 0505 QNH 29.84

MANILA (RPMM)
SANGLEY (RPMS) 600 270010 0212
QNH 29.86

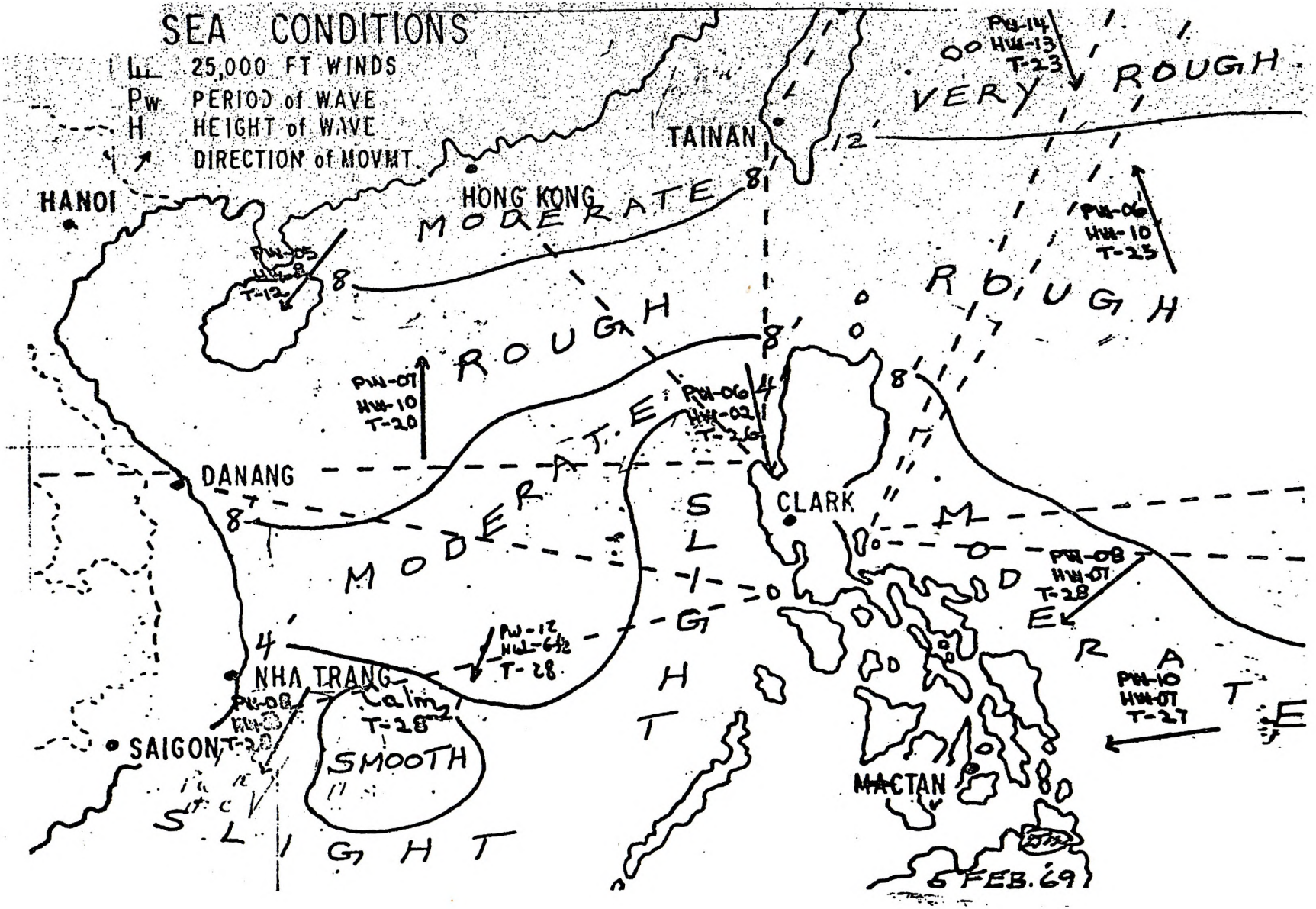
MACTAN (RPMP)
(METRO 344.6) 05008 6+ 1Cu30 1Sc50
23-02Z INTMT RASH↑2Ac100 3Cu300(CIG)
ISOLD TCu/RASH VCNTY QNH 29.74

SANGLEY (VVWS) 13008 6+ 4Sc50 4Cu300(CIG)
BIEN HOA (VVBH)
(METRO 344.6) 05Z/12008 6+ 5Cu30(CIG) 3Cu300
(WEA. RADAR) INTER 07-10Z 16010 5RASH 4Cu30(CIG)
2Ac100 3Cu300 QNH 29.77

CAM RANH BAY (VVCR)
36015 6+ 4Sc25 4Cu35(CIG) 4VGSc25
INTER 18-04Z 01015/25 4RASH 6ST15(CIG)
02-12Z WIND 03015/25 QNH 29.88

DANANG (VVDN)
(METRO 344.6) 32010 6+ 2Sc20 8Sc30(CIG)
OCNL LGT RA/DZ
03-10Z WIND 34010/18 QNH 30.08

PHU CAT (VVPC)
(METRO 344.6) 32015 6+ 7Sc30(CIG)
00Z 35015 6+ 4Sc30 4Ac80(CIG)
07Z 02015 6+ 4Sc30 QNH 29.97


SEA CONDITIONS
25,000 FT WINDS
Pw PERIOD of WAVE
H HEIGHT of WAVE
DIRECTION of MOVMT.
HANOI
HONG KONG
TAINAN
DANANG
NHA TRANG
SAIGON
CLARK
MACTAN
MODERATE
ROUGH
VERY ROUGH
SLIGHT
SMOOTH
Calm
T-28
Pw-14
HW-13
T-23
Pw-06
HW-10
T-25
Pw-05
HW-8
T-12
Pw-07
HW-10
T-20
Pw-06
HW-02
T-26
Pw-12
HW-6½
T-28
Pw-08
HW-07
T-28
Pw-10
HW-07
T-27
6 FEB. 69

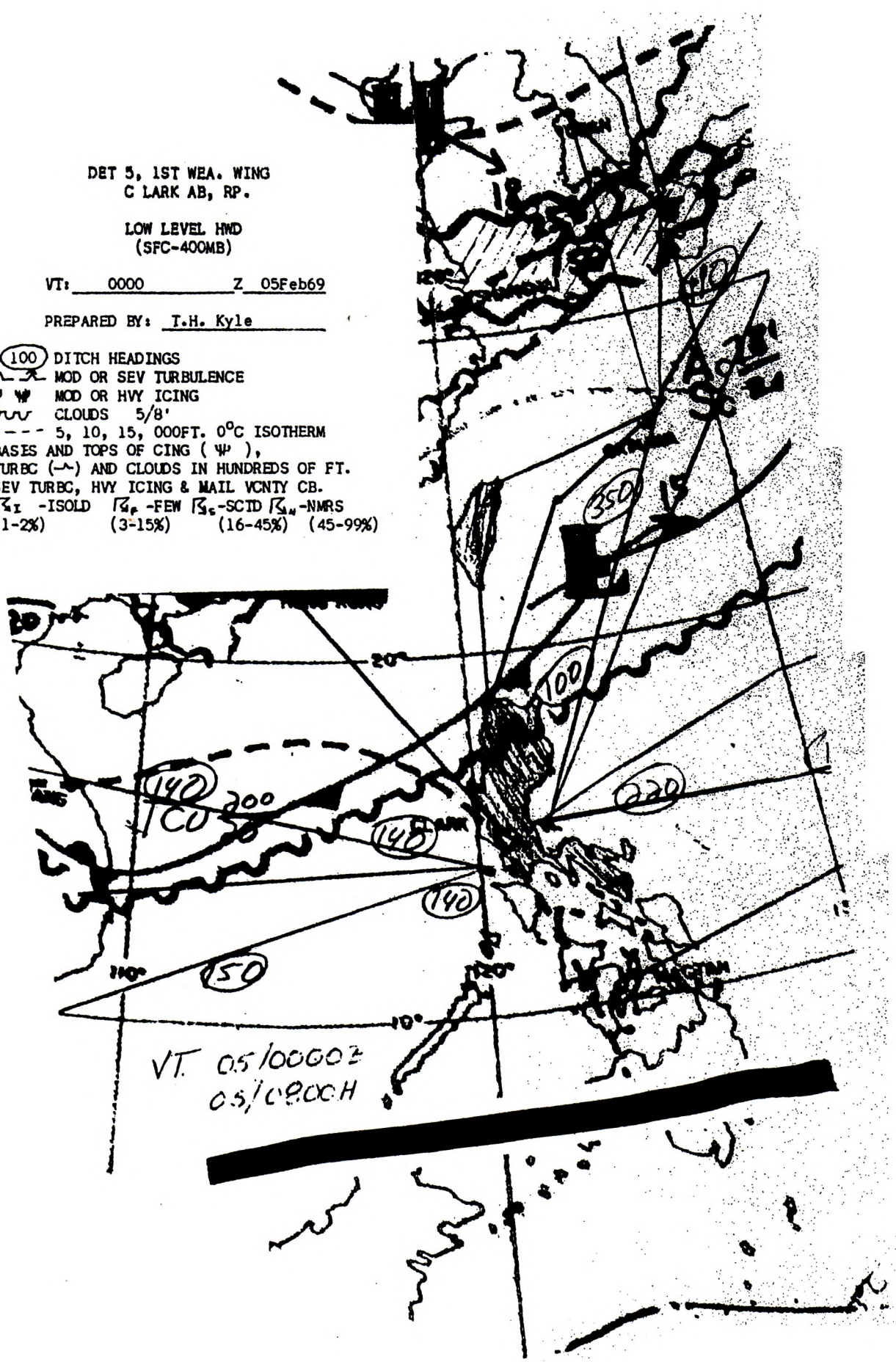
DET 5, 1ST WEA. WING
C LARK AB, RP.

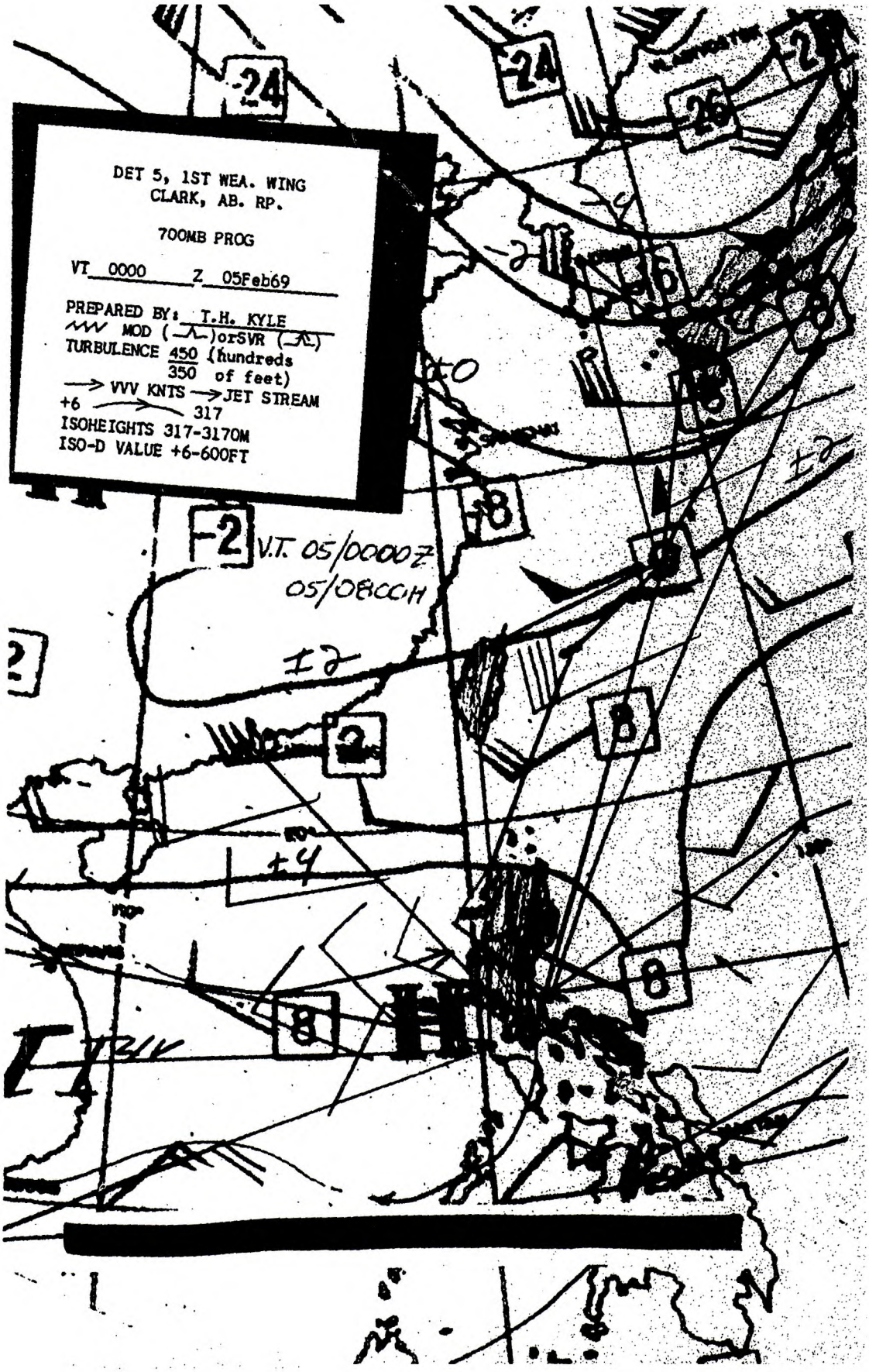
LOW LEVEL HWD
(SFC-400MB)

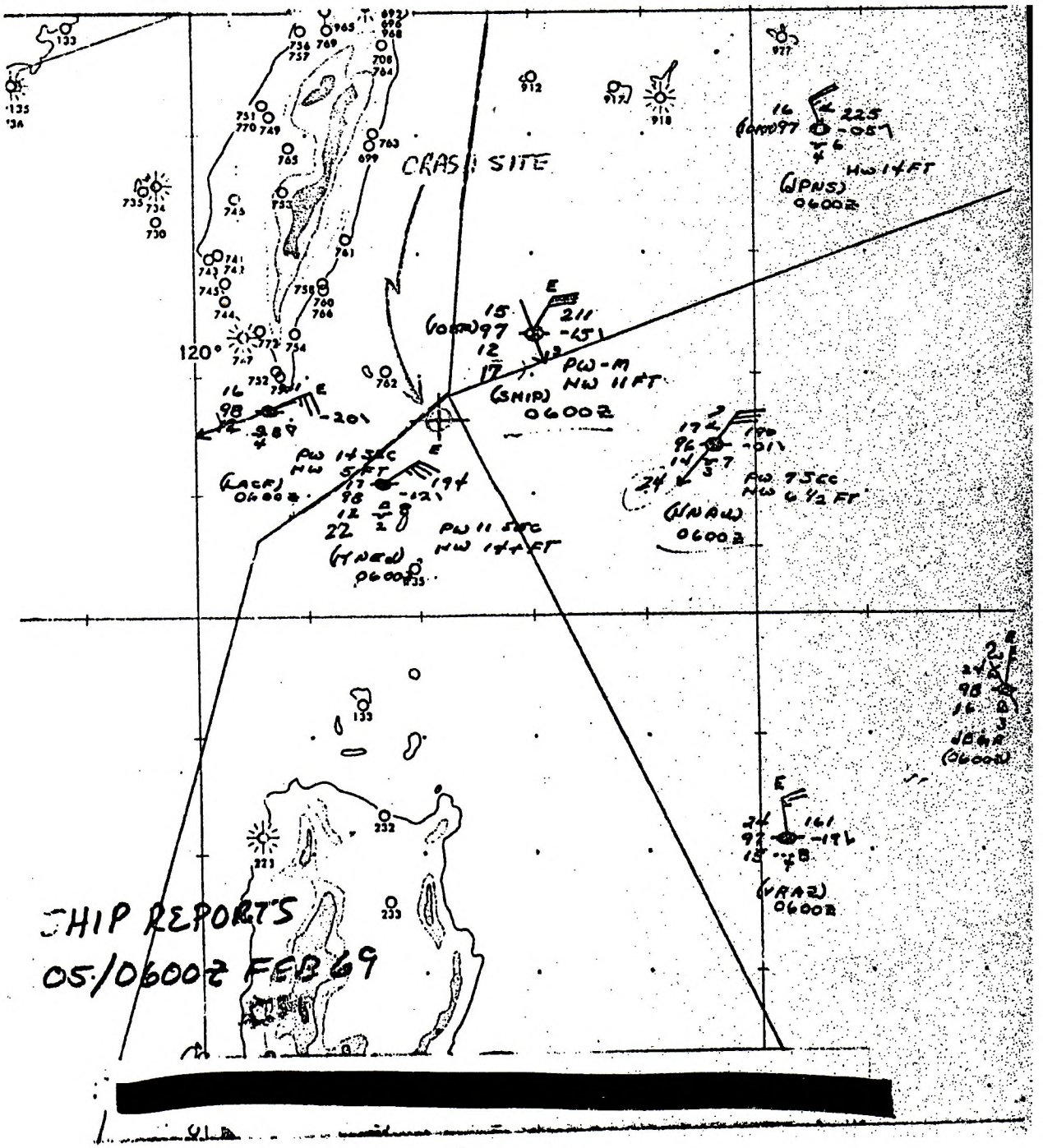
VT: 0000 Z 05Feb69

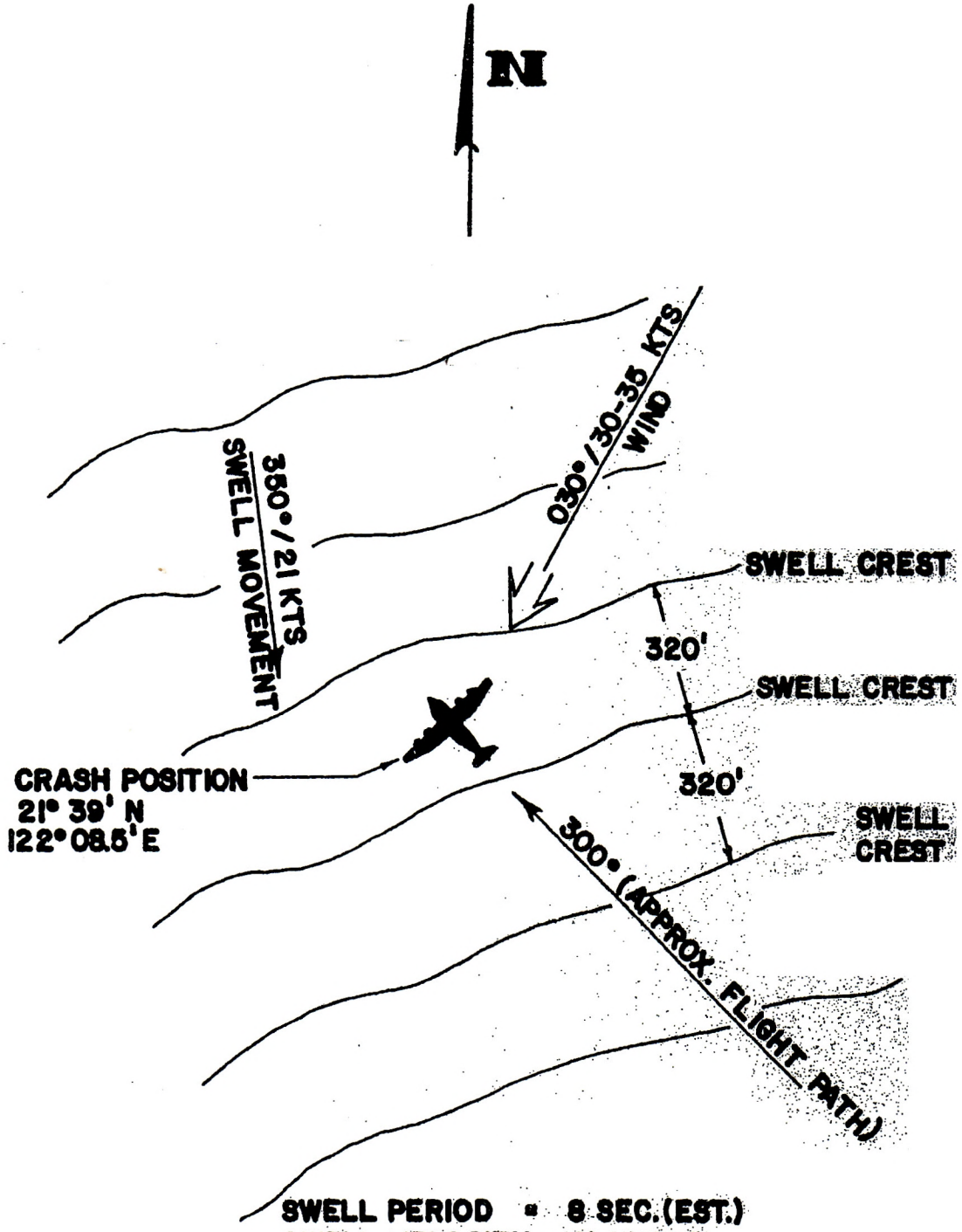
PREPARED BY: T.H. Kyle

(100) DITCH HEADINGS
MOD OR SEV TURBULENCE
MOD OR HVY ICING
CLOUDS 5/8'
5, 10, 15, 000FT. 0°C ISOTHERM
BASES AND TOPS OF CING (Ψ),
TURBC (∿) AND CLOUDS IN HUNDREDS OF FT.
SEV TURBC, HVY ICING & MAIL VCNTY CB.
-ISOLD -FEW -SCTD -NMRS
(1-2%) (3-15%) (16-45%) (45-99%)




DET 5, 1ST WEA. WING
CLARK, AB. RP.
700MB PROG
VT 0000 Z 05Feb69
PREPARED BY: T.H. KYLE
MOD ( )orSVR ( )
TURBULENCE 450 (hundreds
350 of feet)
VVV KNTS JET STREAM
+6 317
ISOHEIGHTS 317-3170M
ISO-D VALUE +6-600FT
F2 V.T. 05/0000Z
05/0800H


CRASH SITE
120°
(SHIP)
06002
PW-M
NW 11 FT
PW 14 SEC
NW 5 FT
(KACF)
06002
PW 11 SEC
NW 14 FT
(KNGU)
06002
PW 7 SEC
NW 6½ FT
(KNAW)
06002
(WPNS)
06002
HW 14 FT
(VRA2)
06002
SHIP REPORTS
05/06002 FEB 69



SWELL PERIOD = 8 SEC. (EST.)
SWELL VELOCITY = 21 KNOTS
DISTANCE = 320'
(BETWEEN SWELLS)
SWELL HEIGHT = 20'–30'

CRASH DIAGRAM

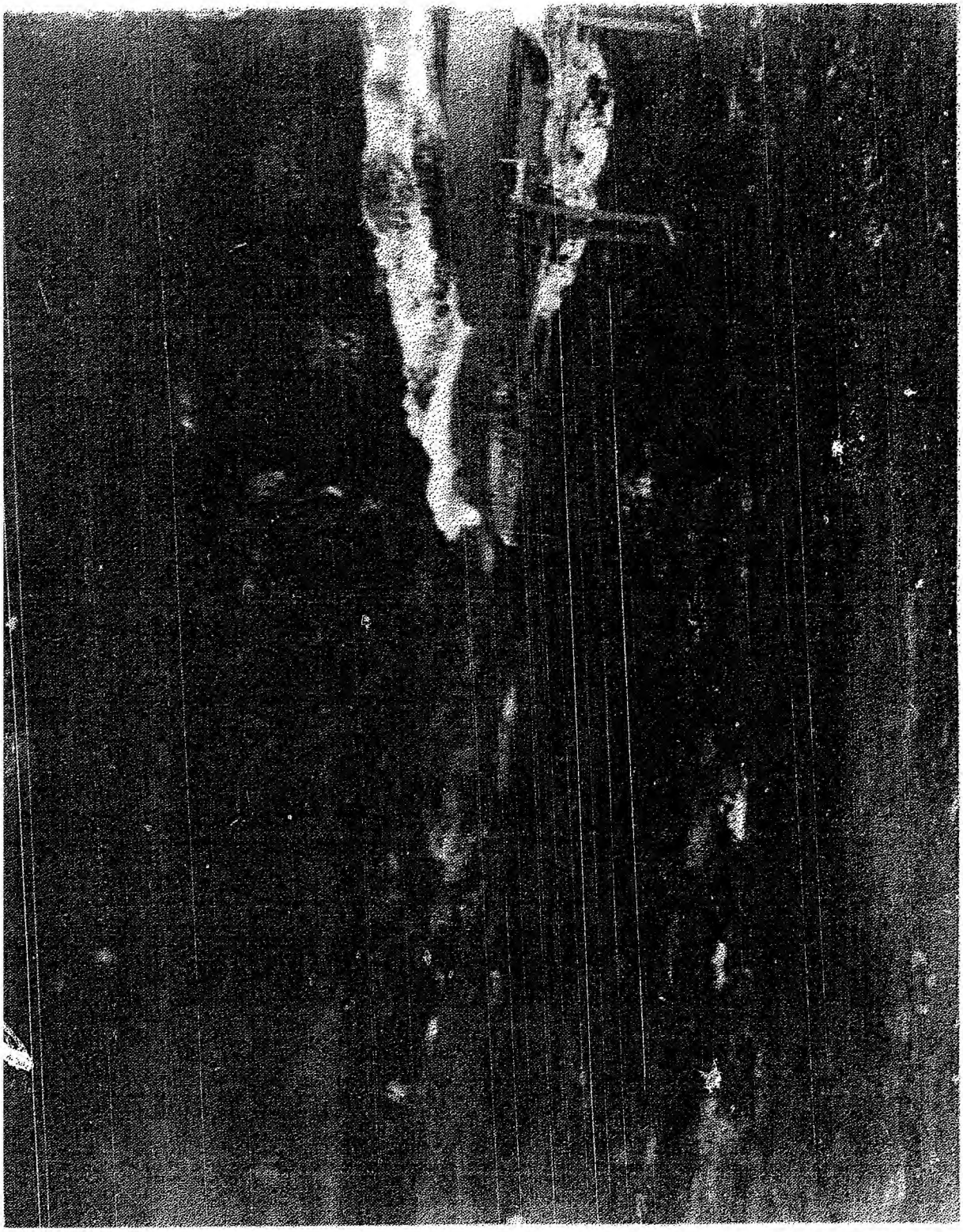


Photo No. 1. Surface vessel and sea state in search area approximately 4 hours prior to crash.

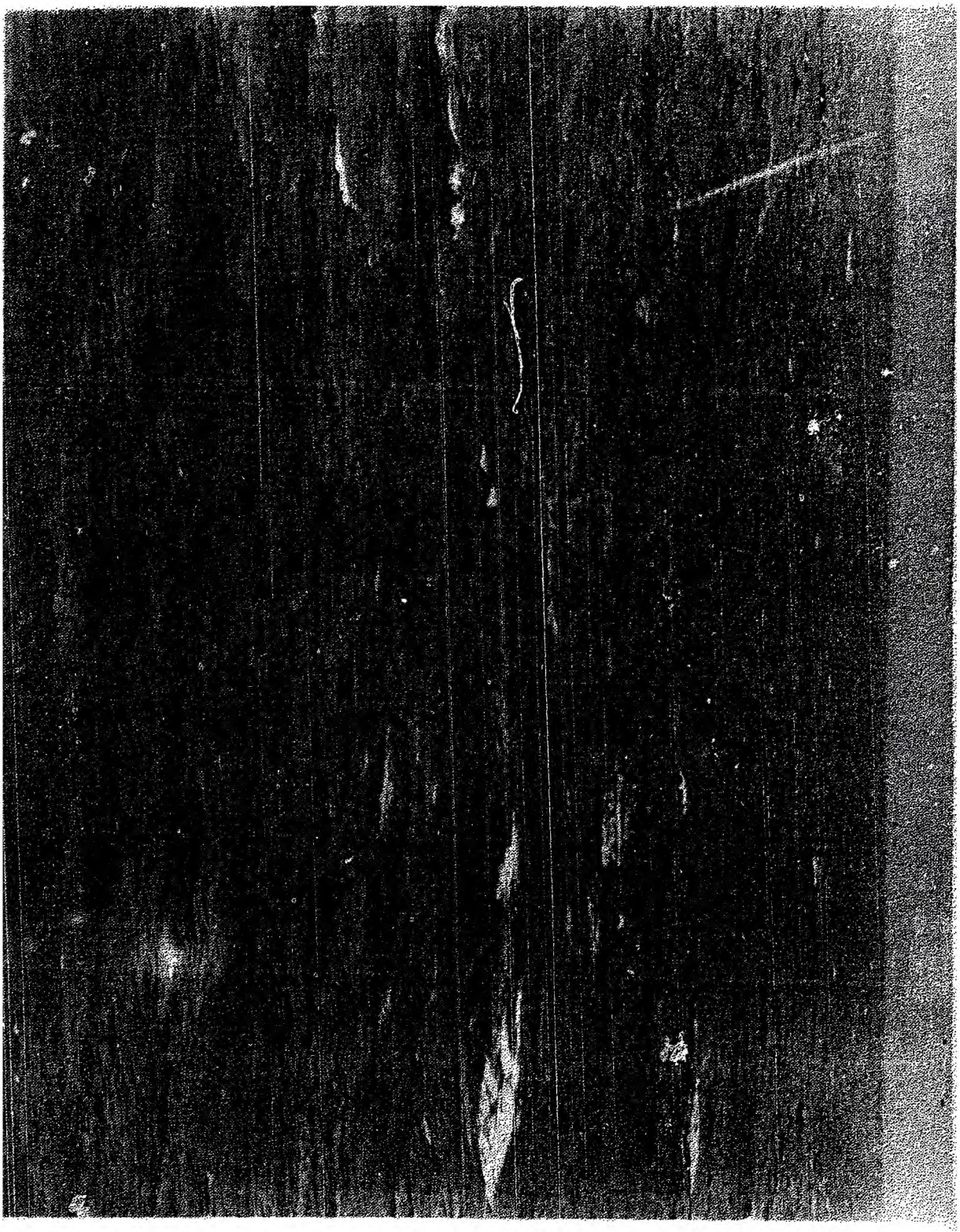


Photo No. 2. Cargo load (logs) of sunken ship approximately 4 hours prior to crash.

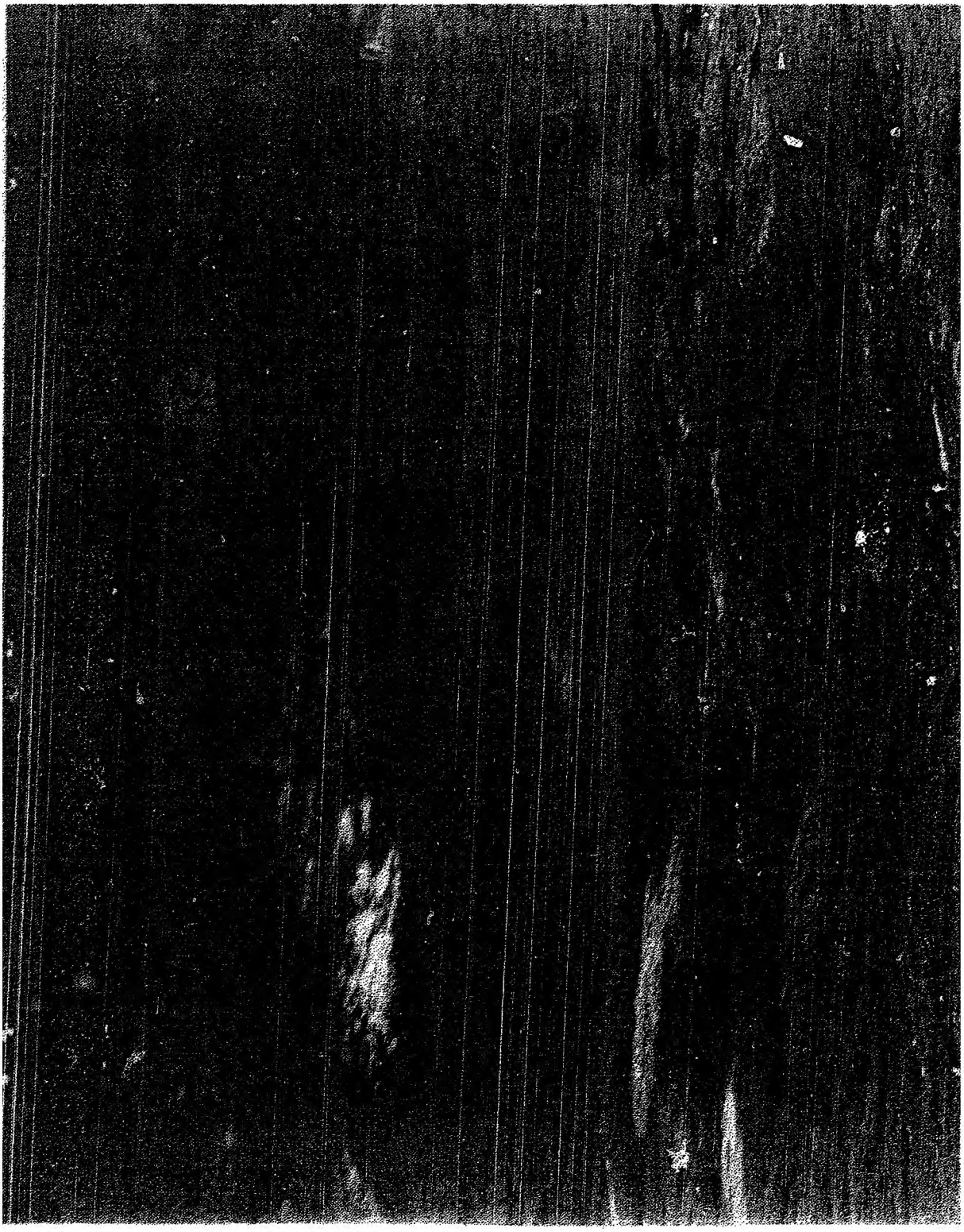


Photo No. 3 Cargo load (logs) of sunken ship approximately 4 hours prior to crash.

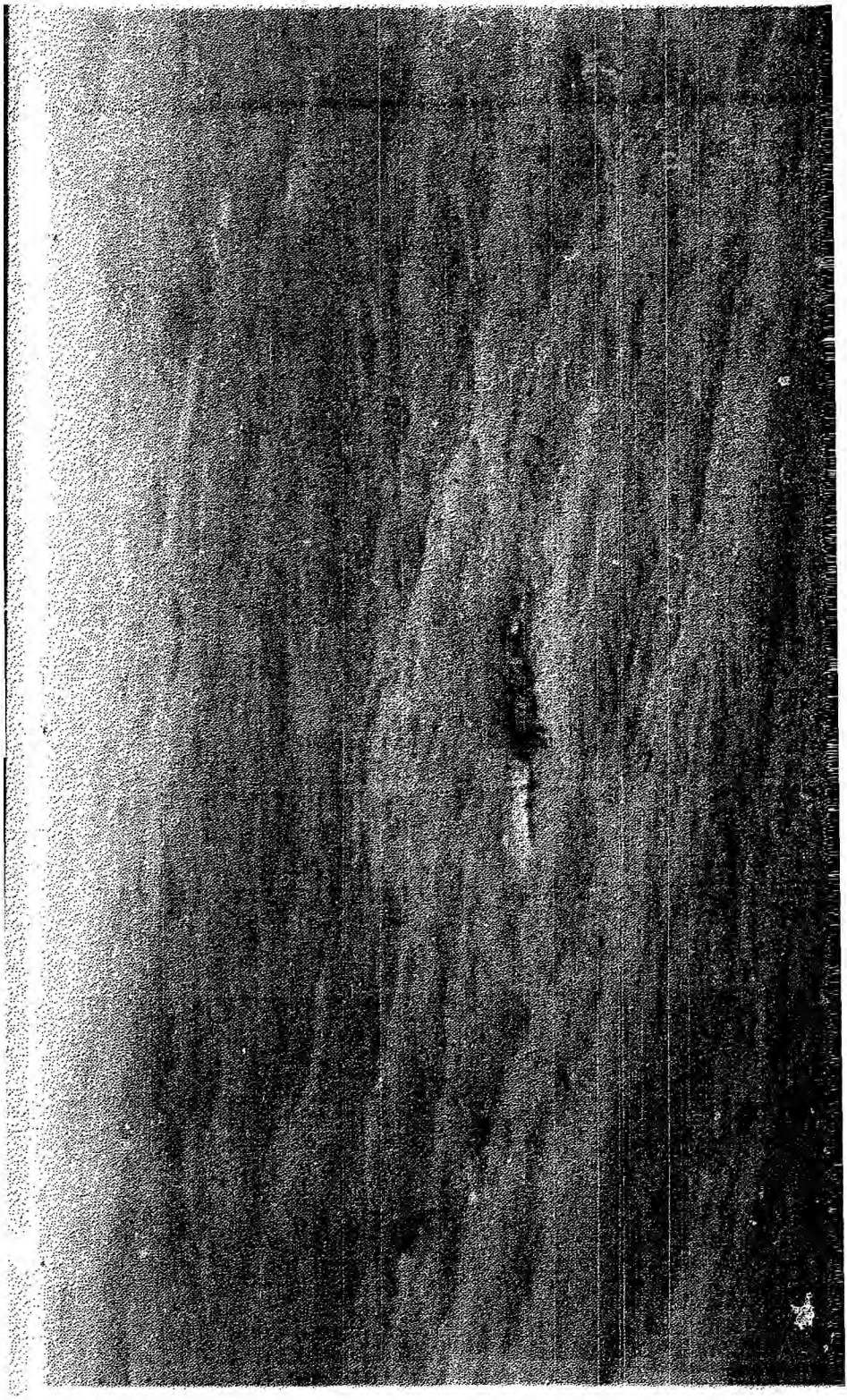


Photo No. 4 Wings and main ldg gear (upper ctr) from HC-130H 65-[illegible] Photo taken approximately 5 min after crash by Navy (Fine Arts-30)



Photo No. 5. Wing and main landing gear (upper rt) from HC-130 65-0990. Photo taken approximately 5 minutes after crash by Navy P-3 (Fine Arts 30).