



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE SAFETY CENTER

HQ AFSC/JAR  
9700 G Avenue SE, Suite 236B  
Kirtland AFB NM 87117-5670

24 September 2001

Mr. Bob Gorde

Richmond VA

Dear Mr. Gorde

In reply to your 22 September 2001 request, attached are the releasable portions of the 19 July 1969 B-52D aircraft mishap report.

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

I hope this information will be helpful.

Sincerely

  
LOUIE F. ALLEY  
Freedom of Information  
Act Manager

Attachment:  
B-52D Aircraft Mishap Report, 19 July 1969

### USAF ACCIDENT/INCIDENT REPORT

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

<b>1. DATE OF OCCURRENCE</b> (Year, month and day) 1969, July 19 Saturday	<b>7. VEHICLE(S)/MATERIAL INVOLVED</b> <small>(IMS &amp; Serial No., if applicable)</small> B-52D 55-676	<b>3. FOR GROUND ACCIDENTS ONLY</b> <small>(Base Code and Report Serial No.)</small> 69-7-19-1				
<b>4. PLACE OF OCCURRENCE</b> , STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE U-Tapao Airfield, Thailand		<b>5. HOUR AND TIME ZONE</b> LOCAL 1409 Golf				
<b>6.</b> <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK						
<b>7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP</b>						
Major Command SAC	Subcommand or AF N/A	Air Division 3AD	Wing 4258 SW	Group N/A	Squadron or Unit 4258 OMS	Name and Base Code U-Tapao AFld UYYP
<b>8.</b> <small>(List organizations of second vehicle, if they differ from Item 7 above)</small>						

**9. BASE AND COMMAND SUBMITTING REPORT** (Do not Abbreviate)  
 3rd Air Division Accident Investigation Board, Administratively Supported by 4258 SW,  
 U-Tapao Airfield, Thailand Strategic Air Command

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

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
Lanning	Jerry	A	Capt	[REDACTED]	FP	Sr Flt	None
Phillips	Weldon	P	1st Lt	[REDACTED]	CP	Flt	None
Sby	William	H	Capt	[REDACTED]	NB	Nav	None
O'Connor	Patrick	B	Capt	[REDACTED]	NN	Nav	Minor
Spears	Phillip	D	Capt	[REDACTED]	NE	Nav	Minor
Olaen	John	M	TSgt	[REDACTED]	AG	Gunner	Minor
Gline	Richard	L	Sgt	[REDACTED]	FMS	None	Minor

**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.)

See Attached Narrative

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**12. AUTHENTICATION**

CERTIFICATION BY (Title) President Investigation Board	TYPED NAME AND GRADE RAYMOND P LOWMAN, Colonel	SIGNATURE 	DATE 3 AUG 69
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## SEQUENCE OF EVENTS

B-52D 55-676, call sign Maple 3, assigned to the 4258th Strategic Wing, U-Tapao Airfield, Thailand, was scheduled for a runway 18 departure from U-Tapao AF at 1415 G, 19 July 1969, on an Arc Light mission. 55-676 was to be the last aircraft in the second cell of the Wine-Maple flight which was to launch at one minute intervals within cells and 15 minutes between Wine 1 and Maple 1. 676 was manned by an integral crew, E-09, assigned to the 97th Bomb Wing at Blytheville AFB, Arkansas.

The crew was picked up at their quarters by bus at 1040 G on 19 July 1969. Adequate time was provided for crew rest in accordance with AFR 60-7/SAC Sup 1. Mission study was accomplished in building 1503 starting at 1105 G. This was followed by a pre-takeoff briefing at 1115 G and specialized briefings at 1135 G. The aircraft was reported in commission.

The crew arrived at the aircraft at approximately 1230 G for pre-flight. The only discrepancy noted was a high PSI reading on the #6 hydraulic pack cockpit gage which was determined to be erroneous when the indicator on the pack itself revealed a normal PSI. Engines were started at 1318 G and Maple 3 taxied at 1331 G. Procedures at U-Tapao require the #3 aircraft in the second cell to taxi and act as the #1 spare during launch of the entire flight. When Maple 3 reached the hold line on taxiway 1 east, the active runway was changed to 36 necessitating an eight minute earlier takeoff to meet timing criteria. Maple 3 was then cleared across the runway and down the parallel taxiway where he assumed the position of #1 spare on the south hammerhead. The Wine Cell launch was normal, however it was 3 minutes late at 1353 G due to the runway change. Maple 1 started takeoff roll on schedule at 1405 G, while Maple 2 was advising "Charlie" the launch control officer, of a shut down right aft alternator. Maple 3 was redesignated Maple 2 and crossed the hold line at 1407 G.

Takeoff was normal until the 70 knot call when the co-pilot reported his airspeed indicated 85 knots. Abort procedures were initiated when the pilot's airspeed indicator was at 95 knots and co-pilot's at 105 knots. Throttles were retarded and aircraft deviated slightly left of centerline. Anti-skid braking action was verified by the pilot while attempting to return to the center of the runway. The drag chute was deployed and airbrakes six were selected. The gunner reported a good chute and braking action was continued. The tower operator called abort on guard channel when the brake chute was observed. At approximately 1500 feet from the end of the 11, 500 foot runway, it became apparent to the crew commander that he would not stop prior to entering the overrun. Anti-skid action was deactivated, engines 1, 2, 7, and 8 were shut down, steering lever was placed in taxi and an attempt was made to turn left on taxiway 1. The aircraft did not turn more than 10 degrees although the wheels of the forward trucks were turned to a 44° angle. The forward truck departed the left side of the overrun at a point 500 feet past the end of the runway and collapsed, lowering the nose of the aircraft to the ground. A structural break occurred forward of the wing root and the ensuing fire caused an ordinance explosion which totally destroyed the aircraft at 1419 G. Prior to detonation, the five crew members in the forward compartment egressed through the EWO's escape exit and the gunner jettisoned his turret and utilized his escape rope. All crew members were subsequently picked up by ground vehicles. The gunner received rope burns on his hands and two other crew members sustained minor sprains and abrasions. A rescue HH-43B helicopter operating in the vicinity of the accident scene crashed. Investigation of the helicopter accident is being conducted by a MAC Investigation Board.

# AIRCRAFT ACCIDENT/INCIDENT REPORT

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

<b>1. ACCIDENT/INCIDENT CLASSIFICATION (Check one)</b>										
Flight Accident Resulting in Aircraft Damage <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor				Accident Not Resulting in Aircraft Damage <input type="checkbox"/>						
Aircraft Non-Flight Accident <input type="checkbox"/> Major <input type="checkbox"/> Minor				Air Force Aircraft Incident <input type="checkbox"/>						
2. Aircraft/Serial Number <b>55-576</b>		3. Type, Model, Series, Block No. <b>B-52D</b>		4. Assignment/Status Code (AFM 63-110) <b>UIZF</b>						
5. If aircraft was being ferried or delivered indicate gaining and losing organizations, date of transfer, ultimate destination. <b>N/A</b>										
6. CLEARANCE: From <b>U-Tapao Airfield, Thailand</b> to <b>Combat Clearance</b> to <b>U-Tapao Airfield, Thailand</b>										
7. Filed: VFR <input type="checkbox"/> VFR-ON TOP <input type="checkbox"/> IFR <input checked="" type="checkbox"/> Local <input type="checkbox"/> Other <input type="checkbox"/> Direct <input type="checkbox"/> Always <input type="checkbox"/> (Controlled) <input type="checkbox"/>										
8. Flight reference or time of accident <b>E</b>				9. Duration of Flight Hrs. <b>0</b> Mins. <b>2:27</b>		10. Mission of flight <b>01A</b>				
Contact <input checked="" type="checkbox"/> Instrument <input type="checkbox"/> Actual <input type="checkbox"/> Sim. <input type="checkbox"/> Other <input type="checkbox"/> Unk. <input type="checkbox"/>		11. ALTITUDE DATA Cleared Alt. MSL <b>FL 270-280 ft.</b> Altitude above terrain at sequence began <b>0</b> ft. Altitude MSL impact point <b>59</b> ft. Highest altitude MSL flown <b>59</b> ft. Same from highest alt. Hrs. <b>0</b> Min. <b>2:27</b>								
12. Fire and explosion data a. Fire: None <input type="checkbox"/> Inflight <input type="checkbox"/> Ground <input checked="" type="checkbox"/> Result of grd. impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> b. Explosions: None <input type="checkbox"/> Inflight <input type="checkbox"/> Ground <input checked="" type="checkbox"/> Result of grd. impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <b>HC</b>		12. Airfield data Applicable to takeoff and landing accidents occurring within 2 miles of airfield Field elevation in use <b>+ 59</b> ft. Composition of runway: Asphalt <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Length of runway in use <b>11500</b> ft. Other (Specify) _____ Length of overrun <b>1000</b> ft. Composition of overrun (Specify) <b>Asphalt</b> Distance of touchdown (from runway) <b>N/A</b> ft. Surface condition: Dry <input type="checkbox"/> Wet <input checked="" type="checkbox"/> Icy _____ Heading of runway <b>004</b> ° Other (Specify) _____ Conditions affecting occurrence; e.g., type of instrument or lighting approach aid used, obstructions, barrier, airspeed, gross weight, forced landing <b>HW</b>								
14. (If answer is "Yes," to either question, discuss under item 11, AF Form 711) Violations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Breaches of air discipline <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
15. PHASE OF OPERATION: e.g. take off roll, initial climb, normal flight, aerobatics, landing approach, bailout <b>Takeoff Roll</b>				16. TYPE OF ACCIDENT: e.g. gear-up landing, mid-air collision, abandoned aircraft, fire or explosion in flight, undershoot, overshoot <b>Discontinued Takeoff</b>						
17. WEATHER AT TIME AND PLACE OF ACCIDENT: (If a factor in the accident, attach statement of weather officer) Sky conditions <b>600 obscured</b> Visibility <b>3/4 mile</b> Wind direction and velocity <b>West/08</b> Temperature <b>77° F</b> Dew point <b>74° F</b> Alt. setting <b>29.75</b> Other weather conditions <b>Very Heavy Rain Showers</b>										
<b>PILOT(S) INVOLVED (FLIGHT CREW)</b>										
18. OPERATOR (Person at controls at time of accident) a. LAST NAME (Jr., II, etc.) <b>Lanning</b>		FIRST NAME <b>Jerry</b>		MIDDLE NAME <b>Allen</b>		GRADE <b>Capt</b>	COMPONENT <b>Reg AF</b>	SERVICE NUMBER <b>[REDACTED]</b>	NATIONALITY <b>USA</b>	YR. OF BIRTH <b>1937</b>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input checked="" type="checkbox"/> IP <input type="checkbox"/> P <input type="checkbox"/> CF <input type="checkbox"/> Other (Specify) _____						
d. ASSIGNED ORGANIZATION										
Major Command <b>SAC</b>	Subcommand or AF <b>2 AF</b>	Air Division <b>42 AD</b>	Wing <b>97 BW</b>	Group <b>N/A</b>	Squadron or Unit <b>340 BS</b>	Base <b>Blytheville AFB, Ark</b>				
e. ATTACHED ORGANIZATION FOR FLYING										
Major Command <b>SAC</b>	Subcommand or AF <b>N/A</b>	Air Division <b>3 AD</b>	Wing <b>4258 SW</b>	Group <b>N/A</b>	Squadron or Unit <b>N/A</b>	Base <b>U-Tapao AF, Thailand</b>				
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 27 Nov 59</b>		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Senior Pilot 8 Dec 66</b>		h. INSTRUMENT CARD Type <b>1</b> Date of expiration <b>31 Mar 70</b>		i. AISC Primary <b>1235C</b> Duty <b>1235C</b>				
19. OTHER PILOT a. LAST NAME (Jr., II, etc.) <b>Phillips</b>		FIRST NAME <b>Weldon</b>		MIDDLE NAME <b>Patrick</b>		GRADE <b>1/LT</b>	COMPONENT <b>AFRES</b>	SERVICE NUMBER <b>[REDACTED]</b>	NATIONALITY <b>USA</b>	YR. OF BIRTH <b>1944</b>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input type="checkbox"/> Rear or Right Seat <input checked="" type="checkbox"/> Other <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input type="checkbox"/> IP <input type="checkbox"/> P <input type="checkbox"/> CF <input checked="" type="checkbox"/> Other (Specify) _____						
d. ASSIGNED ORGANIZATION										
Major Command <b>SAC</b>	Subcommand or AF <b>2 AF</b>	Air Division <b>42 AD</b>	Wing <b>97 BW</b>	Group <b>N/A</b>	Squadron or Unit <b>340 BS</b>	Base <b>Blytheville AFB, Ark</b>				
e. ATTACHED ORGANIZATION FOR FLYING										
Major Command <b>SAC</b>	Subcommand or AF <b>N/A</b>	Air Division <b>3 AD</b>	Wing <b>4258 SW</b>	Group <b>N/A</b>	Squadron or Unit <b>N/A</b>	Base <b>U-Tapao AF, Thailand</b>				
f. ORIGINAL AERONAUTICAL RATING <b>Pilot 15 Sep 67</b>		g. PRESENT AERONAUTICAL RATING <b>Pilot</b>		h. INSTRUMENT CARD Type <b>2</b> Date of expiration <b>30 Nov 69</b>		i. AISC Primary <b>1235C</b> Duty <b>1235C</b>				
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 8 for Pilot(s) involved as outlined in AFR 133-4.)

ASSIGNED DUTY ON FLIGHT ORDERS: (Give last times only. List all flight times to nearest hour.)	Pilot	Co-Pilot	Inst. Pilot	Act. Cmdr.	Student Pilot
	LANNING	PHILLIPS			
a. Total flying hours (including AF time, student and other accredited time):	3203	823			
b. Total Jet Time:	2934	823			
c. Total 1st Pilot/IP hours, all Aircraft:	1802 ✓	299			
d. Total Weather Instrument Hours:	343	65			
e. Total 1st Pilot/IP hours this Model:	769 ✓	299			
f. Total 1st Pilot/IP hours last 90 Days:	134 ✓	124			
g. Total 1st Pilot/IP hours last 90 Days this Model:	134	124			
h. Total 1st Pilot/IP hours weather and hood last 90 Days:	29	17			
i. Total Pilot hours night last 90 Days:	92	91			
j. Total Pilot hours last 30 Days:	79	79			
k. Total 1st Pilot/IP hours last 30 Days:	40	40			
l. Total 1st Pilot/IP hours last 30 Days this Model:	40	40			
m. Date and Duration last previous flight this Model:	18 Jul 5.0	18 Jul 5.0			
n. Date of last proficiency flight check:	20 Mar 69	18 Nov 68			

21 CAUSATIVE AGENCY

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

	Primary	Contributing	Probable	Other Personnel (Specify) _____	Primary	Contributing	Probable
Operator							
Pilot							
Co-Pilot							
Controller (Drones)							
Crewmembers (Other than Operator) (Specify) _____							
Supervisory Personnel (Specify) _____							
Maintenance Personnel Type of part, and origin, level _____							
				Material Failure or Malfunction			
				Engines			
				Airframe			
				Landing Gear			
				Other (Specify) _____			
				Airbase or Airways			
				Weather			
				Misc. Unsafe Conditions (Specify) _____			
				Undetermined <input type="checkbox"/>			

22. DAMAGE

Damage to Aircraft	Damage beyond Economical Repair	Manhours to Repair	Cost (Est.)
<input checked="" type="checkbox"/> Destroyed <input type="checkbox"/> Substantial	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	\$ 6,580,803

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

The aircraft was totally destroyed.

PD |

23. AUTHENTICATION (Signature and grade)

President	Accident Investigation Officer
Maintenance Officer	Medical Officer
AACS Representative	AW&S Representative
Member	Recorder

See attached authentication sheet

### AIRCRAFT MAINTENANCE/MATERIEL REPORT

Use this form when AF aircraft accident/incident involves inadequacy, malfunction or failure of AF materiel.

1. AIRCRAFT TM A SERIAL NUMBER  B-52D 55-676	2. SPECIAL REPORTS DATA	
	a. Were Previous UR's Submitted on Factor(s) Involved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	b. No. and Date of UR's Submitted as Result of This Accident (Attach copy)  None
	c. Is TDR Requested? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	d. No. of T.O.'s Not Complied With at Time of Accident (List T.O. Nos. and Dates on separate sheet(s)—Tab K) 11 - Field Level 3 - Depot Level

3. AIRCRAFT HISTORICAL DATA		
Item	Aircraft	Part, Component or Accessory
Identification of Aircraft/Part, etc.	B-52D	
Air Force Acceptance Date	4 June 57	
Total Flight Hours	7176.7	
Last Overhaul Date	22 July 68	
Overhauling Activity (Name and location)	SAAMA Project	A-8-3358-SA
Hours Since Overhaul	1169.6	
Hours Since Last Periodic Inspection (Phase)	15.5	
Date of Last Periodic Inspection (Phase)	13 July 69	
Type of Last Periodic Inspection	Phase #2	

4. ENGINE HISTORICAL DATA				
(Complete a separate column for each engine involved. Also, complete a separate column for each power plant component involved.)				
Installed Position	#1	#2	#3	#4
Engine Model and Series	29WA	19W	29WA	19W
Engine Serial Number	F601404	P626358	F601044	F616391
Total Engine Hours	4840.6	6322.3	6415.0	5845.8
Number of Major Overhauls	2	Unk	1	1
Hours Since Last Major Overhaul	1779.3	Unk	1614.0	5681.9
Date of Last Overhaul	27 Jan 66	Unk	24 Apr 67	20 Mar 61
Overhaul Activity	OCAMA	Unk	AERO DEX	OCAMA
Date Last Installed	17 Apr 69	4 Apr 69	2 Dec 68	17 Nov 68
Hours Since Last Installed	258.5	306.3	685.6	751.9
Date of Last Periodic Inspection	3 Feb 69	4 Mar 69	21 Nov 68	12 Nov 68
Type of Last Periodic Inspection	1200 hrs Recon	1200 hrs Recon	1200 hrs Recon	1200 hrs Recon
Fuel (Type and octane rating)	JP-4	JP-4	JP-4	JP-4

5. FIRE DATA					
(To be completed when fire or chemical explosion occurs, not resulting from ground impact. Indicate: P—Probable or K—Known, in squares below.)					
a. MATERIEL FAILURE CAUSING THE FIRE N/A		b. IGNITION SOURCE N/A		c. COMBUSTIBLE MATERIAL N/A	
Electrical System	Propulsion System	Electrical System	Static Electricity/Lightning	Cargo	Hydraulic Fluid
Fuel System	Other (Specify)	Pneumatic System	Other (Specify)	Electrical Insulation	Lubricating Oil
Hydraulic System		Propulsion System		Explosives	Other (Specify)
Pneumatic System	Unknown		Unknown	Fuel	Unknown

d. AIRCRAFT FIRE EXTINGUISHING SYSTEM				e. FIRE/OVERHEAT WARNING			
	Fixed	Portable		Fixed	Portable	Fire Detector	Overheat Indicator
Extinguished Fire	NA	NA	Not Activated and Not Near Fire	NA	NA	Operated Properly	NA
Reduced Fire	NA	NA	If Discharged, Chemical Used	NA	NA	Not Operated, but Near Fire	NA
No Effect When Discharged	NA	NA	If Discharged, Amount of Chemical Used	NA	NA	Not Operated and Not Near Fire	NA
Activated but Did Not Discharge	NA	NA	Other Pertinent Info.			Not Installed	NA
Not Activated but Near Fire	NA	NA				Other (Specify)	NA

f.	SHUT OFF PROCEDURE	RESULTS OF ALLOWING FIRE TO BURN OUT	g. EFFECT OF FIRE	MARK ONE
Extinguished Fire	NA		Catastrophic	—
Reduced Fire	NA		Increased Severity of Mishap	—
No Effect	NA		No Change in Severity of Mishap	—
Not Accomplished	NA			—
Unknown	NA			—

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### AIRCRAFT MAINTENANCE/MATERIEL REPORT

Use this form when AF aircraft accident/incident involves inadequacy, malfunction or failure of AF materiel.

1. AIRCRAFT IM & SERIAL NUMBER  B-52D 55-676	2. SPECIAL REPORTS DATA	
	a. Were Previous UR's Submitted on Factor(s) Involved?  <input type="checkbox"/> Yes <input type="checkbox"/> No	b. No. and Date of UR's Submitted as Result of This Accident (Attach copy)
	c. Is TDR Requested?  <input type="checkbox"/> Yes <input type="checkbox"/> No	d. No. of T.O.'s Not Complied With at Time of Accident (list T.O. Nos. and fill in separate sheet(s)—Tab K)

3. AIRCRAFT HISTORICAL DATA		
Item	Aircraft	Part, Component or Accessory
Identification of Aircraft/Part, etc.		
Air Force Acceptance Date		
Total Flight Hours		
Last Overhaul Date	SEE 711C #1	
Overhauling Activity (Name and location)		
Hours Since Overhaul		
Hours Since Last Periodic Inspection		
Date of Last Periodic Inspection		
Type of Last Periodic Inspection		

4. ENGINE HISTORICAL DATA				
(Complete a separate column for each engine involved. Also, complete a separate column for each power plant component involved.)				
Installed Position	#5	#6	#7	#8
Engine Model and Series	19W	29WA	19W	19W
Engine Serial Number	F615554	F600820	P626359	P627054
Total Engine Hours	6132.5	4237.3	7587.8	3955.0
Number of Major Overhauls	Unk	2	Unk	1
Hours Since Last Major Overhaul	Unk	1271.3	Unk	2333.0
Date of Last Overhaul	Unk	17 Sept 67	Unk	13 Aug 67
Overhaul Activity	Unk	Aero Dex	Unk	Aero Dex
Date Last Installed	26 June 69	10 June 69	18 June 69	11 July 69
Hours Since Last Installed	62.1	105.3	81.0	23.3
Date of Last Periodic Inspection	23 June 69	23 May 69	15 June 69	7 July 69
Type of Last Periodic Inspection	1200 Hr Recon	1200 Hr Recon	1200 Hr Recon	1200 Hr Recon
Fuel (Type and octane rating)	JP-4	JP-4	JP-4	JP-4

5. FIRE DATA					
(To be completed when fire or chemical explosion occurs, not resulting from ground impact. Indicate: P—Probable or K—Known, in squares below.)					
a. MATERIEL FAILURE CAUSING THE FIRE		b. IGNITION SOURCE		c. COMBUSTIBLE MATERIAL	
Electrical System	Propulsion System	Electrical System	Static Electricity/Lightning	Cargo	Hydraulic Fluid
Fuel System	Other (Specify)	Pneumatic System	SEE 711C #1	Electrical Insulation	Lubricating Oil
Hydraulic System		Propulsion System		Explosives	Other (Specify)
Pneumatic System	Unknown		Unknown	Fuel	Unknown

d. AIRCRAFT FIRE EXTINGUISHING SYSTEM				e. FIRE/OVERHEAT WARNING			
	Fixed	Portable		Fixed	Portable	Fire Detector	Overheat Indicator
Extinguished Fire			Not Activated and Not Near Fire			Operated Properly	
Reduced Fire			If Discharged, Chemical Used SEE 711C #1			Not Operated, but Near Fire	
No Effect When Discharged			If Discharged, Amount of Chemical Used			Not Operated and Not Near Fire	
Activated but Did Not Discharge			Other Pertinent Info.			Not Installed	
Not Activated but Near Fire						Other (Specify)	

f. SHUT OFF PROCEDURE	g. EFFECT OF FIRE	MARK ONE
Extinguished Fire	Catastrophic	
Reduced Fire	Increased Severity of Mishap	
No Effect	No Change in Severity of Mishap	
Not Accomplished	Unknown	
Unknown		

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The following TCTO's were not complied with at the time of the accident:

Aircraft B -52D 55-676

Field Level TCTO

<u>TCTO</u>	<u>DISCRIPTION</u>	<u>DATE</u>	<u>Recission DATE</u>
1B-52-1863	REPLACEMENT B-3A BOMB RELEASE INTERVAL CONTROL, B-52D AIRCRAFT	23 May 69	23 May 70
1B-52-1878	DELETION OF ENGINE FUEL HEATER SYSTEM B-52B, B-52C, B-52D, B-52E, AND B-52F SERIES AIRCRAFT.	16 Sep 68	1 Mar 70
1B-52-1892	REPLACEMENT OF BRAKE METERING VALVES AND INSPECTION, ADJUSTMENT, AND OPERATIONAL CHECKOUT OF BRAKE SYSTEM COMPONENTS B-52 AIRCRAFT.	1 Jun 68	10 Feb 70
1B-52-1907	MODIFICATION OF MODULATED SPOILER METERING VALUE BOEING PART NO. 5-83957 B-52 SERIES AIRCRAFT.	15 Feb 69	15 Feb 70
1B-52-1924	MODIFICATION OF AN/ARC-65 TO ARC-65A B-52/D/E/F/G AIRCRAFT.	21 Apr 69	1 Oct 69
1B-52-1932	INSPECTION OF MAIN LANDING GRAR ACTUATOR (5-48338 SERIES) PISTON B-52 AIRCRAFT.	15 May 69	15 May 71
1B-52D-545	INSTALLATION OF ADDITIONAL AN/ALR-20 MONITORING PROVISIONS B-52D AIRCRAFT	31 May 68	31 May 70
1B-52D-548	CHANGE AN/ALT-30 EQUIP TO AN/ALT-32 B-52D AIRCRAFT.	15 May 69	15 May 70
1B-52-1940	IMPROVED SAFETY LOCK FOR FLAP DRIVE LINK SWIVEL RETAINER NCT B-52 AIRCRAFT	18 Jun 69	20 Jun 70
1B-52-1925	NOT RECEIVED ON BASE.		
1B-52-1934	NOT RECEIVED ON BASE.		
DEPOT LEVEL.			
1B-52D-542	INSTALLATION OF GROUP A PROVISION FOR AN/ALT-28 ECM SYSTEM FOR SEQUENCING OF T.O. 1B-52-1587 AND/OR T.O. 1B-52-1832 B-52D AIRCRAFT.	29 Dec 67	29 Dec 71
1B-52-1929	NOT RECEIVED ON BASE.		
1B-52-1930	NOT RECEIVED ON BASE.		

1. DATE 15 July 1968		2. CREW CHIEF		3. ORGANIZATION		4. LOCATION		5. ACFT MOS		6. ACFT SERIAL NO.													
7. STATUS OF OVERDUE IN-PROGRESS AND ACCOMPLISHED INSPECTIONS, OPEN RED X AND RED DASH ITEMS, INCLUDING PC7s						8. CERTIFICATION FOR ACCOMPLISHMENT OF BASIC POST-FLIGHT OR THRU-FLIGHT INSPECTION			9. ACFT TIME PREVIOUS 7173.3 3.4		10. LOGS PREVIOUS												
TYPE	SYM	SYSTEM	ACCOMPLISHED BY	DATE COMPLETED	FLT NO.	ACCOMPLISHED BY																	
1	W	Wing	Wingman Sgt	18-719	1	A. Hughes Sgt																	
				1 1	2																		
2	X	2700	J. Hughes	1 1 11	3																		
				1 1	4																		
				1 1	5																		
				1 1	6																		
TOTAL									7176.7		TOTAL												
11. STATUS DATA						12. FLIGHT CONDITION DATA																	
SEE BLOCK 7 AND AUTO FORMS 781A AND 781B FOR EXPLANATION OF THE STATUS SYMBOL	STATUS TODAY	BOX NO.	EXCEPTIONAL RELEASE (Enter Box No.)			FLT No.	COND O.K.	AFT No. of Disc	PILOT'S SIGNATURE ENTER AFTER EACH FLIGHT		Over Temp Enclrd	Aux Engine or APU Operation											
	1	7	A. Hughes Capt 4.5			1		7	A. Hughes														
	2	8				2																	
	3	9				3																	
	4	10				4						PA											
	5	11				5																	
	6	12				6																	
13. GUN OR ROCKET STATUS (Indicate Whether Hot or Cold) and Quantity on Board			STATUS	QUANTITY	14. ATO BOTTLES INSTALLED			TOTAL TODAY															
					YES <input type="checkbox"/> NO <input type="checkbox"/>																		
15. SERVICING DATA																							
FUEL (Gallons or Pounds)						OIL (Pints, Quarts, or Gallons)						OXY. PRESS OR QTY	AID. WATER										
SER NO.	OCTANE OZ. GRADE	QUANTITY SERVICED	TOTAL IN TANKS	1 SER	1 IN	2 SER	2 IN	3 SER	3 IN	4 SER	4 IN			5 SER	5 IN	6 SER	6 IN	7 SER	7 IN	8 SER	8 IN		
1	100	100	100																				
2	100	5000	5000																				
3	100	57000	10000	2	64	3	64	3	64	2	64	3	64	3	64	3	64	2	64	5	64	5	64
4																							
5																							
6																							
16. SERVICING CERTIFICATION (Signature, Grade and Station at Which Servicing is Accomplished)																							
1	BY G. R. ... Sgt.				3	BY A. Hughes Sgt.				5													
	AT (Signature)					AT (Signature)																	
2	BY C. R. ... Capt.				4					6													
	AT																						
17.												18. ACCESSORY REPLACEMENT DATA											
REMOVED	INSTL	ACCESSORIES & POSITION					SERIAL NO.		ACCRUED OR PREV OPR TIME		CHANGED BY												



DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
12/1/9	12/1/9					65-116
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
	12/1/9	D		196-6713		
WING AFT-LOE CIRCUIT						
PASSENGER PAWS				RE TO LEAD AFT FROM TAD		
				PAGE 1, BLOCK 4		
BOYS AVAILABLE						
				DATE CORRECTED 1/1		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
[Signature]			[Signature]		[Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	12/07/9	D	FLIGHT #1 GUNNER'S	199-773		
SURVIVAL KIT NOT LEVEL IN SEAT. TO 1000				Remained Fod From under Seat		
				DATE CORRECTED 18/07/9		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
[Signature]			[Signature]		[Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
B	12/07/9	D	NO RUBBER MASTER WATCH	199-6700		
HOLDER AT NAVIGATOR'S POSITION, TO + 0100				REPLACED MISSING WATCH HOLDER		
F.A.S. (9199-0454)						
				DATE CORRECTED 18/07/9		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
[Signature]			[Signature]		[Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	1/1/9	D	COPILOTS OVERHEAD C418	199-6700	Replaced	
LIGHT BRACKET MISSING. T.D. 10607				Copilots C-4 light bracket.		
				DATE CORRECTED 18/07/9		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
[Signature]			[Signature]		[Signature]	

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
12/17/1	1/17/1	Timothy S. St.	76th			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
F	18/07/9	D	ON COMB EQUIPMENT	198-0877	REPAIRED PINS	
CHECK, CROSS HAIRS STUCK AND T.G.				"U" & "D" ON CA-117 AT		
WOULD NOT DRIVE. HAPPENED TWICE LATER				TRIPPING COMPUTER		
IN THE MISSION, OFFSETS WOULD NOT IN-				OPS CK IAW T.O. 18-528-2-		
TELTYPE. TC WOULD NOT DRIVE UNTIL				3401		
DECREASED BELOW 120 SECONDS TO 1430				DATE CORRECTED		
HAPPENED TO DRIVE				DISCOVERED BY		18/07/9
NORMALLY ON COMB R.W.				CORRECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
R	18/07/9	D	MD-9 SCOPES	198-0876	CORRECTED SCOPES PHASING	
C-SCOPE OUT OF PHASE. GROUND RETURN				I.A.W. T.O. 18-528-2-29		
ON UPPER HALF OF SCOPE. T.O. 18:15						
				DATE CORRECTED		
				DISCOVERED BY		18/07/9
				CORRECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
B	18/07/9	D	TURNING HUNTS IN	198-0875	R & R'D COMPUTER CENTRAL	
AZIMUTH WHILE IN IAW THRU,				O.C. GOOD IAW. T.O. 18-528-2-29		
T.O. + 0:15						
				DATE CORRECTED		
				DISCOVERED BY		18/07/9
				CORRECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	18/07/9	D	#5 ENGINE	198-0853	Trimmed #5	
Engine 560° AT WPT				Eng 714/w 18-528-2-1-1		
(COMPUTED WPT 2.99 #5				# 18-528-2-4-2		
FAULT 2.02). SUSPECT END						
CHECK OF ALL OTHER WPT-						
CHECK DATE SAME AS OTHER				DATE CORRECTED		
18/07/9				DISCOVERED BY		18/07/9
				CORRECTED BY		

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
1/1/79	1/1/79					
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	18/07/9	H	Maintenance	198-6701		
being performed around						
ALL 8 Eng Inlets						
					DATE CORRECTED	
					1/1/79	
DISCOVERED BY			Corrected BY	INSPECTED BY		
R. L. S. Sgt.				C. W. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	18/07/9	H	3 Pod Water	198-6701		
Filter Access panel removed						
to F.O.M.						
					DATE CORRECTED	
					1/1/79	
DISCOVERED BY			Corrected BY	INSPECTED BY		
R. L. S. Sgt.				C. W. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	18/07/9	H	3 Pod Knee	198-6703		
cap removed from						
					DATE CORRECTED	
					1/1/79	
DISCOVERED BY			Corrected BY	INSPECTED BY		
R. L. S. Sgt.				C. W. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	18/07/9	H	Water is not	198-6704	SERVICED.	
serviced on Noft.						
					DATE CORRECTED	
					18/07/79	
DISCOVERED BY			Corrected BY	INSPECTED BY		
L. D. S. Sgt.			G. J. Gordon, AIC	L. D. S. Sgt.		

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
8/1/77	8/1/77					
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
8	8/1/77	F	REMOVED	199-6706	Installed #5	
#5 WTR & PT LINES IN				ENG 74, & 74, 1. sec.		
STEM TO FUEL/OIL OTHER				LINE LOOKS CHECK GOOD		
WATER LINE						
				DATE CORRECTED		
				11/01/77		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
C/M (Chouillet)			S. J. ...		...	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
1	10/6/77	H	#6 ACUM	199-6706		
NEED SERVICING				SERVICED #6		
				DATE CORRECTED		
				12/1/77		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
...			...		...	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
2	12/6/77	H	...	199-6706		
READS 500 WITH				C/S CKD #6 STBY 1. sec		
PRESS BLEND OFF				O/S CKD Good		
(INSTANT)						
				DATE CORRECTED		
				12/6/77		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
...			...		...	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
3	12/6/77	F	Check #5	199-6703	Checked #5	
ENG S.G.T. & E.P.R.				ENG S.G.T. & E.P.R.		
control systems				systems both set		
				check good.		
				DATE CORRECTED		
				12/6/77		
DISCOVERED BY			CORRECTED BY		INSPECTED BY	
...			...		...	

1. DATE 7/10/74	2. CREW CHIEF T. Williams SSGT	3. ORGANIZATION 70 <sup>TH</sup> RW	4. LOCATION Clinton S. Field D.C. 100	5. ACFT MOD A-52D	6. ACFT SERIAL NO. 55-576		
7. STATUS OF OVERDUE IN-PROGRESS AND ACCOMPLISHED INSPECTIONS, OPEN RED X AND RED DASH ITEMS, INCLUDING FCA			8. CERTIFICATION FOR ACCOMPLISHMENT OF BASIC POST-FLIGHT AND MAINTENANCE INSPECTION		9. ACFT TIME PREVIOUS 7162.6 4.7		
TYPE SYM		SYSTEM	ACCOMPLISHED BY	DATE COMPLETED	FLY NO.	ACCOMPLISHED BY	10. LBOS PREVIOUS /
OR		(17510)	WALKER	17/07/74	1	R. Davis Sgt.	/
		(17510)	CF	1/1	2		/
W		(17510)	J. WALKER SSGT	18/07/74	3		NA
				1/1	4		/
				1/1	5		/
				1/1	6		/
					TOTAL	7173.3	TOTAL

SEE BLOCK 7 AND AFTO FORMS 781A AND 781B FOR EXPLANATION OF THE STATUS SYMBOL	11. STATUS DATA				12. FLIGHT CONDITION DATA					
	STATUS TODAY	BOX NO.	EXCEPTIONAL RELEASE (Enter Box No.)		FLT No.	COND O.K.	AFT FLT No. of Disc	PILOT'S SIGNATURE ENTER AFTER EACH FLIGHT	Over Temp. Excd	Aux Engine or APU Operation
	L 7	1	Whyberg SSGT MS		1		6	H. Davis Sgt.		/
	X 8				2					/
	3 9				3					/
	4 10				4					NA
	5 11				5					/
6 12				6					/	

13. GUN OVERSIGHTER STATUS (Indicate Whether (H) or (S) and Quantity on Board)	STATUS	NOT	QUANTITY	2400 RDS	FINPFS	14. ATTACHMENTS INSTALLED	TOTAL TODAY
					9.0%	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	0

15. SERVICING DATA																						
FUEL (GALLONS or Pounds)					OIL (GALLONS, Quarts, or POUNDS)								OXY	WATER								
SER NO.	GRADE	QUANTITY SERVICED	TOTAL IN TANKS	1		2		3		4		5		6		7		8		QTY	QTY	
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN			
1	JP-4	-0-	160.00	64		64		64		64		64		64		64		64		64	57	302
2	JP-4	-0-	47.00																			
3	JP-4	250.00		2	64	2	64	3	64	2	64	1	64	2	64	0	64	1	64	68	57	302
4																						
5																						
6																						

16. SERVICING CERTIFICATION (Signature, Grade and Station at Which Servicing is Accomplished)					
1	BY	R. Davis Sgt.	3	BY	R. Davis Sgt.
	AT	(T. HUGHES SSGT)		AT	AP0 96330
2	BY	(Signature)	4	BY	
	AT	Point		AT	

17.					18. ACCESSORY REPLACEMENT DATA				
REMOVED	INSTL	ACCESSORIES & POSITION	SERIAL NO.	ACCRUED OR PREV OFF TIME	CHANGED BY				

DATE FROM	TO	CREW CHIEF	ORGN.	LOCATION	AIDS	SERIAL NO.
17/07/9	18/07/9	Whitney	74th P/11	Station	BWD	55-676
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
17	17/07/9	J		172-100		
ALL THE				Sumps DRAINED		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
				AP096330	17/07/9	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
17	17/07/9	J		172-100		
AIRCRAFT				SECONDARY STRUCTURE		
STRUCTURE				- Inspect Comp. 13:00		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
				AP096330	17/07/9	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
17	17/07/9	F		172-100		
#7				CF TO NEW RETO FORM 751A		
				PAGE 1, Block 3		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
				AP096330	17/07/9	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
17	17/07/9	F		172-100		
				CF TO NEW RETO FORM 751A		
				PAGE 1, Block 4		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
				AP096330	17/07/9	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
17	17/07/9	F		172-100		
				CF TO NEW RETO FORM 751A		
				PAGE 1, Block 4		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
				AP096330	17/07/9	

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
11/1/79	11/27/79					55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
	11/07/79	D		196-0793		
Blind Landing				REF TO LTR AETD FORM 781A		
BREAKER POPS				LATER WORK		
PROP LATER				17/07/79		
WAW				DISCOVERED BY	APD 96330	DATE CORRECTED
				CORRECTED BY		1/1
				INSPECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
J	17/07/79	D	FLT 1 - AIR-12 529-16	198-0756	RTR TP-1533 SYS	
disc not present in either Manual or Auto/				DPS, OK, GOOD 11/16		
fuses operate under. All indicators are				1010-526-2-246-1		
normal. No reset light. TD-0125.						
ECM				DISCOVERED BY	APD 96330	DATE CORRECTED
				CORRECTED BY		17/07/79
				INSPECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
Q	17/07/79	D	CROSSHAIR STUCK	1980842	Removed & Replaced	
IN RT LIMIT COULD MOVE				POLAR CONVERTER, A-1		
EAST-WEST, BUT NOT NORTH-S-				PWR SUPPLY & ECM		
SOUTH. COULD MEASURE ALT.				SYS CTS 507		
AT FIRST, BUT LOST						
TRIM CAPABILITY ALSO.				DISCOVERED BY	APD 96330	DATE CORRECTED
BNS				CORRECTED BY		17/07/79
				INSPECTED BY		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
N	17/07/79	D	DOPPLER UNREL-	198-0841	RTR RT 506 SYS 00	
TABLE. HALF MEMORY PART				CTS GOOD		
OF FLIGHT RENDOUTS						
UNRELIABLE. UNABLE TO						
READ NORTH-SOUTH WIND						
MEM USING MEMORY POINT				DISCOVERED BY	APD 96330	DATE CORRECTED
				CORRECTED BY		17/07/79
				INSPECTED BY		

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOE	SERIAL NO.
17/07/9	17/07/9	[Signature]				
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
[Signature]	17/07/9	D	MD-1 inoperative	198-0025	Remained out of service	
prior to takeoff, (GMA+clock would not drive) - Would lock				Turboprop bypassing Power System		
and body if fed correct information at right time and hold lock				OPERATIONAL AIRCRAFT GOOD TO GO		
				T.O. 1B-520-2-36		
				APO 96330		DATE CORRECTED 17/07/9
			DISCOVERED BY [Signature]	CORRECTED BY [Signature]	INSPECTED BY [Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
[Signature]	17/07/9	D	Gunnery APR-25	98-0850	CND MALE SYS	
has a loud sound				OPS. CK. GOOD IN A.W		
				TO 1B-520-2-28CL-1		
ECM						
				APO 96330		DATE CORRECTED 17/07/9
			DISCOVERED BY [Signature]	CORRECTED BY [Signature]	INSPECTED BY [Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
[Signature]	17/07/9	D	ALR-20 trace 5	198-0755	RER TN-300	
has 2" trace throughout trace with static in audio				SVS OPS. CK. GOOD 11/1/9		
				TO 1B-520-2-28CL-1		
ECM						
				APO 96330		DATE CORRECTED 17/07/9
			DISCOVERED BY [Signature]	CORRECTED BY [Signature]	INSPECTED BY [Signature]	
BYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
[Signature]	17/07/9	H		198-6700		
MAINTENANCE BEING				INSPECTED ALL FIVE INITS		
Done up in 1 AROUND				NO FOD NOTED		
ALL ENGINE TALLETS						
				APO 96330		DATE CORRECTED 17/07/9
			DISCOVERED BY [Signature]	CORRECTED BY [Signature]	INSPECTED BY [Signature]	



1. DATE <b>15<sup>th</sup> 10719</b>		2. CREW CHIEF <b>J. Walker SSGT</b>		3. ORGANIZATION <b>70<sup>th</sup> BII</b>		4. LOCATION <b>...</b>		5. ACFT MDG <b>M-21</b>		6. ACFT SERIAL NO. <b>55-676</b>		
7. STATUS OF OVERDUE IN-PROGRESS AND ACCOMPLISHED INSPECTIONS, OPEN RED X AND RED DASH ITEMS, INCLUDING FCPs						8. CERTIFICATION FOR ACCOMPLISHMENT OF BASIC POST-FLIGHT OR THRU-FLIGHT INSPECTION			9. ACFT TIME PREVIOUS: <b>7165.2</b>		10. LDGS PREVIOUS: <b>3.4</b>	
TYPE	SYM	SYSTEM	ACCOMPLISHED BY		DATE COMPLETED	FLT NO.	ACCOMPLISHED BY					
PR	HT	...	...		15/10/79	1	...					
		5170K			11	2						
		W-3(2)	J. WALKER SSGT		16/10/79	3						
					11	4						
					11	5						
					11	6						
						TOTAL		<b>7163.6</b>		TOTAL		

  

SEE BLOCK 7 AND AFIO FORMS 781A AND 781B FOR EXPLANATION OF THE STATUS SYMBOLS	11. STATUS DATA				12. FLIGHT CONDITION DATA							
	STATUS TODAY	BOX NO.	EXCEPTIONAL RELEASE (Enter Box No.)		FLT No.	COND O.K.	AFT No. of Disc	PILOT'S SIGNATURE ENTER AFTER EACH FLIGHT			Over Temp Encltd	Aux Engine or APU Operation
	1	7	1 to 6 Calcs - memo "ms"		1		4	E. ...				
	2	8			2							
	3	9			3							
	4	10			4							NA
	5	11			5							
6	12			6								

  

13. GUN OR Rocket STATUS (Indicate Whether Hot or Cold) and Quantity on Board		STATUS	QUANTITY	14. ATO-BOTTLES INSTALLED		TOTAL TODAY
			2	YES <input type="checkbox"/> NO <input type="checkbox"/>		

  

15. SERVICING DATA																							
FUEL (Gallons or Pounds)				OIL (Pints, Quarts, or Liters)								OXY PRESS QTY	WATER										
SER NO.	OCTANE OR GRADE	QUANTITY SERVICED	TOTAL IN TANKS	1		2		3		4				5		6		7		8			
1.	100	0	14.5	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	56	22		
2.	70	0	...	RAMP																			
3.	70	9.2	14.000	2	61	2	64	5	64	3	64	2	64	3	64	2	64	2	64	2	64	53	...

  

16. SERVICING CERTIFICATION (Signature, Grade and Station at Which Servicing is Accomplished)					
1	BY	E. ...	3	BY	J. Walker SSGT
	AT	(T. ...)		AT	AFO 96720
2	BY	E. ...	4	BY	
	AT	RAMP		AT	

  

17.					18. ACCESSORY REPLACEMENT DATA				
REMOVED	INSTL	ACCESSORIES & POSITION	SERIAL NO.	ACCRUED OR PREV OPR TIME	CHANGED BY				

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
11/30/78	12/1/78	J. J. JONES	70			58-670
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
TV	12/07/78	F	ACFT FULL	195-6700		
SUMPS NOT DRAINING				Fuel Sumps Draining		
				DATE CORRECTED 15/07/78		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
C. J. JONES						
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
7A	12/1/78	F	ACFT	195-6700		
TASC NOT				CORRECTIVE ACTION		
				DATE CORRECTED 15/07/78		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
C. J. JONES						
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
7B	02/07/78	F	ACFT	196-6701		
7 FNE HPS				CF TO NEW AFTO 78A		
				Page 1 Page 2 17/07/78		
				DATE CORRECTED 1/7/78		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
C. J. JONES						
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
10	10/07/78	H	ACFT	196-6702		
5 STBY PUMP LEAKING, BPO				CF TO NEW AFTO 78A		
				Page 1 Page 2 17/07/78		
				DATE CORRECTED 1/7/78		
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
C. J. JONES						

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
15/07/9	01/07/9					55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	17/7/9	D	CENTER WING TANK	116-1111	REPAIRS OPEN SMOOTHER	
			STAIN FLOOR		ON CASE AT "T" FITTING	
			LOCATION 3.5 TO 3.15		NEAR PROBE #12	
					PONTON WING F/A SYSTEM	
			LEAKAGE (DOWN TO 0.1)		OPS & NEEDS GOOD	DATE CORRECTED 16/07/9
			NEAR PROBE #2	DISCOVERED BY	CORRECTED BY	INSPECTED BY
					116-1111	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	17/7/9	D	WING AUTO-TRON CIRCUIT	116-1111		
			BREAKER		CF TO NEW INFO 7.1A	
			F.H.I		PAGE 2 - BLOCK 1 17/07/9	
			(196-0.2" VALVE)			
					APB 24323	DATE CORRECTED 1/1
				DISCOVERED BY	CORRECTED BY	INSPECTED BY
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
B	17/7/9	D	TRAIL AUTO-TRON	116-1111		
			35°		INSTALLED 11/07/9	
					35° INSTALLED 11/07/9	
			F.H.I		OPS OK OK	
			(196-0.2" VALVE)		116-1111	
			Reader		APB 24323	DATE CORRECTED 16/07/9
				DISCOVERED BY	CORRECTED BY	INSPECTED BY
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
S	15/07/9	D	EPR SETTING	197 0700	APB 24323	
			ENG # 560 EGT AT		REPLACED EGT IND ON	
			CRACKED EPR SETTING		#5 AS IN TIME 11/07/9	
			ORF-15 FL36.5		LONG IN EPR 11/07/9	
			#4 95% 570 EGT 2800 LBS		#2 ENG (4 ENG REPORTS)	
			#5 95% 580 EGT 3000		11/07/9	
			#2 94% 590 EGT 3000		DATE CORRECTED 16/07/9	
				DISCOVERED BY	CORRECTED BY	INSPECTED BY

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
15/01/9	07/07/9	Talbot	75	APC	ASAD	55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
B	15/07/9	D	...	197 0701	...	
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
E...				APO 96330	16/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	15/07/9	D	SECRET WERT	197 0730	...	
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
FK				APO 96330	16/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
D	15/07/9	D	R.P. Counters	197 0731	...	
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
...				APO 96330	16/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
W	15/07/9	H	All Eng Tablets	197-6001	...	
DISCOVERED BY				CORRECTED BY	INSPECTED BY	
...				APO 96330	16/07/9	

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
15/07/19	17/07/19					55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	16/07/19	H	"1" Tire Worn	197-6702	ROUSSED	
			(Change)		18-528-2-10	
					AP096230	
					DATE CORRECTED 16/07/19	
			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
			A. Walker SGT		G. Walker SGT	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	16/07/19	H	Fuel Foot	197-6700	FUEL TRANSFERRED FOR FLIGHT	
			combined for flight			
					AP096230	
					DATE CORRECTED 16/07/19	
			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
			A. Walker SGT		G. Walker SGT	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	16/07/19	F	Oil Leak	197-6701	AP096230	
			#4 C-45 Crack. Oil		#4 C-45 bleed close	
			560 Without Releasing All.		Sounding line bleed close	
					Inspected & Cleared.	
					Sounding line Seal Only. Close	
					2. C-45 ops good.	
					DATE CORRECTED 16/07/19	
			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
			G. Walker SGT	B. Hull SGT	G. Walker SGT	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	16/07/19	F	PROBE #62 CRK	197-6701	RTR #62 Probe	
			long. 1001		IN CENTER Wdg. TOLD TO	
					18-528-2-5	
					AP096230	
					DATE CORRECTED 16/07/19	
			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
			G. Walker SGT		G. Walker SGT	

1. DATE 14/07/19		2. CREW CHIEF T. H. LINDS SSGT		3. ORGANIZATION 70 <sup>TH</sup> AFSW		4. LOCATION CLINTON SHERMAN AFB, MISS.		5. ACFT ADS B-52D		6. ACFT SERIAL NO. 55-676	
7. STATUS OF OVERDUE IN-PROGRESS AND ACCOMPLISHED INSPECTIONS, OPEN RED X AND RED DASH ITEMS, INCLUDING PCFs						8. CERTIFICATION FOR ACCOMPLISH- MENT OF BASIC POST-FLIGHT OR THRU-FLIGHT INSPECTION			9. ACFT TIME PREVIOUS 7161.2		10. LOGS PREVIOUS
TYPE	SYM	SYSTEM	ACCOMPLISHED BY	DATE COMPLETED	PLT NO.	ACCOMPLISHED BY					
PA		(781K)	(R. D. ...)	11-1	1	T. Hughes SSGT					
		(781K)	CF	11	2						
MA		(62)	U. MARCHADO SGT	151079	3						
				11	4						
				11	5						
				11	6						
TOTAL									7165.2		TOTAL

  

SEE BLOCK 7 AND AFTO FORMS 781A AND 781B FOR EXPLANATION OF THE STATUS SYMBOL	11. STATUS DATA				12. FLIGHT CONDITION DATA					
	STATUS TODAY	BOX NO.	EXCEPTIONAL RELEASE (Enter Box No.)	FLT No.	COND O.K.	AFT No.	FLT No. of Disc	PILOT'S SIGNATURE ENTER AFTER EACH FLIGHT	Over Temp Entered	Aux Engine or APJ Operation
	1	7	1 D. McQueen CRASH	1		9		D. McQueen	0	/
	2	8		2						/
	3	9		3						/
	4	10		4						NA
	5	11		5						/
6	12		6						/	

  

13. (GUN OR ROCKET STATUS (Indicate Whether Hot or Cold) and Quantity on Board)		STATUS	NET	QUANTITY	247	ABS.	FLARES	9079.	14. ADAPTERS INSTALLED	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	QUANTITY	0	TOTAL TODAY
---	--	--------	-----	----------	-----	------	--------	-------	------------------------	---	----------	---	-------------

  

15. SERVICING DATA																						
FUEL (Gallon or Pounds)			OIL (Gallon, Quarts, or Pints)																			
SER. NO.	OCTANE OR GRADE	QUANTITY SERVICED	TOTAL IN TANKS	1		2		3		4		5		6		7		8		OXY BARS OR QTY	WATER	
				SER	IN																	
1.	JP-4	-0-	11,700		64		64		64		64		64		64		64		64	45	302	
2.	JP-4	20-	25,000																			
3.	JP-4	25-14.5	14,140		64		64		64		64		64		64		64		64	2	47	242
4.																						
5.																						
6.																						

  

16. SERVICING CERTIFICATION (Signature, Grade and Station at Which Servicing is Accomplished)											
1	BY	R. Davis Sgts	3	BY	T. Hughes SSGT	6	BY				
	AT	(E. STRATHER SGT)		AT	PA MARCHADO		AT				
2	BY	B. BLANE CAPT	4	BY		6	BY				
	AT	RAMP		AT			AT				

  

17.					18. ACCESSORY REPLACEMENT DATA				
REMOVED	INSTL	ACCESSORIES & POSITION	SERIAL NO.	ACCURED OR PREV OPR TIME	CHANGED BY				



DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
1/1	1/1					
SYM	DATE DISC	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
K	15/07/9	D	Flight #1	1960765	Re-set handle	
			HATCH OPEN LIGHT	ops ok ok 1PW		
			Remains on	18-52B-2-15		
			SHORT IN P.W.			
			HATCH. T...			
			ed pin in	DATE CORRECTED 15/07/9		
Elec 0285			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
				T. ... T861		
SYM	DATE DISC	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
S	11/07/9	D		1960797	SERVICES #9	
			#9 S1000; PUMP	ACCUM. TO PRELOAD CC		
			Cycled CC	PRELOAD ON #9		
			2600 - 2	STBY PUMP FAIR		
			T.O. ...	18-52B-2-14		
				DATE CORRECTED 15/07/9		
H2D 0222			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
				APO 9633P		
SYM	DATE DISC	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
K	14/07/9	D		1760761		
			INTERFERE HA	Could not duplicate the function		
			CONNECTION H2D	SYSTEM CHECKS S.M.D.		
			ATCH T.O.S. ALL POS	IAW PLAN 504-23461		
			T.O. ...			
				DATE CORRECTED 15/07/9		
Pis 0241			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
				T. ...		
SYM	DATE DISC	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
K	15/07/9	D		196-6701		
			CEILING FORWARD	REMOVED AND REPLACED		
			Light 11 - 1 IN	CEILING FORWARD Flood		
			Light 11 - 1 IN	light bulb (RE)		
			Light 11 - 1 IN			
			T.O. ... CC	DATE CORRECTED 15/07/9		
			DISCOVERED BY	CORRECTED BY	INSPECTED BY	
				T. ...		

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
14/01/9	15/07/9	J. Williams				
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	FCS - NO RANGE SA. SYSTEM WILL NOT LOCK ON, FA 30+25	196 0801	RTR'D TRACK MODULATOR OPS CK Good TAW T.O. 13-540-2-29	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
A	14/07/9	D	WORK AREA RE CIRCUIT BOARD POPS T.O. 2430.	196 0793	C.F TO NEW AREA EARL 741A Page 2 Blank 15/07/9	
DISCOVERED BY				AP096330	DATE CORRECTED	
FCS 0801				C. Robinson	15/07/9	





T-13

*SIPRA*

1. DATE 12.6.79		2. CREW CHIEF J. W. Hines SGT		3. ORGANIZATION 707th BWS		4. LOCATION C-130		5. ACFT MOD B-52D		6. ACFT SERIAL NO. 55-676	
7. STATUS OF OVERDUE IN-PROGRESS AND ACCOMPLISHED INSPECTIONS, OPEN RED X AND RED DASH ITEMS, INCLUDING PCP.						8. CERTIFICATION FOR ACCOMPLISHMENT OF BASIC POST-FLIGHT OR THRU-FLIGHT INSPECTION			9. ACFT TIME PREVIOUS 7157.5 THIS 3.7		10. LOGS PREVIOUS
TYPE	SYM	SYSTEM	ACCOMPLISHED BY	DATE COMPLETED	FLT NO.	ACCOMPLISHED BY					
PR	A	Oil (Aft)	J. Hines SSGT	12.10.79	1						
PH	-	(72K)		1.1	2						
	X	(43)	J. Hines SSGT	12.10.79	3						
	X	(54)	E. WESTBROOK MSgt	12.10.79	4						
				1.1	5						
				1.1	6						
									TOTAL	7161.2	TOTAL

  

SEE BLOCK 7 AND AFTO FORMS 781A AND 781B FOR EXPLANATION OF THE STATUS SYMBOL	11. STATUS DATA				12. FLIGHT CONDITION DATA				
	STATUS TODAY	BOX NO.	EXCEPTIONAL RELEASE (Enter Box No.)	FLT No.	COND O.K.	AFT No. of Disc	PILOT'S SIGNATURE ENTER AFTER EACH FLIGHT	Over Temp Entry	Aux Engine or APU Operation
	L-7	1	E. Calce SMS "ms"	1		5	J. Hines SSGT	0	
	X-8			2					
	2-9			3					
	4-10			4					
	5-11			5					
6-12			6						

  

13. GUN ROOM STATUS (Indicate Whether Hot and Quantity on Board)		STATUS	QUANTITY	14. FIRE-BOFFLES INSTALLED	TOTAL TODAY
				<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

  

15. SERVICING DATA																					
FUEL (Gallons, Pounds)								OIL (Pints, Quarts, Gallons)													
SER NO.	OCTANE OR GRADE	QUANTITY SERVICED	TOTAL IN TANKS	1		2		3		4		5		6		7		8		OXY PRESS OR QTY	WATER
				SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN	SER	IN		
1.	SP-4	0	140000	64		64		64		64		64		64		64		64		50	300
2.	JP-8	0	12000																		
3.	76	GC 76	140765	2	64	1	64	2	64	3	64	3	64	0	64	0	64	0	64	45	302
4.																					
5.																					
6.																					

  

16. SERVICING CERTIFICATION (Signature, Grade and Station at Which Servicing is Accomplished)											
BY	J. Hines SSGT			3	BY	R. Davis SGT			5	BY	
AT	R. DAVIS SGT				AT	APO 96530				AT	
BY	J. Hines SSGT			4	BY				6	BY	
AT	RAMP				AT					AT	

  

17.					18. ACCESSORY REPLACEMENT DATA				
RE-MOVED	INSTL	ACCESSORIES & POSITION	SERIAL NO.	ACCRUED OR PREV OPR TIME	CHANGED BY				

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MOS	SERIAL NO.
12/07/9	14/07/9	J Williams	707A (64)	OKIA	R-501	55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
D	12/07/9	J	Acct Secondary Structure One inspection	193-6700	Inspection Comp 08:00	
			DISCOVERED BY	CORRECTED BY	DATE CORRECTED	
			A. Hughes Ssgt	A. Hughes Ssgt	12/07/9	
			INSPECTED BY	R. Hood Qu. 718		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
F	12/07/9	J	Acct Sumps	193-6700	Require Draining Drained Sumps	
			DISCOVERED BY	CORRECTED BY	DATE CORRECTED	
			A. Hughes Ssgt	A. Hughes Ssgt	12/07/9	
			INSPECTED BY	R. Hood Qu. 718		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
F	05/07/9	F	#7 Eng has Small water leak at water gate valve	193-6701	CF TO NEW 781A	
			DISCOVERED BY	CORRECTED BY	DATE CORRECTED	
			A. Hughes Ssgt	A. Hughes Ssgt	12/07/9	
			INSPECTED BY	R. Hood Qu. 718		
			9186-0572			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
D	05/07/9	F	Heading up To 10° in Error	193-0702	REPLACED 2 WIRES FROM FLUX VALVE, SYS CHS	
			DISCOVERED BY	CORRECTED BY	DATE CORRECTED	
			A. Hughes Ssgt	A. Hughes Ssgt	14/07/9	
			INSPECTED BY	R. Hood Qu. 718		
			Special wire 8/0			
			9183-0340			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
D	05/07/9	F	Heading up To 10° in Error	193-0702	REPLACED 2 WIRES FROM FLUX VALVE, SYS CHS	
			DISCOVERED BY	CORRECTED BY	DATE CORRECTED	
			A. Hughes Ssgt	A. Hughes Ssgt	14/07/9	
			INSPECTED BY	R. Hood Qu. 718		
			Special wire 8/0			
			9183-0340			

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
12/07/9	14/07/9					55676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
/	10/07/9	H	#6 STBY Pump	193-6703		
Leaking, Bad press switch.						
Press switch is removed and				CF TO NEW AFTO FORM 7810		
capped off, pump will not				PAGE 1, Block 4 14/07/9		
operate FAI.						
CTN 9191-0469				AP096330	DATE CORRECTED	
Eve				DISCOVERED BY	CORRECTED BY	INSPECTED BY
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	12/07/9	D	FCS OPTICS	1930907		
DO NOT MOVE IN AZIMUTH.				Deferred until		
T.O. + 600.				next Hem-sight		
				Change, (as entered		
				in 7810)		
				AP096330	DATE CORRECTED	
				DISCOVERED BY	CORRECTED BY	INSPECTED BY
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	12/07/9	D	FCS HAD BAD	1930906		
RANGE CHECK WITH AC 6678.				Range check is within		
READBACK WAS 450 FT OFF.				Tolerances IAW T.O.		
T.O. + 2'45.				1B-52B-2-29		
				AP096330	DATE CORRECTED	
				DISCOVERED BY	CORRECTED BY	INSPECTED BY
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
/	14/07/9	D	PRESSURE LEAK IN	193 0860	TIGHTEN FITTING	
DOPPLER SYSTEM. CONFIRMED BY				AND REPLACE WAVE GUIDE		
TUNING DOPPLER PRESSURE VALVE				O-RING OPS Check		
PRESSURE WAS NORMAL				GOOD IAW T.O. 1B		
BELOW 300M				52B-2-25CL-1		
				AP096330	DATE CORRECTED	
				DISCOVERED BY	CORRECTED BY	INSPECTED BY

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
14/07/9	14/07/9	J. Williams SSGT	70 <sup>TH</sup> BA	CLASSIFIED	B-52D	55-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
2	12/07/9	D	INTERNAL HANGERS	1930997	INDICATED AT STATIONS 58, 63, 68, 73, 58, 83. Confirmed after landing.	
				STATION	7.00 IP B-52CL-1	
				Checked	OK	
				AP096330	DATE CORRECTED 14/07/9	
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
J. Williams SSGT			J. Williams SSGT			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
1	12/07/9	D	DOPPLER WILL NOT GO INTO "MEMORY" WHILE IN TURNS	1930861	Location Problem Antenna OPS Check Missed	
				1B-52B-2-25CL-1		
				AP096330	DATE CORRECTED 13/07/9	
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
N. Threlkley SSGT			N. Threlkley SSGT			
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
2	13/07/9	M	WORK BEING PERFORMED IN AND AROUND ALL ENGINE INLETS AND EXHAUST	1946700	INSPECTED ALL ENGINE INLETS NO FOD NOTED	
				AP096330	DATE CORRECTED 14/07/9	
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
C. B. [unclear] SSGT			[unclear] SSGT	[unclear] TSgt		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
2	13/07/9	M	PHAS #1 NOT COMPLETED	1946700	PHAS #1 C/IN	
				AP096330	DATE CORRECTED 13/07/9	
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
C. B. [unclear] SSGT			[unclear] SSGT	[unclear] TSgt		



DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	NDS	SERIAL NO.
12/07/19	14/07/19	J. Williams SSgt.	70 <sup>th</sup> BW	2172 <sup>nd</sup> FIB.	11-521	552676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	#1 ENG NOSE COMBING Cracked 19:00 POSITION	1946705	No check this Combing Found NO cracks.	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Williams SSgt.				K. Williams	13/07/19	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	#2 Eng oil pressure fluctuation during taxi Loose (omit on order)	194-6706	TRANSFERRED TO 781K 14/07/19	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Williams SSgt.				K. Williams	1-1	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	Cracked Rib Lt. wing station #834 #1 Flapwell	194-6705	REPAIRED Rib By Patching	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Gray Spt.				J. Mc Nutt SSgt	13/07/19	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	Cracked Rib ribbed on #2 Flap track #2 Flapwell	194-6705	Repaired by patching	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Gray Spt.				K. Williams	13/07/19	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	Cracked Rib	194-6705	Repaired by patching	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Gray Spt.				K. Williams	13/07/19	
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/19	M	Cracked Rib	194-6705	Repaired by patching	
DISCOVERED BY				AP096350	DATE CORRECTED	
J. Gray Spt.				K. Williams	13/07/19	

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
11/1/76	11/08/79					5-35-676
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/79	M	#2 Eng Bleed Valve Duct has Trimmer Rubber on Duct.	1946700	Removal and Replaced Seal and Reinstalled Duct	
Remarks For Maintenance				APO 96330		DATE CORRECTED 13/07/79
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
A. L. S. Sgt.			J. P. S. Sgt.	E. M. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/79	M	Dry Chute Not Installed	194-6700	Installed Dry chute	
Remarks For Maintenance				APO 96330		DATE CORRECTED 13/07/79
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
A. L. S. Sgt.			J. P. S. Sgt.	E. M. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/79	M	Left Forward ALT Cooling Duct Removed To Facilitate other Work	195670A	INSTALLED	
Remarks For Maintenance				APO 96330		DATE CORRECTED 14/07/79
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
A. L. S. Sgt.			J. P. S. Sgt.	E. M. S. Sgt.		
SYM	DATE DISCD	CODE	DISCREPANCY	REPORT NO.	CORRECTIVE ACTION	
X	13/07/79	M	Panel on Lt. Wing Near Electrical Removed To Repair	194-6700	REPLACED PANEL AFTER MAINTENANCE	
Remarks For Maintenance				APO 96330		DATE CORRECTED 14/07/79
DISCOVERED BY			CORRECTED BY	INSPECTED BY		
A. L. S. Sgt.			J. P. S. Sgt.	E. M. S. Sgt.		

PREPARED 13 JUL 69

PILOTS INDIVIDUAL FLIGHT RECORD PCN 22106A

AS OF 30 JUN 69

LANNING JERRY A



B 978W SAC 1N

BWKR

DATE	H/D/S	MSN SYM	DUTY POS	TOTAL	DAY		NIGHT		SIML INST	LANDINGS			PENT		APPR		NR OF SORTIES	LOCAL USE	RKS
					VFR	INST	VFR	INST		TYPE	AND	NR	S	W	P	N			
				**108.0	32.5	9.0	43.0	22.1	1.4	10			2	7	6		15		
				TOTAL	I/PILOT	PILOT	COPILOT	CMD PILOT	AC	CMOR	OTHER						COMBAT	COM SP	
THIS MONTH				108.0	.0	55.2	52.8	.0	.0	.0	.0					108.0	.0		
TO DATE				2897.0	119.5	1657.4	1107.3	.0	12.8	.0	.0					142.7	.0		
STUDENT				255.5															
CIV(OVER 450)				.0															
OTHER US MIL				.0															
FOREIGN MIL				.0															
TOTAL TIME				3152.5															

07 01	B052D	01A		4.0
07 03	B052D	01A		4.6
07 04	B052D	01A		4.7
07 05	B052D	01A		4.3
07 06	B052D	01A		3.8
07 07	B052D	01A		4.0
07 10	B052D	01A		4.0
07 14	B052D	01A		3.6
07 15	B052D	01A		4.4
07 16	B052D	01A		4.0
07 17	B052D	01A		3.6
07 18	B052D	01A		5.0

PAST FLIGHTS INDICATE THE TWO PILOTS DIVIDED THEIR (FP - CP) TIME EQUALLY.

THIS MONTH	50.0	PILOT	COPILOT	COMBAT
TO DATE	2947.0	1657.4	1107.3	142.7
STUDENT	255.5	25.0	25.0	50.0
TOTAL TIME	3202.5	1682.4	1132.3	192.7

TAB M PAGE 1  
 FOR OFFICIAL USE ONLY. (SPECIAL HANDLING REQUIRED-SEE AFR-127-46)

PREPARED 13 JUL 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 30 JUN 69

LANNING JERRY A

B 97BW SAC IN

BWKR

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	D A Y		NIGHT		SIML INST	LANDINGS TYPE AND NR	PENT		APPR P N	NR OF SORTIES	LOCAL USE	RKS
					VFR	INST	VFR	INST			S	W				
05 27	1	B0520	01A FP	6.0	3.8	1.0	1.2			LN 1				1		
05 27		B0520	01A CP	5.9	3.7	1.0	1.2									
06 02	2	B0520	01A FP	6.1	3.2	1.5	1.4							1		
06 02		B0520	01A CP	5.5	3.3	1.5	.7									
06 06	3	B0520	01A CP	5.7	.4		3.8	1.5								
06 06		B0520	01A FP	5.8	.4		3.9	1.5		LL 1	1			1		
06 08	4	B0520	01A FP	5.9	3.0	2.0	.3	.3	.3	LL 1	1	1		1		
06 08		B0520	01A CP	5.9	2.9	2.0	1.0									
06 09	5	B0520	01A FP	6.3	4.2		1.1	1.0						1		
06 09		B0520	01A CP	5.9	3.8		1.1	1.0								
06 12	6	B0520	01A CP	5.9	.9		1.0	4.0								
06 12		B0520	01A FP	5.9	.9		1.0	4.0		LL 1	1	1		1		
06 17	7	B0520	01A FP	1.9			.9	1.0		LN 1	1	1		1		
06 17		B0520	01A CP	1.8			1.8									
06 18	8	B0520	01A FP	2.2	.5			1.7		LN 1	1	1		1		
06 18		B0520	01A CP	2.2	.5		1.7									
06 19	9	B0520	01A FP	1.9	.5		.5	.5	.4	LN 1	1	1		1		
06 19		B0520	01A CP	1.9	.5		.9	.5								
06 21	10	B0520	01A FP	2.5			2.0	.5						1		
06 21		B0520	01A CP	2.2			1.7	.5								
06 22	11	B0520	01A FP	2.5			1.6	.5	.4	LN 1	1	1		1		
06 22		B0520	01A CP	2.5			2.0	.5								
06 24	12	B0520	01A FP	1.8			1.3	.5						1		
06 24		B0520	01A CP	1.5			1.0	.5								
06 25	13	B0520	01A FP	2.3			1.5	.5	.3	RN 1	1			1		
06 25		B0520	01A CP	2.2			1.7	.5								
06 26	14	B0520	01A FP	2.0			1.7	.3						1		
06 26		B0520	01A CP	1.6			1.3	.3								
06 28	15	B0520	01A FP	2.1			1.6	.5		LN 1	1			1		
06 28		B0520	01A CP	2.1			2.1									
				*108.0	32.5	9.0	43.0	22.1	1.4	10	2	7	6	15		

TAB M PAGE 2

FOR OFFICIAL USE ONLY (SPECIAL HANDLING REQUIRED SEE AFM 12744)

PREPARED 13 JUL 69

PILOTS T 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 30 JUN 69

PHILLIPS WELDON P

B 97BW

SAC IN

BWKR

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	D A Y		NIGHT		SIML INST	LANDINGS TYPE AND NR	PENT		APPR N	NR OF SORTIES	LOCAL USE	RK7
					VFR	INST	VFR	INST			S	H				
06 26	B052D	01A	FP	1.9			1.3	.3	.3	RN 1	1		1			R
06 28	B052D	01A	CP	2.1			1.6	.5						1		R
06 28	B052D	01A	FP	2.1			2.1									R
				*112.5	35.6	9.0	43.7	21.8	2.4	7	5	1	7	15		
				**112.5	35.6	9.0	43.7	21.8	2.4	7	5	1	7	15		
			TOTAL	112.5												
			I/PILOT	.0	54.7		57.8		.0	.0			108.0		.0	
			PILOT	553.8	274.1		279.7		.0	.0			142.7		.0	
			COPILOT	219.3												
			CIV COVER 450)	.0												
			OTHER US MIL	.0												
			FOREIGN MIL	.0												
			TOTAL TIME	773.1												

THIS MONTH  
 TO DATE  
 STUDENT  
 CIV COVER 450)  
 OTHER US MIL  
 FOREIGN MIL  
 TOTAL TIME

07 01	B052B	01A		4.0
07 03	B052D	01A		4.6
07 04	B052D	01A		4.7
07 05	B052D	01A		4.3
07 06	B052D	01A		3.8
07 07	B052D	01A		4.0
07 10	B052D	01A		4.0
07 14	B052D	01A		3.6
07 15	B052D	01A		4.4
07 16	B052D	01A		4.0
07 17	B052D	01A		3.6
07 18	B052D	01A		5.0

THIS MONTH  
 TO DATE  
 STUDENT  
 TOTAL TIME

	PILOT	COPILOT
	274.1	279.7
	25.0	25.0
	299.1	304.7

PAST FLIGHTS INDICATE THE TWO PILOTS DIVIDED THEIR (FP - CP) TIME EQUALLY.

COMBAT	142.7
	50.0
	192.7

TAB M PAGE 3  
 FOR OFFICIAL USE ONLY. (SPECIAL HANDLING REQUIRED - SEE AFR 177-6)

PREPARED 13 JUL 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 30 JUN 69

PHILLIPS RELDON P

B 978W

SAC 1N

BWRK

DATE	M/D/S	MSN SYM	DUTY POS	TOTAL	D A Y VFR INST	NIGHT VFR INST	SIML INST	LANDINGS TYPE AND NR	PENT S W	APPR P N	NR OF SORTIES	LOCAL USE	RKS
05 12	B052D	T2	CP	.0	.0	.0	.0	TG 2-RN 1-		1-			
05 12	B052D	T2	FP	.0	.0	.0	.0	TG 2 RN 1		1			
05 14	B052D	T2	CP	4.5	3.5		1.0				1		
05 14	B052D	T2	FP	.0	.0	.0	.0	TG 1 RN 1		1			
05 27	B052D	01A	CP	6.0	3.8	1.0	1.2						
05 27	B052D	01A	FP	5.9	3.7	1.0	.7			1	1		
06 02	B052D	01A	FP	6.1	3.3	1.5	.7	RN 1		1	1		
06 02	B052D	01A	CP	5.5	3.2	1.5	.8						
06 06	B052D	01A	CP	5.8	.4		3.9					1	
06 06	B052D	01A	FP	5.7	.4		3.8						
06 08	B052D	01A	FP	5.9	2.9	2.0	1.0						
06 08	B052D	01A	CP	5.9	3.0	2.0	.9					1	
06 09	B052D	01A	FP	6.3	3.8		1.1	RL 1		1	1		
06 09	B052D	01A	CP	5.9	3.8		1.1						
06 12	B052D	01A	FP	5.9	.9		1.0						
06 12	B052D	01A	CP	5.9	.9		1.0					1	
06 17	B052D	01A	CP	1.9			.9					1	
06 17	B052D	01A	FP	1.8			1.8						
06 18	B052D	01A	CP	2.2	.5		1.7					1	
06 18	B052D	01A	FP	2.2	.5		1.7						
06 19	B052D	01A	CP	1.9	.5		.9					1	
06 19	B052D	01A	FP	1.9	.5		.9						
06 21	B052D	01A	FP	2.5			1.7	RN 1		1	1	1	
06 21	B052D	01A	CP	2.2			1.7						
06 22	B052D	01A	CP	2.5			2.0					1	
06 22	B052D	01A	FP	2.5			2.0						
06 24	B052D	01A	CP	1.5			1.0						
06 24	B052D	01A	FP	1.8			1.0	RN 1		1	1	1	
06 25	B052D	01A	CP	2.3			1.8					1	
06 25	B052D	01A	FP	2.2			1.7						
06 26	B052D	01A	CP	1.7			1.4					1	

TAB M PAGE 4

FOR OFFICIAL USE ONLY (UNCLASSIFIED) DATE 11-11-2011 BY 60322 UCBAW/STW

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 3D AIR DIVISION (SAC)  
APO SAN FRANCISCO 96334

SPECIAL ORDER  
M-94

20 July 1969

The verbal orders of the commander on 19 July 1969, appointing a board of officers, organizations indicated, to investigate the 4258 Strategic Wing B-52D, serial number 55-676 major aircraft accident which occurred at U-Tapao AF, Thailand 19 July 1969, are confirmed, exigencies of the service having been such as to preclude issuance of competent written orders in advance. The board will determine the cause of the accident, make recommendations to prevent recurrence, and prepare and forward the accident report as prescribed in AFR 127-4, as supplemented and AFM 127-1. In the absence of the designated president and/or recorder the senior member present at the meeting will act as president and the junior member present will become the recorder. (\*) indicates voting members. Authority: AFR 11-1.

- \*COL RAYMOND P LOWMAN, [REDACTED] 70 Bomb Wg, Clinton-Sherman AFB, OKLA  
President
- \*MAJ EDWARD F HARRISON, [REDACTED] 3d Air Div (SAC), Andersen AFB, Guam  
Coordinating Group Leader
- \*LTCOL JAY D STILES, [REDACTED] 70 Bomb Wg, Clinton-Sherman AFB, OKLA  
Advisor
- \*LTCOL ROBERT W WELLES, [REDACTED] 4258SW (SAC), U-Tapao AF, Thailand  
Investigator/Unit Representative
- \*LTCOL MILES G MURPHY, [REDACTED] 509 Bomb Wg, Pease AFB, NH  
Operations Group Leader
- \*LTCOL EDWARD L ROBINSON, [REDACTED], 3d Air Div, Andersen AFB, Guam  
Maintenance Group Leader
- \* MAJ WARREN I CARPENTER, [REDACTED], 11th USAF Hospital, U-Tapao AF,  
Thailand, Medical Group/Life Science Group Leader
- \*MAJ DONALD E CRUZAN, [REDACTED] 10th Weather Bg, U-Tapao AF, Thailand  
Weather Group Leader
- CAPT GEOFFREY H SMITH, [REDACTED] 4258 Strat Wg (SAC), U-Tapao AF,  
Thailand, Recorder

FOR THE COMMANDER

*David W Richmond Jr*  
DAVID W RICHMOND JR, Capt, USAF  
Directorate of Administration

DISTRIBUTION  
A-6

M-94

T A B P

DD FORM 175/ICAO FLIGHT PLAN

DD Form 175/ICAO Flight Plans are not used at U-Tapao as referenced by letter of agreement between the U-Tapao Unit and Bangkok Center. Aircraft utilize standard departures and are considered on tactical clearances.

### 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 <b>CLASSIFIED</b>		3. RETURN ON OR ABOUT <b>CLASSIFIED</b>	
4. FROM: <i>(From flight origin)</i> <b>U-TAPAO AIRFIELD, THAI</b>				<b>CLASSIFIED</b>			
6. MISSION <b>HHD 0-1</b>							
7. CREW NO. <b>E-09</b>		8. TAKE-OFF TIME <b>HHD</b>	9. DURATION OF FLIGHT <b>HHD</b>	10. SECURITY CLEARANCE / OR PERIOD OF FLIGHT DUTY <b>TOP SECRET</b>	11. SPECIAL INSTRUCTIONS  <b>CLASSIFIED</b>		
12. CREW <i>(See APTG 7817 for position codes)</i>		13. NAME <i>(Last, first, middle initial, AFSN; include commander of aircraft by placing asterisk next to his name.)</i>		14. ORGANIZATION AND MAJOR AIR COMMAND <i>(If not bearing arms?)</i>		15. AIRCRAFT	
NO.	POSITION					TYPE	SERIAL NO. OR TACTICAL CALL SIGN
A	B					A	B
E-09	FP	<b>* LANNING, JERRY A.      CAPT</b>		<b>97 BS</b>		<b>B-52D</b>	<b>CLASSIFIED</b>
	CP	<b>PHILLIPS, WELDON P.      1LT</b>					
	NB	<b>SHY, WILLIAM H.      CAPT</b>					
	NN	<b>O'CONNOR, PATRICK B.      CAPT</b>					
	NE	<b>SPEARS, PHILLIP D.      CAPT</b>					
	AQ	<b>OLSEN, JOHN M      TSGT</b>					
16. PERSONS LISTED ABOVE ARE SUBJECT TO PROVISIONS OF THE UNIFORMED CODE OF MILITARY JUSTICE WHILE PERFORMING THIS DUTY.				17. DATE OF ORDER <b>19 JUL 1969</b>		18. ORDER NUMBER <b>AA-8695</b>	
19. FOR THE <b>COMMANDER</b>				20. SIGNATURE ELEMENT OF ORDER AUTHENTICATING OFFICIAL			
21. NAME AND ADDRESS OF UNIT ISSUING ORDER <b>4258 STRAT WQ (SAC) U-TAPAO AIRFIELD, THAI</b>				22. SIGNATURE ELEMENT OF ORDER AUTHENTICATING OFFICIAL <i>William W. Leebing</i> <b>W. B. KAMP, Colonel, USAF</b> <i>for</i> <b>Deputy Commander for Operations</b>			

X

DA - 140

WEIGHT AND BALANCE CLEARANCE FORM F						FOR USE IN TACTICAL (USE REVERSE FOR TRANSPORT MISSIONS)	
DATE		AIRCRAFT TYPE		FROM	HOME STATION		
		B-52D		U TAPAO	U TAPAO		
MISSION/TRIP/FLIGHT NO.		SERIAL NO.		TO	PILOT		
ARC LIGHT		55-676		U TAPAO			
REMARKS		REF	ITEM	WEIGHT	INDEX OR MOM		
Fuel @ 6.3 #/Gal.		1	BASIC AIRCRAFT (From Chart C)	182300	758		
TAKEOFF FUEL LOAD		2	OIL (128 Gal.)	1000	752		
TANK	WT/1000						
OBW	13.0				63.0		
1&4	26.4				58.3		
2&3	31.6				34.7		
AB	---				---		
CW	24.8				6.8		
FB-1	---				---		
FB-2	---				---		
MB	---				---		
TOTAL	95.8				6.8		
EXT	37.8				55.7		
TOTAL	133.6				55.7		
BALLAST REQ -0-							
COMPUTER PLATE NO. (If used)							
E-1175							
Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.		4A NO FUEL LANDING WT		198700	753		
CORRECTIONS (Ref. 11)		5	COMPT.	ROUNDS	CALIBER		
COMPT.	ITEM	CHANGES (+ or -)	WEIGHT	INDEX OR MOM			
	NOTE: AGM Pylons 1/10/10/10						
	IN BASIC WT. INDEX						
	WT. & INDEX -200 +.3						
TOTAL WEIGHT REMOVED		-200	-				
TOTAL WEIGHT ADDED		+	+	.3			
NET DIFFERENCE (Ref. 11)							
LIMITATIONS							
GROSS WT. TAKEOFF (B.)		GROSS WT. LANDING (A.)					
450,000		450,000					
PERMISSIBLE C. G. TAKEOFF		FROM	TO (% M. A. C.)				
		22.3%	35.0%				
PERMISSIBLE C. G. LANDING		FROM	TO (% M. A. C.)				
		18.0%	35.0%				
ESTIMATED LANDING CONDITION							
ESTIMATED LANDING C. G. IN % M. A. C. OR IN							
COMPUTED BY (Signature)							
WEIGHT AND BALANCE AUTHORITY (Signature)							
PILOT (Signature)							

STATEMENT OF DAMAGE TO PRIVATE PROPERTY

1. As a result of B-52D, 55-676, aircraft explosion at U-Tapao Airfield, located in Muang District, Rayong Province, Thailand, on 19 July 1969 private property owned by Thai Nationals was damaged. As far as could be determined no Thai Nationals were injured as a result of the blast.

2. Four automobiles, the property of Thai Nationals, which were being operated off base at the time of the explosion, were struck by pieces of aircraft and/or bombs that were hurled through the air. The claimants and the amount paid for body and glass damage are as follows: Mr. Virat Yimpun (\$273.71), Mr. Tiang Suwun (\$185.59), Mr. Citorn Thamaragsa (\$192.08), and Mr. Pornchai Supachartkraisorn (\$225.69). The total amount paid for damage to motor vehicles was \$877.07.

3. Seven claims have been paid to householders for damage to their dwellings and the contents as a result of the shock wave and pieces of aircraft and/or bombs that were hurled through the air. All of the buildings referenced in this paragraph were located outside the limits of U-Tapao Airfield. The claimants and the amounts paid are as follows: Mr. Somjitra Patanamongkol (\$9.60), Mr. Chuen Sansook (\$14.41), Mr. Rampai Samart (\$74.67), Mrs. Hiang Saejia (\$15.61), Mr. Thong Muangri (\$12.73), Mr. Thongdee Muangri (\$41.73), and Mr. Komol Poolruangpao (\$13.35). In addition, there are two claimants who have not as yet been paid. The names of claimants and the amount of damage as estimated by the Base Civil Engineer are as follows: Mr. Somboom Muangri, damage to dwelling and two barns, (\$80.00), and Mr Thongbai Vipattankum, damage to a motion picture theater, (\$130.00). The total damage to structures owned by Thai Nationals and the contents therein was \$392.10.

4. The total cost of damage to private property amounted to \$1,269.17.

  
ROBERT W. WELLES, Lt Col, USAF  
Investigator

STATEMENT OF DAMAGE

I certify that B-52D serial number 55676 was completely destroyed, 19 July 1969, by fire and high order explosion from internal bomb load. Cost (reference T. O. 00-25-30) for B-52D is:

air frame	\$4,654,494
installed engines	\$1,291,415
electronics	\$ 68,613
ordnance	\$ 17,928
other including armament	<u>\$ 548,353</u>
Total	\$6,580,803

  
EDWARD L. ROBINSON, Lt Col, USAF  
Maintenance Officer

TRANSCRIPT OF RECORDED COMMUNICATIONS

Pertinent extracts from tape recording log of Acft 55-622 which was the spare aircraft for Wine/Maple launch on 19 July 1969 and U-Tapao Tower tapes. For continuity, extracts from all tapes have been integrated into a single narrative. Identification of agencies and frequencies are shown.

1. 622, spare acft, (frequency interphone).
2. Charlie, B-52/KC-135 launch and recovery tower, frequency 321.0.
3. 116, Wine 1, frequency 321.0.
4. 676, Maple 3, who later launches as Maple 2, frequency 321.0.
5. Maple 2, 676, after assuming new position instead of Maple 3, frequency 275.8.
6. 660, original Maple 2, who delays launch for maintenance problems, frequency 321.0.
7. O3, DCO staff car, frequency 321.0.
8. P-70, Pedro 70 rescue helicopter frequency 227.0.
9. Ground, U-Tapao Tower, frequency 275.8.
10. Tower, U-Tapao Tower, frequency 227.0.
11. Tower, (Land), U-Tapao Tower landline.
12. CP, SAC Command Post on U-Tapao Tower landline.
13. MS, Maj Simpson in Charlie Tower on U-Tapao Tower landline.
14. Tower (Crash), U-Tapao Tower landline.
15. C, Crash (Fire Department) on U-Tapao crash phone.
16. BO, base operations on U-Tapao crash phone.
17. H, Hospital on U-Tapao crash phone.
18. Tower (FM), U-Tapao Tower crash radio (FM).

The following agencies all transmitted on the U-Tapao Tower crash radio (FM), unless otherwise indicated.

19. U-1, Unit 1 Fire Department.
20. U-2, Unit 2 Fire Department.
21. U-3, Unit 3 Fire Department.
22. U-6, Unit 6 Fire Department.
23. U-14, Unit 14 Fire Department.
24. CF, Chief 1 Fire Department.
25. UC, Unit Control Fire Department.
26. C-1, Control 1 Fire Department.
27. C-2, Control 2 Fire Department.
28. E-1, EOD (Explosive Ordnance Disposal).
29. E-2, EOD (Explosive Ordnance Disposal).
30. B-1, Bandwagon 1, Hospital ambulance.
31. CC, Crash Control, Fire Department.
32. N-1, NBC 1, Base Nuclear Biological and Chemical mobile Command Post.
33. SG, Sgt Gutherie (Unk).
34. CH, Chopper Operations on U-Tapao crash phone.
35. O6, Ramp Monitor parked on north hammer head. (Freq. 321.0)

NOTE: 1. Items enclosed in parenthesis ( ) are added to clarify meaning.  
2. Times shown are to the nearest minute unless otherwise indicated.

<u>TIME</u>	<u>AGENCY</u>	<u>TRANSMISSION</u>
	622	Charlie, 622, what do you want?
	Charlie	We are gonna taxi for a 36 launch as soon as we get the tanker out.
	622	622
	Charlie	Roger 116, we're gonna launch runway 36, the winds are out of the north about 10. They're not gonna switch back.
	116	Charlie 116, say again you were broken.
	Charlie	Roger 116, we are gonna taxi for a 36 launch, over.
	116	Roger, understand.
	622	622 copy
	676	676 copy
	676	Ground 676 would like to cross north end going to parallel.
	Ground	676. Roger
	Charlie	116 Charlie
	116	116 Charlie, go.
	Charlie	116 we'll be cleared to launch you as soon as Wine 3 reports he is in position down there.
	116	Roger Sir.
1350:00	622	His on time take-off would be now. (Nav) Yea, the tanker is rolling. (P-CP)
	Unk	Ground say wind.
	Ground	Wind is 31 ah.. 300 variable 320/06.

<u>TIME</u>	<u>AGENCY</u>	<u>TRANSMISSION</u>
	Tower	Orange Anchor 66, understand you are an ASAP launch.
	OA-66	Roger
	116	Charlie, are we cleared to launch
	Charlie	Roger 16, cleared to launch and you are cleared to cut the corner from Alpha to Delta and be above 22/23 or in the black at Bass (intersection)
	116	Understand
1353 (Approx)	116	Wine 1 crossing COCO line at this time.
	585	U-T ground, are you going to hold us here until the others all get off?
	Ground	585 affirmative
	622	They don't even have maple across the runway yet. (P-CP)
		He's got 15 minutes (P-CP)
		Yea (Unk)
		They have taxied and are sitting up there. (P-CP)
		Yea, I can see their tail's. Can just barely make them out. (P-CP)
		I can't see the airplanes, all I can see is the tails against the horizon up there. What little there is. (P-CP)
		I'll tell you, all you can see of an airplane going down the runway is his tail too. (P-CP)
		You can't see the airplane at all. (P-CP)
		Think we'll get back on the ground today? (RN-N)
		Oh Yea, I could make a 36 approach right now beautifully. I could