COLLATERAL REPORT

VOL. III OF III

DEFENDANT'S EXHIBIT D 300 III of III

I N D E X

VOLUME III

TAB

Mission Directive

DOD

①

PTTUZYUW RUCIMAA5706 0901518-UUUU--RUWMGFA.
ZNR UUUUU
P R 311455Z MAR 75
FM MAC SCOTT AFB IL/DOOMS
TO AIG 8332
INFO RUCIAFB/CDR ARMCOM ROCK ISLAND IL/AMSAR-TMA-C ✓
RHMSMVA/USDAO SAIGON RVN VIETNAM/AOSAR-MA
RUEBBEA/CDR AMC ALEX VA/AMCSU-BT/AMCIL ✓
RUEADWD/DA WASH DC/DALO-TRM-S ✓
RUEKJCS/JCS WASH DC ✓
RUCLNNA/ANNISTON ARMY DEPOT ANNISTON AL/TO ✓
RUEFHQA/CSAF WASH DC/LGTTB ✓
RUMMRGA/COMUSSAG NKP APRT THAI ✓
RUMMRGA/7AF NKP APRT THAI ✓
BT

A / 22DOOMS   037

I / 600DOM

WCRF

UNCLAS
THIS IS A MAC DIRECTIVE TO OPERATE APRIL SAAM 3578; (TAC: A463 (AFR 76-11 APPLIES); CHARGE OF $223,374 IS NOW FIXED). THIS IS A CLOSE WATCH MISSION.
ITEM 1. 22 AF WILL OPERATE MAC MISSION 3578/01 WARNER ROBINS AFB/TAN SON NHUT, PRIORITY 2A(1) ASSIGNED.
ITEM 2. AVAILABLE 010100Z APR 75. PICKUP AND DELIVER ASAP.

31 ... 52

PAGE 2 RUCIMAA5706 UNCLAS
ITEM 3. AIRLIFT 91,900 POUNDS CARGO, 21,900 CUBE.
SEVENTY (70) RECOILLESS RIFLES (M1841). SEVENTEEN M101A1 HOWITZERS.
FIVE (5) ROCKET LAUNCHERS, (M202A1)
LGI: 4,780 POUNDS, 835 CUBE, 238 X 87 X 70.
ITEM 4. CONTACTS:
ORIGIN: ANNISTON ARMY DEPOT, MR. LAMAR NOLAN, AV 694 6212/7738.
DESTINATION: USDAO SGN.
ITEM 5. REMARKS:
MAC AFS AND OR OPERATING UNIT WILL CONFIRM SPECIFIED TIME FOR LOAD AVAILABILITY AND PROPER LOADING EQUIPMENT WITH USER BY TELEPHONE PRIOR TO POSITIONING AIRCRAFT.
BT
#5706

220

DOD

NNNN

PTTBZYUW RUWMFJA0007 0910150-EEEE--RUWMEFA.
ZNY EEEEE
P R 010050Z APR 75
FM 60MAW TRAVIS AFB CA
TO RUCPAAA/MAC CP SCOTT AFB ILL
RUWJARA/22AF CP TRAVIS AFB CA
RUVRAAA/BOPS ROBINS AFB GA
RHMSMVA/USDAO SAIGON RVN/AOSAR-MA/AOSOP/OR
INFO RUWMEFA/60MAWG TRAVIS AFB CA/DOO
RUHVAAD/HICKAM OPS CTR HICKAM AFB HAW
RUMMWRA/605MAS CP ANDERSEN AFB GUAM
PHMDWLA/405OPS CTR CLARK AB P I
RUEDFEA/21AF CP MCGUIRE AFB N J
RUCIMAA/MAC SCOTT AFB ILL/DOOMS
RUWMEFA/22AF TRAVIS AFB CA/DOOMS
ZEN/60MAW CP TRAVIS AFB CA
RUCIAFB/CDR ARMCOM ROCK ISLAND ILL/AMSAR TMA-6
RUCBPEA/CDRAMC ALEX VA/MCSU-BT/AMCIL
RUMMRGA/7AF NKP APRT THAI
RUMMRGA/COMUSSAG NKP ART THI
RUEFHQA/CSAF WASH DC/LGTTB
RUCLNNC/ANNISTON ARMY DEPOT ANNISTON AL/TO

DOO

I

W/DCO

AX/DOOMS

WCRF

PAGE 2 RUWMFJA0007 UNCLAS E F T O
RUEKJCS/JCS WASH DC
RUFADWD/DA WASH DC/DHLO-TRM-S
BT
UNCLAS E F T O 60DOO/DOCP
AM-4 THIS IS 60MAWG MSN SETUP NO 01 TO SAAM 3578
CUD 4 APR 75 60MAWG WILL OPR PRIORITY 2A1 MSN
ONLOAD ROBINS AFB GA OFFLOAD TSN AB RVN
PLANNED PAX 0 CARGO 45.9 TONS TOT ELAPSED TIME 88.7 FLYING TIME 49.0
PAM/3578/01/091/C5/060/B/A
ITINERARY ALL TIMES GMT

STATION	ICAO	ARRIVE	DEPART	REMARKS
TRAVIS	KSUU	00/0000/0	01/0700/P	PYM3578/01/091
ROBINS	KWRB	01/1110/P	01/1425/O	PAM3578/01/091
TRAVIS	KSUU	01/1930/C	02/0350/C	
HICKAM	PHNL	02/0920/R	02/1735/C	
ANDERSEN	PGUA	03/0200/R	03/1015/R	
CLARK	RPMK	03/1350/R	03/2030/C	
SAIGON	VVVS	03/2330/U	04/0545/O	PZM3578/01/091
CLARK	RPMK	04/0845/R	AS DIRECTED	

REMARKS PART 3 CONTACTS ONLOAD MR LAMAR NOLAN AV694-6212/773

RECEIVED
1 APR 1975
DCO

14

PAGE 3 RUWHFJA0007 UNCLAS E F T O
OFFLOAD USDAO SAIGON L/C LAEHR AVN 821-5323 EAC PH
310 LCL 923-4536 EARLY DEPARTURES AUTHORIZED AT
ENROUTE STATIONS
BT
#0007

47

NNNN

AFTO Forms 781

Aerospace Vehicle Flight Data Documents

C-5A 68218

for

Mission Originating at Travis AFB

on 1 April 1975 until Accident

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	01	C	5	A	68 218		IF	60 MAW (MAC)	TRAVIS AFB CA	1	09.7	M-6
	2–3	4–6	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	Schryer *	FP	01.5	.	01.3	.	00.5	LN	01	LL	01			2		2		
			"	"	CP	01.8	.	01.4	.	.											
			"	"	AC	03.2	.	.	.	.											
			[redacted]	Byers	FP	02.0	.	01.2	.	.									2		
			"	"	CP	01.9	.	01.4	.	.											
			"	"	AC	03.2	.	.	.	.											
			[redacted]	DALLARI	FP	02.0	.	01.2	.	.									2		
					CP	01.8	.	01.7	.	.											
					AC	03.3	.	.	.	.											
			[redacted]	PARKER	N	05.5	.	04.2	.	.									2		
			[redacted]	BASS	IS	09.7	.	.	.	.									2		
			[redacted]	HERRICK	FE	09.7	.	.	.	.									2		
			[redacted]	CRAWFORD	FE	09.7	.	.	.	.									2		
	↓		[redacted]	Butcher	LM	09.7	.	.	.	.									2		

11. FLIGHT DATA BY SORTIE — 12. FLIGHT TIME AND LANDING DATA BY SORTIE — 13. TRANSCRIBING CHECK INITIALS

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF	PILOT CA	MAINT CB	OPS CC
1	6	0	TRAVIS AFB, CA	Robins AFB GA	I	1058	0647	04:2	1	0	1	DRS		DJ
2	0	163,197	Robins AFB GA	TRAVIS AFB CA	I	2242	1710	05:5	1	0	1	DRS		
3		A CERTIFIED TRUE COPY:						:						
4								:						
5								:						
6		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PZM 3578/01/091 Travis-Robins

TRIP No. PAM 3578/01/091 Robins-Travis

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

☆U.S.Government Printing Office: 1973 — 786-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	01	C	5	A	68	218		IF	60 MAW (MAC)	TRAVIS AFB, CA	2	09.7	M-6
	2–3	4–5	6–8	9–11	12		13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	M-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	CRAWLEY	LM	09.7	•	•	•	•									2		
	0022		[redacted]	CARTRETTE	LM	09.7	•	•	•	•									2		
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											
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						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1	6	—	TRAVIS AFB, CA	ROBINS AFB GA	I
2	0		ROBINS AFB GA	TRAVIS AFB CA	I
3		A CERTIFIED TRUE COPY:			
4					
5					
6		BERNARD A. WAXSTEIN, JR., Colonel, USAF			
14. TOTAL					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF
1	1058	0647	04:2	1	0	1
2	2242	1710	05:5	1	0	1
3			:			
4			:			
5			:			
6			:			
14. TOTAL						

13. TRANSCRIBING CHECK INITIALS

	PILOT CA	MAINT CB	OPS CC
1	DRS		
2	DRS		
3			
4			
5			
6			

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PZM 3578/Ø1/Ø91 Travis-Robins

TRIP No. PAM 3578/Ø1/Ø91 Robins-Travis

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

*U.S.Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	02	C	5	A	68218			60 MAW (MAC)	TRAVIS AFB CA		5.3	M-1
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS TYPE	N.O.	TYPE	NO.	PENETRATIONS SIM	WEA	APPROACHES PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0075		[redacted]	Adams	FP	•	•	1.0	0.8	•	LW	1					1		1		
	"		"	"	CP	•	•	1.0	0.8	•											
	"		"	"	AC	1.7	•	•	•	•											
	"		[redacted]	ESTRUMSE	FP	•	•	1.0	0.8	•									1		
	"		"	"	CP	•	•	1.0	0.7	•											
	"		"	"	AC	1.8	•	•	•	•											
	"		[redacted]	Floring	FP	•	•	1.0	0.7	•									1		
	"		"	"	CP	•	•	1.0	0.8	•											
	"		"	"	AC	1.8	•	•	•	•											
	"		[redacted]	HOFFMAN	AN	•	•	5.3	•	•									1		
	"		[redacted]	MORRISON	NN	•	•	5.3	•	•	IC	01							1		
	"		[redacted]	Dacy	FE	5.3	•	•	•	•									1		
	"		[redacted]	BLACKARD	IS	5.3	•	•	•	•									1		
	"		[redacted]	WILSON	FE	5.3	•	•	•	•									1		

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1	05		TRAVIS	HICKAM	I
2					
3		A CERTIFIED TRUE COPY:			
4					
5					
6		BERNARD A. WAXSTEIN, JR., Colonel, USAF			
14. TOTAL					

FLIGHTS

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS FULL STOP BD	LANDINGS TOUCH GO BE	LANDINGS TOTAL BF
1	10:20	05:05	5.3	1	0	1
2			:			
3			:			
4			:			
5			:			
6			:			
TOTAL						

13. TRANSCRIBING CHECK INITIALS

PILOT CA	MAINT CP	OPS CC
		VD

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

PAM378

LGC-1

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

U.S. Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	02	C	5	A	68218			60 MAW(MAC)	TRAVIS AFB CA		5.3	M1
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0075		[redacted]	Arnett	I3	5.3	•	•	•	•									1		
	"			Hillman	LM	5.3	•	•	•	•									1		
	"			Cashwell	LM	5.3	•	•	•	•									1		
	"			Pointee	LM	5.3	•	•	•	•									1		
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											
							•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1			Travis	Hickam	
2					
3			A CERTIFIED TRUE COPY:		
4					
5					
6			BERNARD A. WAXSTEIN, JR., Colonel, USAF		
14. TOTAL					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TO AL BF
1	10:20	05:05	5:3			
2			:			
3			:			
4			:			
5			:			
6			:			

13. TRANSCRIBING CHECK INITIALS

PILOT CA	MAINT CB	OPS CC

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM 781 JUN 73 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	Ø7	Ø2	C	5	A	68	218		1F	60 MAW(MAC)	TRAVIS AFB CA	1	7.8	M-6
	2–3	4–5	6–8	9–11	12		13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS TYPE	LANDINGS NO.	LANDINGS TYPE	LANDINGS NO.	PENETRATIONS SIM	PENETRATIONS WEA	APPROACHES PRE	APPROACHES N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C (2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	ØØ22		[redacted]	TRAYWOR *	FP	Ø1·6	ØØ·5	ØØ·5	·	·	LL	1					1		1		
			"	"	CP	Ø2·6	·	·	·	·											
			"	"	AC	Ø2·6	·	·	·	·											
			[redacted]	HARP	FP	Ø2·6	·	·	·	·									1		
			"	"	CP	Ø2·6	·	·	·	·											
			"	"	AC	Ø2·6	·	·	·	·											
			[redacted]	MELTON	FP	Ø2·6	·	·	·	·									1		
			"	"	CP	Ø1·6	ØØ·5	ØØ·5	·	·											
			"	"	AC	Ø2·6	·	·	·	·											
			[redacted]	MALONE	AC	Ø7·8	·	·	·	·									1		
			[redacted]	WALLACE	NN	Ø6·8	·	Ø1·Ø	·	·	TC	1							1		
			"	"	AN	·	·	·	·	·											
			[redacted]	LANGFORD	AN	Ø7·8	·	·	·	·									1		
			"	"	NN	·	·	·	·	·											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1	Ø2		HICKAM	ANDERSON	I
2					
3					
4					
5					
6					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS FULL STOP BD	LANDINGS TOUCH GO BE	LANDINGS TOTAL BF
1	2315	1524	Ø7:8	1	Ø	1
2			:			
3			:			
4			:			
5			:			
6			:			
14. TOTAL						

13. TRANSCRIBING CHECK INITIALS

	PILOT CA	MAINT CB	OPS CC
1	T		JJ
2			
3			
4			
5			
6			

FLIGHTS

A CERTIFIED TRUE COPY:

BERNARD A. WAXSTEIN, JR., Colonel, USAF

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED.

AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP NO: PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
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34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

☆U.S.Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	Ø4	Ø2	C	5	A	68 218		1F	60 MAW(MAC)	TRAVIS AFB, CA.	2	7.8	M-6
	2-3	4-5	6-8	9-11	12	13-15	16				17-18	19-21	22-24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25-26	B 27-30	C(1) 31	C(2) 32-40	D 42-45	E 46-47	F 48-50	G 51-53	H 54-56	I 57-59	J 60-61	K 62-63	L 64-65	M 66-67	N 68-69	O 70	P 71	Q 72	R 73	S 74	T 75-79	U 80
	ØØ22		[redacted]	McAtee	FE	Ø7·8	•	•	•	•									/		
				Engels	FE	Ø7·8	•	•	•	•									/		
				Dionne	FE	Ø7·8	•	•	•	•									/		
				Perkins	LM	Ø7·8	•	•	•	•									/		
				Bradley	LM	Ø7·8	•	•	•	•									/		
				Aguillon	LM	Ø7·8	•	•	•	•									/		
				Doughty	LM	Ø7·8	•	•	•	•									/		
				Payne	IS	Ø7·8	•	•	•	•									/		
				Parker	LM	Ø7·8	•	•	•	•									/		
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1		Q2	Hickam	Anderson	I
2					
3		A CERTIFIED TRUE COPY:			
4					
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF			
6					
14. TOTAL					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF
1	2315	1524	Ø7:8	1	Ø	1
2			:			
3			:			
4			:			
5			:			
6			:			

13. TRANSCRIBING CHECK INITIALS

PILOT CA	MAINT CB	OPS CC
T		

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

No entries on reverse side

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	03	C	5	A	68	218		IF	60 MAW(MAC)	TRAVIS AFB CA	1	04.0	M-6
	2–3	4–5	6–8	9–11	12		13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS TYPE	NO.	TYPE	NO.	PENETRATIONS SIM	WEA	APPROACHES PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	TERRYOR *	FP	0.9	00.5	•	•	•	LL	1							1		
	"		"	• "	CP	01.3	•	•	•	•											
	"		"	"	AC	01.3	•	•	•	•											
			[redacted]	HARP	FP	01.3	00.5	•	•	•							1		1		
	"		"	"	CP	0.9	•	•	•	•											
	"		"	"	AC	01.3	•	•	•	•											
			[redacted]	MELTON.	FP	01.3	•	•	•	•									1		
	"		"	"	CP	01.3	•	•	•	•											
	"		"	"	AC	01.4	•	•	•	•											
			[redacted]	MALONE	AC	04.0	•	•	•	•									1		
			[redacted]	WALLACE	NN	00.0	•	•	•	•									1		
	"		"	"	AN	04.0	•	•	•	•											
			[redacted]	LAMGFORD	NN	04.0	•	•	•	•	XC	1							1		
	"		"	"	AN	00.0	•	•	•	•											

11. FLIGHT DATA BY SORTIE

12. FLIGHT TIME AND LANDING DATA BY SORTIE

13. TRANSCRIBING CHECK INITIALS

FLIGHTS	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS FULL STOP BD	LANDINGS TOUCH GO BE	LANDINGS TOTAL BF	PILOT CA	MAINT CB	OPS CC
1	Q2		GUAM	CLARK	I	06:39	02:39	4:0	1	0	1	T		JJ
2								:						
3		A CERTIFIED TRUE COPY:						:						
4								:						
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
6								:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

☆U.S.Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	Ø4	Ø3	C	5	A	68	218		IF	6Ø MAW(MAC)	TRAVIS AFB CA	2	Ø4.Ø	M-6
	2-3	4-5	6-8	9-11	12		13-15	16				17-18	19-21	22-24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS TYPE	NO.	TYPE	NO.	PENE-TRATIONS SIM	WEA	APPR-OACHES PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25-26	B 27-30	C(1) 31	C(2) 32-40	D 42-45	E 46-47	F 48-50	G 51-53	H 54-56	I 57-59	J 60-61	K 62-63	L 64-65	M 66-67	N 68-69	O 70	P 71	Q 72	R 73	S 74	T 75-79	U 80
	ØØ22		[redacted]	McAtee	FE	Ø4.Ø	•	•	•	•									1		
				Engels	FE	Ø4.Ø	•	•	•	•									1		
				Dionne	FE	Ø4.Ø	•	•	•	•									1		
				Perkins	LM	Ø4.Ø	•	•	•	•									1		
				Bradley	LM	Ø4.Ø	•	•	•	•									1		
				Aguillon	LM	Ø4.Ø	•	•	•	•									1		
				Doughty	LM	Ø4.Ø	•	•	•	•									1		
				Payne	IS	Ø4.Ø	•	•	•	•									1		
	↓			Parker	LM	Ø4.Ø	•	•	•	•									1		
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											
						•	•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1	Ø2		GUAM	CLARK	I
2					
3		A CERTIFIED TRUE COPY:			
4					
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF			
6					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS FULL STOP BD	TOUCH GO BE	TOTAL BF
1	Ø637	Ø239	Ø4:0	1	Ø	1
2			:			
3			:			
4			:			
5			:			
6			:			
14. TOTAL						

13. TRANSCRIBING CHECK INITIALS

PILOT CA	MAINT CB	OPS CC
T		

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN — .0 HR
3 THRU 8 MIN — .1 HR
9 THRU 14 MIN — .2 HR
15 THRU 20 MIN — .3 HR
21 THRU 26 MIN — .4 HR
27 THRU 33 MIN — .5 HR
34 THRU 39 MIN — .6 HR
40 THRU 45 MIN — .7 HR
46 THRU 51 MIN — .8 HR
52 THRU 57 MIN — .9 HR
58 THRU 60 MIN — NEXT WHOLE HOUR

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	04	C	5	A	68	218		1F	60 MAW(MAC)	TRAVIS AFB CA	1	1.3	M-6
	2–3	4–5	6–8	9–11	12		13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N–P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	TRAYNOR *	FP	0.5	•	•	•	•											
	"			"	CP	0.4	•	•	•	•											
	"			"	AC	0.4	•	•	•	•											
			[redacted]	HARP	FP	0.4	•	•	•	•											
	"			"	CP	0.5	•	•	•	•											
	"			"	AC	0.4	•	•	•	•											
			[redacted]	MELTON	FP	0.4	•	•	•	•											
	"			"	CP	0.4	•	•	•	•											
	"			"	AC	0.5	•	•	•	•											
			[redacted]	MALONE	AC	1.3	•	•	•	•											
			[redacted]	WALLACE	NN	1.3	•	•	•	•											
	"			"	AN	0.0	•	•	•	•											
			[redacted]	LANGFORD	NN	0.0	•	•	•	•											
	"			"	AN	1.3	•	•	•	•											

11. FLIGHT DATA BY SORTIE — 12. FLIGHT TIME AND LANDING DATA BY SORTIE — 13. TRANSCRIBING CHECK INITIALS

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF	PILOT CA	MAINT CB	OPS CC
FLIGHTS 1	02		CLARK	SAIGON FIR	I	0328	0213	1:3	0	0	0	T		
2								:						
3		A CERTIFIED TRUE COPY:						:						
4								:						
5								:						
6		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/0091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

*U.S. Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	04	C	5	A	68 218		1F	60 MAW(MAC)	TRAVIS AFB CA	2	1.3	M-6
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	McAtee	FE	1.3	•	•	•	•											
				Engels	FE	1.3	•	•	•	•											
				Dionne	FE	1.3	•	•	•	•											
				Perkins	LM	1.3	•	•	•	•											
				Bradley	LM	1.3	•	•	•	•											
				Aguillon	LM	1.3	•	•	•	•											
				Doughty	LM	1.3	•	•	•	•											
				Payne	IS	1.3	•	•	•	•											
				Parker	LM	1.3	•	•	•	•											
				Snedegar	IS	1.3	•	•	•	•											
	0065			Wiertz	FN	1.3	•	•	•	•											
				Gmeeck	MT	1.3	•	•	•	•											
				Wise	MT	1.3	•	•	•	•											
	0010			Hune	FN	1.3															
	0010			Hadley	MT	1.3	•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE
1	02		CLARK	SAIGON FIR	I
2					
3		A CERTIFIED TRUE COPY:			
4					
5					
6		BERNARD A. WAXSTEIN, JR., Colonel, USAF			
14. TOTAL					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF
1	0328	0213	1:3	0	0	0
2			:			
3			:			
4			:			
5			:			
6			:			
14. TOTAL			:			

13. TRANSCRIBING CHECK INITIALS

	PILOT CA	MAINT CB	OPS CC
1	T		
2			
3			
4			
5			
6			

FLIGHTS

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

☆U.S.Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	04	C	5	A	68 218		1F	60TH MAW(MAC)	TRAVIS AFB CA	01		M-6A
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N-P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	TRAYNOR	FP	0.3	•	•	•	•	LL	1						1	1		
			"	"	CP	0.5	•	•	•	•											
			"	"	AC	0.4	•	•	•	•											
			[redacted]	HARP	FP	0.5	•	•	•	•									1		
			"	"	CP	0.4	•	•	•	•											
			"	"	AC	0.5	•	•	•	•											
			[redacted]	MELTON	FP	0.4	•	•	•	•									1		
			"	"	CP	0.5	•	•	•	•											
			"	"	AC	0.5	•	•	•	•											
			[redacted]	MALONE	AC	1.4	•	•	•	•									1		
			[redacted]	WALLACE	NN	1.4	•	•	•	•									1		
			"	"	AN	0.0	•	•	•	•											
			[redacted]	LANGFORD	NN	0.0	•	•	•	•									1		
			"	"	AN	1.4	•	•	•	•											

11. FLIGHT DATA BY SORTIE

	PAX AA	CARGO WEIGHT AR	FROM AC	TO AD	ATC SERVICES AE
1	02		SAIGON FIR	TAN SON NHUT	I
2					
3					
4					
5					
6					
14. TOTAL					

12. FLIGHT TIME AND LANDING DATA BY SORTIE

	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF
1	0451	0328	1:4	1	0	1
2			:			
3			:			
4			:			
5			:			
6			:			
14. TOTAL						

13. TRANSCRIBING CHECK INITIALS

	PILOT CA	MAINT CB	OPS CC
1	T		JJ
2			
3			
4			
5			
6			

A CERTIFIED TRUE COPY:

BERNARD A. WAXSTEIN, JR., Colonel, USAF

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. AEROSPACE VEHICLE FLIGHT DATA DOCUMENT

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

☆U.S.Government Printing Office: 1973 — 786-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION - SYMBOL
75	Ø4	Ø4	C	5	A	68 218		1F	60 MAW(MAC)	TRAVIS AFB CA	2	1.4	M-6A
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N–P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	ØØ22		[redacted]	McAtee	FE	1.4	•	•	•	•											
				Engels	FE	1.4	•	•	•	•											
				Dionne	FE	1.4	•	•	•	•											
				Perkins	LM	1.4	•	•	•	•											
				Bradley	LM	1.4	•	•	•	•											
				Aquilow	LM	1.4	•	•	•	•											
				Doughty	LM	1.4	•	•	•	•											
				Payne	IS	1.4	•	•	•	•											
				Parker	LM	1.4	•	•	•	•											
				Snedegar	IS	1.4	•	•	•	•											
	ØØ65			Wirtz	FN	1.4	•	•	•	•											
				Smreck	MT	1.4	•	•	•	•											
				Wise	MT	1.4	•	•	•	•											
	ØØ10			Hune	FN	1.4															
	ØØ10			Hadley	MT	1.4	•	•	•	•											

	11. FLIGHT DATA BY SORTIE: PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	12. FLIGHT TIME AND LANDING DATA BY SORTIE: LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF	13. TRANSCRIBING CHECK INITIALS: PILOT CA	MAINT CB	OPS CC
FLIGHTS 1	Ø2	'	Saigon FIR	Tan Son Nhut	I	Ø451	Ø328	1:4	1	Ø	1	T		
2								:						
3		A CERTIFIED TRUE COPY:						:						
4								:						
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
6								:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

No entries on reverse side

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER	4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	04	04	C	5	A	68 218		1F	60 MAW(MAC)	TRAVIS AFB CA	1	0.5	M.6A
	2–3	4–5	6–8	9–11	12	13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N–P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–32	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	0022		[redacted]	TRAYNOR *	FP	0.3	•	•	•	0.2	LL	1						1	1		
			"	"	CP	0.0	•	•	•	•											
			"	"	AC	0.0	•	•	•	•											
			[redacted]	HARP	FP	0.0	•	•	•	•									1		
			"	"	CP	0.5	•	•	•	•											
			"	"	AC	0.0	•	•	•	•											
			[redacted]	NELSON	FP	0.0	•	•	•	•									1		
			"	"	CP	0.0	•	•	•	•											
			"	"	AC	0.5	•	•	•	•											
			[redacted]	MALONE	AC	0.5	•	•	•	•									1		
			[redacted]	WALLACE	NN	0.0	•	•	•	•									1		
			"	"	AN	0.5	•	•	•	•											
			[redacted]	LANGFORD	NN	0.5	•	•	•	•									1		
	↓		"	"	AN	0.0	•	•	•	•											

11. FLIGHT DATA BY SORTIE — 12. FLIGHT TIME AND LANDING DATA BY SORTIE — 13. TRANSCRIBING CHECK INITIALS

FLIGHTS	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF	PILOT CA	MAINT CD	OPS CC
1	02		TRAVIS AFB CA	TRAVIS AFB CA	P	0830	0843	0:5	1	0	1	T		
2								:						
3		A CERTIFIED TRUE COPY:						:						
4								:						
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
6								:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

15. REMARKS OTHER THAN FLIGHT DISCREPANCIES

TRIP No. PAM 3578/01/091

HOURS AND MINS TO HOUR AND TENTH CONVERSION TABLE
1 OR 2 MIN—.0 HR
3 THRU 8 MIN—.1 HR
9 THRU 14 MIN—.2 HR
15 THRU 20 MIN—.3 HR
21 THRU 26 MIN—.4 HR
27 THRU 33 MIN—.5 HR
34 THRU 39 MIN—.6 HR
40 THRU 45 MIN—.7 HR
46 THRU 51 MIN—.8 HR
52 THRU 57 MIN—.9 HR
58 THRU 60 MIN—NEXT WHOLE HOUR

*U.S.Government Printing Office: 1973 — 756-518

1. DATE YR	MO	DAY	2. MDS M	D	S	3. SERIAL NUMBER		4. DUP CODE	5. ASGT. CODE	6. ORGANIZATION	7. LOCATION	8. SHEET NO.	9. FLIGHT TIME	10. MISSION SYMBOL
75	Ø4	Ø4	C	5	A	68	218		1F	60 MAW(MAC)	TRAVIS AFB CA	2	Ø.5	M-6A
	2–3	4–5	6–8	9–11	12		13–15	16				17–18	19–21	22–24

LOCAL USE	ORGANIZATION	GOVT AGENCY	SOCIAL SECURITY ACCOUNT NUMBER	LAST NAME	DUTY CODE	FLIGHT CONDITIONS: DAY VFR	DAY INST	NIGHT VFR	NIGHT INST	SIMUL INST	LANDINGS: TYPE	NO.	TYPE	NO.	PENETRATIONS: SIM	WEA	APPROACHES: PRE	N–P	SORTIES	LOCAL USE	CREDIT
A 25–26	B 27–30	C(1) 31	C(2) 32–40	D 42–45	E 46–47	F 48–50	G 51–53	H 54–56	I 57–59	J 60–61	K 62–63	L 64–65	M 66–67	N 68–69	O 70	P 71	Q 72	R 73	S 74	T 75–79	U 80
	ØØ22		[redacted]	McAtee	FE	Ø.5	•	•	•	•									1		
				Engels	FE	Ø.5	•	•	•	•									1		
				Dionne	FE	Ø.5	•	•	•	•									1		
				Perkins	FE	Ø.5	•	•	•	•									1		
				Berkley	LM	Ø.5	•	•	•	•									1		
				Agullon	LM	Ø.5	•	•	•	•									1		
				Doughty	LM	Ø.5	•	•	•	•									1		
				Payne	IS	Ø.5	•	•	•	•									1		
				Parker	LM	Ø.5	•	•	•	•									1		
				Snedegar	IS	Ø.5	•	•	•	•									1		
				Wirtz	FN	Ø.5	•	•	•	•									1		
				Greece	MT	Ø.5	•	•	•	•									1		
				Wise	MT	Ø.5	•	•	•	•									1		
	Ø1Ø			Hine	FN	Ø.5													1		
	Ø1Ø			Hartley	MT	Ø.5	•	•	•	•									1		

11. FLIGHT DATA BY SORTIE

12. FLIGHT TIME AND LANDING DATA BY SORTIE

13. TRANSCRIBING CHECK INITIALS

	PAX AA	CARGO WEIGHT AB	FROM AC	TO AD	ATC SERVICES AE	LANDING BA	TAKE-OFF BB	FLIGHT TIME BC	LANDINGS: FULL STOP BD	TOUCH GO BE	TOTAL BF	PILOT CA	MAINT CB	OPS CC
FLIGHTS 1	Ø2		Tan Son Nhut	Tan Son Nhut	P	Ø83Ø	Ø8Ø3	Ø:5	1	Ø	1	T		
2								:						
3		A CERTIFIED TRUE COPY:						:						
4								:						
5		BERNARD A. WAXSTEIN, JR., Colonel, USAF						:						
6								:						
14. TOTAL														

SEE REVERSE SIDE FOR REMARKS OTHER THAN FLIGHT DISCREPANCIES AND CONVERSION TABLE

AFTO FORM JUN 73 781 PREVIOUS EDITION WILL BE USED. **AEROSPACE VEHICLE FLIGHT DATA DOCUMENT**

All entries on reverse side

EXTRACT

OF

22AF OPERATIONS CENTER

CONTROLLER'S LOG

FOR

3 APRIL 1975

EVENTS LOG

DATE	TOUR OF DUTY (Time) FROM	TO	NAME OF CONTROLLER
3 Apr 75	03/1500Z	03/2200Z	Maj Spinney, Lewis, Shobert

TIME	RECORD OF EVENTS
2000	Per Maj. Geron/MOC: COMAC has approved C-5 80218 to pick up any orphans available and processed to depart Saigon and move them to Clark. Put necessary medical supplies and nurses aboard at Clark. Col Rash, (passed to Gen Grange) Col. Hoover; 4/c Tonecki; pmisoc/Capt. Johnsen.

CERTIFIED AS A REPRODUCED COPY OF AN EXTRACT FROM 22 AIR FORCE OPERATIONS CENTER CONTROLLER'S LOG FOR 3 APRIL 1975.

BERNARD A. WAXSTEIN, JR., COLONEL, USAF

DOD INTERNATIONAL FLIGHT PLAN

FOR

FLIGHT FROM SAIGON TO CLARK

4 APRIL 1975

DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR: FF | ADDRESSEE(S) | INDICATOR(S):

(3) (FUEL 0100 4 MEN'S)

FILING DATE/TIME: APR 03 1975 / 2044 / Z | ORIGINATOR INDICATOR:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR:

(FPL — M80218 — I

— C-5 — R / R / J

— VVVS 0330 → RPMM 0439

— 0458 F330 → RVOC TRACK 4 CASONG PE-9 R-68 LB

T-23 CRK

— RPMK 0552 → RPMB

)

NOT FOR TRANSMISSION

—FUEL/0315 → POB/16+PAX → RDO/ 121.5 → 243 → 360 → 8364

POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCEIN →

DINGHIES → COVER YELLOW 4/100 → RMK/ CODIR & FLARES)

REMARKS
REQ. RADAR MONT. DEPARTURE

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT
AF 68-218

CREW LIST ☑ ATTACHED ☐ LOCATED AT:

PASSENGER MANIFEST ☐ ATTACHED ☒ LOCATED AT: PRC

AIRCRAFT HOME STATION OR ORGANIZATION	NAME OF PILOT IN COMMAND: INSTRUMENT RATING	SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE
GOMAW/SUU	TRAYNOR	

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE			APPROVAL
✓	NOTAMS	CURRENT P/FCIC CARD	FPL		REQUEST CLEARANCE AFTER (Z)
✓	AIR SPACE RESTRICTIONS	SPECIAL BRIEFINGS			
✓	AIRCRAFT/DEST NAV AIDS	DIP CLNC/US CODE /PPR			
✓	WEATHER AND WINDS	SZ FLT/GAT/OAT	TA		MISSION/CONTROL AUTHORITY
✓	SIDS, FLIPS AND CHARTS	VIP CODE/BLOCK TIME			
✓	FLIGHT PLAN LOG	PAX MANIFEST	TWR		
NA	POPPY SEED REPORTS	CUSTOMS FORM			
✓	FOREIGN CLNC GUIDE	FLT ORDERS OR CREW LIST			SIGNATURE OF APPROVING AUTHORITY *
✓	COMMAND LOCAL DIRECTIVES	FUEL REQUIREMENTS			

FORM DD 1 APR 71 1801

Weight and Balance Clearance Form F

DD Form 365F

FOR

Flight from Saigon to Clark AB

4 April 1975

WEIGHT AND BALANCE CLEARANCE FORM F

TRANSPORT

(USE REVERSE FOR TACTICAL MISSIONS)

Cross Reference RAF Form 2870 · ROAF Form F. 115 C · 50M 5-51 (6797)

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

DATE	AIRCRAFT TYPE	FROM	HOME STATION
4 APR 75	C-5A	Saigon	Travis
MISSION/TRIP/FLIGHT/NO.	**SERIAL NO.**	**TO**	**PILOT**
PZM 3578	68-218	Clark	Capt Traynor

LIMITATIONS

CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL
¹ ALLOWABLE GROSS WEIGHT	712 500	635 850	498 000
TOTAL AIRCRAFT WEIGHT (*Ref. 11*)	441,341		
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT		373 141	
OPERATING WEIGHT (*Ref. 8*)			345 141
ALLOWABLE LOAD (*Ref. 12*) (use SMALLEST figure)	271 159	262 709	152 859
² PERMISSIBLE C. G. TAKEOFF	FROM 19 %	TO (% M.A.C. ~~or IN.~~) 41	
² PERMISSIBLE C. G. LANDING	FROM 19 %	TO (% M.A.C. ~~or IN.~~) 41	
⁴ LANDING FUEL WEIGHT	28000 / 403		

REF	ITEM	WEIGHT	¹ ~~INDEX OR~~ MOM/100M
1	BASIC AIRCRAFT (*From Chart C*)	339350	4764
2	OIL (Full Gal.)	205	3
3	CREW (No. 16 (7B 7E - 2E))	3200	24
4	CREW'S BAGGAGE	800	4
5	STEWARD'S EQUIPMENT	584	4
6	EMERGENCY EQUIPMENT	532	9
7	EXTRA EQUIPMENT MR 55-26	470	8
8	OPERATING WEIGHT	345141	4814
9	TAKEOFF FUEL (Gal.)	96200	1418
10	WATER INJ. FLUID (Gal.)		
11	TOTAL AIRCRAFT WEIGHT	441341	6232

ZFW — 328391
ZFM — 5008
ZF% — 34%

REMARKS

Ramp Fuel 99 M
A/T Fuel Saq

TOTAL FREIGHT N/A

TOTAL MAIL N/A

COMPUTER PLATE NUMBER (*If used*) N/A

¹ *Enter constant used.*
² *Enter values from current applicable T. O.*
³ *Applicable to gross weight (Ref. 13).*
⁴ *Applicable to gross weight (Ref. 20).*
⁵ *Ref. 9 minus Ref. 17.*

12 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)

COMPT	UPPER PASSENGERS NO.	UPPER PASSENGERS WEIGHT	CARGO STA	COMPT STA	LOWER PASSENGERS NO.	LOWER PASSENGERS WEIGHT	CARGO	WEIGHT	MOM/100M
A									
B									
C									
D									
E	150	11250	1716					11250	1793
F									
G									
H				690		12000		12000	83
I									
J									
K									
L									
M									
N									
O									
P									
FWD	BELLY								
AFT	BELLY								
								23250	2274

REF	ITEM	WEIGHT	MOM/100M
13	TAKEOFF CONDITION (*Uncorrected*)	464591	6506
14	CORRECTIONS (*If required*)		
15	TAKEOFF CONDITION (*Corrected*)		
16	TAKEOFF C. G. IN % M. A. C. OR IN.	39 %	
17	LESS FUEL	68200	1015
18	LESS AIR SUPPLY LOAD DROPPED		
19	MISC. VARIABLES		
20	ESTIMATED LANDING CONDITION	396391	5491
21	ESTIMATED LANDING C. G. IN % M. A. C. OR IN.	35 %	

CORRECTIONS (*Ref. 14*)

COMPT	ITEM	CHANGES (+ or −) WEIGHT	¹ ~~INDEX OR~~ MOM/100M
	TOTAL WEIGHT REMOVED	−	−
	TOTAL WEIGHT ADDED	+	+
	NET DIFFERENCE (*Ref. 14*)		

COMPUTED BY [signature] TSGT 22 MAS SIGNATURE

WEIGHT AND BALANCE AUTHORITY [signature] SIGNATURE

PILOT [signature] 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.

Flight Weather Briefing

DD Form 175-1

Flight from Clark

to Saigon and Return

FLIGHT WEATHER BRIEFING

I. MISSION

DEP/ETD	DEST/ETA	ALTN/ETA	BRIEFING NO.	DATE	ACFT NUMBER
2300 02 Z	0130 Z	0216 Z		03 Apr 75	C5/80218

II. TAKEOFF DATA

RUNWAY TEMP	DEWPOINT	SFC WIND	TEMP DEV	PRESSURE ALT	DENSITY ALT	RCR
25 °C	——— °C	VRB03	+15 °C	+410 FT	——— FT	———

CLIMO WINDS: 17017

LOCAL WEA WARNING OR MET WATCH ADVISORY: ———

REMARKS/TAKEOFF ALTN FCST: ———

III. ENROUTE DATA

FLT LEVEL: 310

FLT LEVEL WINDS/TEMP: CFP

CLOUDS AT FLT LEVEL: [ ] YES [ ] NO [ ] IN AND OUT

MINIMUM VISIBILITY AT FLT LEVEL OUTSIDE CLOUDS _____ MILES, DUE TO: [ ] SMOKE [ ] DUST [ ] HAZE [ ] FOG [ ] PRECIPITATION [ ] NO OBSTRUCTION

MINIMUM CEILING	LOCATION	MAXIMUM CLOUDS TOPS	LOCATION	MINIMUM FREEZING LEVEL	LOCATION
FT AGL		FT MSL		FT MSL	

THUNDERSTORMS *(within fifty miles of route)*

MWWA NO.

[ ] NONE [ ] AREA [ ] LINE

- ISOLATED 1-2%
- FEW 3-15%
- SCATTERED 16-45%
- NUMEROUS-MORE THAN 45%

HAIL, SVR TURB, SEVERE ICING, AND PRECIPITATION EXPECTED IN AND NEAR TSTMS:

LOCATION

TURBULENCE *(within ten miles of route not associated with TSTMS)*

CAT ADVISORY Z

	IN CLEAR	IN CLOUD
[ ] NONE		
LIGHT		
MOD		
SVR		
EXTREME		

LEVELS

LOCATION

ICING *(within ten miles of route not associated with TSTMS)*

	RIME	MIXED	CLEAR
[ ] NONE			
TRACE			
LIGHT			
MOD			
SVR			

LEVELS

LOCATION

PRECIPITATION *(within ten miles of route not associated with TSTMS)*

	DRIZ	RAIN	SNOW	SLEET
[ ] NONE				
LIGHT				
MOD				
HEAVY				
SHWRS				
FRZG				

LOCATION

IV. TERMINAL FORECASTS

DESTINATION	CLOUD LAYERS	VIS/WEA	SFC WIND	ALTIMETER	VALID TIME
VVVS	(CIG) 2SC040 3AC130 5CS280	7	34008	2979 INS	0030 Z TO 02300 Z
ALTERNATE VTBU	(CIG) 2SC020 5AC100 6CS280	7	VRB05	2982 INS	0116 Z TO 0316 Z
INTMED STOP				INS	Z TO Z
INTMED STOP				INS	Z TO Z

V. COMMENTS/REMARKS

T 28 C PA + 160'

This is a certified true copy SSgt Lambell

VI. BRIEFING RECORD

BRIEFED ON LATEST RCR FOR DEST AND ALTN: [X] YES [ ] NOT AVAILABLE

REQUEST PIREP AT X

SEE FLIMSY NO	WEA BRIEFED	FORECASTER'S SIGNATURE
041-3C	2101 Z	STEPHEN DIEDA, Sgt

WEA FCLTY	TAPE NO.	START	STOP	PHONE CHARGE
		Z	Z	

VOID TIME Z

EXTENDED TO Z

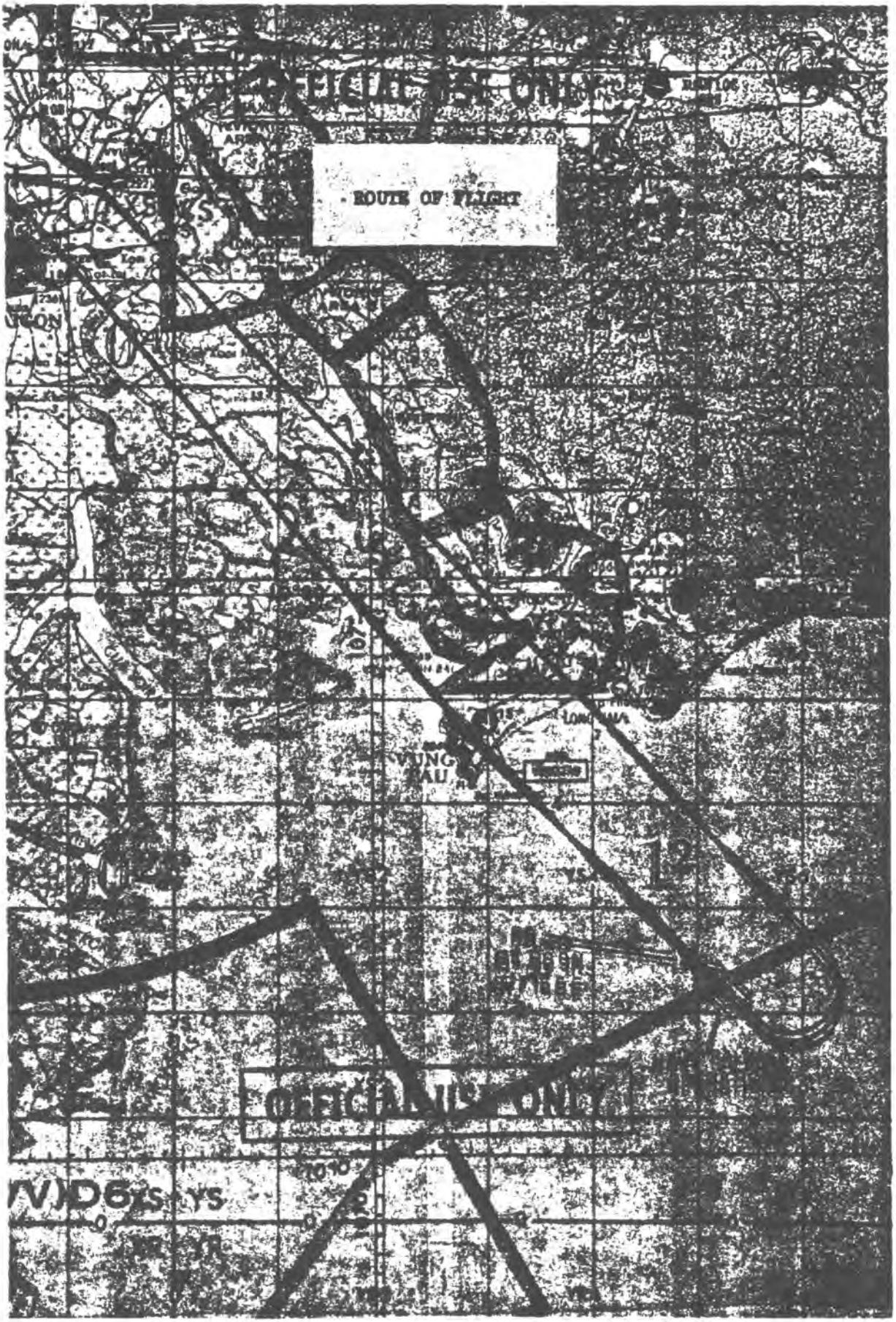
WEA REBRIEFED AT Z

FORECASTER'S INITIALS

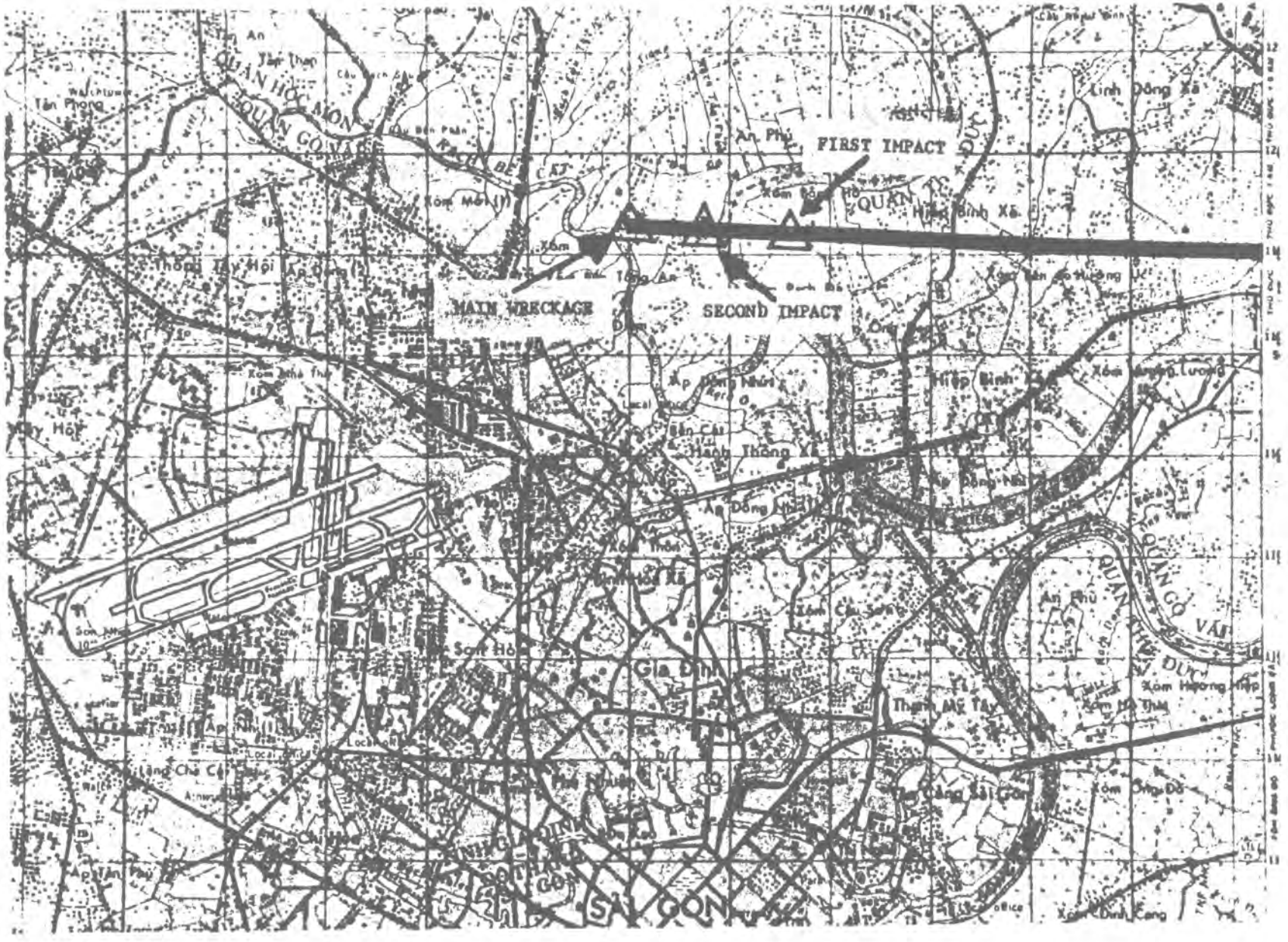
NAME OF PERSON RECEIVING BRIEFING

DD FORM 1 JUN 70 175-1 PREVIOUS EDITION IS OBSOLETE

ROUTE OF FLIGHT


ROUTE OF FLIGHT

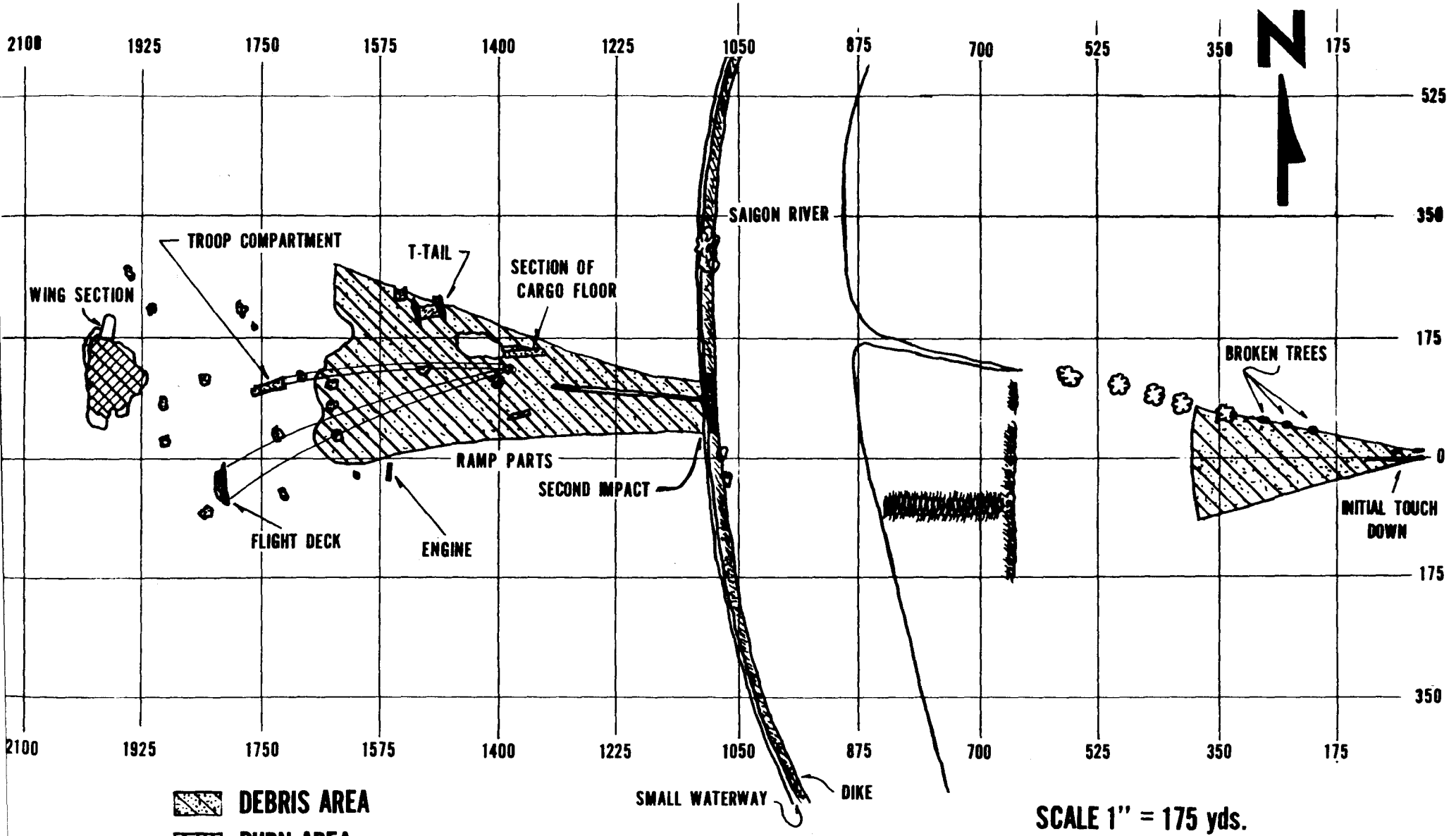
IMPACT AND WRECKAGE MAP


FIRST IMPACT
MAIN WRECKAGE
SECOND IMPACT
SAIGON

ROUTE OF FLIGHT

WRECKAGE DIAGRAM

WRECKAGE DIAGRAM
C-5A SN 68-218 4 APRIL 1975



CRASH SCENE PICTURES

1. Overview of crash scene showing touchdown point, Saigon River and primary wreckage

2. Major wreck area showing empennage, troop compartment, flight deck and wing section with Saigon River in foreground.

3. Overhead view of troop compartment, flight deck and burned wing section.

4. Major wreck area showing empennage, troop compartment, flight deck and wing section

5. Overhead view of empennage

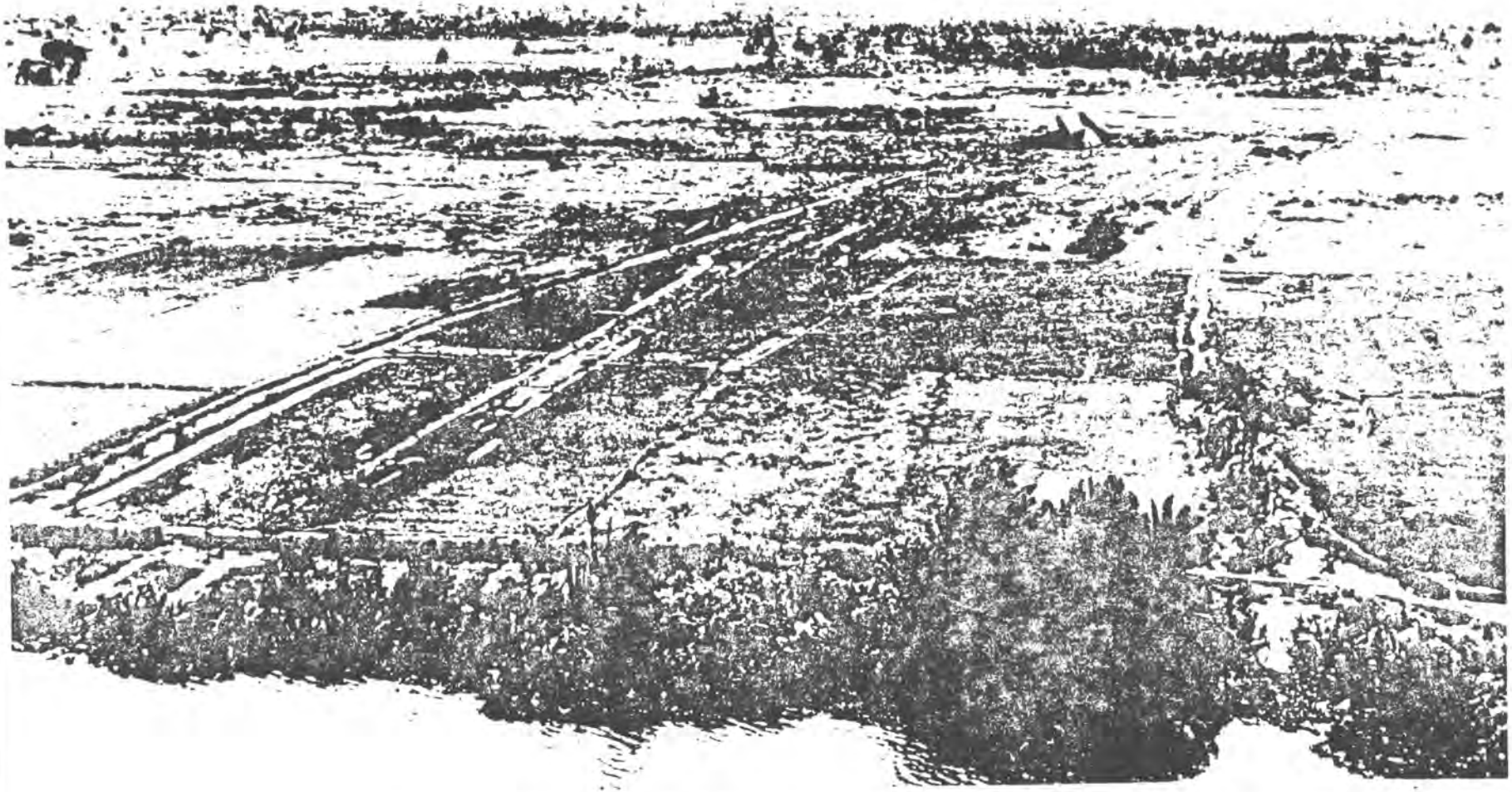
6. Closeup of empennage

7. Closeup of troop compartment

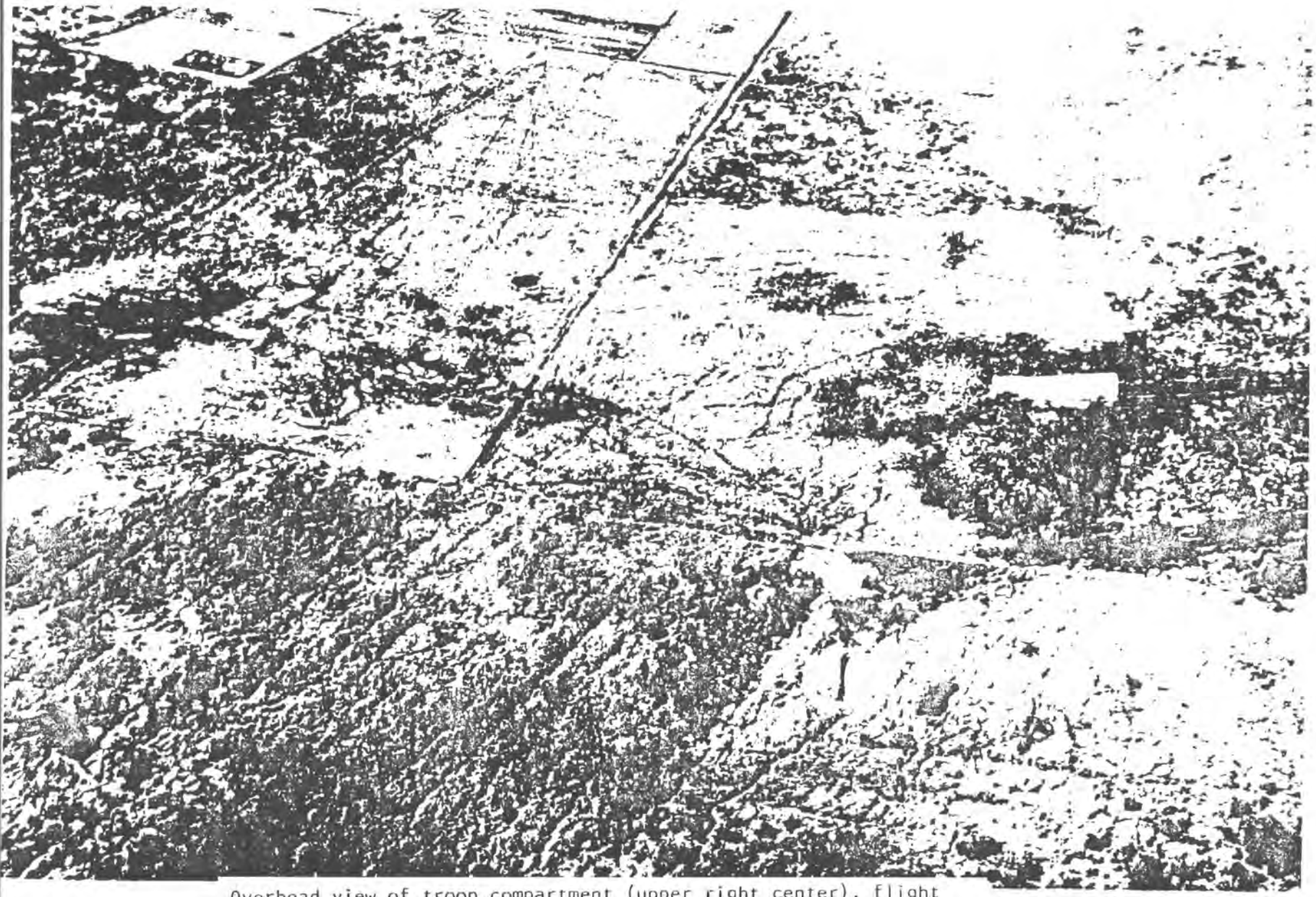
8. Closeup of flight deck

9. Closeup of wing section

Overview of crash scene showing touchdown point (lower left), Saigon River and primary wreckage (upper center)



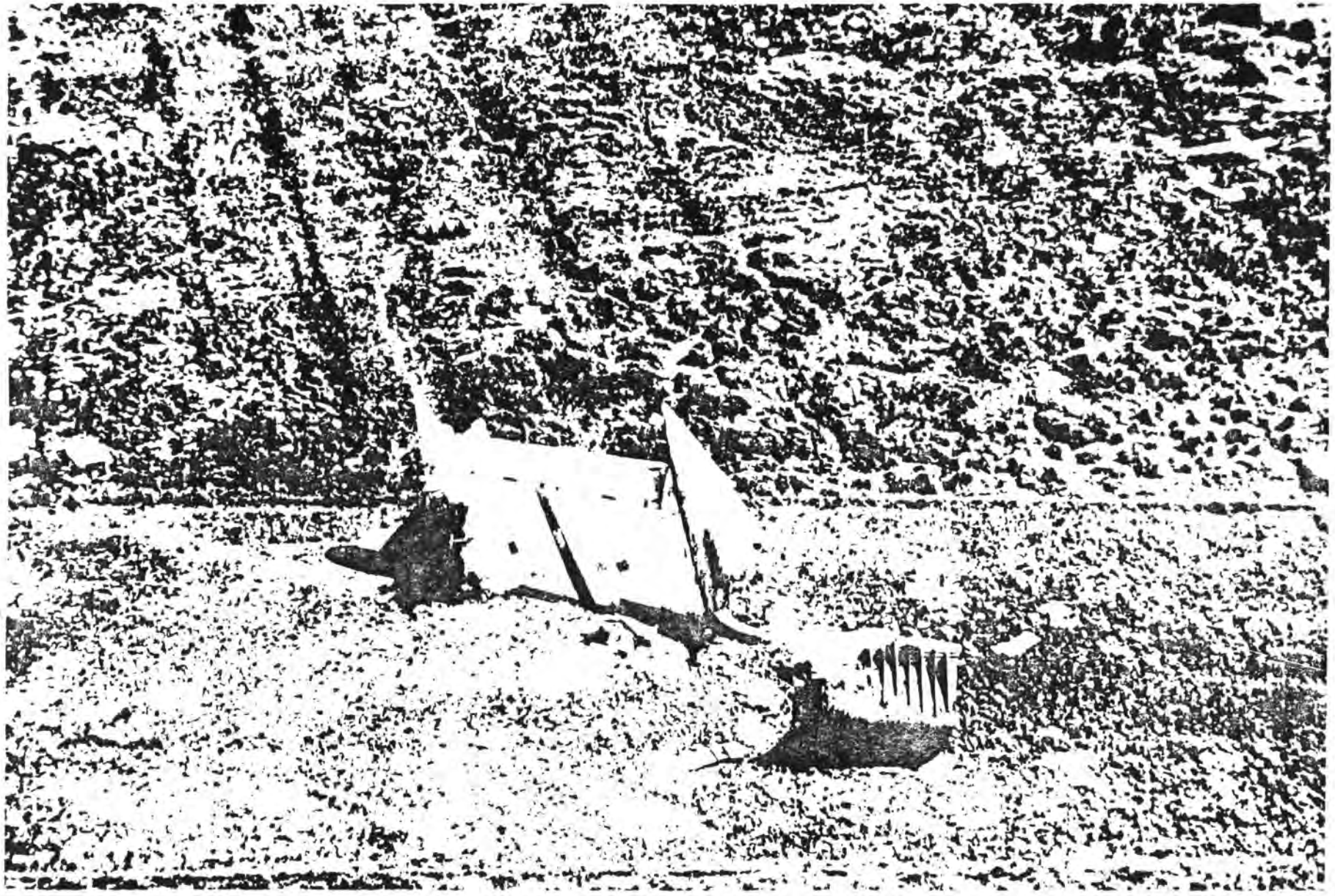
Major wreck area showing empennage, troop compartment, flight deck and wing section with Saigon River in foreground.



Overhead view of troop compartment (upper right center), flight deck (lower right center) and burned wing section (left center) The brown areas around the troop compartment and the flight deck do not represent areas of burn. Only the wing section subsequently burned.

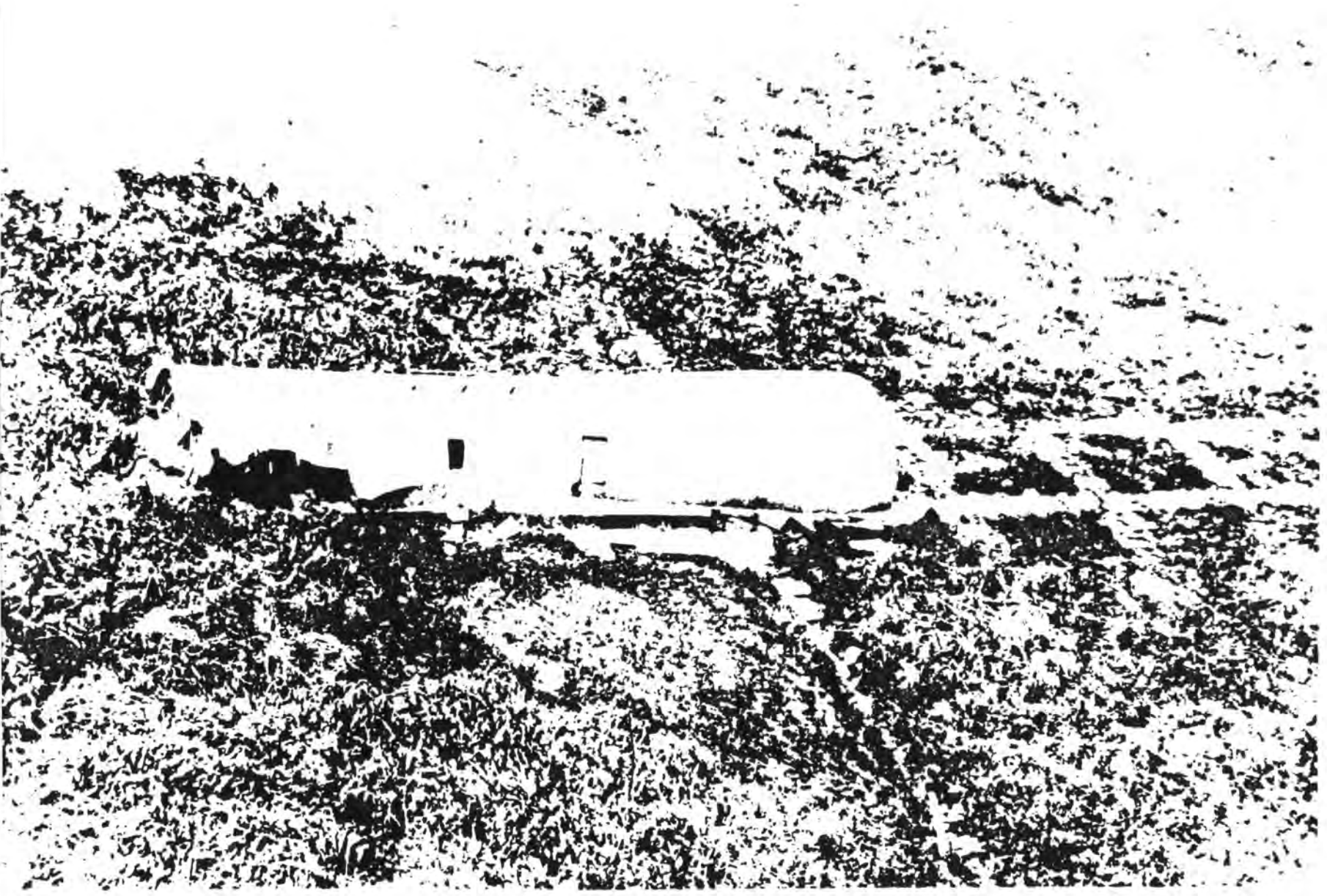
Major wreck area showing empennage, troop compartment, flight deck and wing section.

Major wreck area showing empennage, troop compartment, flight deck and wing section.



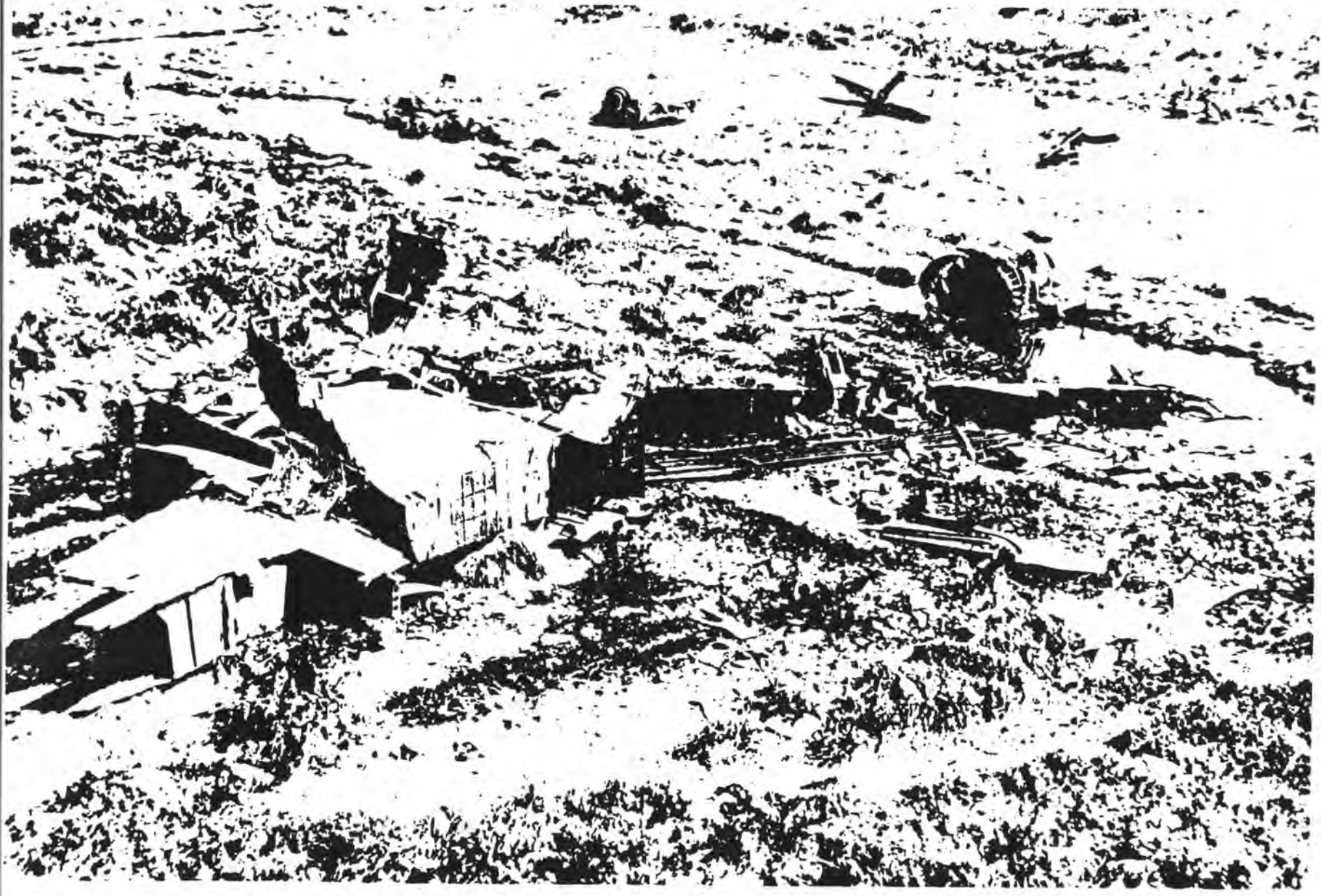
OVERHEAD VIEW OF EMPENNAGE

Closeup of empennage



Closeup of troop compartment

Closeup of flight deck



Closeup of wing section

C-5A 218

CDPIR

AUDIO TRANSCRIPT

Well, the way all these people are milling around, it would be to our advantage to get these doors closed -- then we would not have to wait for 'em later.

OK. Let me get - well -- John, can you - you're the only one at your panel -- find a couple of loadmasters and tell 'em we want the doors closed.

You want the rear doors closed, is that right?

Right.

OK.

Jump position - we're gonna close the doors - ah - engineer load, can I.

Go ahead - this is the engineer.

Yeah, give 'em No. 1 hydraulic system - we're ready to close these doors.

OK -- they were saying something about loading some chains and stuff yet.

We just finished now.

Finished. OK, you got No. 1?

OK.

Scanners in position?

Scanners in position -- get 'em closed.

Copilot - engineer

Stab's gonna be .05 39%.

How much weight did we figure on all these -- about 33,000?

Ah - that we put on?

Yeah.

About 31 and it's a hell of a lot less than that.

Just wondering - ah Nav can we make 37 'cause I was talking to a 141 crew and they came in at 35 and they were right in the stuff too before coming in

Let me check.

And said they were <u>really</u> in a lot of turbulence

What kind of a temp deviation were they running? 15?

I didn't think to ask them.

I'd - I'd figure a plus 15 engineer without even looking at it.

Yeah, it's pretty hot out there.

We might be ahead if we could get 37 and stay above all that weather.

I don't think we can get up that high, Sir, but I'll check it.

According to my chart - ah - we can make - ah - 37 right on the button. At ah the weight we're at, 15 plus 15, and we're gonna be a lot less 'cause we figure a hundred pounds apiece for each of those kids and it's gonna take about 10 of them kids to make a hundred pounds.

Yeah, but then you got the problems of ah - Jesus, we're up at 370 and we have a rapid decompression, ah we're gonna lose someone.

How are we doing on the ramp?

What's gonna happen at 35? It's gonna be the same thing, isn't it?

About 33, I'm just thinking there.

Eng, let me cut in here, you're ok loadmaster.

Keep it going.

Yeah according to the chart if we're at 460 some odd thousand pounds per the engineer we can make 37.

OK.

I guess maybe 33 would really be the best bet. If we really get bounced around in the weather, we'll ask for 37 and --- worry about the rapid decompression if it happens but we'll have definitely have to get down from 37 'cause they don't have oxygen masks in the cargo compartment -- those babies they ain't gonna get 'em all out in time.

They ain't got anything downstairs for all those people in the cargo compartment anyway and there's not enough upstairs for those people either so -

Yeah

Loadmaster Do Not Stop The Operation - Do Not

I'm gonna go down there and see if I can help - their having some problems down there.

What kind?

I'm not sure.

Troop Compartment Copilot

Loadmaster, turn around and tell them to open that crew troop door again please. We got a man that needs in.

OK, I got you.

(Tower)

He's one of the news men. They just gave him a walk through, I think.

Good.

Are they trying to get them off now?

Good.

Never heard of them.

Wonder how they're doing on the Colonel's passport?

It's not the Colonel's -- it's some of the people on board. I guess there's some Vietnamese hangups.

Yeah, there's some Vietnamese Army here -- they're trying to take some of them off -- I don't think they're having any luck though.

Well, I'll check again on the clearance when you're done.

Good.

Ground MAC 218.

Saigon.

Have you heard anything on the clearance on 218.

Pilot - troop, ready to copy now?

Stand by troop.

Right, 218 is ready to copy.

OK loadmaster your doors are locked. Roger.

80218 (tower)

Engineer your left APU is clear.

Flight plan route climb maintain FL 330 departure 134.1/363.8 squawk 0400 (tower)

Can you safe the aft door please?

Disarm the doors please.

Understand. MAC 80218 is cleared to the Clark Airport (engineer-scanner) via track 4 flight plan route, climb and maintain flight level 330. Departure 134.1/363.8. Squawk 0400.

Readback is correct. (tower)

Hey, you got a fire bottle by that thing?

That's affirm.

OK, we'll be starting in about 10 minutes.

OK, we got our clearance - as filed.

Nav copied the clearance.

Pilot-Troop - Go ahead troop this is copilot. Pilot's getting hooked in.

OK, Sir, we're ready back here as best we can be.

OK, is it halfway comfortable back there for 'em?

Yes, sir, it's pretty good air back there.

OK.

OK, I got 'em on speed right now.

OK, you're looking good out here -- there's a little smoke but it seems stable

OK, keep an eye on it for me.

Roger

Nav-Pilot

Go.

How's the ball?

It's on the way. I'd say you got about 8 minutes.

OK.

Before Starting Engines Check.

Forms 781 and 365F - checked and signed.

Oxygen - checked and on - copilot -- checked and on - pilot

Radios, radar altimeters, and IFF - on and standby - copilot - on and stand by - pilot

Primary radio Victor Two Guard on Uniform Two

Roger

Flight augmentation - off

Thrust reverser limiter - set

Throttles - start

OK, Sir, the Colonel's got his passport. He's coming on board.

OK

Brake switch - Emergency

Anti skid switch - off

Parking brake - set

Gear pins, chocks, and stabilizer struts - removing and stowing

Cockpit windows - closed and locked copilot - closed and locked pilot.

Navigation and Anti-collision lights - steady and all

Inboard Elevator left system 3 and right system 2 hydraulic power switches - off

Windshield heat - normal

Crew start report - Nav ready - engineer ready - troop ready (God only knows how many people and crew)

Rog -

Aft flight deck?

I don't think there is anybody up back there yet

I'll get someone in a minute.

Scanners ready

OK scanner - ah

Before starting engines check completed.

Would you ask somebody out there to act as a wing marshaller for my left wing please? Maybe you can get that Colonel out there to do it for us.

OK, Sir, just a minute, I'll see if I can get him.

Saigon ground MAC 8021 - 218 starting engines

0218 clear to start altimeter 2978 (tower)

Understand 2978 altimeter - 218

Sounds like he said denied

Yeah

Starting engines check

Clear to start engines

Engines clear to start

Starting No. 1

OK, the Colonel's ...be on interphone.

I didn't even tell them they were there.

No I don't think there was any problem at all.

I don't either - I like what they saw down there - that was very orderly and nice sitting on -

Starting No. 2

Needless to say we're not getting a brake check?

Right. I hadn't planned on one.

No - let's just a periodical scan and check the area scanner

This is the second stop - I don't think anything happened.

Aft flight deck on, how do you read.

Say again

Loud and clear (this is Sgt Perkins)

OK, starting No. 3

About how much gas do we have engineer, do you remember?

We had 98.4 a while ago - I guess we probably have about 98.5 now, 95 rather

OK

Aft flight deck copilot - if you would make sure the rest of the crew is onboard.

Roger, sir.

Have the rest of the stations checked in engineer?

Ah - we're - we're gonna go through all these before we taxi to make sure - Tell you what - why don't we get a roll call by the people on the interphone?

OK - let's see here

Pilot-Load -
Cargo Compartment-Load

Switchin power, Nav.

Continuous ignition - on

Engineers report - in progress

OK, we're gonna go through and Traynor's here, Harp's here, Melton's here - is he around - does anyone see him

Check Melton

He's on

Good, ok, Wallace - I saw him downstairs

Langford. Here

McAtee - does somebody see him?

Yes, Sir, he's on the cord.

OK, Engels - he's on the panel. Dionne - someone see him?

I have him with me

OK, Perkins

Here

Bradley

Downstairs ready at the door

OK, ah, Aguillon

Yes, Sir, I'm on the aft section of the airplane

OK, Doughty?

Troop compartment.

OK Payne - Wendell Payne - where's he?

He's down here in

How about Parker?

Troop compartment

OK, where's Payne?

Payne's downstairs, here.

OK, make sure someone has seen him. OK, that's everybody.

Still holding on engineers report

Check completed

Starting engines, check completed.

OK, before taxi check

Kneeling system checked unkneeled, flight augmentation - on

Ground Clearance -

All clear

Clear to board -

Boarding airplane

Nose gear pin removed, boarding airplane

OK - I'll buy that.

ADS panel - Safe

Seat belt light - On

IDNE mode status - Inertial

Hams check -

Checks OK - let's go

Completed

Door open lights

Hell, our damn troop or crew door just started screwing up.

And it's on film, too.

I know that's what worries me.

Pilot - Cargo Compartment

Go ahead

I'm going to give a very, very short briefing if it won't interfere with you.

No, go right ahead.

Door open lights off

Brake switch - normal

Crew taxi report - Nav ready, engineer ready

Troop compartment?

Go

Rog, we're running a crew taxi report

Troop compartment ready

Scanners ready

Cargo compartment ready and aft flt deck ready.

Thank you

Before taxi check completed.

Tell them. We're ready for taxi?

Saigon Ground MAC 80218 ready for taxi

Saigon Ground Runway 07R altimeter 2978 Contact Saigon tower for taxi, over.

218, Altimeter 2978 going to tower frequency

Saigon tower, MAC 80128 ready to taxi for takeoff

Saigon tower, 218 Roger

Anybody copy that?

Saigon tower, 218 say again please.

Did you make your (paused) 218, Saigon, do you-have you started engines?

218 We have started engines and we have called ready for taxi for takeoff over.

Roger, 218, Saigon, you taxi now to runway 07 and make 180 for departure.

OK, 218, understand we are cleared to taxi down runway 7R,218

Roger, clear Left, clear Right

Now let's see, you can come a little bit right

He says you're clear left

Clear to the right

Taxi just a tad bit further to the right, OK?

He says come right.

You're clear

Straight ahead he said on the left

Rear wheel well clear

Taxi check

Brakes-checked

Flight instruments - checked copilot checked pilot

taxi check completed

Before takeoff check

Flaps and Slats 40 percent extend - copilot 40 percent extend - pilot

Seat belts and shoulder harnesses? Adjusted

Crew briefing crew attention to takeoff briefing: CP, N, Eng

OK this will be a reduced rolling takeoff 4.47 Vgo and rotate 112. Minimum flap retract 147. Cmd marker 112 Radar Altimeter is set 200 feet. Climb planning to use tactical departure direct to Vung Tau will be climbing at 200 knots after a 180 down here we will be cleared for takeoff and after we are airborn I would like each compartment to check in and give us status of people on board, Emergency return will be a left VFR pattern with plans to land on this runway. The terrain remains as briefed when we came in. Minimum altitude is 3500 feet within 25 nautical miles. Are there any questions?

Pilot - engineer

Go ahead

This is going to be a TRT rolling, right?

OK - I'm going to TRT right after we break ground so that your 112 is good.

Copilot checked it also 2.87 is good.

4.87 is good - OK - I'll make the TRT.

Crew briefing completed

Radios, radar, radar altimeters and IFF checked and set - copilot Checked and set - pilot with the exception of the radar - we'll get it later. Ram air turbine switch auto.

Altimeters 2978 reading 70 ft - copilot, 2978 - pilot, 2978 - Nav

Let's have the readings please real quick, 80 ft - Pilot, 20 ft - Nav

Flight controls? Checked

Caster

Trim - checked and set

Spoilers - closed

Rudder Lim Switch - Auto

Warning light -- Center - Checked

Crew takeoff report - Nav ready, Engineer ready Troop Compartment? Troop compartment ready.

MAC ah 218 (tower)

He's calling us

Tower 218, go ahead

Line up check

Departure 134.1 363.8 squawk 0400 (tower)

Understand MAC 80218 is cleared for takeoff. Runway 7R. Right turn on course. Departure 134.1, Good Day!

Winds are 110/10. Clear for takeoff.

218 clear for takeoff.

Crew takeoff report

Nav-ready, Engineer-ready, Troop compartment ready, Cargo Compartment-ready, Aft flight deck-ready, Scanners-ready.

Before takeoff check completed

Line up check

IFF-set

AFCS master power pushbutton on light - Off

Trim settings-checked

Flaps and slats - 40 percent, extend

What's our stab setting engineer?

0.05 down?

Pitot heat and Angle of attack de-ice - On

Anti skid switch - On

Caster control-center

Landing gear cross wind positioning - set zero degrees. Lineup check completed

Clear for takeoff and let me check departure.

OK

Saigon departure MAC 80218 ground radio check, 80218 Loud and clear, over.

218, we'll call you when airborn.

Primary radio Victor two guard on uniform - Two. Clear for takeoff

Advancing throttles now. How about switching that back from PA to interphone for me? OK!

4.87

15 - 20 - Time

Go

Gear up?

Gear up.

Gear is up.

Roger

Help us clear jump seat

OK

Nav you got Vung Tau on the computer, right?

Roger that. Track steer to Vung Tau. If you want it give you destination steer.

Now you got your air speed clear right?

Destination steer Vung Tau.

Flaps and slats up and retracted

Accelerating to 200 knots

Saigon departure, MAC 80218 is airborne

MAC 80218, Saigon radar contact on departure, Squawk low. Report reaching FL 80 over?

218 will call reaching FL 080

We want to try and be smooth.

Probably would be a good idea

OK passing

Transition 29.92 set-Copilot, 2992-Pilot, 2992-Nav it's a good heading to Vung Tau. OK. Do you see anything out there? No. and I talked to the 141 crew and they said that at 350 they were right in the stuff so -

We can get higher

Well the Nav says, Engineer says we can make 37 but I was thinking about the oxygen masks for the

For the what?

For the cargo compartment, they don't have anything.

We'll just go down.

Yeah

Well I was thinking that if we're at 37, we are gonna have to get down awful fast.

Yeah

Probably valid

Same way with the babies up there - they got the masks but they ain't got enough masks.

Do we have a 25,000 restriction on this?

No

There's no oxygen masks.

Yeah, we know. There's no life rafts either.

I was thinking about a 25,000 ft restriction.

Saigon, 80218 passing flight level 080

MAC 80218, thank you, continue climbing (tower)

218, Wilco

Go to 330, Huh.

Rog

OK, how's my time - let's go to MRT.

OK, you're 4 minutes now MRT.

OK

You're riding MRT right now 500.

OK

N1 in a minute.

10,000 ft

Rog

Visual on Vung Tau.

How's the air in the troop compartment?

It's just right.

Babies still squalling or have they quieted down with all the noise?

They're sleeping.

It's just as well.

In the cargo compartment they're all puking.

Are they?

Right, hey, do we have any bags or anything on board?

Yeah, we do - I had 'em give out as many as they had and there's not many.

Better keep it cool enough down there too, Engineer.

OK

OK passing 12,000.

Passing 120 for 330

That checks. Destination - ah, track steer.

I'm gonna give you a (garbled) back on Vung Tau.

OK

Track steer

N1 will be 95.2

OK 95.2?

Roger-that

That doesn't compute.

You're MRT is now 509 for that fan setting

OK

MAC 08218 squawk 1,000 say passing altitude

218 is passing flight level 140

I'd just like to thank everyone that's on the interphone right now. I I think we did an outstanding job, everybody, especially the Loads.

MAC 80218 contact Saigon center 125.9 or 124.5.

125.9, Good Day

Saigon control, MAC 80218 is leaving flight level 150 for 330

MAC 218 report reaching 330

218 Wilco

What's the heading out of Vung Tau?

136 on the Mag

OK and Keith would you call in a message to Clark?

What was that, Call in a message to Clark?

Do you want to do that or just wait till we get in close?

They said they wanted a maintenance call in and everything and our off time so I guess we ought to do that now.

Let's wait until we are established away from land 'cause (garbled) gonna be some landing and everything. We don't need to hurry.

OK

Pilot Cargo

Go ahead

Yes, sir, I'm going to move my interphone cord up the middle if it's all right with you. I'm gonna be off for about a minute.

OK. Do you need any more help, or do you need anything else down there?

No, sir. We're pretty good.

OK

How's the temperature down there troop?

I guess someone would be complaining if the temperature were bad.

Yeah. Don't want it to get too cold for 'em down there, though.

You're doing fine right now, sir.

Nav, CP, you might put the radar on weather.

Think we're gonna be out of most of the stuff for a while.

Have to go through it sooner or later though, I'm afraid.

What MACH you flying now, sir?

I'm flying 250, .53

I think we're at the appropriate place. Let's make it climb power and after takeoff climb check.

OK. We're at Vung Tau

OK

And what's our climb power, Engineer?

504 putting it on the bar.

Is that NRT?

NRT 504

Rudder lim switch - auto.

Flaps and slats-up and retracted.

LDCS - Set

Seat Belt and No Smoking light - Off.

Engineer's report - in progress, 96.4 new fan speed.

Thank you, and I'm gonna slowly pick up 270.

Did anybody happen to notice what time we started what time we were rolling?

We started engines at approximately 1555 and we rolled or, excuse me, 1545 and we rolled at 05.

(a loud noise is heard at this point) (source unknown but not related to RD)

Is something wrong? (statement made by copilot concerning unrelated subject)

Engineer's check completed - May we have EMAC auto, please?

You got it.

After takeoff climb check completed.

Sgt Snedegar was asking what altitude we could go to with no oxygen Shall we tell him 13? I hope he's kidding. There is, its 13,000.

Yes, and that's not for very long - it's something like 2 hours.

3 hours

3 hours?

We have some weather on both sides of the nose and about a 20 but I think we're climbing up through it.

Right

THIS IS WHERE THE TAPE SEEMS TO REPLAY ITSELF

Do we have a loadmaster on a headset (and starts talking about the way the people are milling around outside)

CERTIFICATE

OF

AIRCRAFT DAMAGE

CERTIFICATE OF AIRCRAFT DAMAGE

The aircraft was totally destroyed beyond any capability to repair. Total cost to replace airframe with associated equipment and systems is (Reference T.O. 00-25-30, Table I and III, dated 30 June 1974):

Basic Airframe (Table I)	$29,879,000
Installed Engines (Table I)	6,636,000
Specific R & D Costs (Table III)	12,037,000
Specific Class V Mod Costs (Table III)	419,299
OTHER (Table I)	43,000
TOTAL	$49,014,299

Ted N. Clay

TED N. CLAY, Colonel, USAF
Accident Board Maintenance Officer

STATEMENT

OF

PRIVATE PROPERTY DAMAGE

STATEMENT OF PRIVATE PROPERTY DAMAGE

1. C-5A SN 68-218 was returning to Tan Son Nhut AB for an emergency landing. The pilot was unable to maintain aircraft control and the aircraft crash landed in a rice paddy/marsh area approximately 2 NM Northeast of Tan Son Nhut Air Base. Coordinates of initial impact are 11°99'20"N 106°42'40"E. Aircraft continued to travel for 1 1/4 miles on a 280-degree heading shedding debris until it came to rest at coordinates 11°99'20"N 106°40'30"E.

2. Aircraft landing gear gouged out an area approximately 300 feet long and 20 feet wide at the point of initial impact. Aircraft became airborne for approximately 750 yards, crossed the Saigon river and impacted on the other side. Wreckage strewn on the west side of the river encompassed an area approximately 1,000 yards long and 500 yards wide. Final wreckage came to rest in a Vietnamese cemetery and broke several gravestones/grave markers.

3. All baggage and personal belongings aboard the aircraft were either destroyed by the impact or pilfered by local populace prior to recovery.

4. Estimated costs:

Repair land damage	$ 1,000
Crop loss	1,000
Grave Markers/Stones damage	5,000
Loss of Crew Baggage, 29 @ $250	7,250
Loss of Pax Baggage, 54 @ $600	32,400
TOTAL	$46,650

NOTE: Due to location of crash site and RVN political situation at present time, claims regarding land damage, crop loss, and grave marker/stones repair are not expected.

STATEMENT BY Charles E. Bopp

CHARLES E. BOPP
Major, USAF
Investigating Officer

MAC/DOV LETTER

DATED

12 JUNE 1975

MAC/DOV 12 June 1975

SUBJ: Collateral Board Investigation -- C-5 80218

TO: Collateral Investigation Officer
(Col Bernard A Waxstein)

1. The history of flight for C-5 80218 and the Collateral Board statement of witnesses were reviewed per the Collateral Board Investigation Officer's request. The following statements were reviewed:

Maj Anthony F Diferdinando
Capt Dennis W Traynor
Capt Tilford W Harp
Capt Keith D Malone
Maj William G Wallace
Capt John T Langford
TSgt Allen R Engels
SMSgt Howard C Perkins
TSgt Percy D Bradley
TSgt Peter P Doughty
SMSgt Raymond F Smedegar
MSgt Lynn F McAtee

2. The analysis made by Maj Diferdinando is generally concurred in.

3. Technical order guidance does not address an emergency of this magnitude. The crew was faced with multiple system failures resulting in a catastrophic situation. Loss of pitch and yaw control resulted in an essentially uncontrollable vehicle. Actions taken by the crew exhibited good judgment, timely analysis, innovativeness, and pilotage skills which enhanced the potential for survival. The aircraft commander was required to develop alternate control techniques. These techniques reflect astute analysis and prudent judgment. Actions taken by other crew members were correct and enhanced the survival potential of those aboard.

Louie O. McFeron

LOUIE O. McFERON, Colonel, USAF
Dep Director, Aircrew Stan/Eval
DCS/Operations

1 Atch
Statements

PRESS RELEASE

RE

MEDALS FOR HEROISM

AWARDED

CREW MEMBERS

Members of the crew joined in reviewing troops at an awards ceremony at Travis AFB Monday in which 37 medals for heroism were presented for their actions in saving many passengers on an orphan-laden C-5 Galaxy which crashed near Saigon April 4. As crew members stand at the left, Capt. Dennis W. Traynor III, who was commander of the aircraft, salutes. To his right are Lt. Gen. Paul K. Carlton, Military Airlift Command commander; Maj. Gen. John F. Gonge, who commanded the 22nd Air Force at Travis at the time of the crash, and Col. Donald W. Bennett, 60th Military Airlift Wing commander. —Times-Herald Photo.

Airmen Receive Heroism Medals

By WAYNE RATLIFF
Times-Herald Staff Writer

TRAVIS AFB — Thirty-seven medals for heroism, including two Air Force Crosses, the nation's second highest military award, were presented here Monday to survivors and the next-of-kin of casualties of the crash of a C-5 Galaxy loaded with orphans April 4 near Saigon.

Aircraft commander Capt. Dennis W. Traynor III and a co-pilot, Capt. Tilford W. Harp, received the Air Force Cross for extraordinary heroism in handling the aircraft during the emergency, and aiding survivors of the crash afterwards.

Distinguished Flying Crosses for heroism or extraordinary achievement were awarded co-pilot Capt. Keith D. Malone, navigator Capt. John T. Langford, loadmasters SM. Sgt. Howard Perkins and SM. Sgt. Raymond F. Snedegar Jr., and flight engineers M. Sgt. Lynn F. Mc Atee and T. Sgt. Allen R. Engels.

Airman's Medals were awarded all members of the medical and air crews on the flight. Eleven of the airman's medals were approved for posthumous presentation to the next-of-kin of crew members who died in the crash.

Military Airlift Command commander Gen. Paul K. Carlton, accompanied by MAC vice-commander Maj. Gen. John G. Gonge, who was commander of the 22nd Air Force at Travis at the time of the crash made the presentations in a formal military ceremony on the Travis AFB flightline.

After the presentations, the crew members were invited to review the troops and to attend a reception in a lounge at the flight terminal. Traynor and Harp answered questions about the crash in a brief press conference following the presentations.

The plane, laden with 247 or more Vietnamese orphans, 29 air crew members and 54 civilians, experienced an explosive decompression caused by loss of a large rear door shortly after takeoff. The door severed control cables governing the rear portion of the plane when it blew off.

Flight crew members formed themselves into two teams, one directing efforts to controlling the aircraft and the other going to the aid of passengers, calming them and ensuring that each was receiving oxygen. When it became apparent the plane would crash, quick

See HEROISM PAGE 2

Two recipients of high Air Force medals shook hands with Lt. Gen. Paul K. Carlton, MAC commander, Monday at a reception after an awards ceremony honoring their deeds along with those of other crew members following the crash of a C-5 Galaxy in Saigon last April. At right is loadmaster SMSgt. Howard Perkins, who received the Distinguished Flying Cross, and Capt. Dennis W. Traynor, the aircraft commander, who was awarded the Air Force Cross.—Times-Herald Photo.

MORE ON HEROISM

Airmen Get Awards For Rescue Efforts

From PAGE ONE

preparations were made for impact, possibly saving some lives.

Traynor and others trying to control the aircraft were credited with saving some lives by using available control, engine power with which he could raise the nose of the aircraft slightly, to set the craft down in a rice paddy.

After the crash, crew members disregarded their own injuries to carry children and other injured survivors to the rescue craft, wading through water and mud which were waist deep in some areas. Some medical crew members were reported to have continued administering to the injured even after they reached the Vietnamese hospital.

Much of the broken portion of the aircraft, where crew members worked to evacuate survivors, was saturated with highly flammable fuel and hydraulic fluids which could have caused a severe fire if they were exposed to a spark, according to survivors' reports.

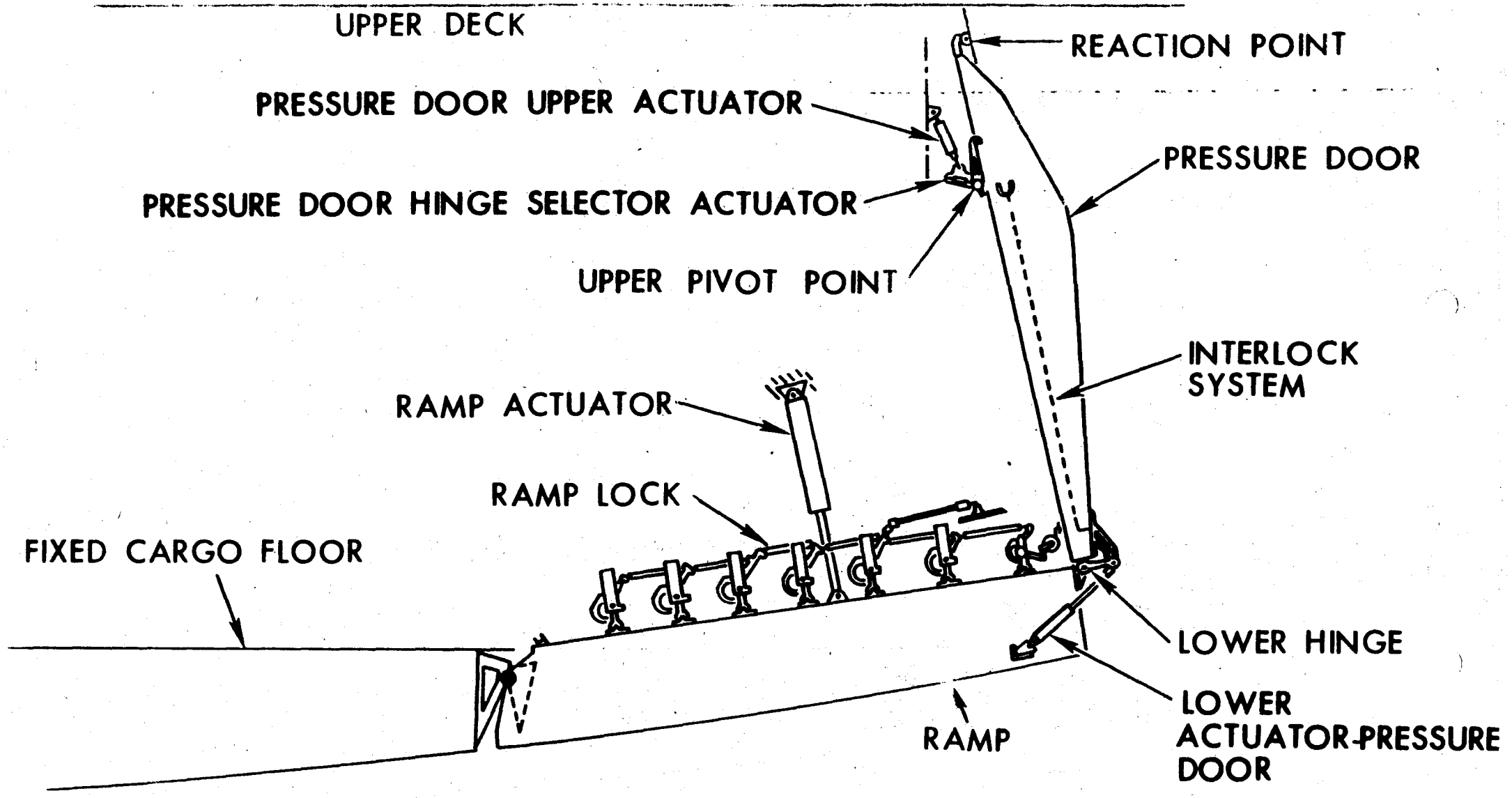
Approximately 155 persons died in the crash. The number of orphans aboard the plane could not be absolutely confirmed, according to the Air Force's central identification laboratory in Thailand.

DRAWINGS

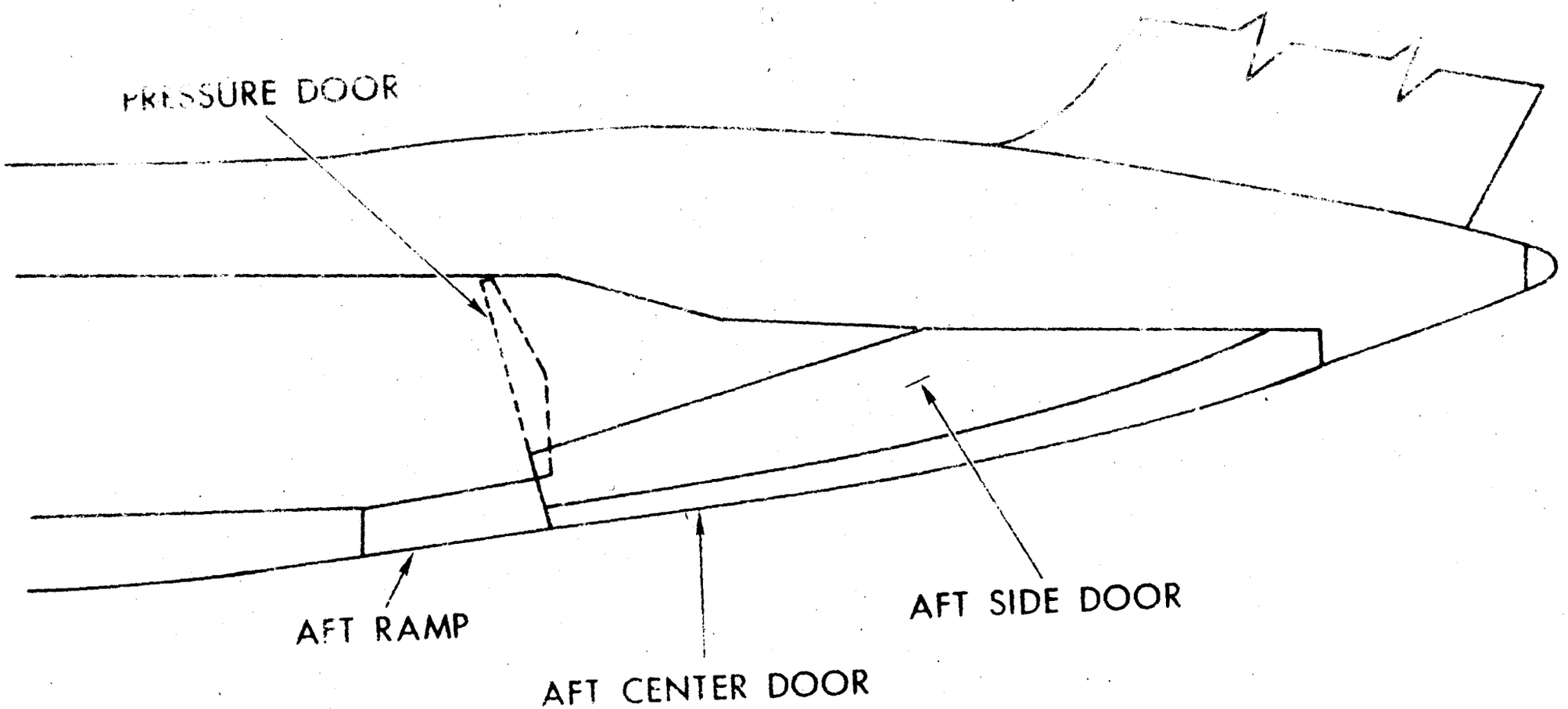
OF

AIRCRAFT

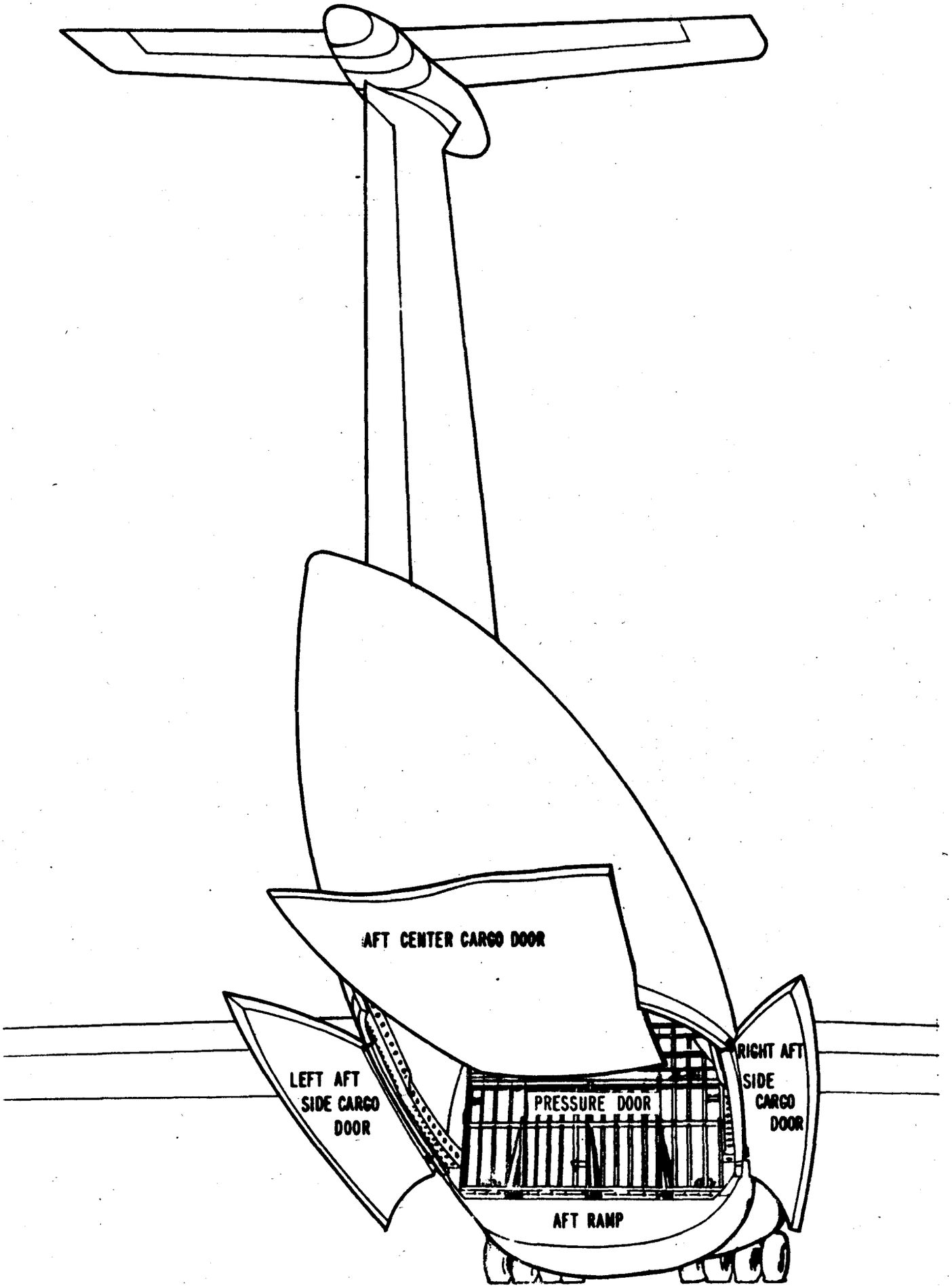
1. *Ramp and Pressure Door General Arrangement*
2. *Aft Cargo Openings*
3. *Empennage*
4. *Aft Troop Compartment Area*
5. *Flight Deck Area*
6. *Entire Fuselage*

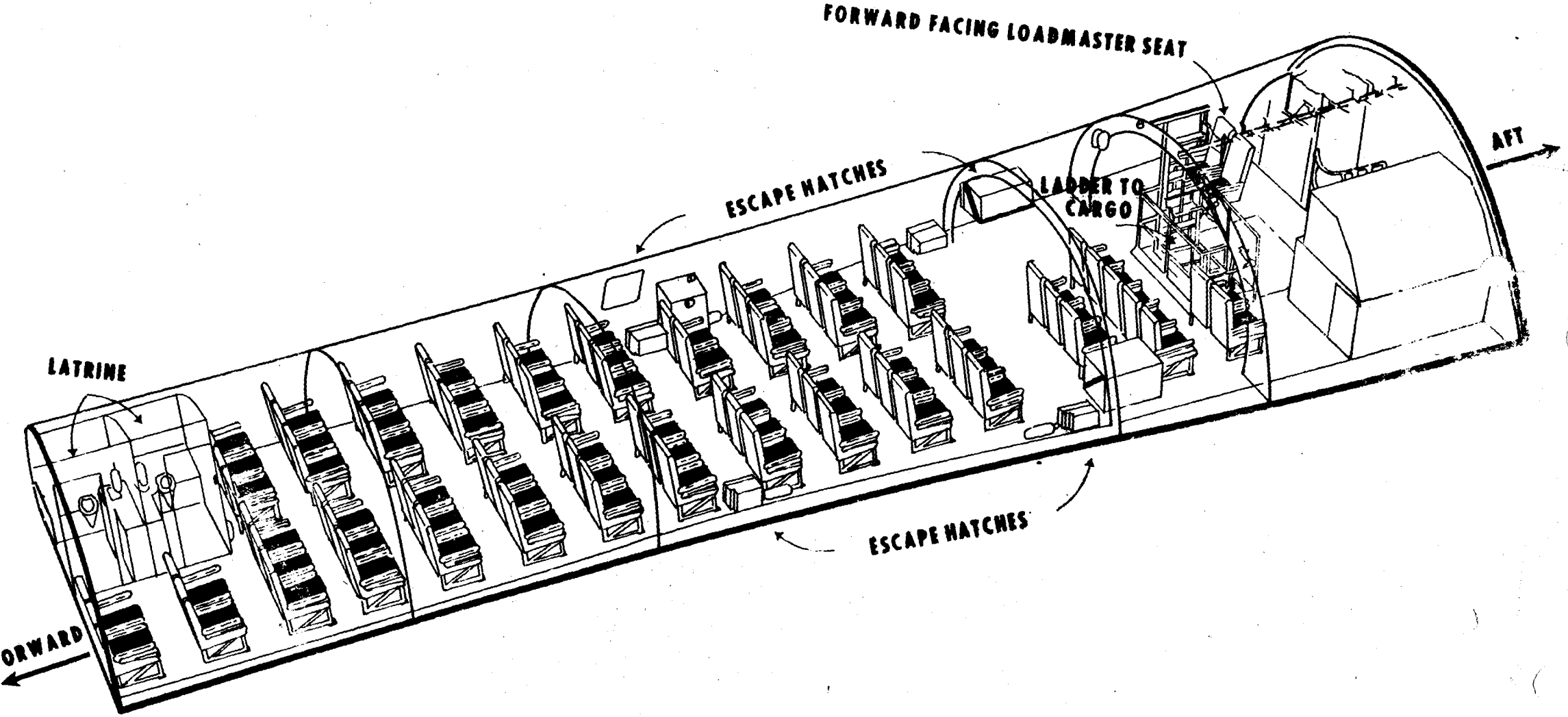


RAMP AND PRESSURE DOOR GENERAL ARRANGEMENT

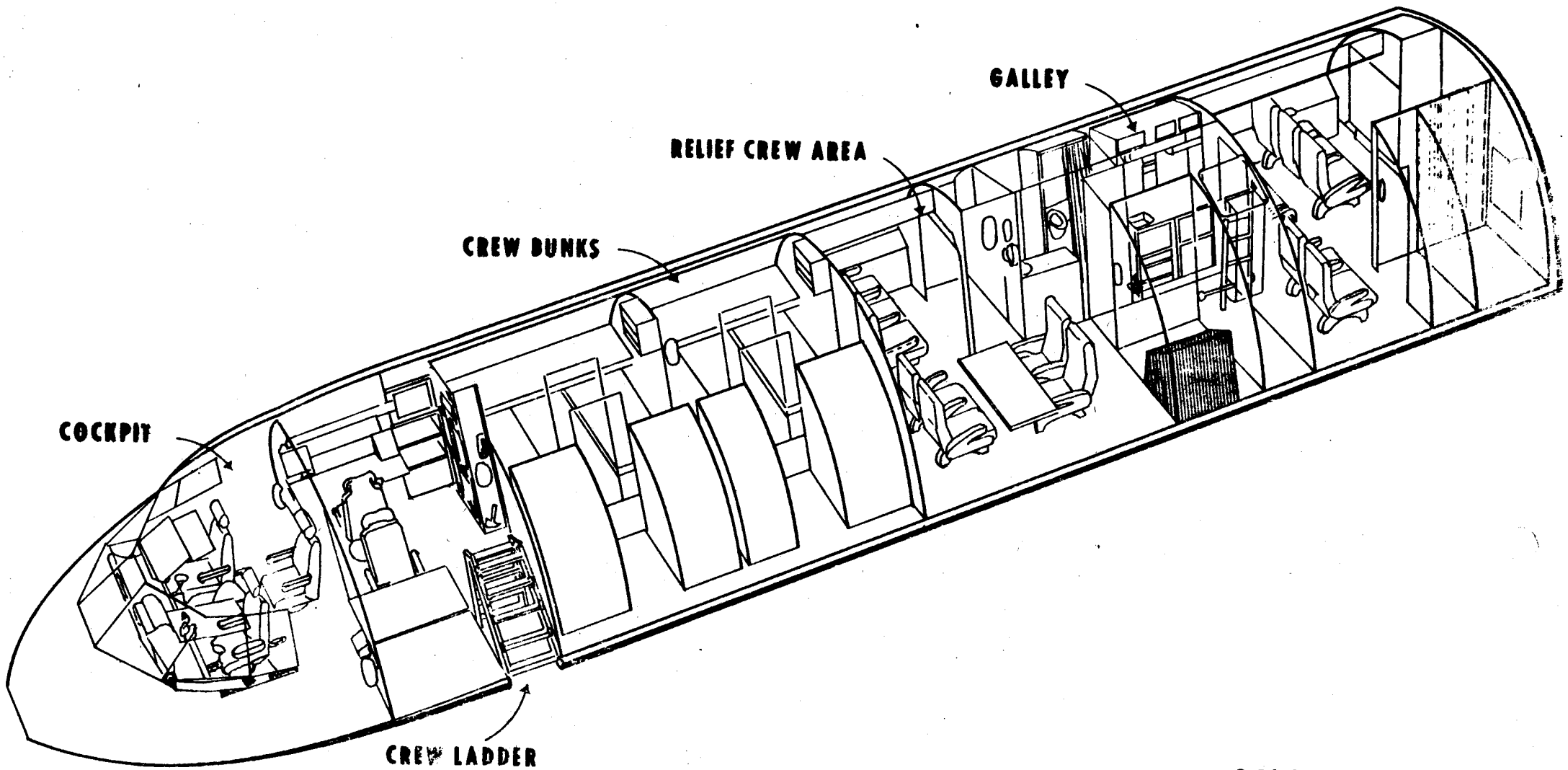


AFT CARGO OPENINGS

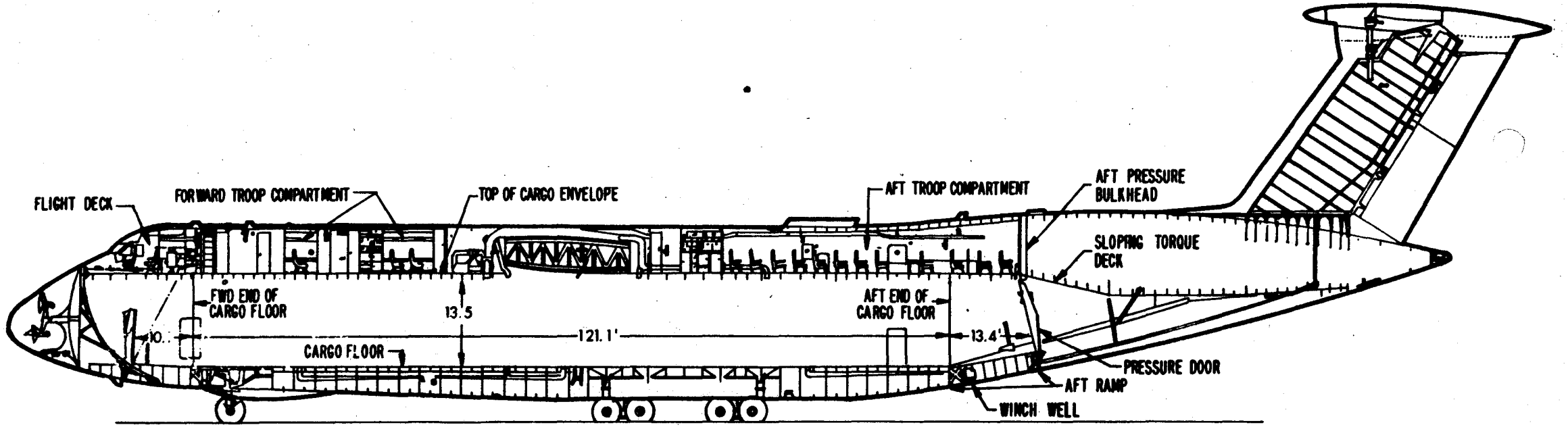

AFT CENTER CARGO DOOR
LEFT AFT SIDE CARGO DOOR
PRESSURE DOOR
RIGHT AFT SIDE CARGO DOOR
AFT RAMP



C-5A AFT TROOP COMPARTMENT AREA



C-5A FLIGHT DECK AREA


FLIGHT DECK
FORWARD TROOP COMPARTMENT
TOP OF CARGO ENVELOPE
AFT TROOP COMPARTMENT
AFT PRESSURE BULKHEAD
SLOPING TORQUE DECK
FWD END OF CARGO FLOOR
13.5
AFT END OF CARGO FLOOR
10.
121.1'
13.4'
CARGO FLOOR
PRESSURE DOOR
AFT RAMP
WINCH WELL

Laboratory Reports and Other Materials

Concerning Explosive Damage

1. Explosive Ordnance Disposal Report
2. 3 SPGp/LES Ltr, 18 Apr 75
3. USAF School of Applied Aerospace Sciences/TSPD Ltr, 22 Apr 75
4. USAF School of Applied Aerospace Sciences/TSPD Ltr, 2 May 75
5. FBI Report

EXPLOSIVE ORDNANCE DISPOSAL REPORT

REPORTS CONTROL SYMBOL: [illegible] (A..) 7118

FROM:
3d [illegible] Maint Sq/[illegible]
APO San Francisco 96274

TO:
Det 63, Hq, Ogden ALC/[illegible]
NAVEODFAC, Indian Head MD 20640

1. INCIDENT			2. MANHOURS EXPENDED
A. REPORTED BY *(Grade, Last Name, Initials)*	DATE	TIME	
3d Tfw Command Center	4 Apr 75	1930	
B. JOB STARTED	5 Apr 75	0200	158
C. JOB COMPLETED	6 Apr 75	2300	

3. NAME, GRADE OF PERSONNEL PARTICIPATING
SSgt Sloan, J.
MSgt Johnson, G.
MSgt [illegible]ent, E.
MSgt Shahan, J.

4. ITEM(S)			5. FUZING		
QUANTITY	NATIONALITY	NOMENCLATURE	NOSE	TAIL	OTHER
		None			

6. COMPLETE NARRATIVE OF INCIDENT *(Continue on reverse if needed)*

Four personnel responded to a request for investigation of a C-5A crash site. The purpose of the investigation was to help determine exactly what had caused the accident. EOD personnel found no ordnance, explosive/or evidence of an explosion in the aircraft residue.

7. LOCAL CONTROL NO.	8. ATTACHMENTS	9. DATE	10. SIGNATURE OF ORIGINATOR
75-[illegible]-011	None	14 Apr 75	GARY L. JOHNSON, MSgt, EOD Tech.

11. SIGNATURE OF EOD SUPERVISOR	12. SIGNATURE MAJCOM STAFF
BLAKE L. [illegible], 1 Lt., USAF, OIC	

AF FORM NOV 71 1058 PREVIOUS EDITION IS OBSOLETE.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3D SECURITY POLICE GROUP (PACAF)
APO SAN FRANCISCO 96274

REPLY TO ATTN OF: 3dLES/Sgt Ruiz/45221 18 Apr 75

SUBJECT: Statement on Aircraft Explosives Search

TO: Accident Investigation Board

1. On 7 Apr 75, I, Sgt Jose M. Ruiz, FR [redacted] Explosive Detector Dog Handler, 3dLES/Clark AB, Philippines along with Explosive Detector Dog "Rastus" V017 conducted a search for explosives in the wreckage of a C-5A aircraft, located in a rice paddie outside of Saigon. The following areas were searched:

(a) T-Tail Section
(b) Fuselage section adjacent to the wings
(c) Pieces of wreckage identified as the Ramp
(d) Miscellaneous pieces of wreckage scattered about the area.

2. The search was extremely difficult due to the terrian at crash site. The dog was experiencing difficult in searching due to amount of water the dog was working in. There were also numerous people located within the search areas which also added to the distraction. Search met with negative result.

3. On 11 Apr 75, Sgt Jose M. Ruiz and Explosive Detector Dog "Rastus" conducted a search of pieces of the wreckage of the C-5A at the 31 ARRS Hanger. The following pieces were searched:

(a) Three pieces of the section called the Ramp
(b) Twenty miscellaneous pieces

Search met with negative result. Search of these pieces was extremely difficult due to the fact, the pieces searched had been washed prior to the search.

4. Military Working Dog/Explosive Detector Dog "Rastus" brand #V017, age: 4 years was certified as an Explosive Detector Dog at PACAF Military Training Dog Center, Kadena AB, Okinawa on 22 Aug 74. "Rastus" has been trained to detect/alert on the odors of the following explosives: Smokeless Powder, Composition C-4, TNT and Dynamite.

JOSE M. RUIZ, Sgt, USAF
FR 082-44-1313, 3d Law Enforcement
Squadron/Military Working Dog Section

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS USAF SCHOOL OF APPLIED AEROSPACE SCIENCES (ATC)
LACKLAND AIR FORCE BASE, TEXAS 78236

REPLY TO ATTN OF: TSPD

22 April 1975

SUBJECT: Explosive Detector Dog Exercise

TO: Accident Investigation Board C-5A (218)

1. On 21 April 1975 the Military Dog Studies Branch received a telephone call from the MME-5 Branch, Kelly AFB, requesting a search by explosive detector dog teams. The search was to be inside door 11, building 155, at Kelly AFB. Permission to conduct the search was received.

2. The following personnel and dogs responded to Kelly AFB to conduct the search.

a. Major Dan J. Craig, Chief, Animal Behavior Science Section, Department of Security Police Training.

b. SFC Edwardo W. Eckert, Chief, Explosive Detector Dog Course, Military Dog Studies Branch.

c. Michael K. Regan, TSgt, Instructor, Explosive Detector Dog Course and detector dog Rex 7K84.

d. Dennis M. Burke, TSgt, Instructor, Explosive Detector Dog Course and detector dog Margo Y004

3. The search entailed checking several parts and pieces of an aircraft for residual explosives odors. During the search of these parts there were four positive responses by both dogs on the following.

a. Cargo floor attachment to aft ramp.

b. Right hand pedal door.

c. Two small pieces of cargo floor.

d. Right upper hinge (pressure door).

DAN J. CRAIG, Major, USAF VC
Chief, Animal Behavior Science Section

EDWARDO W. ECKERT, SFC, USA
Chief, Explosive Detector Dog Course

MICHAEL K. REGAN, TSgt, USAF
Instructor, Explosive Detector Dog Course

DENNIS M. BURKE, TSgt, USAF
Instructor, Explosive Detector Dog Course

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS USAF SCHOOL OF APPLIED AEROSPACE SCIENCES (ATC)
LACKLAND AIR FORCE BASE, TEXAS 78236

REPLY TO ATTN OF: TSPD

2 May 1975

SUBJECT: Explosive Detector Dog Exercise

TO: Accident Investigation Board C-5A (218)

1. On May 1, 1975 the Military Dog Studies Branch received a telephone call from the MME-J Branch, Kelly AFB, requesting a search by explosive detector dog teams. Permission to conduct the search was received. The search was conducted inside door 11, Building 155 and an adjecent Building at Kelly AFB.

2. The following personnel and dogs responded to Kelly AFB to conduct the search.

a. SFC Edwardo W. Eckert, Chief, Explosive Detector Dog Course, Military Dog Studies Branch.

b. Michael K. Regan, TSgt, Instructor, Explosive Detector Dog Course and detector dog Rex 7K84.

c. Dennis M. Burke, TSgt, Instructor, Explosive Detector Dog Course and detector dog Margo Y004.

The search entailed checking the aft ramp and the pressure door of an

aircraft for residual explosives odors. During the search there were no positive responses.

Edwardo W. Eckert
EDWARDO W. ECKERT, SFC USA
Chief, Explosive Detector Dog Course

Michael K. Regan
MICHAEL K. REGAN, TSgt, USAF
Instructor, Explosive Detector Dog Course

Dennis M. Burke
DENNIS M. BURKE, TSgt, USAF
Instructor, Explosive Detector Dog Course

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /					

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	24/03/5	F	084 0512		P I / / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
RIG CK DUE ON AFT RAMP RT SIDE	Rig Checked Ramp
DUE TO INST OF RAMP TIE RODS	Tie Rods IAW 1C-5A-2-12
BETWEEN 2&3, 3&4 LOCKS	O.C ~~OK~~
	DATE CORRECTED 29/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	K Keil Sgt	[illegible] 6721	[illegible]

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	25/03/5	F	084 0511		P I / / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
REMOVED LINE FROM LT SIDE RAMP	INSTALLED LINE IAW
ACT. BECAUSE OF LEAK	1C-5A-2-12
	(SEE Pg 19 ITEM 1 FOR PASS CK)
	DATE CORRECTED 25/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	K Keil Sgt	G DAVIDSON A1C 5625	C. [illegible] SGT 1920

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	25/03/5	F	083 0541		P I / / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
ANTI SKID WILL NOT PASS BITE CK	
(3C 44A VALVES BAD)	REMOVED AND REPLACED -
	3C44A [illegible] VALVES IAW
	TO1C-5A-2-10
	MOC Dun Pg 32 Bk 2&3 — DATE CORRECTED 28/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
624HS50830461	K Keil Sgt	M.J. Dandy AMN 0757	LB Holcomb Sgt 664

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	25/03/5	F	0850247		P I / / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
DUCT FROM LT APU ISO VALVE TO	Installed APU ~~ISO~~ DUCT
BULKHEAD CRACKED. [illegible]	from valve to BULKhead
DUCT REMOVED TO MA SHOP BY	IAW 1C 5A 2-13
SGT IRIZARRI 5697.	(see Pg 21 I 4)
(INCLUDE ISO VALVE OPS & LK CK UPON RE-INSTALLATION OF DUCT. PREV. MAINT 074-0237)	DATE CORRECTED 26/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
X624A[illegible]0850138	K Keil Sgt	[illegible] Sgt 085	[illegible]

AFTO FORM MAY 73 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TWENTY-SECOND AIR FORCE (MAC)
TRAVIS AIR FORCE BASE, CALIFORNIA 94535

REPLY TO ATTN OF: 22LGM

24 JUL 1975

SUBJECT: Review of Witness Statements for Collateral Investigation of C-5 S/N 68-218

TO: 22JA

As requested by Colonel Bernard A. Waxstein, Jr., C-5A Collateral Investigating Officer, I have reviewed the witness statements of TSgt Noah E. Fields, FR 566-44-7386, Sgt Larry G. Van Dyne, FR 007-52-7219, Mr. Glen Critchfield, WL-10, SSAN 547-28-7261 and Mr. William E. Hell, L-10, SSAN 470-07-9640. My review included the statements made by above named individuals and also the technical order guidance provided for the tasks involved, i.e., cannibalization of aft ramp lock subsystem tie rods from C-5 S/N 68-213 and installation of the tie rods on C-5A S/N 68-218. My conclusions are as follows:

a. Mr. Hell and Sgt Van Dyne removed two tie rods from aircraft -213 and installed them on aircraft -218 from which the rods had been previously removed. No specific instructions covering removal and installation of these rods are included in TO 1C-5A-2-12. Paragraph 3-81a, TO 1C-5A-2-12, "Aft Ramp Lock Subsystem Installation", states "install components of the aft ramp lock in the reverse order of removal". Mr. Hell and Sgt Van Dyne statements indicate that they did follow this simple instruction. After the rods were installed, the final rigging, adjustment and operational checks could not be accomplished since hydraulic power could not be applied to the aircraft due to other maintenance problems. Mr. Hell and Sgt Van Dyne made AFTO 781A form entries indicating that final adjustments and operational checks were still required. The procedures followed by these technicians was considered adequate and proper.

b. The actions of Mr. Glen Critchfield were only involved in observing an operational check of the doors and in signing off the AFTO 781A entries after final adjustment/rigging checks were accomplished by TSgt Fields. Since the requirement for final rigging and operational checks were entered as a red x, corrective actions required two signatures for proper clearance. Mr. Critchfield's actions were considered proper.

c. The actions of TSgt Noah E. Fields involved final rigging, adjustment and operationally checking tie rod installations previously accomplished by Mr. Hell and Sgt Van Dyne and clearing of the AFTO 781A entries. No specific rigging, adjusting or operational checking instructions for tie rod installations are given in TO 1C-5A-2-12. Paragraph 3-81b of Aft Ramp Lock Subsystem Installation instructions states "Rig aft ramp locks in accordance with rigging instructions provided in Figure 3-44". Paragraph 3-168, Aft Ramp Rigging Instructions includes Figure 3-44. Paragraph 3-168d states "Instructions are sequenced for complete ramp rigging. If a particular maintenance effort requires performance of only a portion of the rigging procedure, use the following tabulation to isolate the applicable steps". This following tabulation does not contain steps for checking, rigging, and/or adjusting the tie rods replaced by Mr. Hell and Sgt Van Dyne. Only Step 53 of Figure 3-44 could be considered as providing any tie rod rigging information pertinent to the rods that had just been installed. Considering the lack of specific tie rod rigging/adjustment information in TO 1C-5A-2-12, the actions taken by TSgt Field became a matter of personal judgement and experience. Sgt Fields decided to use Paragraph 3-173, Aft Ramp Mechanical Rigging Verification guidance to verify the proper rigging and adjustment of the tie rods. Since no specific guidance was provided elsewhere in TO 1C-5A-2-12, his decision is not considered improper for the task that was required.

d. The following is in reply to a question posed by the Collateral Investigating Officer. Question: Would the procedures that Sgt Fields stated that he used actually verify that the aft ramp locks were properly rigged? Answer: Sgt Fields indicated that he used paragraph 3-173, TO 1C-5A-2-12, Aft Ramp Mechanical Rigging Verification to verify if the tie rods were properly adjusted. The title of paragraph 3-173 is misleading and might indicate that accomplishing the instructions of para 3-173c would verify that the ramp locking system is properly rigged. Accomplishment of para 3-173c does not verify that all adjustments, measurements, pull forces, and over center positions are correct as required in the total ramp rigging procedures contained in para 3-168, Aft Ramp Rigging Instructions. This is a deficiency in the technical instructions. This deficiency has been brought to light by this accident. Corrective actions resulting from this accident should correct this deficiency.

Karl F. Polanshek

KARL F. POLANSHEK
GS-12, DAFC, 22LGMW
Aircraft Equipment Specialist

MANCE 30 April 1975

Task #1128 CSA Accident Investigation (S/N 68-0218)

MME-5/Capt Gregory/Capt Scheiding

The listed 24 Attachments were submitted to the Metallurgical Laboratory for metallurgical analysis, by the Accident Investigation Team. The analysis performed on the various items were those specifically requested by the Accident Investigation Team. Also included are additional analyses which the metallurgists felt would be helpful in answering questions concerning failure of the items.

SIGNED

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

24 Attachments
Task 1128, Attachments
1 thru 24.

7-1 (Rev. 11-26-74)

REPORT
of the

FBI
LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: Major General Werner E. Newby
Accident Board President
Twenty-Second Air Force/Safety
Travis Air Force Base, California 94535

May , 1975

FBI FILE NO. [illegible]

LAB. NO. [illegible]

YOUR NO.

Re: CRASH OF AIR FORCE C-5A SERIAL NUMBER 68-218, NEAR SAIGON RVN ON 4/4/75

Examination requested by: Lieutenant General Donald G. Nunn
Department of the Air Force
Headquarters United States Air Force, Washington, D.C.

Clarence M. Kelley
Director

Reference: Letter 4/23/75

Examination requested: Explosives - Metallurgy

Specimens personally delivered by Lieutenant Hugh C. Briggs on 4/23/75:

Q1 Cargo floor section
Q2 Cargo floor aft edge
Q3 Pressure door hinge backup structure

Result of examination:

Microscopic examination of the fractured metal surfaces and the damaged areas exhibited by specimens Q1 through Q3 revealed no indication that the fractures or metal damage was directly caused by exposure of the specimens to detonation of a high explosive.

1 - Lieutenant General Donald G. Nunn
The Inspector General
Department of the Air Force
Headquarters United States Air Force
Washington, D.C. 20330

(Over)

No residues which could be associated with an explosive composition were found on specimens Q1 through [illegible].

Specimens Q1 through Q3 are being maintained in the Laboratory until called for by a representative of your department.

22AF/LGM Letter

MADAR Tape Analysis

16 July 1975

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TWENTY-SECOND AIR FORCE (MAC)
TRAVIS AIR FORCE BASE, CALIFORNIA 94535

REPLY TO ATTN OF: 22LGM

16 JUL 1975

SUBJECT: MADAR Tape Analysis, C-5A S/N 68-218

TO: 22JA

1. At the request of the collateral Investigating Officer, Colonel Bernard A. Waxstein, Jr., the following information concerning the MADAR maintenance data recorder tape is submitted. Analysis was made of the Ground Processing System (GPS) Program 67220, Flight Segment Parameter Listing (FSPL) reflecting the mission from Travis AFB, CA, to the crash landing at Saigon during the period 30 Mar - 4 Apr 75.

2. Description of MADARS: MADARS is the malfunction detection, analysis and recording system. It is installed in the aircraft to assist flight and maintenance crews in checking airplane line replaceable units and airplane systems for degradation or failure. The system monitors critical flight and aircraft system parameters and announces to the operator excessive system degradation. The system also records this data on a maintenance data recorder (MDR) magnetic tape. This data is transmitted to and stored in a central data bank at Oklahoma City ALC and can be extracted by the ground processing system. The data can be used to determine operational trends, aircraft performance and structural integrity.

3. The MADAR MDR tapes were recovered from the crashed C-5 S/N 68-218 and the data was transmitted to the central data bank at the Oklahoma City Air Logistics Center. A GPS Program No. 67220 Flight Segment Parameter Listing was then extracted for use in verifying operational conditions of C-5 S/N 68-218 on the flights prior to the crash. The GPS machine run Program 67220 is stored with other aircraft maintenance records in the collateral investigation case file.

4. The GPS Program 67220 FSPL analysis reveals the following:

a. The aircraft had been operating normally since it had left Travis AFB on 30 Mar 75. No unusual maintenance malfunctions that could be related to a rapid decompression or aft ramp/door

system failures were recorded. Critical engine, flight control, airframe and aircraft system parameters were indicating normal operations.

b. The flight from Clark to Saigon was normal with no malfunction indications that could be related to problems that could cause a rapid decompression or failure of aft ramp/cargo door systems.

c. Take off from Saigon was at 05:01Z.

d. Climb out was normal with all engines operating within limits.

e. At 05:13+ aircraft was in climb power, all engine parameters within limits, at an airspeed of .610 mach, at 23,424 ft altitude. At this time, the reported rapid decompression occurred and hydraulic pressure to the pitch and yaw augmentation systems was lost.

f. At 05:14+, hydraulic pressure to the lateral augmentation system was lost, aircraft began descending and engine throttles were retarded.

g. From 05:14 to 05:28, aircraft was erratically descending and extremely erratic throttle usage was recorded. Also, airspeed was continuously increasing and decreasing in direct relationship to throttle manipulation and rate of altitude changes. This verifies the reports of the flight crew that descent of the aircraft was being controlled through use of engine power.

h. CDPIR voice tape (transcript included elsewhere in this report) indicates that the aircraft was on a heading of 136 degrees at 05:08 and passing Vung Tau at 05:10+.

i. At 05:28+, the MADAR tape indicated loss of power to the recorder and no subsequent recordings. Aircraft at this time was at 537 ft pressure altitude which was the same altitude recorded at take-off.

Karl F. Polanshek

KARL F. POLANSHEK
GS-12 DAFC, 22LGMW
Aircraft Equipment Specialist

AFTO Forms 781A

Maintenance Discrepancy and Work Document

For Period 31 March 1975 to 4 April 1975

31 MAR 75 TO 4 APR 75

PAGE 1 OF PAGES

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /	Bright Issl	60 MAW	Travis AFB Ca	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	19/12/4	F	0851064	580313	P / /	/ /	

DISCREPANCY: Pilots Radar Alt. INOP

recorded 22/03/5 A/C Wood 4208

ETR RT

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
646RR5081			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	08/08/4	D	2510989		P / /	/ /	

DISCREPANCY: AFT Main A/C Bus #1 Light stays on (Bad Ind)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
625EL5074-0456			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	05/09/4	F	2390506	372929	P / /	/ /	

DISCREPANCY: Nav's #2 BDHI 180° out

Shop reorder (reordered by A/C Wood 4208)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
646RR4029			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	08/01/5	F	0080505		P / /	/ /	

DISCREPANCY: Pilots #1 Eng N^2 has off flag in view sym O/S by Lt. Chown 60 OMS Ind ETR (Flt Eng's Ind Put in Pilots Pos)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
625IN5009-0065			

AFTO FORM 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT — PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
B	06/02/5	Q	0389703			/ /		/ /	

DISCREPANCY: SAR 18 - auto 4600014-1272 Location Aft elect Equip rack

CORRECTIVE ACTION: INSTALLED SAR IAW IC-5A-2-6

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
646P5038 1028		[signature]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	06/02/5	Q	0269711			/ /		/ /	

DISCREPANCY: T2C Temp X-ducer (55GPR) Comp inlet #2 Eng 516 Exc Mar

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
643J5045 0320			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	06/02/5	Q	0269712			/ /		/ /	

DISCREPANCY: T2C Temp X-ducer (55GPR) Comp inlet #3 Eng 516 Exc Mar

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
643J5045 0319			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	06/02/5	M	0326972			/ /		/ /	

DISCREPANCY: #3 Eng Oil Qty Ind. Test Knob broken ETR'D

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
625N 5037 1027			

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
3/16/15	/ /				C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	07/02/15	M	037C870			/ /		/ /	

DISCREPANCY: Duct assy behind troop lav (in Cargo air Supply) damaged (removed)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
624ML5038 1045			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	14/02/15	F	0450549			/ /		/ /	

DISCREPANCY: Bracket broken in NLG W/W for rt. aft insp Lamp

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
240FL5045 0362			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	18/02/15	J	0497809			/ /		/ /	

DISCREPANCY: SQ Plate & Screen missing from #3 Hinge Panel Lt Aft Cargo Door

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
240FL5048 0282			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
B	01/02/15	D	054096			/ /		/ /	

DISCREPANCY: #2 Eng fuel temp INOP reads off scale (Bad Temp bulb)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
625IN5054 0218			

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	18/02/5	F	0490539		P / /	/ /	

DISCREPANCY: Shims Loose x-head #3 MLG Sym 9/6 by Major Staples 60 OMS 24/02/5

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	25/02/5	B	0560512		P / /	/ /	

DISCREPANCY: fwd Ramp extension toes do not Lock up in truck bed.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	25/02/5	J	0568397	580198	P / /	/ /	

DISCREPANCY: Corner of Catwalk aft of 7 Lt. door broken

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
240fL508/0/08			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	10/03/5	F	0710962		P / /	/ /	

DISCREPANCY: RT. Side OB Removeable rail (PP32) Lock is broken and wont Lock into position

CORRECTIVE ACTION: Required Moveable Rail Lock

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[signature]	

AFTO FORM MAY 79 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /				C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	10/03/5	D	0710966		P / /	/ /	

DISCREPANCY: Crew door has large air LK. at upper Rh Corner and all across Lower bottom Seal at 8.2 PSI

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
CF HS. EXCESSIVE MAINT.			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
Z	11/03/5	D	0710973		P / /	/ /	

DISCREPANCY: Rail attachment device for fwd ramp IB rail GSSy W/M Lock to ramp extension

CORRECTIVE ACTION: Removed & Replaced Omni Roller Conveyor

DATE CORRECTED: 31/03 5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
Z	11/03/5	D	0710974		P / /	/ /	

DISCREPANCY: Rail Allinger Panel missing from fwd Ramp IB rail GSSy

CORRECTIVE ACTION: Installed Allinger Panel

DATE CORRECTED: 31/03 5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
Z	11/03/5	D	0710979		P / /	/ /	

DISCREPANCY: PP34 OB Roller Conveyor damaged aft rollers of Conveyor W/M turn

CORRECTIVE ACTION: Removed & Replaced Roller Conveyor

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[illegible]	

AFTO FORM MAY 70 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/07/5	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
4	11/03/5	D	0710975		P / /	/ /	

DISCREPANCY
O/B Rail bridge missing from fwd ramp

CORRECTIVE ACTION
Installed OB Rail Bridge

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
4	11/03/5	D	0710980		P / /	/ /	

DISCREPANCY
PP5 I/B roller Conveyor is Bad

CORRECTIVE ACTION
Removed & Replaced Roller Conveyor

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		7577 [illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
4	11/03/5	D	0710984		P / /	/ /	

DISCREPANCY
2ND from Lt. O/B OMNI roller on fwd ramp sticks in Channel due to bushing Coming Out

CORRECTIVE ACTION
Removed & Replaced OMNI Conveyor

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		7577 [illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
4	08/03/5	D	0710953		P / /	/ /	

DISCREPANCY
Pallet pos 36 O/B rail will NOT lock in Cargo floor

CORRECTIVE ACTION
Repaired O/B Rail Lock at Pallet Pos 36

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		7577 [illegible]	

AFTO FORM MAY 79 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TRAVIS AFB, CA	C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	12/03/5	F	0830446			/ /		/ /	

DISCREPANCY

Acft requires GW in-flight press test & Eval. This flt IAW C-5 press test & Eval from OTE test plan 5-30-74

CORRECTIVE ACTION

GW IN-FLIGHT PRESS TEST & EVAL. SEE WRITE UP ON PAGE 11 ITEM 4 - FAILED TEST.

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[signature]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	12/03/5	F	0830535			/ /		/ /	

DISCREPANCY

POL Lamp Missing

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
646CP5086 5002			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	14/03/5	F	0730507			/ /		/ /	

DISCREPANCY

Canned aft press door bottom seal restraint strips (rod ends on acft)

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
Rod End 240fL5089-0039			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
/	20/03/5	F	0800536			/ /		/ /	

DISCREPANCY

Bent Loop by Lt RPU ISO Valve

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 70 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1972—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60MAW		C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	27/03/5	3	0867125	581052		/ /		/ /	

DISCREPANCY: Lower fuselage Light missing (Lens, bulb, & Seal)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
240fL5088-0013 Lens			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	26/03/5	3	0877134			/ /		/ /	

DISCREPANCY: #3 Eng drain line dented 6 o'clock position Comp Case

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
643508704"8			

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	29/03/5	J	0888310			/ /		/ /	

DISCREPANCY: Both troop latrines drain "T" handles W/N retract

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	29/03/5	J	0888291			/ /		/ /	

DISCREPANCY: Book 247 missing from "6" f/c

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 79 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO-1973-756-961

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60MAW	TRAVIS AFB CA	C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
W	31/03/5	J	0908431		P I / /	/ /	

DISCREPANCY
#2 Eng W/N Overheat test.

CORRECTIVE ACTION
Removed & Replaced Fwd Pylon Loop — System ops ck OK. IAW 1C-5A-2-7

DATE CORRECTED: 31/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		E Martin SSGT 41389	H Wade MSGT

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	31/03/5	J	0908448		P I / /	/ /	

DISCREPANCY
winch beam mount pins missing.

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	31/03/5	J	0908439		P I / /	/ /	

DISCREPANCY
#2 #4 MLG wheelwell Lights switch broken (Lights w/n shut off

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	31/03/5	J	0908436		P I / /	/ /	

DISCREPANCY
Panel cracked & rivets popped just above aft rt. corner of fwd ramp

FO7

CORRECTIVE ACTION

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-861

DATE FROM: 31/03/5 | TO: / / | CREW CHIEF: | ORGN: 60 MAW | LOCATION: TRAVIS AFB CA | MDS: C-5A | SERIAL NO.: 68-218

SYM: | DATE DISCD: 31/03/5 | WDC: J | JCN: 0908491 | TAG NO.: | CF TO 781A DATED: P / / | TRANSFERRED TO 781K DATE: / / | TRANSFERRED BY:

DISCREPANCY: Test PR FLt 1C5A-6WC-151 c/w 11:00 Local No Power on for flt Control Check Card B-20 transcribe to New 781A

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN: | DISCOVERED BY: | CORRECTED BY: | INSPECTED BY:

SYM: / | DATE DISCD: 31/03/5 | WDC: F | JCN: 0900085 | TAG NO.: | CF TO 781A DATED: P / / | TRANSFERRED TO 781K DATE: / / | TRANSFERRED BY:

DISCREPANCY: fwd galley flood lite Socket shorted out

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN: | DISCOVERED BY: | CORRECTED BY: | INSPECTED BY:

SYM: / | DATE DISCD: 31/03/5 | WDC: F | JCN: 0801588 | TAG NO.: | CF TO 781A DATED: P / / | TRANSFERRED TO 781K DATE: / / | TRANSFERRED BY:

DISCREPANCY: IFR Opens Check due to replacement of IFR actuator FAI

CORRECTIVE ACTION: IFR Sys ops CK'D GOOD IAW T.O. 1C-5A-2-5

DATE CORRECTED: 01/04/5

DN: | DISCOVERED BY: | CORRECTED BY: [signature] 30?? | INSPECTED BY:

SYM: | DATE DISCD: 31/03/5 | WDC: F | JCN: 090008 | TAG NO.: | CF TO 781A DATED: P / / | TRANSFERRED TO 781K DATE: / / | TRANSFERRED BY:

DISCREPANCY: Navigators Pre flight Completed 1845L all Systems CK good requested BDHI for Nav. Position

CORRECTIVE ACTION: Noted

DATE CORRECTED: 31/03/5

DN: | DISCOVERED BY: | CORRECTED BY: | INSPECTED BY: [signature]

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TRAVIS AFB, CA	C5A	68-218

SYM: NOT | **DATE DISCD:** 31/03/5 | **WDC:** F | **JCN:** 0900008 | **TAG NO.:** | **CF TO 781A DATED:** P I / / | **TRANSFERRED TO 781K DATE:** / / | **TRANSFERRED BY:**

DISCREPANCY: Air Crew Pre Preflight Complete 19:30 31 Mar 75

CORRECTIVE ACTION: NOTED

DATE CORRECTED: 31/03/5

DN: | **DISCOVERED BY:** | **CORRECTED BY:** | **INSPECTED BY:** Donald R. Sylye

SYM: / | **DATE DISCD:** 31/03/5 | **WDC:** B | **JCN:** 0900545 | **TAG NO.:** | **CF TO 781A DATED:** P I / / | **TRANSFERRED TO 781K DATE:** / / | **TRANSFERRED BY:**

DISCREPANCY: RE APU GEN FREQ FLUX / volts Req. / MC

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN: X6U3355091 | **DISCOVERED BY:** W-10 Hence 5261 | **CORRECTED BY:** | **INSPECTED BY:**

SYM: / | **DATE DISCD:** 31/03/5 | **WDC:** F | **JCN:** | **TAG NO.:** | **CF TO 781A DATED:** P I / / | **TRANSFERRED TO 781K DATE:** / / | **TRANSFERRED BY:**

DISCREPANCY: 781 H and 781 J ACFT TIMES DO NOT agree

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN: MC | **DISCOVERED BY:** L Chermave, 1LT | **CORRECTED BY:** | **INSPECTED BY:**

SYM: / | **DATE DISCD:** 01/04/5 | **WDC:** D | **JCN:** 08304H6 | **TAG NO.:** | **CF TO 781A DATED:** P I / / | **TRANSFERRED TO 781K DATE:** / / | **TRANSFERRED BY:**

DISCREPANCY: UNABLE TO MAINTAIN 8.0 PSID WITH ONE PACK PLUS FLOOR HEAT. (EITHER LT OR RT PACK) CABIN WENT TO 9,500 AND WAS STILL CLIMBING WHEN TEST WAS TERMINATED. SEE PG 13 Item 2.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN: | **DISCOVERED BY:** R.E. Hennikesstz | **CORRECTED BY:** | **INSPECTED BY:**

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60MAW	TRAVIS AFB	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5				P I / /	/ /	

DISCREPANCY: NO CROSS HAIRS IN BOTH RADARS, X AND Ku.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5				P I / /	/ /	

DISCREPANCY: NAVIGATORS SEAT CHEST STRAPS WILL NOT RELEASE.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	01/04/5				P I / /	/ /	

DISCREPANCY: IMU HAS EXCESSIVE MILEAGE ERROR. 4.2 hr FLT 17.2 ERROR, IN INERT/DOPP

CORRECTIVE ACTION: CHECKED IMU INERT 5.5 HRS ERROR OK. DOPPLER INDUCING EXCESSIVE ERROR DO NOT OPERATE IN I/D.

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
			Maj R.E. Park

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	01/04/5	D	091579		P I / /	/ /	

DISCREPANCY: EXTERNAL POWER WILL NOT STAY ON THE LINE WHEN LOAD IS APPLIED. AT TIMES WORKS GOOD, (IT MAY KICK OFF AT ANY TIME.)

CORRECTIVE ACTION: R+R BUS PROTECTION PANEL SYSTEM OK GOOD JAW CESA 2-7

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
↓↓↓	CONT:		

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TRAVIS AFB, CA.	C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	01/04/5					/ /		/ /	

DISCREPANCY: SEVERAL EXT POWER UNITS USED THAT WERE KNOWN TO BE SERVICEABLE APPEARS TO BE SHORT CIRCUIT IN EXT POWER CONNECTION.

CORRECTIVE ACTION:

DN: ME

DISCOVERED BY:

DATE CORRECTED: 01/04/5

CORRECTED BY: [signature] SSgt

INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	01/04/5	D	091 0123			/ /		/ /	

DISCREPANCY: PRESSURE LEAK AT # 2 ESCAPE HATCH.

CORRECTIVE ACTION: RESET SEAL XDAY

DN:

DISCOVERED BY:

DATE CORRECTED: 01/04/5

CORRECTED BY: [signature] AC 3988

INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	01/04/5	D				/ /		/ /	

DISCREPANCY: ENGS # 2 N.1 TACH READS APPROX 6% LOW

CORRECTIVE ACTION:

DN:

DISCOVERED BY:

DATE CORRECTED: / /

CORRECTED BY:

INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	11/04/5	D	0910528			/ /		/ /	

DISCREPANCY: TRAILING EDGE FLAPS HAD A TE. FLAP BRAKE UN LITE ON AND TE ASSYM LITE UN. AND FLAP WOULD NOT MOVE. USED PROCEDURES IN IC-5A-1 TO RESET. OCCURED AGAIN LATER IN FLT

CORRECTIVE ACTION: R+R RH wing Transducer XDAY System OC Good IAW IC-5A-2-9

DN: ME

DISCOVERED BY:

DATE CORRECTED: 01/04/5

CORRECTED BY: [signature] SSgt

INSPECTED BY:

AFTO FORM 781A MAY 79 — MAINTENANCE DISCREPANCY AND WORK DOCUMENT — PREVIOUS EDITION IS OBSOLETE

☆GPO—1972—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		[illegible]	TRAVIS AFB, CA	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5	D	0710589	419304	P / /	/ /	[illegible]

DISCREPANCY	CORRECTIVE ACTION
#2 UHF WILL XMIT BUT WILL NOT RECEIVE	REMOVED AND REPLACED #2 UHF XMITER SYSTEM OPS CK GOOD IAW TO 1C-5A-2-8
ETR #2 UHF RT UNIT	DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
X646RO5098 0386		[illegible] 5G[illegible]	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5	D			P / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
TRASH CAN MISSING IN CREW LATRINE	
	DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5	D			P / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
SNATCH BLOCK CABLE GUIDE MISSING ON RT SIDE STA 600	
	DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	01/04/5	D			P / /	/ /	

DISCREPANCY	CORRECTIVE ACTION
LOADING LITE ON LH FWD RAMP BURNED OUT. (CB Will Not Reset)	
	DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 73 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31 03 5	/ /		60 MAW	TRAVIS AFB, CA.	C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	01/04/5	D				/ /		/ /	

DISCREPANCY: LITES INOP: STROP COMP SEAT ROW 11 & 16 L.H. SIDE

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	01/04/5	D	0710588	41930T		/ /		/ /	

DISCREPANCY: #2 HF RADIO WILL NOT CHANNELIZE. GTR #2 HF COUPLIFER ME

CORRECTIVE ACTION: XDAT REMOVED, REPAIRED & REINSTALLED COUPLIFIER, OP CK OK IAW TO 1C-5A-2-8

DATE CORRECTED: 01/04/5

DN: X646R05091050M | DISCOVERED BY: [illegible] | CORRECTED BY: [illegible] TSGT 0092 | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	01/04/5	D	0910592			/ /		/ /	

DISCREPANCY: Doppler SDC INOP ME

CORRECTIVE ACTION: XDAT GROUND CKS OK IAW 1C-5A-2-8

DATE CORRECTED: 01/04/5

DN | DISCOVERED BY | CORRECTED BY [illegible] SSgt | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
P	01/04/5	F	0910123			/ /		/ /	

DISCREPANCY: NO SPARE MAC FORM 278-B IN BOARD A/C.

CORRECTIVE ACTION: XDAT INSTALLED SPARE 278B O/B

DATE CORRECTED: 01/04/5

DN | DISCOVERED BY | CORRECTED BY 2579 [illegible] | INSPECTED BY

AFTO FORM 781A MAY 72 — MAINTENANCE DISCREPANCY AND WORK DOCUMENT — PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60MAW	TRAVIS AFB CA	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	01/04/5				/ /	/ /	

DISCREPANCY: SEAT COVER FOR ENG'S SEAT MISSING.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY: [signature] | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
D	01/04/5	F			/ /	/ /	

DISCREPANCY: LATRINE SMELLS BAD.

CORRECTIVE ACTION: Serviced Latrine

DATE CORRECTED: 01/04/5

DN | DISCOVERED BY: [signature] | CORRECTED BY: [signature] | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	01/04/5	F	0910581		/ /	/ /	XDM

DISCREPANCY: PITCH TRIM WHN TRAVEL FULL UP.

CORRECTIVE ACTION: A/C PITCH TRIM SYSTEM AND FOUND OK I-A-W TO-1C-5A-2-9.

DATE CORRECTED: 01/04/5

DN | DISCOVERED BY: [signature] WC10 | CORRECTED BY: [signature] 39/6 WC10 | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	01/04/5	F	0910580		/ /	/ /	XDM

DISCREPANCY: PITCH TRIM NOISY.

CORRECTIVE ACTION: A/C PITCH TRIM SYSTEM AND FOUND OK. I-A-W TO-1C-5A-2-9

DATE CORRECTED: 01/04/5

DN | DISCOVERED BY: [signature] WC10 | CORRECTED BY: [signature] 39/6 WC10 | INSPECTED BY

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TRAVIS AFB, CA	C5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
F	01/04/5				/ /	/ /	

DISCREPANCY: IFR PRE FLIGHT N/C/W

CORRECTIVE ACTION: IFR PREFLIGHT XDAT C/W IAW T.O. 1C-5A-2-5

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	D. Hewes S&T	D. Hewes 3TK	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
E	01/04/5	F	0910123		/ /	/ /	

DISCREPANCY: #1 ENG FAN STOPPER INSTALLED

CORRECTIVE ACTION: XDAT FAN STOPPER REMOVED

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	R. Embry L-10	D Raley 0573 L-10	R Embry L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
E	01/04/5	F	0910123		/ /	/ /	

DISCREPANCY: #2 ENG FAN STOPPER INSTALLED

CORRECTIVE ACTION: XDAT FAN STOPPER REMOVED

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	R. Embry L-10	D Raley 0573 L-10	R Embry L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
E	01/04/5	F	0910123		/ /	/ /	

DISCREPANCY: #3 ENG FAN STOPPER INSTALLED

CORRECTIVE ACTION: XDAT FAN STOPPER REMOVED

DATE CORRECTED: 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	R. Embry L-10	D Raley 0573 L-10	R Embry L-10

* U.S. Government Printing Office: 1973-756-413

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		CWMAW	7AFB CA	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	01/04/5	F	09101 23			/ /		/ /	

DISCREPANCY

#4 ENG FAN STOPPER INSTALLED

CORRECTIVE ACTION XDAT

FAN STOPPER REMOVED

DATE CORRECTED 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	R. Embry L-10	0573 D. Raley L-10	R. Embry L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	01/04/5	F	09101 23			/ /		/ /	

DISCREPANCY

Panel 4233-4 RT. wing opened F.O.M.

CORRECTIVE ACTION XDAT

PANEL #4233-4 INSTALLED

DATE CORRECTED 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	A. Johnson W-10	0573 D. Raley L-10	R. Embry L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	01/04/5	F	09613 23			/ /		/ /	

DISCREPANCY

RT. APU. door open F.O.M.

CORRECTIVE ACTION XDAT

RT APU DOOR CLOSED

DATE CORRECTED 01/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
DB	A. Johnson W-10	0573 D. Raley L-10	R. Embry L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	02/04/5					/ /		/ /	

DISCREPANCY

Flight #1 TRANS - Hickam

CORRECTIVE ACTION

DATE CORRECTED / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 79 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/04/5	/ /		60 MAW	TAFB, CA	C5A	68 218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	02/04/5	D	0934115		P I / /	/ /	

DISCREPANCY
CO-PILOT'S FRONT WINDSHEILD IS ARCING

ME (WINDSHILD STORED ON ACFT. SEAL & SEALANT UNDER FWD CREW BUNK) [signature] SSGT

CORRECTIVE ACTION
Removed and Replaced [illegible]

DATE CORRECTED: 04/03/5

DN: | DISCOVERED BY: | CORRECTED BY: [signature] | INSPECTED BY: Hellum SSgt

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5		092 0004		P I / /	/ /	

DISCREPANCY
CDPIR RECORDER MALF. LIGHT ON.

CORRECTIVE ACTION
RESET CIRCUIT BKR KNMD

DATE CORRECTED: 02/04/5

DN: | DISCOVERED BY: [signature] MSgt | CORRECTED BY: Montgomery TSgt 9658 | INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5	D	0920001		P I / /	/ /	

DISCREPANCY
2 EA Danger Tags Installed one For Co-pilot's main window control, and one For Co-pilot's Heat Pwr on ENGs C/B Panel, C/Bs Pulled

CORRECTIVE ACTION

DATE CORRECTED: / /

DN: | DISCOVERED BY: G. [signature] SSgt. | CORRECTED BY: | INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5	F	0920201		P I / /	/ /	

DISCREPANCY
EVIDENCE OF HYD FLUID LEAKING FROM NOSE GEAR DOOR FWD LT. SIDE DOOR SWIVEL

CORRECTIVE ACTION
(KNMD) SWIVEL ON NOSE GEAR LT. DOOR CHD OIL IAW T.O. - 1C-5A-2-10-

DATE CORRECTED: 02/04/5

DN: | DISCOVERED BY: E. Paschal TSGT | CORRECTED BY: E. Paschal TSGT P-2303 | INSPECTED BY:

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60A/AW	TAIM...	C-5A	65

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5				P I / /	/ /	

DISCREPANCY: Left AFT Rail Catwalk Missing

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[signature] TSGT		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5				P I / /	/ /	

DISCREPANCY: R-T/D Rail Venticle Restraint Flange Holddown Plate Missing

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
am	[signature] TSGT		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5				P I / /	/ /	

DISCREPANCY: Burn - Aft Flight deck 2 seat Cushions Right side

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
am	[signature]		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03/04/5	D			P I / /	/ /	

DISCREPANCY: RELIEF CREW COMPT. FLOOR NEEDS [illegible]

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		COMAW	TAFB, CA.	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	02/04/5	D			/ /	/ /	

DISCREPANCY: PILOTS INST. LT. RHEOSTAT (O/H PANEL) EXTREMELY LOOSE.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	02/04/5	D	0934/16		/ /	/ /	

DISCREPANCY: COPILOTS YOKE. INTERCOM BUTTON STICKS. WC

CORRECTIVE ACTION:

DUCK OF OBAL

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	02/04/5	D			/ /	/ /	

DISCREPANCY: FLT ENG INTERCOM LONG CORD INOP IN XMIT, OK RECIEVE.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P 1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	02/04/5	D			/ /	/ /	

DISCREPANCY: PILOTS RUDDER PEDS HARD TO ADJUST.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TAFB GA	C-5A	69-018

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	02/04/5	D				/ /		/ /	

DISCREPANCY: PILOTS HSI HARD TO SET COURSE.

CORRECTIVE ACTION: OPS CK PILOTS HSI BOTH REMOTES & NORMAL MODE SYS CK GOOD IAW 1C 5A-2-6

DATE CORRECTED: 04/04/5

DN | DISCOVERED BY | CORRECTED BY DVLK | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	02/04/5	D	0934117			/ /		/ /	

DISCREPANCY: PILOTS HSI COMPASS CARD STICKS.

CORRECTIVE ACTION: OPS CK #1 HSI INDICATING SYS. SYS CK GOOD IAW 1C 5A-2-6 AND 1C 5A-2-8

DATE CORRECTED: 03/04/5

DN | DISCOVERED BY | CORRECTED BY DVLK 0882 MSGT | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	02/04/5	D	0934118			/ /		/ /	

DISCREPANCY: ROLL/YAW/PACS AUTOPILOT COMPUTER FAILED (LRU 5005)-(5048)(5775)(5777)-ALL IN FLT TROUBLE SHOOTING PROCEDURES FOR ABOVE LRU FAILURES SHOW COMPUTER FAILURE.

CORRECTIVE ACTION: DVLK REMOVED & REPLACED ROLL YAW PACS COMPUTER. SYS OPS CK OK IAW 1C-5A-2-9

DATE CORRECTED: 03/04/5

DN | DISCOVERED BY | CORRECTED BY 5271 SSGT | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	02/04/5	D				/ /		/ /	

DISCREPANCY: LORAN TAPE CARTRIDGE TORN (MC)

CORRECTIVE ACTION: REPLACED TAPE AND PROGRAMMED SYSTEM. OPS CHK OK (DVLK)

DATE CORRECTED: 03/04/75

DN | DISCOVERED BY | CORRECTED BY D8742 TSGT | INSPECTED BY

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /		60 MAW	TAFB CA	C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	02/04/5	D			/ /	/ /	

DISCREPANCY: PRES. SEAL LEAKING, PRESSURE DOOR RT. SIDE UPPER HINGE POINT.

C/F SFF PAGE 5 ITEM 1

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	02/04/5	D			/ /	/ /	

DISCREPANCY: #2 HYD SUCTION BOOST PUMP FAILING. WITH BOTH PUMPS ON QUANTITY FLUCTUATES + PUMP VIBRATION CAN BE FELT IN RESERVOIR. WITH BOTH HYD

CORRECTIVE ACTION: REMOVED + REPLACED #2 SYS. RESERVOIR HYD SUCT. BOOST PUMP PRESS FOR CK. GOOD IAW C5A-2-3

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	/ /				/ /	/ /	

DISCREPANCY: PUMPS DEPRESSED + 1/2 PTH ON QUANTITY FLUX CEASES, BUT VIBRATION CAN STILL BE FELT IN RESERVOIR

ME

CORRECTIVE ACTION: DEQUA

DATE CORRECTED: 03/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		Thomas TSgt	Padilla SGT

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5				/ /	/ /	

DISCREPANCY: #1 HF X-MIT & REC OFF FREQ

MC

CORRECTIVE ACTION: REPAIRED TRIAX CONN. AT RE TIGHTENED ALL RF CONN SYSTEM OF C1 GOOD IAW T.O. 1C-5A-2-6

(DQUA)

DATE CORRECTED: 03/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		Powers Sgt 2139	

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
31/03/5	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	D			P 1 / /	/ /	

DISCREPANCY
#2 HF WILL NOT X-MIT OR CHANNELIZE

MC

DN | DISCOVERED BY

CORRECTIVE ACTION
TIGHTENED RECEIVER EXCITER IN MOUNT AND RF CONNECTORS. SYSTEM OP CH GOOD IAW T.O. 1C-5A-2-8 (PGUA)

DATE CORRECTED 03/04/5

DN | CORRECTED BY 8139 | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	D			P 1 / /	/ /	

DISCREPANCY
#4 TOP pump excessive case drain flow

PGUA

DN | DISCOVERED BY

CORRECTIVE ACTION
PRESS. CK. OF #4 TOP HYD PUMP CASE DRAIN FLOW IAW T.O. 1C-5A-2-3 (PGUA)

DATE CORRECTED 03/04/5

DN | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	D	09341I9		P 1 /	/ /	

DISCREPANCY
LT APU GEN fuel cycles out of limits

PGUA

DN | DISCOVERED BY

CORRECTIVE ACTION
LT APU GEN CYCLES WITHIN LIMITS IAW T.O. 1C-C5A-2-4CL-1

DVCK

DATE CORRECTED 03/03/5

DN | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	D			P 1 / /	/ /	

DISCREPANCY
RT APU GEN Low FREQ

PGUA

DN | DISCOVERED BY

CORRECTIVE ACTION
APU Gen Sys. Ops Checked OK IAW T.O. 1C-5A-2-4CL-1

DATE CORRECTED 3/04/5

DN | CORRECTED BY | INSPECTED BY

AFTO FORM 781A MAY 73 **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
NPO	03/04/5	F				/ /		/ /	

DISCREPANCY: DRUG Insp DUE

CORRECTIVE ACTION: DRUG INSP CW

DATE CORRECTED: 03/04/5

DN | DISCOVERED BY: 7625 Douglas TSgT | CORRECTED BY: 7625 Douglas TSgT | INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
X	03/04/5	F				/ /		/ /	

DISCREPANCY: ALL ENGINES DUE FOD INSP PRIOR TO ENGINE START

CORRECTIVE ACTION: ENG INLET Insp CW NO FOD NOTE

DATE CORRECTED: 03/04/5

DN | DISCOVERED BY: 7625 Douglas TSgT | CORRECTED BY: 7625 Douglas TSgT | INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	03/04/5	B	0734420			/ /		/ /	

DISCREPANCY: Shut Down #2 ENG AT 0420 Z. (FRAME 2070) FAN Dominant 3¼ Scale Divisions Vib. (FRAME 2072) TROUBLE SHOOTING ROUTINE. ABNORMAL CORR VIBRATIONS, MORE THAN 3, BUT LESS THAN 5

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY: | CORRECTED BY: | INSPECTED BY:

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P	DATED	TRANSFERRED TO 781K	DATE	TRANSFERRED BY
	/					/ /		/ /	

DISCREPANCY: Scale Divisions. (FRAME 2073) 3.0 Scale Div. Vibration. (FRAME 2075) Routine - 3¼ Scale Div Vib, Failure. Excessive Fan Vibration. #2 ENG BAD FRONT BEARING

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN C/F SEE PAGE 27 ITEM 4 | DISCOVERED BY: | CORRECTED BY: | INSPECTED BY:

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03/04/5	D			/ /	/ /	

DISCREPANCY: Eng's Seat will not Swivel

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	D	09344121		/ /	/ /	

DISCREPANCY: On Decent #2 Eng CSD Fail Light Came on. CSD disconnected.

CORRECTIVE ACTION: CSD FAIL LT CAME ON BECAUSE ENG WAS SHUT DOWN. RECONNECTED CSD

DULK

DATE CORRECTED: 03/04/5

DN | DISCOVERED BY | CORRECTED BY: W Kelley 55954C | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03/04/5	D			/ /	/ /	

DISCREPANCY: No 4 Throttle Will not Maintain setting With Throttle Friction Applied.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY | CORRECTED BY | INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P1 DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03/04/5	D	09344122		/ /	/ /	

DISCREPANCY: X BAND MMR CURSORS DID NOT WORK UPON 3 ATTEMPTS. MONITORING APPROACH

Nav A-D Ø BAL C/F #1061

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN | DISCOVERED BY: JT Langford | CORRECTED BY | INSPECTED BY

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ / /	/ / /				C-5A	65-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03645	D	0934123		P I / / /	/ /	

DISCREPANCY: #1 HF x-mits garbled & off frequency (Repeat) (MC)

CORRECTIVE ACTION: SWAPPED REC. EXT. FROM #2 HF SYS O/C/G IAW TO 1C-5A-2-8 (DVLK)

DATE CORRECTED: 03045

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
		[illegible] TSGT 5419	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03645	D	0934124		P I / / /	/ /	

DISCREPANCY: #2 HF chanelizes each x-mit however no airborne answer (MC) ØBAL CF
COUPLIFIER O/O 1662
RECEIVER EXCITER O/O 1663 (DVLK)

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03645	F	0934311		P I / / /	/ /	

DISCREPANCY: ALL FOUR ENG FAN STOPPERS INSTALLED

CORRECTIVE ACTION: All four fan stops removed (DVLK)

DATE CORRECTED: 03/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	M. [illegible] SSGT	M. O'[illegible] 205	[illegible] MSGT

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	03/64/5	F			P I / / /	/ /	

DISCREPANCY: #2 ENG VIB PICKUPS OK MADAR BAD INSPECTED ALL FILTERS, FAN, ENGINE SOAP SAMPLES + FILTERS GOOD C/F HOME STA SEE PAGE 25 ITEM 3

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	W. Kelley SS 9540		

AFTO FORM MAY 73 781A **MAINTENANCE DISCREPANCY AND WORK DOCUMENT** PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	03/04/5	F	0934115		P 1 / /	/ /	

DISCREPANCY: ALL ELECTRICAL LEADS TO CO-PILOTS WINDSHIELD DISCONNECTED TO F.O.M.

CORRECTIVE ACTION: CONNECTED LEADS IAW 1C-5A-2-11

DATE CORRECTED: 04/04/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	M. [illegible] SSGT	L. [illegible] SGT	R. [illegible] SSGT N660

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	04/04/5	F	093-		P 1 / /	/ /	

DISCREPANCY: SMALL CRACKED ON INNER SURFACE OF CO-PILOTS FRONT WINDSHIELD. CRACKED AT UPPER RT CORNER (WITHIN LIMIT IAW 1C-5A-2-3). DULK

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[illegible]		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	04/04/75	F			P 1 / /	/ /	

DISCREPANCY: Both #2 Eng Vib. Transducers Bad

(DULK) H.S. DULK

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
CF	R. [illegible] DULK		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	04/04/5				P 1 / /	/ /	

DISCREPANCY: FLT ENG LONG INTERPHONE CORD WILL NOT XMIT & RCV. DK.

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	04/04/5				/ /	/ /	

DISCREPANCY	CORRECTIVE ACTION
Aft Flight Deck Galley Will Not Recieve Potable Water from Water Truck. When Truck is Connected To Ground Connection, Water over Flowes in Latrine	
	DATE CORRECTED / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	/ /				/ /	/ /	

DISCREPANCY	CORRECTIVE ACTION
	DATE CORRECTED / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	/ /				/ /	/ /	

DISCREPANCY	CORRECTIVE ACTION
	DATE CORRECTED / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A P I DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
	/ /				/ /	/ /	

DISCREPANCY	CORRECTIVE ACTION
	DATE CORRECTED / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY

AFTO FORM MAY 73 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

AFTO Form 781A

Maintenance Discrepancy and Work Document
(Page 58 of 70 Pages)

Reflecting Removal of Tie Rod Assemblies

on 16 March 1975 and Reinstallation on 24 March 1975

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
/ /	/ /					

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	16/03/5	F	0750238		P I	/ /	/ /	

DISCREPANCY

CANN'D ROD ASSY BETWEEN #2 & 3 RT. AFT RAMP LOCKS

DO NOT OP. RAMP

shop recorder

CORRECTIVE ACTION

INSTALLED TIE ROD BETWEEN #2 & #3 LOCKS RIGHT SIDE IAW 70-1C-5A-2-12

SEE PAGE 67 BLOCK 2

DATE CORRECTED: 24/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
K624RN50830269	R. [illegible] SSgt	K. VanDyne Sgt 7219	[illegible] L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	16/03/5	F	0750237		P I	/ /	/ /	

DISCREPANCY

CANN'D ROD ASSY BETWEEN #3 & 4 RT. AFT RAMP LOCKS.

shop recorder

DO NOT OP. RAMP

CORRECTIVE ACTION

INSTALLED TIE ROD BETWEEN #3 & #4 RT SIDE IAW 70-1C-5A-2-12

SEE PAGE 67 - BLOCK 2

DATE CORRECTED: 24/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
K624RN50830270	R. [illegible] SSgt	K. VanDyne Sgt 7219	[illegible] L-10

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
/	18/03/5	F	0770496		P I	/ /	/ /	

DISCREPANCY

Removed DRU to A/C 90002 for trouble-shooting.

CORRECTIVE ACTION

INSTALLED DRU MOC GOOD IAW TO 1C-5A-2-6

DATE CORRECTED: 21/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	D. Grubb MSgt	[illegible] 8624	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A	DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	18/03/5	F	0069523		P I	/ /	/ /	

DISCREPANCY

TCTO 1C-5A-1743 In Progress.

Do Not Apply Hyd. Press.

CORRECTIVE ACTION

FOR CORRECTIVE ACTION SEE 781 PG 59 I 2

DATE CORRECTED: 18/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	C. Moffatt Sgt	J. Jamason W-18 L0776	R. Owen L10 D4422

AFTO Form 781A

Maintenance Discrepancy and Work Document
(Page 67 of 70 Pages)

Reflecting Rig Check Due as Result of

Installation of Tie Rod Assemblies dated 24 March 1975

DATE FROM	TO	CREW CHIEF	ORGN	LOCATION	MDS	SERIAL NO.
07/03/5	27/03/5				C-5A	68-218

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
[illegible]	24/03/5	F	0830008		P / /	/ /	

DISCREPANCY: Cracks gen Door acard Leak check Due T-O change

CORRECTIVE ACTION: press and o c good IAW 1C-5A-2

DATE CORRECTED: 21/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[illegible] SSgt	[illegible] SSgt 1-218	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
X	24/03/5	F	0840512		P [illegible] 26/03/5	/ /	D. Mac[illegible] SSgt

DISCREPANCY: Rig [illegible] Due on AFT RAMP. RIGHT SIDE Due to INSTALLATION of RAMP TIE RODS BETWEEN 2&3 AND 3&4. Lock [illegible] Page 58 Block 1 & 2

CORRECTIVE ACTION:

DATE CORRECTED: / /

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[illegible]		

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
[illegible]	24/03/5	F	0830003		P / /	/ /	

DISCREPANCY: Rt Bolt hole striped ON Crew Refrigator

CORRECTIVE ACTION: Repaired striped hole

DATE CORRECTED: 25/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[illegible] Sgt	J. McConnell A1C 8240	

SYM	DATE DISCD	WDC	JCN	TAG NO.	CF TO 781A DATED	TRANSFERRED TO 781K DATE	TRANSFERRED BY
[illegible]	25/03/5	F	0839541		P / /	/ /	

DISCREPANCY: Antiskid will not Pass Bite ck 1C-3C press switch bad

CORRECTIVE ACTION: installed 1C-3C press switch IAW 1C-5A-2-10 see pg 68 61K1

DATE CORRECTED: 25/03/5

DN	DISCOVERED BY	CORRECTED BY	INSPECTED BY
	[illegible] Sgt	H. Davidson A1C 4562	

AFTO FORM MAY 73 781A MAINTENANCE DISCREPANCY AND WORK DOCUMENT — PREVIOUS EDITION IS OBSOLETE

☆GPO—1973—756-661

AFTO Form 781A

Maintenance Discrepancy and Work Document
(Page 18 of 55 Pages)

Reflecting Rig Check Due noted on 24 March 1975

and the Accomplishment of Rig Check on 29 March 1975

22AF/LGM

LTR

24 JULY 1975

35 Metallurgical Analysis Reports

Prepared By

Metallurgical Laboratory

San Antonio Air Logistics Center

Kelly Air Force Base, Texas

A-1

 26 April 1975

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

6 Left Side Bellcrank & Pushrod 23 Apr 75

Task # 1128 Attachment # 1 #142

Metallurgical Analysis

1. Two failed pieces of Bellcrank identified as No 6 left side bellcrank and pushrod were submitted for analysis as per attachment #1 of basic MME Task 1128.

2. Photographs of the exhibits as received are identified as Photo 1 and Photo 2, and also shows where metallurgical specimen was taken, along with the TEM (Transmission Electron Microscope) fractographs.

3. Spectrographic analysis identified the material of the two failed pieces as 7075 aluminum alloy, with a Rockwell hardness of R_B 92, this indicates the material is in a T6 heat treated condition. The bellcrank arm that failed showed that there was some evidence of shot peening on the inside where no paint was present, about 50% coverage.

4. Visual and microscopic examination of the thin rib section fracture surfaces showed that area where metallurgical sample was taken (See photo 3) there was considerable corrosion on the fracture surface which indicates it could have been open for sometime, other fractured surfaces did not show this condition (See photos 4 & 5). Also this area (Photo 3) revealed a "Chevron" pattern on the surface which points to the origin of failure, and sometimes is associated with fatigue. Most of the fractures on other areas was caused by excessive overload from the steel stud on the rear of bellcrank, which tore through the complete thickness of the bellcrank with some sliding to the side.

5. Metallurgical & TEM analysis revealed the fracture on the arm portion of the bellcrank showed stress-corrosion cracking on the surface at the area indicated in photo 2 (Met specimen). In stress-corrosion cracking the initiation and growth of cracks, or the extension of cracks, result from the combined action of a corrodent and applied or residual stresses. Fractures in high-strength aluminum alloys such as this, are distinctly intergranular when fracture occurs by stress-corrosion cracking, and the continuous grain-boundary path in the short transverse direction of wrought products makes this direction least resistance to stress-corrosion cracking. TEM fractographs (See photos 9 & 10) shows stress-corrosion facets along with some dimpling, (A dimple is half of a microvoid through which fracture has occurred) and corrosion debris on the flat intergranular surface.

6. Conclusion: The failure of the bellcrank was initiated by stress-corrosion which was found present (See photos 9 & 10). Other fractures on the assembly were found to be of the overload (impact) type failures.

JOHN PARKER, Metallurgist

SIGNED

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

1 Atch
Photos 1 thru 10

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

#6 Left Side Bellcrank & Pushrod 23 Apr 75

Task #1128, Attachment #1 #142

Metallurgical Analysis

1. The following additional information was requested after report was typed. Additional fractographs were made on fracture surfaces of areas designated as "A" and "B" on photo 2.

2. These fractographs furnished additional confirmation of stress corrosion as shown in photos 11 thru 14.

SIGNED

JOHN PARKER, Metallurgist

1 Atch
Photos 11 thru 14

SIGNED

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

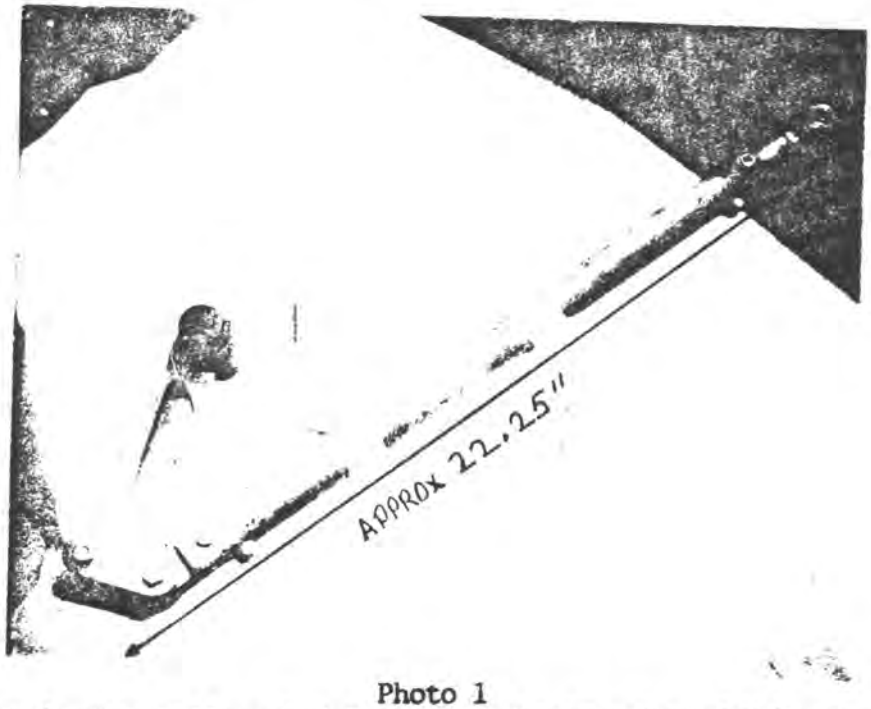


Photo 1
No 6 Left side Bellcrank & Pushrod - Showing the exhibit as received here in the Metallurgical Laboratory.

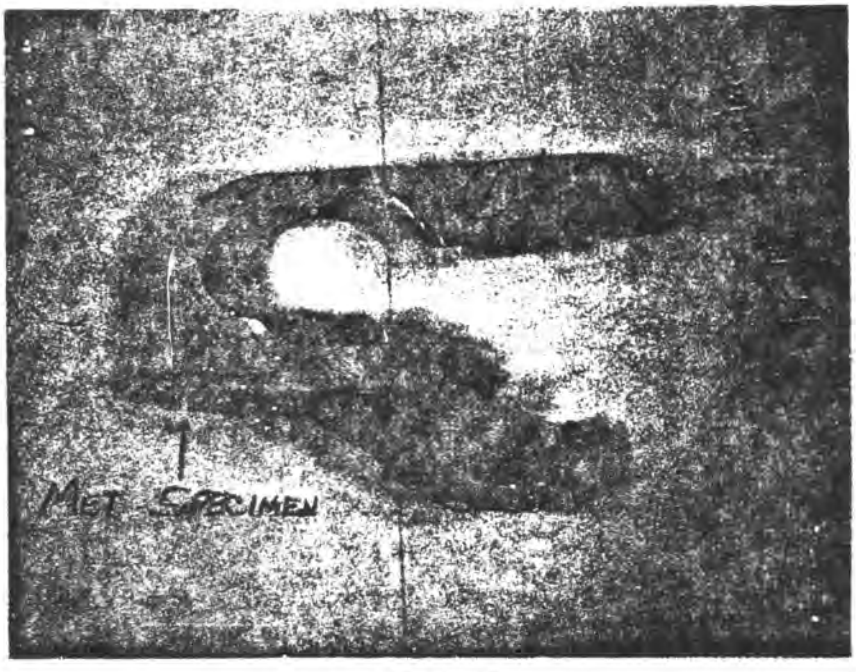


Photo 2
No 6 Left side Bellcrank & Pushrod - Showing the areas where metallurgical specimen & TEM fractograph were taken, notice the corrosive product (blacken areas) where Met specimen was taken.

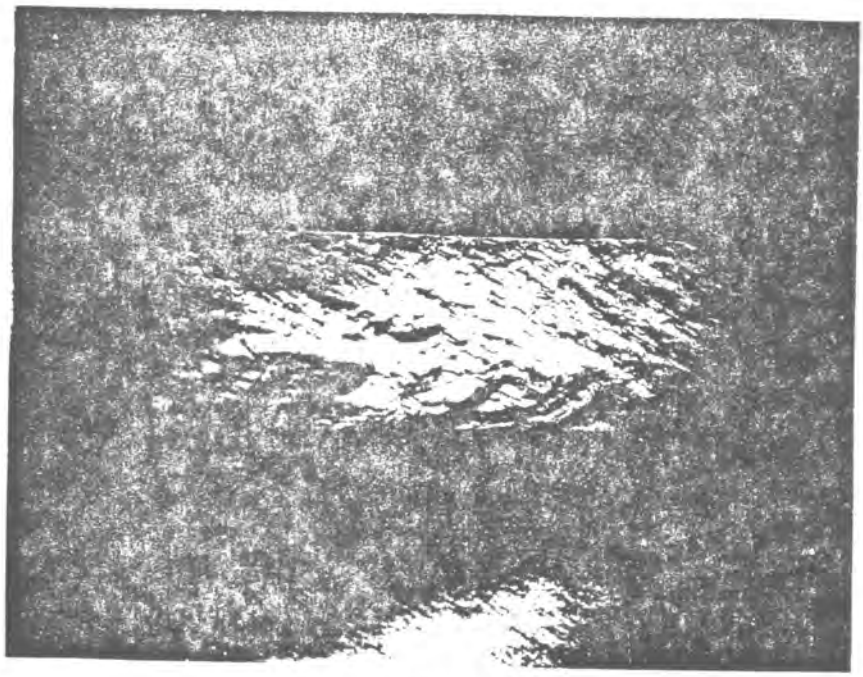


Photo 3
No 6 Left side Bellcrank & Pushrod - Showing the fractured surface where metallurgical specimen were taken, notice the "Chevron" pattern (pointing to the right) leading to the origin of fracture. This thin rib section is where there was corrosion on the surface.

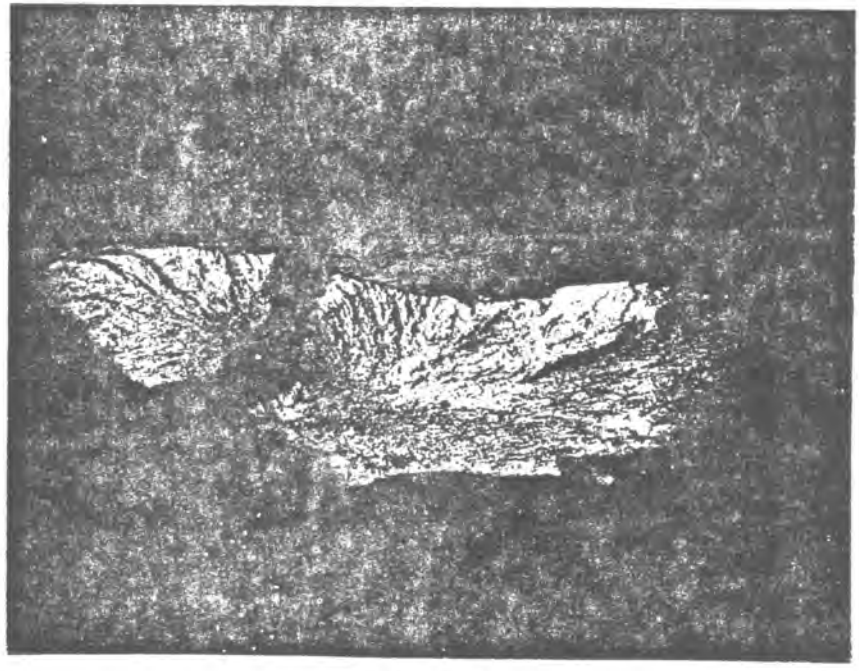


Photo 4
No 6 Left side Bellcrank & Pushrod - Showing the fractured surface on another area, no corrosion was noted on this surface. The woody appearance is typical for this type of material because of excessive overload that created it.

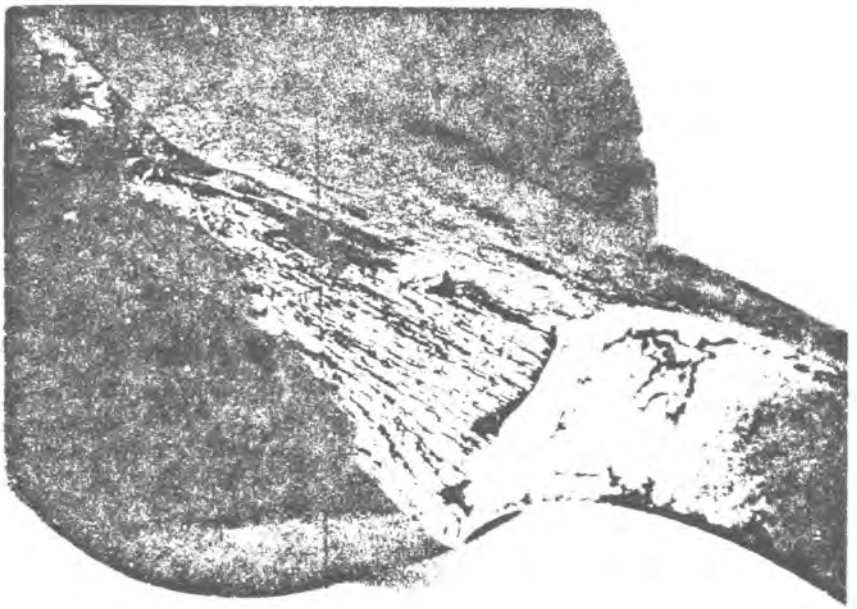


Photo 5
No 6 Left side Be-lcrank & Pushrod - Showing the fractured surface with the same condition as reported in photo 4.

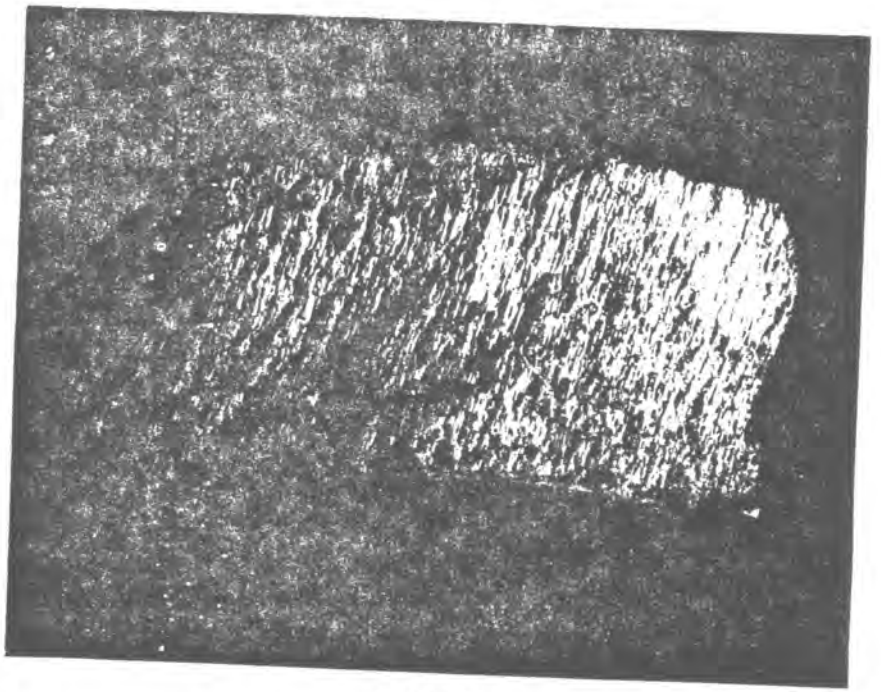


Photo 6
No 6 Left side Bellcrank & Pushrod - Showing the fractured surface that fits around the large steel stud & sleeve, this where Transmission Electron Microscopic (TEM) specimen was taken, no corrosion appears on the surface.

Photo 7 200X

No 6 Left Side Bellcrank & Pushrod - Showing a polished & etched metallographic specimen of 7075-T6 aluminum alloy with the fracture surface in profile at the top, notice the "leaves" on top fracture surface, these "leaves" indicate stress-corrosion was attacking the grains at the grain boundary and intergranularly.

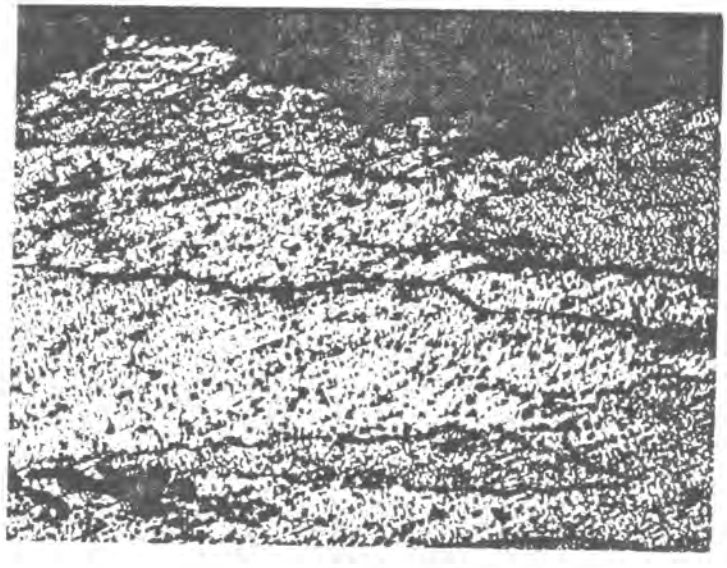


Photo 8 500X

No 6 Left Side Bellcrank & Pushrod - Showing a polished & etched metallographic specimen of 7075-T6 aluminum alloy with fracture surface in profile at the top, notice the grains are very elongated, which facilitated propagation of both the primary fracture and the secondary crack shown under the fracture surface.

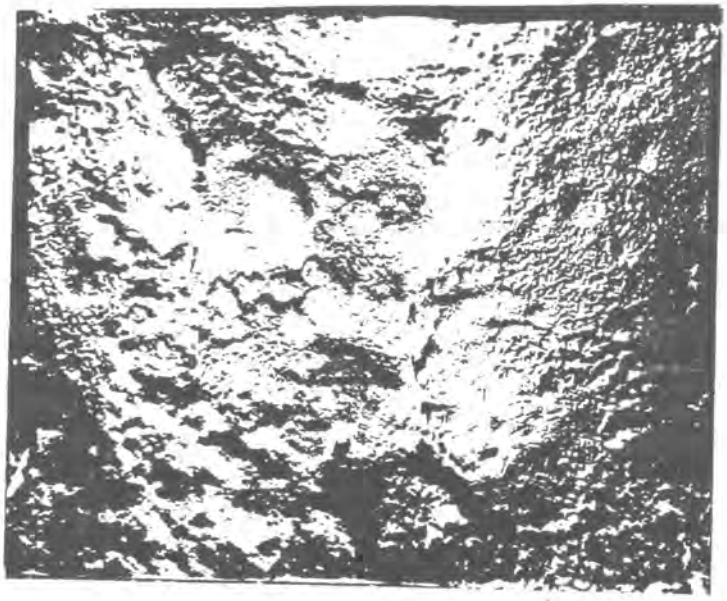


Photo 9 4000X

No 6 Left Side Bellcrank & Pushrod - Showing a TEM fractograph of the fractured surface mentioned in photo 2 (TEM Specimen). The facet shows stress-corrosion covers nearly all of the surface of the fracture.

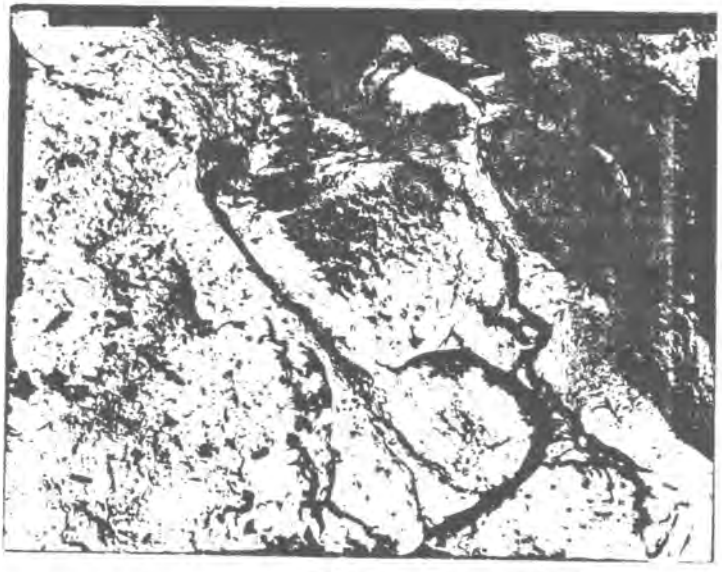


Photo 10 4000X

No 6 Left Side Bellcrank & Pushrod - Showing a TEM fractograph of the fractured surface with stress-corrosion and dimpling, there is some debris on the flat intergranular surface.

Photo 11 5600X

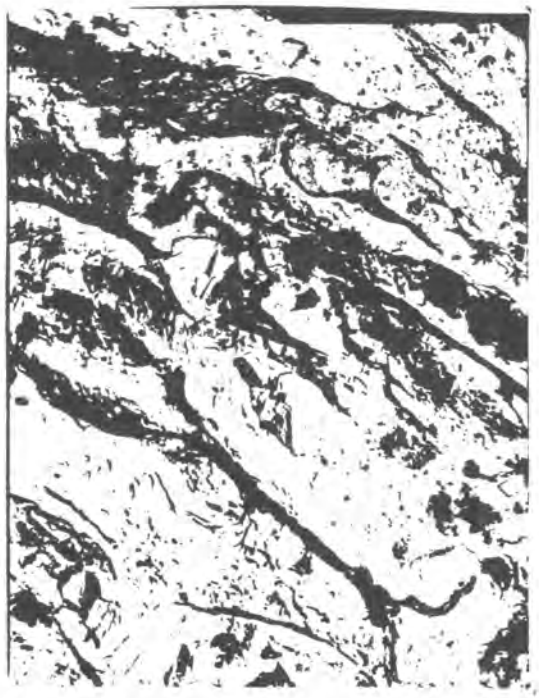


Photo 12 5600X

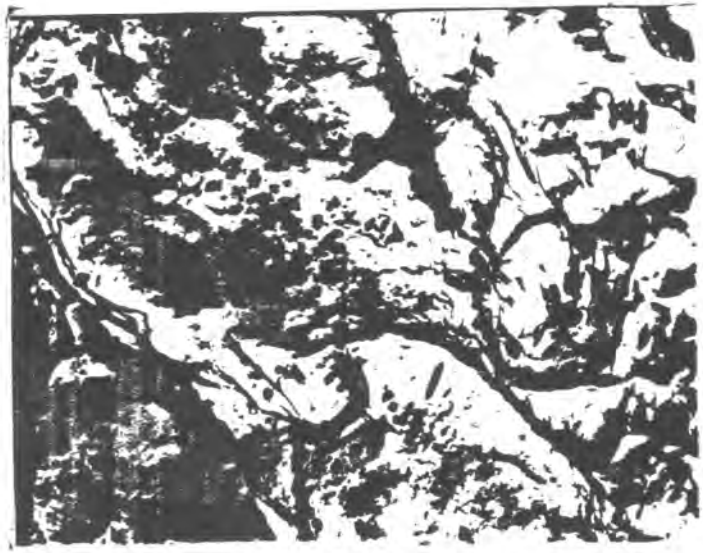


Photo 13 5600X

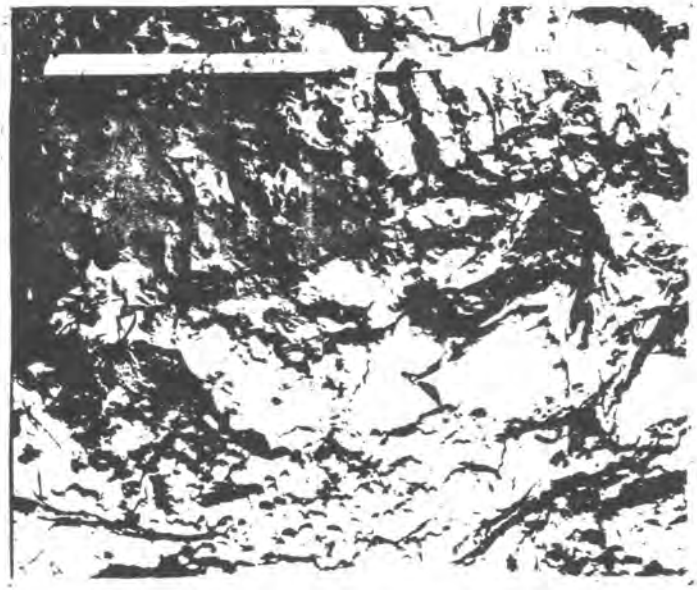


Photo 14 5600X

MME-3/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

Left Side No 6 Saddle Fitting 23 Apr 75

Attachment 2, Task 1128 #142

Metallurgical Analysis

1. A failed number 6 saddle fitting from the left side was submitted for analysis as specified in attachment 2 of basic MME task 1128.

2. Spectrographic analysis showed that subject fitting was made of material conforming to type 7075 aluminum alloy.

3. The failure involved a crack in the web area of the fitting. Also, three battered areas associated with the failure were noted (see photos #1 and #2). Photograph #3 shows paint flakes and stains on one of the damaged areas. The color of the paint was similar to the paint on the fitting itself.

4. Fractrographic analysis of the fractured surface revealed small and flat dimples characteristic of a shear overload failure (reference photo #4).

5. Conclusion: it was determined that the failure (crack) was caused by an impact load that caused the web to crack in a shear fracture mode. The damage observed was also caused by foreign object impact.

MARCOS R. SOLIS
Metallurgist

1 Atch
Photos 1 thru 4

O. H. DOUGLASS, JR
Chief, Metallurgical Laboratory Section
MA

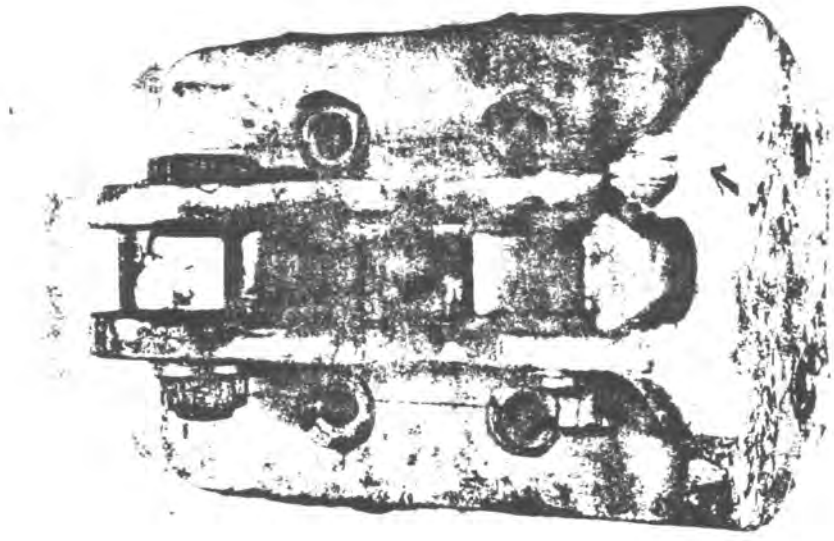


Photo 1. Saddle fitting as received. Arrows point to crack and damaged areas.

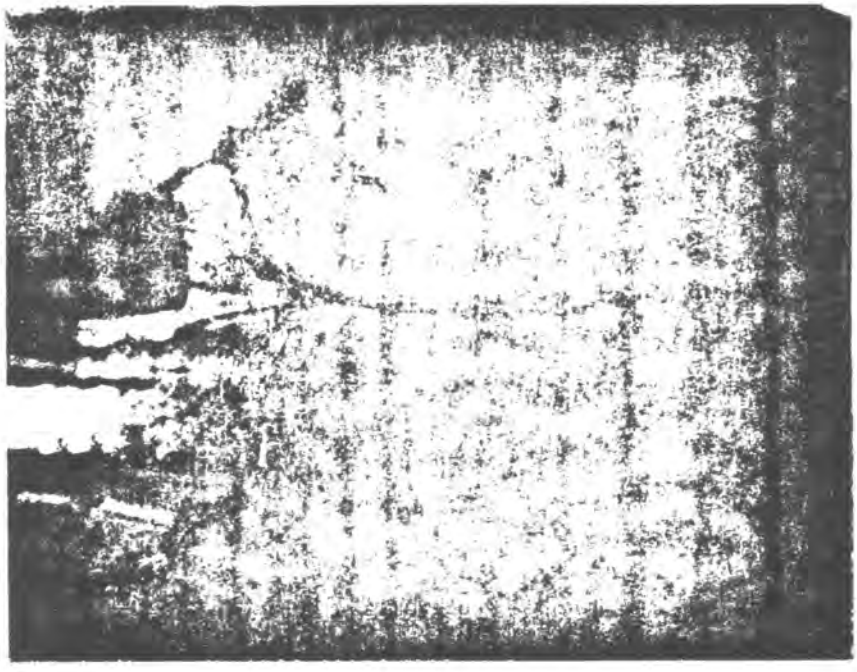


Photo 2. Close up view of crack and associated damaged area.

Photo 7 200X

No 6 Left Side Bellcrank & Pushrod - Showing a polished & etched metallographic specimen of 7075-T6 aluminum alloy with the fracture surface in profile at the top, notice the "leaves" on top fracture surface, these "leaves" indicate stress-corrosion was attacking the grains at the grain boundary and intergranularly.

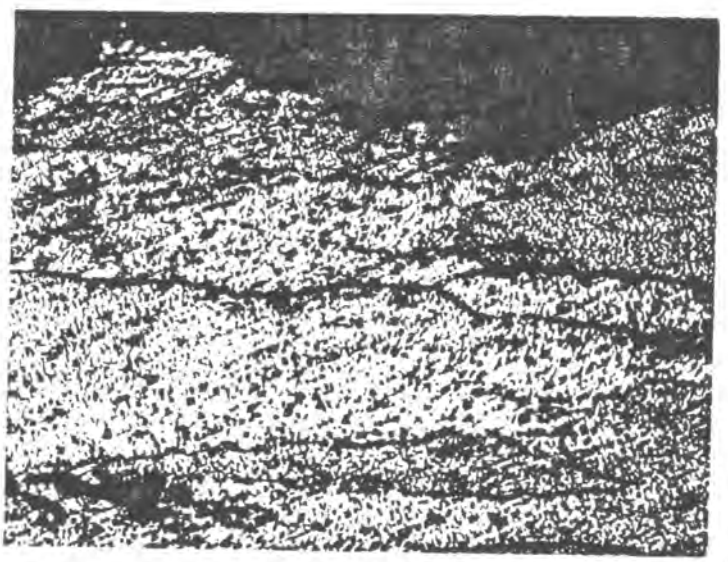
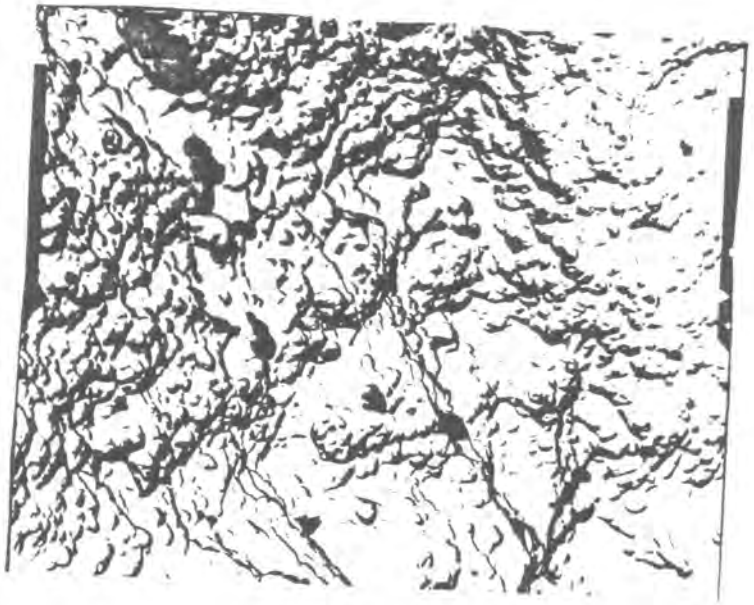


Photo 8 500X

No 6 Left Side Bellcrank & Pushrod - Showing a polished & etched metallographic specimen of 7075-T6 aluminum alloy with fracture surface in profile at the top, notice the grains are very elongated, which facilitated propagation of both the primary fracture and the secondary crack shown under the fracture surface.

Photo 3. Battered surface revealed paint stains and paint flakes similar in color to the fitting paint.



5600X

Photo 4. Shear dimples typical of a shear overload failure as revealed in fractrographic analysis.

C-1

28 April 1975

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

Left Side - No 7 Hook Bellcrank Assembly 23 Apr 75

Task #1128, Attachment 3 #142

Metallurgical Analysis

1. One C5A left side No 7 hook bellcrank assembly was submitted to the Metallurgical Laboratory to determine if any cracks were present, and to evaluate possible impact damage to the 55K capacity hook as requested on Task 1128. Photo #1.

2. NDI Inspection was requested to determine if any additional cracks were present. (See attached report).

3. Visual and microscopic examinations revealed the following:

a. Photo #2 & #2A taken at two different angles illustrate that the 34K capacity cargo ramp lock had suffered impact damage in two directions.

b. Photos #3 & #3A taken of the assembled and disassembled bolt assembly indicator mechanism cargo ramp lock illustrate points of impact. Also seen in photo #3A is the direction of bending after impact.

c. Photos #4 & #4A as requested in attachment 3 illustrate damage to the left side of the hook (Black arrow).

d. Photos #5 & #6 taken along the 34K capacity cargo ramp lock fracture surfaces, revealed possible signs of corrosion.

e. TEM (Transmission Electron Microscope) fractograph taken along the fracture faces (Photos #5 & #6), confirms the presence of stress-corrosion. Photo #7.

4. Conclusion: Failure to the bellcrank was brought about by stress-corrosion which was confirmed in Photo #7. Other fractures on the bellcrank assembly were found to be of the overload type.

DAVID BARRERA, Metallurgist

2 Atch
1. Photos 1 thru 7
2. NDI Report

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

24 Apr 75

MANCE/Mr Barrera — MANCD/Nondestructive Testing Lab - Sec

C5 Acft Lock Assembly — 24 Apr 75

MANCE/Task 1128 Attachment 3 — 75-76

Cracks

1. One each Acft Ramp Lock Assembly was received by MANCD for nondestructive testing. Assembly was identified as Acft Ramp Lock Assembly, Left Side #7 Canted Fus Sta 1231, Ramp Sta 154.

2. Specimen assembly was disassembled and processed as follows:

a. All assembly components made from ferro-magentic materials were processed by the magnetic particle method, using longitudinal and circular fields and the wet continuous method of particle application.

b. All assembly components made from non-magnetic materials were processed by the liquid penetrant method using inspection materials Type I, Method "B", MIL-I-25135C, Group VI, with the family concept emulsifier and dry fluidized developer.

3. Inspection results:

a. Magnetic Particle Inspection: No discrepancies were noted on all ferro-magnetic components inspected.

b. Liquid Penetrant Inspection: Inspection revealed cracks on two components made of non-magnetic materials. Defective components were identified as follows:

(1) Bolt Assembly, Indicator Mechanisum, Ramp Lock, P/N 4F 53 744-101A, TO 1C-ZA-4-1, Fig 182-248.

(2) Bellcrank, 34K Capacity, Ramp Lock P/N 4F 53693-10C. TO 1C-5A-4-1, Fig 182-155.

4. All defective areas were marked.

Jose N. Garcia
Qlty Assr Spec

REYNALDO R. RAMOS
Acting Ch, NDI Lab Sec

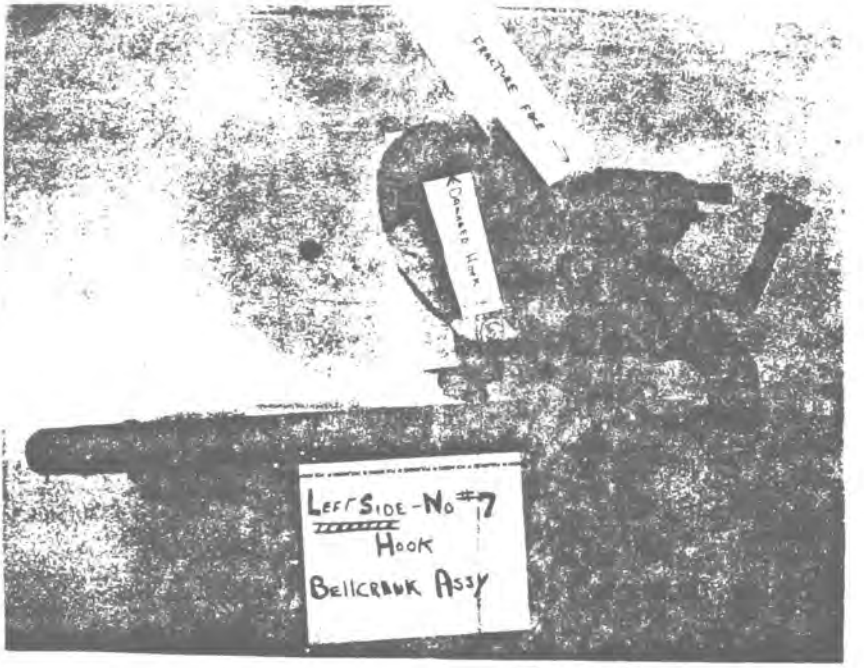


Photo #1
As received No #7 Hook Bellcrank Assembly.

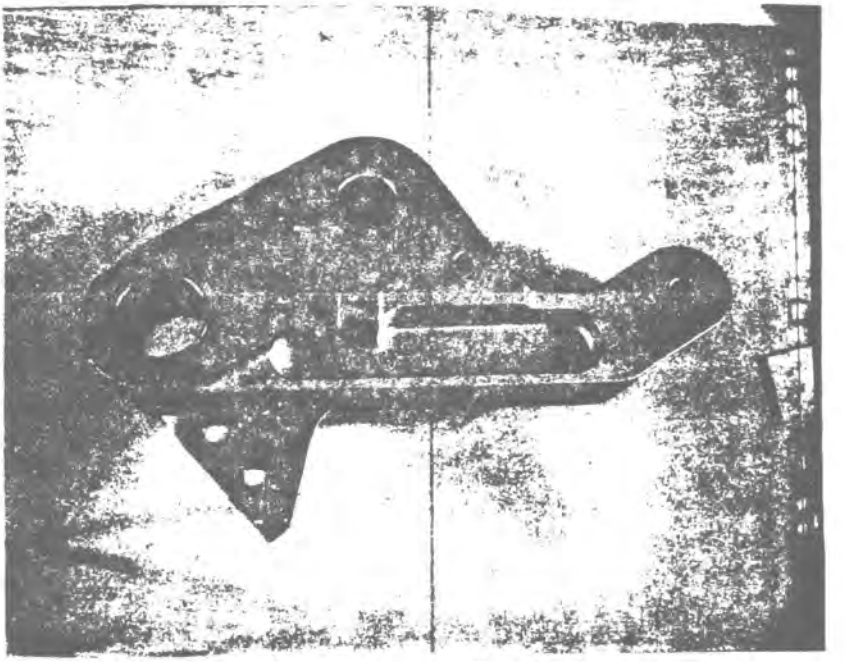


Photo #2
Cracked Bellcrank, 34K capacity cargo ramp lock.

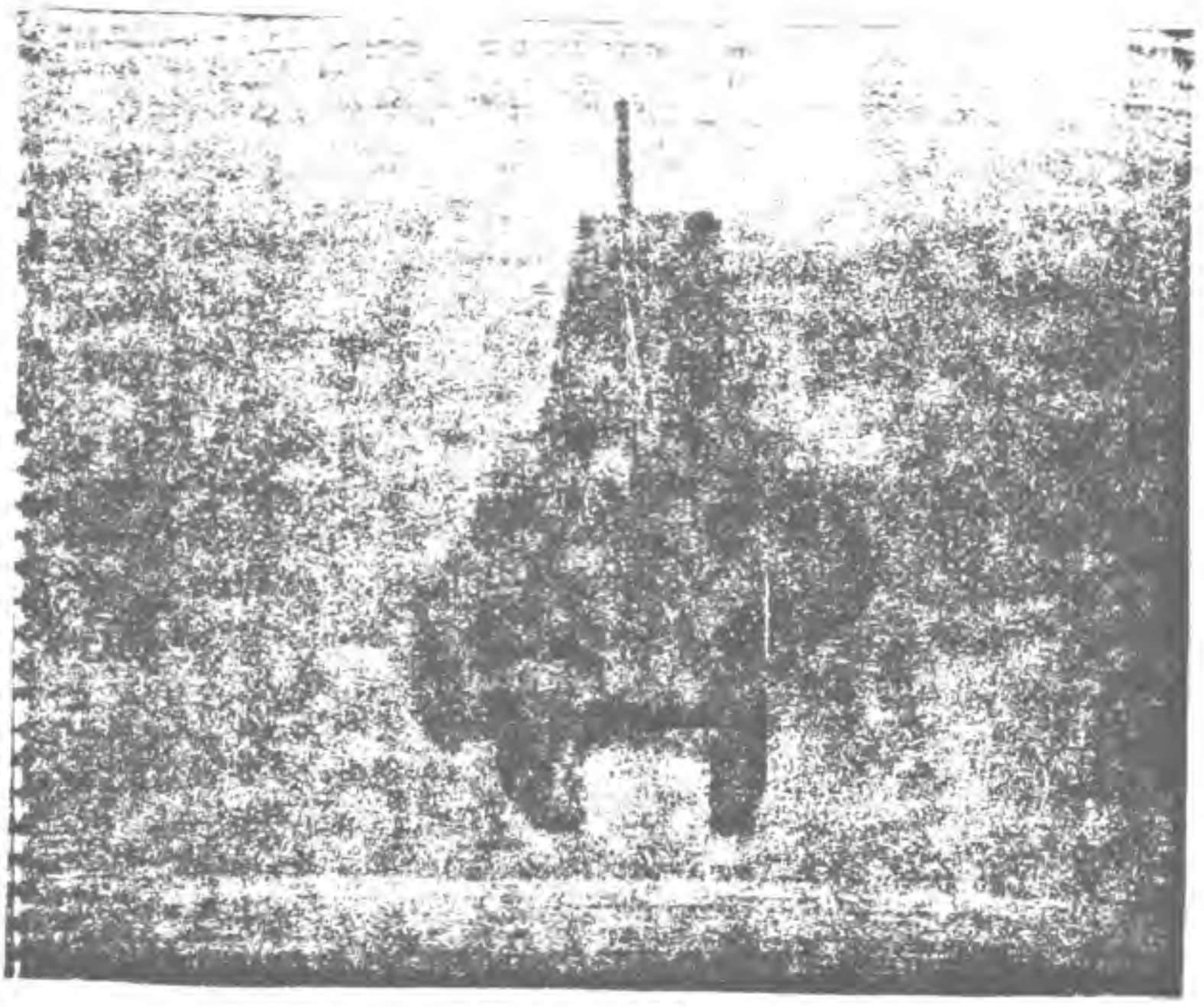
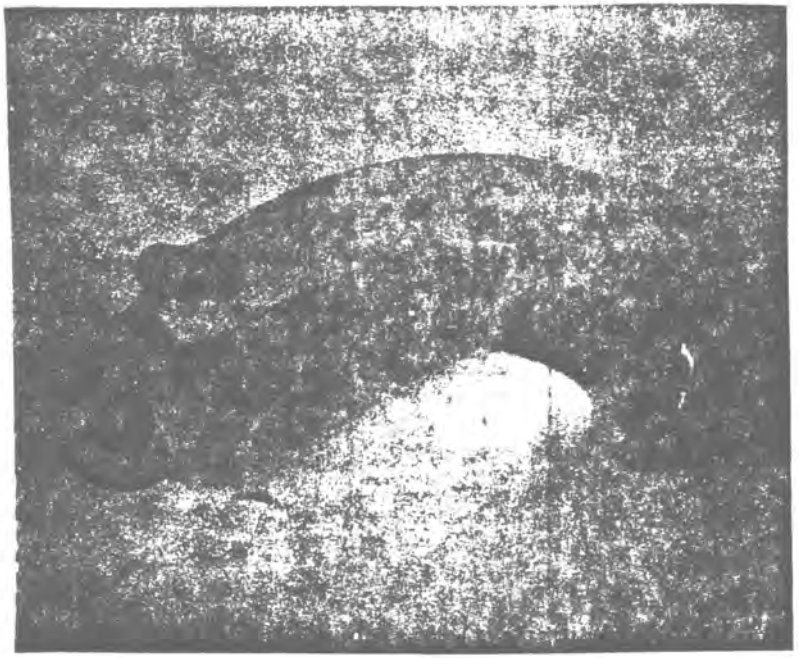


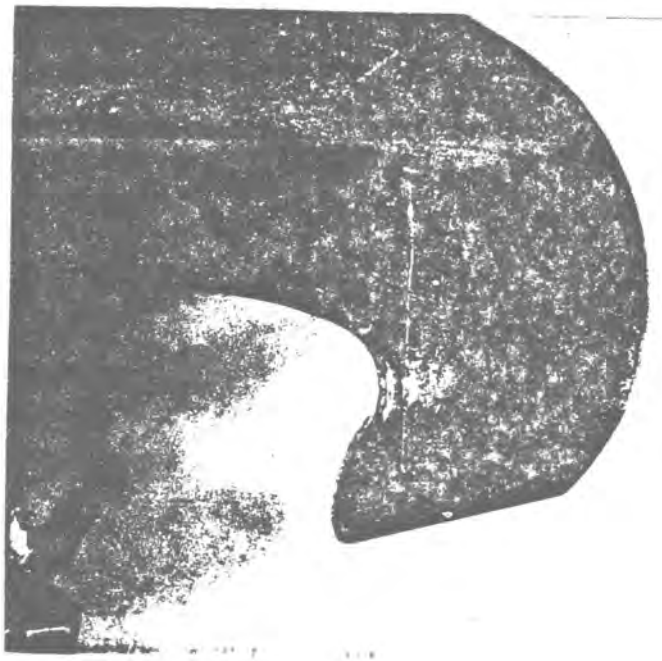
Photo #2A
Cracked 34K capacity cargo ramp lock (front angle) illustrates impact damage in two directions.

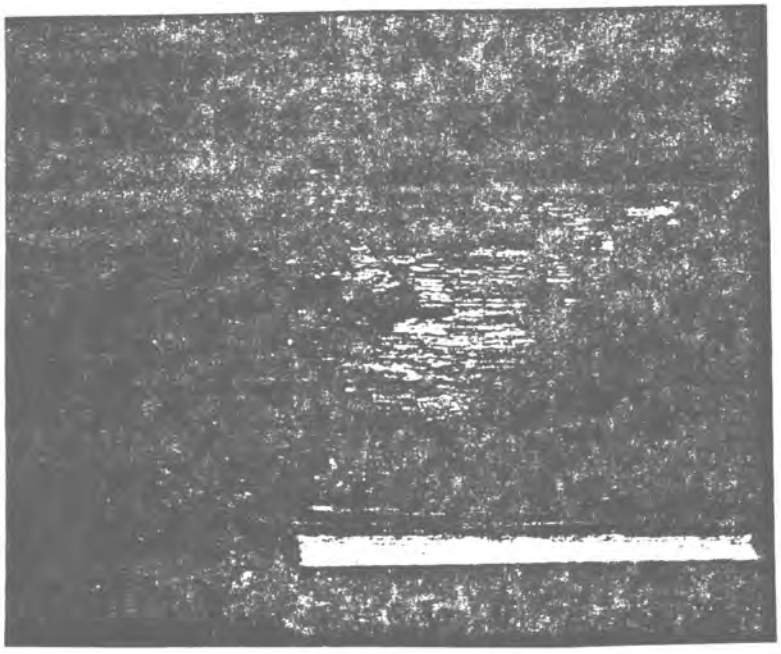
Photo #3
Bolt Assembly Indicator Mechanism cargo ramp lock exhibits impact damage at three points.

Photo #3A
Illustrates impact points as well as direction of bending.

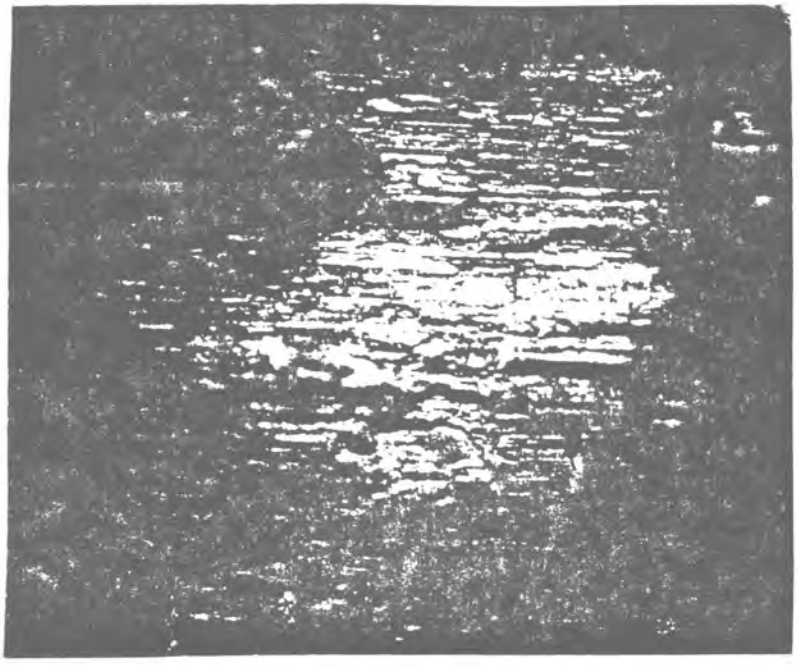


Photos #4 & #4A
Taken of the 55K Hook capacity illustrate damage to the left side of the hook. It should be noted in Attachment #10, No 5, left side bellcrank, Photo #8, that damage has also occurred on the left side.





Photos #5 & #6
Taken from the 34K capacity cargo ramp lock fracture face.



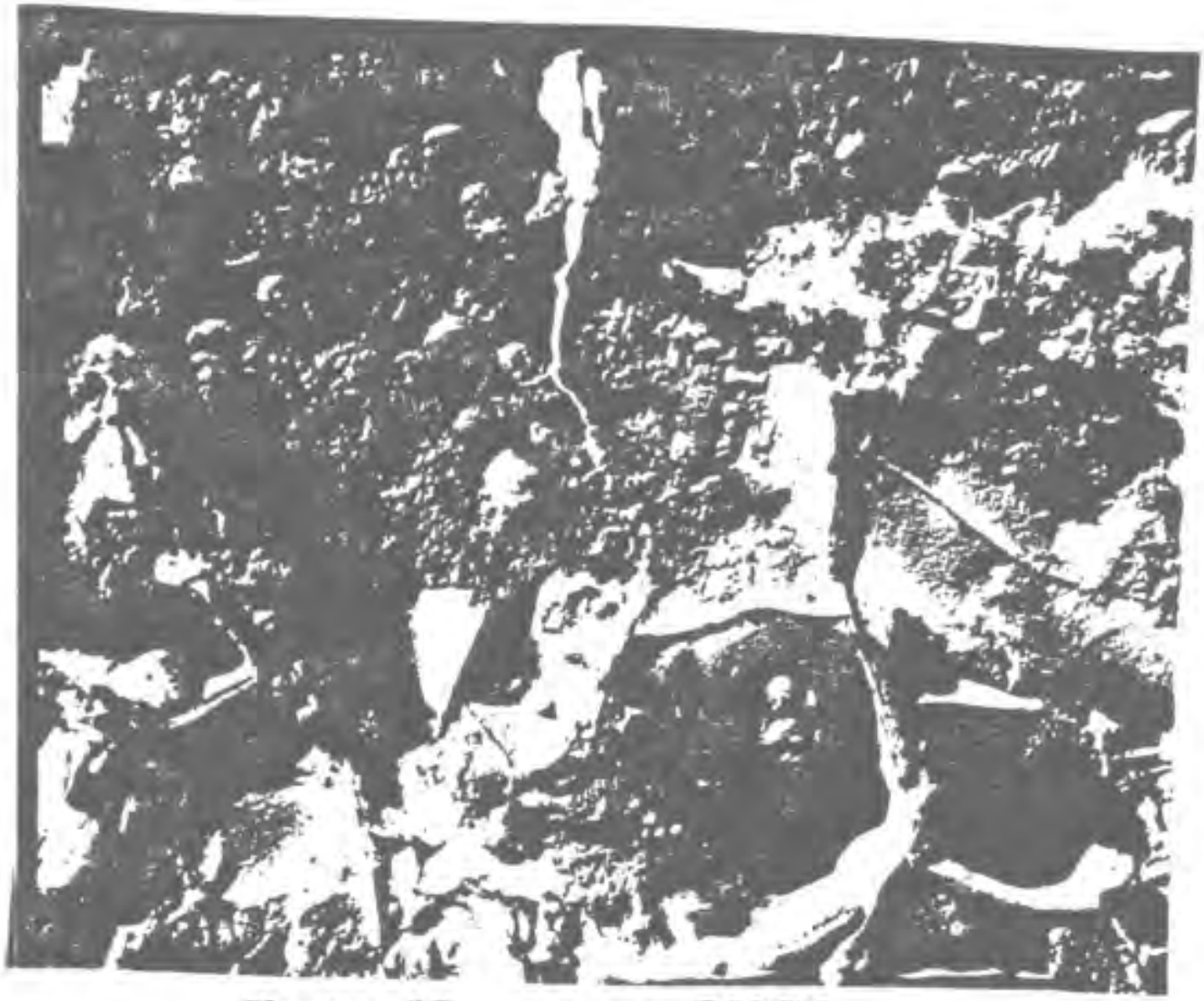


Photo #7 3000X

Fractograph taken along fracture surface illustrates "mud cracking" pattern, which is typical of stress corrosion.

28 April 1975

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

Aft Ramp Section 4-4 23 Apr 75

Task 1128, Attachment 4 142

Metallurgical Analysis

1. One failed aft ramp section 4-4 was submitted to the Metallurgical Laboratory for analysis in support of Task 1128.

2. Macro and microscopic investigation revealed most of the fractures exhibited a cleavage fracture by overload. Photo #1 identifies the location of samples taken from the aft ramp section. Photo #2 shows the direction in which the initial load was applied. Photo #3 exhibits a cleavage overload. Photo #4 shows a tearing or shearing action propagated by overload.

3. The direction of loading to cause this failure initiated underneath the left side of the leading edge of the aft ramp section (Photo #2). It progressed upward and diagonally across the ramp section to the right side. When this load initiated and progressed, another load was applied on the right side of the aft ramp section from the top side. Further substantiation of the initial load can be attested by the shearing action of the rivets in the leading edge of the aft ramp section.

SIGNED

W. H. CROCKER, Metallurgist

1 Atch
Photos #1 thru #4

SIGNED
O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

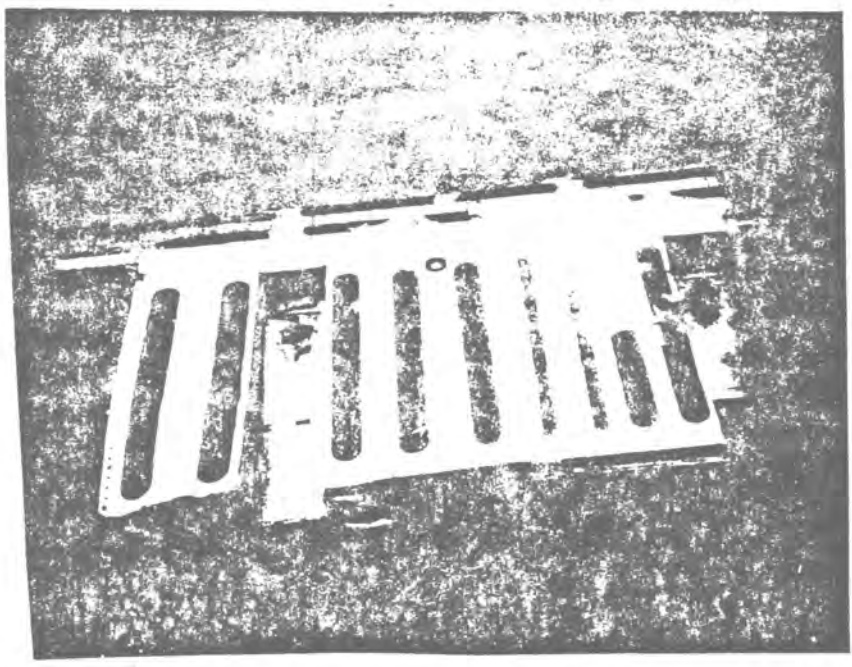


Photo 1. Identifies Location of Samples from Aft Ramp Section.

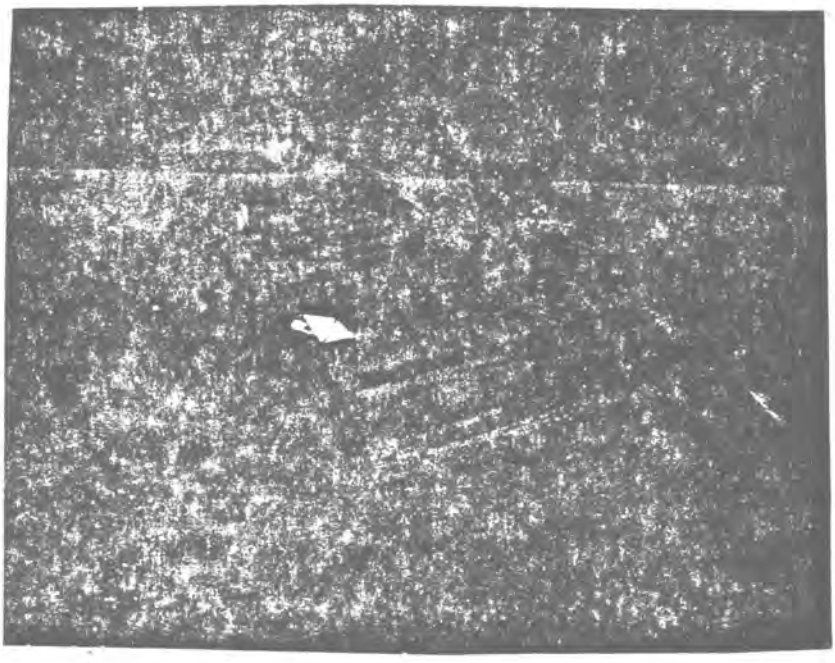


Photo 2. Shows Direction of Initial Overload.

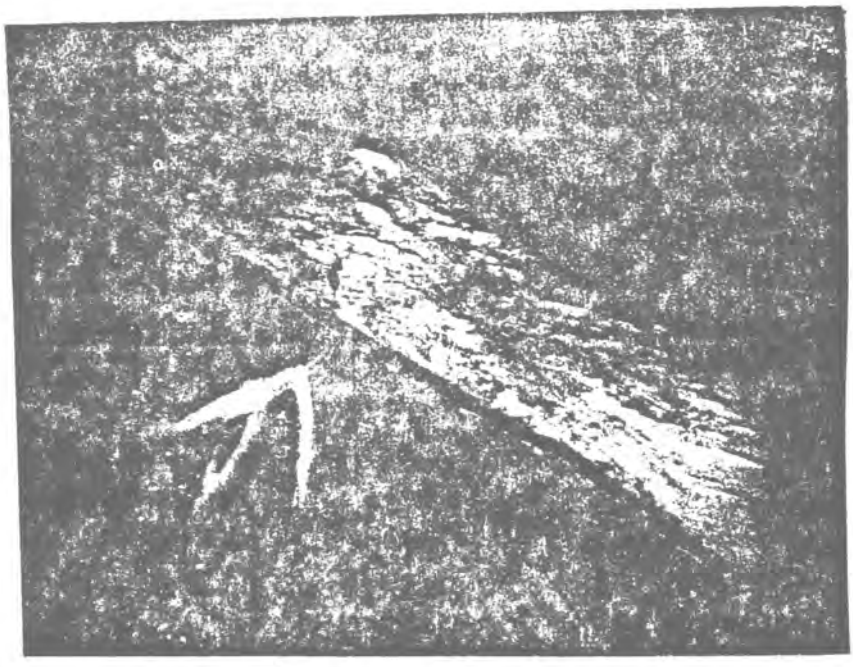


Photo 3. Exhibits Cleavage Overload.

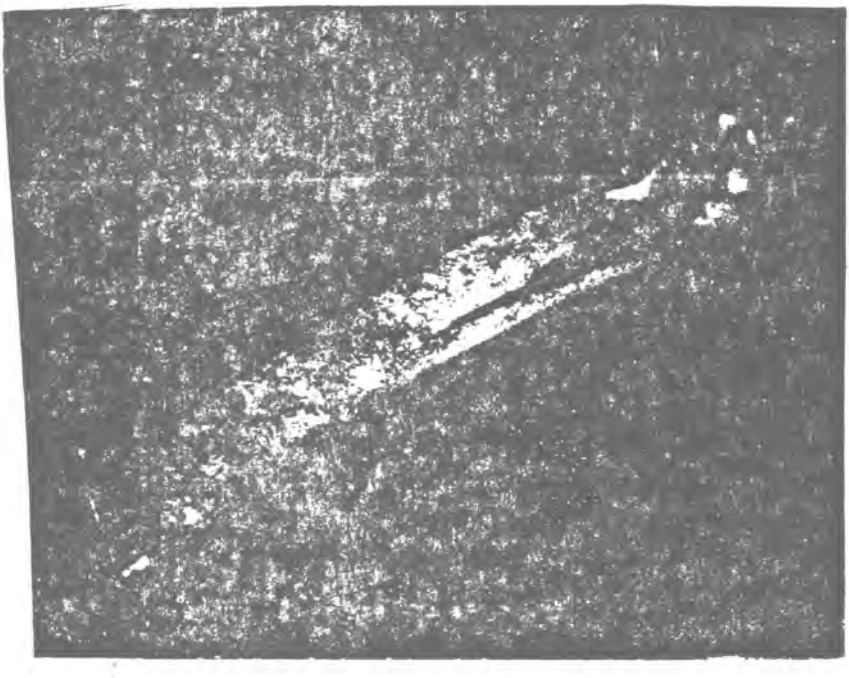


Photo 4. Shows Tearing and Shearing Action Propagated by Overload.

E-1

29 April 1975

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

Right B. L. 84 Hinge 23 Apr 75

Task #1128, Attachment #5 142

Metallurgical Analysis

1. One Right B. L. 84 Hinge was submitted for metallurgical analysis in support of MME Task #1128, Attachment #5. Photo #1.

2. Spectrographic analysis of the three sectioned and mounted samples is as follows: (See Photo #1)

a. Sample #1 - 7075 aluminum alloy
b. Sample #2 - 7075 aluminum alloy
c. Sample #3 - 7075 aluminum alloy

3. Hardness test taken on the Knoop scale and converted to the Rockwell hardness scale revealed the following:

a. Sample #1 - Rb-83
b. Sample #2 - Rb-80
c. Sample #3 - Rb-83

Hardness readings taken from the three mounted samples place the 7075 aluminum alloy within the T-6 condition.

4. Initial microscopic and visual examination of the three specified areas, as seen in Photo #1, revealed the following:

a. Samples #1 & #2, Photos #2 & #4, which were located on the hinge left side, facing forwards, exhibited similar fractures. Metallurgical examination revealed a combination of tensile cup followed by tensile shearing to the left.

b. Sample #3, Photo #3, was taken from the hinge mid section and exhibited shearing in two directions.

5. Conclusions: Failure to the Right B. L. 84 Hinge was the result of first, tension pulling followed by secondary tensile tear or shear on aircraft impact.

DAVID BARRERA, Metallurgist

1 Atch
Photos 1 thru 4

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

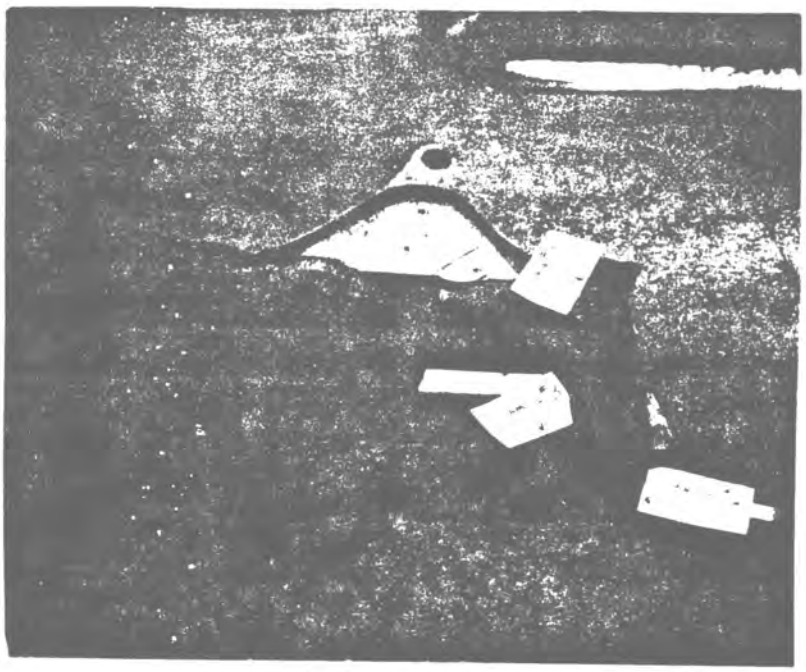


Photo #1
As received Right B. L. 84 Hinge

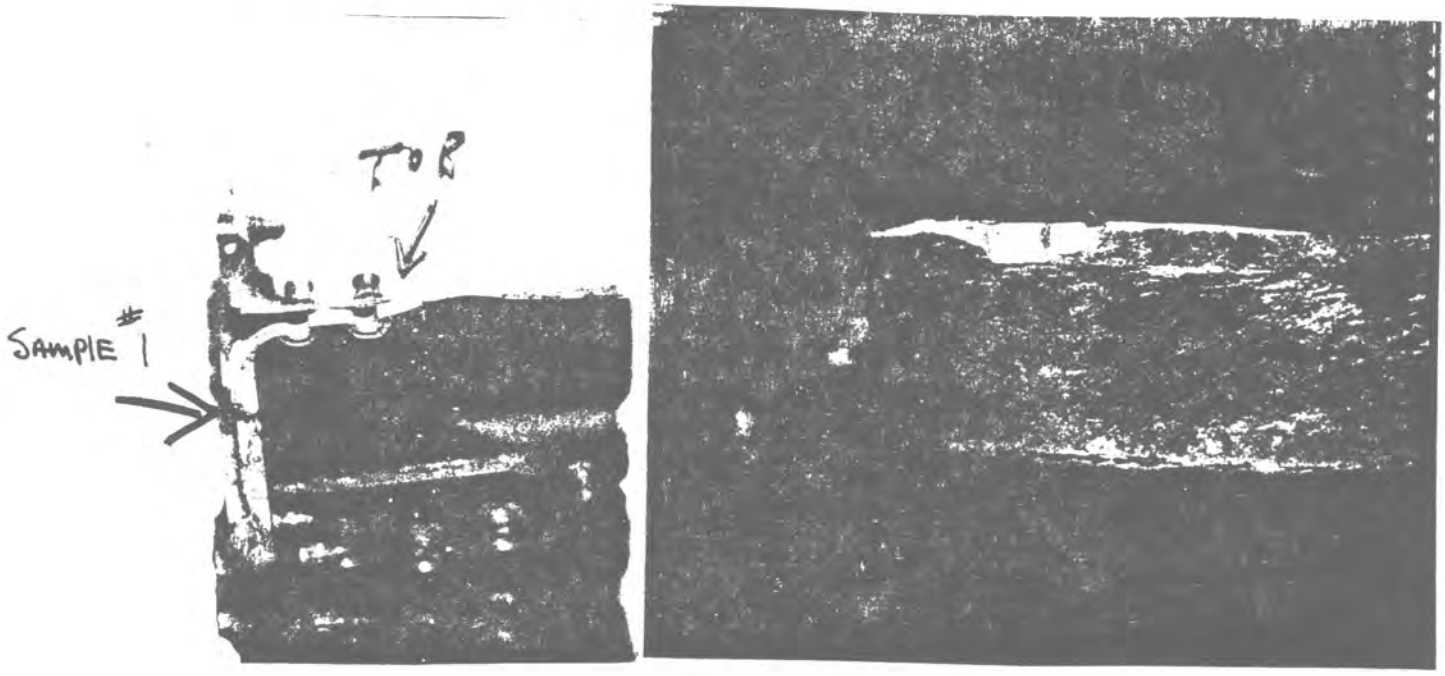
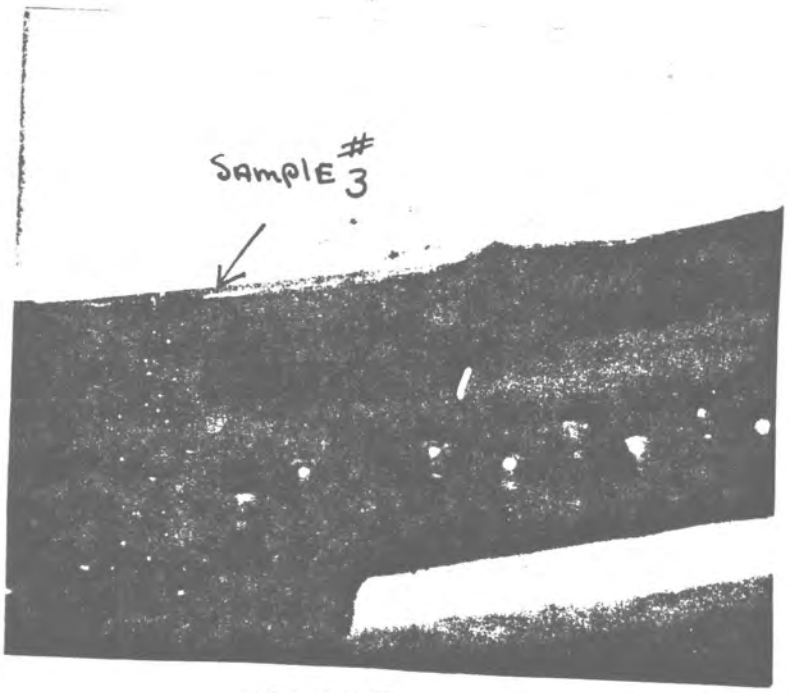
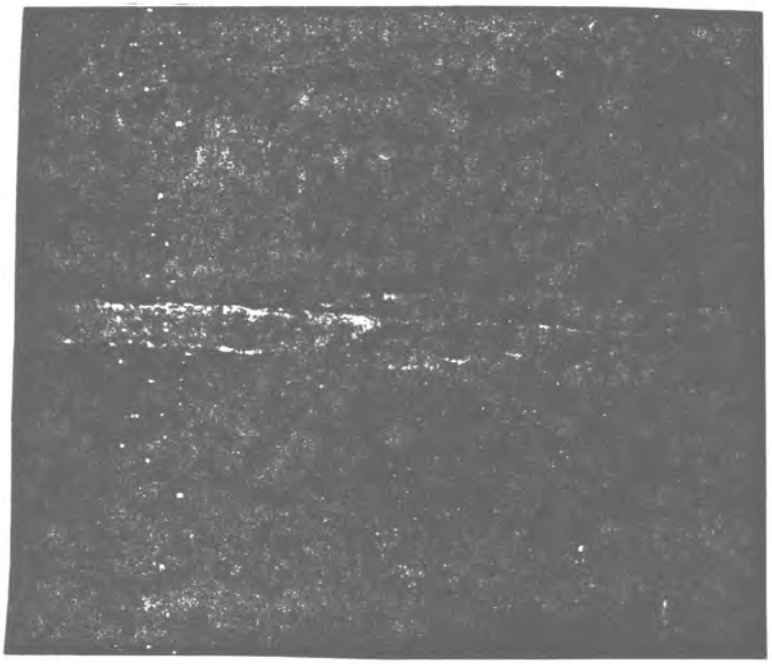
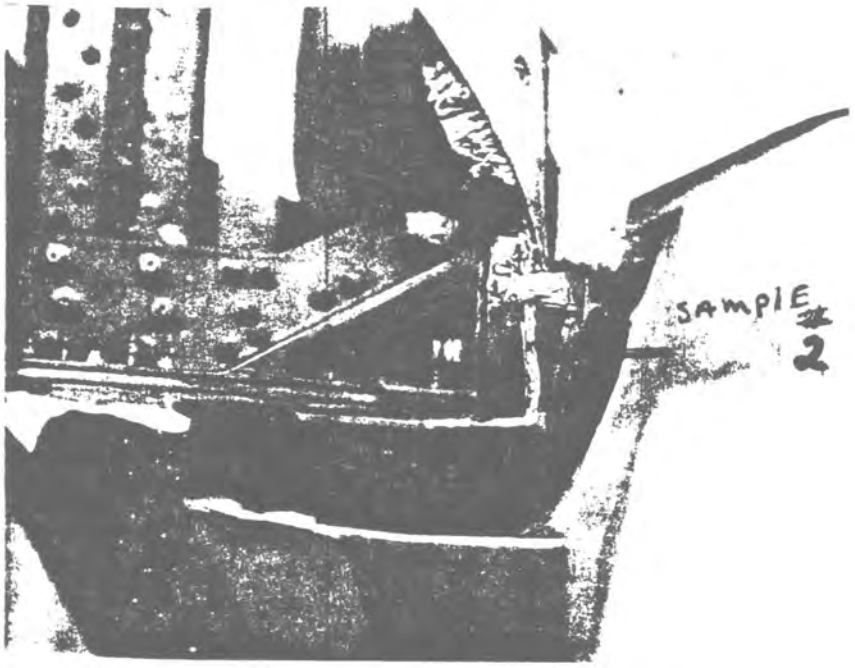


Photo #2
Taken from fractured surfaces marked sample #1 exhibit areas of impact (Arrow) and shearing in a reverse direction.

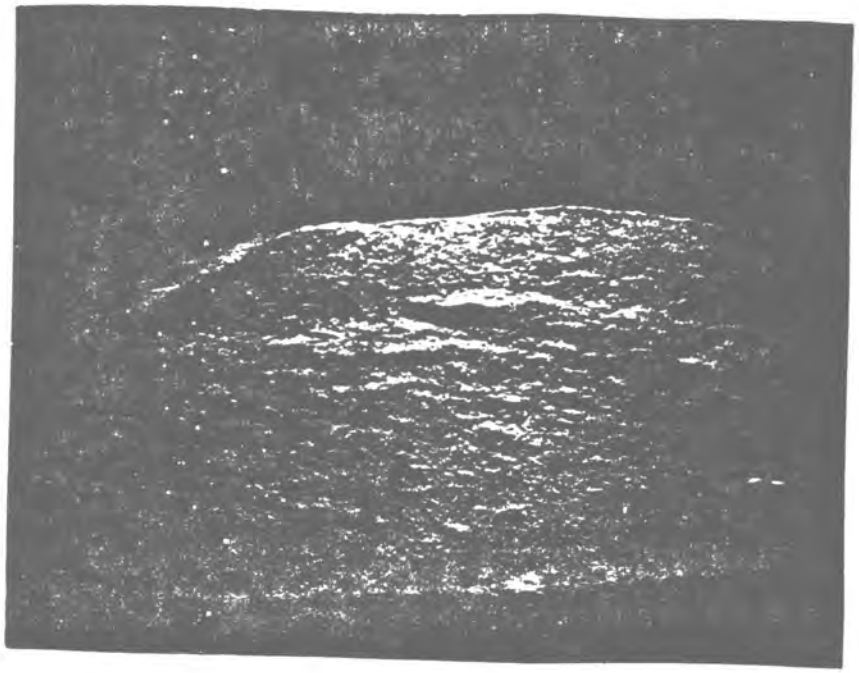


Photos #3
Taken from fractured sample #3 illustrates tensile tear and shearing in two directions. (Arrows)





Photos #4
From the fractured surface marked sample #2 exhibit the same mode of fracture as shown in Photos #2



28 April 1975

MME-5/Capt Gregory/Capt Scheiding/57845 MANCE (Metallurgical Laboratory)

Left B. L. 84 Hinge 23 Apr 75

Task #1128 Attachment #6 #142

Metallurgical Analysis

1. One failed left B. L. 84 hinge was submitted to the Metallurgy Lab for analysis in support of Task #1128, Attachment #6.

2. Photographs were taken of the damage of the failed hinge. Photos 1 & 2.

3. Visual and microscopic examination of the specified fractured area revealed a cycling tensile shear mode of failure. This can be attested to by the plane of fracture from top to bottom with a tearing action between each cycle. Photo 3. Evidence of a rubbing action was observed between cycles. Three samples were selected as designated from area of concern. Samples were identified as #1, #2 and #3. Photo 3.

4. Sample #1 under microscopic analysis revealed tensile tear or shear brought about by overload. Photo 4.

5. The remainding samples exhibited the same mode of failure except the change of plane in which the fracture occurred. Photos 5 & 6. Sample #3 displays the phenomena of the reversal of the tensile shear. Photo 7. It is quite evident that the load had changed back and forth with great force.

6. Additional samples were sectioned to establish direction of load. They were designated as 1A - 2A - 2B. Photo 2. Sample 1A, the bottom fracture is typical of a tensile cup initiated by overload. Photo 8. The top fracture developed through tensile shear. Photo 8. Sample 2A, the top fracture exhibits a tensile cup in the middle and a tensile shear on the left, both by an overload mechanism. Photo 9. The bottom fracture shows a tensile shear, in two stages, induced by a bending action. Photo 9. Sample 2B failed by a double action tensile shear brought about by overload. Photo 10. All these samples attest to the directionality of the tension overload.

7. Conclusions: The load to propagate this failure was applied in tension pull, photo 2, with a secondary load developing in tensile shear. Photo 1. Extensive rubbing by vibration is also prevalent in fractures throughout the B. L. 84 Hinge.

W. H. CROCKER, Metallurgist

1 Atch
Photos 1 thru 10

O. H. DOUGLASS, JR.
Chief, Metallurgical Lab Section
MA

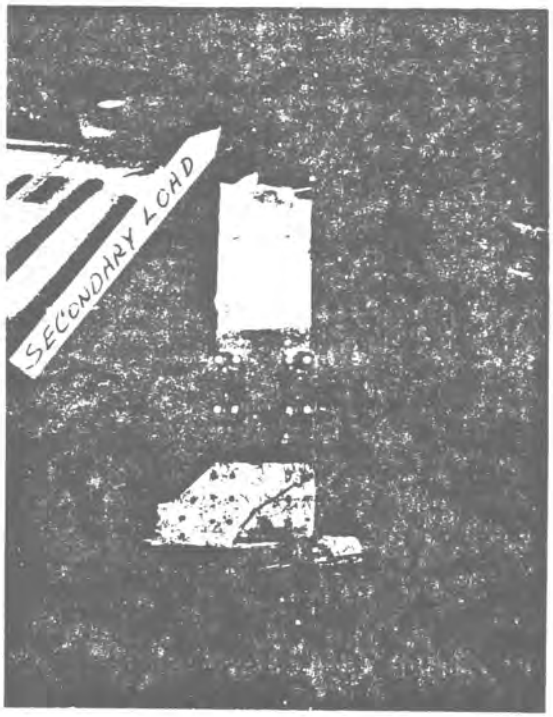


Photo 1
Identifies the secondary directional tension load. Also identifies the B. L. left hinge.

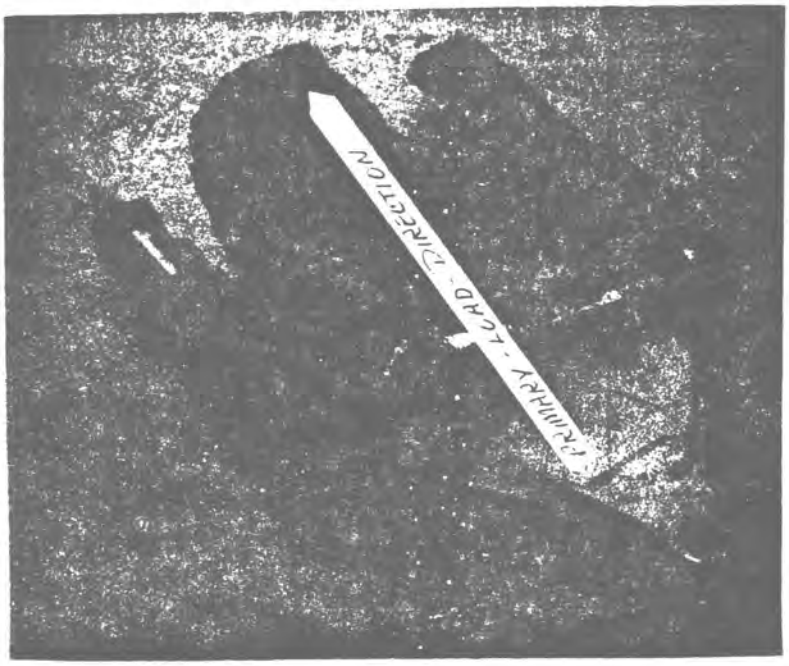


Photo 2
Shows primary direction of load. Tension. Identifies fractures to substantiate the loading direction. 1A - 2A - 2B.