

USAF ACCIDENT/INCIDENT REPORT

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

1. DATE OF OCCURRENCE (Year, month and day) 1964, June 29	2. VEHICLE(S)/MATERIAL INVOLVED (TAG & Serial No., if applicable) HC-970, SN 522773 HC-54D, SN 4272590	3. FOR CIRCULAR ACCIDENTS ONLY (State Case and Report Number)
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, ON BASE, IDENTITY, IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 32 degrees 11 minutes north, 64 degrees 38 minutes west. 4 miles on 105 degree radial of Kindley AFB (MIL). 4240-F	5. HOUR AND TIME (LOCAL) 1150 AST
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7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIAL AT TIME OF ACCIDENT						
Major Command MATS	Subcommand or AF ARS	AF Division	Wing	Group	Signature or Unit 55 ARS	Name and Base Code Kindley

(List organizations of second vehicle, if they differ from those in 7 above)						
MATS	ARS	115			57 ARS	Lajes

8. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate) Orlando AFB, Fla. Headquarters Air Rescue Service
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10. LIST OF PERSONNEL DIRECTLY INVOLVED

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

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aviation Rating	Remarks or Information
Boyd, Otto W.	O		Maj		Instr P	Comd F	Fatal
Bendleton, Richard F.	F		Maj		Pilot	Comd F	Fatal
Nisker, Martin			Maj		Navigator	Maj N	Fatal
Mallen, John L.			Maj		Navigator	Maj N	Fatal
Shoualter, Raymond K.	K		MSGT		Flt Engr		Fatal
Kramer, Robert A.	A		TSgt		Flt Engr		Fatal
Peifer, Lowell W.	W		TSgt		Radio Op		Fatal
Maynard, Robert A.	A		SSgt		Flt Eng		Fatal
Carleton, Larry W.	W		A2C		Pararescue		Fatal
Chavers, E. H.	H		A1C		Photographer		Fatal
Aungst, Donald H.	H		Capt		Pilot	Sr P	Fatal
Loi, Harry K.L.	L		Capt		Co-Pilot	Sr P	Fatal
Docker, Charles C.	C		Capt		Navigator	Sr N	Fatal
Neal, Edward Jr.	Jr		TSgt		Flt Mech		Fatal
Everhart, Albert R.	R		A1C		Flt Mech		Fatal
Conselez, General J.	J		SSgt		Radio Op		Fatal
Rankin, A. H.	H		SSgt		Photographer		Fatal

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

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SUMMARY

On 29 June 1964, an HC-54 and an HC-97 were involved in an aerial photography mission near Kindley Air Base, Bermuda. To support the NASA Gemini program, it was necessary to train pararescue personnel in the delivery and installation of flotation collars on the Gemini capsule. This required placing personnel TDY at Bermuda, where water jumps were to be conducted. In conjunction with this training, a requirement existed to support preparation of a film concerning the "pararescue" mission. Since the two requirements appeared compatible, they were combined into one mission. The HC-97 took off at 1405Z, and the HC-54 took off at 1410Z. The weather was 2,000 feet scattered clouds, 2,500 feet scattered clouds, visibility 9 miles, and winds variable at 8 knots. Both aircraft arrived in the drop area and because of the clouds, decided to fly the mission at 1,700 feet (below the clouds). Aboard each aircraft were photographers and pararescuemen. There were also photographers aboard the boats in the drop area to photograph the drop from the surface. As they had briefed before the flight, the aircraft established themselves in proper positions. The first run had the HC-97 taking photos as the HC-54 (which was slightly forward and below) began deploying the pararescuemen. Right-hand patterns were flown, and photos were to be shot with the sun behind the cameras, and at an angle that would not reveal any of the land surface in the photos. After a few passes over the drop area with the pararescuemen being deployed from the HC-54, the aircraft changed positions. This placed the HC-54 slightly ahead and below and to the left of the HC-97. After flying one dry run and again in the right-hand pattern, two pararescuemen deployed from the HC-97. Seconds later, the two aircraft collided. The actual weather at the time of the collision (1150Z or 1450 Atlantic Standard Time) was 2,500 feet scattered clouds, estimated 8,000 feet broken clouds with a high overcast, visibility 9 miles, barometer 1020.10, temperature 77 degrees, dew point 64 degrees, wind calm, altimeter setting 30.12, pressure altitude minus 176 feet. The three boats in the area immediately began a search for any survivors. Both aircraft were destroyed, and there were no survivors.