

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 <small>(TAG & Serial No., if applicable)</small> HC-97G, SN 522773 HC-54D, SN 4272590	3. FOR GROUND ACCIDENTS ONLY <small>(Base Code and Report Form No.)</small> 1150 AGT
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN OR BASE, IDENTITY, IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 32 degrees 23 minutes north, 64 degrees 38 minutes west. 4 miles on 165 degree radial of Kinley AFB OAGI.	5. HOUR AND TIME (GIVE LOCAL TIME) 1150 AGT
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7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP						
Major Command MATS	Subcommand or AF ARS	AF Division	Wing	Group	Signature of Unit 55 ARS	Name and Base Code Kinley

<small>(List organizations of second vehicle, if they differ from item 7 above)</small>						
MATS	ARS				57 ARS	Lajes

8. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate)
Orlando AFB, Fla. Headquarters Air Rescue Service

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 Indemnity
Boyd, Otto W.			Maj	A0700223	Instr P	Comd E	Fatal
Bendleton, Richard E.			Maj	A0836835	Pilot	Comd E	Fatal
Blaker, Martin			Maj	A0722672	Navigator	Mst N	Fatal
Mallen, John L.			Maj	A0795275	Navigator	Mst N	Fatal
Shawalter, Raymond K.			MSGT	AF1406467	Flt Engr		Fatal
Kramer, Robert A.			TSgt	AF275887	Flt Engr		Fatal
Pelzer, Lowell W.			TSgt	AF16351697	Radio Op		Fatal
Maynard, Robert A.			SSgt	AF15273865	Flt Eng		Fatal
Carleton, Larry W.			A2C	AF12629639	Pararescuo		Fatal
Chapman, E. H.			A1C	AF14503035	Photographer		Fatal
Aungst, Donald H.			Capt	A03046728	Pilot	Sr P	Fatal
Lal, Harry K.L.			Capt	45881A	Co-Pilot	Sr P	Fatal
Dicker, Charles C.			Capt	A03040135	Navigator	Sr N	Fatal
Noel, Edward Jr.			TSgt	AF13310662	Flt Mech		Fatal
Everhart, Albert R.			A1C	AF12406043	Flt Mech		Fatal
Gonzalez, General J.			BSgt	AF16874267	Radio Op		Fatal
Rankin, A.H.			SSgt	AF15041138	Photographer		Fatal

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

SEE ATCH.

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.

FINDINGS:

1. The primary cause of this accident is undetermined.

2. The most probable cause of this accident was that the pilot was flying the HC-54 aircraft and, due to some disturbance, he allowed his aircraft to turn into the reef. The primary consideration is the possibility that Captain [redacted] may have experienced incapacitation from severe coronary insufficiency. Extensive examination of his cardiovascular system at autopsy by pathologists at the Armed Forces Institute of Pathology revealed advanced arteriosclerosis of the coronary arteries. The disease process had progressed in severity so that all vessels showed marked partial occlusion by large atherosclerotic plaques. No thrombus, however, was found; but the degree of restriction of coronary blood flow by these large plaques could certainly produce acute chest pain of such severity as to incapacitate this man. Biochemical analysis of tissue taken from the central nervous system revealed that the lactic acid concentration was elevated. The cause of this elevation has been interpreted to be due to stress. This pilot, with his marginal flying record, the stressful situation of this flight, coupled with his severe coronary arteriosclerosis, may well have experienced an episode of acute

chest pain-- which may have incapacitated him, and which been reflected in a sudden alteration of course of the aircraft. The fact that review of his medical records reveals no indication of cardiovascular symptoms does not rule out this possibility. 4.

3. Supervision of the pilot abetting program in the 57th Air Rescue Squadron was inadequate. Peak altitude and performance in flight particularly were known and recorded in the case of the HC-77, as pilots. Action should have been taken in accordance with HQ 55-10.

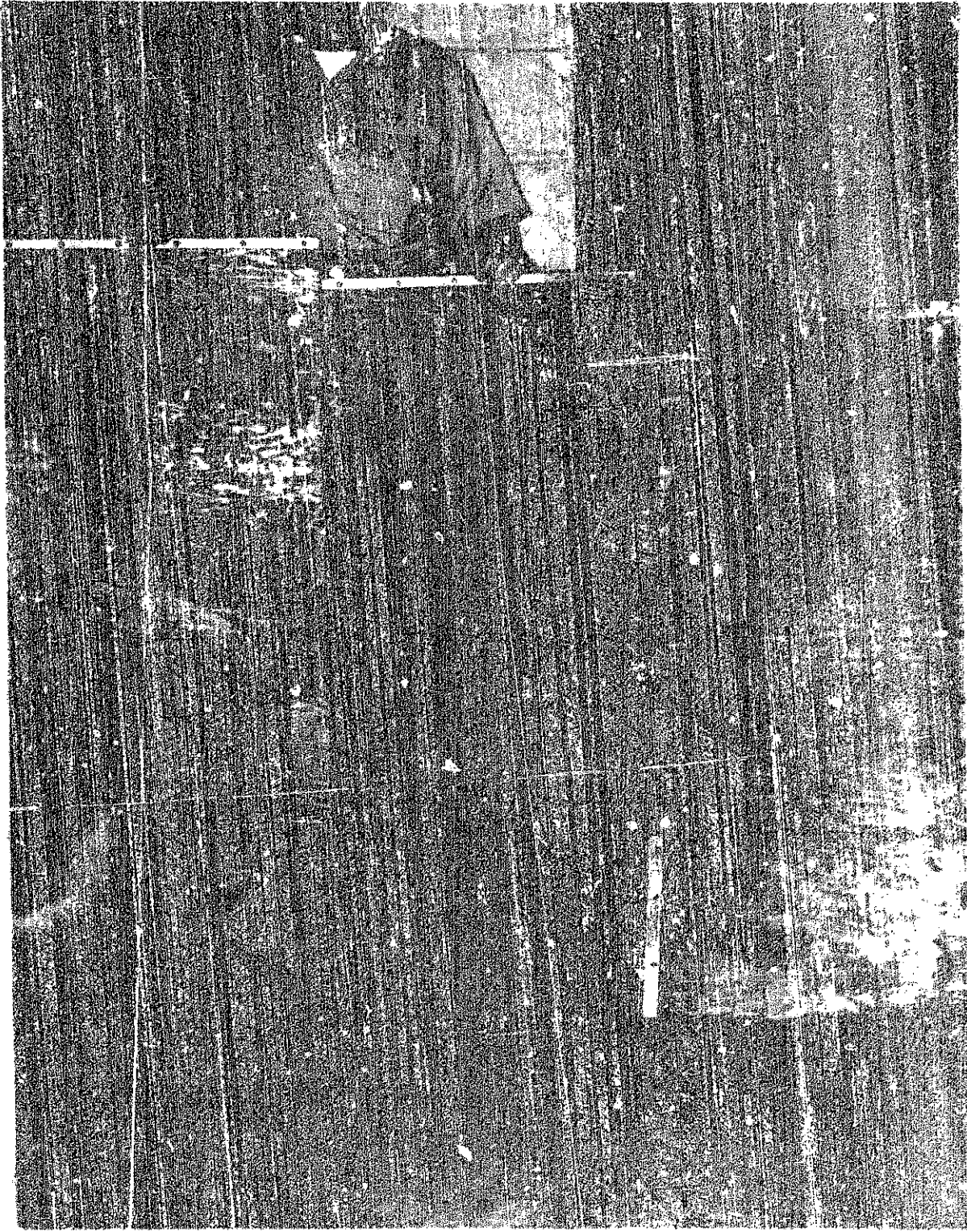
4. Supervision afforded this mission by the 57th Air Rescue Squadron was inadequate.

5. Pilot fatigue on the part of Major Boyd is considered a contributing factor.

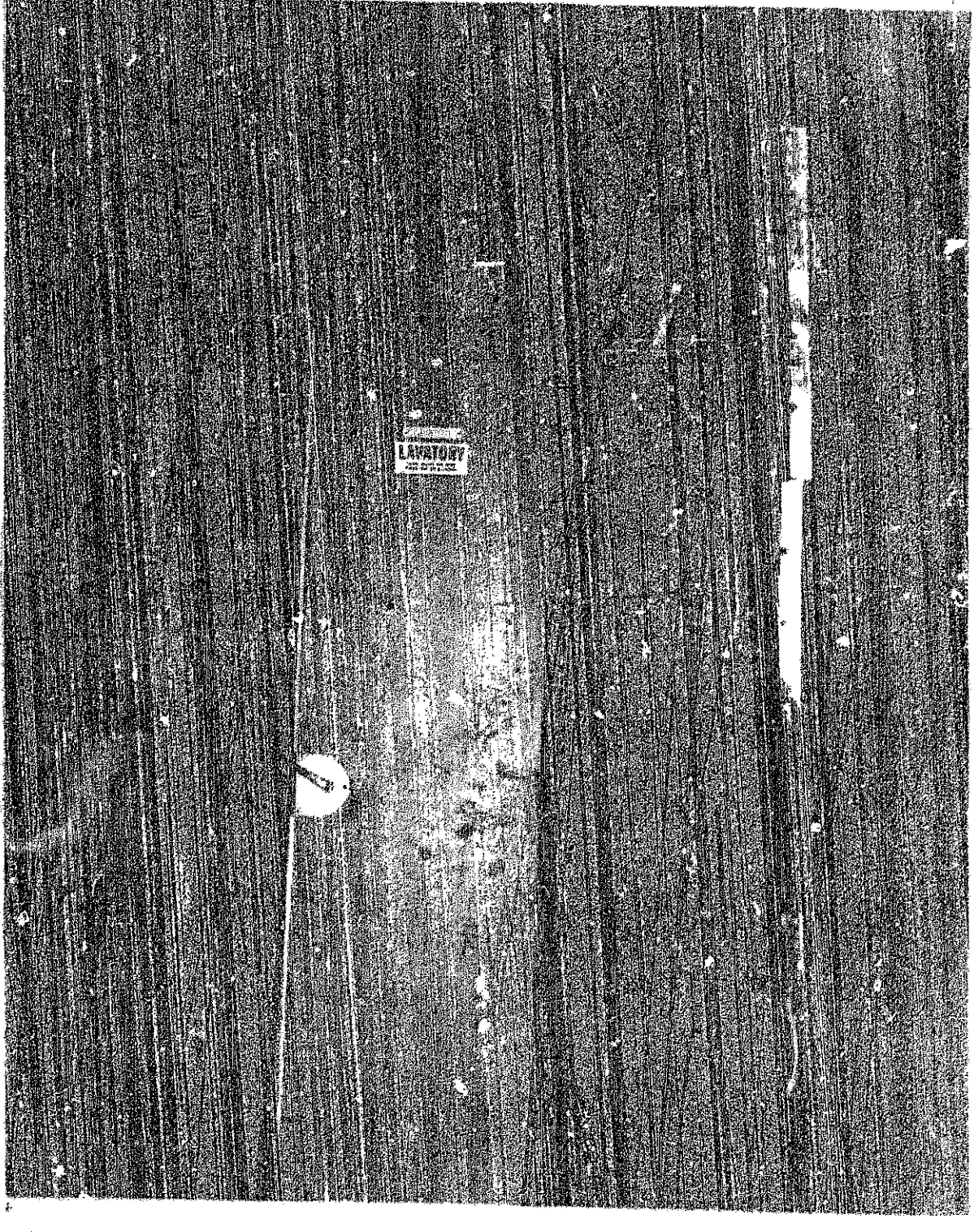
6. Briefings conducted during the entire period of this mission were not thorough nor all-inclusive.

7. HQ Form 3687 computer for the HC-77 contained gross errors in weight and MAC computations.





#1 - Underside of shelving in Rescue equipment case HC-5A indicating no fire damage.



#2 - Plywood sections APT latrine SC-54. Note absence of fire damage.