REPORT OF AIR FORCE AIRCRAFT ACCIDENT

(Fill in all applicable spaces. If additional space is desired, use additional sheets of paper and identify by section and item number)

I. GENERAL INFORMATION

1. PLACE OF ACCIDENT *(State, county, nearest town, or distance and direction from nearest town. If accident occurred on airport identify.)* Texas, Glasscock Co, 19 NM SW of Sterling City, Texas; 15 NM SE of Garden City, Texas.

2. DATE OF ACCIDENT	3. HOUR (Local)	4. TIME ZONE	5. PERIOD OF DAY				6. AIRFIELD OF LAST TAKEOFF
			DAWN	DAYLIGHT	DUSK	NIGHT	
25 May 55	2300	CST				X	Walker Air Force Base, Roswell, N.M.

7. CLEARANCE

IFR	VFR	LOCAL	FORM 175	OTHER	CLEARED DIRECT	CLEARED VIA AIRWAYS	CLEARED FROM	CLEARED TO
X		X		X			Roswell, N.M.	Roswell, N.M.

8. BASE SUBMITTING REPORT	9. DURATION OF FLIGHT	10. MISSION OF FLIGHT *(Use DD Form 781-1 symbol)*	11. ALTITUDE OF ACFT ABOVE TERRAIN IF COLLISION, FIRE AIRFRAME FAILURE, BAILOUT, SPIN, STALL, SPIRAL OCCURRED
Walker AFB Roswell, N.M.	10:11	"O"	25,000'

12. AIRFIELD DATA

(For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section XIII.)

A. IF ACCIDENT OCCURRED AT AIRPORT

LENGTH OF RUNWAY IN USE *(Feet)*

HEADING OF RUNWAY IN USE *(Degrees)*

FIELD ELEVATION *(Feet - MSL)*

TYPE OF RUNWAY: CONCRETE | ASPHALT | WET | DRY

OTHER *(Specify)*

B. IF ACCIDENT OCCURRED OFF AIRPORT

ELEVATION AT SCENE OF ACCIDENT *(Feet - MSL)* 2530'

WAS AIRCRAFT TAKING OFF, APPROACHING OR MANEUVERING TO LAND: YES | X NO

IF YES, NAME AIRPORT: N/A

TYPE OF AIRPORT *(i.e., A, A, N, CG, PC, P)*: AF

IF NO, NAME NEAREST AIRPORT SUITABLE FOR LANDING: Goodfellow AFB, San Angelo, Texas

NUMBER OF MILES FROM AIRPORT TO ACCIDENT: 51.2 NM

HEADING OF RUNWAY IN USE *(Degrees)*: 130°M

MAGNETIC BEARING OF AIRPORT TO ACCIDENT *(Degrees)*: 290° True

FIELD ELEVATION *(Feet - MSL)*: 1877'

13. SERIAL NUMBERS OF ALL OTHER ACFT INVOLVED *(File separate AF Form 14 for each)*: N/A

14. VIOLATIONS *(If yes, discuss in Sec XIII)*: X YES | NO

II. AIRCRAFT

15. AIRCRAFT NUMBER	16. TYPE, MODEL, SERIES AND BLOCK NUMBER	17. ASGMT AND STATUS CODE AT TIME OF ACCIDENT *(See AFR 65-110)*
52-2818A	B-36J-5-CF	CC

18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF FORM 110 REPORTS AT TIME OF ACCIDENT

MAJOR COMMAND	SUBCOMMAND	AIR DIVISION	WING	GROUP	SQUADRON OR UNIT	BASE
SAC	15th AF	47th	6th	N/A	40th	Walker AFB

19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED

LOSING ORGANIZATION	GAINING ORGANIZATION	DATE OF TRANSFER	ULTIMATE DESTINATION
N/A	N/A	N/A	N/A

III. PILOT(S) INVOLVED *(Flight crew)*

(If more than two pilots are involved (Flight crew) report same information required in item 21 on additional sheet for each)

20. OPERATING PILOT

A. LAST NAME - FIRST NAME - MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YEAR OF BIRTH
Basinger, L. C. (I.O.) Jr.	Capt	AF	AO 754311	Caucasian	1920

B. POSITION IN AIRCRAFT AT TIME OF ACCIDENT	C. ASSIGNED DUTY ON FLIGHT ORDER
X L SEAT | REAR OF R SEAT | OTHER	X AC | IP | P | CP | OTHER *(Specify)*

D. ASSIGNED ORGANIZATION

MAJOR COMD	SUBCOMMAND OR AF	AIR DIVISION	WING	GROUP	SQUADRON OR UNIT	BASE
SAC	15th AF	47th	6th	N/A	40th	Walker AFB

E. ATTACHED ORGANIZATION FOR FLYING

MAJOR COMD	SUBCOMMAND OR AF	AIR DIVISION	WING	GROUP	SQUADRON OR UNIT	BASE
N/A						

F. AERONAUTICAL RATING			G. INSTRUMENT CARD		H. AFSC	
ORIGINAL	DATE RECEIVED / PRESENT	DATE RECEIVED	TYPE	DATE OF EXPIRATION	PRIMARY	DUTY
Pilot	30 Aug 43 / Senior Pilot	4 Dec 50	Green	6 Mar 56	1231A	1231A

21. OTHER PILOT

A. LAST NAME - FIRST NAME - MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YEAR OF BIRTH
Borman, Harold Vincent	Capt	AF	A0666128	Caucasian	1917

B. POSITION IN AIRCRAFT AT TIME OF ACCIDENT	C. ASSIGNED DUTY ON FLIGHT ORDER
[illegible]	AC | IP X | P | CP | OTHER *(Specify)*

D. ASSIGNED ORGANIZATION

MAJOR COMD	SUBCOMMAND OR AF	AIR DIVISION	WING	GROUP	SQUADRON OR UNIT	BASE
SAC	15th AF	47th	6th	N/A	40th	Walker AFB

E. ATTACHED ORGANIZATION FOR FLYING

MAJOR COMD	SUBCOMMAND OR AF	AIR DIVISION	WING	GROUP	SQUADRON OR UNIT	BASE
N/A						

F. AERONAUTICAL RATING			G. INSTRUMENT CARD		H. AFSC	
ORIGINAL	DATE RECEIVED / PRESENT	DATE RECEIVED	TYPE	DATE OF EXPIRATION	PRIMARY	DUTY
Pilot	1 Nov 43 / Senior Pilot	11 Jun 54	Green	11 Feb 56	1231A	1231A

AF FORM 14
15 DEC 54
SECTION V

PERSONNEL INVOLVED

Duty at time of Accident	Name (Last Name First, Grade, Serial Number & Service	Type Aero Rating	Org. Assignment Command, Sub Command, Group number Type Aircraft Base	Injury Class	Parachute Used Yes	Parachute Used No	Ejection Seat Used Yes	Ejection Seat Used No
AC 47	Basinger, L. C. Jr. Captain AO-754311 USAF	SR PLT B	SAC; 15th AF; 6th Bomb Wg, (H); Walker AFB, Roswell, NMEX	Fatal 4		X	N/A	
P 01	Bowman, Harold V. Capt AO-666128 USAF	SR PLT B	Same	Fatal 4		X	N/A	
VO 07	Morton, Ernest R. Capt AO-688975 USAF	AOB *	Same	Fatal 4		X	N/A	
NAV 08	Fred, Arthur R. Capt AO-2064559 USAF	AOB *	Same	Fatal 4		X	N/A	
2NAV 08	Zalonka, Charles C. Captain AO-733573 USAF	AOB *	Same	Fatal 4		X	N/A	
1APE 13	Ensor, Nelson H. Capt AO-2101785 USAF	AO(APE) **	Same	Fatal 4		X	N/A	
2APE 13	Glover, Richard B. 2/Lt AO-2024195 USAF	AO(APE) **	Same	Fatal 4		X	N/A	
1RO 10	Cannon, Leonard T. T/Sgt AF-19253266 USAF	RAD OPR ***	Same	Fatal 4		X	N/A	
2RO 10	McNeil, Terance M. A/2C AF-13461639 USAF	RAD OPR ***	Same	Fatal 4		X	N/A	
LUA 11	Hesser, David C. T/Sgt AF-14165059 USAF	GUN ***	Same	Fatal 4		X	N/A	
RUA 11	Davis, Charles J. T/Sgt AF-33307655 USAF	GUN ***	Same	Fatal 4		X	N/A	
LAL 11	Longley, Walter D. T/Sgt AF-11090543 USAF	GUN ***	Same	Fatal 4		X	N/A	
LAR 11	Davis, Charles L. S/SG AF-25940050 USAF	GUN ***	Same	Fatal 4		X	N/A	
TG 11	Coffinger, Ernest J. Jr. A/C AF-19107448 USAF	GUN ***	Same	Fatal 4		X	N/A	
SC 11	Kerstetter, Billy [illegible] A/C AF-[illegible]	Crew Chief ***	Same	Fatal 4		X	N/A	

[illegible] Fatal

** [illegible] (Power Plant Performance Engineer)

[illegible] Member

STATEMENT OF WEATHER OFFICER
Reference Section VI AF Form 14

The synoptic weather situation on the night of 25 May 1955 in the area of San Angelo, Texas and Big Spring, Texas was as follows:

A shallow low which had been centered over southwestern Utah at noon had intensified and moved to a position along the Texas-Oklahoma Panhandle border by midnight on the 25th. A dry cold front which had moved rapidly across New Mexico during the day accompanied by high westerly winds and dust reinforced a nonactive squall line which at 2000C had extended from Dodge City, Kansas, to Elk City, Oklahoma, to Wichita Falls, Texas to San Angelo, Texas, with the portion south of 20 miles north of Abilene, Texas, inactive until the reinforcement by the cold front. The air to the east of the front in Texas was moist and unstable while the air to the west was colder, dry and unstable.

The air throughout Texas had been unstable with considerable thunderstorm activity for two days prior to the accident. The stability index for Midland, Texas at 2100C on the 24th was minus 4, which had stabilized to plus 7 at 0800M on the 25th, with stability index of stations to the northeast all dropping to negative or small positive quantities.

At the time of the accident the ceilings were reported to be 8000 feet or above with lower scattered clouds at about 5000 feet at stations in the vicinity. Visibility was unrestricted except local blowing dust restricting visibility at Goodfellow AFB, Texas to 1/8 mile and Big Spring, Texas, restricting visibility to 10 miles in very light rain showers. Strong gusty surface winds were reported at all stations in the area with activation of the squal line.

Storm detection from Lubbock, Midland, Big Spring, Abilene and San Angelo, Texas, indicated that as the colder dry air behind the front reinforced the inactive squall line, a large line of thunderstorms developed and built rapidly from small, isolated cells at 2100C to a continuous line of over two hundred miles in length at 2300C, and that this line moved in a generally easterly direction to 2330C. The width of the line during its strongest stages was 20 miles with hail reported by several witnesses in the Garden City and Sterling City area.

SAMUEL P. FREELAND
Major USAF

SECTION XIII
AF Form 14
15 Dec 54

53. HISTORY OF FLIGHT:

Abbott 27 took off at 1219 CST, 25 May 1955, from Walker Air Force Base on a routine operational training mission, round robin, Walker AFB DRT Durant, Oklahoma DRT Greenville, Texas DRT Dallas, Texas DRT Oklahoma City, Oklahoma DRT Walker AFB, Roswell, New Mexico. The Form 175 indicated: Clearance VFR, sixteen hours plus thirty minutes of fuel and estimated time enroute eleven hours.

Abbott 27 proceeded to Oklahoma City via the route filed, arriving at 1632 CST. After completing bomb plot activity, Abbott 27 departed Oklahoma City, Oklahoma at 1815 on a changed clearance from VFR to IFR 1000 ft on top to Roswell via Waco and San Antonio, Texas. A position report was made over Fort Worth, Texas at 1905 CST and route change approved San Antonio, Texas via Kerrville, Texas. Upon arrival at San Antonio at 2015 CST, Abbott 27 was cleared on to bomb plot and accomplished two very successful RBS runs.

Abbott 27 then requested and was granted a clearance to proceed from over San Antonio, Texas direct to Walker AFB, Roswell, New Mexico IFR 1000 ft on top. The pilot reported on course at 2153 CST. The next radio contact Abbott 27 made was with San Angelo radio, reporting 18 nautical miles south at 2244 CST, 25,000 ft, IFR 1000 ft on top.

The last known radio contact with Abbott 27 was report of Hobbs and Roswell weather transmitted by San Angelo. This was approximately 2249 CST.

Abbott 27 crashed at coordinates 31°41'45"N - 101°20'00"W at approximately 2305 CST. The first report of the crash was telephoned by Mr. Charlie Davis, an eye witness of the crash, to the Sheriff's office at Sterling City, Texas just prior to 2310 CST. The crash occurred in the southwest corner of Glasscock County, Texas, on the Brennon Ranch, approximately 18.5 miles southwest of Sterling City, Texas.

SECTION XIII
AF Form 14
15 Dec 54

54 a. DESCRIPTION OF THE ACCIDENT:

The aircraft was completely destroyed by impact, explosion and fire at an approximate cost of $3,500,000 (without special modification). Webb AFB, Big Springs, Texas, has accepted responsibility for wreckage disposal.

Terrain at the crash site is flat and covered with mesquite trees averaging 8 to 12 feet in height and 3 to 5 inches in diameter at the base.

The major crash site pattern was a small concentrated area approximately 120 feet to the left of the fuselage, 150 feet forward of the nose section, and 175 feet to the right and right forward of a reference point located at rear right wing spar and the fuselage. This pattern indicates little forward momentum and is indicative of a slowly turning flat spin to the left, in conjunction with a down-wind velocity for the entire airplane no greater than the velocity of the prevailing wind, at time of impact. The aircraft heading at time of initial impact was approximately 68° true.

Portions of the aircraft disintegrated in flight and the resultant debris fall-out pattern extended in a long narrow pattern extending approximately 25 miles in length and 3 miles in width along a course of 66° true.

All major structural components of the aircraft were accounted for and returned to the crash site for comparison and analysis. The AF Form 780 series (Form I) Navigator's log and Engineer's log were not recovered and presumed destroyed. Aircraft records necessary for completion of the investigation were obtained from the 6th Bomb Wing (H), Walker AFB, the organization reporting the aircraft on the 110 Report.

b. INVESTIGATION OF IN-FLIGHT DISINTEGRATION:

The long and narrow fall-out pattern was located in a flat scattered mesquite covered area. The first items located in the fall-out pattern were the two jet pods with pylons. Their location was 31°11'N, 101°21'W. All other items were found downwind of this location on a heading of 66° true. These items were distributed in a manner as would be expected by an extremely strong wind about the aircraft came apart at high altitude with the parts of high mass density falling first and the parts of

SECTION XIII
AF Form 14
15 Dec 54

55 a. FINDINGS:

(1) Crew L-22 was satisfactorily checked out in accordance with SAC Regulation 51-19.

(2) Crew L-22 had a current standboard check.

(3) Crew L-22 had successfully completed SES 13 May 1955.

(4) Crew rest time prior to the flight was adequate.

(5) Aircraft forms indicate no discrepancies contributing to the accident.

(6) Twenty-one Technical Orders had not been complied with at time of accident.

(7) The crew was properly cleared at take-off on a routine "O" type training mission.

(8) Radar Bomb Runs were successfully accomplished at San Antonio.

(9) Severe weather developed as a squall line preceding a cold front south of Big Spring, Texas, subsequent to 2200 CST.

(10) The squall line and severe weather moved rapidly east during the period 2200 CST to 2400 CST.

(11) The southern end of the cold front moved eastward through Arizona, New Mexico and West Texas at approximately 25 knots velocity.

(12) A squall line extended south from Childress, Texas, after 2100 CST to Big Spring, Texas by 2200 CST and south of Big Spring to the US-Mexico border by 2350 CST.

(13) Area of the accident was considered by Tinker Severe Weather Warning Unit. SWW stated the squall line was inactive Abilene to San Angelo, Texas, at 2015 CST.

(14) Severe weather was forecast for area north of the Big Spring - Abilene, Texas, line.

(15) Severe weather consisted of heavy thunderstorms in early stages of development, [illegible] tornado cells aloft.

(16) Thunderstorms in area of original flight path were forecast and entered on the DD Form 175.

(17) The pilot was briefed before take-off on Severe Weather Advisory No. 296.

(18) The pilot received and acknowledged Hobbs and Walker AFB Weather and Radar Report shortly after 2245 CST.

(19) Outer wing panels and tips, jet pods and pylons, rudder, stabilizers, ailerons, elevators and miscellaneous debris disintegrated or separated from the aircraft while in flight. These items were located away from the main crash site in a long narrow fall-out pattern 25 miles long, approximately three miles in width and along a true heading of 66°.

(20) All major components of the aircraft were accounted for. The components located away from the main crash site were returned to the main crash area for engineering study.

(21) All escape hatches and sighting plugs were installed at time of impact.

(22) The aircraft collided with ground and the wing areas and nose section were completed burned. The fuselage was destroyed by impact.

(23) There were little or no skid marks made by the aircraft upon impact.

(24) Trees located at the rear of the aircraft were not broken, indicating a nearly vertical descent.

(25) The rear fuselage section was 11° out of line counter-clockwise from normal fuselage center line.

(26) Pieces of the pilot's green house were found approximately equi-distant in various forward and side directions from the aircraft nose.

(27) Parts of the left and right wings and wing tanks were found both forward and aft of the aircraft.

(28) Drag Line Birds marks on the right wing engines were farther apart than the marks made by the left wing engines indicating the right wing was traveling faster than the left.

(29) Impact indentations in the ground made by the six reciprocating engines were approximately of the same depth.

(30) Trees located to the left rear of the fuselage showed flash fire burns.

(31) Five of six bodies in the unburned rear-fuselage were found in the forward right side of the pressurized section.

(32) Nine bodies in the burned nose section were found forward and to the left.

(33) All crew members were identified.

(34) Propeller blade angle settings at time of impact varied from 29.5° to 30°.

(35) The aircraft was operating on an Instrument Flight Rules Clearance 1000 ft on top at time of accident.

(36) A position report was given to San Angelo locating the aircraft 18 miles south of San Angelo at 2244 CST at 25,000 ft.

(37) The accident occurred at approximately 2305 CST, and the aircraft crashed at 31°11'45"N - 101°20'00"W.

(38) The landing gear and flaps were in the up position at time of impact.

(39) Some rear compartment light bulb filaments were stretched but unbroken. This indicates they were on at time of impact. If the bulb filaments were cold at time of impact, they would not have stretched, but would have broken.

(40) All fuel valves which were located and identified were open except the bomb bay tank and jet engine valves.

(41) The Convair production number 374 confirmed identification of the aircraft as 52-2818.

(42) The clearance in clearance had been obtained by the aircraft commander for portions of the flight completed prior to reporting 18 miles south of San Angelo, Texas.

(43) All fuel tanks [illegible] were filled for the two flights [illegible] by the crew and aircraft, only one DD Form 175 was filled.

(44) One right engine fire extinguisher showed evidence of not having been fired although it was found empty. The other three engine extinguishers were empty and damaged beyond analysis.

(45) Two eye witness statements indicate there was a fire in flight; however, there is no structural evidence of in-flight fire either prior to or subsequent to time of in-flight disintegration.

(46) Disintegration of the outer wing panels severed fuel manifold lines leading into the outer wing tanks and jet pods. These ruptured lines could dump gasoline overboard, which could vaporize and ignite, burning behind the aircraft during the descent.

55 b. CONCLUSIONS:

(1) Captain Basinger's Crew L-22 was fully qualified in the B-36 aircraft.

(2) The aircraft, number 52-2818, was acceptable for this flight.

(3) The crew was flying an ordered, authorized operational training mission.

(4) Aircraft penetrated a heavy thunderstorm in early stage of development.

(5) The aircraft was flown into an area of severe turbulence with no apparent attempt to circumnavigate the severe weather area.

(6) The aircraft experienced structural failure, due to overstress forces received from turbulence encountered in flight.

(7) Loss of all control surfaces resulted in uncontrolled flight which introduced forces that prevented the crew from bail out.

(8) The aircraft struck the ground in a flat spin to the left, disintegrating it by impact, explosion and fire.

(9) All crew members received fatal injuries.

(10) Power settings at time of impact were less than those required to establish configuration for thunderstorm penetration.

(11) The pilot violated AFR 60-16, Section IV, paragraph 35a, by failure to change clearance of IFR 1000' on top to an assigned altitude prior to entering IFR conditions.

56. RECOMMENDATIONS:

(1) A procedure be developed for immediate detection of severe weather and immediate dissemination of this information to all aircraft by and through both military and CAA facilities.

(2) That all pilots encountering severe weather be required to pass on to the nearest communication facility, Civil Aeronautics Authority or military, and that facility immediately relay the pilot's report to all like facilities, in the same general area, for blanket broadcast to all aircraft.

(3) A study be made to develop a technique and/or equipment for airborne detection of the degree of weather intensity.

(4) A more thorough indoctrination be given all air crew personnel on turbulent air and thunderstorm flying techniques.

MEDICAL REPORT OF AIR FORCE AIRCRAFT ACCIDENT

(If additional space is desired, use additional sheets of paper and identify by proper section and item number)

I. GENERAL INFORMATION

1. STATION INVESTIGATING ACCIDENT	2. ASSIGNED STATION OF AIRCRAFT	3. NUMBER OF MILES FROM ACCIDENT TO INVESTIGATING STATION
Walker Air Force Base, N. M.	Walker AFB, New Mexico	190 nautical miles

5. LOCATION OF ACCIDENT	4. ACFT TYPE, MODEL, SERIES AND SERIAL NUMBER	6. DATE OF ACCIDENT	7. HOUR (Local)
19-1/2 mi. SW of Sterling City, Texas	B-36J #52-2818	25 May 55	Approx 2300 CST

8. DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

Round robin mission from Walker Air Force Base, New Mexico:

Aircraft passed through area of severe thunderstorm activity at about 2245C to 2300C hours, giving normal report at 25,000 indicated, 1,000 on top at 18 miles South of San Angelo radio, upon contact with San Angelo, Texas, radio at 2244C hours. Aircraft was seen descending and was observed to have crashed at approximately 2300 hours, with a large explosion. Distribution of fragments of the aircraft indicates that the aircraft partially disintegrated in the air. There was no known distress signal and the crew members apparently had little opportunity to evacuate the aircraft prior to ground contact.

II. EQUIPMENT AND AIRCRAFT STRUCTURES

9. FIXED SEATS

NUMBER	NUMBER OCCUPIED	NUMBER FAILED
10 seats 7 bunks	Unknown	Unknown

10. EJECTION SEATS N/A

USED		FAILED			NO. AVAIL (Armed)	NO. USED DOWNWARD	NO. USED UPWARD
YES	NO	YES	NO	NUMBER			
NO		YES			None	N/A	N/A

11. CABIN PRESSURIZATION

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL		FAILED
YES	NO	YES	NO	Unk.
X		Unk.		

12. OXYGEN SYSTEM

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL		FAILED
YES	NO	YES	NO	Unk.
X		Unk.		

DATE SERVICED	TYPE	USED THIS FLIGHT	
		TIME	AMT
25 May 55	D-2	Unk.	Unk.

13. OXYGEN MASK

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL		TYPE
YES	NO	YES	NO	
X		X		A-13A

FAILED			FIT		
YES	NO	NUMBER FAILED	YES	NO	NUMBER POORLY FITTED
		Unk.			Unk.

NUMBER USED

14. PROTECTIVE HELMET

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL			
YES	NO	YES	NO	NUMBER	FAILED
X				N/A	N/A

TYPE
N/A

15. ANTI G SUIT

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL			
YES	NO	YES	NO	NUMBER	FAILED
X				N/A	

TYPE	FAILED		
	YES	NO	NUMBER
N/A			N/A

16. PARACHUTES

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL		
YES	NO	YES	NO	NUMBER
X				

TYPE	FAILED		
	YES	NO	NUMBER
4 back; 1 chest			Unk

17. AUTOMATIC LAP BELT RELEASE

AVAILABLE TO ALL PERS		USED BY ALL PERSONNEL		
YES	NO	YES	NO	NUMBER
	X	X		0

TYPE	FAILED		
	YES	NO	NUMBER
N/A			N/A

18. OTHER PERSONNEL EQUIPMENT N/A

TYPE (Pressure suit, etc.)	NUMBER USED	NUMBER FAILED
None		

19. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY (*List any items of personal or aircraft equipment details of structure, incidents such as being trapped in plane, or any other factors which aided or impeded escape from aircraft.*)

The apparent extremely severe forces that came to play on all equipment in both front and aft compartments, which so destroyed and disarranged the interior of aircraft, makes this section difficult, if not impossible, to complete.

20. SPECIFICALLY DESCRIBE DAMAGE TO

COCKPIT: Completely destroyed by impact and fire.

SEATS, SHOULDER HARNESS, SAFETY BELT: All but metal portion of harness was destroyed by fire in front compartment (nose); nose harness in aft compartment was intact, but unbuckled; safety belts were found fastened.

CREW STATIONS (OTHER THAN COCKPIT): All forward stations destroyed. Rear compartment stations suffered no fire damage, but were severely damaged by impact.

EMERGENCY EXITS, HATCHES, CANOPIES: Green house burned out in front; unable to locate front escape hatches; one rear escape hatch forced out of fittings and one (left) in place.

PASSENGER CABIN: N/A

B-25J 25 MAY 55 5K-2718 4-5 [illegible]
Facing Toward Rear of Acft. Note [illegible] is Recessed