

RESTRICTED (WHEN FILLED IN)

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A - GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, county, nearest town—Distance and direction to accident
Tennessee, Carroll, Huntington, 1/4 MI W.

2. NEAREST AIRPORT Suitable for landing this plane—Distance and direction to accident
Jackson, Tennessee 53 MI North

3. ELEVATION ABOVE M. S. at accident scene
600 Ft

4. DATE OF ACCIDENT
26 Feb 54

5. HOUR AND TIME ZONE
1450 C

6. DAY NIGHT
 DAY NIGHT

7. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft)
None

8. INCIDENT TO FLIGHT NOT INCIDENT TO FLIGHT

9. CLASSIFICATION OF ACCIDENT: Major Minor IFR Local Other

10. CLEARANCE: FROM: **N/A** TO: _____

11. THIS WAS A: CAP FLIGHT AIR RESERVE FLIGHT ANG FLIGHT OTHER

12. FILE OCCURRED BEFORE ACCIDENT FILE OCCURRED AFTER ACCIDENT FILE DID NOT OCCUR

13. AIRFIELD OF LAST TAKEOFF
Lawson AFB, Ga.

14. DURATION OF FLIGHT SINCE LAST TAKEOFF
2 + 16

15. MISSION OF FLIGHT (Use Form 14 for both)
0-10 / 0-3

16. ACTIVITY AIRCRAFT WAS ENGAGED IN JUST PRIOR TO ACCIDENT
Low Level Flight

Section B - AIRCRAFT

1. AIRCRAFT No.
52-5894 A

2. TYPE, MODEL, SERIES AND BLOCK No.
C-119G

3. ORGANIZATION REPORTING AIRCRAFT ON AF-119 REPORT
 MAJOR COMMAND: **TAC TAC** SUBCOMMAND: **18 AF 18** AF WING: **TAM**

4. TECHNICAL ORDERS affecting this aircraft, was not completed with at time of accident. (List number and title of those T. O.'s on separate sheet.)
 GROUP NUMBER AND TYPE: **464 Trp Cdr** SQUADRON OR UNIT: **777 Trp Cdr** BASE: **L474**

5. AF WING: **464 Trp Carr**

Section C - OPERATOR (Person at controls at time of accident)

1. LAST NAME (Mr., II, etc.)
Jenkins

FIRST NAME
Jack

MIDDLE NAME
C.

GRADE
1/Lt

COMPONENT
USAFR

SERIAL No.
AO-2224218

NATIONALITY AND RACE
US White

YEAR OF BIRTH
1929

2. ASSIGNED BASE
Lawson AFB, Ga.

MAJOR COMMAND
TAC

SUBCOMMAND
18 AF

AF WING
464 Trp Carr

GROUP No. AND TYPE
464 Trp Carr

SQUADRON OR UNIT
777 Trp Carr

3. ATTACHED BASE FOR FLIGHT
Lawson AFB, Ga.

MAJOR COMMAND
TAC TAC

SUBCOMMAND
18 AF 18

AF WING
TAM

GROUP No. AND TYPE
464 Trp Carr

SQUADRON OR UNIT
777 Trp Carr

4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED
Pilot 21 June 52

5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED
Pilot 21 June 52

6. PRIMARY DUTY ASSIGNMENT
1054 B

7. TYPE OF INSTRUMENT CARD
White

EXPIRATION DATE
20 Aug 54

8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS
1188:28

9. TOTAL 1st PILOT HOURS
70.6

10. 1st PILOT HOURS LAST 90 DAYS
74:00

11. 1st PILOT HOURS LAST 30 DAYS
38:00

12. 1st PILOT HOURS THIS MODEL (B-25, F-51, etc.)
456:00

13. OTHER PILOT HOURS (CP, C, SC) THIS MODEL
426:00

14. 1st PILOT HOURS LAST 90 DAYS THIS MODEL
74:00

15. 1st PILOT HOURS LAST 30 DAYS THIS MODEL
38:00

16. TOTAL TIME SPENT IN AIR DURING 90 HRS. PRIOR TO ACCIDENT
0:00

17. LIST BY TYPE AND MODEL 1st PILOT EXPERIENCE IN SIMILAR AIRCRAFT (e. g., B-25, 30 hrs.)
B-26 18:00
C-46 29:10

18. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE?
 No Yes Hood Weather

If above answer is "Yes" or if accident occurred at night or during IFR weather or unknown conditions, fill in items below.

19. TOTAL 1st PILOT INSTRUMENT WEATHER HOURS
N/A

20. TOTAL 1st PILOT INSTRUMENT HOOD HOURS

21. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 6 MONTHS

22. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 90 DAYS

23. 1st PILOT NIGHT HOURS LAST 6 MONTHS

24. 1st PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS

Section D - PERSONNEL INVOLVED (including operator and all other persons, whether in plane or not)

Duty Station at time of accident	NAME (Last name first)	Type of Aero. Rating (Symbol)	SERIAL No.	GRADE AND BRANCH OF SERVICE	COMPONENT (See AFM 62-5)	ORGANIZATIONAL ASSIGNMENT—Command, Subcommand, Group Number and Type, Base	Fatal, Major, Minor, None, Missing	Parachute Used
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	Yes (9) No (10)
P	Jenkins, Jack C.	P	AO-2224218	1/Lt, USAF	READ	TAC, 18AF, 464 Trp Carr Gp, Lawson AFB	Ftl	X
CP	Peachey, John C.	P	AO-2248655	2/Lt, USAF	READ	Same	Ftl	X
SE	Levy, Franklin D.	SE	AF-18453008	1/2C, USAF	Reg	Same	Ftl	X
E	Probus, David A.	E	AF-16597492	1/2C, USAF	Reg	Same	Ftl	X

See attached sheet listing children

ADDITIONAL HANDLING REQUIRED
 IAW 119C. 51013 PARS 49A and 52 AFR 62-14

CONTROLS (Instructor, Copilot, etc.)			
COMPONENT	SERIAL NO.	NATIONALITY AND RACE	YEAR OF BIRTH
USAFR	AO-2248655	US White	1928
GROUP NO. AND TYPE	GROUP NO. AND TYPE	SQUADRON OR UNIT	
464 Trp Carr	464 Trp Carr	777 Trp Carr	
464 Trp Carr	464 Trp Carr	777 Trp Carr	
PILOT 16 Sept 53		1061 B	

FLYING EXPERIENCE (Including Civilian)		21. LIST BY TYPE AND MODEL: <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C EXPERIENCE IN SIMILAR AIRCRAFT (S. S., B-29, IP, 50 hrs.)	
7. TYPE OF INSTRUMENT CARD	White	EXPIRATION DATE	3 Dec 54
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS	444:25		
9. TOTAL 1ST PILOT HOURS	77:25		
10. TOTAL HOURS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C (Check applicable one)	89:00		
11. PILOT HOURS LAST 90 DAYS	104:15		
12. 1ST PILOT HOURS LAST 90 DAYS	46:25		
13. HOURS LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C	57:50		
14. PILOT HOURS LAST 30 DAYS	51:20		
15. TOTAL PILOT HOURS THIS MODEL (B-25, F-51, etc.)	104:15		
16. 1ST PILOT HOURS THIS MODEL	46:25		
17. HOURS THIS MODEL, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C	57:50		
18. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS	104:15		
19. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS	46:25		
20. HOURS THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input checked="" type="checkbox"/> CP <input type="checkbox"/> C	57:50		
22. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS			
23. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS			
24. 1ST PILOT INSTRUMENT (Weather and Hood) Hrs. LAST 6 MONTHS			
25. 1ST PILOT INSTRUMENT (Weather and Hood) Hrs. LAST 90 DAYS			
26. TOTAL PILOT NIGHT HOURS LAST 6 MONTHS			
27. 1ST PILOT NIGHT HOURS LAST 6 MONTHS			
28. NIGHT HOURS LAST 6 Mos., <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C			
29. TOTAL PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS			
30. 1ST PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS			
31. NIGHT Hrs. THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C			

Section F—DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE EXTENT OF DAMAGE TO THE AIRPLANE, ENGINE, AND PROPELLERS.

Aircraft completely destroyed.

D 846,800

2. CHECK PROPER DAMAGE CLASSIFICATION

NONE	<input type="checkbox"/>
MINOR	<input type="checkbox"/>
SUBSTANTIAL	<input type="checkbox"/>
DESTROYED	<input checked="" type="checkbox"/>

3. <input checked="" type="checkbox"/> PLANE OR WRECKAGE WAS RETURNED TO AN AF BASE <input type="checkbox"/> PLANE OR WRECKAGE WAS LEFT AT SCENE OF ACCIDENT	7. Give below a considered estimate of cost of this accident to the Air Force:
4. IS PLANE DAMAGED BEYOND ECONOMICAL REPAIR? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	COST OF DAMAGE TO AIRCRAFT: \$ 572,190.00
5. IF PLANE IS TO BE REPAIRED, GIVE ENGINEERING OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR: N/A MAN-HRS.	COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY: \$
6. WAS PRIVATE PROPERTY DAMAGED? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	COST OF DAMAGE TO PRIVATE PROPERTY: \$ 2,000.00
IF "YES," DESCRIBE DAMAGES ON SEPARATE SHEET.	COST OF INJURIES TO PERSONS: \$ 175,565.00
	COST—OTHER (Specify): \$ 1,381.00
	TOTAL ESTIMATED COST OF ACCIDENT: \$ 751,136.00

Section G—SPECIAL EQUIPMENT

1. Check items of special equipment which affected the accident. N/A

<input type="checkbox"/> RADIOS	<input type="checkbox"/> ANNUNCIATOR	<input type="checkbox"/> DE-ICE	<input type="checkbox"/> EQUIPMENT FOR CLEAR VIEW FROM COCKPIT
<input type="checkbox"/> INSTRUMENTS	<input type="checkbox"/> FIRE EXTINGUISHING EQUIPMENT IN PLANE	<input type="checkbox"/> JATO	

2. DESCRIBE BRIEFLY HOW THE USE, NONUSE, MINOR, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT

N/A

Section H—WEATHER (At time and place of accident)

CLOUDS	VISIBILITY	WIND DIRECTION AND VELOCITY	TEMP.	DEW POINT	OTHER WEATHER CONDITIONS
None	15 MI	SSE 8 MPH	58	36	Wx sequence from Jackson, Tenn. Station located 36 miles SSW from Huntington

If weather other than satisfactory, what conditions for aircraft handling or flying was a factor in the accident, attach statement of weather officer describing climatic conditions and how they probably contributed to accident.

Section I—CHECK LIST FOR ATTACHMENTS

<input type="checkbox"/> FORM 1	<input checked="" type="checkbox"/> CLEARANCE	<input checked="" type="checkbox"/> PHOTOGRAPHS	<input type="checkbox"/> FORM 14C
<input type="checkbox"/> FORM 1A	<input type="checkbox"/> CREW MEMBERS' STATEMENTS	<input checked="" type="checkbox"/> FORM 15A	<input type="checkbox"/> FORM 14D
<input checked="" type="checkbox"/> LIST OF T.O.'s NOT C/W	<input checked="" type="checkbox"/> WITNESSES' STATEMENTS	<input checked="" type="checkbox"/> FORM 14E	<input type="checkbox"/> FORM 14F
<input checked="" type="checkbox"/> Map of wreckage area			

Section J—ACCIDENT TYPE		Section N—CAUSE FACTOR ANALYSIS	
PRIMARY	SECONDARY	PRIMARY	SECONDARY
Check one accident type as "Primary." Check all others applicable as "Secondary."		Check one specific cause as "Primary." Check all others applicable as "Secondary." (See AFM 48-5 for definitions)	
GROUND OR WATER LOOT	<input checked="" type="checkbox"/>	1. ERRORS OF AIR CREW	
WINGED LANDING	<input type="checkbox"/>	MISSED POWER PLANT OR POWER PLANT CONTROLS	<input type="checkbox"/>
WHEEL-UP LANDING	<input type="checkbox"/>	MISSED BRAKES AND/OR FLIGHT CONTROLS ON GROUND	<input type="checkbox"/>
HARD LANDING	<input type="checkbox"/>	IMPROPER USE OF FLIGHT CONTROLS IN AIR	<input type="checkbox"/>
COLLAPSE OR RETRACTION OF LANDING GEAR	<input checked="" type="checkbox"/>	EXCEEDED SYSTEM LIMITS OF AIRCRAFT	<input type="checkbox"/>
UNDERSHOOT	<input type="checkbox"/>	INATTENTIVE TO FUEL SUPPLY OR FUEL INJECTION VALVE	<input type="checkbox"/>
OVERSHOOT	<input type="checkbox"/>	FAILED TO EXTEND OR RETRACT LANDING GEAR PROPERLY	<input type="checkbox"/>
NOSE UP OR NOSE OVER	<input type="checkbox"/>	SELECTED UNSUITABLE TERRAIN OR RUNWAY FOR TAKEOFF OR LANDING	<input type="checkbox"/>
COLLISION WITH OTHER AIRCRAFT	<input type="checkbox"/>	FAILED TO COMPENSATE FOR WIND CONDITIONS	<input checked="" type="checkbox"/>
COLLISION WITH GROUND OR WATER	<input type="checkbox"/>	MISJUDGED DISTANCE	<input checked="" type="checkbox"/>
OTHER COLLISION	<input type="checkbox"/>	FAILED TO LEVEL OFF PROPERLY	<input type="checkbox"/>
SPIN OR STALL	<input type="checkbox"/>	FAILED TO OBSERVE OTHER AIRCRAFT OR OBSTACLES	<input type="checkbox"/>
FIRE ON GROUND	<input type="checkbox"/>	FAILED TO MAINTAIN APPROPRIATE FLIGHT SPEED	<input type="checkbox"/>
FIRE AND/OR EXPLOSION IN AIR	<input type="checkbox"/>	BREAKE LOCK (Weather systems or other)	<input type="checkbox"/>
<input checked="" type="checkbox"/> AIRFRAME FAILURE IN FLIGHT	<input type="checkbox"/>	CONTROLLED YFM FLIGHT INTO UNFAVORABLE WEATHER	<input type="checkbox"/>
ABANDONED AIRCRAFT	<input type="checkbox"/>	IMPROPER OPERATION OF ABANDONED AIRCRAFT	<input type="checkbox"/>
FNOC OR JET BRACE ACCIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/> OPERATED AIRCRAFT IN UNUSUAL MANNER	<input type="checkbox"/>
OTHER (LHM):	<input type="checkbox"/>	MADE INADEQUATE FLIGHT PREPARATIONS	<input type="checkbox"/>
UNDETERMINED	<input type="checkbox"/>	ATTEMPTED FLIGHT BEYOND ABILITY OR EXPERIENCE	<input type="checkbox"/>
Section K—PHASE OF OPERATION (Check only ONE)		FAILED TO USE OR INCORRECTLY USED MISCELLANEOUS EQUIPMENT	<input type="checkbox"/>
TAKING INCIDENT TO FLIGHT	<input type="checkbox"/>	OTHER (LHM):	<input checked="" type="checkbox"/>
TAKE-OFF	<input checked="" type="checkbox"/>	2. ERRORS OF OTHER PERSONNEL	
IN FLIGHT	<input type="checkbox"/>	AIRCRAFT INADEQUATELY MAINTAINED	<input type="checkbox"/>
LANDING	<input type="checkbox"/>	AIRCRAFT IMPROPERLY CLEARED FOR FLIGHT	<input type="checkbox"/>
GO AROUND	<input type="checkbox"/>	WEATHER INCORRECTLY FORECAST	<input type="checkbox"/>
ENGINE BUBBLING—NOT TAKING	<input type="checkbox"/>	IMPROPERLY OPERATED AIRWAY FACILITIES	<input type="checkbox"/>
GROUND OPERATIONS	<input type="checkbox"/>	IMPROPERLY SUPERVISED TRAINING (GROUND)	<input type="checkbox"/>
UNDETERMINED	<input type="checkbox"/>	IMPROPERLY SUPERVISED TRAINING (FLIGHT INSTRUCTOR AND FLIGHT LEADER)	<input type="checkbox"/>
Section L—CONDITIONS AFFECTING ACCIDENT (Check all applicable)		OTHER (LHM):	<input type="checkbox"/>
IMMEDIATE FORCED LANDING	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
PRECAUTIONARY LANDING	<input type="checkbox"/>	3. MATERIAL FAILURE—POWER PLANT	
FUEL EXHAUSTION	<input checked="" type="checkbox"/>	COOLING SYSTEM	<input type="checkbox"/>
ENGINE STOPPAGE	<input type="checkbox"/>	LUBRICATING SYSTEM	<input checked="" type="checkbox"/>
LOST	<input type="checkbox"/>	FUEL SYSTEM	<input type="checkbox"/>
REGULATORY T.O.'S NOT COMPLIED WITH	<input type="checkbox"/>	ENGINE STRUCTURE (Includes Jet Engines)	<input type="checkbox"/>
OTHER (LHM):	<input type="checkbox"/>	ENGINE CONTROL SYSTEM	<input type="checkbox"/>
Section M—VIOLATIONS (Check all applicable)		PROPELLER AND PROPELLER ACCESSORIES	<input type="checkbox"/>
IMPROPER TAKING PROCEDURES	<input type="checkbox"/>	SUPERCHARGER (Reciprocating Engine only)	<input checked="" type="checkbox"/>
FAILURE TO USE INSTRUMENTS	<input type="checkbox"/>	IGNITION SYSTEM	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT SPEED	<input type="checkbox"/>	ENGINE ACCESSORIES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT ALTITUDE	<input type="checkbox"/>	OTHER:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT ATTITUDE	<input type="checkbox"/>	UNDETERMINED	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT COURSE	<input type="checkbox"/>	4. MATERIAL FAILURE—AIR FRAME	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT POSITION	<input type="checkbox"/>	FLIGHT CONTROL SYSTEM	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CONFIGURATION	<input type="checkbox"/>	STRUCTURAL	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	5. MATERIAL FAILURE—LANDING GEAR	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	MAIN LANDING GEAR	<input checked="" type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	NOSE WHEEL OR TAIL WHEEL	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	LANDING GEAR POSITION INDICATORS	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	BRAKES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	TIRES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OTHER:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	UNDETERMINED	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	6. MATERIAL FAILURE—EQUIPMENT AND ACCESSORIES	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	AUTOMATIC PILOT	<input checked="" type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	RADIO EQUIPMENT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ELECTRICAL SYSTEM	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ENVIRONMENTAL SYSTEM	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OXYGEN OR FUMIGATION SYSTEM	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	NAVIGATIONAL EQUIPMENT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	INSTRUMENTS	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	COCKPIT, SEAT, CANOPY, FITTINGS, DOORS, HATCHES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ARMAMENT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OTHER:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	7. WEATHER	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	LOW CLOUDS	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	SMOKE—HAZE	<input checked="" type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	RAIN—FOG	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	SNOW—HAIL	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	WIND CONDITIONS	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	UNFAVORABLE WIND CONDITIONS FOR LANDING, TAKING, OR TAKEOFF	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	TURBULENCE IN FLIGHT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	WINDS ALONG	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	THUNDERSTORMS	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	DOWNDRAFT—UPDRAFT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OTHER:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	8. LANDING AREA	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	WET	<input checked="" type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	SOFT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	SNOW	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ICE	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ROUGH	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	GLASSY	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	RUNWAY TOO SHORT	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OTHER HAZARD:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	9. GROUND EQUIPMENT	
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	AIRPORT FACILITIES	<input checked="" type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	AIRWAY FACILITIES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	ARRESTING DEVICES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	LAUNCHING DEVICES	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	OTHER:	<input type="checkbox"/>
FAILURE TO MAINTAIN APPROPRIATE FLIGHT CLEARANCE	<input type="checkbox"/>	10. MISCELLANEOUS	

C-119G, 52-5894A, departed Lawson AFB, Georgia, at 1334 EST, 26 February 1954 on a routine local training flight. The pilot was to accomplish one hour of maximum performance take-offs and landings (short field take-offs and landings) at Lawson AFB, and was then to proceed to Maxwell AFB to accomplish ten GCA's. After completion of the GCA's at Maxwell, the remainder of the period was to be used in practicing VOR approaches to Muscogee County Airport which is adjacent to Lawson AFB (Exhibits 12, 15, 20). No element of the directed training was accomplished (Exhibit 13). The activities of the aircraft from take-off at Lawson to first reported sighting of the aircraft at Huntingdon, Tennessee, are unknown.

The aircraft was first observed approaching the city from South to North, passing over the Carroll County courthouse at a low altitude estimated at 150 to 200 feet from the surface (Exhibit 4). This initial pass was followed immediately by a steep turn to the right of approximately 270 degrees with a second pass following in an east-west direction towards the courthouse (Exhibit 9). Eyewitnesses, including former Air Force officers, testified that the aircraft was traveling at high speed during both passes (Exhibits 2 thru 10). The latter pass was at a speed estimated at 225 to 250 miles per hour. Upon close approach to the courthouse at altitude indicated as near rooftop height, a fast turning sharp pull-out to the right was made. At this time disintegration of aircraft structure commenced. Eyewitness reports indicate the following events occurred in rapid sequence: A failure of the right outer wing panel followed by ignition of released fuel and collapse of left wing rearward. The continuing disintegration of empennage by loss of left boom and tail surface along with the clamshell doors. Portions of disintegrated structure, fuel cells, surface skin, cowlings, control surfaces, stabiliser, fairings, and clamshell doors were scattered over an area 600 feet wide and 1200 feet long. The left wing panel after leaving the aircraft fell in flames practically intact and in its path ignited a small out-house structure, a wagon, and a team of mules. Two local citizens working in a garden were drenched by burning fuel and suffered third degree burns on face, hands and upper torso area. Fuselage and engines continued on a path of 270 degrees from point of initial disintegration for approximately 1750 feet. It is believed that the upward pitch attitude plus full power on the engines caused the fuselage and engines to describe a semi-parabolic arch clearing trees and buildings to point of impact (Exhibit 19). The angle of impact was approximately 60 degrees, the fuselage and engines striking the ground, right wing down attitude, sliding and cartwheeling.

RECOMMENDATIONS for action to prevent similar accidents: (Continued on Supplemental)

See Supplemental *J*

Section F—AUTHENTICATION (Each investigating board member must sign below)

1. <input type="checkbox"/> PERSONNEL RESPONSIBLE FOR THIS ACCIDENT HAVE BEEN OFFERED OPPORTUNITY OF REBUTTAL <input type="checkbox"/> NO REBUTTAL HEARD <input type="checkbox"/> REBUTTAL STATEMENT(S) ATTACHED		
2. PERSONNEL RESPONSIBLE NOT AVAILABLE BECAUSE OF: <input checked="" type="checkbox"/> DEATH; <input type="checkbox"/> CRITICAL DUTY; <input type="checkbox"/> OTHER (Explain)		
BASE DRYING REPORT	MEMBER (Name and Grade)	MEMBER (Name and Grade)
Swart AFB, Tennessee	<i>Charles Edwards Jr</i> CHARLES EDWARDS, JR, CAPT, USAF	<i>Edward Roberson</i> EDWARD ROBERSON, 1st Lt, USAF
PRESENTER (Name and Grade)	ALTERNATE MEMBER (Name and Grade)	MEMBER (Name and Grade)
<i>Bert M. Carleton</i> BERT M. CARLETON, COL, USAF	<i>Colin J. Walker</i> COLIN J. WALKER, MAJOR, USAF	<i>Garrett N. Tibbets</i> GARRET N. TIBBETS, MAJ, USAF

S U P P L E M E N T A L T O A F F O R M 1 4

Section F (6) - List of Damage as a result of aircraft accident of C-119G,
52-5894A, 26 February 1954 at Huntington, Tennessee

1. G. M. Woods - One frame out-building 20' x 14' containing 820 board feet of cherry lumber and one trunk full of "antiques" completely destroyed. Another small out-building was slightly damaged by fire and three bushel of corn destroyed. A small chicken house sustained slight fire damage.
2. Homer DeMoss - Burns on the hand and neck requiring hospitalization.
3. Gordon and Milburn Rich - Two trucks (Chevrolet and GMC, 1950, 2 ton, flat bed) received slight damage to cab and hood. Also damage to one large sawmill building. Real estate damage to bottom land field.
4. Johnny Resser - Slight damage to his 1948 Ford's finish.
5. Effie Boyd - Slight damage to the finish of his 1941 Chevrolet.
6. Watson Allison - Slight damage to the finish of his 1952 Chevrolet.
7. Jesse Allison - Slight damage to the finish of his 1952 Chevrolet.
8. Carroll County Electric - One large plate glass window broken. Slight damage to the finish of: '49 GMC 3/4 ton pick-up, '50 Chevrolet, 2 ton line truck and '50 Ford 3/4 ton pick-up.
9. Earnest Smith - Slight roof damage.
10. Knute Jordan - Slight roof damage.
11. Linnie Carter - Slight roof damage.
12. Amos Anderson - Slight damage to the finish of his 1953 Plymouth.
13. Mrs. John Haynes - Slight damage to the finish of her 1954 Chevrolet.
14. Avie Wallace - Slight damage to the finish of his 1946 Ford.
15. Carroll County Courthouse window damage (two windows).
16. Mrs. Mildred Smith - Damage to the roof of her automobile - '53 Ford (dent in top).
17. Telephone Company - Cable damage.

S U P P L E M E N T A L T O A F F O R M 1 4

Section F(6) (Contd)

35
a/c 9

J 3

18. Freeman Taylor - Extensive burns on the body - not critical but painful, requiring hospitalization. ✓
19. Jessie King - One team of mules and wagon.
20. Daisy Hickman - Broken limbs on pecan tree.
21. Ivy Teachout - Broken windows.
22. R. C. Lester - Roof damage (rod through roof).
23. Murray Gill - One broken pane of glass.
24. Mr. W. H. Lassiter - One plate glass window.
25. Wilder Garage - Slight damage to false front (1 sq ft of stucco & one tile).
26. Priest Motor Company - Three plate glass windows (6' x 10') and light fixtures.
27. Maurice Bunn - Slight damage to the finish of his '53 Ford.
28. Bank of Huntington - One small broken window - possible damage to the frame of plate glass windows (concussion).
29. Parrish Appliance - One broken window (small).
30. F & S Stores - Plate glass windows loosened by concussion.
31. Slight damage to the finish of Miss Peggy Cox's automobile.
32. Tommy Noto - Slight damage to the finish of his automobile.
33. Hoyte Rich - One small neon sign (1' x 2") destroyed.

SECTION G - Description of Accident (Contd)

leftward into and through a drainage ditch with almost complete destruction of remaining structure. All crew members were killed. The pilot was a resident of Huntington, Tennessee. The local law enforcement agencies,

S U P P L E M E N T A L T O A F F O R M 1 4

SECTION 0 - Description of Accident (Contd)

Chief of Police, and the Tennessee Highway Patrol effectively isolated the area and took all necessary action within their authority until the arrival of the investigating team. (Exhibits 2 thru 10 document the above narrative)

Further investigation revealed that this same aircraft and pilot made a similar trip as the one described above, without accident, on 9 February 1954. Inspection of Form 1's for that day revealed that he was the pilot and statements from the crew bear this out. (Exhibits 16, 17, 18, 21 and 22)

FINDINGS

1. The aircraft disintegrated as a result of stress applied beyond the designed load limits.
2. The 464th Troop Carrier Group and the 777th Troop Carrier Squadron supervision of training flights is excellent. The Squadron Operations Officer personally gave a detailed briefing to the pilot prior to his departure on this mission. Group and Squadron operating procedures indicate that constant emphasis is placed on adherence to directives and regulations.
3. Inspection of the engines disclosed no malfunction of the power recovery turbines. (See Exhibit #83)
4. Pilot violated paragraph 3, AFR 60-16, by operating an aircraft in a careless and reckless manner; paragraph 12, AFR 60-16, by flying over a congested area at less than 2000 feet above the highest obstacle within a radius of 2000 feet; AFR 60-15 and 464th TCW Regulation 55-7, by disregarding established boundaries of the local flying area and proceeding to a point approximately 170 nautical miles outside of the prescribed flying area while operating on a local flight clearance (AF Form 115); Local policy published by Hq 464th Troop Carrier Group, subj: "Minimum Flight Altitudes", dated 20 Aug 53, by flying an aircraft over a city, town or populated area at an altitude less than 2000 feet above the ground. In addition, the pilot failed to follow instructions for accomplishing scheduled crew training published by squadron training directive and as briefed by the Squadron Operations Officer.
5. The pilot had made two extremely low and high speed passes over the town of Huntingdon 9 February 1954. (See Exhibits 16, 17, 18, 21 and 22)

S U P P L E M E N T A L T O A F F O R M 1 4

RECOMMENDATION

That C-119 aircraft Instructor Pilot personnel insure student pilots are well informed of the operating limitations of the C-119 as contained in Section V of T.O. 1C-119G-1 and Section V of T.O. 1C-119F-1.

MEDICAL REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-3, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. STATION INVESTIGATING ACCIDENT Sewart AFB, Tennessee	2. ASSIGNED STATION OF AIRCRAFT Lawson AFB, Georgia	3. APPROXIMATE DISTANCE OF ACCIDENT FROM INVESTIGATING STATION (Miles) 91 M	
4. PLACE OF ACCIDENT Huntingdon, Tennessee	5. PLANE TYPE, MODEL, SERIES, SERIAL NO. C-119 G	6. TIME OF ACCIDENT 14500	7. DATE OF ACCIDENT 26 Feb 54

8. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

After departing from Lawson AFB, Georgia at 1334E, the aircraft was observed making a low pass over Huntingdon, Tennessee, from south to north. It then made a very sharp 270° turn while climbing to about 300 feet altitude. A diving pass was then made traveling from east to west at an estimated 200-230 K. airspeed. When over the center of town the right wing buckled, the right wing tip disintegrated, and the plane caught fire. The aircraft then struck the ground at about a 50° angle at the city limits of Huntingdon.

Section B—EQUIPMENT AND AIRCRAFT FACTORS

1. SEAT: NUMBER, FIXED 5	NUMBER, EJECTION 0	NUMBER, FIRE 0	2. NUMBER OF PARACHUTES PROVIDED 1	NUMBER USED 0
3. OTHER EQUIPMENT: Intercom	SERVICED: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	USED THIS FLIGHT: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	TYPE MARK 0	DID MARK FIT PROPERLY? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	DAYS =	LENGTH OF USE =	NUMBER =	<input type="checkbox"/> No <input checked="" type="checkbox"/> No
4. SAFETY BELT: NUMBER STANDARD TYPE USED 0	NUMBER IMPROVED TYPE USED 0	5. ANY-O SUITS: NUMBER AVAILABLE, USED =		<input checked="" type="checkbox"/> NOT AVAILABLE
		NUMBER AVAILABLE, NOT USED =		

6. 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.)

Disintegration of aircraft at low level prevented escape of personnel.

Section C—SPECIFICALLY DESCRIBE DAMAGE TO:

COUNTRY	Demolished
SEAT, CONTROL HANDBS, SAFETY BELT	Demolished
CREW SEATING (OTHER THAN COUNTRY)	Demolished
EMERGENCY EXIT, HANDBS	Demolished
FIREARMS CASE	Demolished

RESTRICTED (WHEN FILLED IN)

Section B—PERSONNEL INVOLVED—NOTE: Form 100 must also be completed on all cases which regardless of injury, and on all other personnel with fatal or major injuries, as defined in AF Reg. 49-14.)

NAME AND GRADE	RACIAL STATUS	HEIGHT	WEIGHT	AT TIME OF ACCIDENT		RECOVERABLE		SAFETY DATA		ESCAPE KIT USED (Description)	REMARKS (P)
				FLIGHT DUTY	LOCATION IN PLANE	AVAIL-ABLE	USED	USED	USED		
JENNIS, Jack Clark, 2/1A	F	71 1/4"	158	F	Unk.	Yes	Unk	Unk	Unk	None	4
FRACHEY, John Charles 2/1A	F	69 1/4"	172	CP	Unk.	Yes	Unk	Unk	Unk	None	4
IBBY, Franklin Delano A/2G	None	71 3/4"	182	Pass.	Unk.	No	Unk	Unk	Unk	None	4
FRISBIS, David Alvin, A/2C	F	63"	135	E	Unk.	No	Unk	Unk	Unk	None	4

1. The following code numbers and letters for positions of body: Seated (S); Standing (D); Prone (P); Crouched (C); Facing Forward (F); Facing rear (R).
 Examples: S-F means Seated Facing Forward; S-R means Crouched Facing Rear, etc.
 2. The following code numbers to specify month to personnel: (1) No injury; (2) Minor injury (see AF Reg. 49-14); (3) Major injury (see AF Reg. 49-14); (4) Killed; (5) Missing.

Section D—MEDICAL OFFICER'S RECOMMENDATIONS

1. The SOP for checking dog tag identification prior to take-off should be rigidly adhered to.

Edward Robinson
 EDWARD ROBINSON, JR., 1/14, USAF (1C) A1E
 (NAME AND GRADE)
 (DATE AND SIGNATURE)

RESTRICTED (WHEN FILLED IN)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 48-14 and AF Manual 48-1, "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof and/or additional sheets as necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME JONES	FIRST NAME Jack	MIDDLE NAME Clark	4. SERIAL NO. AD2224218	5. DATE OF ACCIDENT 26 Feb 1954	6. COMMAND DESIGN AND DATE Pilot 21 June 52	7. FLIGHT ROSTER AT TIME OF ACCIDENT Pilot
2. DATE OF BIRTH 20 Aug 1920		3. FLIGHT TRAINING APTS. 1054 B		8. WAS FLYING ON FLIGHT DATE CHARTERED 1954		9. FOR WHAT SERVICE
10. DATE OF LAST PHYSICAL EXAM FOR AVIATION 14 Oct 1953			11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>			
12. HOSPITALIZED		13. IF FATAL, TIME AND DATE OF DEATH		14. WAS AUTOPSY PERFORMED		
ACTUAL DAYS <input type="checkbox"/>		EST <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
15. QUARTERS		ACTUAL DAYS <input checked="" type="checkbox"/>		EST <input type="checkbox"/>		16. IS THIS REPORT FOLLOWS SECTION 1
ACTUAL DAYS <input checked="" type="checkbox"/>		EST <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
17. SPECIFY PRIMARY CAUSE OR PRIMARY CAUSES OF DEATH						18. LIST ITEMS TO BE RETURNED TO NEXT OF KIN:
Injuries, Multiple, Extreme.						<ol style="list-style-type: none"> 1. Recognition by a personal and military. 2. Finger prints. 3. Dental records. 4. Glass ring on finger. 5. Bill fold containing D. card, and personal letter.

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

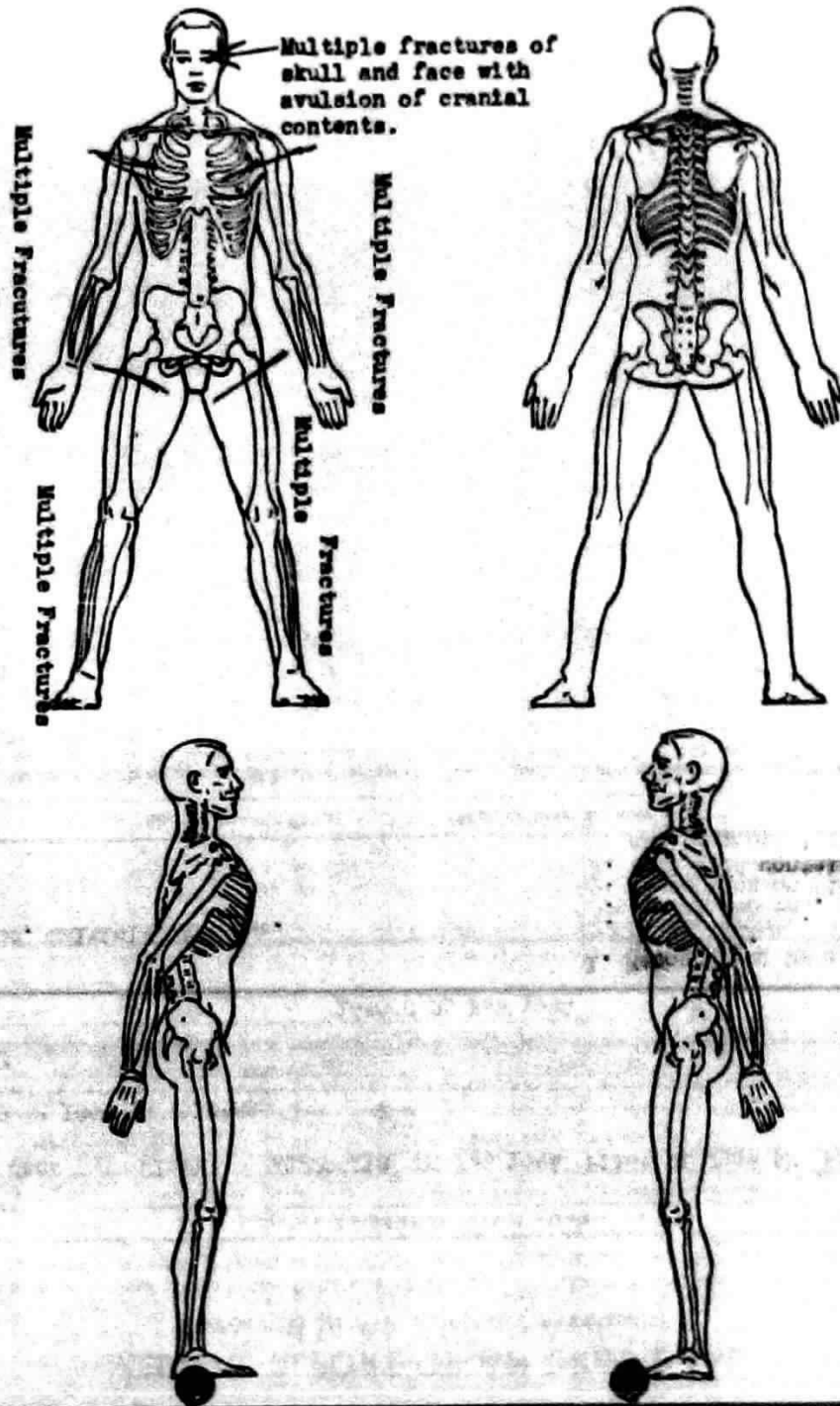
Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown

RESTRICTED (When filled in)

Section C.—FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted.
Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree ①; 2d degree ②; 3d degree ③.



Multiple fractures of skull and face with avulsion of cranial contents.

Multiple Fractures

Multiple Fractures

Multiple Fractures

Multiple Fractures

RESTRICTED (When filled in)

Section D.—DIAGNOSIS

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

Injuries, Multiple, Extreme.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown, Aircraft Demolished.

DATE

5 March 1954

GRADE

1st Lt.

FLIGHT SURGEON OR A.M.E.

EDWARD ROBERSON, JR.

SIGNATURE

Edward Roberson

STATEMENT

State of Tennessee,)
County of Carroll.)

Personally appeared before me, the undersigned authority, J. Sam Johnson, Jr., with whom I am personally acquainted, who, after first having been duly sworn, made oath and deposed as follows: -

I am 46 years of age, married, a man of family, an attorney, and an Air Force veteran of World War II. I have known Lieutenant Jack Jenkins, pilot of the C-119 airplane which crashed over Huntington on 26 February 1954 for a number of years as I have known his family. He has always been a quiet, well-mannered youngster of pleasant address but, just as in the case with all younger pilots, felt the urge to fly back home to show off his new-found wings in a sensational "Buss-Job" for the benefit of his family and friends in his own home town.

I saw this same airplane in a wild series of low flying maneuvers over Huntington about two weeks before yesterday's holocaust and it was my understanding that said incident was properly reported by a reporter from the Nashville Tennessean newspaper. I witnessed the bussing on this former occasion just as I did the one of yesterday and I feel certain that the pilot was the same in both instances.

At approximately 1445 hours on Friday, February 26, 1954, I was inside a building on the north side of the square in Huntington when I heard a low flying aircraft pass overhead at such speed and low height that the whole building shook and rocked with the blast. Remembering the former incident and confident that the pilot would make another pass over town I rushed out to see what would happen next. The first approach was made from the south toward the north with an assist from a strong tail wind. The craft passed over town in a sharp vertical bank and again headed for the Court house travelling approximately from east to west with a cross-wind from the left. I was standing in front of my office steps when the plane came into view over the Bank of Huntington Building apparently as low as was possible without striking the corner of the building. It passed over the northeast corner of the Courthouse with the left wing banked up into the cross-wind blowing from the south in what appeared to be a shallow turn to the right. Insofar as I was able to see or hear the motors and plane were intact and functioning normally until the craft came immediately over the Courthouse at rooftop level when I saw the left aileron fly off and a section of wing tear loose. The wing section fell on the square just west of the Courthouse and the aileron lodged itself in a high cable just west of the Ford Motor Company some 100 yards to the west along the line of flight. By the time the

plane crossed over the Carroll County Electrical Building the entire right wing and tail assembly broke loose spreading flaming gasoline and flying debris over the entire flight area and exploding in mid-air some 200 yards further down the flight path. From this last named point the plane completely disintegrated and scorched a path to its final resting place across the drainage canal in a cornfield several hundred yards beyond the Huntington city limits. Details and reports of personal injuries and property damages resulting will be made available firsthand from eye-witness accounts which I am unable to supply except through hearsay.

The main body of the wreckage exploded once after coming to rest and became a huge funeral pyre sending columns of smoke into the air for some 800-1000 feet which was blown in a northerly direction by the prevailing wind currents.

I believe that, by reason of training and experience, I am qualified to make a fairly accurate estimate of the airspeed at which said craft passed over the town. Normal cruising speed of this type plane should be around 165 MPH but I confidently assert under oath that from what I saw the aircraft in question could not possibly have been doing less than 250-275 MPH as it passed over the town.

In my considered judgement there would have been no structural failure of the aircraft if the same had been flown according to its prescribed and known limitations. The entire catastrophe was, in my considered judgement, the result of 100% pilot error, foolhardy, fatal, and permanent.

I was not a rated flying officer while in military service but was in Military Intelligence. However I have done considerable private flying and am familiar with the operation of aircraft.

s & t/ J. SAM JOHNSON, JR., Affiant.

Sworn to and Subscribed before me
on this 27th day of February, 1954.

S/ Joseph R. Lowry
1/Lt, USAF
Judge Advocate

A CERTIFIED TRUE COPY

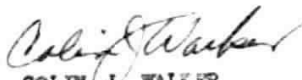

COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 2

S T A T E M E N T

27 February 1954

Ernest E. Smith
203 W. Main Street
Huntingdon, Tennessee

Mr. Smith was spokesman for the two

Maurice Bunn
Route #1
Huntingdon, Tennessee

I was in pilot training three (3) months pre-flight. My duty was Aerial Gunner on B-24's and B-17's. I had 27 missions, 220 hours flight time overseas in combat. Three years in all.

It was approximately 5 minutes to 3, or around 1500 when I heard a noise, just got out of our truck and it sounded as if several planes were flying over but we couldn't see any plane. When we saw the plane it was a C-119 box car approximately 140 to 160 feet above the ground heading from south due north. It passed over the town about three quarters of a block east of the court house. About one half mile north of the court house square he pulled up to around 300 feet banking to the right and headed toward the school house dropping rapidly again. I could not see any more until he passed over the school house and was making altitude again. I don't imagine he was over 300 feet off the ground from the angle I was standing. Then he started dropping, heading southwest toward the court house square. The first I saw then was the left wing at about a forty-five (45) degree angle up in the air. The right wing was down and I would say dragging a little bit and the next was a sort of ripping sound. Pieces of the wing which I thought was the right outside edge of the wing came off and I couldn't see where it fell but it must have fell on the right side of the Courthouse. At exactly the same time, I saw the left wing in the air and I heard a ripping noise and the plane shunted around with the tail boom slipping to the left. It sounded like two boxcars coupling together.

I believe the ripping noise was just before the plane got to the Courthouse; my guess would be over the bank. It was heading in a slight south westerly manner and then after the ripping noise the plane veered to the right and then the pilot threw the coal on and gave it all the RPM it had. He tried to climb and save the town and try to bail out. He climbed rapidly for a split second and then flames burst out of the right engine.

EXHIBIT 3

Question: Did you say the other wing came off?

Answer: No, I just saw the right side explode and pieces started flying and I jumped down because the gas was burning my face. We were standing on the ladder on the truck.

Question: Mr. Smith, I understand you were standing on your truck ladder approximately a half block north west of the courthouse about thirty 30 feet from where the horizontal stabilizer landed on the two (2) trucks?

Answer: We were about sixty (60) feet from where the horizontal stabilizer landed on the two trucks.

Question: Did you hear an explosion?

Answer: The first was a ripping sound and the second noise was when he pulled up and when he lost speed and the engine exploded and the only explosion after that was about a minute after it hit the ground. On his final altitude after he gunned the motors he reached from 200 to 225 feet.

s & t/ ERNEST E. SMITH

s & t/ MAURICE L. BURN

A CERTIFIED TRUE COPY

Colin J. Walker

COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 3

STATEMENT

27 February 1954

George C. Hobbs
Chief of Police
Huntingdon, Tennessee

I was on Highway No. 70 just west of town heading in the direction of the Courthouse when I saw the C-119 flying box car approach very low from the south. He continued north a few seconds, made a steep right turn and headed back in toward town on a westerly heading. About the time he approached the Courthouse he pulled up sharply with a right wing low attitude. Part of his right wing came off and the airplane seemed to roll to the right. Just as the wing pulled loose I saw a lot of smoke and what appeared to be a flash fire in the air. The airplane continued to roll and struck the ground less than a quarter of a mile from where I was. It seemed to me that it exploded when it hit the ground.

I immediately called on the radio for other police officials to assist in keeping the people away from the wreckage and supervised the rescue of any personnel who may have survived. I sent back up and got some rope to rope the area off to keep spectators away so the Air Force officials could look at the wreckage when they arrived. We took the bodies away from the wreckage and placed them nearby and covered them with parachutes until the ambulances arrived. We did not let the local ambulance remove the bodies until the local National Guard arrived and took them to the Funeral Home after receiving clearance from the Air Force officials near Nashville. The four (4) men were dead on arrival.

We found the purses of the boys on the ground near the bodies and I had one of the other policemen take care of them and turn them over to the Air Force Officers upon their arrival. I personally took Jack Jenkins' out of his pocket and turned it over to the Air Force when they arrived.

s/ George Hobbs

t/ GEORGE C. HOBBS

A certified true copy.

Colin J. Walker
COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 4

STATEMENT

27 February 1954

Robert M. Murray
Mayor of Huntingdon
Huntingdon, Tennessee

On the afternoon of the crash at about 2:45 o'clock I was standing in the east side of the circuit courtroom of the Courthouse trying a lawsuit. We heard a terrific noise which sounded like a plane flying low over the Courthouse. About five (5) minutes, I would say, later I heard the plane approach again from the east side of the Courthouse. From the position in which I was standing it appeared that the plane was heading into the east side of the Courthouse when all of a sudden it pulled up at a terrific speed and within a very few seconds I heard an explosion. I did not see any parts of the plane falling on the east side of the Courthouse, but I did see them on the west side of the Courthouse falling in the street near the Courthouse lawn. Within a few seconds there was another explosion and I noticed from the west window of the Courthouse a large volume of black smoke.

Question: Mayor Murray, did you observe the airplane strike anything prior to reaching the Courthouse?

Answer: No sir, I didn't. The plane seemed to be clear of the buildings when I saw it approach the Courthouse.

Question: About how high above the buildings would you estimate the plane to have been on approaching the Courthouse?

Answer: It would be hard for me to say, under the circumstances or to correctly estimate, but it appeared to me that he couldn't have been over one hundred (100) feet, if that much. I could be mistaken on that, but it looked low to me.

Question: Were you inside the Courthouse at the time the plane approached?

Answer: Yes, I was looking out the east window on the second floor.

s/ Robert M. Murray

t/ ROBERT M. MURRAY
Mayor of Huntingdon

A certified true copy.

EXHIBIT 5

Colin J. Walker
COLIN J. WALKER
Major, USAF
Flying Safety Officer

STATEMENT

27 February 1954

Royal D. Grider
Post Office Employee
Huntingdon, Tennessee

I am a Second Lieutenant in the Air Force Reserve, Bombadier assigned to the 9960th Volunteer Reserve Squadron, Memphis, Tennessee.

At approximately 2:40 P.M. on 26 February 1954, I was working here in the Post Office and I heard the roar of a plane's motor as it buzzed the town. I didn't see the plane on its first pass. I ran out to the rear of the Post Office and stood there approximately three (3) minutes and at that time I didn't hear the plane's motor. It had already passed over. In about three (3) minutes I heard the plane and saw it approach town from the east going almost due west. It looked very low. I momentarily lost view of it as it went between me and a building east of the Post Office. As it came to within 150 to 175 feet of the east edge of the Courthouse, it came into my view and remained in my view until the accident occurred. At this time I was standing behind the Post Office and from that position you cannot see the top of the Courthouse. About the time he passed by the west edge of the Courthouse, he started an abrupt bank to the right and seemed to attempt a sharp climb. At that instant I heard a ripping noise and I saw the right wing collapse at the root and at the same instant I could see fire. Part of the right wing fell off at that time. I watched it fall into the street. At the same time it seemed the pilot tried to give it a little more power. The plane to me seemed to be under control until the time he started his climbing turn.

Question: Did it look like the plane was yanked back?

Answer: Yes, it seemed he did.

Question: How many flying hours did you have as a bombardier?

Answer: I would say around five hundred (500), maybe less. I went half way through pilot training and washed out in basic.

Question: With your background and experience in the Air Force both as a student pilot and a bombardier, how high would you estimate he was on his first pass, judging from the roar of the engines and approximately how high would you estimate he was when you saw him as he made his approach the second time?

EXHIBIT 6

Answer: On the first pass, it would only be a guess since I didn't see him: 200 to 225 feet and on the second pass I would try to estimate it by the height of the buildings to be 175 feet.

Question: Did you say you lost sight of him prior to his approach to the Courthouse?

Answer: No, I lost sight of him behind this building, but I could see him after he came by this building and while he was on the south side of the Post Office it seemed he came down the street between the Post Office and the Courthouse and that is why I was sure he didn't hit anything on the Courthouse had he hit I could have seen him.

Question: Mr. Crider, in your estimation, was he approaching on his run from east to west from a low level attitude or a diving approach?

Answer: From my observation, he was flying level until he started his climbing turn.

s & t/ ROYAL D. CRIDER

A CERTIFIED TRUE COPY

Colin J. Walker

COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 6

S T A T E M E N T

27 February 1954

William K. West, Jr.
Huntingdon
Tennessee

I am a First Lieutenant in the Reserve, Navigator, Serial No. AO 814 182.

Harris and I were standing back of the Funeral Home about two blocks east of the Courthouse on a level with the steps of the Courthouse with an unobstructed view of the business section east of the Courthouse and of the Courthouse itself. We noticed the C-119 approaching from the south at 2:47 p.m. At that time I judged his speed to be in excess of 200 miles per hour. He went over the courthouse with at least twenty (20) feet clearance and made a sharp right turn and I lost sight of him. In a few seconds, I would say within a minute, he appeared from the east. At this time I would judge his altitude was slightly lower and his speed was at least fifty (50) miles faster or so it appeared to me. I would like to qualify that because he was much nearer to me at this time. I followed him when I first caught sight of him two (2) blocks from the Courthouse until he pulled back on his wheel, at which time it appeared that the right wing came off and he started a roll to the right, left wing buckling and gasoline ignited just before he disappeared from my sight. It appeared he cleared the Courthouse five (5) to ten (10) feet.

Question: Did the airplane ever appear to be lower than you were?

Answer: No sir, I would say it wasn't.

Question: You would say he had fairly good clearance until he got to the Courthouse?

Answer: Yes, he had good clearance; he was in fairly level flight at a very slight angle.

Question: There was no diving action?

Answer: No, not when I saw him. He had leveled off.

Question: Did you see anything come off the left wing before it buckled?

Answer: No, I can't say that I did. Part of the right wing came off and it started to roll.

EXHIBIT 7

Question: Did the left wing collapse against the fuselage?

Answer: Yes, it did collapse against the fuselage.

Question: Did you see the tail or the back part disintegrate?

Answer: No, I didn't see it.

Question: Did you hear the wing crack?

Answer: Yes, I could tell it was metal tearing. The best way I can explain it is it sounded just like the last one I heard crack. Then I heard gas ignite with a swoosh and it appeared to me when the wing tore loose he was in a high speed stall attitude. I couldn't swear to it. He didn't balloon.

s/ William K. West, Jr.
t/ WILLIAM K. WEST, JR.

A certified true copy.

Colin J. Walker
COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 7

S T A T E M E N T

27 February 1954

Thomas E. Scoggin
Owner of Scoggin's Dry Goods Company
Huntingdon, Tennessee

I heard the plane make one pass over the store and ran out to see. I figured he would be back again that that it was the same pattern he had flown before on the 9th of February at about 2:30 p.m. From where I was standing in front of my store I figured the plane was coming up Nashville Street toward the business district (from east to west) and I saw one wing and about half of the fuselage down an alley which would have made the plane too low to have cleared the Courthouse. As the approach was made to the Courthouse, he made an attempt to pull the plane up and in this attempt he banked to the right and pulled up sharply and at this point the wings began to disintegrate and there was a slight explosion over the Courthouse; then the plane veered to the right and about two (2) to two and one half (2½) blocks down came this tremendous explosion which I judged to be gas tanks; after that the plane began to descend rapidly.

Question: Did you observe the parts falling in the vicinity of the Colonial Tea Room?

Answer: Yes sir, all across there and down by the Carroll County Electric Department. After the explosion, I saw the main fuselage of the plane going in the direction of the west and it began to descent so rapidly I lost sight of it. It happened so fast that I couldn't tell which wing or which parts of the airplane started coming off first on the pull out.

s/ Thomas E. Scoggin
t/ THOMAS E. SCOGGIN

A certified true copy.

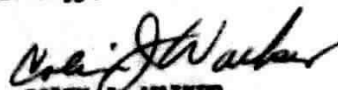

COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 8

STATEMENT

27 February 1954

T. W. Woods
Huntingdon
Tennessee

On the afternoon of the 26th of February 1954, I was approximately two hundred (200) yards to the left of the bridge on the west side of Beaver Creek which is located on Highway 70. I heard the plane first and began to look for it. I didn't see it because it was so low. It appeared to be coming from a southerly direction up Highway 22. I first saw it on its northerly heading just as it reached the Courthouse. The plane passed over town on a northerly direction. At approximately a quarter of a mile it banked to the right in a comparatively steep bank. He was banking and climbing at the same time. His bank was to the east in a circle; then he started down and straightened out coming from the east to the west and coming directly over the Courthouse in a westerly direction. It appeared that he went over town, and as he did he gained something like fifty (50) feet of altitude and leveled off again. Approximately ten (10) seconds after he leveled off, the left wing came off. It appeared to fold back when it came off and the airplane appeared to veer slightly to the right but without losing noticeable altitude. Then it appeared that part of the tail section and the right wing came off and it still didn't lose any altitude. From there it kept on in a westerly direction with the nose headed downward but not losing altitude and it kept on for approximately one quarter mile and lost very little altitude until it came within one hundred (100) yards of where it crashed. It appeared that when it lost momentum the engine pulled it almost straight downward. During this time both engines appeared to be wide open, even when it crashed. When the plane crashed it disintegrated and burst into flames.

Question: What attitude was the plane in when it hit or just prior to hitting the ground?

Answer: It was right side up but the left side was lower than the right. At about a forty-five (45) degree bank to the left.

Question: At approximately what angle would you say the airplane crashed?

Answer: At least a sixty (60) degree angle.

EXHIBIT 9

Question: Did the plane roll?

Answer: No, it stayed in a comparatively level flight. It didn't turn over and it didn't spin.

Question: Did the left wing appear to hit any other part of the aircraft when it tore off?

Answer: I couldn't tell.

Question: When the left wing tore off did it travel along with the plane or fall straight down.

Answer: It went back and down. It folded back and dropped. In other words, the plane went off and left it.

Question: Did you see the right wing fall?

Answer: No, I don't remember seeing the right wing fall, but I do remember it coming off. The part that fell off I didn't watch. I kept my eyes on the plane.

Question: The aircraft appeared to be in level flight when right wing came off?

Answer: That's right.

GENERAL STATEMENT

I was a member of the Naval Air Transport Squadron AMM20, Aviation Machinist Mate Second Class. I was an Aerial Engineer on transport type aircraft.

s/ T. W. Woods

t/ T. W. WOODS

A certified true copy.

Colin J. Walker

COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 9

S T A T E M E N T

27 February 1954

George E. Woods
Owner and Operator of
Colonial Tea Room
Huntingdon, Tennessee

I had been out to Hall's Sheet Metal Shop on Highway No. 70 which is still in the corporation. I was returning to town and had a trailer behind me with signs on it; therefore, I was driving very slow. At about one half ($\frac{1}{2}$) mile east of the Courthouse, I heard a plane seemingly fly low and looked for it. It was approaching me from the north and at the time I saw it it was making a steep bank circling to the right. When he straightened out, he was heading in front of me going down East Main Street. I watched the plane which seemed to be a boxcar type and he dropped lower as he came down East Main Street until he went out of sight from me. A few seconds later I saw him come up in a climb and just seconds later one wing left the plane. Just after that the sky seemed to be full of flying debris. From that distance away what I could see was hardly distinguishable, but I presumed it was the balance of the plane going on down.

Question: Did the plane seem to roll one way or the other?

Answer: Yes, I think the plane seemed to roll to the right.

s & t/ GEORGE E. WOODS

A CERTIFIED TRUE COPY



COLIN J. WALKER
Major, USAF
Flying Safety Officer

EXHIBIT 10

A F F I D A V I T

I, Airman Third Class Robert A. Manor, AF 1A 459 986, 777th Troop Carrier Squadron, (M), Lawson Air Force Base, Fort Benning, Georgia, am an aircraft maintenance helper. I have made two flights as a student engineer. The flight on 9 February was the first flight in a C-119. I have been in the service twenty-one (21) months, and worked as a maintenance helper for about twelve (12) months.

On 9 February 1954, at approximately 1300 hours, I took off from Lawson Air Force Base in a C-119 G type aircraft with four other crew members:

First Lieutenant Jack C. Jenkins - 777th Troop Carrier Sq - Pilot
Second Lieutenant Willis H. Hammack - " " " " - Co-Pilot
A/2C Donald G. Kahler - " " " " - Radio Operator
A/2C Chester Dyer - " " " " - Flight Engineer

Sometime after taking off, I noticed we crossed a river and Lieutenant Jenkins told me it was the Tennessee River. Then about the middle of the afternoon, we came to a small town which I later learned was Huntingdon, Tennessee. Before coming to the town, the altimeter was reading 1000 feet. We swooped down over the town and "buzzed" it twice going well over 200 knots per hour. Lieutenant Jenkins told Lieutenant Hammack to, "give me 2400 R.P.M. in the increased pitch position." This was done before we got to Huntingdon and as far as I know this was not subsequently changed.

After we "buzzed" the town the second time, we left, and again passed over the Tennessee River. We got back in the local area of Lawson Air Force Base sometime after 1600 hours and flew around until about 1845 hours when we landed.

Q. Where were you riding in the aircraft?

A. In the radio operator's seat.

Q. Did you observe the manifold pressure reading?

A. No, not during the buss job.

Q. Did the pilot pull up over town?

A. Yes, he pulled up steeply the first time and on the second time it was steeper because it threw me down in the seat so that I couldn't move.

EXHIBIT 16

Q. How many times did the pilot buzz the town?

A. Twice.

Robert A. Manor
Robert A. Manor, AF 1L 459 986
A/3C, 777th Troop Carrier Squadron

Sworn and subscribed to before me
this 4th day of March 1954.

Clyde P. Shearer

CLYDE P SHEARER
Captain, USAF
Aircraft Accident Investigator

A F F I D A V I T

I, Airman Second Class Chester Dyer, AF 11 246 338, 777th Troop Carrier Squadron, (M), Lawson Air Force Base, Fort Benning, Georgia, am an aerial engineer. I have served as a mechanic and engineer for one (1) year. I entered the service July 1952. Prior to entering service I was a student in high school, graduating in June 1952.

On 9 February 1954, at approximately 1300 hours, I was one of five crew members who left Lawson Air Force Base in a C-119 G type aircraft on a routine flight. The crew consisted of the following:

First Lieutenant Jack C. Jenkins	-	777th Troop Carrier Sq	-	Pilot
Second Lieutenant Willis H. Hammack	-	"	"	Co-Pilot
A/2C Donald G. Kahler	-	"	"	Radio Operator
A/3C Robert A. Manor	-	"	"	Student Engineer

and myself, the Flight Engineer. There were no other persons on board the aircraft during this particular flight.

Approximately two hours after we took off we came to a small town, which I later discovered was Huntingdon, Tennessee. Shortly after I saw the town the altimeter was reading 1000 feet. As we approached the town we flew lower and "buzzed" the town. The props were placed in "increased pitch" position and the speed of the aircraft was approximately 230 knots per hour while making this first "pass". We circled and made a lower "pass". Lieutenant Jenkins, the pilot, pointed out some object to Lieutenant Hammack, the co-pilot, and told him "I've wanted to do this ever since I've been in the Air Force."

After "buzzing" the town for the second time we left and came back to Lawson Air Force Base. The return flight took about an hour or an hour and a half, and we arrived in the local area at approximately 1700. We flew around in the local area until approximately 1900 when we landed.

Q. Did you depart for Huntingdon right after take off?

A. Shortly after take off.

Q. At what altitude did the aircraft fly en route to Huntingdon.

A. About 5,000 feet.

Q. When did the pilot let down to low altitude?

A. The pilot had trouble finding the town. He spotted another town which he recognized and followed a road to Huntingdon and let down to about 1000 feet indicated three (3) or four (4) miles from town.

EXHIBIT 17

A F F I D A V I T

I, Airman Second Class Donald G. Kahler, AF 28 211 586, 777th Troop Carrier Squadron, Lawson Air Force Base, Fort Benning, Georgia, am a radio operator. I have performed duty as radio operator for two (2) years. I have been in the service for thirty (30) months. Prior to this I was a student in high school, graduating in June 1951.

On 9 February 1954 at approximately 1300 hours, I took off on a routine flight from Lawson Air Force Base in a C-119G. The crew consisted of the following persons:

First Lieutenant Jack C. Jenkins - 777th Troop Carrier Squadron - Pilot

Second Lieutenant Willis H. Hammack - 777th Troop Carrier Squadron - Co-Pilot

Airman Second Class Chester Dyer - 777th Troop Carrier Squadron - Flight Engineer

Airman Third Class Robert A. Manor - 777th Troop Carrier Squadron - Student Engineer

and myself. There were no other persons on board.

Sometime after leaving Lawson Air Force Base I went to sleep in the engineer's seat.

When I woke up, the first thing I saw was a white building right in front of me and to the left. We banked to the left and pulled up. We made a turn and came back again and "buzzed" the town for the second time. I saw people below waving at us.

We left, and coming back I remember crossing the Tennessee River. We arrived back in the local area at approximately 1700 and flew around in the area until 1900 when we landed.

Q. What was your position in the aircraft?

A. In the engineer's seat.

Q. What altitude did the aircraft fly en route to Huntington?

A. About 5000 feet.

EXHIBIT 18

Q. Did you notice what the power settings were during the buzz job?

A. No, I was watching the ground.

Q. Did the pilot pull up over town sharply?

A. I don't remember the first pass, but on the second pass he pulled up in a steep climb to the left.

Q. Have you ever seen the C-119 or C-46 pulled up in a climb as steep as the one in question?

A. No, not in a C-119 or C-46.


Q. Any type aircraft?


A. Yes, in B-26's in Korea we pulled up steeper.

Q. Can you estimate the altitude over town?

A. We were about the same height or a little lower than the water tower in town.

Sworn to and subscribed to before me
this 4th day of March 1954.


DONALD G. KAHLER, AF 28 211 586
A/2C, 777th Troop Carrier Squadron


CLYDE P. SHEARER
Captain, USAF
Aircraft Accident Investigator

Report of Crash Investigation on C-119A, 52-5694

Scott Air Force Base, Nashville, Tennessee

An investigation was conducted on March 3 and 4, 1964, of the wreckage of C-119A, 52-5694, at Scott Air Force Base in conjunction with Mr. Pennoni, Directorate, Flight Safety Branch, Norton Air Force Base; Major Walker, Wing Flying Safety Officer; and Mr. Griffith, Fairchild Aircraft Division. After obtaining pertinent background information by means of wreckage photographs taken at the scene of the accident and by the reading of eye-witness statements, the right wing of the aircraft was pieced together and studied. The right wing was selected for study since eye-witness statements indicated initial break-up to have occurred there. The study indicated the following:

1. The wing indicated that an extremely high torsional moment had been applied.
2. Evidence of high positive bending was also indicated by the deformations that had occurred, that is, compression buckling of the upper surface corrugation.
3. The wing failed, apparently simultaneously, in four separate and distinct places in what was probably a combined condition of high torque and bending.
4. No evidence of fatigue was apparent in the portion of the right wing which could be pieced together. All fittings and spar caps examined on the right wing indicated tension and/or tension and shear type failures with clean breaks.
5. A spot check of skin and spar web thicknesses indicated conformance with blueprint requirements.

It is therefore concluded that sometime during the initial rolling pull-out and sharp bank, permanent set could have occurred due to design conditions being exceeded. It is further concluded that the design conditions were exceeded with ailerons deflected in the final pullout over the Courthouse, resulting in extremely high wing torque and subsequent disintegration.

J. A. Nelson
J. A. NELSON
Supervisor of Structures
Fairchild Aircraft Division

LEGEND TO CHART DEPICTING AIRCRAFT WRECKAGE WITHIN TONE

The stations and positions listed in the following descriptions are approximates.

<u>POSITION</u>	<u>PART DESCRIPTION AND LOCATION</u>
1	Roof of Court house - Outer 15 feet of the bottom front spar cap. Four foot piece of skin from bottom side of right wing from center of star outward.
2	West side of Court house - 16 foot section of right wing. (Wing tip to Station 460.93)
3	North side of Court house lawn - 3 foot piece of skin of leading edge right wing from landing light outward.
4	Roof of "Tea Room" - Section top right wing from Station 460.93 inboard to Station 365.84 (leading edge).
5	Sidewalk of "Tea Room" - 5 foot section top of wing, including portion of rear spar inboard to Station 402.59 (Piece splits the painted "U" in half).
6	Between Team Room and garage - 2 foot section of inboard aileron. Piece contains outboard end of aileron.
7	In the street - left outboard flap.
8	West edge of Electric Company - 6 ft 10 in section of left inboard aileron - 4 ft section of right tail fairing install.
9	Roof of Electric Company - 8 ft section of right wing from nacelle outboard. Includes fuel filler cap (top side of wing).
10	Edge of road - 20 feet of horizontal stabilizer. Right side complete to connection points.
11	Left rear jump door - cargo door bar found sticking roof of house. 6 ft of inboard section of right aileron, outboard end inward.
12	Small portion of skin located around inspection plate W-18L bottom side of wing and W-6L top side of wing.
13	Left clam shell door.

POSITION

PART DESCRIPTION AND LOCATION

- 14 Center post of right clam shell door found on roof of house.
- 15 3 feet of right vertical stabilizer on roof of house.
- 16 Right ventral fin.
- 17 Right jump door - roof of house.
- 18 Right clam shell door, bounced off roof of Chevrolet garage, landing in middle of street.
- 19 9 ft 10 in center section of elevator containing electric operated trim tab.
- 20 ~~Top 7 feet of right vertical stabilizer and rudder - rudder in two pieces.~~
- 21 Complete outboard section of right aileron assembly.
- 22 Left boom assembly from Station 0.0 to 441.7. Boom had complete vertical stabilizer and rudder, ventral fin, 4 ft section of horizontal stabilizer. 4 ft section leading edge of right wing from landing light inboard. Carburetor air intake.
- 23 Portion of left rear outboard spar approximately 18 ft. (Small outhouse burned caused by fired fuel cell and burning aircraft fuel *AT PT X ON MAP.*)
- 24 27 ft 9 in left wing complete except for fire damage. 7 ft of inboard end of wing burned and melted. 11 ft of outer section torn and folded over leading edge. 15 feet leading edge of left wing from passing light to landing light.
- 25 Left wing tip.
- 26 15 feet of elevator, right side, fabric burned off.
- 26 a Right edge of elevator.
- 27 Bottom 2 feet of right rudder.
- 28 Inboard section of right aileron - 7 ft of inboard side. •
- 29 Small section of right wing around inspection plate W 101R.

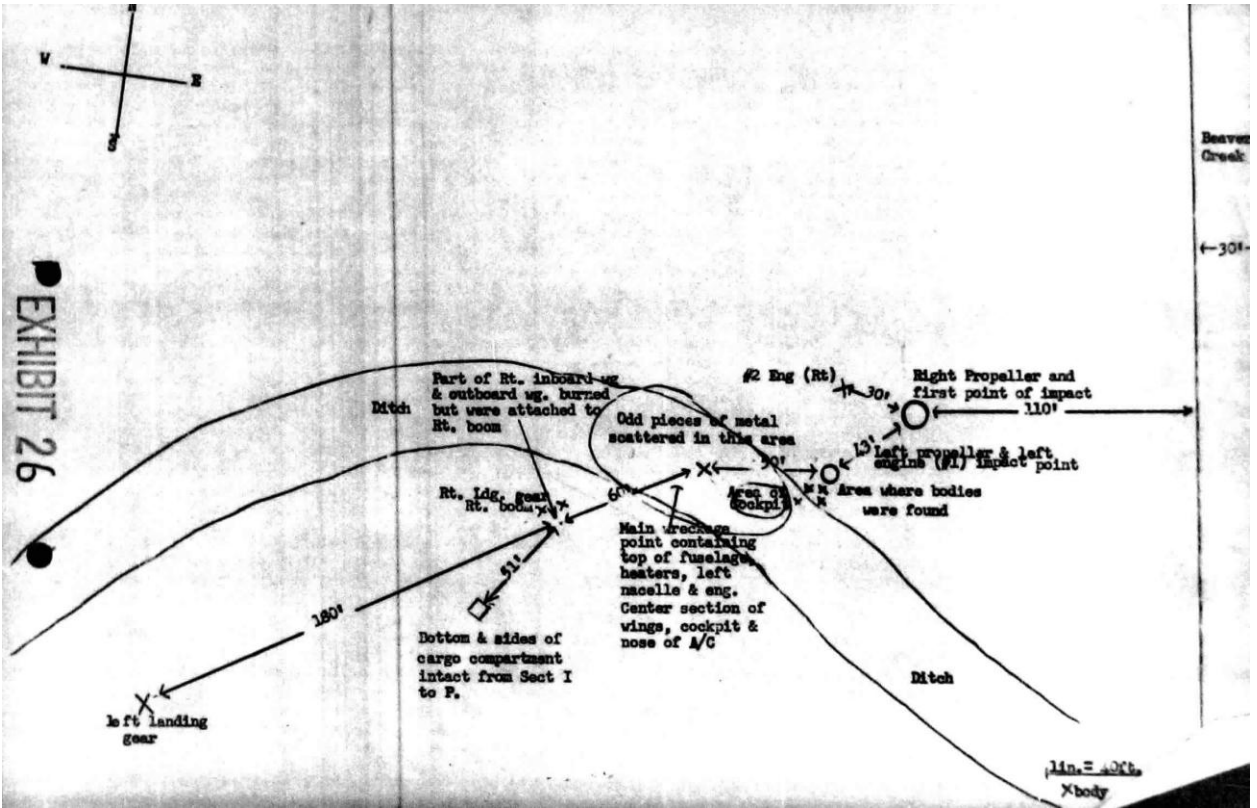
POSITION

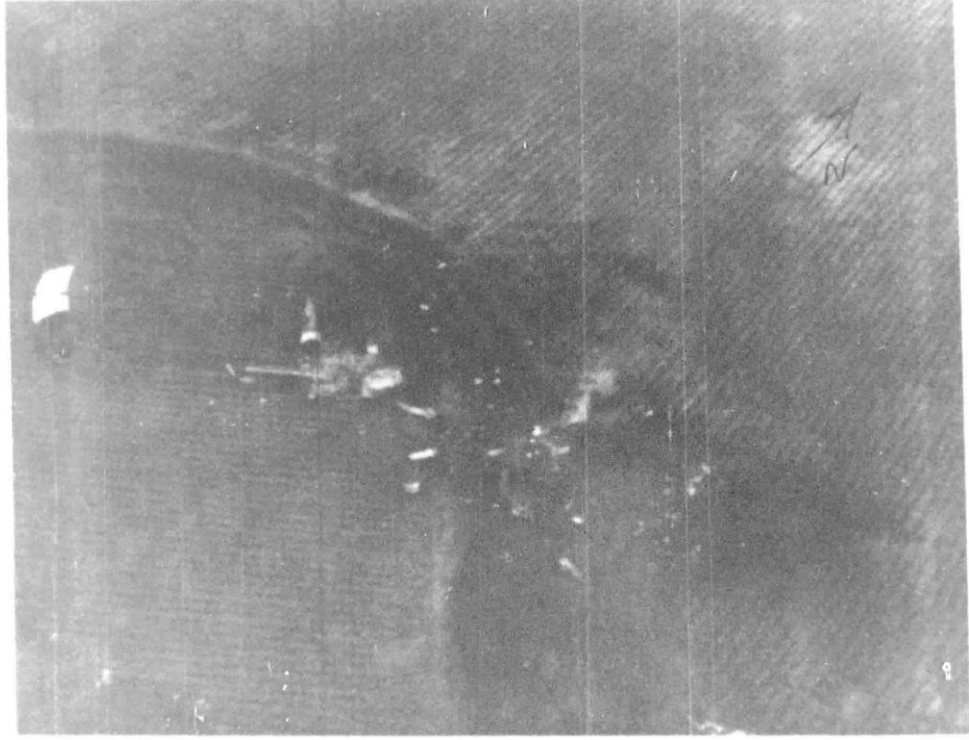
PART DESCRIPTION AND LOCATION

30 Small portion of right wing skin unidentified.
31 A main landing gear door.
32 End of right boom from Station 334.1 to 441.7 (leading edge of right ventral fin to end of boom).

LOCATION OF WITNESSES

A Mayor Murray
B Mr. West
C Mr. G. E. Woods
D Mr. Crider
E Mr. Scoggin
F Mr. Johnson
G Mr. Smith
H Mr. T. W. Woods
I Chief of Police Hobbs





Aerial view looking N.W.

5



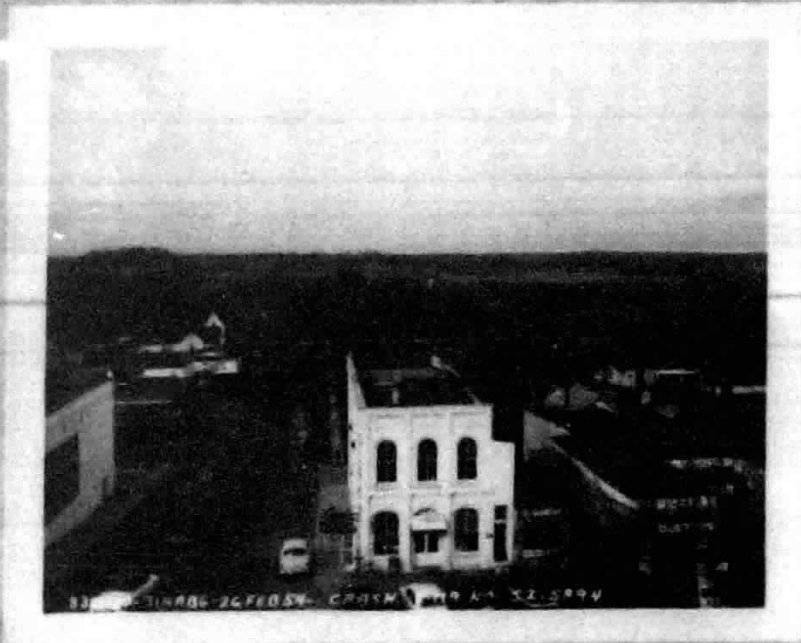
View of 1st impact pt.
looking west



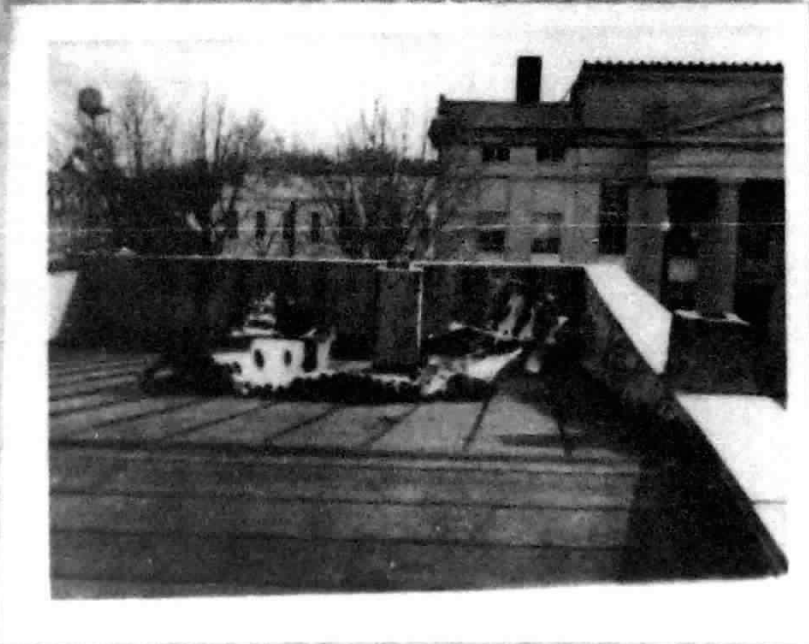
Remains of rt boom, rt
ldg. gear, burned inboard
section of wing and nec-
elle end of outboard sec-
tion of rt wing

2.

EXHIBIT 25



Section of top right wing
Top of "TEa Room", facing
west. Position 4 & h map.



Close up of right wing
section

3. EXHIBIT 25



Horizontal stabiliser
leading edge of surface sho
showing. Pos 10 on map.



Right side of Horizontal
stabiliser

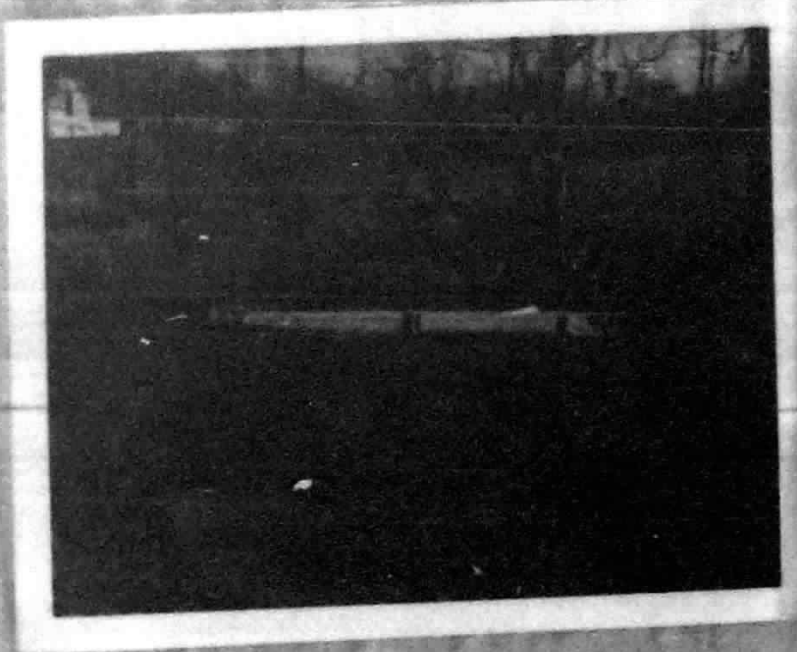


Left clam shell door.
Pos. 13 on map

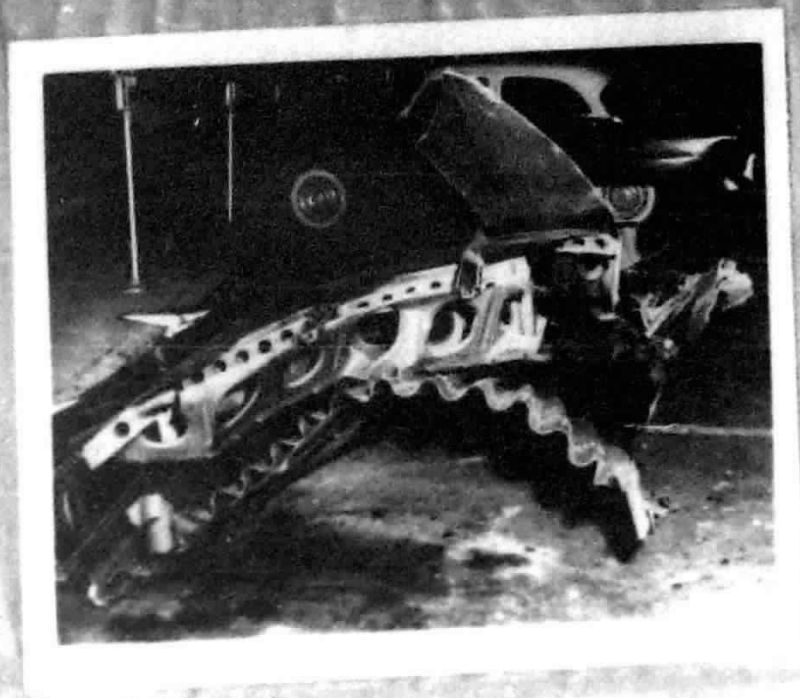


Left clam shell door in
position where it was
found.

EXHIBIT 25



Complete right outboard
aileron. Pos.21 on map

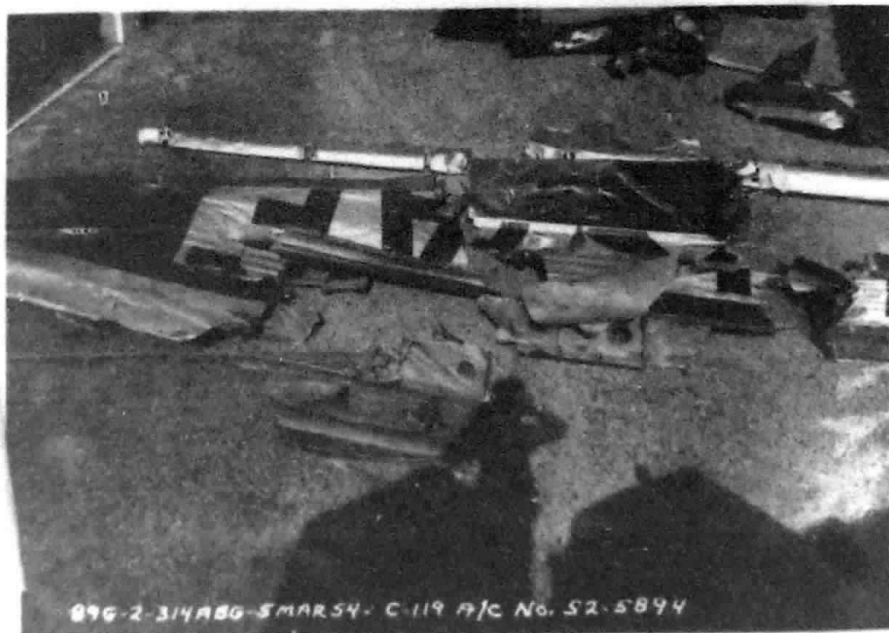


Section of right wing
from tip inboard 16 feet.
Pos.2 on map.

EXHIBIT 25



Trailing edge of reconstructed right outboard wing



Leading edge of reconstructed right outboard wing.

EXHIBIT 25

Brief of Aircraft Accident Involving C-119C, SN 52-5894A at Huntington,
Tennessee, on 26 February 1954.

The primary cause of the accident was pilot error in that the pilot exceeded the aircraft ultimate design load limits.

The pilot violated AF Regulation 60-14, dated 13 February 1953, in that he operated the aircraft in a careless and reckless manner over a congested area at an altitude less than 2000 feet above the highest obstacles.

The pilot's actions were not in conformance with the desired degree of air discipline necessary to accomplish the assigned mission.

The crew was properly qualified and adequately briefed to perform the scheduled mission.

C-119C, Serial No. 52-5894A, departed Lawson AFB, Georgia, at 1334 Eastern Standard Time on 26 February 1954, for a six hour training flight. The pilot was briefed to accomplish one hour of maximum performance take-offs and landings at Lawson AFB; proceed to Maxwell AFB, Alabama, to accomplish ten ground controlled approaches (GCA), and then spend the remaining time practicing omnirange (VOR) approaches to Maccohee County Airport, Columbus, Georgia.

Investigation revealed the pilot did not accomplish GCA training at Maxwell AFB. At approximately 1450 Central Standard Time the aircraft was observed on a low pass from south to north over the town of Huntington, Tennessee. On this pass the aircraft cleared the courthouse roof by approximately 20 feet. The aircraft was then observed in a tight 270 degree right turn which aligned the aircraft with the main street. The aircraft continued on this 270 degree course toward the courthouse at an altitude of approximately 100 feet. Immediately before reaching the courthouse, the pilot pulled the aircraft up abruptly in a climbing turn to the right and apparently added full power. At this time portions of the right wing were seen to fall from the aircraft, quickly followed by ignition of released fuel and rearward collapse of the left wing. Disintegration of the empennage occurred simultaneously with loss of the left boom and tail surfaces. The fuselage and engines then struck the ground approximately 1750 feet from the point of initial disintegration on a heading of 270 degrees.

The components which separated from the aircraft in flight were scattered over an area approximately 600 feet wide and 1700 feet long on a general heading of 270 degrees. Parts of the right wing were found on the courthouse roof and lawn. Continuing along the line of flight, the horizontal stabilizer was found approximately 400 feet from the courthouse. The clevis ball doors, 100 feet apart, came to rest 100 feet beyond the horizontal stabilizer. The left boom and the left outer wing panel were found at 750 and 1000 feet respectively from the courthouse.

SPECIAL HANDLING REQUIRED
IAW PROVISIONS PARS 49A AND 52-APR 62-14A

A F F I D A V I T

I, Airman Second Class Donald G. Kahler, AF 28 211 586, 777th Troop Carrier Squadron, Lawson Air Force Base, Fort Benning, Georgia, am a radio operator. I have performed duty as radio operator for two (2) years. I have been in the service for thirty (30) months. Prior to this I was a student in high school, graduating in June 1951.

On 9 February 1954 at approximately 1300 hours, I took off on a routine flight from Lawson Air Force Base in a C-119G. The crew consisted of the following persons:

First Lieutenant Jack C. Jenkins - 777th Troop Carrier Squadron - Pilot

Second Lieutenant Willis H. Hammack - 777th Troop Carrier Squadron - Co-Pilot

Airman Second Class Chester Dyer - 777th Troop Carrier Squadron - Flight Engineer

Airman Third Class Robert A. Manor - 777th Troop Carrier Squadron - Student Engineer

and myself. There were no other persons on board.

Sometime after leaving Lawson Air Force Base I went to sleep in the engineer's seat.

When I woke up, the first thing I saw was a white building right in front of me and to the left. We banked to the left and pulled up. We made a turn and came back again and "buzzed" the town for the second time. I saw people below waving at us.

We left, and coming back I remember crossing the Tennessee River. We arrived back in the local area at approximately 1700 and flew around in the area until 1900 when we landed.

Q. What was your position in the aircraft?

A. In the engineer's seat.

Q. What altitude did the aircraft fly en route to Huntington?

A. About 5000 feet.

EXHIBIT 18

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING UNCLASSIFIED MESSAGE

Mar 2 03 50:54

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FM COMDR, 314TH TRP CARR WG (H), SEWART AFB TENN

TO JEPHQ/ HQ, USAF WASHINGTON, D. C.

INFO JEPLG/ COMDR, TAC, LANGLEY AFB, VA.

JESGN/ COMDR, 18TH AF, DONALDSON AFB, GREENVILLE, SC.

ACTION COPY

PAB ONE 314-WGCO41. REF AFOOT-0045941 AND TELEPHONE INSTRUCTIONS LT. COL. GRIFFITHS HQ, TAC, THE FOLLOWING REPORT IS SUBMITTED: AIRCRAFT ACCIDENT C-119 52-5894A AT HUNTINGTON, TENNESSEE WAS RESULT OF VIOLATION OF FLYING REGULATIONS. AIRCRAFT WAS FIRST OBSERVED APPROACHING THE CITY FROM SOUTH TO NORTH PASSING OVER THE CARROLL COUNTY COURTHOUSE AT LOW ALTITUDE, ESTIMATED AT 150 TO 200 FT FROM THE SURFACE. THIS INITIAL PASS WAS FOLLOWED IMMEDIATELY BY A STEEP TURN TO THE RIGHT OF APPROXIMATELY 270 DEGREES WITH A SECOND PASS FOLLOWING IN AN EAST WEST DIRECTION TOWARDS THE COURTHOUSE. EYE WITNESSES, INCLUDING FORMER AIR FORCE OFFICERS, TESTIFIED THAT THE AIRCRAFT WAS TRAVELING AT HIGH SPEED DURING BOTH PASSES. THE LATTER PASS AT A SPEED ESTIMATED AT 225 TO 250 MILES PER HOUR. UPON CLOSE APPROACH TO THE COURTHOUSE AT ALTITUDE INDICATED AS NEAR ROOFTOP HEIGHT, A FAST TURNING SHARP PULL OUT TO THE RIGHT WAS MADE. AT THIS TIME DISINTEGRATION OF AIRCRAFT STRUCTURE COMMENCED.

54-8-26-5

AF IN : 1913 (2 Mar 54) Page 1 of 6 pages

File 2 to Atlanta to TIC

AFHQ FORM 0-309d

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING UNCLASSIFIED MESSAGE

PAGE TWO

EYE WITNESS REPORTS INDICATE THE FOLLOWING IN RAPID SEQUENCE: A FAILURE OF THE RIGHT OUTER WING PANEL FOLLOWED BY IGNITION OF RELEASED FUEL AND COLLAPSE OF LEFT WING REARWARD. THE CONTINUING DISINTEGRATION OF EMPENNAGE BY LOSS OF LEFT BOOM AND TAIL SURFACE ALONG WITH THE CLAM-SHELL DOORS. PORTIONS OF DISINTEGRATED STRUCTURE FUEL CELLS, SURFACE SKIN, COWLINGS, CONTROL SURFACES, STABILIZER, FAIRINGS AND CLAM-SHELL DOORS WERE SCATTERED OVER AN AREA 600 FEET WIDE AND 1200 FEET LONG. THE LEFT WING PANEL AFTER LEAVING THE AIRCRAFT FELL IN FLAMES PRACTI-CALLY INTACT AND IN ITS PATH IGNITED A SMALL OUTHOUSE STRUCTURE, A WAGON AND TEAM OF MULES. TWO LOCAL CITIZENS WORKING IN A GARDEN WERE DRENCHED BY BURNING FUEL AND SUFFERED THIRD DEGREE BURNS ON FACE, HANDS AND UPPER TORSO AREA. FUSELAGE AND ENGINES CONTINUED ON A PATH OF 270 DEGREES FROM POINT OF INITIAL DISINTEGRATION FOR APPROXIMATELY 1750 FEET. IT IS

AF IN : 1913 (2 Mar 54)

Page 2 of 6 pages

DEPARTMENT OF THE AIR FORCE
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BELIEVED THAT THE UPWARD PITCH ATTITUDE PLUS FULL POWER ON ENGINES CAUSED THE FUSELAGE AND ENGINES TO DESCRIBE A SEMI-PARABOLIC ARCH CLEARING TREES AND BUILDINGS TO POINT OF IMPACT. THE ANGLE OF IMPACT WAS APPROXIMATELY SIXTY DEGREES, THE FUSELAGE AND ENGINES STRIKING THE GROUND, RIGHT WING DOWN ATTITUDE, SLIDING AND CARTWHEELING LEFTWARD INTO THROUGH A DRAINAGE DITCH WITH ALMOST COMPLETE DESTRUCTION OF REMAINING STRUCTURE. CONTRARY TO FIRST REPORTS, AIRCRAFT DID NOT STRIKE ANY OBJECTS PRIOR TO ITS DISINTEGRATION. PAR TWO ALL CREW MEMBERS WERE KILLED. THE PILOT WAS A RESIDENT OF HUNTINGTON, TENN. PAR THREE THE LOCAL LAW ENFORCEMENT AGENCIES, CHIEF OF POLICE AND THE TENN HIGHWAY PATROL EFFECTIVELY ISOLATED THE AREA AND TOOK ALL NECESSARY ACTION WITHIN THEIR AUTHORITY UNTIL THE ARRIVAL OF THE INVESTIGATING TEAM FROM SEWART AFB. PAR FOUR DAMAGE TO LOCAL PROPERTY IS NOT EXCESSIVE, CONSISTED MAINLY OF DAMAGED ROOFS, BROKEN WINDOWS AND MINOR FIRE DAMAGE. THE MAYOR OF HUNTINGTON WAS INFORMED OF CLAIMS PROCEDURES. A LEGAL OFFICER AND FACILITIES HAVE BEEN ESTABLISHED LOCALLY AT HUNTINGTON FOR PROCESSING

AF IN : 1913 (2 Mar 54)

Page 3 of 6 pages

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

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CLAIMS. THE ATTITUDE OF THE MAYOR AND HIS ASSOCIATES HAS BEEN ONE OF SYMPATHY AND COOPERATION. LOCAL PUBLIC REACTION AS INDICATED BY NEWS MEDIA HAS BEEN ONE OF UNDERSTANDING AND HAS CONTAINED NO CRITICISM OF THE AIR FORCE. EDITORIAL COMMENT HAS BEEN FAVORABLE.

CONCLUSIONS:

THAT THE AIRCRAFT DISINTEGRATED AS A RESULT OF STRESS APPLIED BEYOND THE DESIGNATED LOAD LIMIT.

CREW QUALIFICATIONS:

A. 1ST LT. JACK C. JENKINS, AIRCRAFT COMMANDER.

1. TOTAL FLYING TIME AS OF 25 FEB 54 IS 1188:25.
2. TOTAL FIRST PILOT C-119: 436:00
3. TOTAL CO PILOT C-119: 426:00
4. GRADUATE OF C-119G MOBILE TRAINING UNIT

B. 2D LT. JOHN C. PEACHEY, CO-PILOT IS:

1. TOTAL FLYING TIME: 444:25
2. TOTAL FIRST PILOT TIME C-119: 46:25
3. TOTAL CO-PILOT TIME C-119: 57:50
4. GRADUATE OF C-119G MOBILE TRAINING UNIT.

C. A/2C DAVID A. PROBUS, FLIGHT ENGINEER AS OF 31 JANUARY 1954 IS:

1. FLYING TIME AS A FLIGHT ENGINEER IN C-119 TYPE AIRCRAFT: 59:55.
2. GRADUATE OF C-119G MOBILE TRAINING UNIT

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D. A/2C FRANKLIN D. LEVY, STUDENT FLIGHT ENGINEER, NOT FULLY QUALIFIED BUT UNDERGOING SUPERVISED TRAINING. HE WAS GRADUATE OF THE C-119C MOBILE TRAINING UNIT.

E. LT. JENKINS SERVED A TOUR IN STAF IN C-119 EQUIPPED SQUADRON AND WAS CONSIDERED QUALIFIED ON C-119 AIRCRAFT WHEN ASSIGNED TO THE 777TH TROOP CARRIER SQ. IN OCTOBER 1953; HOWEVER DUE TO LOCAL TOTAL FLYING TIME REQUIREMENTS HE WAS NOT CHECKED OUT AS AIRCRAFT COMMANDER UNTIL 12 JAN 54. DURING THIS INTERIM, HE ATTAINED REQUIRED TOTAL TIME AND COMPLETED THE C-119C MOBILE TRAINING DETACHMENT COURSE. IN ADDITION, HE COMPLETED THE ENTIRE TRANSITION CHECK-OUT TRAINING AND CHECKOUT TO BECOME A FULLY QUALIFIED TROOP CARRIER PILOT. HE WAS CONSIDERED WELL QUALIFIED IN ALL PHASES OF OPERATION OF THE C-119C AIRCRAFT.

TYPE OF OPERATION:

PAR FIVE ROUTINE LOCAL TRAINING FLIGHT OF SIX HOURS DURATION AS DIRECTED BY WRITTEN SQUADRON TRAINING SCHEDULE. FLIGHT TO ACCOMPLISH ONE HOUR MAXIMUM PERFORMANCE TAKE-OFFS AND LANDINGS AT LAUSON AFB, TEN GROUND CONTROL APPROACHES AT MAXWELL AFB AND REMAINDER OF PERIOD TO BE USED BY VOR APPROACHES TO MUSCOGEE COUNTY AIRPORT WHICH IS ADJACENT TO LAUSON AF BASE. NO ELEMENT OF THE DIRECTED TRAINING WAS ACCOMPLISHED. PAR SIX

SUPERVISORY OBLIGATION:

THOROUGH INVESTIGATION REVEALS THAT THE 464TH TROOP CARRIER GROUP AND

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ESPECIALLY THE 777TH TROOP CARRIER SQUADRON SUPERVISION OF TRAINING FLIGHTS IS EXCELLENT. THE SQUADRON OPERATIONS OFFICER PERSONALLY GAVE A DETAILED BRIEFING TO LT. JENKINS PRIOR TO HIS DEPARTURE ON THIS MISSION. GROUP AND SQUADRON OPERATING PROCEDURES INDICATE THAT CONSTANT EMPHASIS IS PLACED ON ADHERENCE TO DIRECTIVES AND REGULATIONS. THE 464TH GROUP HAS RECEIVED THREE FLYING SAFETY AWARDS AND RECORDS INDICATE THAT SUBJECT MAJOR ACCIDENT IS THE FIRST SINCE ITS RECALL TO ACTIVE DUTY. THE PILOT DISREGARDED REGULATIONS AND DISOBEYED INSTRUCTIONS AS AIRCRAFT COMMANDER. PAR SEVEN

VIOLATIONS:

PILOT VIOLATED PAR. 3, AFR 60-16 BY OPERATING AN AIRCRAFT IN A CARELESS AND RECKLESS MANNER. PAR. 12, AFR 60-16 BY FLYING OVER A CONGESTED AREA AT LESS THAN 2000 FEET ABOVE THE HIGHEST OBSTACLE WITHIN A RADIUS OF 2000FT. 464TH TCU REG. 55-7 BY DISREGARDING ESTABLISHED BOUNDARIES OF THE LOCAL FLYING AREA AND PROCEEDING TO A POINT APPROXIMATELY 170 NM OUTSIDE THE PRESCRIBED FLYING AREA WHILE OPERATING ON A LOCAL FLIGHT CLEARANCE (AF FORM 113); LOCAL POLICY PUBLISHED BY HQ. 464TH TROOP CARRIER GROUP SUBJECT "MINIMUM FLIGHT ALTITUDES" DATED 20 AUG 53, BY FLYING AN AIRCRAFT OVER A CITY, TOWN OR POPULATED AREA AT AN ALTITUDE OF LESS THAN 3000 FEET ABOVE THE GROUND. IN ADDITION, THE PILOT FAILED TO FOLLOW INSTRUCTIONS FOR ACCOMPLISHING SCHEDULED CREW TRAINING PUBLISHED BY SQUADRON TRAINING DIRECTIVE AND AS BRIEFED BY THE SQUADRON OPERATIONS OFFICER. FORMAL ACCIDENT REPORT WITH DOCUMENTATION WILL BE FORWARDED IN ACCORDANCE WITH AFR 62-14. SIGNED COL ROY L. PRINDLE.

C1/2345Z MAY JESSE

NOTE : SPECIAL HANDLING REQUIRED. SEE AFR 62-14.

ACTION: OOP

INFO : CCS, ODC, OIG, OIS, OOP-CF

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