

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

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9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)

Tan Son Nhut Airfield, Republic of Vietnam, Pacific Air Forces

### LIST OF PERSONNEL DIRECTLY INVOLVED

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11. **NARRATIVE DESCRIPTION OF ACCIDENT** Give a detailed history of flight, in chronological order of facts and circumstances leading to the making of a controlled flight into terrain or obstacle, and explain the probable sequence of all major factors listed, including, but not limited to, the following: (Continue on reverse, if more space needed.)

See attached pages for narrative.

[illegible]

...and the other is the fact that the

CERTIFICATION BY TITLE Board President	TYPED NAME AND GRADE DURWARD J. HEGLAND, Lt Col	SIGNATURE <i>Durward J. Hegland</i>	DATE 22 OCT 69
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1. History of Flight:

a. CAP 54 (Aircraft 43-48959) was scheduled for a classified combat mission originating from Pleiku Air Base, Republic of Vietnam on 30 September 1969. The proposed departure time was 0930 hours local time. The estimated flying time was 7 PLUS 00 hours, with an operations stop planned at Hue/Phu Bai Air Base, Republic of Vietnam. The aircraft had a full fuel load, gross weight 27,400 pounds, at Pleiku for engine start.

b. The crew arrived at operations for their mission briefing at 0800 hours. The intelligence, operations, and weather briefings were completed. This was to be Lieutenant Hamilton's first flight preparing him for aircraft commander check-out. He was briefed by the instructor pilot (Lt Col Vizzini) to fly the entire mission from the left seat and act as the aircraft commander.

c. The take-off from Pleiku AB, RVN was made at 0938 hours local (Eight minute delay for IFR clearance). Lt Hamilton made the take-off and flew the aircraft to the working area. The weather slowly forced them out of their area. At approximately 1300 hours the instructor pilot decided to leave the assigned area due to weather. He checked the weather at Hue/Phu Bai AB and it was suitable for the scheduled operations stop (Weather 2000 scattered, wind 310/12).

d. Lt Hamilton made the crosswind landing, runway 27, at Phu Bai with no problems noted. The landing time was 1428 hours. The crew performed the after landing checklist, then proceeded to the parking area where engines were shut down using the appropriate checklist. [REDACTED] this first leg of their mission was routine and the operation of the aircraft was excellent. There were no maintenance deficiencies entered in the AFTO form 781A.

e. Lt Col Vizzini directed the flight engineer to fill the main tanks with fuel. Auxiliary tanks contained approximately 120 gallons per tank and were not refueled. This provided the aircraft with 640 gallons of fuel as prescribed by the instructor pilot. With this fuel load the take-off gross weight was 26,300 pounds (Well within limits for operations at Hue/Phu Bai AB).

f. A fuel truck met the parked aircraft, and the crew remained at the airplane during the refueling operations. After refueling, the flight engineer drained the sumps and completed a walk around preflight. Lt Hamilton computed the take-off performance during this time. At approximately 1445 hours the engines were started and they then taxied to the runup area for runway 27, Lt Hamilton occupying the left seat. [REDACTED]

g. The engine runup and the before take-off checklists were completed in the runup position for runway 27. All systems were checked normal.

h. The instructor pilot called the tower for clearance to take the active [REDACTED]

"CAP 54 take the active and hold".

i. The pilot taxied into the number one position and held as cleared. The line up check was accomplished on the active. A UH-1 helicopter (Black Cat 27) was cleared to parallel runway 27 and land on landing pad Delta, (Time 1507:15). The tower cleared CAP 54 for take-off (Time 1507:30).

[REDACTED] CAP 54 started the take-off roll. The winds were reported 360/10 knots, a 10 knot 90 degree crosswind from the right. Aircraft control, and acceleration were normal at the 60 knot check. [REDACTED]

[REDACTED] After Lt Hamilton's initial correction to the left the aircraft turned sharply to the left with the left wing down. [REDACTED]

[REDACTED]  
[REDACTED] From approximately the 1800 foot point, the aircraft was off the 72 foot (AM-2) wide runway and near the edge of the 30 foot asphalt shoulder that adjoins and parallels the runway. [REDACTED] the left wing had struck the 2000 foot marker damaging the wing and aileron control surface. [REDACTED]  
[REDACTED]

[REDACTED] The aircraft became airborne at the computed take-off distance. [REDACTED]  
[REDACTED] After lift off the instructor pilot called for the gear up. [REDACTED] the aircraft went into a steep bank to the right [REDACTED] at least 30 degrees). [REDACTED]  
[REDACTED]

[REDACTED] Through out the take-off [REDACTED] (right wing down) to compensate for the 10 knot crosswind which is the recommended procedure. [REDACTED]  
[REDACTED]

[REDACTED] the wing struck the ground. The aircraft then fell off on the left wing and after pivoting on the left wing tip came to a stop near taxiway number two, left of the runway pointing in a southerly direction.

1. The fuel from the ruptured right fuel tank ignited as the aircraft came to a stop. [REDACTED]  
[REDACTED]

[REDACTED] One of the radio operators (as briefed) opened the main cargo door and all crew members evacuated the aircraft in minimum time.

m. The navigator had a slight contusion of the thigh and one radio operator had a superficial laceration.

n. Lt Col Vizzini collected all classified material and arranged for guards for the aircraft. The crew was then transported to the hospital for physical examinations.