

Project Milk Bottle: A Cold War Crash in Western New York

The Crash of Boeing B-47E Stratojet Tail Number 52-0470

April 10, 1958



Compiled By
J. A. Buscaglia
&
J. T. Bucki

We are pleased to present this research booklet, Project Milk Bottle: A Cold War Crash in Western New York, which documents the April 10, 1958 mid-air explosion of Boeing B-47E Stratojet 52-0470 over the Town of Collins, New York. This work brings together newly released material obtained through a 2025 Freedom of Information Act (FOIA) request, historical reporting, and contemporary analysis to provide the most complete account to date of this long-obscured Cold War incident.

The booklet includes:

A clear explanation of Project Milk Bottle, the urgent structural-reinforcement program launched after a series of catastrophic B-47 wing failures in 1958.

A detailed narrative of the accident sequence, including eyewitness accounts and the tanker crew's real-time observations.

Contextual material illustrating how low-altitude nuclear-delivery training, metal-fatigue stresses, and Strategic Air Command operational pressures contributed to a nationwide pattern of B-47 losses.

Reproductions of period crash-site photographs, newspaper coverage, and the releasable Findings from the Air Force Safety Investigation Board, as provided in FOIA Case #2026-01190-F.

A curated historical framework situating the Collins crash within the broader Cold War environment, including U.S.–Soviet tensions and the rapid evolution of strategic bomber doctrine.

This booklet is intended to preserve the historical record, honor the air crew who lost their lives, and provide researchers, educators, and local historians with a consolidated, accessible reference on a significant but often overlooked event in Western New York's Cold War history.

Thank you for taking the time to review this work. I hope it contributes meaningfully to your understanding of the B-47 program, the challenges of early jet-age strategic aviation, and the local impact of global military developments.

If you have any questions or would like additional documentation, we would be glad to assist.

Sincerely,

Jim Bucki
Joe Buscaglia

PROJECT MILK BOTTLE

The Milk Bottle program was a major, top-secret modification and repair program for the U.S. Air Force's B-47 Stratojet fleet, beginning in 1958. The name came from the shape of the large connecting pins in the aircraft's wing roots that needed to be replaced.

Background and Cause

Initially designed for high-altitude bombing, the B-47's operational profile was forced to change in the late 1950s as Soviet air defenses improved. The Strategic Air Command (SAC) had its B-47s fly at low altitudes to avoid detection. The high stresses and metal fatigue from this low-level flying led to a series of crashes caused by wing structural failures. In the spring of 1958, a number of structural failures grounded the entire B-47 fleet.

The Modification Program

Project Milk Bottle was launched to address the B-47's structural deficiencies and get the nuclear bomber fleet operational again.

- **Purpose:** The goal was to identify and correct the wing's structural weaknesses by reinforcing the wing mountings.
- **Implementation:** The effort was a joint operation involving the U.S. Air Force, Boeing, Douglas, and Lockheed. The repairs were conducted around the clock at several sites.
- **Scale:** Kits were created to reinforce the wing roots of the fleet. By January 1959, some 1,622 B-47s had received this modification.
- **Outcome:** The repairs under Project Milk Bottle were ultimately successful in restoring the structural integrity of the fleet and making the aircraft safer for the low-level missions they were now assigned.

Impact and legacy

While the Milk Bottle program helped solve the immediate problem, the structural fatigue issues and the arrival of newer aircraft like the B-52 Stratofortress hastened the B-47's retirement. The last bomber versions of the B-47 were phased out by 1965. The Milk Bottle program taught SAC valuable lessons about the dangers of metal fatigue, leading to improved training and flight safety procedures for subsequent aircraft.

Broken Bombers – How the U.S. Military Covered Up Fatal Flaws in the B-47 Stratojet with Disastrous Results

“Those B-47s exploding over America could hardly be denied for long.”



By H. Bruce Franklin

IT WAS JUST supposed to be a routine training flight, not one of our highly classified Arctic missions refueling warplanes flying reconnaissance or provocation operations into Soviet airspace.

The date was April 10, 1958. Our KC-97G tanker was orbiting over Lake Erie. We were waiting for a B-47 Stratojet out of Lockbourne AFB, Ohio. When we heard from the bomber, we got a VFR clearance to refuel on a track 12 miles south of the Buffalo-Rochester-Syracuse air way. The first signal from the B-47 reached us as a green squiggle on my transponder scope. I established radio contact and began talking him into rendezvous. We broke out of orbit and down the refueling track, and I told the bomber to begin its descent.

At one mile and closing fast, the B-47 was just slightly off dead center on my scope. I gave him a final correction. Their pilot came back: “Roger, I am now in visual con—”

Just as his transmission broke off, the green squiggle on my scope disappeared.

"Queen 76," I called. "This is Tomcat 89. Do you read me?" No answer.

Chuck, our Aircraft Commander, interphoned back to the boom operator.

"Rector, do you see him back there?"

No answer.

"Rector, what the hell is going on?"

After a moment of silence, a reply came.

"Y-yes s-s-sir. He just blew up. Right behind us," Rector stammered. "I'm okay."



Chuck put us into a steep bank. A big fireball and a smaller fireball were arcing forward following the flight path we had just left and slowly looping down toward the ground. We circled above the flames and anxiously scanned the sky for parachutes. There were none. The fireballs hit the ground a half-mile from a highway. Traffic was stopping. The two explosions bracketed a farmhouse and started several brush fires.

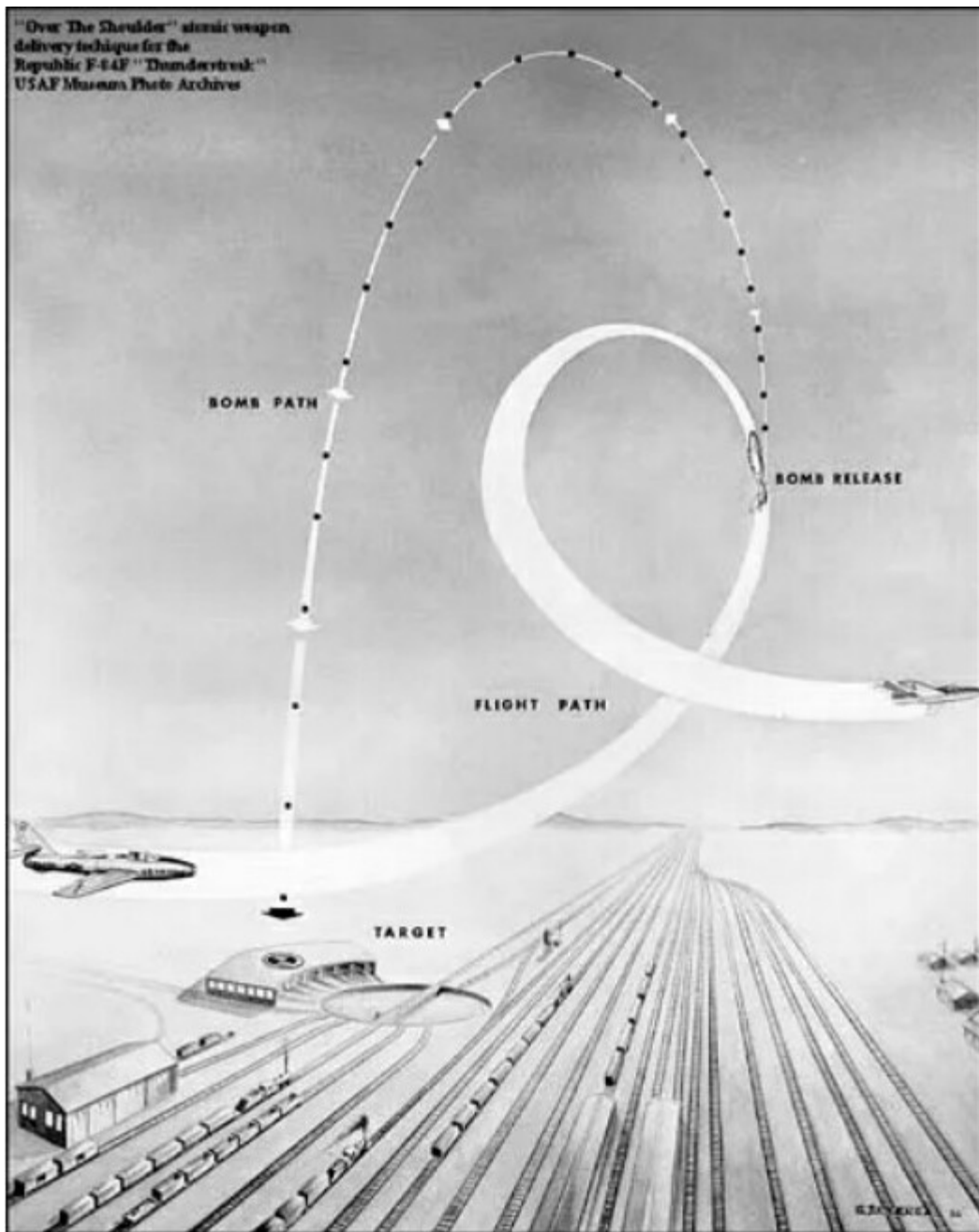
Within 15 minutes, a dozen private planes, a small commercial airliner, and two rescue helicopters Chuck had called from the nearest airbase were circling the area. We watched as the firetrucks tried to get past the long line of stalled traffic. I checked my watch again: it was 5:30 p.m.

Investigators pinpointed the cause of the disaster. They did so even though many small pieces of the B-47 were gathered by souvenir hunters and hundreds of eyewitnesses gave contradictory reports. A number of people had observed a midair collision between two planes. Some saw one plane, trailing flames and dense clouds of black smoke for miles, heading toward another. Two or three reported a plane flying upside down before it exploded. A few said they'd seen the plane flying straight down into the ground.

The real cause was diagnosed from spectrographic tests of the debris and the pattern of its distribution on the ground. The wings of big jets are not rigid but flexible. This B-47 had metal fatigue from too much movement in the center wing section where the wings join. It's like bending a thin beer can back and forth until it rips. When the center wing section snapped, the fuel lines running through it ruptured. The plane exploded almost instantaneously.

We had already been hearing rumors that B-47s were falling out of the sky like shot clay pigeons. Then on April 15, five days after the one behind our plane blew up, two more B-47s exploded in mid-air, one out of Pease AFB, New Hampshire, and one over Tampa Bay, Florida. Ten days later another B-47 crashed at Goose Bay, Labrador.

During an April 19 meeting of the U.N. Security Council, the Soviet Union denounced the constant overflights of its territory by American B-47s and B-52s. On May 1, Soviet defense minister Rodion Malinovsky charged that Strategic Air Command (SAC) bombers carrying hydrogen bombs were continually hurtling towards, and often over, the Soviet border. He decried these flights as "provocative." The following day, U.S. Secretary of State John Foster Dulles claimed these flights never crossed the Soviet border. American warplanes were merely conducting reconnaissance missions, he said. According to Dulles, such operations were vital to thwart surprise nuclear attacks on the United States from secret air and missile bases in the northern U.S.S.R.



Aircraft like the B-47 practiced “toss-bombing” techniques, which involved planes releasing their bombs while climbing upwards into loops. The maneuver put unbelievable stress on a jet’s wings.

(Image source: WikiCmmons)

I decided to use my position in intelligence to do some private investigating. It turned out that at the end of 1957 SAC had decided that the B-47, was already obsolescent. With a ceiling of about 40,000 feet and a maximum speed of 600 miles per hour, it could not likely penetrate the increasingly sophisticated

radar, anti-aircraft missile and fighter defenses that ringed the Soviet Union. So the B-47s were ordered to practice LABS (Low-Altitude Bombing System maneuvers), better known as “toss-bombing.” The planes would approach enemy airspace at an extremely low altitude, using the landscape and curvature of the earth to block defensive radar. Once near their target, the planes would pull up sharply and simulate the release of a nuclear bomb, which presumably would continue in a long forward arc. The B-47, with its six jet engines slung under wings almost 120 feet from tip to tip, would have to climb into a backwards half loop followed by a half roll, as though it were a fighter plane.[i] Enormous stress was placed on the center wing section, which of course was not designed for acrobatics. Within a few months of such training, B-47s were routinely disintegrating just like the one we had been about to refuel.

I also discovered that SAC had even been trying out its new technique on the Soviet air defense itself. Some of those B-47s we had been refueling in the far north would descend to below 1,000 feet and dash toward the Soviet Union. The planes would fly through Soviet radar, and then simulate their toss-bombing or another maneuver known as “pop-up bombing.”[ii] These were some of what Dulles described as purely defensive flights.



America's fleet of B-47s should have been grounded after several losses, but they continued to fly.

(Image source: WikiCommons)

Who was telling the truth? There were no civilian eyewitnesses, much less media presence in the Arctic. But those B-47s exploding over America could hardly be denied for long. Back on March 13, two bombers exploded in midair, one directly over Tulsa, generating national publicity. Then came ours on April 10 and the two others that disintegrated in flight in the next five days. The Air Force response came on April 16, as recorded by The New York Times in this one-sentence article:

“The Air Force said today it was making a ‘thorough investigation’ of recent B-47 jet bomber accidents but did not consider the ratio of accidents to flying time ‘excessive or alarming.’” [iii]

But on May 2, the Air Force acknowledged the loss of 14 B-47s along with 34 crewmen just since Jan. 1 (and this was an undercount of three bombers and 12 crewmen). The only loss specifically mentioned in the Air Force media briefing was the one behind us. Blaming the problem on “structural inadequacies,” it declared that the remaining fleet of B-47s would be “beefed up.”[iv] SAC combat units were informed that all B-47s were to be grounded until the center wing sections could be reinforced, in a secret operation code-named Project Milk Bottle.

The Air Force was still concealing the dimensions and implications of the B-47 story, which leaked out in dribs and drabs over subsequent decades. And even before the toss-bombing maneuvers, B-47s were disintegrating. In fact, planes were being lost as early as 1951. The first officially acknowledged midair explosion came in 1952. In 1955, just a few months after Jimmy Stewart in Strategic Air Command called the B-47 “the most beautiful thing I’ve ever seen in my life,” two exploded in midair, one over Texas and another over Kansas. In 1957, 27 B-47s blew up or crashed. Fourteen were lost in 1958 before our event on April 10. All losses that year eventually totaled 31. Many dozens of crewmen died in those 58 disasters in just these two years. [v]

What about the Air Force claim that the ratio of B-47 accidents to flying time was not “excessive or alarming”? SAC at that time had 1,400 B-47s, almost exactly the same number of planes operated today by United Airlines and Delta combined. To put the B-47 catastrophe into perspective, imagine 58 United and Delta airliners blowing up in midair or being totally destroyed in fatal crashes in a two-year period. Here’s another comparison: In the three years of the Korean War, B-29s flew 27,000 sorties, often under heavy fire from radar-guided antiaircraft batteries and fierce attacks by formations of MiG-15 jet fighters; their total combat losses were 34 planes.

In 1980, the Air Force approved the public release of The History of the Aircraft Structural Integrity Program, a report that revealed previously classified information about “a series of catastrophic B-47 accidents in early 1958” that “immobilized the entire B-47 fleet,” thus causing a national crisis. Yet according to the report, “the immediate problem was to keep the B-47’s flying” because “of an approaching summit meeting in Geneva.”

Especially shocking to me was this revelation: “On 4 April ARDC [the Air Research and Development Command] agreed that ‘continued, unrestricted operation of the B-47 fleet was hazardous.’” If SAC had acted on this recommendation, that B-47 would not have blown up behind us six days later. The day after this tragic event, the Air Force banned all B-47s from flying faster than two-thirds of its top speed. Even then, the crashes continued. On April 25, ten days after the flight restrictions were imposed, another B-47 exploded in flight. Instead of grounding all B-47s, the Air Force ordered all of the planes that had not been inspected for cracks to fly no faster than half their top speed and imposed additional strict restrictions. [vi]

But things could have been worse. Although the Air Force has always been reluctant to acknowledge the presence of nuclear weapons in accidents, we now know that between 1956 and 1958 thermonuclear weapons were jettisoned, destroyed, or lost in at least eight separate incidents of B-47s. In some cases, the high explosive charges designed to initiate critical mass detonated, spreading radiation or causing injuries on the ground. [vii] The U.S.S.R. had no planes capable of delivering nuclear bombs on America. But we did

Footnotes

[i] Knaack, *Post-World War II Bombers*, 138.

[ii] Knaack, *Post-World War II Bombers*, 139, describes pop-up bombing.

[iii] "B-47 Crashes Investigated," *New York Times*, April 17, 1958. Datelined April 16.

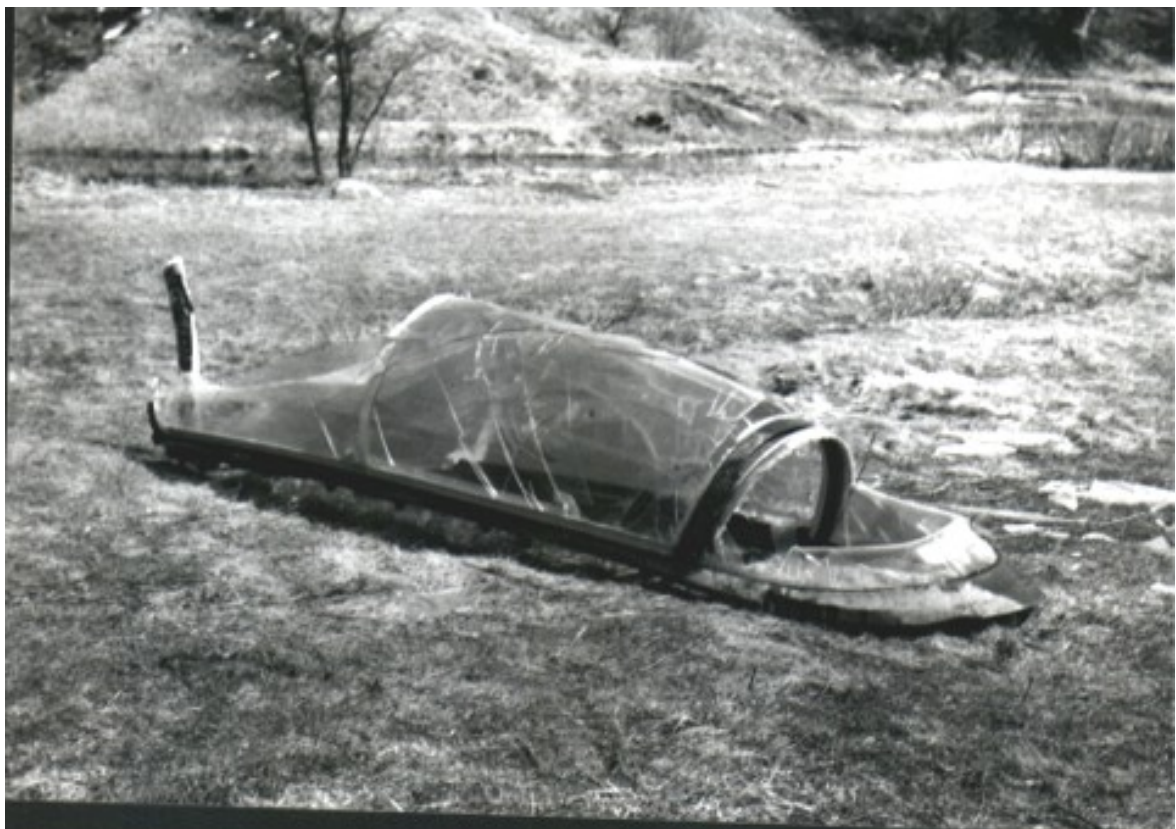
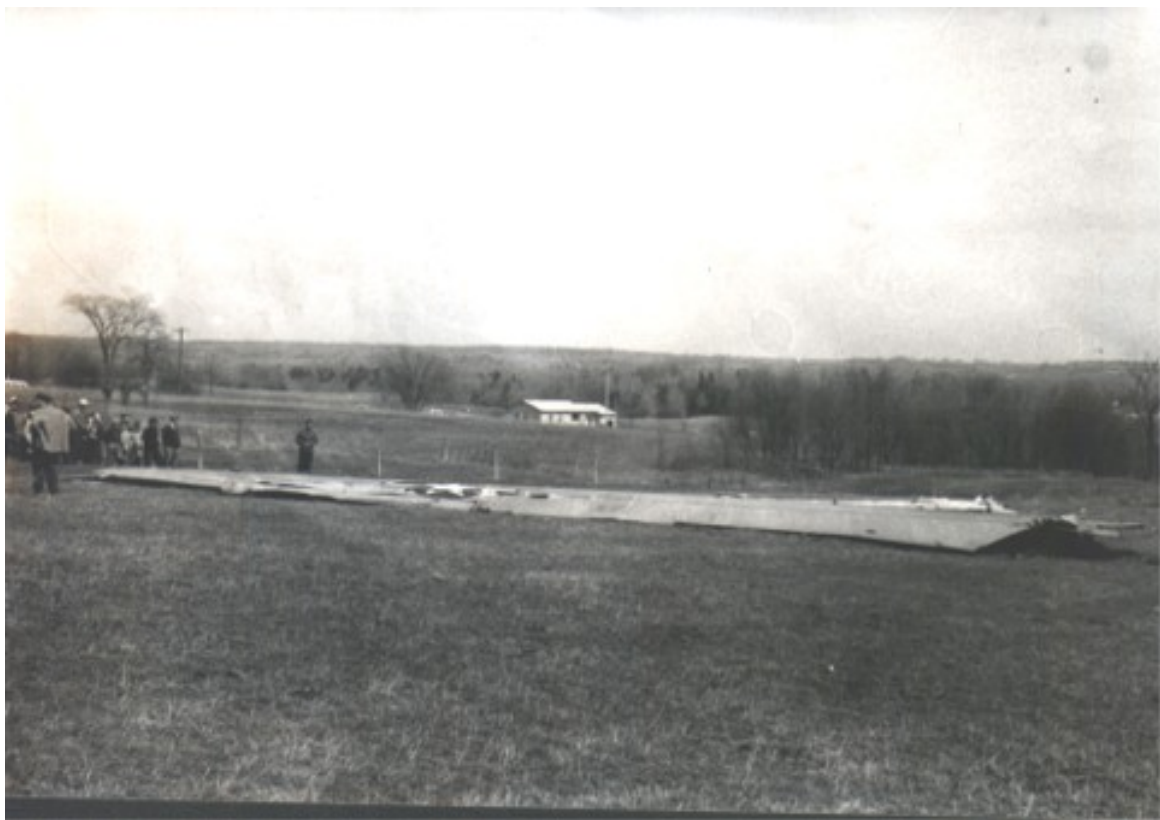
[iv] "Defect Is Found in B-47 Bombers: Modification Set," *New York Times*, May 3, 1958.

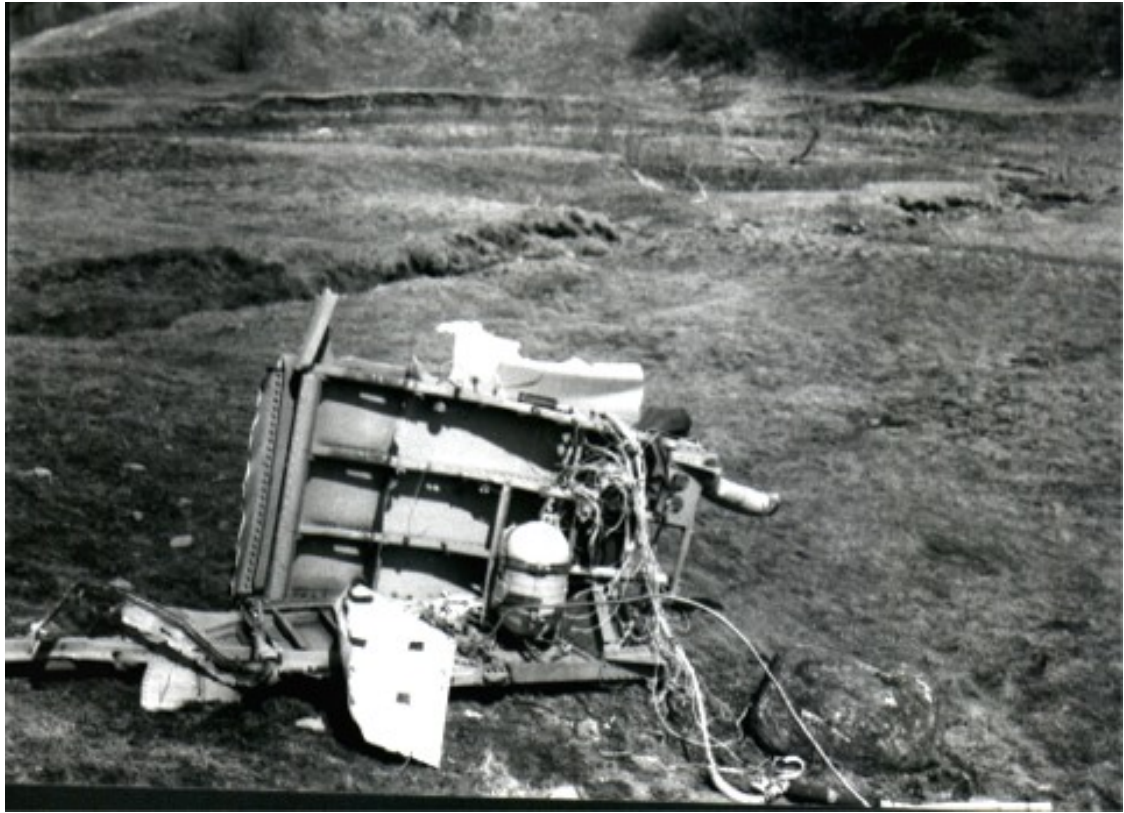
[v] An invaluable listing of the B-47 losses is maintained by the B-47 Stratojet Association and is available at <http://b-47.com/wp-content/uploads/2014/03/Boeing-B-47-Losses-and-Ejections.pdf>.

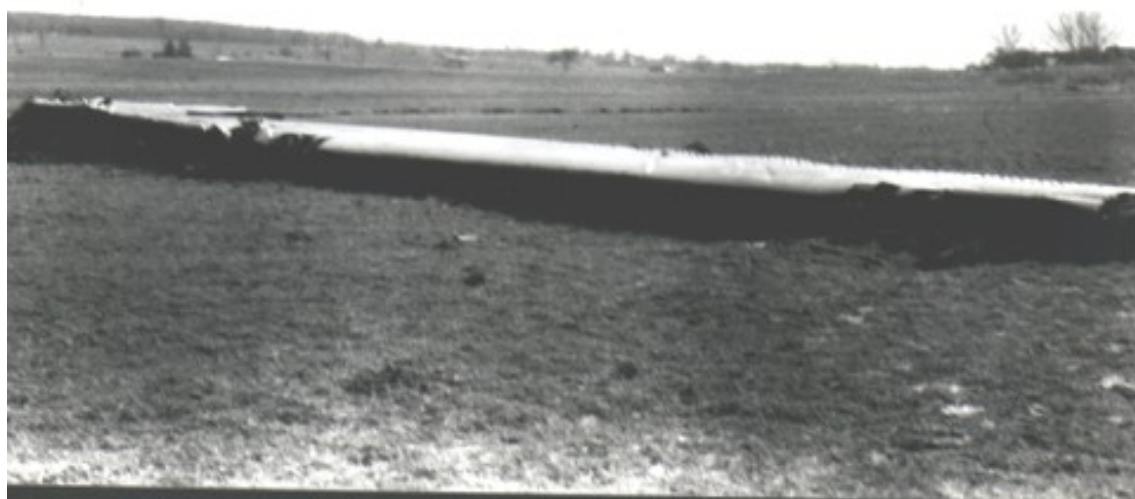
[vi] *The History of the Aircraft Structural Integrity Program* (Aerospace Structures Information and Analysis Center, June 1980), 1, 7, 13, 14. A pdf of the full report can be downloaded at <http://oai.dtic.mil/oai/oai?verb=getRecord&metadataPrefix=html&identifier=ADA361289>.

[vii] Events of March 10, July 27, and November 30, 1956; October 11, 1957; January 31, February 5, March 11, and November 27, 1958. *Boeing B-47 Stratojet: All Losses and Ejections*, b-47.com, <http://b-47.com/wp-content/uploads/2014/03/Boeing-B-47-Losses-and-Ejections.pdf>, accessed January 27, 2018

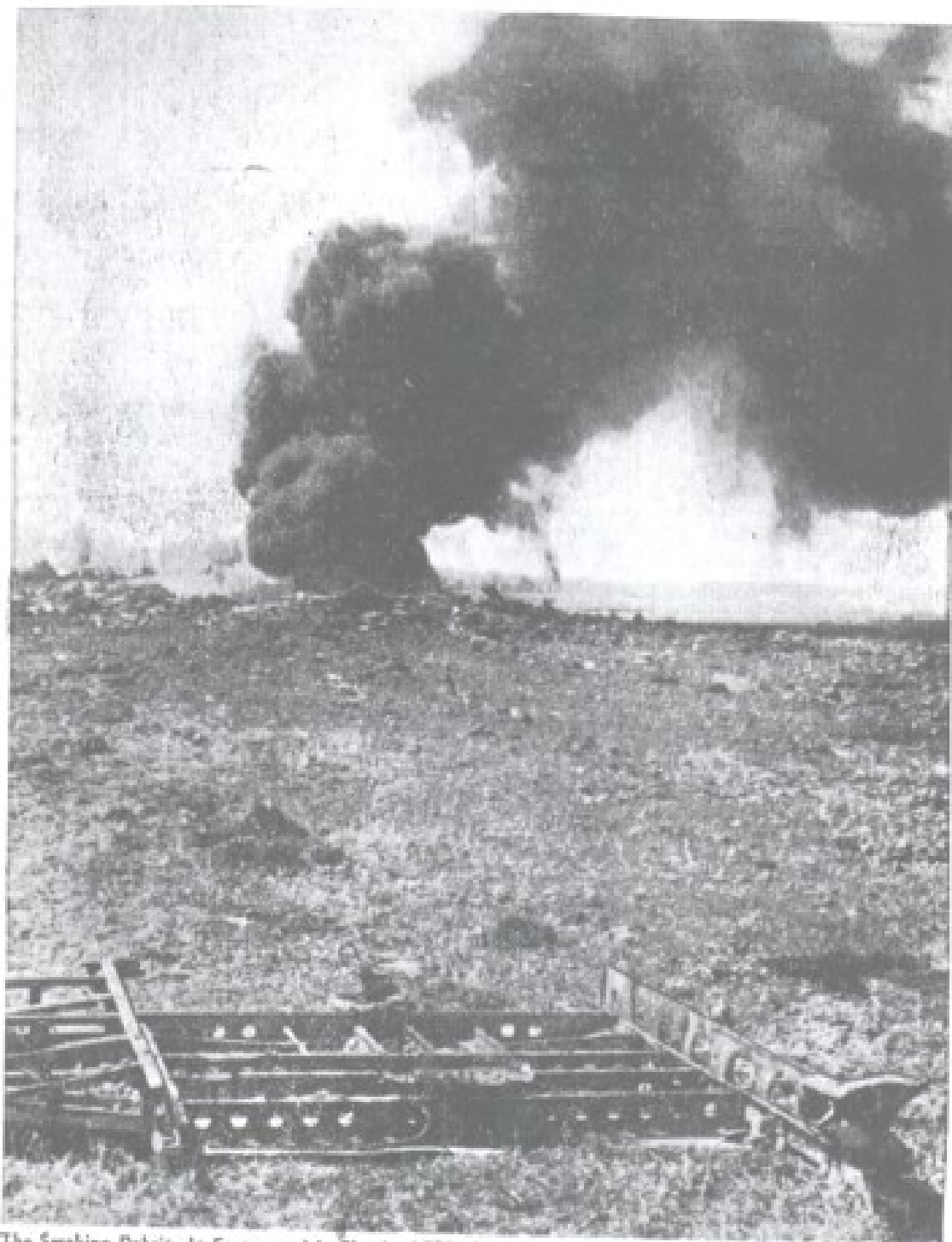
CRASH SITE PHOTOS







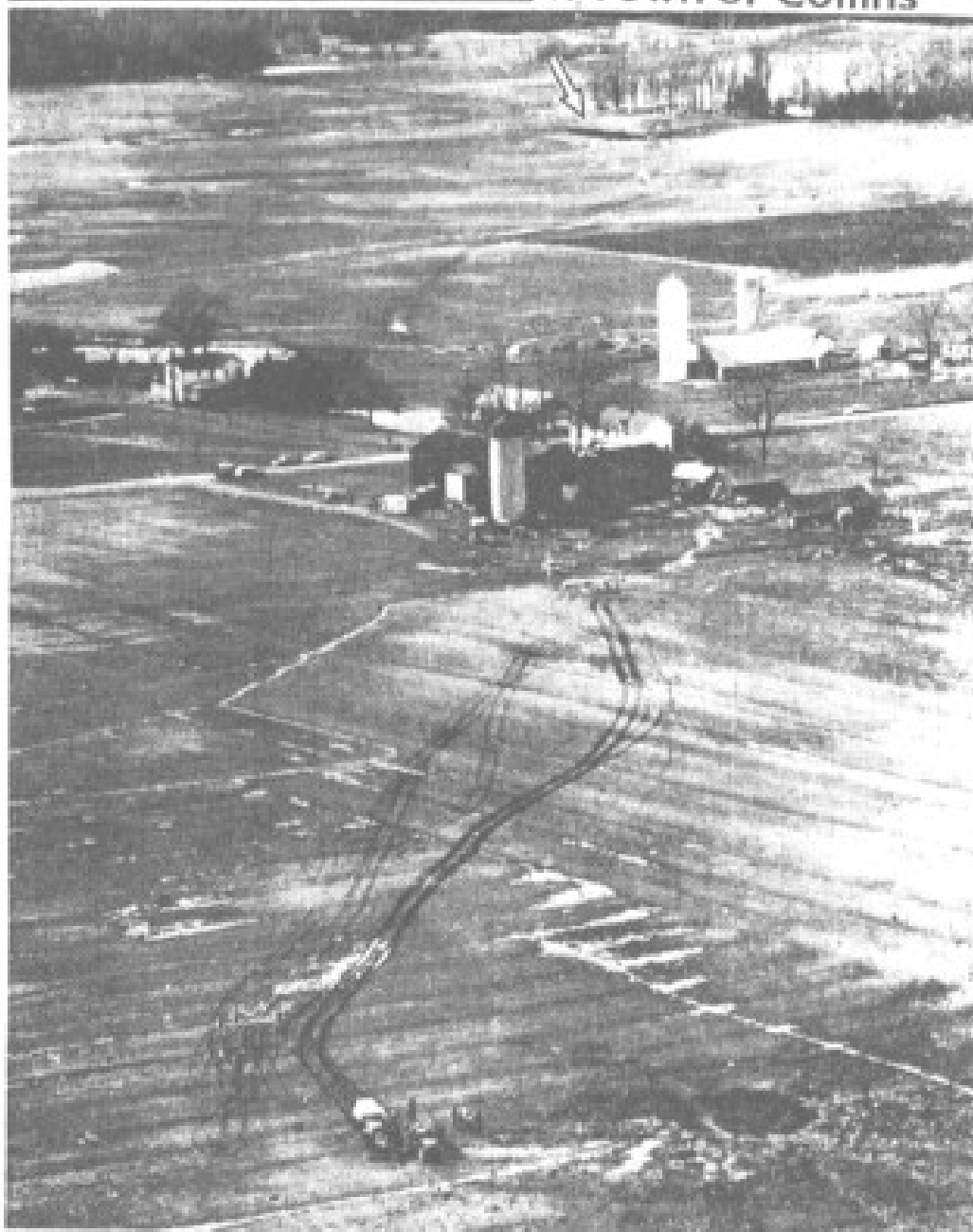




The Smoking Debris. In Foreground Is Chunk of Plate

Scenes From Crash of Exploding B-47 Stratojet in Town of Collins

BUFFALO EVENING NEWS—Friday, April 11, 1958
Picture Page * Photos by Wire * Page 52



The Widely Scattered Wreckage of Exploding B-47 in Town of Collins Farm Fields
In far background (arrow) is burned-over area where crater left by exploding main. Rising picture is New one piece of fuselage fell. In foreground is the great Oregon Rd. (Aerial photo by Bill Dwyvinski)

FIOA Request

Case #2026-01190-F

Crash of Boeing

B-47E Stratojet

Tail Number 52-0470

April 10, 1958



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SAFETY CENTER
KIRTLAND AIR FORCE BASE NEW MEXICO

December 31, 2025

HQ AFSEC/CD
9700 G Avenue SE
Kirtland AFB NM 87117-5670

Mr. Joseph Buscaglia
[REDACTED]
East Amherst NY 14051

RE: FOIA Request – Case #2026-01190-F

Dear Mr. Buscaglia

We received your Freedom of Information Act (FOIA) Request dated November 21, 2025, on the same date:

Requesting releasable information from the Safety Investigation Board (SIB) Report on the B-47E mishap, Serial Number 52-0470, which occurred on April 10, 1958.

Enclosed you'll find the releasable responsive records for the requested mishap above.

FOIA provides that specific types of documents or portions of them are exempt from disclosure. Our review included consideration of the foreseeable harm standard. Accordingly, certain portions have been redacted. They are not releasable for the following reasons:

a. Individuals and their families have a privacy interest in personal information in government records. When that privacy interest outweighs the public interest in that particular information, it is not subject to disclosure, in accordance with the United States Code, Title 5, Section 552(b)(6), and Department of Defense Manual 5400.07_Air Force Manual 33-302, Paragraph 5.2f. When individual privacy is involved, a FOIA analysis requires an agency to balance the public interest against the individual's privacy interests. *NARA v. Favish*, 541 U.S. 157 (2004). In this case, the individual privacy interests are not outweighed by the public interest, and therefore names (except for certain senior officials), personal identifiers (including biometric data) and personal information are not subject to release under FOIA in accordance with exemption (b)(6).

b. Selected information in Air Force safety reports has long been protected from release by an evidentiary privilege based on federal case law. See DoDI 6055.07, Accident Investigation, Reporting, and Record Keeping, as well as *Machin v. Zuckert*, 316 F.2d 336 (D.C. Cir.), *cert denied* 375 U.S. 896 (1963); *United States v. Weber Aircraft Corp.*, 465 U.S. 792 (1984); and *Badhwar v. U.S. Department of the Air Force*, 829 F.2d 182 (D.C. Cir., 1987). In these cases, the courts granted the safety privilege specifically to the Department of Defense in the interest of national defense. That protection also applies to information provided under a promise of confidentiality. Safety Investigation Boards' Findings, Factors, Analyses, Conclusions, and Recommendations are exempt from disclosure under the United States Code, Title 5, Section 552(b)(5), and Department of Defense Manual 5400.07_Air Force Manual 33-302, Paragraph 5.2e. However, findings, evaluations, analyses, conclusions, and recommendations that are not the Safety Investigation Board's or are not privileged safety information may be released to you.

c. In addition, certain Department of Defense (DoD) critical infrastructure security information is exempt from disclosure under the United States Code, Title 5, Sections 552(b)(3) and 130e, and Department of

Defense Manual 5400.07, Paragraph 5.2.c. Exemption 3 applies to DoD critical infrastructure security information including aircraft flight data information, surveillance sensor data, geospatial reference position information, altitude, heading, bearing and identification data weapons proficiency data, personnel and manning data and aircraft status and maintenance data, and also encompasses information contained in aircraft flight records, flight schedules, pilot and aircrew logs, tower and facility logs, flight progress strips, logistics records, local squadron flight records, master flight files, training and qualification records and other records containing similar flight data information that is exempted from disclosure under United States Code, Title 10, Section 130e. This statute protects the release of information that, if released, could reveal capabilities and intentions, individually or in aggregate, which would enable an adversary to identify vulnerabilities in the execution of our military forces' training and operational missions. Under the authority of this statute and exemption, certain portions of the Safety Investigation Board Reports have been redacted.

DoDI 6055.07 and DAFI 91-204 authorize me to release the Findings portion of safety reports over 30 years old provided no national defense, security, or safety interest exists. That authority does not extend to any other privileged portion of those reports. Pursuant to my authority as Deputy Commander of the Air Force Safety Center, as the mishap report is over 30 years old and I find no adverse impact to national defense, security, or safety interest, I am providing the Findings portion to you. All other privileged portions of the report have been withheld as required. Unfortunately, some pages of older records are virtually illegible due to the quality of the microfilm record and our capability to reproduce it.

Should you decide to appeal the elements that have been redacted, you must write to the Secretary of the Air Force within 90 calendar days from the date of this letter and reference FOIA Request 2026-01190-F. Include in the appeal your reasons for reconsideration and attach a copy of this letter. Address your letter as follows:

Secretary of the Air Force
THRU: AFSEC/JAR
9700 G Avenue SE
Kirtland AFB NM 87117-5670

You may also contact the Air Force FOIA Public Liaison Officer, Mr. Robert E. Bivins, at the AF FOIA Public Liaison Office (SAF/CN), 1800 Air Force Pentagon, Washington, DC 20330-1800, DAF.FOIA@us.af.mil or 703-614-8500. Additionally, you may contact the Office of Government Information Services (OGIS) at the National Archives and Records Administration to inquire about the FOIA mediation services they offer. The contact information for OGIS is: Office of Government Information Services, National Archives and Records Administration, 8601 Adelphi Road-OGIS, College Park, Maryland 20740-6001, e-mail at ogis@nara.gov; telephone at 202-741-5770; toll free at 1-877-684-6448; or facsimile at 202-741-5769.

Sincerely,

WEATON.CHRIST
OPHER.J.11413473
88

Digitally signed by
WEATON.CHRISTOPHER.J.114
1347388
Date: 2025.12.31 15:26:32 -0700

CHRISTOPHER J. WEATON, Colonel, USAF
Deputy Commander

(b)(6)

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REPORT OF AF AIRCRAFT ACCIDENT							
Use this form in accordance with AF Reg. 22-14 and AF Manual 22-5, "Aircraft Accident Prevention Investigation Reporting." 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 from nearest town. If accident occurred en route, identify. New York State-Saratoga (b)(3)(A)							
2. DATE OF ACCIDENT		3. HOUR AND TIMEZONE (Local)		4. DAY DAWN NIGHT DUSK		5. AIRMODE LAST TAKEOFF	
10 Apr 58		1133E		I		(b)(3)(A)	
6. CLEARANCE (If not applicable) (See I, VFR, Legal, DD Form 171, I, Other, Cleared Over, I, Cleared Via Airways) Cleared from (b)(3)(A) Cleared to (b)(3)(A)							
7. BASE SUBMITTING REPORT		8. DURATION OF FLIGHT		9. MISSION OF FLIGHT (Use DD Form 251-1)		10. ALTITUDE of aircraft above terrain if collision, fire, extreme failure, bailout, spin, stall, spiral, occurred	
Lookbourne AFB, Ohio 1 / 05		D 8		D 8		(b)(3)(A)	
11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes, landing on seaplanes, fill in length of landing lanes and other data as applicable. Discuss in Section M.) If accident occurred on airport: Length of runway in use _____ ft. Heading of runway in use _____ degrees Field elevation _____ ft. MSL Type of runway surface (Check) Concrete _____ Asphalt _____ Other (Specify) _____ Wet _____ Dry _____ (b) If accident occurred off airport: Elevation at scene of acc. _____ ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes _____ No <u>I</u> If yes, state airport involved _____ If no, state nearest airport suitable for landing this aircraft: (b)(3)(A) For other airports mentioned in 11b above: State airport type (i. e., AF, A, N, CG, PC, P), AF-E-AND <u>AW-5-0</u> Distance, airport to accident _____ miles. Heading of runway in use _____ degrees. Magnetic bearing, airport to accident _____ degrees. Airport elevation _____ ft. MSL							
12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft)							
13. VIOLATIONS: Yes _____ No <u>I</u> . If yes, discuss in Section M.							
Section B—AIRCRAFT							
1. AIRCRAFT NUMBER		2. TYPE, MODEL, SERIES AND BLOCK NUMBER		3. ASSIGNMENT AND STATUS CODE at time of accident			
52-270A		B-47E		513th Bomb Sq, Lookbourne AFB (As specified in AFR 68-110)			
4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT							
Major Command		Subcommand or AF		Wing	Group	Squadron or Unit	Base
SAC SAC		BAF		BOI	376	N/A	513BS BN Lookbourne AFB
5. IF AIRCRAFT WAS BEING FERRYED OR DELIVERED INDICATE: (Gaining and losing organizations; date of transfer; ultimate destination) N/A							
Section C—PILOT(S) INVOLVED (Flight Crew)							
1. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (In, II, etc.)		FIRST NAME MIDDLE NAME		GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRTH
KELLY,		Harold Lyle		Maj	AFRES	(b)(6)	American 1924
2. POSITION IN AIRCRAFT AT TIME OF ACCIDENT				3. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat _____ Rear or Right Seat <u>I</u>				AC _____ IF <u>I</u> F _____ CP _____ Other (Specify) _____			
4. ASSIGNED ORGANIZATION							
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit Base
SAC		BAF		BOI	376	N/A	513BS BN Lookbourne AFB
5. ATTACHED ORGANIZATION FOR FLYING							
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit Base
N/A SAC		N/A		N/A	N/A	N/A	N/A MDTS
6. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		7. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		8. INSTRUMENT CARD		9. AFSC	
Pilot - 23 May 1944		Senior Pilot - 26 Jun 51		Type Green Date of expiration 12 Feb 59		Primary 1245 Duty 1245	
10. OTHER PILOT							
a. LAST NAME (In, II, etc.)		FIRST NAME MIDDLE NAME		GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRTH
TELLIER,		Richard (NMI)		1/Lt	AFRES	(b)(6)	AMERICAN 1931
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT				c. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat _____ Rear or Right Seat _____ Other <u>I</u>				AC _____ IF _____ F _____ CP <u>I</u> Other (Specify) Refueling Evaluator			
4. ASSIGNED ORGANIZATION							
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit Base
SAC		BAF		BOI	376	N/A	513BS BN Lookbourne AFB
5. ATTACHED ORGANIZATION FOR FLYING							
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit Base
N/A		N/A		N/A	N/A	N/A	N/A
6. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		7. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		8. INSTRUMENT CARD		9. AFSC	
Pilot 13 Oct 56		Pilot 31 Oct 56		Type White Date of expiration 27 Sep 58		Primary 1231-B Duty 1231-B	
NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.							

Type Attached for Valid Pilot's Entry

58-4-10-1

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Section B—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE? Yes ☐ No ☒ Unknown ☐ If "Yes," check one: Weather ☐ Head ☐

2. Total flying hours (including AF time, student time, and other aeronautical time) _____

3. Total rated 1st pilot and instructor pilot hours, all aircraft _____

4. Total weather instrument hours _____

5. Total 1st pilot and instructor pilot hours this model (P-44, B-50, C-119, etc.) _____

6. Total other (Command, w/a commander, co-pilot, radar control pilot) hours this model _____

7. Total 1st pilot and instructor pilot hours this model and series (P-44A, B-50D, etc.) _____

8. Total other (Command, w/a commander, co-pilot, radar control pilot) hours this model and series _____

9. Total pilot hours last 90 days _____

10. Total 1st pilot and instructor pilot hours last 90 days _____

11. Total pilot hours (night) last 90 days _____

12. Total pilot hours, weather and head, last 90 days _____

13. Date and duration of last previous flight this Model _____

14. Date and duration of last previous flight this Model and series _____

15. INSTRUCTIONS: Attach a copy of AF Form 1 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

Section C—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident	Name (Last name first, Grade, Serial Number and Component or Service)	Type Area Rating	ORGANIZATIONAL ASSIGNMENT		Injury Class (or medical)	Parachute Used		Ejection Seat Used	
			Command, Subcommand, Group Number and Type, Base	MDIS		Yes	No	Yes	No
TP	KELLY, Harold L, Major, AFRES	SP	SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X	X	
FO	OTTER, John R., Lt. Col. AFRES	Cmd P	SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X	X	
OB	WILLIAMS, Richard (NMI), 1/Lt AFRES		SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X	X	
N	MONOLA, Albert G. 1/Lt AFRES	N	SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X	X	

NOTE: If additional space is required to list all personnel involved, attach additional sheets.

Section D—WEATHER

(At time and place of accident)

ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
Clear	15	260/15 @ 25,000	48	29	30-14	N/A

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer. N/A

Section E—ENGINEERING DATA

1. Damage (Check one): Destroyed ☒ Substantial ☐ Minor ☐ None ☐ 2. Was aircraft damaged beyond economical repair? Yes ☒ No ☐

3. Estimated number of direct manhours for repair, if applicable: N/A Cost of damage to aircraft: \$1,849,667.00

4. Fire before accident? No ☒ Fire after accident? No ☒ Fire did not occur? No ☐ 5. Did explosion occur? Yes ☒ No ☐

6. How many T.O.s not complied with at time of accident? 30 N/A (List T.O. numbers and titles on separate sheet) See TAR 16

7. Has your base previously submitted a UR on any factor involved in this accident? Yes ☐ No ☒

8. Is a UR being submitted as a result of this accident? Yes ☒ No ☐ (If "Yes" check copy) UR number: 376BW 38-57

9. Is TDR requested? Yes ☐ No ☒ Attach copy of request Completed at scene of accident.

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 32-14 and AF Manual 32-5, "Aircraft Accident Prevention Investigation Reporting." 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 from nearest town. If accident occurred on airport, so specify.			
2. DATE OF ACCIDENT	3. HOUR AND TIME ZONE (Local)	4. DAY DAWN NIGHT DUSK	5. AIRFIELD OR TAKEOFF
6. CLEARANCE: (Check all applicable) IFR VFR Local DD Form 175 Other Cleared Direct Cleared Via Airways Cleared from _____ Cleared to _____			
7. BASE SUBMITTING REPORT	8. DURATION OF FLIGHT	9. MISSION OF FLIGHT (Use DD Form 781-1)	10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin, stall, spiral, occurred
11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section M.)			
(a) If accident occurred on airport:		(b) If accident occurred off airport: elevation at scene of acct _____ ft. MSL	
Length of runway in use _____ ft.		Was aircraft taking off, approaching or maneuvering to land? Yes _____ No _____	
Heading of runway in use _____ degrees		Yes, state airport involved: _____	
Field elevation _____ ft. MSL		Is this the nearest airport suitable for landing this aircraft? _____	
Type of runway surface: (Check)		For other airport mentioned in 11b above: _____	
Concrete _____ Asphalt _____		State airport type (L, AF, AC, AG, CG, PC, P) _____	
Other (Specify) _____		Distance airport to scene of accident _____ miles. Heading of runway in use _____ degrees.	
Wet _____ Dry _____		Magnetic bearing, airport to accident _____ degrees. Airport elevation _____ ft. MSL	
12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft)			
13. VIOLATIONS: Yes _____ No _____ If yes, discuss in Section M.			

Section B—AIRCRAFT

1. AIRCRAFT NUMBER	2. TYPE, MODEL, SERIES AND BLOCK NUMBER	3. ASSIGNMENT AND STATUS CODE at time of accident: (As specified in AFR 65-110)
4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT		
Major Command	Subcommand or AF	Air Division Wing Group Squadron or Unit Base
5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organization, date of transfer, ultimate destination)		

Section C—PILOT(S) INVOLVED (Flight Crew)

1. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
GLYER, John Robert			1/Col	RAF	(b)(6)	American	1919
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT				c. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat _____ Rear or Right Seat _____ Other _____				AC _____ IP _____ P _____ CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
SAC	BAF	801	376BW	N/A	513BS	Lockbourne AFB	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
N/A	N/A	N/A	N/A	N/A	N/A	N/A	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED				g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED			
Pilot 12 Dec 41				Removed by direction of HQ AFSEC/JA Cmd Plt 11 Sep 57			
h. INSTRUMENT CARD				i. AFSC			
Type: _____ Date of expiration: 11 Aug 58				Primary: 1245 Duty: 1245			
2. OTHER PILOT							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT				c. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat _____ Rear or Right Seat _____ Other _____				AC _____ IP _____ P _____ CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED				g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED			
				Removed by direction of HQ AFSEC/JA Cmd Plt 11 Sep 57			
h. INSTRUMENT CARD				i. AFSC			
				Primary: 1245 Duty: 1245			

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW), REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.

Section H—DAMAGE

DESCRIBE BRIEFLY EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED

Aircraft totally destroyed. Estimated property damage: \$1410.00. (See Statement of Claims Officer).

Section I—PHASE OF OPERATION (Check only ONE)	P	S	Section J—ACCIDENT TYPE Check one accident type as "Primary." Check all others applicable as "Secondary."	Section K—CONDITIONS AFFECTING ACCIDENT (Check all applicable)
ENGINES RUNNING—NOT TAXIING				
Pre-flight			Ground or water loop	Immediate forced landing
Post flight			Wing-tip landing	Precautionary landing
Other			Wheels-up landing	Fuel exhaustion or starvation
TAXIING			Hard landing	Engine stoppage or flameout
To takeoff			Collapse or retraction of gear	Lost or inaccurate navigation
From landing			Undershoot	Pertinent T.O.s not complied with
Within other area			Overshoot	Simulated emergency
TAKEOFF			Nose-up or nose-over	Ditching (intentional and controlled)
Run			Collision with other aircraft	Accidents in water (other than ditching)
Climb			Collision with ground or water	Explosive decompression
Discontinued (aborted takeoff)			Collisions—Other	Intentional damage to avoid greater hazard
IN FLIGHT			Spin	GCA, ILAS or range approach used
Normal flight			Stall	Exceeded mach or near mach
Acrobatics			Fire and/or explosion on ground	Compressibility
☒ Formation tactics Air Refueling		☒	Fire and/or explosion in the air	Gear failed to extend
Other maneuvers		☒	Airframe failure in flight	Prop reversal
LANDING			Abandoned aircraft	Uncontrollable porpoising in flight
Approach			Prop or jet-blast	Struck arresting barrier
Flare-out			Equipment loss in flight	Touch and go
Roll			Other (indicate)	☒ Other (Indicate) Intergranular corrosion; fatigue, prior cracks.
GO-AROUND			Undetermined	
OTHER (Indicate)				

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause, i.e., both primary and contributing cause factors may be "Operator error."
(b) (5)		OPERATOR ERROR Incorrect operation of the aircraft or its systems; improper technique; inadequate flight preparation; improper procedures; faulty judgment, etc., by person(s) at controls of aircraft at time of accident.
		CREWMEMBER ERROR Error committed by any member of the flight crew except operator(s).
		SUPERVISORY ERROR Inadequate exercise of command; inadequate supervision of aircrew, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. (Incl. IP's & AC's)
		MAINTENANCE ERROR Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
		OTHER PERSONNEL ERRORS Errors committed by other than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
		MATERIEL FAILURE Failure or malfunction of the airframe, engine or any other system, component or accessory of the aircraft, etc.
		AIR BASE OR AIRWAYS Any malfunction, inadequacy or absence of air base and/or airways equipment or facilities, including deficiencies and hazards of runways, taxiways, aprons, overruns, clear zones, etc.
		WEATHER CONDITIONS Reduced visibility, icing, turbulence, thunderstorms, surface wind, winds aloft, low ceiling, etc.
		MISCELLANEOUS CONDITIONS Bird strikes, struck tow target, chuck, ricochets, hypoxia, vertigo, fatigue, etc.
		UNDETERMINED

Present detailed description of acts, events, or conditions considered to be primary or contributory cause factors (separate paragraph for each) in FINDINGS portion of Narrative Description of Accident Investigation Report Form 1041, 1-64.

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

The "NARRATIVE DESCRIPTION" WILL INCLUDE THE FOLLOWING INFORMATION PREPARED ON SEPARATE SHEETS OF PAPER AND ATTACHED TO THE AF FORM 14.

1. HISTORY OF FLIGHT (See AFM 62-5)

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented. i.e., date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE, position reports, weather, etc.

2. INVESTIGATION AND ANALYSIS (See AFM 62-5)

This section will vary in content according to the complexity of the accident and the extent of the investigation. Depending upon the nature of the accident, separate paragraphs should describe the examination, analysis and listing of any or all of the following: aircraft engine; airframe and structure; control system; electrical system; hydraulic system; flight instruments; navigational aids and air base facilities; adequacy of command and staff supervision of flying operations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any other factors pertinent to the accident. List and discuss any violations.

3. FINDINGS (See AFM 62-5 for details of presentation)

This section will list the significant factual determinations resulting from investigation of the accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; each contributing cause factor of the accident; various deficiencies or inadequacies of equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this accident, are hazards to safety of flight; various considerations not closed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS (See AFM 62-5 for details of presentation)

This section will contain, in concise and direct statements, a listing of the recommendations of the investigating officer or board, will prevent recurrence of similar type accidents and eliminate the deficiencies cited in "Findings" of the investigation.

RECORDER'S CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14 (See AFM 62-5 for desired sequence of AF Form 14 series and attachments)

THE FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14)		THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR ACCIDENTS WHEN APPLICABLE	
1.	☒ Narrative description of Accident (Section M)	14.	☒ Board proceedings
2.	☒ AF Form 14A	15.	☒ Statement of control tower operator(s)
3.	☒ AF Form 14B	16.	☒ Statement of runway control officer
4.	☒ AF Form 5, Pilot(s) Involved (See Sec. D, Item 15)	17.	☒ Statement of weather forecaster
5.	☒ Statements of crew members and witnesses (when available)	18.	☒ Statements of rebuttal or statements declining the opportunity
6.	☒ List of Technical Orders not complied with (See Section G, Item 6)	19.	☒ Transcripts of communications recordings
7.	☒ DD Form 175 or AF Form 113 (Clearance)	20.	☒ Statement of damage to private property
8.	☒ DD Form 781-1	21.	☒ Map showing geographical location of accident
9.	☒ DD Form 781-2	22.	☒ DD 345F (Form F)
10.	☒ Diagram of scene of accident	23.	☒ AF Form 14C
11.	☒ Photographs (identified)	24.	☒ AF Form 14D
12.	☒ Index to AF Form 14 attachments	25.	☒ AF Form 14E
13.	☒ NOTE: Determine Security classification of reports (if applicable)	26.	☒ AF Form 14F
		27.	☒ AFTO 29 (Unsatisfactory Report) 3768W 58-57
		28.	☒ If aircraft being transferred, loaded, etc., attach copies of coordination messages showing gaining and losing organizations

Section N—AUTHENTICATION (NAME AND GRADE)

(b)(6)

AF FORM 14 Previous edition of this form may be used

SPECIAL HANDLING REQUIRED

19A and 52 AFR 62-14

Removed by direction of HQ AFSEC/JA, December 2025

HISTORY OF FLIGHT

At 0900E, on 9 April 1958, the 513rd Bombardment Squadron, of the 376th Bombardment Wing, conducted a briefing for flights scheduled for the following day. The schedule included the following crew: Instructor Pilot - Major Kelly; Pilot - Lt. Col. Glyer; Instructor Copilot - Lt. Tellier; Pilot - Lt. (b)(6) Lt. Moncla, Navigator, was also alerted for the briefing and flight in case the weather deteriorated to IFR conditions for the scheduled flight. Following the briefing, the crew spent the remainder of the day flight planning and pre-flighting the aircraft.

The flight was planned to complete the required corrective action on air refueling for Major Kelly which had not been accomplished on a prior mission due to inclement weather. Lt. Tellier was aboard the aircraft for this purpose. The remainder of the flight was to be devoted to transition for Lt. Col. Glyer with Major Kelly as Instructor Pilot. Lt. Moncla replaced Lt. (b)(6) on the Flight Clearance due to forecast IFR weather conditions.

"Canteen 61" was airborne at 1030E, 10 April 1958, with Lt. Col. Glyer occupying the pilot's seat, Major Kelly the Copilot's position, Lt. Tellier in the aisle and Lt. Moncla at the Navigator's station.

A call from the aircraft to the control room reported that they were off on time, everything normal and proceeding on the mission. The flight planned route was to be VFR (b)(3)(A)

(b)(3)(A)

At 1050EST, the pilot contacted the wing control room and advised the control room officer that the right hydraulic pump was inoperative and the right aileron control system was operating from the emergency system. The pilot was advised to burn off sufficient fuel and land. However, he requested permission to continue the mission insofar as completing a five minute refueling hookup and permission was granted.

The flight then proceeded normally and radio contact with the tanker was established fourteen minutes prior to departure of tanker from orbit point. The weather in the refueling area was high scattered clouds and 15 miles visibility. The refueling track was from (b)(3)(A), on a track of (b)(3)(A) degrees to (b)(3)(A). The receiver was making the rendezvous and was calling off range differences since the tanker was unable to pick up the receiver on his rendezvous equipment.

(b)(5) "Canteen 61" last called in at three miles range stating that he was to the tanker's left and was correcting to the right for proper track position.

At this time, the boom operator (b)(5) reported that the receiver suddenly blew up. Several ground witnesses, some of whom were private pilots and others whom had varying degrees of aviation experience or no aviation experience, observed this same ball of fire and the subsequent aircraft break-up. The wreckage was strewn throughout the area around the town (b)(3)(A). Fatal injuries were received by all members of the crew.

MAJOR AIRCRAFT ACCIDENT INVOLVING B-47E, #52-470A

FINDINGS

1. The primary cause factor of this accident was material failure of the aft left wing body attachment fitting at the upper left side of body station 515.5 bulkhead. Material failure was induced by fatigue and prior cracks, intergranular corrosion coupled with tensile stresses in the fittings, reducing the load carrying capacity of this part.
2. While not materially affecting the accident, a fatigue crack was found in the most rear bolt hole at the lefthand buttock line 28, lower wing skin, aft panel.
3. There was no evidence of mechanical malfunction of the engines, fuel system, air system and fuel tanks in this accident.
4. This accident was not caused by operations or administrative procedures, either directly or indirectly.

CLASSIFIED BY ON

TO

BY

APR-205-1 par 394
230-159

(b) (6)

1310

13

~~CONFIDENTIAL~~

~~EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION~~
~~EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION~~
~~EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION~~

HEADQUARTERS
801ST AIR DIVISION (SAC)
United States Air Force
Lockbourne Air Force Base, Ohio

SPECIAL ORDERS)
NUMBER R-49)

11 April 1958

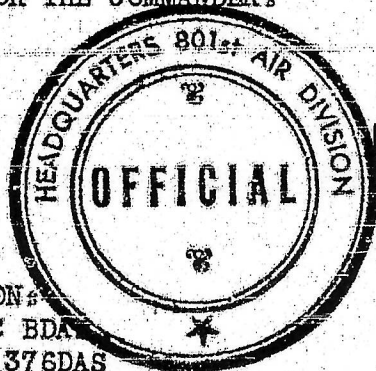
1. CAPT (b)(6), Hq 376th Bombardment Wg, SAC, this station is appointed as Investigating Officer to investigate the loss of crypte material in an aircraft crash and to make a final report within five (5) working days upon receipt. Officer is granted a Crypte security clearance and is cleared up to and including crypte for the period of this investigation. Investigation will be conducted in accordance with AFM 120-3 and AFR 205-1 and SAC Supplement-1 thereto. Investigating Officer will coordinate investigating activities with the Director of Administrative Services.

2. CAPT (b)(6), Hq 376th Bombardment Wg, SAC, this station is appointed as Investigating Officer to investigate possible subjection to compromise of documents lost in an aircraft crash. This is Lockbourne Compromise Case Nr 2-58. Investigation will be conducted in accordance with AFM 120-3 and AFR 205-1 and SAC Supplement-1 thereto. Investigating Officer will coordinate investigating activities with the Director of Administrative Services.

3. MAJ (b)(6), Hq 801st AB Gp, SAC, this station is appointed Special Custodian for Top Secret Documents for 801st AB Gp Directorate of Operations in accordance with SACR 205-15, vice MAJ (b)(6) (b)(6) Hq 801st AB Gp, SAC, this station, relieved.

4. So much of paragraph 1, SO R-4, this Hq, 21 Feb 58 as amended by paragraph 1, SO R-16, this Hq, 5 Mar 58; paragraph 3, SO R-23, this Hq, 14 Mar 58; paragraph 1, SO R-27, this Hq, 18 Mar 58 and paragraphs 1 and 2, SO R-29, this Hq, 19 Mar 58 as pertains to the 801st Air Division Aircraft Accident/Incident Investigation Board is further amended to include "COL (b)(6) Hq 26th Strategic Reconnaissance Wg, SAC, this station".

FOR THE COMMANDER:



(b)(6)

Lt Colonel, USAF
Director of Administrative Services

DISTRIBUTION:

- 1 BDASO; 2 BDAT
- 2 BDAG; 1 376DAS
- 1 26DAS; 2 26DP
- 2 376DP; 3 BPO
- 5 Each officer paragraph 3 & 4; 20 officer paragraph 1 and 2
- 5 Comdr, Eight AF, Westover AFB, Mass

Removed by direction of HQ AFSEC/JA, December 2025

~~SPECIAL HANDLING REQUIRED~~
~~IAW PAR 49A and 52, AFR 62-14~~

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HEADQUARTERS
801ST AIR DIVISION (SAC)
United States Air Force
Lockbourne Air Force Base, Ohio

SPECIAL ORDERS)
NUMBER R-29)

19 March 1958

1. So much of paragraph 1, SO R-4, this Hq, 1958, relating to the appointment of a board, as reads, "801st Air Division Aircraft Accident Investigation Board", is amended to read, "801st Air Division Aircraft Accident/Incident Investigation Board".

2. Paragraph 1, SO R-4, this Hq, 1958, as amended, relating to the appointment of the 801st Air Division Aircraft Accident/Incident Investigation Board, is further amended to include the following officers, organizations indicated, SAC, this station, as members.

COL (b)(6) Hq 376th Bombardment Wg
CAPT (b)(6) Hq 376th Bombardment Wg
1STLT (b)(6) Hq 801st AB Gp

3. CAPT (b)(6) Hq 801st Air Division, SAC, this station, is appointed Top Secret Control Officer for the Directorate of Intelligence, 801st Air Division, SAC, this station.

4. 1STLT (b)(6) Hq 801st Air Division, SAC, this station, is appointed Alternate Top Secret Control Officer and Security Officer for the Directorate of Intelligence, 801st Air Division, SAC, this station.

FOR THE COMMANDER:



(b)(6)
Major USAF
Director of Administrative Services

DISTRIBUTION:

- 2 BDASO; 2 BA
- 10 BP; 1 DP; 1 DO
- 1 BCRF; 1 376DAS
- 3 376DP; 1 BO
- 75 801st Air Division Aircraft Accident/Incident Investigation Board
- 5 each officer indicated

~~SPECIAL HANDLING REQUIRED~~
~~IAW PARS 49A and 52, AFR 62-14~~

**HEADQUARTERS
801ST AIR DIVISION (SAC)
United States Air Force
Lockbourne Air Force Base, Ohio**

**SPECIAL ORDERS
NUMBER R-4)**

21 February 1966

1. Each of the following officers is appointed a member of the 801st Air Division Aircraft Accident Investigation Board. In the event of an accident to F-86 or F-84 type aircraft, the officers indicated under F-86 and/or F-84 below will become an integral part of the 801st Air Division Aircraft Accident Investigation Board. In the absence of the designated president and/or Recorder, the senior member present will act as president and the junior member present will perform the duties of Recorder. All previous orders in conflict with this order are rescinded. Authority: AFR 62-14.

LTJCOL	(b)(6)	Hq 801st Air Division (President)
LTJCOL	(b)(6)	Det 22, 5th Weather Sq
LTJCOL	(b)(6)	Hq 801st Air Division
LTJCOL	(b)(6)	Hq 801st AB Gp
LTJCOL	(b)(6)	Hq 376th Bombardment Wg
LTJCOL	(b)(6)	Hq 26th Strategic Reconnaissance Wg
MAJ	(b)(6)	376th Field Maintenance Sq
MAJ	(b)(6)	3rd Strategic Reconnaissance Sq
MAJ	(b)(6)	Hq 376th Bombardment Wg
MAJ	(b)(6)	Hq 801st AB Gp
MAJ	(b)(6)	Hq 801st AF Gp
MAJ	(b)(6)	Hq 26th Strategic Reconnaissance Wg
MAJ	(b)(6)	521st Air Refueling Sq
CAPT	(b)(6)	26th Tactical Hosp
CAPT	(b)(6)	376th Tactical Hosp
CAPT	(b)(6)	26th Tactical Hosp
CAPT	(b)(6)	Hq 26th Strategic Reconnaissance Wg
CAPT	(b)(6)	Hq 26th Strategic Reconnaissance Wg
CAPT	(b)(6)	91st Air Refueling Sq
CAPT	(b)(6)	Hq 801st AB Gp
CAPT	(b)(6)	376th Field Maintenance Sq
CAPT	(b)(6)	4th Strategic Reconnaissance Sq
CAPT	(b)(6)	Hq 801st AB Gp
1LT	(b)(6)	Hq 801st AB Gp (RECORDER)
OWO, W-1	(b)(6)	Hq 801st AB Gp
F-86		
CAPT	(b)(6)	87th Fighter Interceptor Sq
CAPT	(b)(6)	87th Fighter Interceptor
CAPT	(b)(6)	87th Fighter Interceptor Sq
F-84		
MAJ	(b)(6)	360th Fighter Interceptor Sq

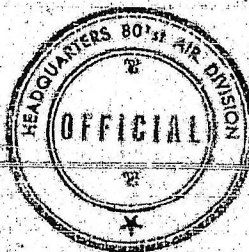
SO R-4, Hq 801st Air Division, SAC, USAF, Lockbourne AFB, Ohio, 21 Feb 58

2. SO R-4, Hq 801st Air Division, SAC, USAF, Lockbourne AFB, Ohio, 21 Feb 58, regarding
to the members of the Security Committee in connection with the
include "LTC. (b)(6) Hq 801st Air Division, SAC, this
station."

FOR THE COMMANDER:

DISTRIBUTION:

1 MAO
2 BA
11 BFO
3 SU
4 87FIS
2 166FIS
1 376A
1 26A
7 376DF
10 26DF
1 Each Sq Indicated
4 Each Officer Indicated



(b)(6)

Major USAF
Director of Administrative Services

JA RS 4

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OFFICE OF THE STAFF JUDGE ADVOCATE
LOCKBOURNE AIR FORCE BASE, OHIO

21 April 1958

STATEMENT OF CLAIMS OFFICER
FOR
AIRCRAFT ACCIDENT INVESTIGATION BOARD

As requested, the following real property damage incident to the aircraft accident involving B-47E Aircraft Number 52-470 (b) (3) (A) on 10 April 1958, was observed:

1. (b)(6)
Extensive rut damage occasioned in salvaging right, left wings and debris which landed in good pasture land. Grading, harrowing and re-seeding: \$100.00
2. (b)(6)
Extensive rut damage and crater caused by Number 6 engine in very poor pasture land. Filling crater, grading, harrowing and re-seeding: \$75.00
3. (b)(6)
Rut damage and crater caused by Number 1 engine in very poor pasture land. Filling crater, grading, harrowing and re-seeding: \$60.00
4. (b)(6)
Extensive rut damage and craters caused by Number 2, 3, 4 and 5 engines in very good pasture land. Filling craters, grading, harrowing and re-seeding: \$100.00
5. (b)(6)
Extensive rut damage and crater caused by forward fuselage (cockpit) section in recently seeded clover field. Filling crater, grading, fertilizing, harrowing, re-seeding and possible loss of use: \$300.00
6. (b)(6)
Extensive rut damage and crater caused by aft fuselage section in very good pasture land. Filling crater, leveling, harrowing, re-seeding and possible loss of use: \$300.00
7. (b)(6)
Extensive rut damage in good pasture land. Leveling, harrowing and re-seeding: \$75.00
8. (b)(6)
Extensive cracking of the west wall of this claimant's newly constructed home. Excavating and re-building basement wall: \$400.00

The estimates of damage and/or cost of restoration to real property are, in large measure, speculative. They are based exclusively on property valuations reflected in the tax assessor's records.

Except for (b)(6), an absentee owner, all the persons named above, or their representatives, were contacted by Captain (b)(6), Claims Investigator. All were advised of the proper procedures involved in making a claim against the United States.

Yesterday, this investigator was advised by Niagara Falls Air Force Base that a claimant named (b)(6), details as to first name, middle initial and address unknown, had contacted Niagara Falls Air Force Base, New York, alleging the blast effect from the crash of this aircraft caused about \$3000.00 damage to his home. The same source advised a building inspector's report is available

~~SPECIAL HANDLING REQUIRED~~
~~NAV FILE 67-4-1, 11-22-14~~

Statement of Claims Officer for Aircraft Accident Investigation Board,
21 April 1958

indicating this house was in a dangerous structural condition prior to this accident, that an engineer's report indicates no damage to this house occasioned by this aircraft accident, that its present condition is solely the result of faulty construction methods and materials.

At this point, it should be added that, due to the long fall-out pattern of this aircraft, fragments, debris and chaff are scattered over an area of approximately 15 square miles. Much of this rubble is small and sharp. This area is one of small villages and dairy farms. Should the clean-up of fall-out area not be closely monitored and thorough, it is possible some further claims may arise from:

1. Real property damage by vehicles and personnel involved in the recovery operation;
2. Ingestion of rubble by livestock, if illness, loss of production or death is attributable thereto;
3. Damage to rubber tires on privately-owned tractors or other vehicles.

By its very nature, it is impossible at this time to speculate as to any claims for damage that may arise from this source.

To date, no claims have actually been received, either at Niagara Falls Air Force Base, New York, or at Lockbourne Air Force Base, Ohio.

(b)(6)

(b)(6)

Captain, USAF
Asst Staff Judge Advocate
Claims Investigator

264

(b) (3) (A) - TOWN LINE

OUT-BOARD ENGINE SIDE COMING

FILLER MATERIAL

WOODEN ANGEL

FILLER MATERIAL

APT. B. B. DOOR

APT. ENGINE F.I.B. DOOR

BOARD JAWOON

IN-BOARD STRUT BRACKET

OUT-BOARD STRUT BRACKET

APC. ITEM

PIECE OF B.B. SEAL

PIECE OF B.B. SEAL

B.B. SEAL

CONTROL DOOR

M.Y. HANGING BOARD

ENTRANCE DOOR

PARASUITE RIG

PIE B.B. DOOR

LEA B.B. DOOR

ENG. DOWNING

FUEL CELL BAKING BOARD

LEFT WING

PIECE OF WING

RIGHT WING

PIECES OF B.B.

FILLER MAIN TANK MATERIAL

OUT-BOARD TANK MATERIAL

IN-BOARD TANK MATERIAL

OUT-BOARD TANK MATERIAL

PIECE OF STRUTTER

PIECE OF B.B. SEAL

PIECE OF B.B. SEAL

PIECE OF B.B. SEAL

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MAJOR ACOT

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MILES

319



DEFENSE TECHNICAL INFORMATION CENTER

8725 JOHN J. KINGMAN ROAD
FORT BELVOIR, VIRGINIA 22060-6218

FOIA-2026-44

10 February 2026

Joseph A. Buscaglia

[REDACTED]

East Amherst, NY 14051

Dear Joseph A. Buscaglia

This is in response to your FOIA Requests dated 1 October 2025, requesting information under the Freedom of Information Act (FOIA) (enclosed). Under Department of War rules implementing the FOIA, published at 32 CFR 286, your request was categorized as "other."

Enclosure 2 is a computer-generated bibliography prepared by matching the subject terms in your request against our Technical Report database. The bibliography may contain some documents that do not apply to the specific subject areas in which you are interested; however, to eliminate any of the key search terms could also eliminate documents that do apply to your subject area(s) of interest.

Some reports designated as "approved for public release" may be available in full text on the Defense Technical Information Center website at <https://discover.dtic.mil/>. The bibliography also contains unclassified descriptions of unclassified/limited distribution documents related to your request. These documents may only be released by the controlling activity. Requests for these documents should be forwarded to the controlling activity identified in the Distribution Statement field of the citation.

To date, there are no assessable fees for services from DTIC. Please understand that other members of the public may submit a FOIA request for copies of FOIA requests received by this office, or the names of those who have submitted requests. Should such occur, your name and, if asked for, a copy of your request will be released; however, your home address and home telephone number will not be released. Other private citizens who have obtained your name by using such a request may contact you; however, correspondence from the DoW about your request will be on official letterhead.

Thank you for your patience.

Sincerely,

Enclosures
As stated

FOIA Program Manager

A	B	C	D	E	F	G	H	I	J
Accession Number	Title	Authors	Author Organizations	Descriptive Note/Document Type	Pages	Report Numbers	Publication Date	Document Distribution Statement	Document Classification
1			AIR FORCE RESEARCH LAB WRIGHT-PATTERSON AFB OH AEROSPACE SYSTEMS DIR	Interim rept. 1 Jan 2010-30 Sep 2013	0011	AFRL-RQ-WP-TP-2014-0001 (AFRLRQWPTP20140001)	12/1/2013	U.S. Government agencies only; Other requests shall be referred to Air Force Research Lab., Attn: AFRL/RQOD, Wright-Patterson AFB, OH 45433-7542.	Unclassified
2	Safety in Aerial Refueling: Survey of Large Aircraft Losses	Blake, William B.	Air University Press AERONAUTICAL SYSTEMS CENTER WRIGHT-PATTERSON AFB OH DIRECTORATE OF ENGINEERING	Technical Report; Handbook	367		2/1/2012	Approved For Public Release	Unclassified
3	Airpower for Strategic Effect	Gray, Colin S.							
4	Threats to Aircraft Structural Safety Including a Compendium of Selected Structural Accidents/Incidents	Babish, IV, Charles A.; Tiffany, Charles F.; Gallagher, Joseph P.		Final rept. 1 Jan 2009-30 Jan 2010	0167	ASC-TR-2010-5002 (ASCTR20105002)	3/1/2010	Approved For Public Release	Unclassified
5	Breakthrough Technologies Developed by the Air Force Research Laboratory and Its Predecessors	Aldridge, James; Christy, Shari; Duffner, Robert; Marchese, Joseph; Oder, Barron; Rusnak, Kevin; White, Robert; Waff, Craig	AIR FORCE RESEARCH LAB WRIGHT-PATTERSON AFB OH		0347		12/21/2005	Approved For Public Release	Unclassified
6	Analysis and Support Initiative for Structural Technology (ASIST) Delivery Order 0016: USAF Damage Tolerant Design Handbook: Guidelines For the Analysis and Design of Damage Tolerant Aircraft Structures	Miedlar, Peggy C.; Berens, Alan P.; Gunderson, Allan; Gallagher, J. P.	DAYTON UNIV OH RESEARCH INST	Final rept. 1 Apr 2000-3 Jan 2002	0835	UDR-TR-2002-00019 (UDRTR200200019), UDR-TR-2002-00019 (UDRTR200200019)	11/1/2002	Approved For Public Release	Unclassified
7	The Death of "Superman": The Case Against Specialized Tanker Aircraft in the USAF	Gibson, Thomas L.	AIR UNIV MAXWELL AFB AL SCHOOL OF ADVANCED AIRPOWER STUDIES DEPARTMENT OF THE AIR FORCE WASHINGTON DC	Master's thesis	0094		6/1/2002	Approved For Public Release	Unclassified
8	Effect of Aircraft Failures on USAF Structural Requirements	Lincoln, John W.	ADVISORY GROUP FOR AEROSPACE RESEARCH AND DEVELOPMENT NEUILLY-SUR-SEINE (FRANCE)	Conference paper	0011		9/1/2000	Approved For Public Release	Unclassified
9	Aircraft Design Integration and Affordability				0122	AGARD-R-826 (AGARDR826)	11/1/1998	Approved For Public Release	Unclassified

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1									
10 ADA353633	Strategic Frontier: American Bomber Bases Overseas, 1950-1960	Schake, Kurt W.	AIR FORCE INST OF TECH WRIGHT-PATTERSON AFB OH		0301	AFIT-98-024D (AFIT98024D)	1/1/1998	Approved For Public Release U.S. Government agencies only;	Unclassified
11 ADB203812	Gel Propellant Suitability for Aircrew Escape Propulsion Systems.	Wheeler, Craig M.	NAVAL SURFACE WARFARE CENTER INDIAN HEAD DIV MD	Final rept.,	0124	NSWC-IHTR-1798 (NSWC/IHTR1798)	6/19/1995	5035.	Unclassified
12 ADA588326	Ideas, Concepts, Doctrine: Basic Thinking in the United States Air Force, 1907-1960. Volume 1	Futrell, Robert F.	AIR UNIV MAXWELL AFB AL	Monograph	0685		12/1/1989	Approved For Public Release	Unclassified
13 ADA209273	Encyclopedia of U.S. Air Force Aircraft and Missile Systems. Volume 2. Post-World War II Bombers, 1945-1973	Knaack, Marcelle S.	OFFICE OF AIR FORCE HISTORY WASHINGTON DC		0616		1/1/1988	Approved For Public Release	Unclassified
14 ADB093062	Operational History of the 509th Bombardment Wing, 1944-1984	Arnold, Brian A. Bruce-Henderson, S.; Gladeck, F. R.; Hallowell, J. H.; Martin, E. J.; McMullan, F. W.	AIR COMMAND AND STAFF COLL MAXWELL AFB AL	Student rept.	0084	ACSC-85-0120 (ACSC850120)	4/1/1985	U.S. Government agencies and their contractors. Other requests shall be referred to Air Force Air Command and Staff College (EDCC), Maxwell AFB, AL 36112. Document partially illegible. This document contains export-controlled technical data.	Unclassified
15 ADA134795	Operation REDWING 1956 The Development of Strategic Air Command 1946-1981 (A Chronological History)	Hopkins, J. C.	KAMAN TEMPO SANTA BARBARA CA STRATEGIC AIR COMMAND OFFUTT AFB NE	Technical rept.	0442	KT-82-021(R) (KT82021R), KT-82-021(R) (KT82021R)	8/1/1982	Approved For Public Release	Unclassified
16 ADA120491					0247	ANAMET-ASIA-680.1B (ANAMETASIA6801B)	7/1/1982	Approved For Public Release	Unclassified
17 ADA361289	The History of the Aircraft Structural Integrity Program	Negaard, Gordon	ANAMET LABS INC SAN CARLOS CA		0086		6/1/1980	Approved For Public Release	Unclassified
18 ADA072967	A Method for Assessing the Impact of Wake Vortices of USAF Operations	Kurylowich, George	AIR FORCE FLIGHT DYNAMICS LAB WRIGHT-PATTERSON AFB OH	Final rept. 15 Dec 1978-5 Apr 1979	0111	AFFDL-TR-79-3060 (AFFDLTR793060)	7/1/1979	Approved For Public Release	Unclassified

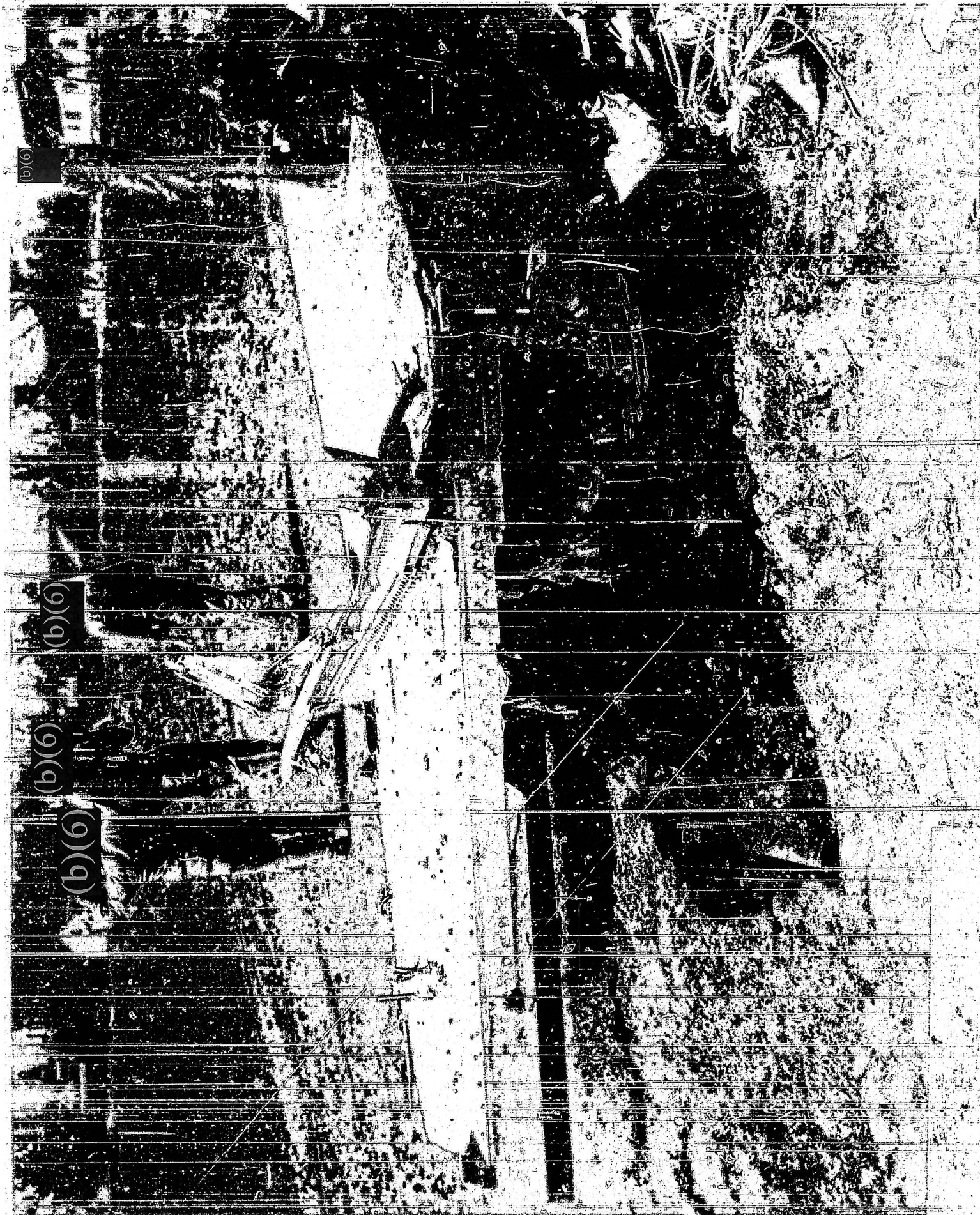
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Accession Number	Title	Authors	Author Organizations	Descriptive Note/Document Type	Pages	Report Numbers	Publication Date	Document Distribution Statement	Document Classification
1									
19 ADA070933	Trip Report of Field Search for Exercise Desert Rock Documentation Conducted by Representatives of The Adjutant General 18 June 1978 to 14 July 1978	Hatcher, John H.	ADJUTANT GENERAL CENTER WASHINGTON DC		0494		8/4/1978	Approved For Public Release	Unclassified
20 ADA059652	Development of Strategic Air Command, 1946 - 1976	Hopkins, J. C.	STRATEGIC AIR COMMAND OFFUTT AFB NE		0190		3/1/1976	Approved For Public Release	Unclassified
21	DETAIL REQUIREMENTS AND STATUS AIR FORCE STRUCTURAL INTEGRITY PROGRAM. PART 1. BACKGROUND AND REQUIREMENTS	Bachman, R. W.; Wells, Jr, H. M.	AERONAUTICAL SYSTEMS DIV WRIGHT-PATTERSON AFB OH	Technical note	0044	TM-ASNDS-61-4-PT-1 (TMAASNDS614PT1), TM-ASNDS-61-4-PT-1 (TMAASNDS614PT1)	9/1/1961	Approved For Public Release	Unclassified
22 ADA640758	United States Air Force Statistical Digest, Fiscal Year 1961. Sixteenth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0497	SSU-23 (SSU23)	9/30/1961	Approved For Public Release	Unclassified
23 ADA640762	United States Air Force Statistical Digest, Fiscal Year 1964. Nineteenth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0476	SSU-23 (SSU23)	9/30/1964	Approved For Public Release	Unclassified
24 AD0413271	Selection and Use of Strategic Air Bases	Wohlstetter, A. J.; Hoffman, F. S.; Lutz, R. J.	RAND CORP SANTA MONICA CA COMPTROLLER OF THE AIR FORCE WASHINGTON DC	Technical Report; Other	413		6/1/1962	U.S. Government agencies and their contractors; Other requests shall be referred to US Air Force,	Unclassified
25 ADA640752	United States Air Force Statistical Digest, Fiscal Year 1963, Eighteenth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0524	SSU-23 (SSU23)	9/30/1963	Approved For Public Release	Unclassified
26 ADA640766	United States Air Force Statistical Digest, Fiscal Year 1962, Seventeenth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0478		9/30/1962	Approved For Public Release	Unclassified
27 AD0401226	STRATEGIC AND TACTICAL ASPECTS OF CIVIL DEFENSE WITH SPECIAL EMPHASIS ON CRISIS SITUATIONS	Brown, William M.	HUDSON INST CROTON-ON-HUDSON NY COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0534	HI-160-RR (HI160RR)	1/7/1963	Approved For Public Release	Unclassified
28 ADA640755	United States Air Force Statistical Digest, Fiscal Year 1968. Twenty Third Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0445	SSU-23 (SSU23)	9/30/1968	Approved For Public Release	Unclassified
29 AD0607018	The Delicate Balance of Terror	Wohlstetter, Albert	RAND CORP SANTA MONICA CA	Technical Report; Other	48		11/6/1958	Approved For Public Release	Unclassified

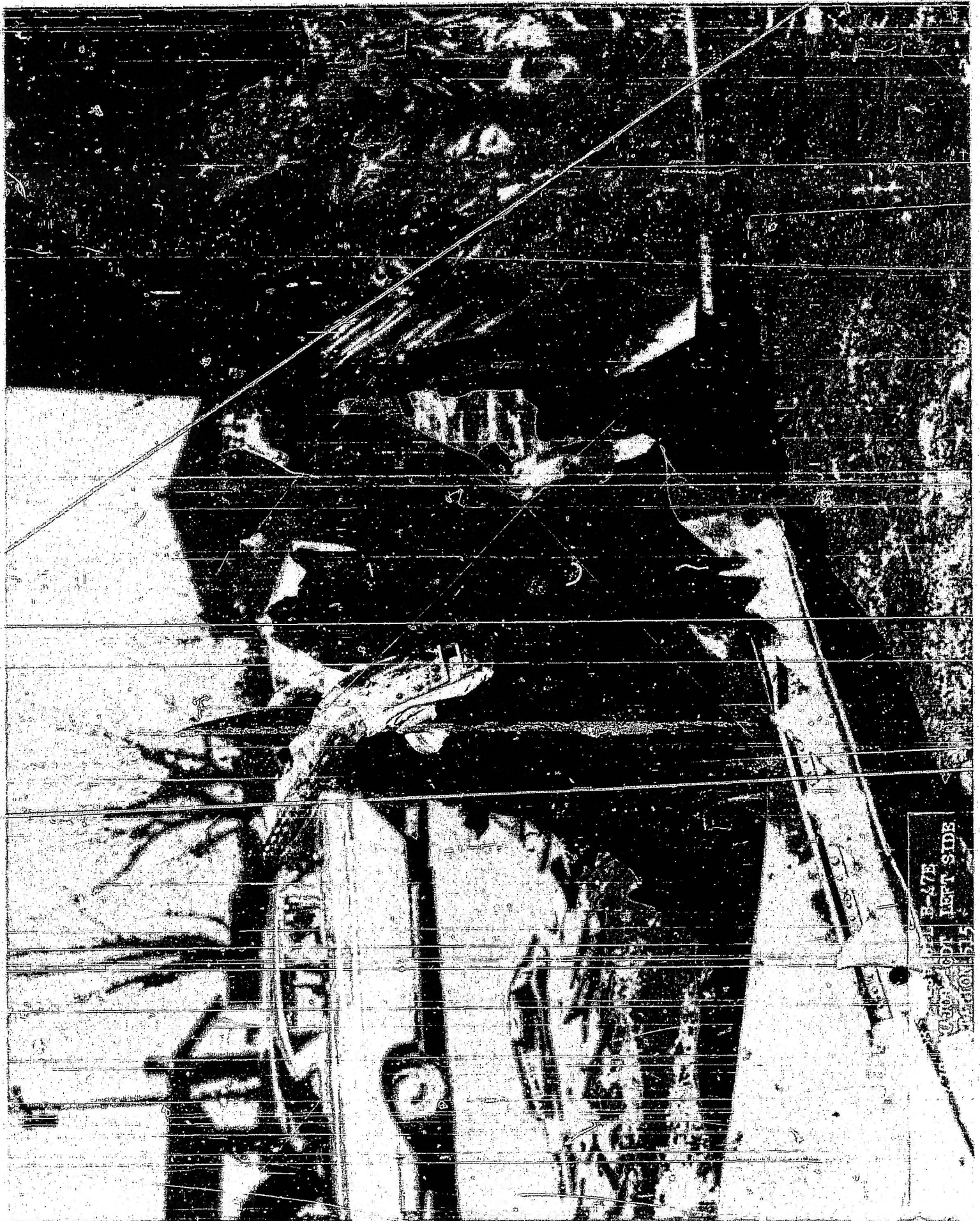
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Accession Number	Title	Authors	Author Organizations	Descriptive Note/Document Type	Pages	Report Numbers	Publication Date	Document Distribution Statement	Document Classification
1									
30	AD0658441	Garrett, John W.; Alexander, Milton; Bennett, William G.	AIR FORCE AEROSPACE MEDICAL RESEARCH LAB WRIGHT-PATTERSON AFB OH	Final rept.	0023	AMRL-TR-67-63 (AMRLTR6763)	5/1/1967	Approved For Public Release	Unclassified
31	ADA640757		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0437	SSU-23 (SSU23)	9/30/1960	Approved For Public Release	Unclassified
32	AD0408989	Schum, David A.; Robertson, John R.; Matheny, W. G.	BELL HELICOPTER TEXTRON INC FORT WORTH TX	Interim rept.	0172	ASD-TDR-63-288 (ASDTDR63288)	5/1/1963	U.S. Government agencies and their contractors; Other requests shall be referred to Aeronautical Systems Division, Wright-Patterson AFB, OH 45433.	Unclassified
33	ADA551606		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0578		9/30/1954	Approved For Public Release	Unclassified
34	ADA551608		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0621		9/30/1955	Approved For Public Release	Unclassified
35	ADA640763		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0485	SSU-23 (SSU23)	9/30/1966	Approved For Public Release	Unclassified
36	AD08311785	Laupa, A.; Kurtz, M.	DEPARTMENT OF THE AIR FORCE WASHINGTON DC		0467		1/3/1956	DoD Components only; Other requests shall be referred to Hq's, US Air Force, Washington, DC 20330.	Unclassified
37	AD0089238	GREENEWALD, R. E.	MICHIGAN UNIV ANN ARBOR		0057	S-61939.24 (S6193924)	5/13/1955	U.S. Government agencies and their contractors; Other requests shall be referred to Department of Defense, Attn: Public Affairs Office, Washington, DC 20301.	Unclassified
38	ADA551709		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0407		2/2/1970	Approved For Public Release	Unclassified
39	ADA039961	Trapp, Robert E.; Berkeley, William P.; Egerland, Arnold V.	OHIO STATE UNIV COLUMBUS DEFENSE MANAGEMENT CENTER		0412		1/1/1967	Approved For Public Release	Unclassified
40	ADA551705		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0493		9/30/1959	Approved For Public Release	Unclassified

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	Accession Number	Title	Authors	Author Organizations	Descriptive Note/Document Type	Pages	Report Numbers	Publication Date	Document Distribution Statement	Document Classification
1									U.S. Government agencies and their contractors. Other requests shall be referred to Deputy Chief of Staff Research and Development (Air Force), Washington, DC.,	Unclassified
41	AD0510437	Listing of Avionics for USAF Aircraft	Charizia, James	RAND CORP SANTA MONICA CA		0185	RM-5684-1-PR (RM56841PR)	7/1/1970		Unclassified
42	ADB192861	Operational Suitability Test of the A-5 Fire Control System Installed in the B-47 Aircraft (Drone Phase)		AIR PROVING GROUND CENTER EGLIN AFB FL	Final rept.	0025	APG/SAS/91-A-1 (APGSAS91A1)	8/24/1954	U.S. Government agencies and their contractors. Other requests shall be referred to HQ Air Proving Ground Cmd, Eglin AFB, FL.	Unclassified
43	ADB191429	Employment and Suitability Test of the B-66B Weapon System		AIR PROVING GROUND CENTER EGLIN AFB FL	Final rept.	0112	APG/TAS/139-A (APGTAS139A)	11/7/1956	U.S. Government agencies and their contractors. Other requests shall be referred to Air Proving Ground Cmd, Eglin AFB, FL.	Unclassified
44	AD0024970	OPTIMIZED B-47/B-52 AIR-TO-SURFACE MISSILE SYSTEM	Hudson, Jr., Charles R.; Gebhard, James B.; Dean, Robert E.; Framme, Richard J.; Olevitch, Albert	BELL AEROSPACE CO BUFFALO NY	Summary rept.	0069	D-157-945-002 (D157945002)	1/30/1954	DoD Components only; Other requests shall be referred to Wright Air Development Center, Wright-Patterson AFB, OH 45433.	Unclassified
45	AD0750109	Research and Development Contributions to Aviation Progress (RADCAP). Volume 2. Appendices 1 thru 9		AERONAUTICAL SYSTEMS DIV WRIGHT FIELD OH	Final rept.	0614	ASD-TR-72-3073-VOL-2 (ASDTR723073VOL2)	8/1/1972	Approved For Public Release	Unclassified
46	ADA640754	United States Air Force Statistical Digest, Fiscal Year 1965, Twentieth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0441	SSU-23 (SSU23)	9/30/1965	Approved For Public Release	Unclassified
47	ADA640769	United States Air Force Statistical Digest, Fiscal Year 1967, Twenty Second Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0432		9/30/1967	Approved For Public Release	Unclassified
48	ADA551612	United States Air Force Statistical Digest, Fiscal Year 1956. Eleventh Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0645		9/30/1956	Approved For Public Release	Unclassified
49	ADA551704	United States Air Force Statistical Digest, Fiscal Year 1958. Thirteenth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0719		9/30/1958	Approved For Public Release	Unclassified
50	ADA551695	United States Air Force Statistical Digest, Fiscal Year 1957. Twelfth Edition		COMPTROLLER OF THE AIR FORCE WASHINGTON DC		0707		9/30/1957	Approved For Public Release	Unclassified

A	B	C	D	E	F	G	H	I	J
Accession Number	Title	Authors	Author Organizations	Descriptive Note/Document Type	Pages	Report Numbers	Publication Date	Document Distribution Statement	Document Classification
1									
51 AD0268502	DETAIL REQUIREMENTS AND STATUS AIR FORCE STRUCTURAL INTEGRITY PROGRAM, PART 2. STATUS	BACHMAN, R. W.; WELLS, JR, H. M.	AERONAUTICAL SYSTEMS DIV WRIGHT-PATTERSON AFB OH		0122	ASNDS-61-4 (ASNDS614), ASNDS-61-4 (ASNDS614)	9/1/1961	U.S. Government agencies and their contractors. Other requests shall be referred to Aeronautical Systems Division, Wright-Patterson AFB, OH 45433.	Unclassified







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SECTION 515

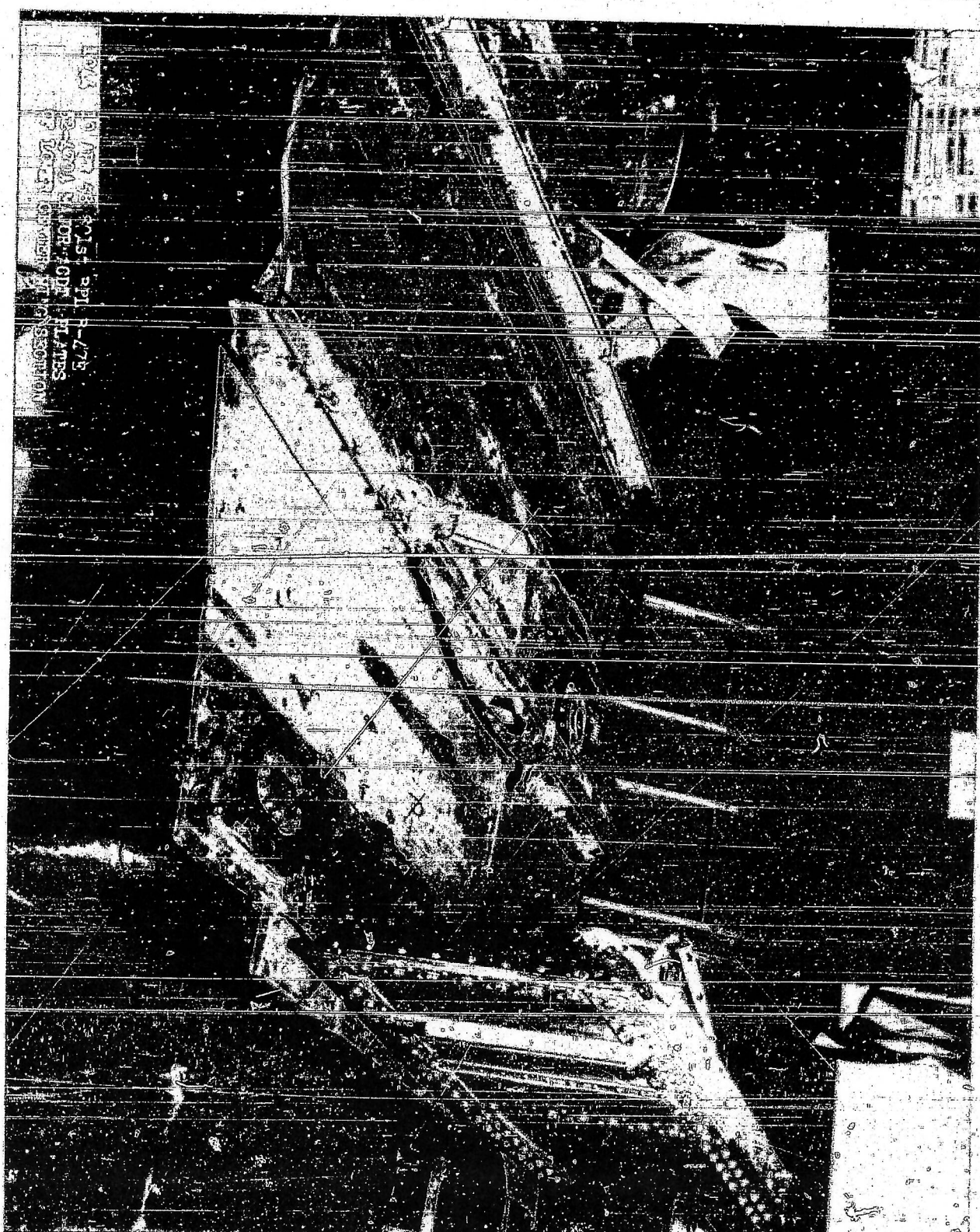


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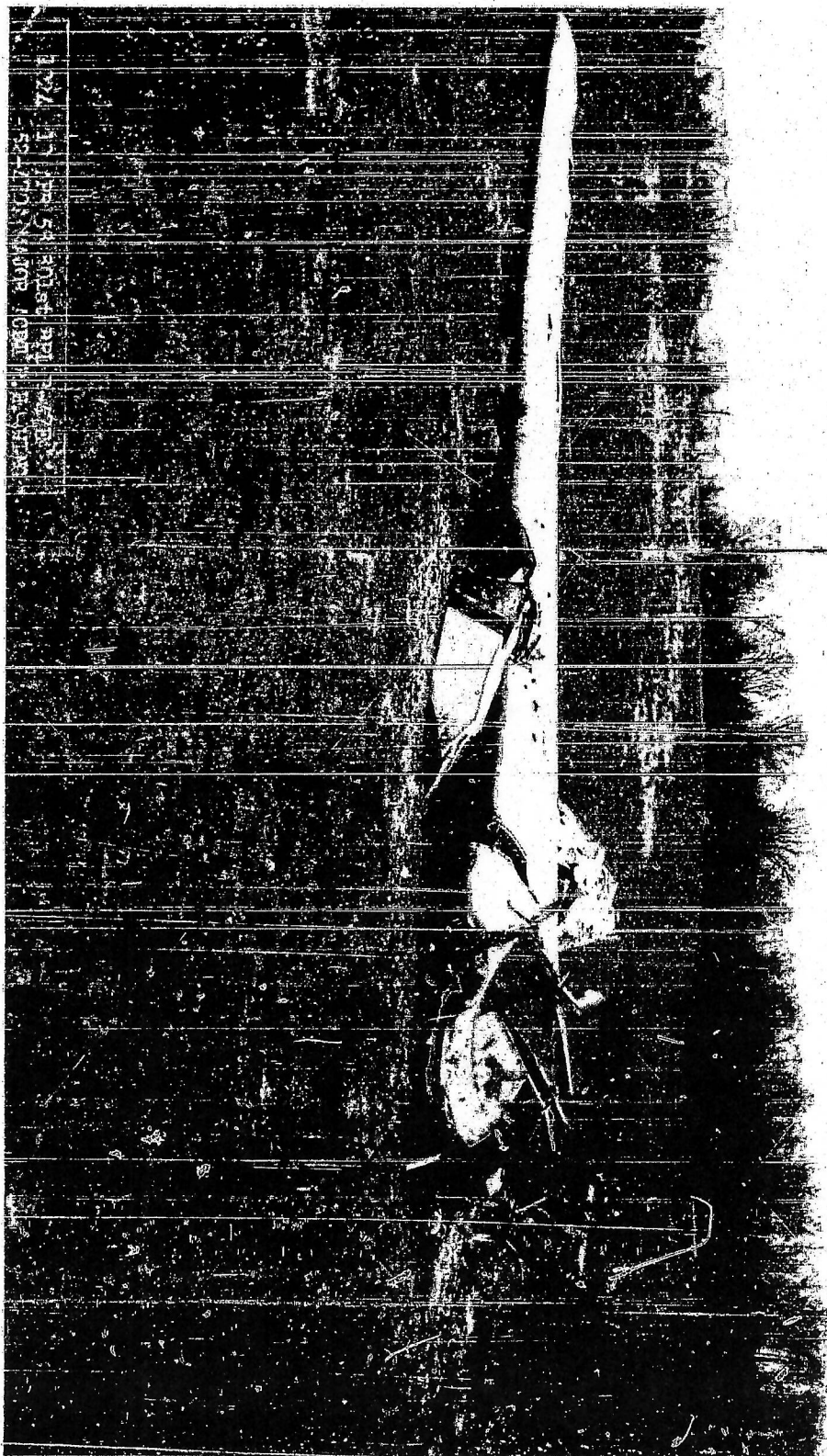
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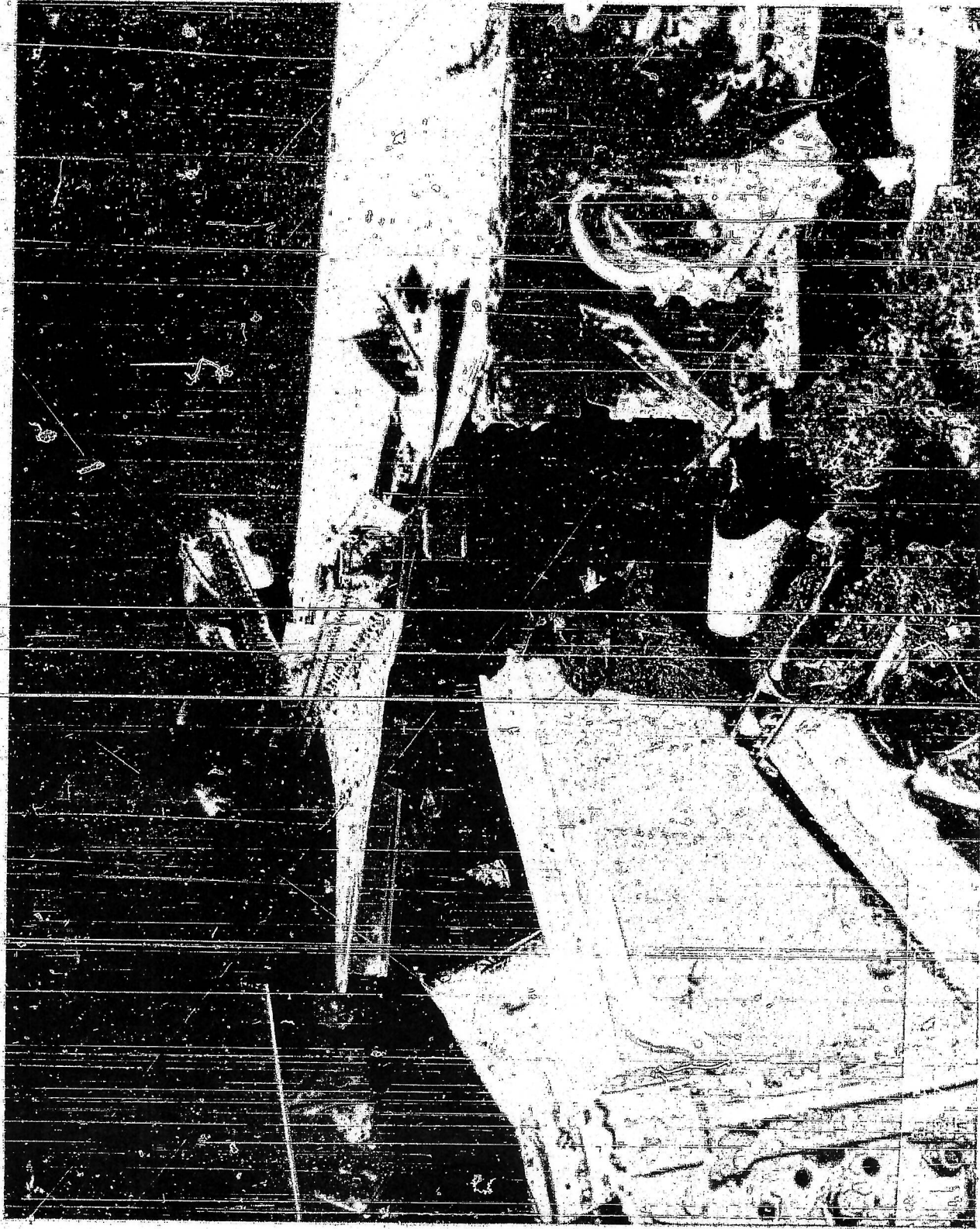


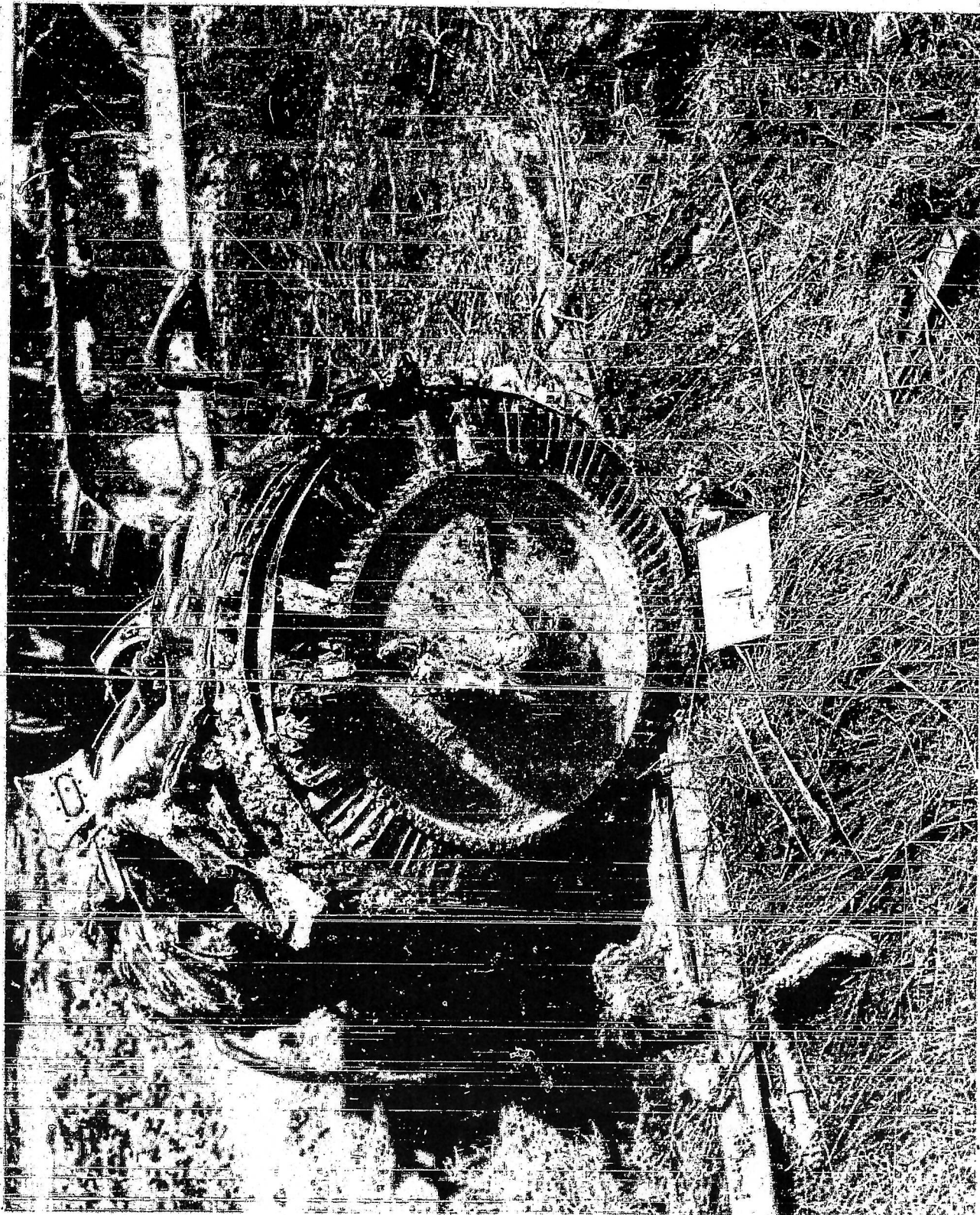
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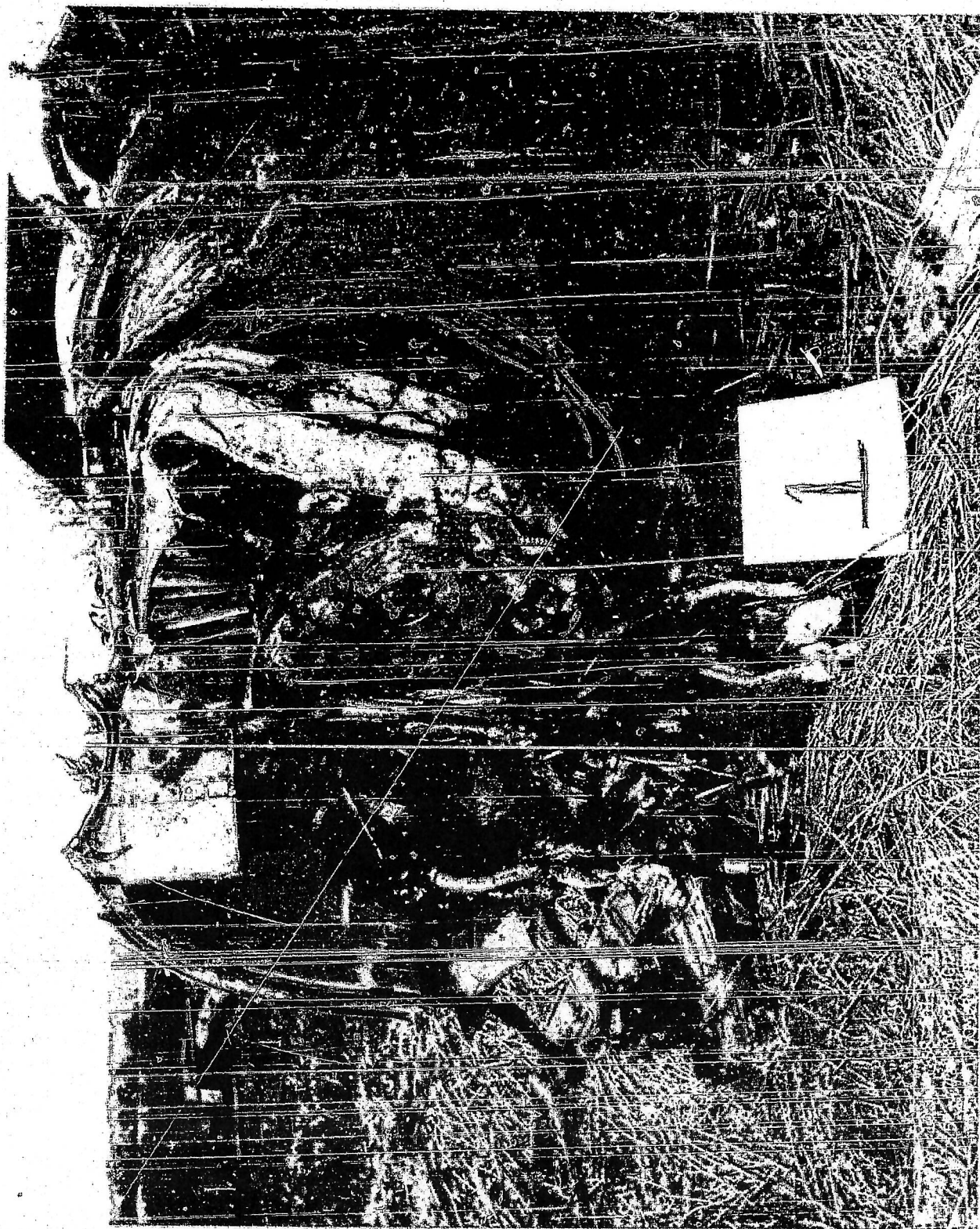


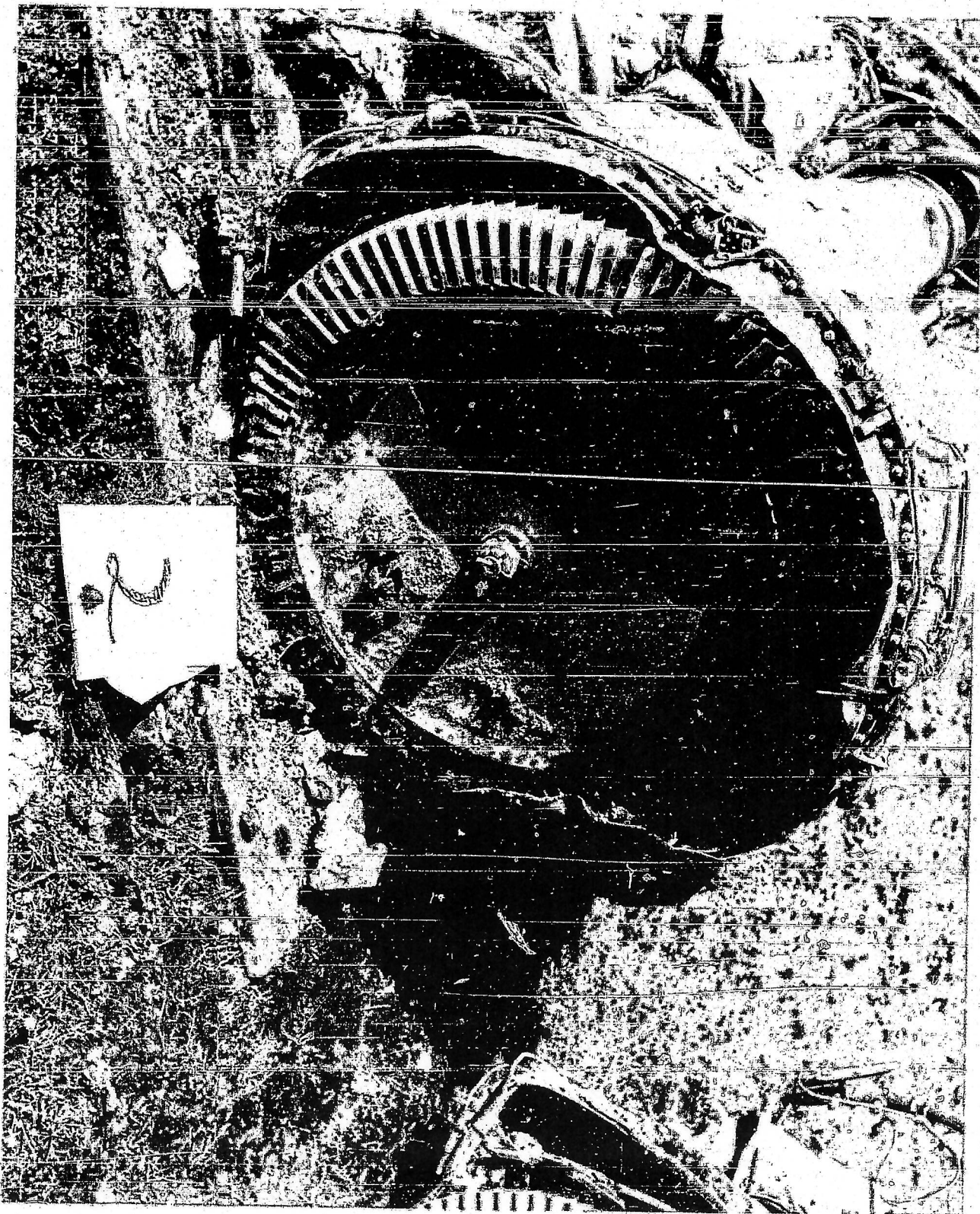
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DATE 11-28-83 BY SP-5, APR 82-44

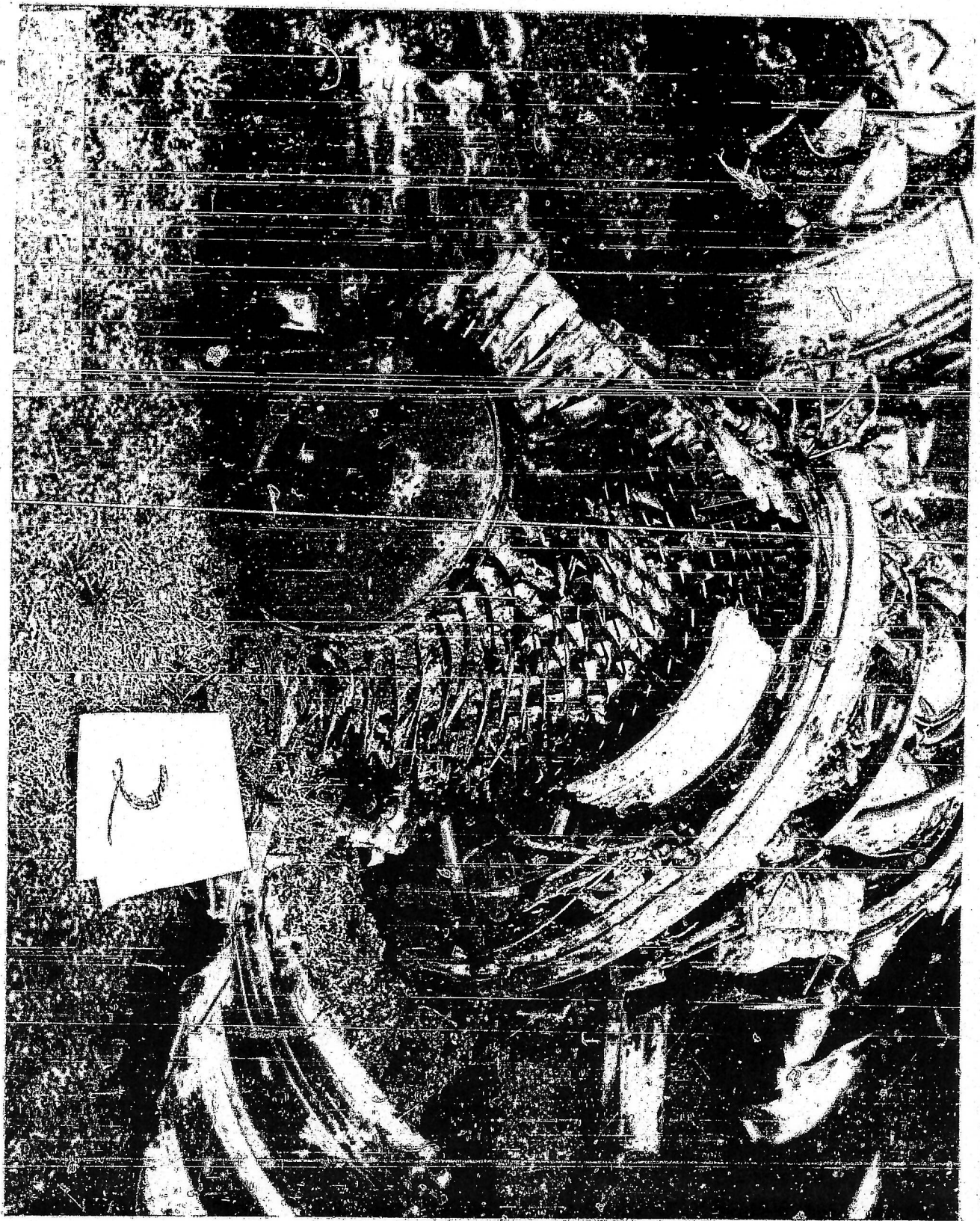




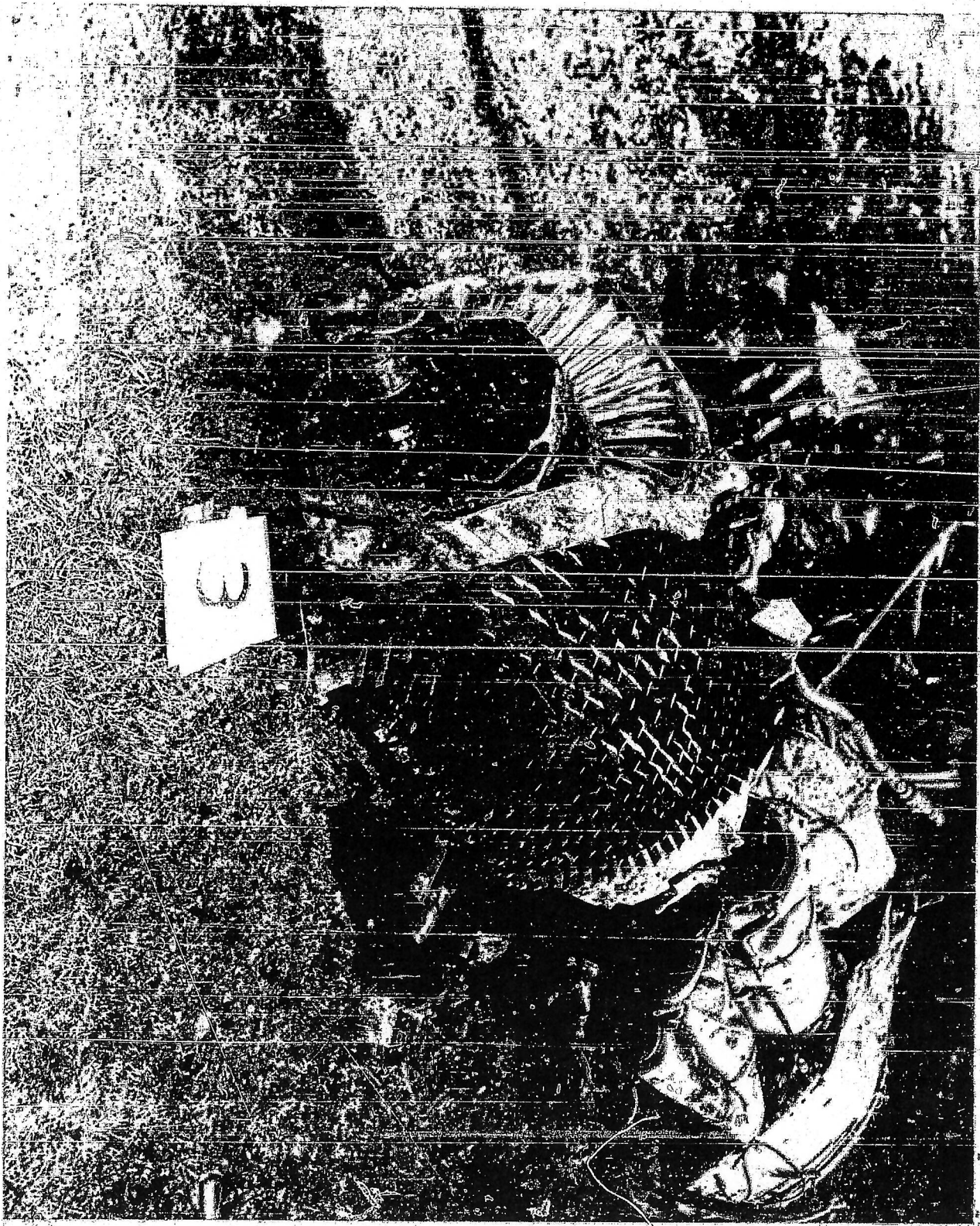
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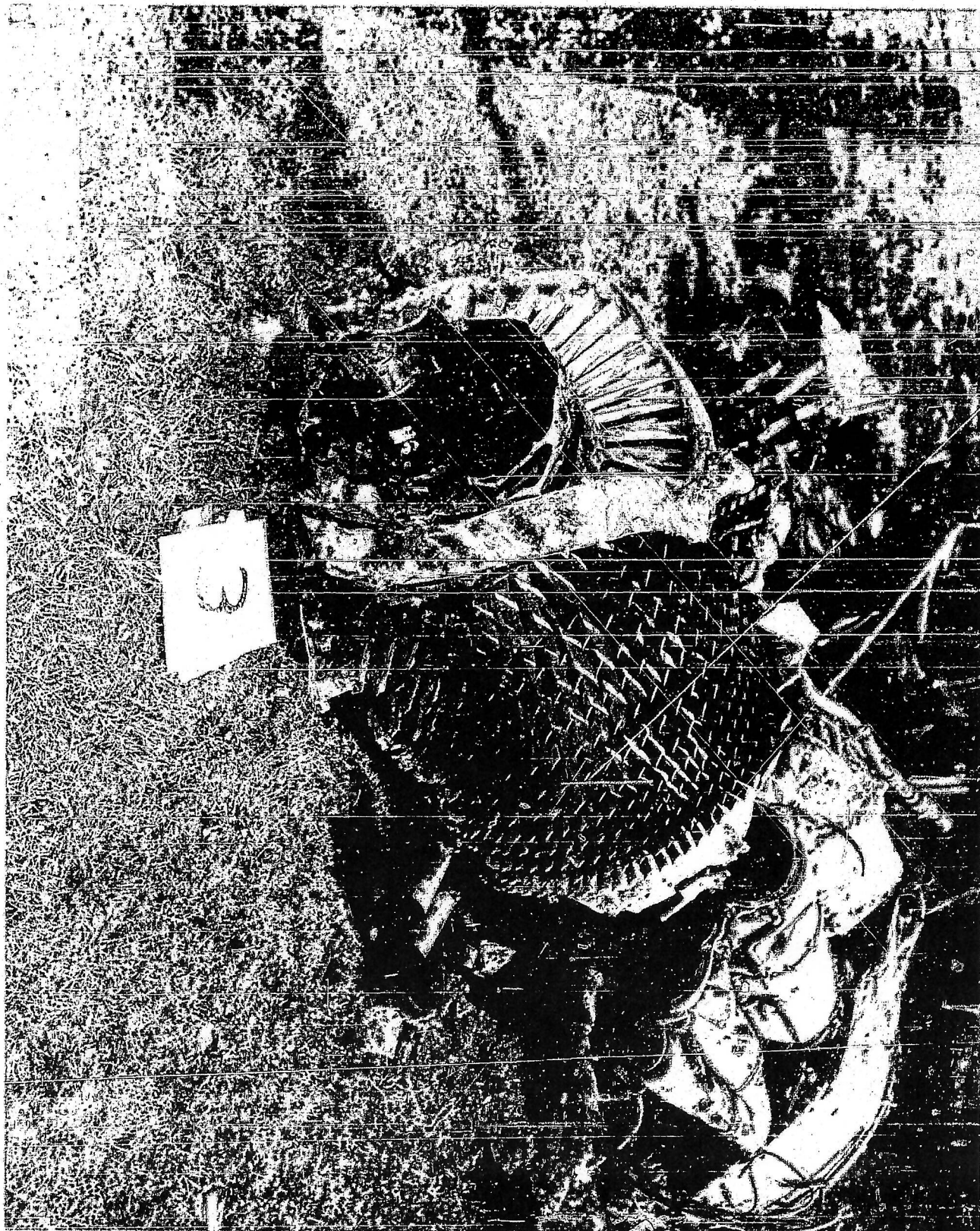






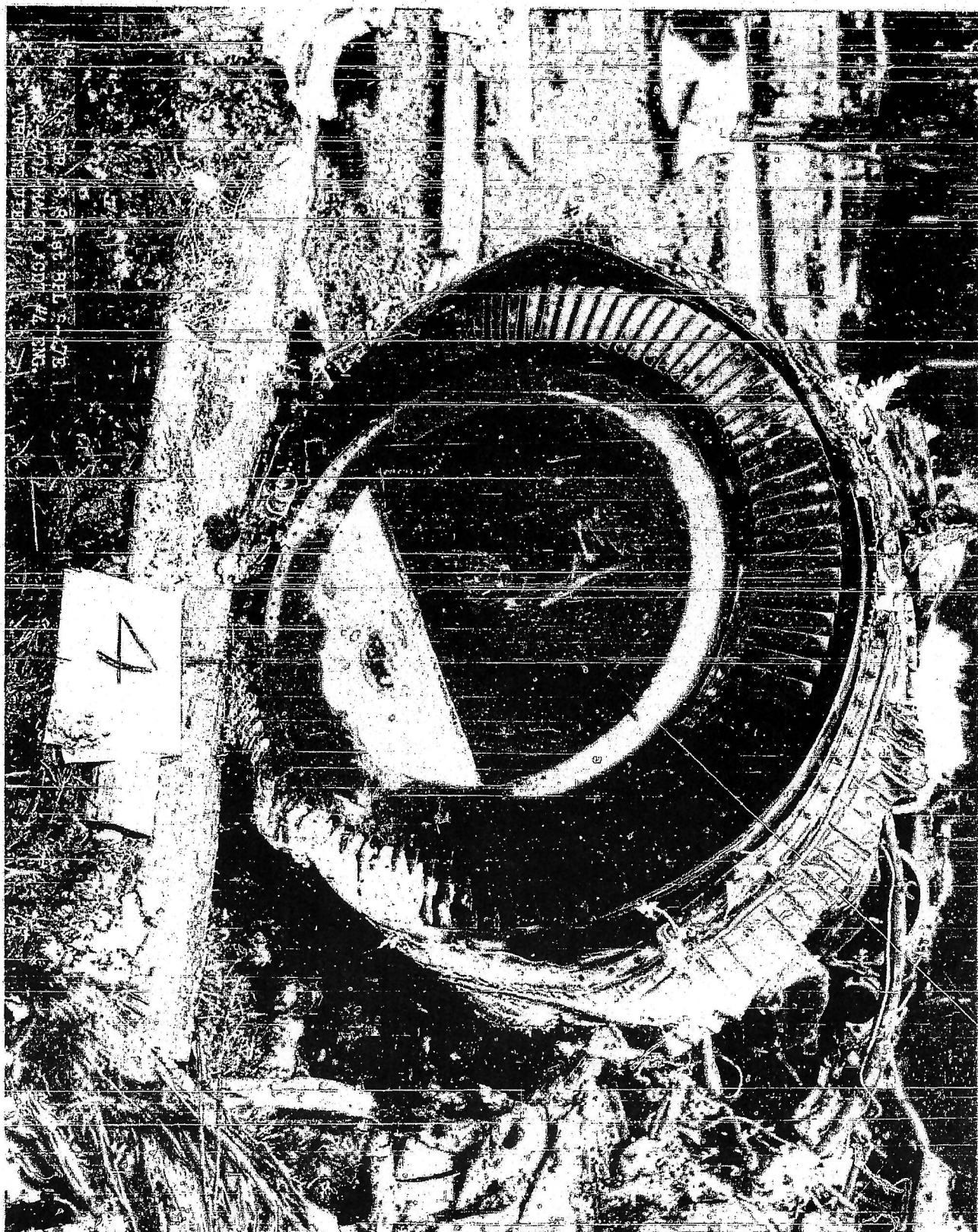
~~GENERAL INVESTIGATIVE DIVISION~~
~~FBI WASH DC AND SO. AREA OFFICE~~





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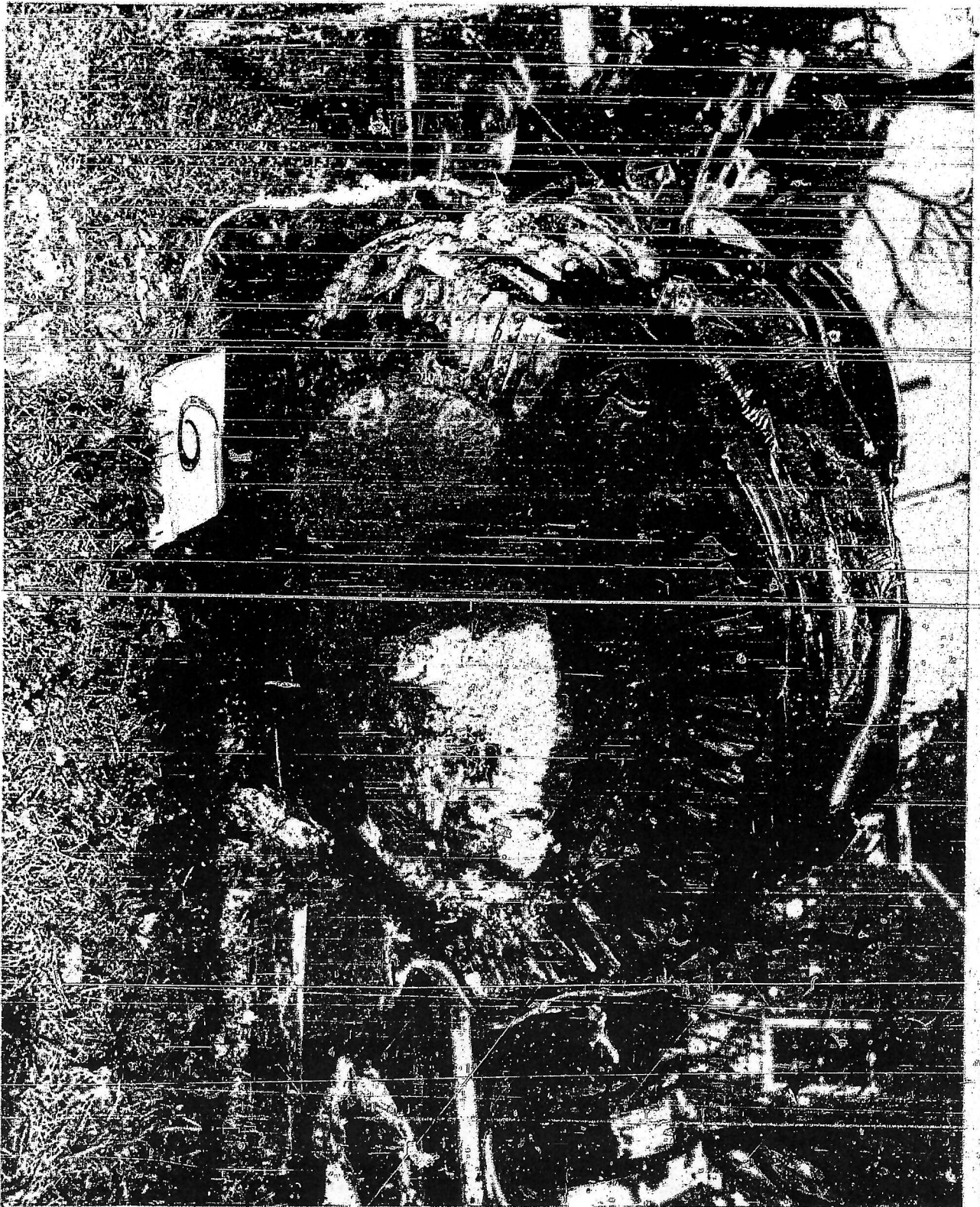
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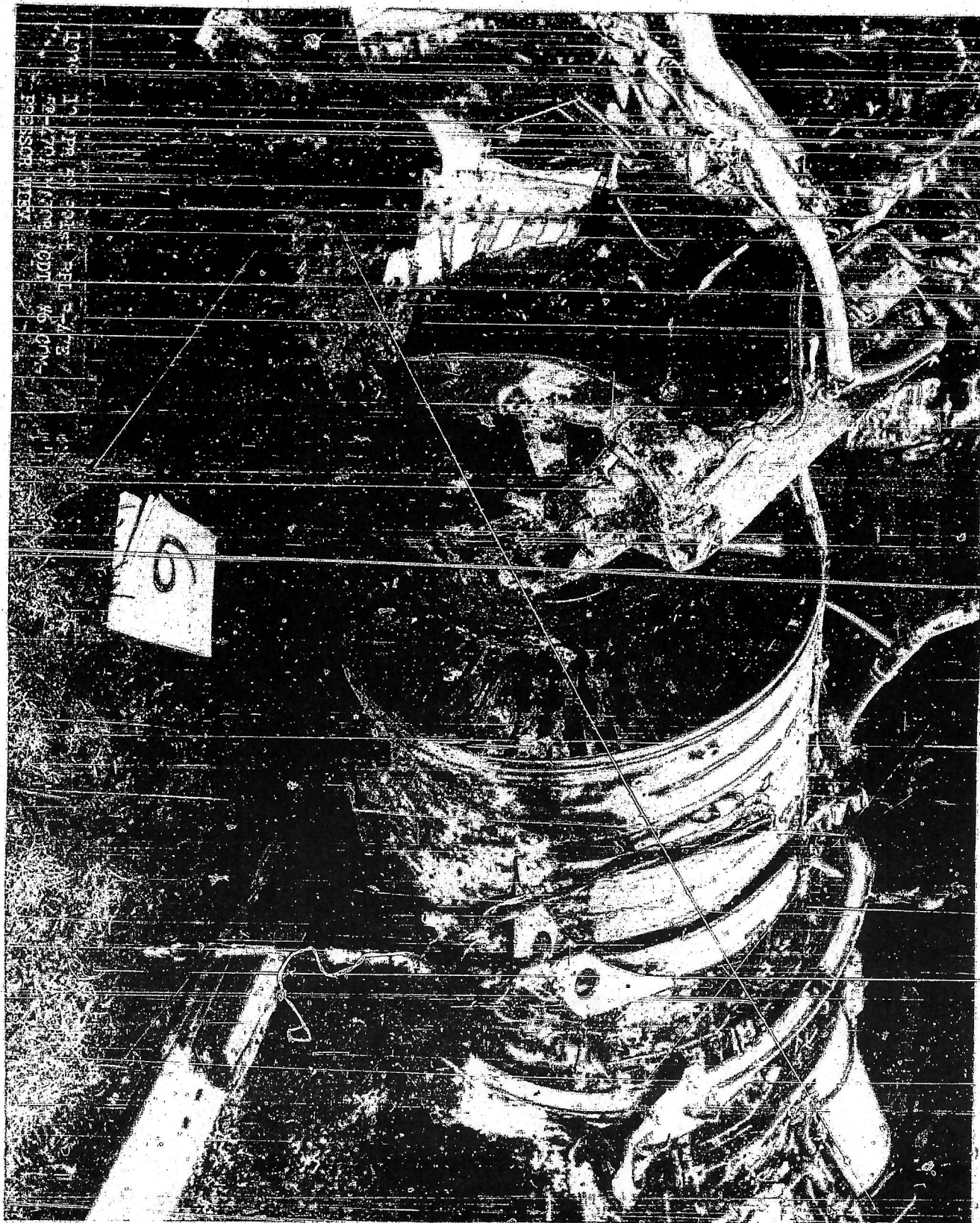


338



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339



Crew of Boeing B-47E Stratojet

Tail Number 52-0470

April 10, 1958

Killed in the Line of Duty

Lt Col. John Robert Glycer

Pilot

U S A F 513 BOMB SQ

From Wilmington, Delaware

BIRTH 11 Aug 1919

DEATH 10 Apr 1958 (aged 38)

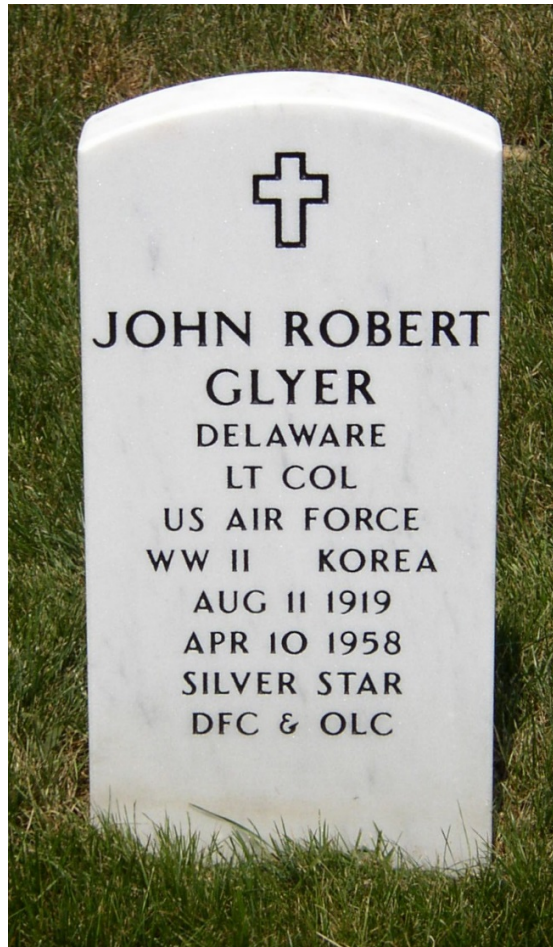
BURIAL

Arlington National Cemetery

Arlington, Arlington County, Virginia, USA

PLOT Sec: 30, Site: 146

Survived by Wife Gwen and one child.



Maj. Harold L Kelly
Aircraft Commander
U S A F 513 BOMB SQ
From Eugene, Oregon

BIRTH 19 Feb 1924
DEATH 10 Apr 1958 (aged 34)

BURIAL
Arlington National Cemetery
Arlington, Arlington County, Virginia, USA

PLOT Section 30 Site 212-RH

Survived by Wife Dorothy and three children.



First Lieut. Richard "Dick" Tellier

Co-Pilot

U S A F 513 BOMB SQ

From Pompano Beach, Florida

BIRTH 27 Sep 1931

DEATH 10 Apr 1958 (aged 26)

BURIAL

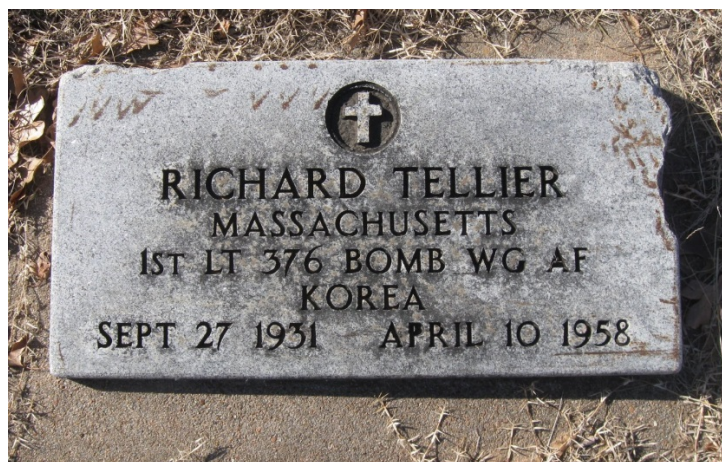
Grandview Cemetery

Kaw City, Kay County, Oklahoma, USA

PLOT Section C Block 67 Space 08

Survived by Wife Charlotte Ann Lane Tellier and one child son Steven.

Son, Steven Richard Tellier and wife, Carla, of Yukon, Oklahoma.



First Lieut. Albert Gene Moncla

Navigator

U S A F 513 BOMB SQ

From Shreveport, Louisiana.

BIRTH 22 Dec 1933

Marksville, Avoyelles Parish, Louisiana, USA

DEATH 10 Apr 1958 (aged 24)

New Oregon, Erie County, New York, USA

BURIAL

Forest Park Cemetery

Shreveport, Caddo Parish, Louisiana, USA

PLOT Garden 16

