

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. Favis*, 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
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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. AIRMODEL TAKEOFF			
10 Apr 58		1133E		I		(b)(3)(A)			
6. CLEARANCE (If not applicable) (See I, VFR, Legal, 17E, 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 DR Form 281-1)			
Lookbourne AFB, Ohio 1 / 05			D 8			(b)(3)(A)			
10. ALTITUDE of aircraft above terrain if collision, fire, extreme failure, bailout, spin, stall, spiral, occurred (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 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		801	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									
Front or Left Seat _____ Rear or Right Seat <u>I</u>					c. ASSIGNED DUTY ON FLIGHT ORDER				
AC _____ IF _____ F _____ CP _____ Other (Specify) _____									
3. ASSIGNED ORGANIZATION									
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit	Base	
SAC		BAF		801	376	N/A	513BS		Lookbourne AFB
4. 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		MDTS
5. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED									
Pilot - 23 May 1944		Senior Pilot - 26 Jun 51							
6. INSTRUMENT CARD									
Type _____		Date of expiration _____		Primary _____ Duty _____					
7. 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	
8. POSITION IN AIRCRAFT AT TIME OF ACCIDENT									
Front or Left Seat _____ Rear or Right Seat _____ Other <u>I</u>					c. ASSIGNED DUTY ON FLIGHT ORDER				
AC _____ IF _____ F _____ CP <u>I</u> Other (Specify) _____					Refueling Evaluator				
9. ASSIGNED ORGANIZATION									
Major Command		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit	Base	
SAC		BAF		801	376	N/A	513BS		Lookbourne AFB
10. 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
11. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED									
Pilot 13 Oct 56		Pilot 31 Oct 56							
12. INSTRUMENT CARD									
Type _____		Date of expiration _____		Primary _____ Duty _____					
White		27 Sep 58		1231-B 1231-B					
NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED BY SECTION C2 ON ADDITIONAL SHEET FOR EACH.									

Copy 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 ☐ Weather ☐ Head ☐

If "Yes," check one

ASSIGNED DUTY ON FLIGHT ORDER

NOTE: List all time to the nearest hour

2. Total flying hours (including AF time, student time, and other associated 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, P-44B, 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.

(Complete items 2 through 14 for each crewmember pilot)

PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)	
OLIVER	TELLER	KELLY			
(b) (3) (A)					

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 Aircraft Rating	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base		Injury Class (or medical)	Parachute Used		Ejection Seat Used	
						Yes	No	Yes	No
IP	KELLY, Harold L, Major, AFRES (b)(6)	SP	SAC, 8AF, 376BW, Lockbourne AFB, Ohio	MD15	Fatal		X		X
FO	OLIVER, John R., Lt. Col. AFRES (b)(6)	Cmdr	SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X		X
CO	TELLER, Richard (NMI), 1/Lt AFRES (b)(6)		SAC, 8AF, 376BW, Lockbourne AFB, Ohio		Fatal		X		X
N	MONOLA, Albert G. 1/Lt AFRES (b)(6)	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 ☐ Was airframe damaged beyond economical repair? Yes ☒ No ☐
2. Estimated number of direct manhours for repair, if applicable: N/A Cost of damage to aircraft: \$1,849,667.00
3. Fire before accident? ☒ Fire after accident? ☒ Fire did not occur? ☐ Did explosion occur? Yes ☒ No ☐
4. 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
5. Has your base previously submitted a UR on any factor involved in this accident? Yes ☐ No ☒
6. Is a UR being submitted as a result of this accident? Yes ☒ No ☐ (If "Yes" attach copy) UR number: 376BW 38-57
7. Is TDR requested? Yes ☐ No ☒ Attach copy of request Completed at scene of accident.

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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:				
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 acct _____ ft. MSL				
Was aircraft taking off, approaching or maneuvering to land? Yes _____ No _____				
If yes, state airport involved: _____				
If no, state nearest airport suitable for landing this aircraft: _____				
For other airport mentioned in 11b above: _____				
State airport type (L, AF, A, M, CG, PC, P) _____				
Distance airport to scene of 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 _____ 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
OLIVER, 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
NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW), REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.							

(Pilot Pilot)

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 1-14.

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-205-1 394
230-159

(b) (6)

1310

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~~CONFIDENTIAL~~

~~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

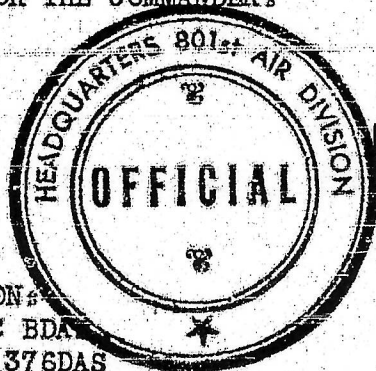
1. CAPT (b)(6), Hq 376th Bombardment Wg, SAC, this station is appointed as Investigating Officer to investigate the loss of crypte material in an aircraft crash and to make a final report within five (5) working days upon receipt. Officer is granted a Crypte security clearance and is cleared up to and 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 494 and 52, AFR 62-14~~

234

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.

ITCOL	(b)(6)	Hq 801st Air Division (President)
ITCOL	(b)(6)	Det 22, 5th Weather Sq
ITCOL	(b)(6)	Hq 801st Air Division
ITCOL	(b)(6)	Hq 801st AB Gp
ITCOL	(b)(6)	Hq 376th Bombardment Wg
ITCOL	(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
ITLT	(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

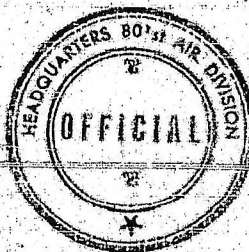
SO R-4, Hq 801st Air Division, SAC, USAF, Lockbourne AFB, Ohio, 21 Feb 58

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 26DP
- 1 Each Sq Indicated
- 4 Each Officer Indicated



(b)(6)

Major USAF
Director of Administrative Services

IN RS 4

234

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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 TRAINING REQUIRED~~
~~NAV PERS. 4-1-58, AF-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.

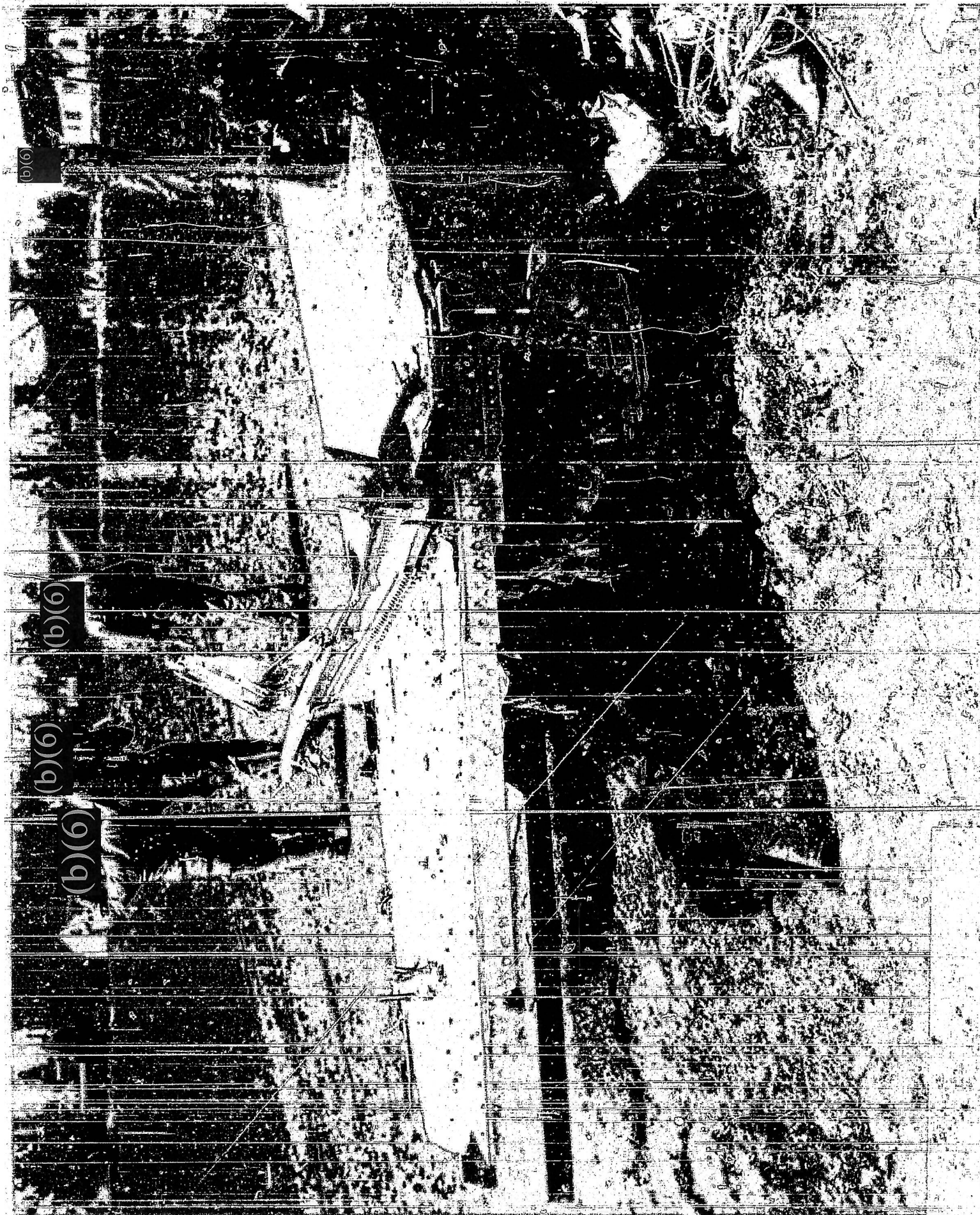
(b)(6)

(b)(6)

Captain, USAF
Asst Staff Judge Advocate
Claims Investigator

264



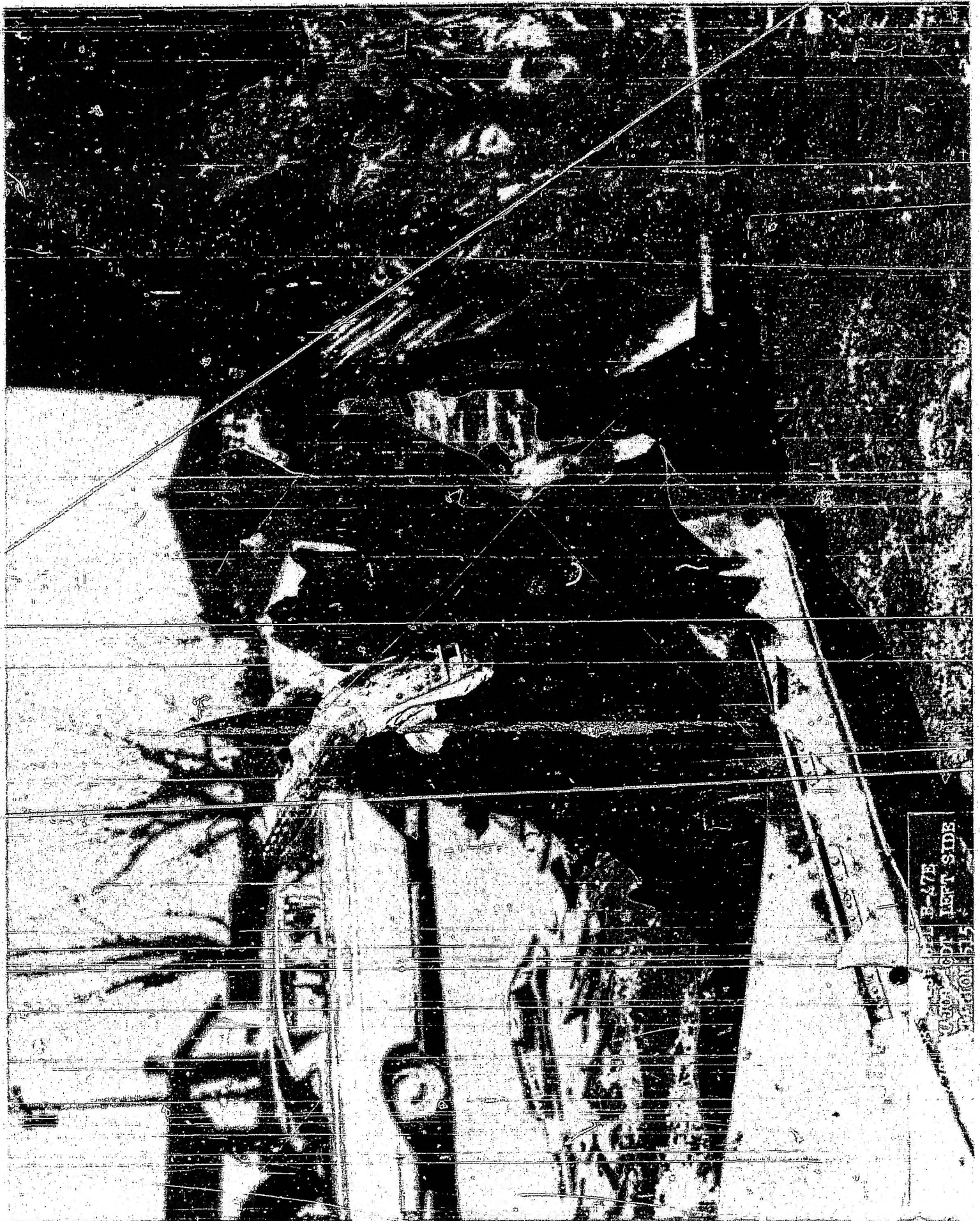


(b)(6)

(b)(6)

(b)(6)

(b)(6)



ALL B-47E
LEFT SIDE
SECTION 515

(b) (6)

10 APR 59 80146 RPL 4-47E
52-470, N. J. OR. AGDT. TEST. LINE

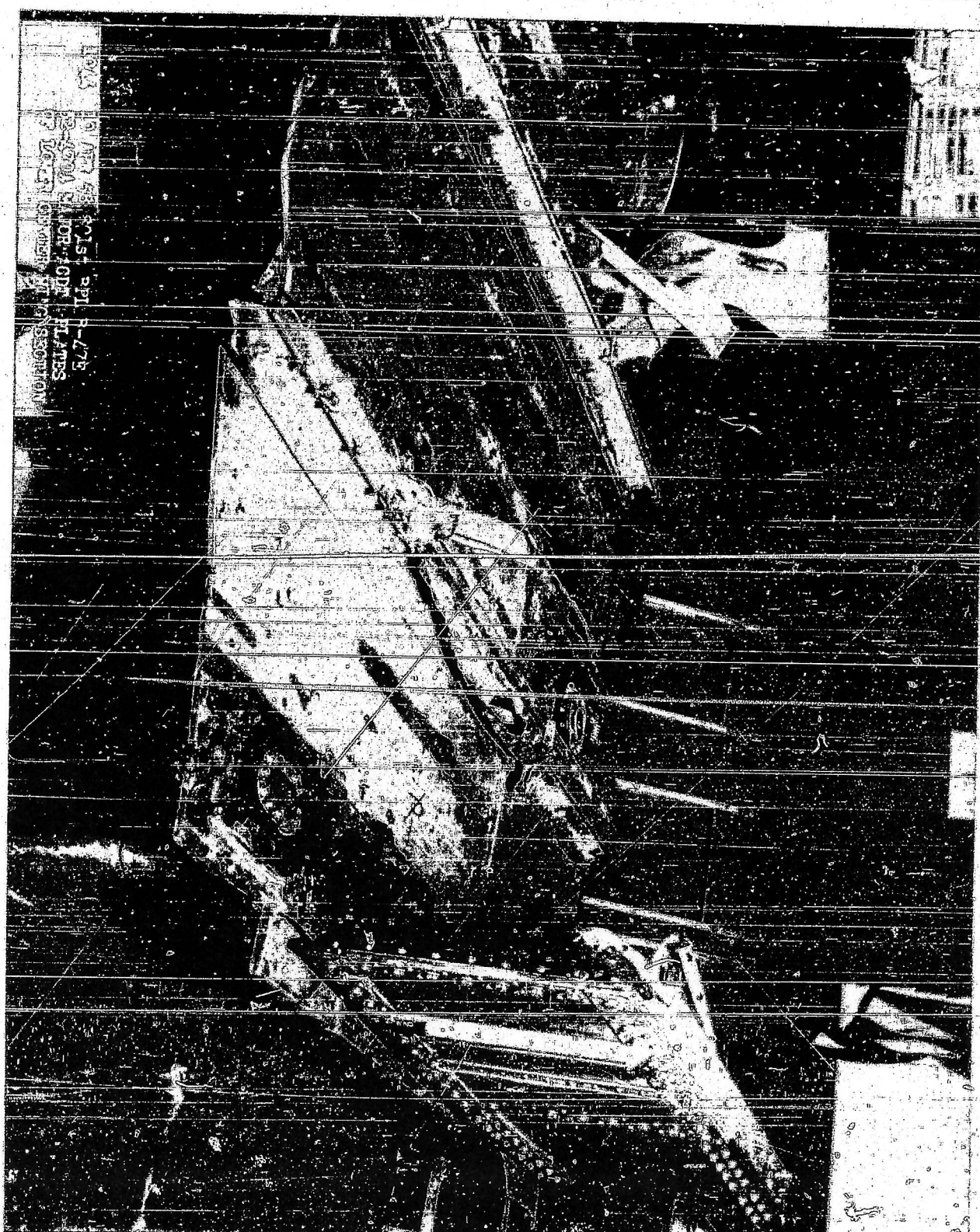
IT-23 10 APR 58 8014 8PL R-72E
52-7701 14 100 AGENT
FBI WASH

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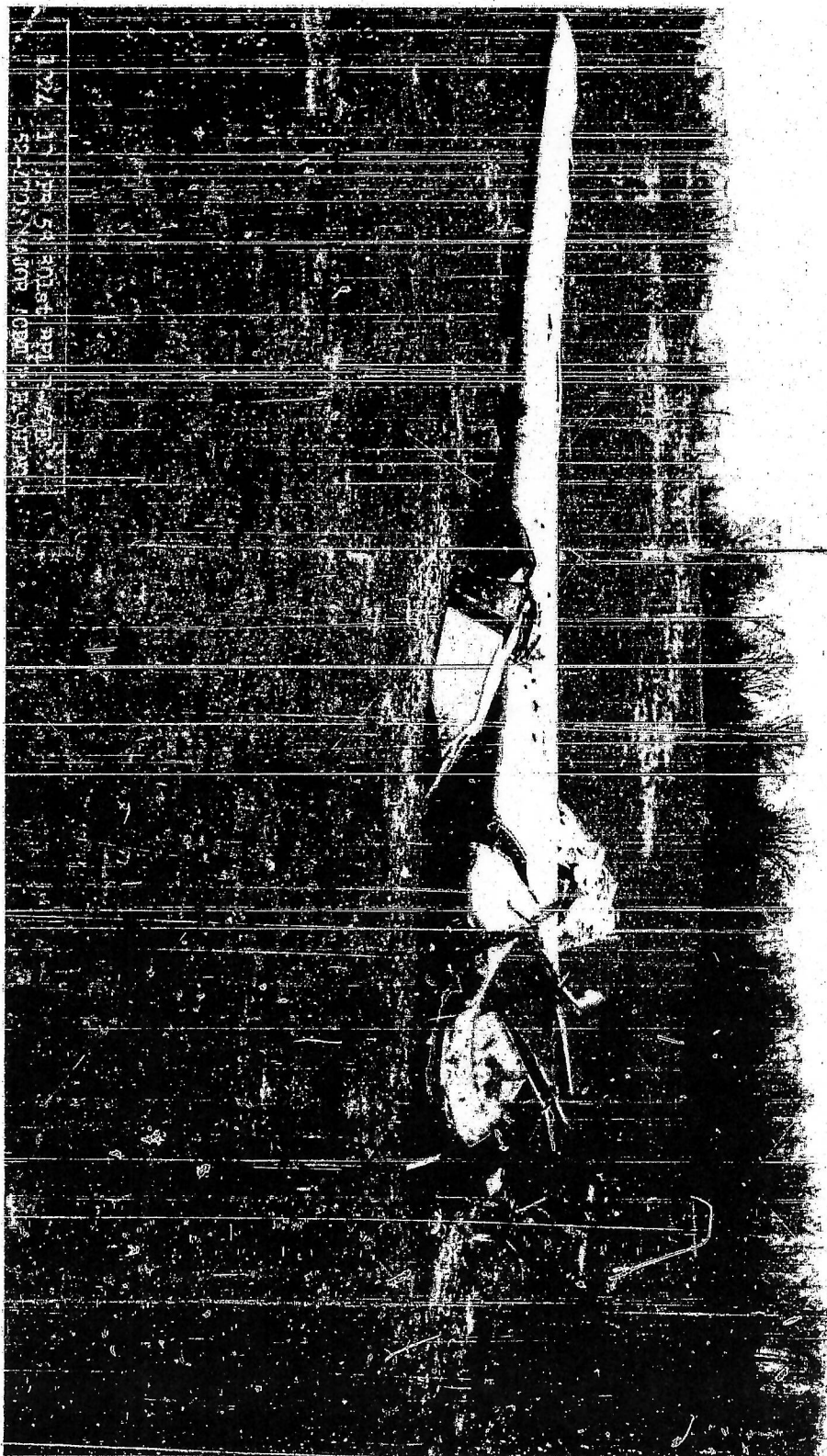
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~~YAW PAGE 42 and 52, ADV 60-14~~

Removed by direction of HQ AFSEC/JA, December 2025

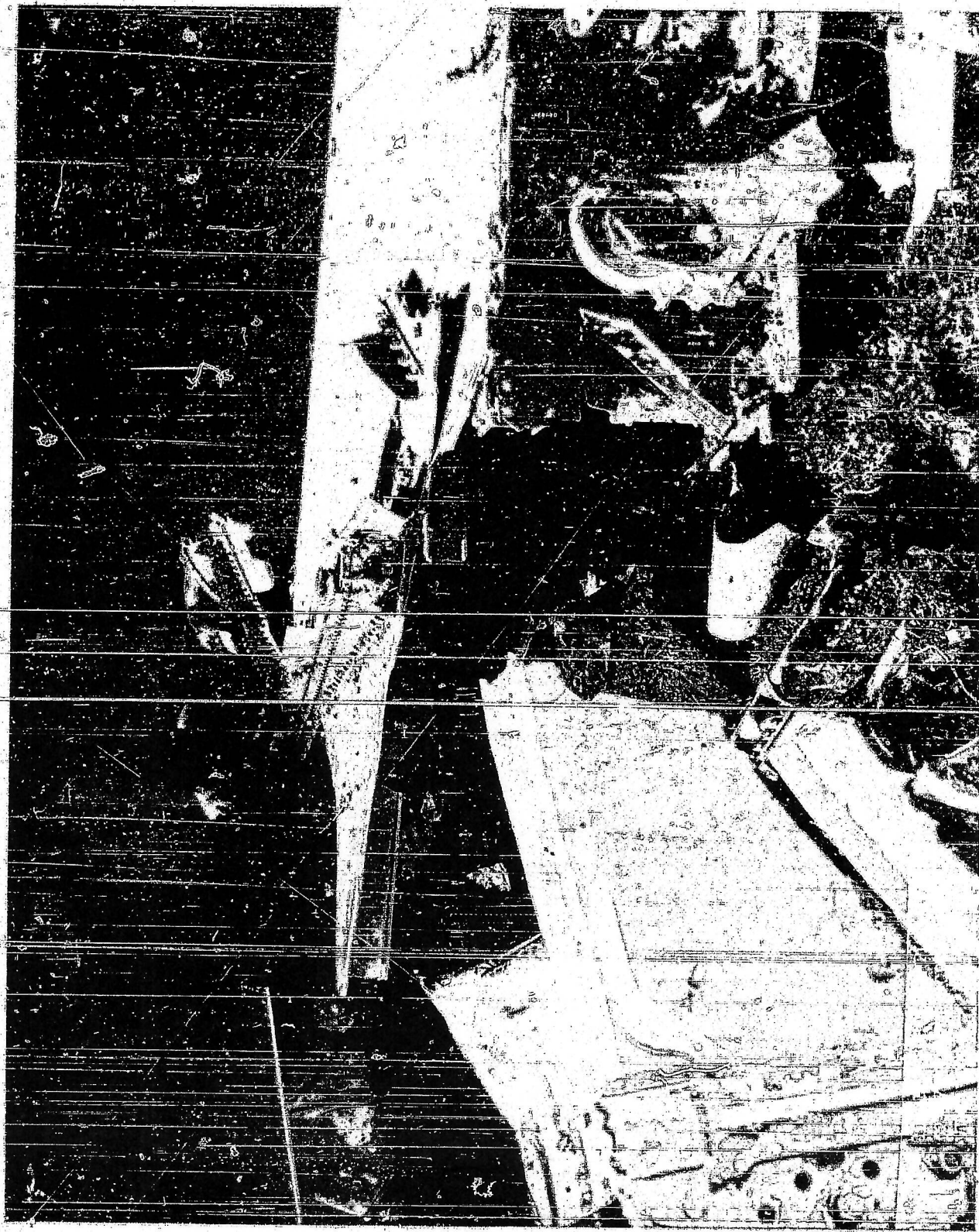


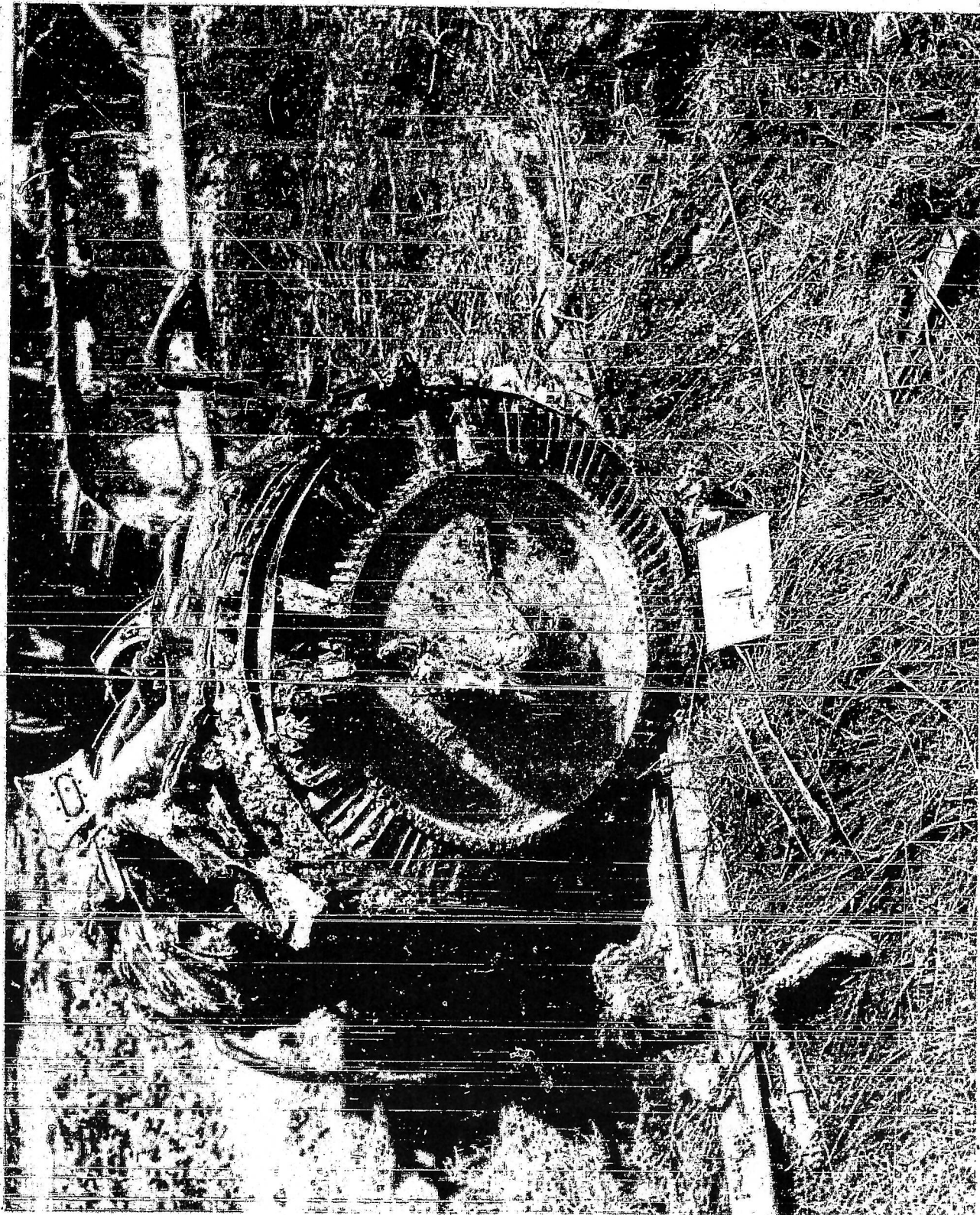
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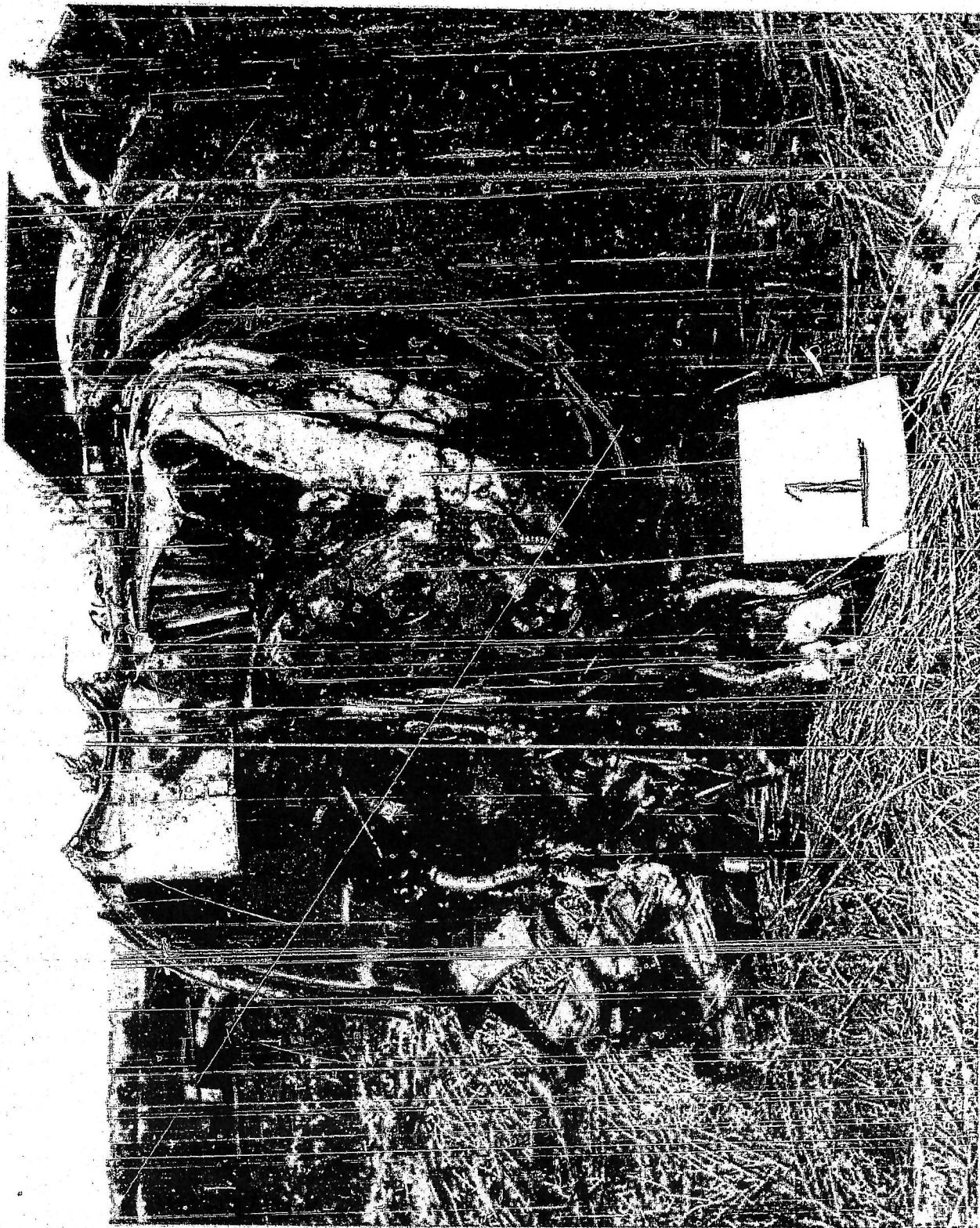


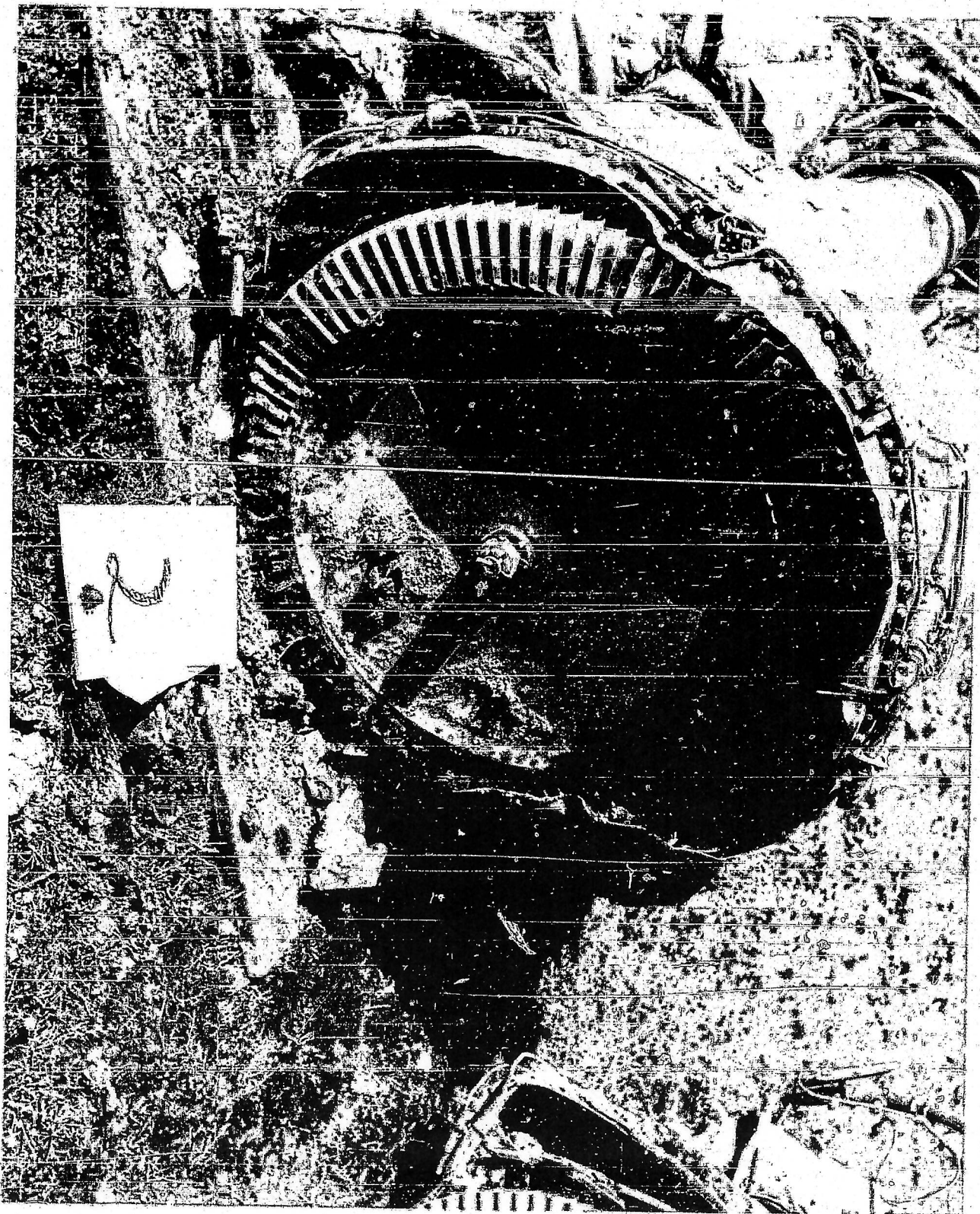
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DATE 11-28-01 BY 60320, APR 02-04

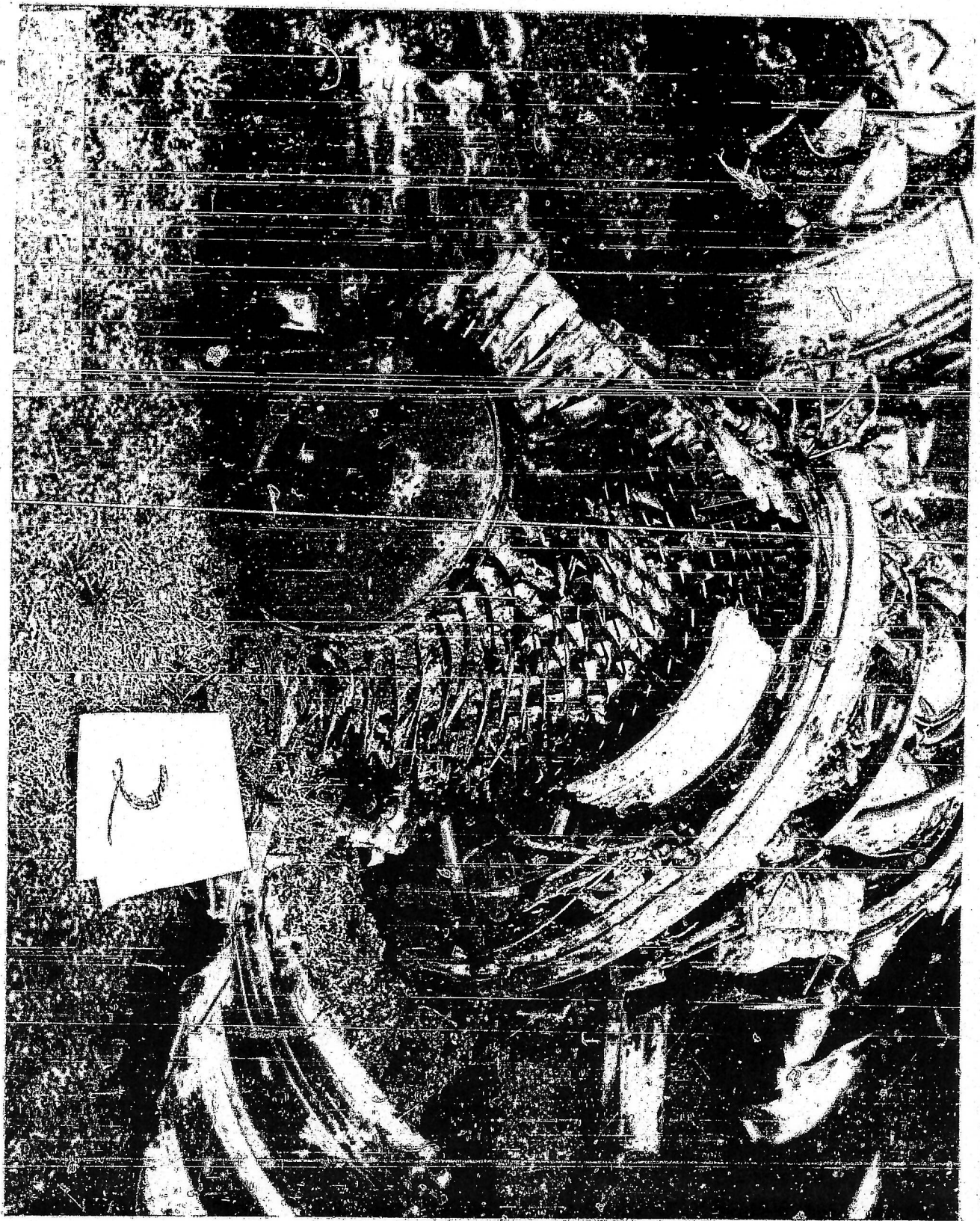




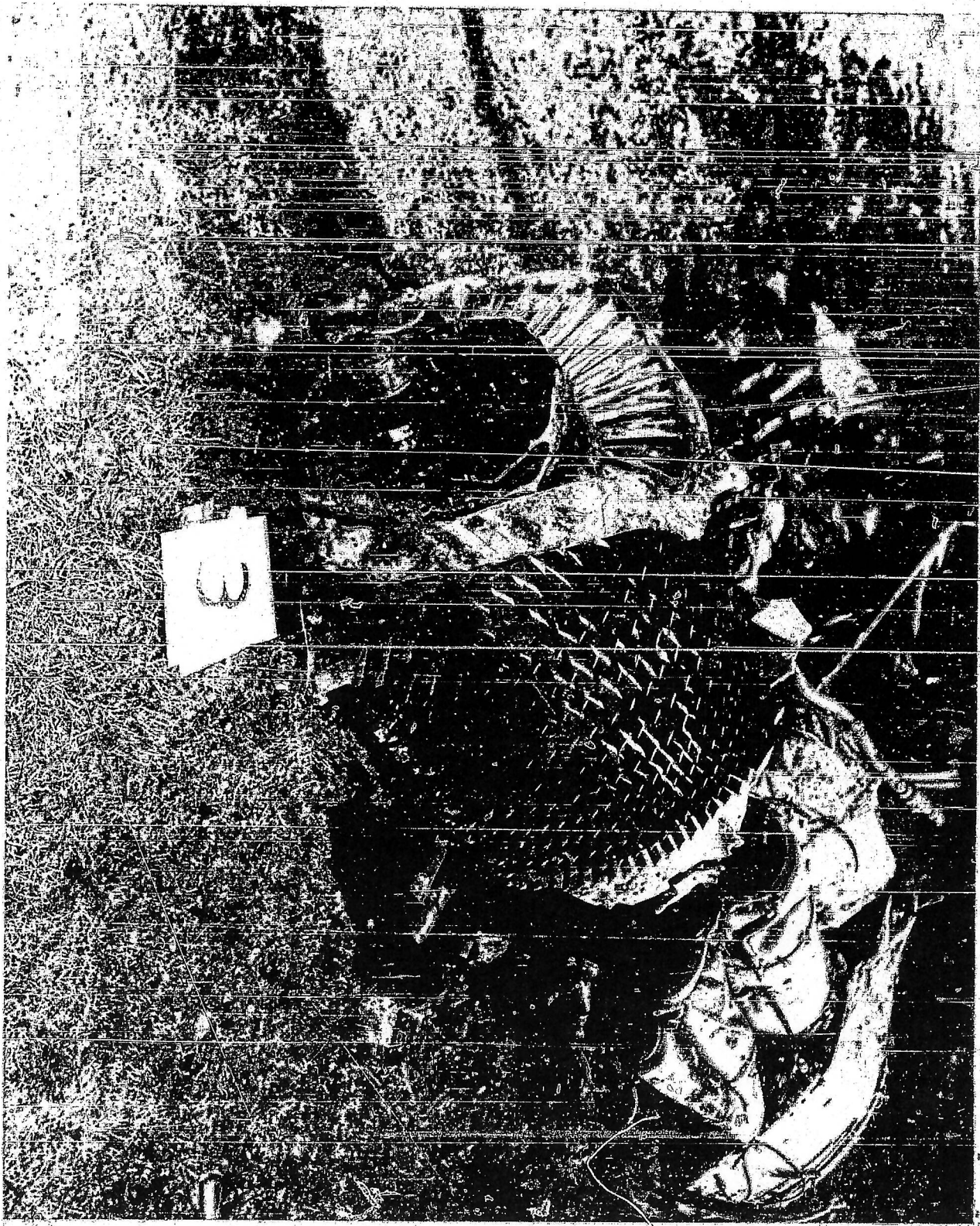
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~~AND DECLASSIFICATION, APR 02 1994~~

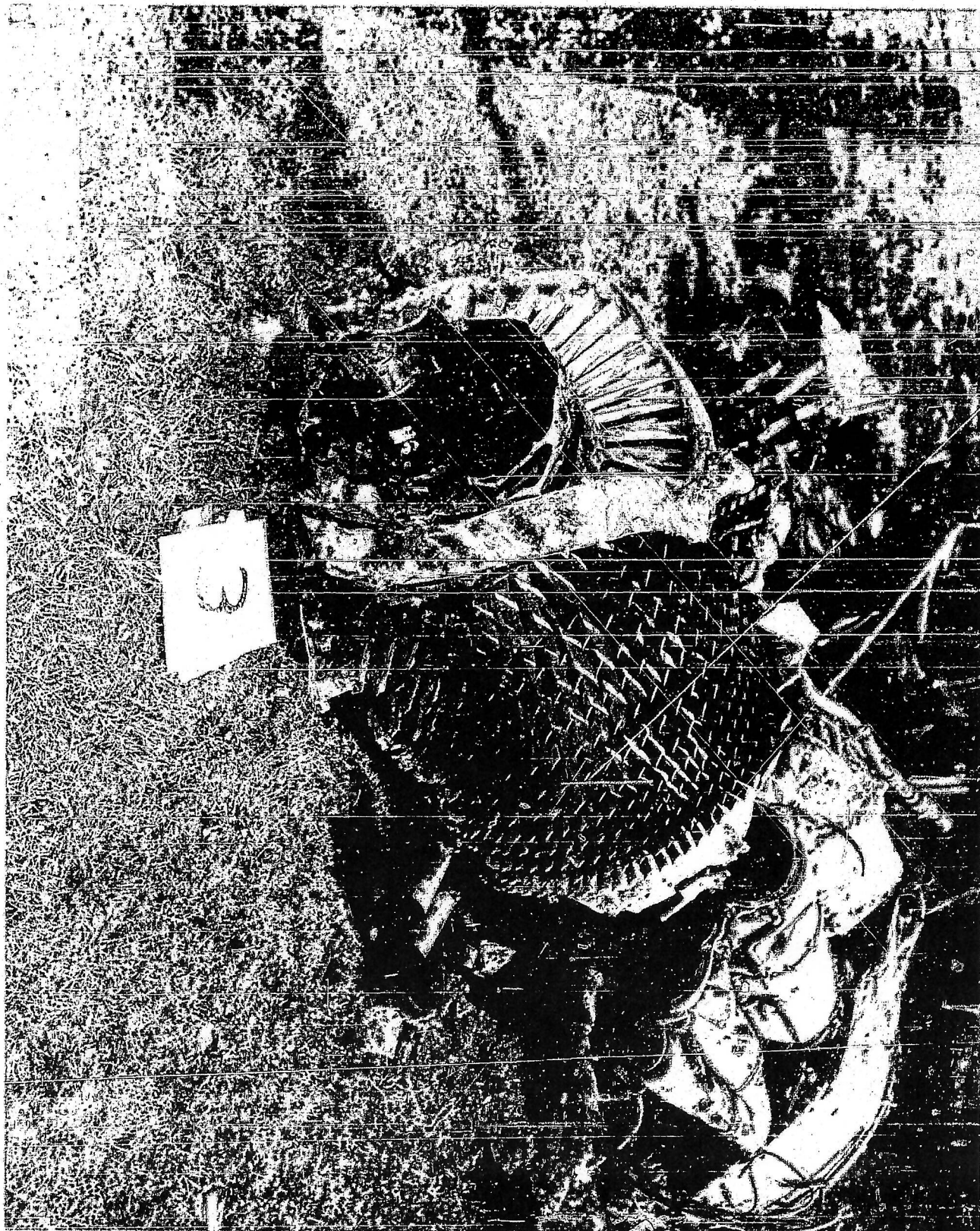






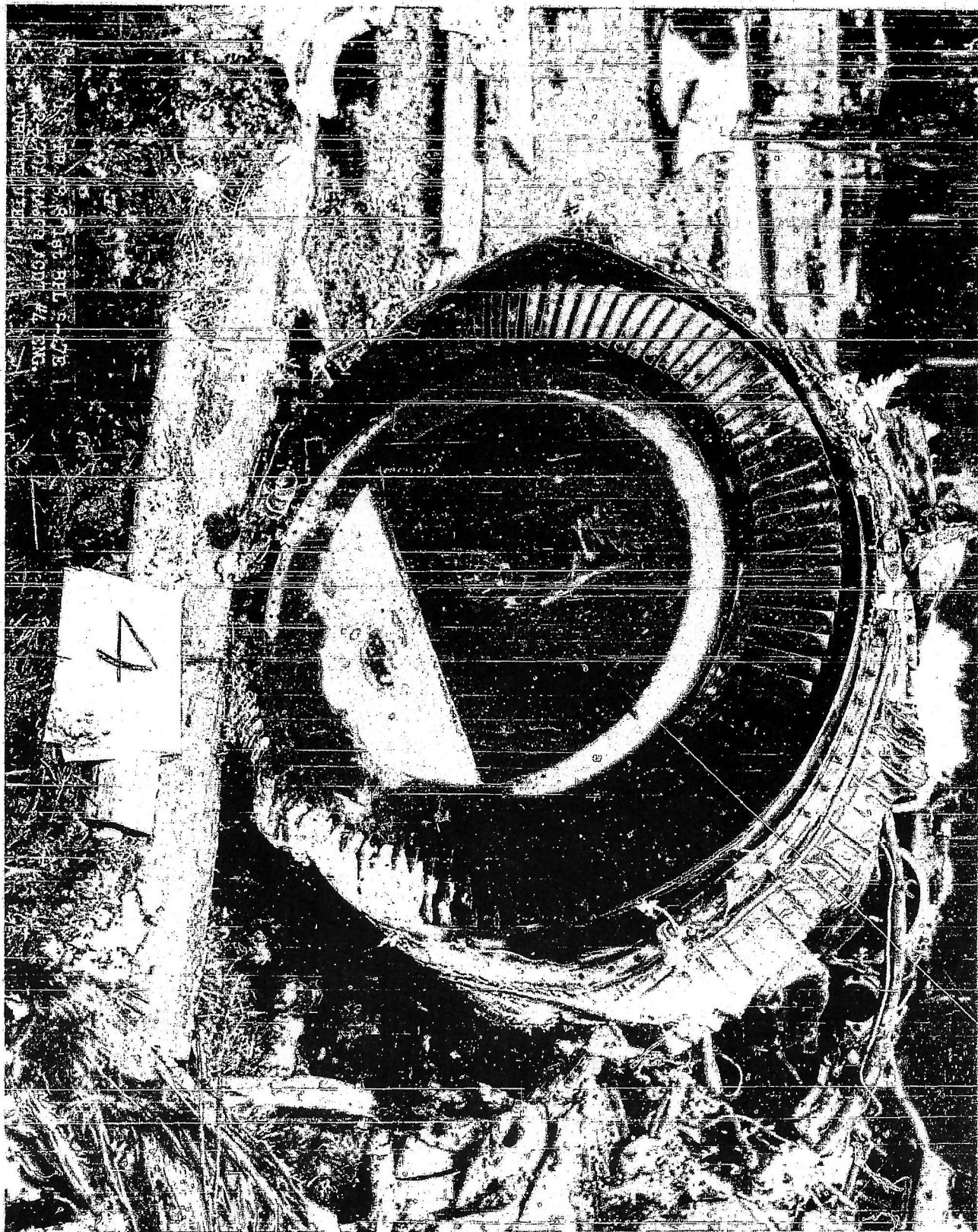
~~GENERAL INVESTIGATIVE DIVISION~~
~~FBI WASH DC AND SAC, NEW ORLEANS~~





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Removed by direction of HQ AFSEC/JA, December 2025

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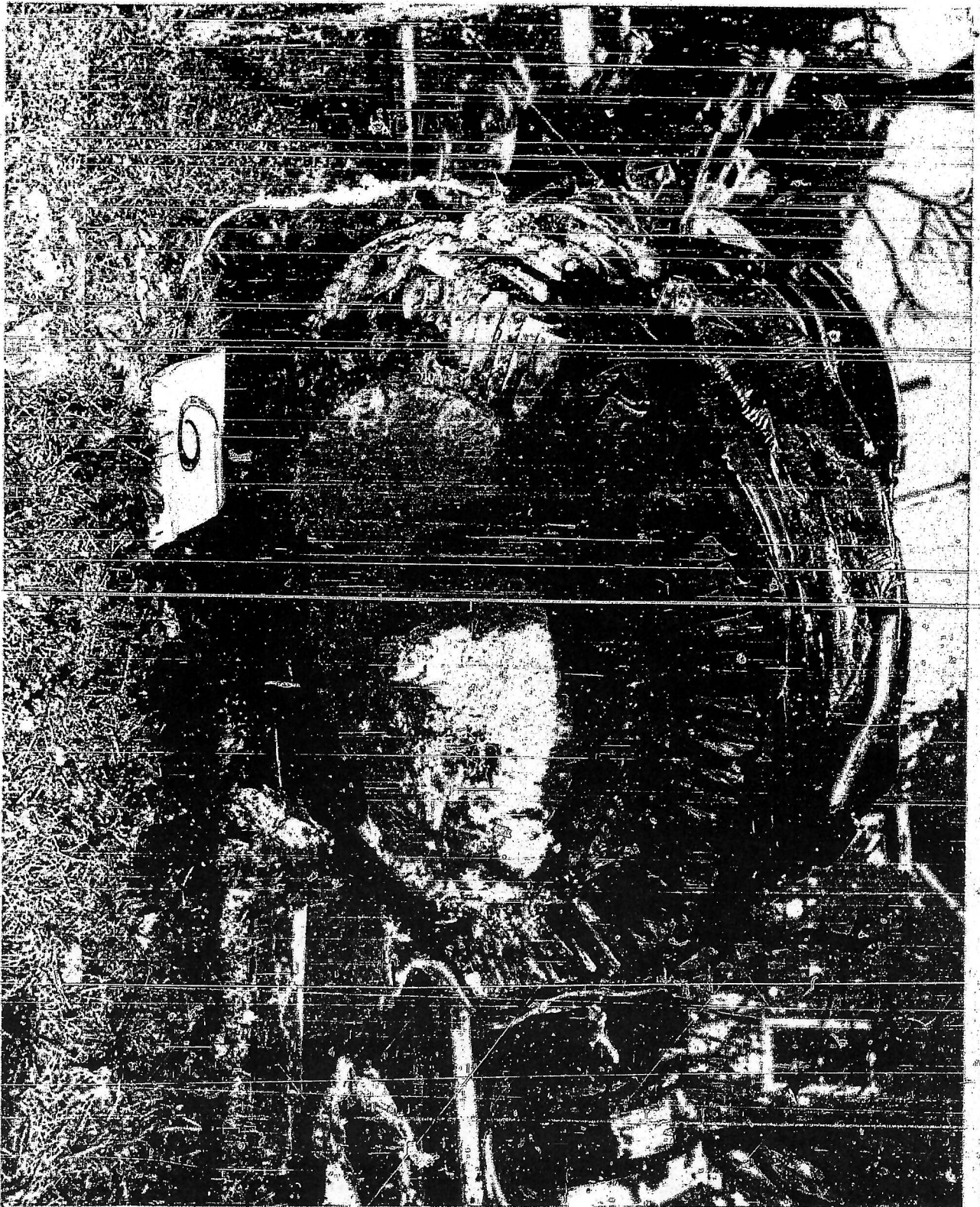


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