ENC. 23

UNIQUE DOCUMENT # SAC200118870000

22 JAN 66 00 42z

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PRIORITY

PFTE JAN RUWMQGA0509 0220329-EEEE-RUWMFNA.
DE RUTQBN 103 0220200
ZNY EEEEE
P 220145Z
FM 16AF TORREJON AB SPAIN
TO RUEAHQ/CSAF
RUWHNF/DIR OF AEROSPACE SAFETY NORTON AFB CALIF
RUWMFNA/DIR OF NUCLEAR SAFETY KIRTLAND AFB NMEX
RUCSC/SAC
RUEBFKA/68BW SEYMOUR JOHNSON AFB NC
RUWGGM/3400W BERGSTROM AFB TEX
RUWGHU/973W BLYTHEVILLE AFB ARK
RUTHHW/3973SW MORON AB SPAIN
RUWGNK/OCAMA TINKER AFB OKLA
RUWGNM/SAAMA KELLY AFB TEX
RUEBBAA/AFSC
RUCDSQ/AFLC
RUCDAQ/AFCS
RUCDAA/MAC
RUCDGU/ASD WPAFB OHIO
[illegible] 667
RUWRDA/3RD AD ANDERSEN AFB GUAM
RUWHSS/1SASD VANDENBERG AFB CALIF
RUWSAA/CEG BARKSDALE AFB LA
RUCSC/3902ABWG OFFUTT AFB NEBR
RUEBRAA/1001ABWG ANDREWS AFB MD
AIG 754
AIG 755
AIG 756
AIG 757
AIG 670
AIG 671
AIG 676
RUCSC/34ARS OFFUTT AFB NEBR
RUEBBRA/TAC LANGLEY AFB VA
RUHLKM/CINCPACAF
RUKDAG/SAC VICTOR ELMENDORF AFB ALASKA
RUHRKF/SAC XRAY CAMP H M SMITH HAWAII
RUHLKM/6486 ABNCOMD COM SQ HICKAM AFB HAWAII
RUWMBAA/AFPRO BOEING CO SEATTLE WASH
RUWJFDA/WICHITA AFPRO AF PLANT 13 WICHITA KANSAS
RUEADL/HQ COMD USAF
RUWMFNA/AFSWC KIRTLAND AFB NMEX
RUWGSK/SAC OTSL CARSWELL AFB TEX
BT
UNCLAS E F T O DS 09013, JAN 66. SEC II OF III.
B. ROONEY, MICHAEL J., 1ST LT, [illegible], 00 PILOT
OCCUPANT OF INSTRUCTOR NAVIGATOR'S SEAT.
(1) TOTAL PILOT TIME: 920.
(2) TOTAL FIRST PILOT TIME: 306.
(3) TOTAL B-52 TIME: 604. TOTAL B-52 FIRST
PILOT TIME: 302.
(4) TOTAL TIME LAST 30 DAYS: 44.
(5) TOTAL TIME LAST 60 DAYS: 64.
(6) TOTAL TIME LAST 90 DAYS: 93.

DEPARTMENT OF ENERGY DECLASSIFICATION REVIEW
1ST REVIEW-DATE: 6/97
AUTHORITY: ☐ DC ☒ DD
NAME: BILL LAWRENCE
2ND REVIEW-DATE: 1/13/99
AUTHORITY: DD
NAME: [illegible]
DETERMINATION (CIRCLE NUMBER(S)):
1. CLASSIFICATION RETAINED
2. CLASSIFICATION CHANGED TO:
3. CONTAINS NO DOE CLASSIFIED INFO
4. COORDINATE WITH: AF
5. CLASSIFICATION CANCELED
6. CLASSIFIED INFO BRACKETED
7. OTHER (SPECIFY): 3 PAGES

USAF Ltr 5/11/99
Unclassified

2 of 3

Atch 22

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C. BUCHANAN, IVENS, CAPTAIN FV3023677, RADAR NAVIGATOR.

(1) TOTAL TIME: 3092.

D. MONTANUS, STEPHEN S., 1ST LT, FV 3139365, NAVIGATOR.

(1) TOTAL TIME: 697.

E. GLESNER, GEORGE J., ~~1ST LT~~, FV 3122847 - EWO

(1) TOTAL TIME: 1157.

F. SNYDER, RONALD J. TSGT, AF22914570 - GUNNER.

(1) (TOTAL TIME) 2387.

G. MESSINGER, LARRY G., MAJOR, FV 764067, STAFF PILOT.

(1) TOTAL PILOT TIME: 5054.

(2) TOTAL FIRST PILOT TIME: 3555.

(3) TOTAL B-52 TIME: 1257. TOTAL B-52 FIRST PILOT TIME: 768.

(4) TOTAL TIME LAST 30 DAYS: 40.

(5) TOTAL TIME LAST 60 DAYS: 40.

(6) TOTAL TIME LAST 90 DAYS: 53.

8. DATE OF LAST STANDARDIZATION/CHECK AND RESULTS

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(B-52 CREW):

A. WENDORF: ADMINISTERED INITIAL PRE-SOLO CHECK MAY 64, INSTRUCTOR PROFICIENCY CHECK (CREW E-22) ON 3 MAY 1965. ALL AREAS WERE QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED. ADMINISTERED INSTRUMENT CHECK ON 18 NOV 1964. ALL AREAS HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

B. ROONEY: ADMINISTERED A PROFICIENCY CHECK CREW (E-09) ON 15 SEP 1965. ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

C. BUCHANAN: ADMINISTERED INITIAL QUALIFICATION 16 JULY 1965 PROFICIENCY CHECK ON 18 OCT 1965 CREW (E-22) ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

D. MONTANUS. ADMINISTERED PRE-SOLO 25 FEB 65 PROFICIENCY CHECK ON 10 MAY 1965. CREW (E-22). ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

E. GLESNER: ADMINISTERED PROFICIENCY CHECK ON 9 NOV 1965. ALL AREAS QUALIFIED OR HIGHLY

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QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

F. SNYDER: LAST ADMINISTERED PROFICIENCY CHECK ON 17 DEC 1965. ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

G. MESSINGER: LAST ADMINISTERED STAFF PROFICIENCY CHECK ON 20 DEC 1965. ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED. LAST INSTRUMENT CHECK ON 28 JUN 1965. ALL AREAS QUALIFIED OR HIGHLY QUALIFIED. NO CORRECTIVE ACTION REQUIRED.

I AND J - NO CHANGE.

K. THE NAVIGATOR WHO EJECTED AND WAS FATALLY INJURED EITHER EJECTED TOO LOW OR DID NOT SEPARATE FROM THE SEAT UNTIL A VERY LOW ALTITUDE. THIS IS SUBSTANTIATED BY THE FOLLOWING: HIS BODY WAS FOUND THREE FEET FROM THE EJECTION SEAT. THERE WERE NO BURNS ON THE BODY, AND THERE WERE ALTITUDE SOME FRACTURES. THE ZERO SECOND

LANYARD WAS NOT CONNECTED. ALL OTHER FATALITIES WERE
BURNED. FOLLOWING IS A SUMMARY OF EJECTION DATA AVAIL-
ABLE AT THIS TIME:

A. PILOT, LEFT SEAT, PILOT RIGHT SEAT AND RADAR

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NAVIGATOR - SUCCESSFUL EJECTIONS.

B. NAVIGATOR - SEAT FIRED PROPERLY (REFERENCE
PARA K ABOVE FOR RESULTS). THERE ARE MARKS ACROSS
HIS LAP WHICH MAY HAVE BEEN CAUSED BY THE SEAT BELT.
ALSO ON RIGHT FRONT CHEST THERE ARE MARKINGS
BELIEVED TO HAVE BEEN CAUSED BY EQUIPMENT BEING
WORN AND POSSIBLY DUE TO HIGH G FORCES SUSTAINED.

C. PILOT, OCCUPANT OF THE INSTRUCTOR NAVIGATOR
SEAT, WAS THROWN FORWARD DURING VIOLENT PITCH DOWN
TO THE RIM POSITION. HE MADE HIS WAY TO THE VACATED
HATCH OPENING AND WAS TRAPPED, HALF IN HALF OUT,
UNTIL A REVERSAL OF G FORCES THREW HIM CLEAR OF
AIRCRAFT.

D. INDICATIONS ARE THAT GUNNER AND EWO DID NOT
EJECT.

E. THREE SURVIVORS HAVE MADE STATEMENTS. THE
FOURTH WILL MAKE STATEMENT TODAY. MEDICAL PROGNOSIS
ON ALL FOUR IS GOOD.

L. NO CHANGE.

M. DAMAGE IS LIMITED TO SOME VEGETABLE GARDEN.

T.