

(When filled in)

### USAF MISHAP REPORT

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

1. DATE OF OCCURRENCE (Day, Month and Year) 31 Aug 82	2. VEHICLE(S) OR MATERIEL INVOLVED (Model designation and serial no. if applicable) C-141B, SN 64-0652	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 82-8-31-2
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4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 15 SM east of Tellico Plains TN; 33 SM south of McGhee Tyson ANG Base TN, Monroe County TN	5. HOUR AND TIME ZONE LOCAL 1427 EDT	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP						
MAJOR COMMAND MAC	SUBCOMD OR AF 21 AF	AIR DIVISION N/A	WING 437 MAW	GROUP N/A	SQ OR UNIT 41 MAS	NAME & BASE CODE Charleston AFB SC DKFX

8. (List organizations of second vehicle, if they differ from Item 7 above)

N/A

9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)

Military Airlift Command Safety Investigation Board, Charleston Air Force Base, South Carolina

10. LIST OF PERSONNEL DIRECTLY INVOLVED  
(See AFR 127-2 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY <sup>1</sup> (Use Abbr)	DAYS LOST ON TT ONLY
Meeks, Robert M.	Maj		AC	Pilot	F	
Down, Robert E.	Capt		CP	Pilot	F	
McNeilly, Elmer A. Jr.	Maj		N	Nav	F	
Gist, Allan W.	Capt		N	Nav	F	
Canter, Billy J.	TSgt		FE	FE	F	
Huggins, Wayne R. Jr.	SSgt		FE	FE	F	
Vanarsdall, Daniel W.	SSgt		LM	LM	F	

(continued)

<sup>1</sup> (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)

11. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.

Amour 66, C-141B, tail number 40652, departed Charleston AFB SC on 31 Aug 82 at 1257 EDT on a Special Operations Low Level training mission. The flight plan called for an IFR departure to enter Visual Route (VR) 92, spend two hours on VR 92 then proceed to North Field SC for an airdrop and return to Charleston AFB. At 1350 EDT Amour 66 cancelled their IFR clearance to enter VR 92. This was the last known communication with the aircraft. At approximately 1740 EDT personnel from North Field advised the Charleston AFB Command Post that Amour 66 was overdue. A communications search was initiated with negative results. Search and rescue personnel continued the effort to locate the missing aircraft. Deteriorating weather conditions hampered the air search. At approximately 2230 EDT on 1 Sep 82, Civil Air Patrol ground personnel located aircraft wreckage on a remote mountainside about 15 miles east of Tellico Plains, Tennessee. At 2330 EDT tail number 40652 was confirmed by the ground party. There were no survivors.

12. AUTHENTICATION	
CERTIFICATION BY (Title) Mishap Board President	TYPED NAME AND GRADE CHARLES G. COLVIN Colonel, USAF
SIGNATURE <i>Charles G. Colvin</i>	DATE 7 Oct 82

Sweatman, Jack C. III

Sgt

LM

LM

F

Nicholson, Monty G.

SMS

FELM

LM

F



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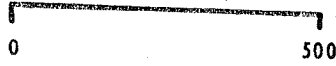
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## LEGEND

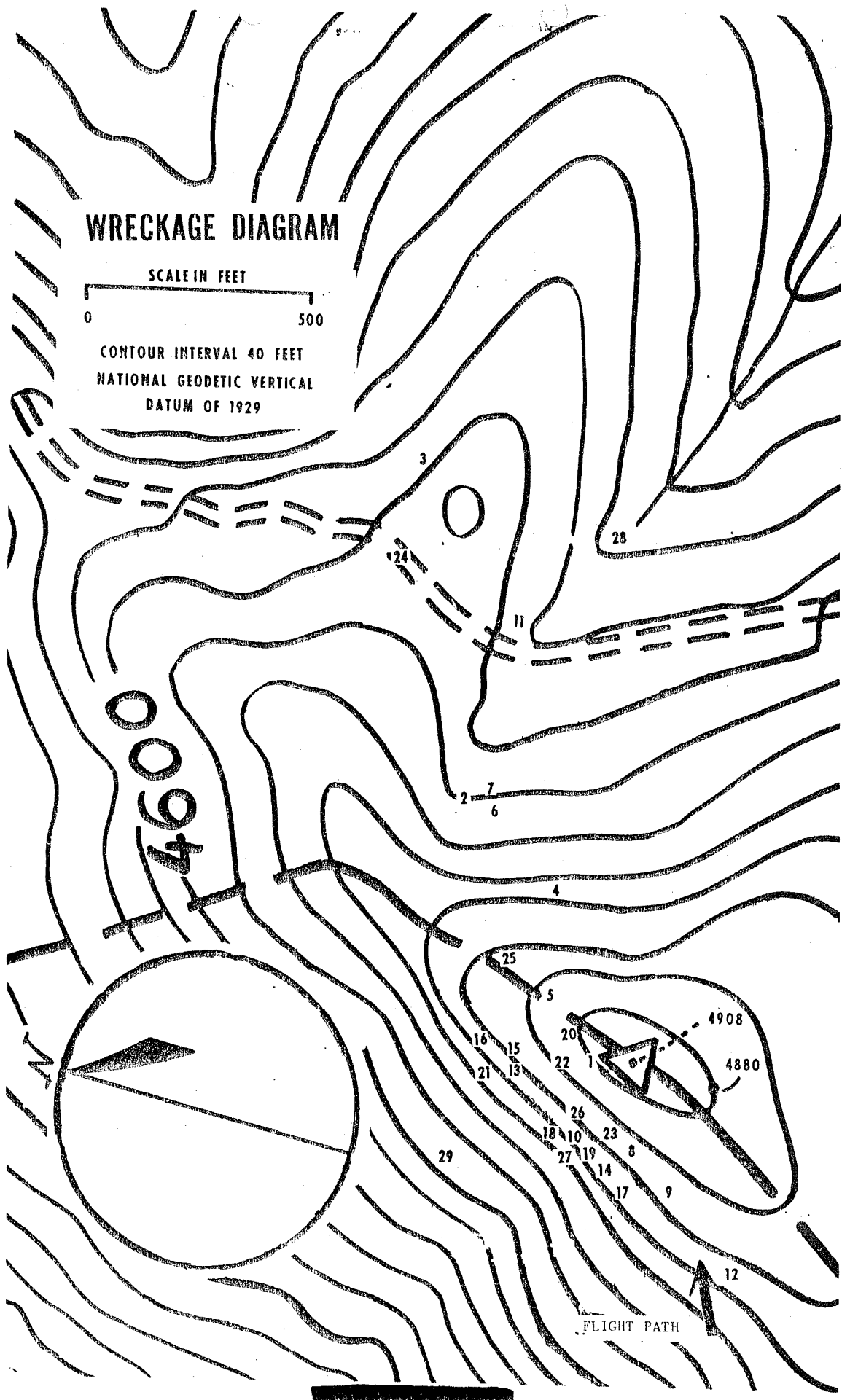
ITEM #	NAME OF ITEM
1	Rt Main Landing Gear (Outer) Cyl
2	Rt Main Landing Gear Inner Cylinder with Tire & Bogie Beam
3	Left Main Landing Gear Inner Cyl Bogie
4	Left Main Landing Gear & Left Fuselage
5	Center Wing Box with Flap Drive Motor
6	Upper Forward Fuselage
7	Upper Wing Section
8	Flap Portion
9	Aileron
10	Large Piece of Left Wing Plank
11	Right Wing Section with Flap Screw
12	Initial Impact Right Wing (Tree Cut)
13	Left Aileron Tip (without counterweight)
14	Portion of Elevator with Counterweight
15	Vertical Stabilizer
16	Rudder
17	Petal Doors
18	Pressure Door
19	#1 Engine
20	#2 Engine
21	#3 Engine
22	#4 Engine Under Rock Out Cropping
23	HF Spike
24	Attitude Heading Reference System Gyro
25	Flight Data Recorder Pieces
26	HSI
27	Hydraulic Power Control Unit
28	Generator & CSD
29	Cockpit Interphone Box

# WRECKAGE DIAGRAM

SCALE IN FEET



CONTOUR INTERVAL 40 FEET  
NATIONAL GEODETIC VERTICAL  
DATUM OF 1929

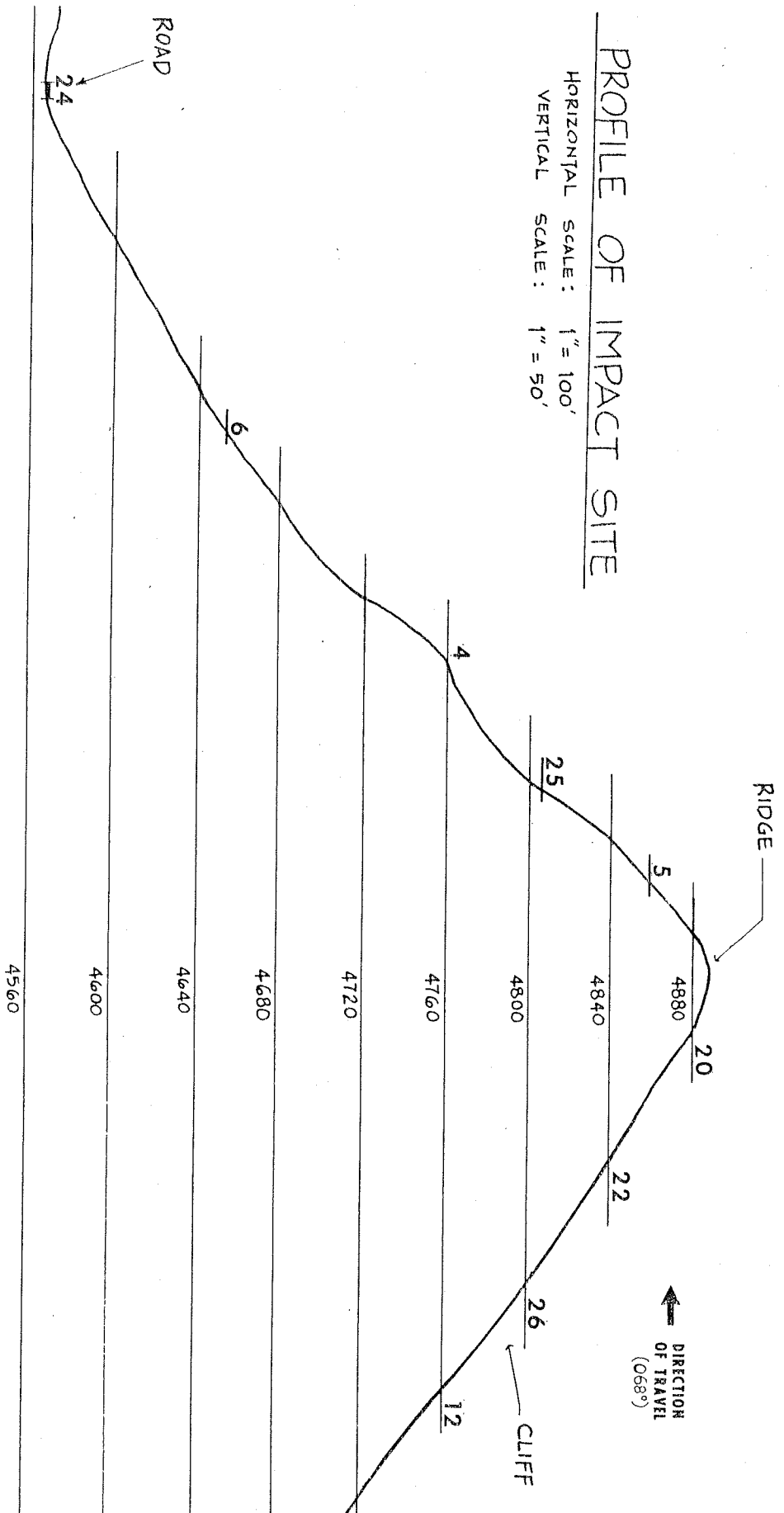


LEGEND

<u>ITEM #</u>	<u>NAME OF ITEM</u>
- 4	Left Main Landing Gear & Left Fuselage
5	Center Wing Box with Flap Drive Motor
6	Upper Forward Fuselage
12	Initial Impact Right Wing (Tree Cut)
20	#2 Engine
22	#4 Engine Under Rock Out Cropping
24	Attitude Heading Reference System Gyro
25	Flight Data Recorder Pieces
26	HSI

# PROFILE OF IMPACT SITE

HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 50'

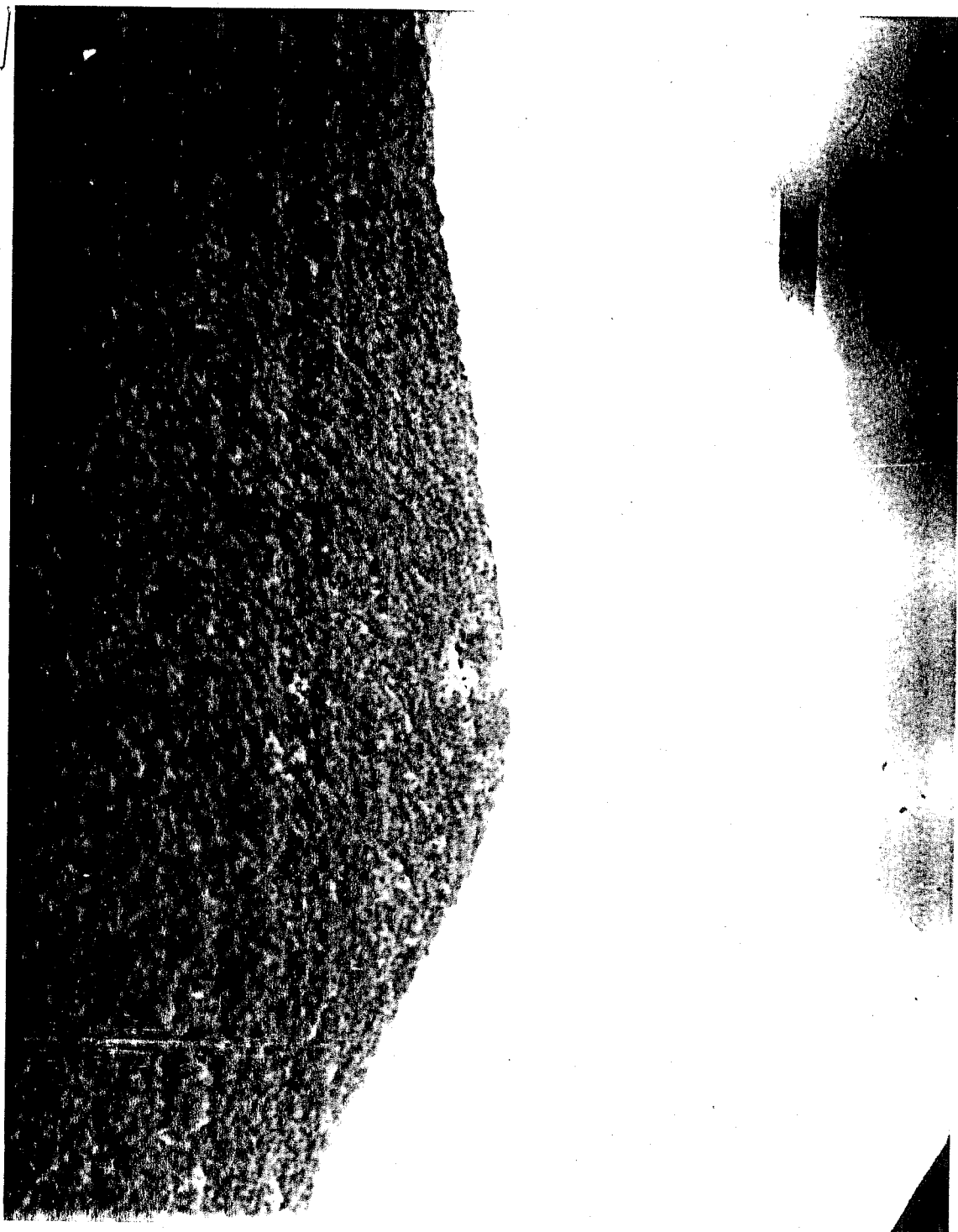


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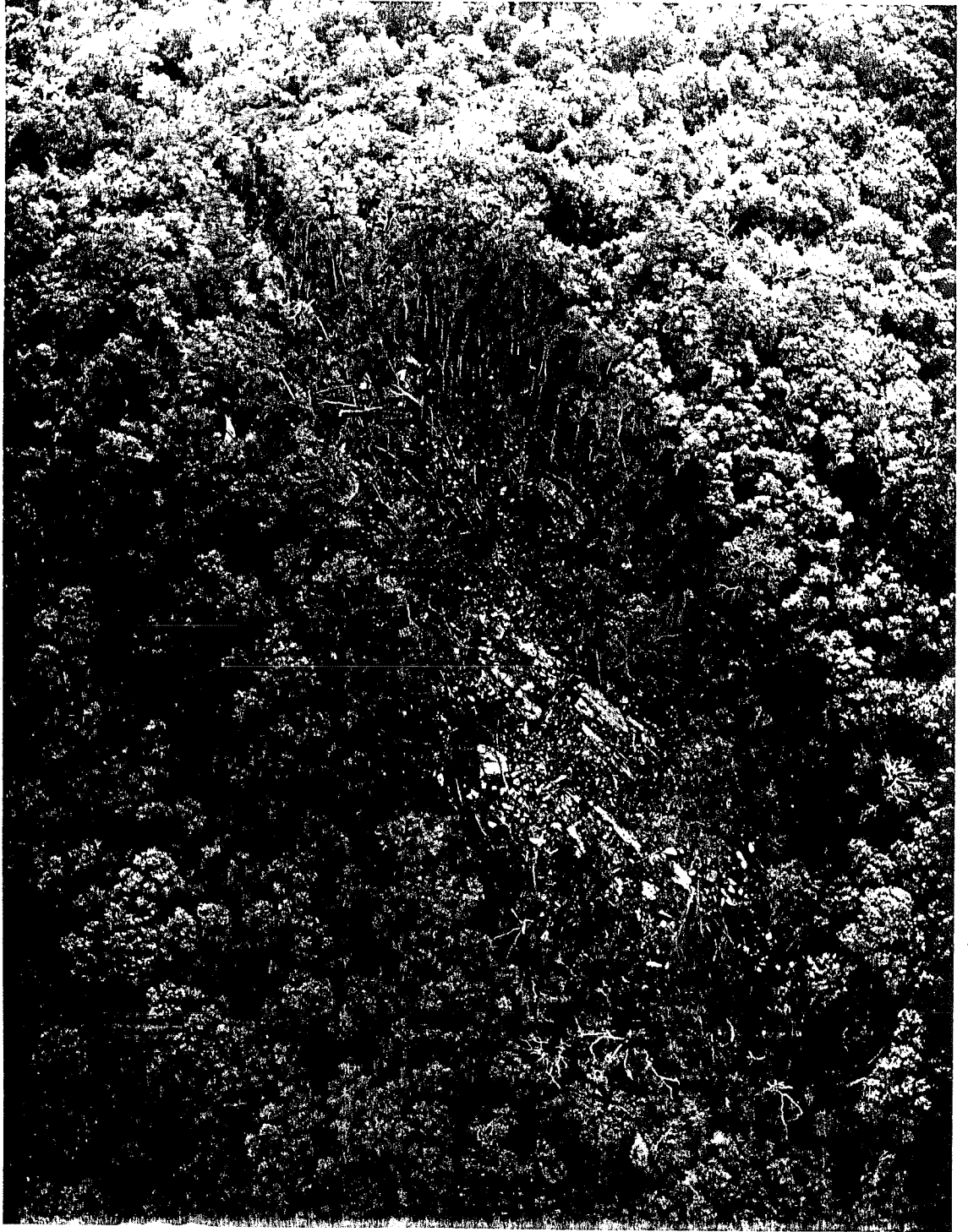


JOHN'S KNOB WITH IMPACT SITE TAKEN FROM  
APPROXIMATELY ONE MILE WEST SOUTHWEST





TREE CUT SHOWING OUTLINE OF WINGS, FUSELAGE, AND ENGINES



OVERHEAD VIEW OF IMPACT SITE

