

## REPORT OF EMERGENCY PARACHUTE JUMP

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Answer all questions and fill in all spaces that apply to this incident giving all information that is known. If more than one answer fits the situation, check each appropriate answer. If the appropriate answer is not listed, write it in the blank space provided. If additional space is needed, use unfilled space under Section H, or use additional sheet(s) identified by proper section letter and question number.

## Section A—GENERAL INFORMATION

1. LAST NAME JR., II, ETC. FIRST NAME MIDDLE GRADE RATED NONRATED YEAR OF BIRTH AIR CREW DUTY  
**SULLIVAN** **ROBERT** **NMI** **A/2C**   **1936** **R/O**

2. TYPE, MODEL, SERIES, AND BLOCK NO. WEATHER CONDITION AT TIME OF BAILOUT:  VFR:  IFR:  IFR (OT) (AD) 4. DATE DAY NIGHT DAWN DUSK  
**C-119G 52-5886**  OTHER (Specify): **1 MAR 55**  OTHER (Specify):

3. APPROXIMATE LOCATION OF EMERGENCY:  
**16 MILES N.W. OF ASHITA AFB**

4. REASON FOR JUMP:  FIRE:  ENGINE FAILURE:  MIDAIR COLLISION:  WEATHER:  FUEL EXHAUSTION:  EXPLOSION:  LOSS OF CONTROL:  GOLF:  OTHER (Specify): **RIGHT PROP MALFUNCTION**

## Section B—PROCEDURES

1. DIFFICULTIES IN LEAVING AIRCRAFT:

BEEPERS SYSTEM OR ALARM SYSTEM NOT FUNCTIONING  CHUTE OR HARNESS OR CLOTHING CATCHING ON SEAT OR EQUIPMENT  NONE

LACK OF TIME FOR ANY PLANNING  ESCAPE HATCH OR CANOPY JAMMING OR STICKING

BURSTS OR BURNS IMPEDING MOVEMENT  DESIGNATED ESCAPE HATCH OR CANOPY NOT OPENING

CENTRIFUGAL FORCE SLOWING DOWN BODY MOVEMENT  HYPOXIA

RELEASING PROTECTIVE EQUIPMENT (SHOULDER HARNESS, SAFETY BELT, OXYGEN MASK, MIKE, EARPHONES, ETC.)  STRUCK BY CANOPY OR ESCAPE HATCH

GETTING CHUTE OR HARNESS ON OR FASTENED  OTHER (Describe): **UNKNOWN**

2. BODY POSITION UPON LEAVING PLANE:  HEAD FIRST:  FEET FIRST:  TUCKED:  UNKNOWN

3. EXIT USED:  EJECTION SEAT:  CAPSULE:  FRONT COCKPIT:  REAR COCKPIT:  WAIST OR MAIN ESCAPE HATCH:  
 FORWARD OR MAIN BOMB BAY  RIGHT  LEFT  RIGHT  LEFT  BLOWN OUT BY EXPLOSION  
 AFT BOMB BAY  ROSEWHEEL WELL  BOTTOM ESCAPE HATCH  OTHER (Describe): **REAR PARATROOP DOOR (IF USED)**  
 COCKPIT ESCAPE HATCH  GURNER'S ESCAPE HATCH  SUCKED OUT BY SLIPSTREAM

4. ATTEMPTS TO STRAIGHTEN BODY BEFORE PULLING RIPCORD:  EXTENDING ARMS:  EXTENDING LEGS:  ROLLED ON BACK:  NONE

5. DIFFICULTY IN FINDING OR PULLING RIPCORD:  CHUTE HARNESS LOOSE OR TWISTED:  INJURED OR WOUNDED:  GLOVES WORN  NONE

HANDLE STICK:  HANDLE PULLED LOOSE:  OTHER (Specify):

6. TIME INTERVAL BETWEEN LEAVING PLANE AND PULLING RIPCORD (IN SECONDS):  IMMEDIATELY:  1 TO 5:  6 TO 10:  11 TO 25:  26 TO 60:  ABOVE 60:  UNKNOWN

7. BODY POSITION DURING OPENING:  FEET DOWN:  HEAD DOWN:  ON BACK:  ON FACE:  TUMBLING

8. OPENING SHOCK:  VERY SLIGHT:  MODERATE, NO INJURY:  SEVERE, NO INJURY:  PRODUCED INJURY:  UNCONSCIOUSNESS:  NONE

9. ATTEMPTS TO CONTROL CHUTE OR BODY POSITION AFTER OPENING:  SLIPPING CHUTE:  TURNING BODY TO FACE DRIFT:  NONE

10. EFFECTS DURING DESCENT:  DIZZINESS:  NAUSEA:  HYPOXIA:  UNCONSCIOUSNESS:  FROSTBITE:  OTHER (Describe):  NONE

11. DIRECTION OF BODY DRIFT AT TOUCHDOWN:  FORWARD:  BACKWARD:  SIDWAYS: 12. ATTITUDE AT LANDING:  VERTICAL:  SWINGING

13. FORCE OF LANDING EQUIVALENT TO:  10-15-FT. FREE FALL:  16-20-FT. FREE FALL:  ABOVE 20-FT. FREE FALL

14. EVENTS AFTER TOUCHDOWN:  ROLLED FORWARD:  BACKWARD:  FELL FORWARD:  BACKWARD:  FELL SIDWAYS, LEFT:  RIGHT  
 GRABBED BY CHUTE \_\_\_\_\_ FT.:  ENTANGLED BY CHUTE \_\_\_\_\_ MINUTES:  OTHER (Describe):

15. DIFFICULTY IN COLLAPSE OF CANOPY AND RELEASE OF HARNESS:

BUCKLES OR SHAPS HARD TO RELEASE  CANOPY COLLAPSED WITH DIFFICULTY  NONE

TANGLED IN HARNESS, RISERS, OR SHROUD LINES  WIND HINDERED EFFORTS

JAMMING OR FAILURE OF QUICK RELEASE MECHANISM (Explain):  INJURY OR UNCONSCIOUSNESS DELAYED EFFORTS

OTHER (Describe):  UNABLE TO USE CANOPY RELEASE (Explain):

16. FUNCTIONING OF CHUTE:  PERFECT:  PANELS RIPPED OUT:  SHROUD LINES BROKE:  RISERS TWISTED:  HOLES IN CANOPY:  
 LINE TWISTED OVER CANOPY:  OSCILLATED:  SEVERELY:  SLIGHTLY:  OTHER (Specify):

## Section C—RESULTS TO PARACHUTIST

Check whether—BEFORE LEAVING (A), LEAVING (B), DESCENT (C), LANDING (D)

INJURIES	A				B				C				D			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
1. FRACTURE—SKULL AND/OR FACE																
2. FRACTURE—VERTEBRA																
3. FRACTURE—CLAVICLE																
4. FRACTURE—RIB																
5. FRACTURE—ARM OR WRIST																
6. FRACTURE—ANKLE OR LEG																
7. BRAIN OR DISLOCATION																
8. ARM OR WRIST																
9. ANKLE OR KNEE																
10. SPRAIN OR STRAIN, BACK OR NECK																
11. LACERATIONS, MAJOR																
12. UNCONSCIOUSNESS																
13. BURNS																
14. FROSTBITE																
15. ABRASIONS OR CONTUSIONS																
16. HOSPITALIZED (DAYS)																

Explain cause of injury in full detail, using unfilled space under Section H, or additional sheets as necessary.

## Section D—AERIAL CONDITIONS

1. APPROXIMATE HEIGHT ABOVE SURFACE, IN FEET **1500** 2. IAS OF AIRPLANE AT TIME OF BAILOUT, IN KNOTS **110**

3. ATTITUDE OF AIRCRAFT AT TIME OF BAILOUT:  LEVEL:  INVERTED:  DIVE:  CLIMB: 4. APPROXIMATE FREE AIR TEMPERATURE:  
 BANK:  LEFT:  RIGHT: SPIN:  LEFT:  RIGHT: SPIRAL:  LEFT:  RIGHT:  UNKNOWN **50 ° CENTIGRADE**

Section E—SURFACE CONDITIONS AT POINT OF LANDING

1. LAND, TYPE OF TERRAIN:  FLAT:  HILLY:  MOUNTAINOUS:  DESERT:  ICE:  SWAMP:  OTHER (Describe):

GROUND CONDITIONS:  SOFT:  SLIPPERY:  DITCHES OR GULLIES:  OTHER (Describe):

GROUND OBSTRUCTIONS:  TREES:  BUSHES:  POWER LINES:  BUILDINGS:  STONES, BOULDERS:  OTHER (Describe):

2. HEIGHT AT WHICH LANDING SITE WAS FIRST DETERMINED (FEET):  NONE

3. WATER:  FRESH:  SALT: APPROXIMATE DEPTH (FEET) **300** APPROXIMATE TEMPERATURE (° F.) **50** WATER CONDITIONS:  CALM:  ROLLING SWELL:  CHOPPY:  WAVES HEIGHT (FT.) **3-6**

4. VELOCITY OF SURFACE WIND (KNOTS) **5-10** 5. SURFACE AIR TEMPERATURE (° F.) **60**

## Section F—EQUIPMENT

1. TYPE OF CHUTE USED:  24 FT.:  28 FT.:  SEAT TYPE:  BACK TYPE: 2. PART NO. (from parachute log): **50C 7024-10** AUTOMATIC OPEN DEVICE:  YES:  NO:  USED:  NOT USED

3. TYPE PARACHUTE HARNESS:  QUICK RELEASE:  SNAP AND V RING:  JETTISONABLE CANOPY

4. TYPE OF FOOTGEAR:  LOW QUARTER OXFORD:  G. I. SHOES:  BOOTS:  FLYING BOOTS:  OTHER (Describe): **UNKNOWN**

5. EMERGENCY BAILOUT OXYGEN:  NOT AVAILABLE:  AVAILABLE, USED:  NOT USED (Explain):  
 IF AVAILABLE HOW CARRIED (leg, parachute harness, etc.) **LOW LEVEL: NO PREPARATION**

6. CRASH HELMET:  STANDARD TYPE:  NOT AVAILABLE:  AVAILABLE, USED:  NOT USED (Explain):  
 IMPROVISED:  NOT AVAILABLE:  AVAILABLE, USED:  NOT USED (Explain):

7. MAE WEST (Type and size): **B-5**  NOT AVAILABLE:  AVAILABLE, NOT USED (Explain):  
 ANTI-EXPOSURE SUIT:  NOT AVAILABLE:  AVAILABLE, USED:  NOT USED (Explain): **UNKNOWN**

8. HEIGHT OF PARACHUTIST (FT. AND IN.) **5'8"** WEIGHT WITH EQUIPMENT (POUNDS) **165**

9. DATE OF LAST PARACHUTE INSPECTION **1 MAR 55** 10. DATE OF LAST PARACHUTE REPACK **17 FEB 55**

11. LIST ALL ITEMS OF SPECIAL OR PERSONAL EQUIPMENT USED DURING BAILOUT  
**UNKNOWN**

12. LIST ANY ITEMS LOST DURING BAILOUT OR DESCENT  
**UNKNOWN**

## Section G—TRAINING AND PREPARATION

1. WAS CHUTE HARNESS FITTED BY QUALIFIED PARACHUTE PERSONNEL? (If not, explain):  
**YES**

2. WAS THE FIT OF THE HARNESS SATISFACTORY FOR THIS BAILOUT? (If not, explain):  
**UNKNOWN**

3. PREVIOUS PARACHUTE TRAINING:  LECTURES:  GROUND TRAINING (HARNESS RIGS, TUMBLING, ETC.):  NONE NUMBER OF PREVIOUS JUMPS **0**

## Section H—CRITICISMS AND RECOMMENDATIONS

Information is desired regarding the necessity for such equipment as flashlights, signal mirrors, "Very" pistol, hand flares, knife, side arms, or other items. Add any recommendations you may have for training and equipment, specifically in regard to techniques of bailout from high-speed aircraft. Valid criticism on existing equipment is invited.

**THIS MAN IS ONE OF TWO MISSING AT SEA IN THIS AIRCRAFT ACCIDENT. SINCE SIX (6) PARACHUTES WERE SEEN BY THE SURVIVORS IT IS PRESUMED THAT ONE OF THEM WAS ABLE AND/OR WILLING TO LEAVE THE PLANE. IT IS, HOWEVER, NOT KNOWN WHICH ONE.**