

26 June 75.

Dear Jim,

Please forgive me for using this paper and pencil. It seems that if I wait until I have the time to write, I don't have stationery or some other problem, so I'll use this and at least get a start on my long overdue letter.

It was great to hear your voice and to hear that you and the family are doing well. I've been gone from Albuquerque most of the time since I talked to you. I just got back from 3 weeks



TDY To Edwards AFB. Now I'm getting caught up on office work, preparing my house for sale and getting ready to leave PCS in August for Hq. AFCS at Richards-Gebaur AFB, Mo.

Since I talked to you on the phone, I've been up to AFCS and visited with George Burke the only survivor of the T-29 crash. I'll tell you as much as I can about the accident and then you can ask any questions that I may fail to answer in this letter.



I guess the best place to start is with the Western Comm. Region deactivation party. There was a big party at Hamilton by the Cabana Club Pool and all the surrounding Area Comm. Sqn Commanders were invited - so I attended.

Two days later on Monday -  
our <sup>WCR</sup> T-29 took off at 8AM for Fairchild AFB with a WCR IG Team on board.

The pilot was an AFIT student from Sunnyvale, Ca. an attached pilot (Major). Col Shelton was in the right seat. There were (I believe) 14 people on board



including 4 from Felt Facilities. The only one to survive the crash was Capt Geo Burke of F/F. He was burned terribly.

Two minutes after the T-29 took off from Hamilton, the Pilot reported passing 1,500 ft & Mt. Burdell and was cleared to Oakland Control by the RAPCON. The RAPCON saw the "blip" flash "Ident", make a hard right turn and disappear from the Radar Scope. It was 45 min. later that a farmer came upon the crash in the fog shrouded Black Point area approximately 7 miles



north-east of Hamilton. Seeing no life he returned to his house and called The Highway Patrol, he then went back to the crash site where he found Geo. crawling around begging for help. The fog was lifting so a Coast Guard Helicopter came in and picked Geo. up, on the way to The Hamilton Hospital it was learned that a C-9 Medevac was taking off from Travis with Burn victims - from Vietnam on board and a team of burn specialist. It diverted into Hamilton, picked up Geo. and took him



To Brooks. He spent almost a year there, 54 operations, 4 heart stoppages (pneumonia, blood poisoning etc). His told his wife for the first couple months that he wouldn't make it. When he got out, Gen'l Stoney (AFCS Cmdr) met him and offered him a job. Geo. now works in F/F at AFCS as a civilian.

Now, back to the airplane, The accident Board had finished its investigation and was wrapping up the report with the cause being undetermined but probably The entrance door lock



failed with the door coming open and going into the right engine and wrapping around the wing. This was based mainly on the few words that the board got from Geo. that there was an explosion and a rush of air. - Much later (months) Geo had a more vivid description of what happened. Just before the Board adjourned, a farmer brought in Col Sheltons hat, the 781 aft foms, parts of the windshield and the overhead panel with the fire shut off handles - SIF etc. This was found mid way



between the crash site and Hamilton. The Board re-opened the investigation.

A search of the area between the base and the crash area revealed a pattern of wreckage and evidence that was later supported by her that the windshield had failed. (due to oversized holes for screws on a replacement of the windshield.)

When the windshield failed it took out the overhead panel - both firewall shut off handles, shutting down both engines, the right one first, shorted the SIF, hence the "Ident" on the radar scope in



the Hapcon. The glare shield came off and decapitated the pilot. Geo had been sitting in the engineers seat when all this took place. He saw Col Shelton standing on the rudders and flying the airplane as Geo turned to go strap himself in the Nav. seat. He doesn't remember the impact. The plane entered the low ground fog, wings level and impacted in the only grove of trees located in that area - exploding on impact.

That's about it. -



If you have any questions,  
please give me a call on  
Autovon - 964-0476 (new number)  
until 15 Aug. then at Hq AFCS,  
Ft Facilitus after 1 Sept.

Again my apology for  
being so long in writing.

Best to the family.

Rocky