

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS BOARD  
BUREAU OF SAFETY  
WASHINGTON, D. C.

STATEMENT OF WITNESS

Place Burbank, California

Date June 3, 1963

I. Place of accident Manhattan, Kansas Date May 28, 1963 Hour 1746 Local time

II. Aircraft L-1049G FAA Certificate No. and Symbol 189-S

III. What is your name Penrod Rideout Address 17329 Horace St. Granada Hills, Cal. Age 38

IV. Occupation CAPTAIN By whom employed Standard Airways, Inc.

V. Where were you at the time of the accident Jumpseat behind Captain

VI. Tell in your own words what you saw before and at the time the accident occurred.

"My purpose on board Aircraft 189-S was as an additional crew member; specifically to observe procedures preparatory to transition to this type aircraft. Flight originated at Long Beach, California and proceeded empty to Daggett, California, at which point passenger load of 64 Military personnel was boarded. At this station the aircraft and crew members received a ramp inspection by FAA personnel from the Burbank office. In my capacity as observer specific details of the flight were unknown. However, generally the flight proceeded normally without incident to the vicinity of the Manhattan, Kansas airport. Traffic pattern entry was normal and in keeping with the local airport regulations.

As I recall, the weather was clear, visibility 15 miles or better, the wind was W S W at 6 knots. Shortly after entering final approach, I observed the No. 3 tachometer to increase approximately 200 RPM then return to its original setting. This was observed to occur approximately three (3) times. I attempted to bring this to the attention of the crew, but radio communications interfered and this condition appeared to stabilize and I feel certain the pilot crew were never aware of its occurrence. At this time, as well as I can recall, the air speed was approximately 140 knots. The altitude, I would estimate, to have been approximately 800 ft. RPM setting was approximately 2400. A BMEP, I believe, was about 110. The aircraft proceeded down in an apparently normal approach pattern with flap extensions as required, and the power being reduced to approximately 100 BMEP. Full flaps were extended and Capt. Brown assumed control of the throttles. He shortly thereafter made a power reduction to approximately 20" hg. Almost immediately following this, the rate of descent of the aircraft increased abruptly; simultaneously, a

Penrod Rideout  
(Signature)

marked yaw to the right occurred. At this time, I seem to recall a change in the sound level; the nature of which I cannot state. I scanned the instrument panel in an attempt to find the cause of this displacement from normal and observed the No. 3 reverse indicating light (amber) to be brightly lit. I would estimate the altitude at this time to be in the vicinity of 75 to 100 ft. I shouted No. 3 is in reverse. However, at this moment, Capt. Brown made a substantial increase in power, and I would estimate to a manifold pressure between that of meto and maximum. The increase and sound drowned out my words, and I feel certain they were not heard.

I personally feel from the moment I had observed that the increase in power did not cause the aircraft to accelerate, but felt that the rate of sink increased. At this point, I was positive that the aircraft would strike the ground and fell back into the jumpseat behind the Captain and attempted to tighten my seat belt. Ground contact occurred within seconds, and I really have no clear recollection of ground travel. After the aircraft came to rest, I observed the other crew members moving, so I made my way out of the cockpit into the main cabin. The emergency exits were already opened, and passengers debarking. I returned to the cockpit and saw that the remaining crew members were able to make their way unaided, so returned to the cabin and exited through the forward left entrance door."

REMARKS:

Question asked by Mr. Beam, CAB - "Did you notice any crew member toggle the propeller electrical switches?"

Answer by Mr. Rideout: "NO".

  
Penrod Rideout