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IN REPLY  
REFER TO: DTIC-R (FOIA 2019-102)

MAY 15 2019

Mr. John Greenewald Jr.  
27305 W. Live Oak Rd.  
Suite # 1203  
Castaic, CA 91384

Dear Mr. Greenewald:

This is in response to your email dated April 23, 2019, requesting information under the Freedom of Information Act (FOIA) (enclosure 1). Under Department of Defense rules implementing the FOIA, published at 32 CFR 286, your request was categorized as "other".

Enclosure 2 is a copy of ADP003754 entitled "(U) Hypnosis in Army Aviation: A Case Study."

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Sincerely,

A handwritten signature in black ink, appearing to read "Michael Hamilton".

Michael Hamilton  
FOIA Program Manager

2 Enclosures

## **Crawford, Patricia A CIV DTIC RM (USA)**

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**From:** National.FOIAPortal@usdoj.gov on behalf of National FOIA Portal  
<National.FOIAPortal@usdoj.gov>  
**Sent:** Monday, April 22, 2019 7:10 PM  
**To:** DTIC Ft Belvoir RM Mailbox FOIA  
**Subject:** [Non-DoD Source] New FOIA request received for Defense Technical Information Center  
**Attachments:** FOIA Request confirmation #57626.pdf

Hello,

A new FOIA request was submitted to your agency component:

The following list contains the entire submission, and is formatted for ease of viewing and printing.

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### Contact information

First name John  
Last name Greenewald  
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Company/Organization The Black Vault  
Email john@greenewald.com

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### Request

Request ID 58151  
Confirmation ID 57626  
Request description To whom it may concern, This is a non-commercial request made under the provisions of the Freedom of Information Act 5 U.S.C. S 552. My FOIA requester status as a "representative of the news media." I am a freelance television producer often working on documentaries related to my FOIA requests, my work is commonly featured throughout major news organizations, and I freelance writer for news sites as well. Examples can be given, if needed. I prefer electronic delivery of the requested material either via email to john@greenewald.com, FAX 1-818-659-7688 or via CD-ROM or DVD via postal mail. Please contact me should this FOIA request should incur a charge. I respectfully request a copy of records, electronic or otherwise, of the following document: Accession Number : ADP003754 Title : Hypnosis in Army Aviation: A Case Study, Corporate Author : AIRBORNE DIV (101ST) FORT CAMPBELL KY Personal Author(s) : Gentry, W. R. , Jr Report Date : NOV 1978 Abstract : The present study recommends the use of the hypnotic interview as a viable procedure and an important tool in aviation accident investigation. The hypnotic

interview and the specific technique of age regression allows a person to relive or re-experience earlier events of his life while in a trance state. Information obtained in this manner is presented as invaluable in the investigation of aircraft accidents. Hypnosis is especially indicated in cases of retrograde amnesia and psychological repression. Thank you so much for your time, and I am very much looking forward to your response. Sincerely, John Greenewald, Jr. 27305 W. Live Oak Rd. Suite #1203 Castaic, Ca. 91384 FAX 1-818-659-7688

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Supporting documentation

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Fees

Request category ID    media  
 Fee waiver            no

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Expedited processing


Expedited Processing    no

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request_id	confirmation_id	address_city	address_country	address_line1	address_line2	address_state_province	address_zip_postal_code	company_organization	email	expedited_processing	fee_waiver	name_first	name_last	phone_number	request_category	request_description
58151	57626	Castaic	United States	27305 W Live Oak Rd.	Suite 1203	CA	91384	The Black Vault	john@greenewald.com	no	no	John	Greenewald	8004562228	media	To whom it may concern, This is a non-commercial request made under the provisions of the Freedom of Information Act 5 U.S.C. S 552. My FOIA requester status as a "representative of the news media." I am a freelance television producer often working on documentaries related to my FOIA requests, my work is commonly featured throughout major news organizations, and I freelance writer for news sites as well. Examples can be given, if needed. I prefer electronic delivery of the requested material either via email to john@greenewald.com, FAX 1-818-659-7688 or via CD-ROM or DVD via postal mail. Please contact me should this FOIA request should incur a charge. I respectfully request a copy of records, electronic or otherwise, of the following document: Accession Number : ADP003754 Title : Hypnosis in Army Aviation: A Case Study, Corporate Author : AIRBORNE DIV (101ST) FORT CAMPBELL KY Personal Author(s) : Gentry,W. R. , Jr Report Date : NOV 1978 Abstract : The present study recommends the use of the hypnotic interview as a viable procedure and an important tool in aviation accident investigation. The hypnotic interview and the specific technique of age regression allows a person to relive or re-experience earlier events of his life while in a trance state. Information obtained in this manner is presented as invaluable in the investigation of aircraft accidents. Hypnosis is especially indicated in cases of retrograde amnesia and psychological repression. Thank you so much for your time, and I am very much looking forward to your response. Sincerely, John Greenewald, Jr. 27305 W. Live Oak Rd. Suite #1203 Castaic, Ca. 91384 FAX 1-818-659-7688

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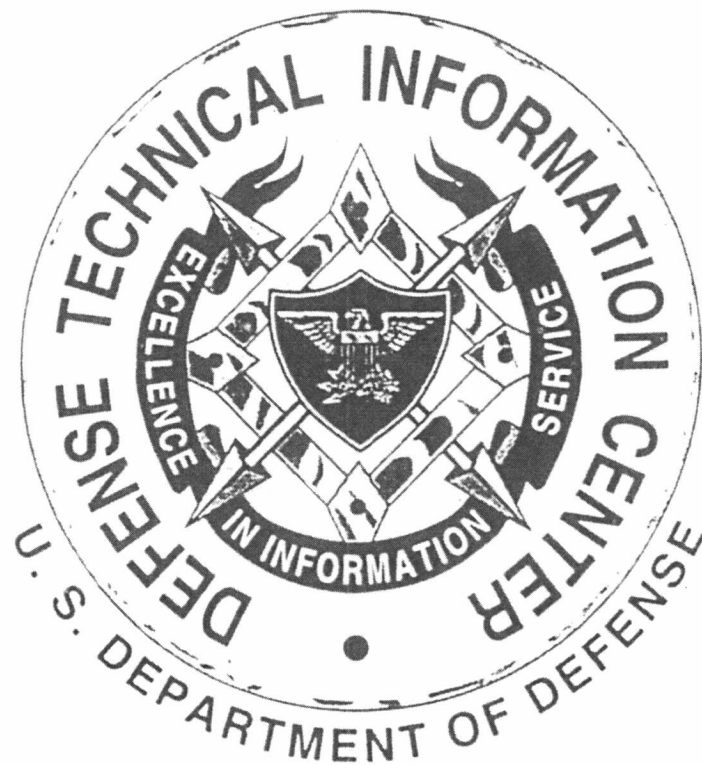


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# AD-P003 754

Proceedings of the AMEDD Psychology Symposium  
13-17 November 1978, William Beaumont Army Medical Center

## HYPNOSIS IN ARMY AVIATION: A Case Study

William R. Gentry, Jr.  
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### ABSTRACT

The hypnotic interview is recommended as a viable procedure and a useful tool in aviation accident investigation. In the case study presented, an Army aviation accident investigation board for the first time accepted into evidence information obtained in a hypnotic interview. The hypnotic interview provided the board with evidence which was not previously obtained by other investigative techniques and which proved to be invaluable in the investigative and decision making process. The evidence suggested mechanical failure in a specific component, which laboratory testing later confirmed. The accident investigation board reversed the original opinion of "pilot error" to a unanimous decision of "mechanical failure". The defective component would not have otherwise been discovered without the evidence from the hypnotic interview.

Hypnosis is a well documented phenomena which has proven to be a useful therapeutic tool in the fields of medicine, dentistry, and clinical psychology (Crasilneck, 1975). In spite of a growing body of scientific data, there is still doubt, controversy, and debate over the value of the hypnotic technique. Gradually, however, hypnosis is being accepted within the scientific community and is now generally recognized as both a useful clinical tool and an important area of research.

The present study recommends the use of the hypnotic interview as a viable procedure and an important tool in aviation accident investigation. The hypnotic interview and the specific technique of age regression allows a person to relive or re-experience earlier events of his life while in a trance state. Information obtained in this manner is presented as invaluable in the investigation of aircraft accidents. Hypnosis is especially indicated in cases of retrograde amnesia and psychological repression.

Alkov (1977) reports that hypnosis has been considered for use in the interrogation of witnesses and survivors of Navy aircraft accidents and documents several cases where the hypnotic interview was used successfully in accident investigations. In one such case, Alkov quoted a Medical Officer's Report as stating, "It is felt that the use of post-flight hypnosis by the board was invaluable in determining the most probable sequence of events in this accident" (p 1). From his review of the evidence available, Alkov recommended in his report to the Naval Safety Center that the "Navy utilize the hypnotic interview technique in accident investigations only in those cases where the evidence



obtained would be helpful, the witness cooperative, and the data kept confidential" (p 6). He concluded that the hypnotic interview is a useful procedure as an accident investigation technique only where the "witness is cooperative, is suffering from retrograde amnesia, material evidence from the accident is available to substantiate data from such an interview, the witness could shed light on the matter and no other procedure is available or practical, and the data obtained is used for accident prevention purposes only" (p 6).

The Air Force takes the official position that "The use of truth serums, hypnotic techniques/drugs, or polygraph tests is prohibited in and USAF accident investigation or inquiry" (Air Force Regulation 127-4 Section C, Paragraph 12a). This position is in agreement with rulings of the United States Supreme Court and the general position of the American Judicial System. The Military Court Martial Manual also took the same stand in ruling that evidence obtained through the use of drugs, polygraph tests, or hypnosis is inadmissible (1969).

At the 17th Joint Services Aviation Conference held at the Naval Safety Center in August of 1978, the tri-services published a final report which recommends that hypnosis should not be used as an investigative tool by military aviation accident boards. However, the report noted that this ruling should not preclude the use of hypnosis for research. The U.S. Army has accepted the recommendation and the official position now eliminates the use of hypnosis for accident investigation (Berliner, 1978).

This paper presents a case study of a hypnotic interview used to investigate an Army Aviation accident. This is the first reported case where an Army aviation accident investigation board accepted into evidence the information obtained in the hypnotic interview. The information proved to be invaluable in both the investigation and the decision-making process.

#### THE HYPNOTIC INTERVIEW: A CASE STUDY

##### Referral

In the summer of 1977, a 28 year old male officer aviator was referred to the Division Psychologist by the Division Surgeon for treatment of anxiety, guilt, and retrograde amnesia following an aviation accident. Two days prior to the referral, the officer, (hereafter referred to as the pilot) and a warrant officer aviator were involved in a major aviation accident which occurred seconds after the lift off of their AHIG helicopter. The pilot was at the controls of the Army helicopter when it crashed. No other aircraft were involved and no one was injured.

In making the referral, the Division Surgeon inquired into the possibility of the use of hypnosis for investigating the period of time during which the officer reported a lapse of memory. The Division Psychologist explained the uses and precautions of a hypnotic interview and indicated that the technique was well established in scientific literature. The Division Surgeon recommended the utilization of hypnosis with the specific goal of assisting the pilot to recall the events that occurred in a matter of seconds just prior to, during, and after the aviation accident, thereby helping the pilot resolve his guilt and



anxiety. The Division Psychologist agreed to consider the technique and to further discuss its use with the pilot.

### Session 1

The pilot was seen by the Division Psychologist on the tenth day following the aircraft accident. He reported complaints of anxiety, problems sleeping, and stomach distress. Other than these symptoms of anxiety and guilt, the pilot's mental status was within normal limits. He was bright, articulate and cooperative. He was highly motivated to relieve his anxiety and was very interested in trying to recall the chain of events which led to the crash.

The pilot reported that he was resigned to the fact that he had caused the crash. He stated his desire for therapy as "I just want to know what I did wrong". The pilot also informed the psychologist that the Aircraft Accident Investigation Board had tentatively ruled "pilot error" as the reason for the crash. All that the pilot felt was left to accomplish was to resolve the guilt and to learn something from the crash so that he would not make the same mistake again.

Hypnosis was discussed and determined to be the treatment of choice for this case. The pilot was seen as an appropriate and highly motivated candidate for hypnotic age regression. Before proceeding with the induction of hypnosis, the psychologist explained the hypnotic procedures and trance states and explored the pilot's possible misconceptions about hypnosis. A verbal contract was established which clearly outlined the confidentiality of the treatment. The information obtained would be for the use of the pilot and for treatment purposes only. The pilot, however, could use the data obtained in the interview in a way he felt was appropriate.

After an hour of screening and psychological evaluation, the hypnotic interview was conducted. The hypnotic trance state was induced using the relaxation technique. The trance state was deepened by the use of hand levitation, counting, and imagery. The pilot proved to be an excellent hypnotic subject and was induced to a medium to deep trance state as verified by glove anesthesia and a positive hallucination (A Syllabus on Hypnosis, 1973).

The pilot was age regressed to the day of the accident and told to "relive the experience in every detail with complete and total recall"; he was instructed to verbally report all that he saw and experienced.

The pilot was able to return in time to the restaurant where he was eating lunch prior to take-off. He slowly recalled and described his actions and thoughts. He spoke in the first person, present tense. He continued without incident until he arrived at the aircraft and began the pre-flight check. After climbing into the aircraft he reported that he was very hot and began to show physical signs which the psychologist was able to observe. He began to perspire and his respiration increased. He explained that he could not turn on the air conditioner until after the engine was started and runup completed. He continued through the pilot's checklist until he initiated engagement of the SCAS channels (TM 55-1520-221-CL, 1971). At that

point the pilot stated that when he looked up to check the rotor system as required when the SCAS channels are engaged, he could not see anything. He began to show signs of panic as he stated that he could not go further. He reported that he was afraid and that everything was going black. The hypnotic interview was terminated at that point. The pilot was given the suggestion that he would have total recall of the interview and was then gradually awakened by the backward counting technique.

After returning to a normal waking state, the pilot was debriefed on the hypnotic experience. He reported that the age regression had allowed him to remember the events in greater detail. He further reported that at times it was as though he was looking out of his own eyes while at other times it seemed that he was watching the action and was able to see everything, even things his eyes were not focusing on. A discussion of the pilot's inability to complete the sequence of events strongly suggested that his memory was being blocked by his fears. A follow-up session was scheduled to continue the hypnotic interview.

### Session 2

In the second session, induction and deepening was accomplished using relaxation and levitation. A deep trance state was obtained. The pilot was regressed in time to a period just prior to entering the aircraft and he again began to describe the sequence of events. When he reached the SCAS engagement on the checklist, he reported that he could not see out of the aircraft. It was as if a darkness had enveloped the canopy. The pilot again began to show physical signs of panic such as perspiration and increased respiration. He was encouraged to skip the SCAS and continue with the engine runup. He continued through the checklist until he began to "pull power" and felt the aircraft become "light on the skids". In obvious panic he then exclaimed "I can't go any further, if I go further I'm going to die." The hypnotic interview was terminated at that point.

### Session 3

Hypnosis was induced to a deep level and the pilot was regressed to a period of time just prior to his entering the aircraft. He related the sequence of events almost word for word as he had in the previous two sessions. When he reached the point where he had engaged the SCAS he said, "I'm looking up, but I don't see anything because I'm not looking at the blade". He indicated that instead of looking at the rotor blade as required in the checklist, he had looked at the aircraft to his left. He then continued with the sequence of events. As he brought the aircraft to a hover, he began to pull collective and add power in preparation for takeoff. Suddenly, the pilot's body made a jerk and his right hand moved rapidly forward toward and then beyond his right knee as he began to experience a violent abreaction. He began making movements as if he were trying to pull his hand back and he screamed "Oh God, I'm going to die, I'm going to die." His body jerked again as he indicated that the blade hit the ground and the aircraft crashed. He continued by explaining in great detail the actions taken to get out of the aircraft and the conversations which took place just after the crash.

While still in trance, the pilot was asked to return to present and explain what had happened. He stated that the cyclic violently and rapidly jerked right forward pulling his hand with it. He pulled with all his strength, but the cyclic did not return to center position until after the rotor blade hit the ground. The hypnotic interview was terminated and the pilot was returned to his normal waking state.

In the discussion following the hypnotic interview, the pilot reported that prior to the session he had no recall of the cyclic making such a movement. He now felt that some kind of malfunction had occurred. Until this point he was convinced that he made a pilot error. He requested that the hypnotic age regression be repeated so that he could re-experience the crash sequence in order to better understand what had happened.

#### Session 4

The pilot reported that he went to the board between sessions and explained what he had experienced. He requested that he be allowed to make an audio cassette recording of the present session. The board had agreed to listen to the tape with the understanding that it might be admitted into evidence.

A trance state was induced and the pilot was age regressed to a time prior to the crash. He then described the action as he again relived the crash sequence. The pilot again experienced a violent abreaction as the cyclic jerked to the right front and he tried to pull it back to the center position. The cyclic only returned after the rotor blade hit the ground and the aircraft had crashed. The pilot's description of the crash sequence was almost identical in every word and action with the reports given in the previous sessions.

While still in a trance state, the pilot was returned to the present and asked to explain what had happened. He contended that the cyclic had moved without pilot input. This, he explained, could only have occurred as a result of some sort of mechanical malfunction. The hypnotic interview was then terminated.

#### Board Hearing

In the afternoon following the fourth session, the pilot telephoned to request that the psychologist attend the next hearing of the aviation accident investigation board to present professional testimony. At the pilot's specific request, the psychologist agreed. The president of the board telephoned later to officially request the testimony of the psychologist.

At the hearing the following morning, the psychologist listened to the audio recording of the fourth session along with the board members and was then called upon to provide professional testimony. The board requested information on the hypnotic procedure and their reliability. The board members then discussed with the psychologist, the information on the tape and its implications.

With both the pilot and the psychologist in the hearing room, the board indicated that the evidence from the hypnotic interview had raised a number of questions

which they would like to have answered. The pilot volunteered to consent to another hypnotic interview and recommended that the board members be in attendance. The board agreed to hold a special hearing with the pilot appearing as a witness while in a hypnotic trance state.

#### Session 5: Hypnosis on the Witness Stand

The fifth hypnotic age regression was induced in a manner identical to the previous sessions. This session, however, was held in the presence of the board members. The pilot was able to vividly relive and describe the crash sequence with a similar violent abreaction to the loss of control of the cyclic and the resultant crash. The sequence was described by the pilot almost word for word as previously reported. The only difference in this session was that the board members had prepared specific questions for the psychologist to ask of the pilot. The asking of questions did not interrupt the flow of the action nor did it detract from the reliving of the crash sequence.

The board had photographs of the crash area which the pilot had not seen. From the photographs they prepared questions requesting detailed information about the physical surroundings. In addition, questions were asked about adherence to the checklist, the readings on the gauges, and details of the movement of the controls.

#### RESULTS

The final report and all supporting evidence from the aviation accident investigation is contained in the Technical Report of U.S. Army Aircraft Accident, Case Number 770627-1430-66-15338. The summary of the actions of the board prior to the hypnotic interview states, "the board pursued hypnamic rollover (pilot error) as a primary suspected cause of the accident ..." (p 4). However, after obtaining the evidence from the hypnotic interview, the board actively pursued an investigation of mechanical failure. Although the physical evidence from the aircraft had been inspected and analyzed, the hypnotic evidence obtained from the pilot suggested that further physical analysis was required. The board, therefore, requested a "teardown" analysis of components that would not otherwise have been inspected. The Teardown Analysis Report contained in the Technical Report indicated, "excessive internal leakage ... (in the system) ... and revealed an extremely deteriorated ... (component) ... which resulted in the experienced hard-over condition noted by the pilot" (p 3). The board's unanimous decision was mechanical failure as cause of the accident.

#### DISCUSSION

The evidence in this case which was obtained from a hypnotic interview proved to be invaluable in both the investigative and decision-making process of the Aviation Accident Investigation Board. The case set a precedent for Army aviation accident investigation. The Aviation Accident Investigation Board, Case Number 770627-1430-6615338, for the first time, accepted into evidence information obtained in a hypnotic interview. Further, the Board allowed direct testimony from a witness on the stand who was in a hypnotic trance state.

The case presented directly contradicts the recommendation of the 17th Joint Services Aviation Safety Conference. It is the opinion of this investigator that the conference recommendation is an over-reaction which may not have been based on the available research data. Hypnosis can be an extremely valuable tool when used appropriately and professionally. Indeed, precautions should be taken, but complete elimination of hypnosis from accident investigation is a waste of a useful and valuable resource.

Incorporating the available research data and acceptable clinical procedures, the following recommendations and precautions are presented as guidelines for the use of hypnosis in aviation accident investigation.

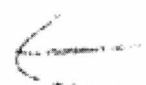
1. The hypnotic interview should only be considered after all other traditional methods of gathering evidence have been exhausted.
2. The hypnotic interview would be indicated in cases where the witness is suffering from retrograde amnesia.
3. The witness must volunteer for the hypnotic interview and must be cooperative and highly motivated.
4. The witness must be psychologically evaluated and cleared before the use of hypnosis. The evaluation should include a mental status examination, an exploration of the possible symbolic meaning of the amnesia, and should rule out psychosis, severe depression, or suicidal ideation.
5. The hypnotic interview must be conducted by a qualified and professional hypnotherapist.
6. Evidence obtained from the hypnotic interview should be viewed as any other testimony accepted as evidence. The hypnotic evidence should be substantiated by other sources of material evidence. Evidence obtained in a hypnotic interview does not constitute irrefutable fact.

This investigator believe that the conference recommendation is an over-reaction which may not have been based on the available research data. Hypnosis can be an extremely valuable tool when used appropriately and professionally. Indeed, precautions should be taken, but complete elimination of hypnosis from accident investigation is a waste of a useful and valuable resource.

Given the pre-cautions and the procedures outlined above, the hypnotic interview should be accepted as a legitimate and useful investigative tool. The recommendation of the 17th Joint Services Aviation Safety conference should be challenged and a change in the rules of evidence should be made to allow information from the hypnotic interview to be accepted as official testimony.

## REFERENCES

- Alkov, Robert A. The use of the hypnotic interview as an accident investigative technique. Unpublished Navy Report. Norfolk Naval Air Station, VA: Naval Safety Center, 1977.
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- Military Court Martial Manual. Washington, D.C.: U.S. Government Printing Office, 1969.
- Pilot's Checklist for Army Model AH-IG Helicopter (TM 55-1520-221-CL). Washington, D.C: Department of the Army, 1969.
- Technical Report of U.S. Army Aircraft Accident (Case No. 770627-1430-66-15338). Washington, D.C: Department of the Army, 1977.



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