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TAB C

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FMDS Master Records List	G-	1
Aerial Demonstration Upgrade Checklist	G-	2
Mishap Flying Time Statement as of 12 Sep 81	G-	3

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G-1

AERIAL DEMONSTRATION UPGRADE CHECKLIST

	RANK / P	Kuehler, Dennis R. NAME	/ 22TFS UNIT
1.	Ground T	raining	Date Completed
	a. TS-1	(Academics)	
	(1) (2) (3) (4) (5)	Standard Procedures Ruel Requirements Aircraft Handling Characteristi Safety Considerations Personal Observations	5 Aug 51 5 Aug 81
	b. TS-2	(Academics)	/
	(1) (2) (3)	Standard USAFE Demonstration Pr Minimum Altitudes Emergency Procedures	5 Aug 81 5 Aug 81 5 Aug 81
2.	Flying T	raining	Date Completed
		3 (Back Seat)	6 puc 81
	b. TS-4	(Dual)	18 Auc 81
	c. TS-5	5 (Dual)	18 Aug 81
		5 (DUAL)	19 Aug 81
		(Dual)	24 Aug 81
	f. TS-8	3 (Dual)	24 Aug 81
	g. TS-9	(Dual)	25 Auc 81
	h. TS-1	O (Dual)	26 AGG 81
	i. TS-1	11 (Solo)	26 Aug 81
	j. TS-1	12 (5010)	26 Aug 81
	k. TS 1	13 (Solo)	27 Hu6 81
	1. TS-1	14 (Solo)	1 28 Aug 81
	m. TS-1	15 (Solo)	31 Aug 81

MISHAP FLYING TIME STATEMENT AS OF 12 SEP 81

Total flying time, including mishap flight of 12 Sep 81. The printout includes time to end Sep 81.

Total Flying Time: 1980.2

Total FP/IP All Acft: 1775.8

Total FP/IP This Acft: 649.0

Total FP/IP 30 Days: 29.3 Sorties: 30

Total FP/IP 60 Days: 48.2 Sorties: 50

Total FP/IP 90 Days: 82.2 Sorties: 65

Fishers H. Frant RICHARD H. FRANTZ, Lt Col, USAF Safety Advisor

TAB I

INDEX

The following Category I Material Deficiency Reports were submitted by the Λ ccident Board to ascertain operating parameters prior to and at impact:

Control Number

			81-393 81-394	Angle of Attack Transmitter Stick Force Sensor	I- 1 I- 4
36TFW	CAT	I	81-395	Hydraulic Pressure Indicators,	1- 6
36TFW	CAT	I	81-396	PC-I, PC II, and utility Angle of Attack Indicator	I- 9
36TFW	CAT	I	81-397	Vertical Speed Indicator	I-12
36TFW	CAT	I	81-398	Oil Pressure Indicators	I-15
36TFW	CAT	Ι	81-399	Fan Turbine Inlet Temperature	1-18
				Indicators	
36TFW	CAT	Ι	81-400	Rate Fuel Flow Indicators	1-20
36TFW	CAT	Ι	81-401	Nozzle Position Indicators	1-23
36TFW	CAT	Ι	81-402	Electrical Tachometer Indicator	I-25
36TFW	CAT	Ι	81-403	Air Speed Mach Indicator	I-27

JOINT MESSAGEFORM UNCLASSIFIED DIG BUILDING FINE MONDE OR ACT INFO SEP 81 PP PP 01 ... 03 NO FROM. 36TFW BITBURG AB GE//MAQ// TO: AIG 8265 DIR MAT MOT TINKER AFB//MMIRIA// INFO ASD WPAFB OH//TAFC// UNCLAS EFTO AIG 8265 TAKE FOR INFO ONLY. SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR ALRCRAFT MISHAP NR 36TFW 76-A-02 3. RCN: 36TFW I 81-393 (76-A-02) 4. DATE DISC: 1255 5. NSN: 6610-00-535-7722 6. NOM: TRANSMITTED ANGLE OF ATTACK 7. MFR, SHIPPER, OVHL: TELEDYNE AVIONICS 8. MFR PN: slz9486-3 9. SER, LOT, BATCH NR: RIGHT TF 1484B LEFT TF 1483B 10. CONTR, PO, DOC NR: UNK 11. NEW OR OVHL: NEW 12. D MFD OR OVHL: UNK 3 1 13. OTF: UNK DISTR COMM CTR MAQ SE DRAFTER TYPEL NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS ARTHUR E. STARK, Major, USAF, 7014, MAAM TYPED NAME THE OFFICE SYMBOL AND PHONE GEORGE A. HOWARD, Col, USAF, BD, 7014 BECORDE CLASSIFICATION DATE TIME GROUP UNCLASSIFIED EFTO DO . 617 - 1/3/1

&UB GPO 1979-0 302 175

1	JOINT MESSAGEFORM
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	O2 or O3 SEP 81 PP DD FFEE
	OZ O
	NO .
	14. GFP: UNK
	15. QTY: A - 2, B - 2, C - 2 UNK
	16. DEF ITEM WORKS ON OR WITH
	A. F-15C 800007
	B. N/A
	17. DOL VAL: UNK
	18. EST COR COST: UNK
	19. ITEM UNDER WARRANTY: UNK
	20., MUC OR PSEUDO WUC: 51 EDO
	21. ACT OR DISP:
	A. RELEASED TO; OC-ALC
	22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED
	GROUND TO SIDE AND SHORT OF RUNWAY, SLID 1550 FT FROM IMPACT AFTER
ass	GEAR SHEARED OFF. AGA AT IMPACT DESCRIBED AS EXCESSIVE. GUAGE
	FROZE AT 42.5 UNITS.
	A. SUBJECT AREA: QUALITY
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5 4	B. IMPACTS ON: SAFETY/RELIABILITY
3	C. HAZARD CODE: I
1	D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND ANALYZE TO DETER-
0	MINE AOA AT IMPACT,
2.1	DISTR
*.	DRAFTER TYPEO NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS
	TYPED NAME TITLE OFFICE SYMBOL AND PHONE SIGNATURE SECURITY CLASSIFICATION DATE TIME GROUP
	SECURITY CLASSIFICATION DATE TIME GROUP

PREVIOUS EDITION IS OBSOLETE

JOINT MESSAGEFORM UNCLASSIFIED EFTO DIG-RELEASER TIME PRECEDENCE
ACT INFO
PP PP SPECAT ORIG:MSG IDENT CLASS SEP 81 EFFE 030, 03 HOON NO E. SRD: AFG F. COMD CODE: OD 9 1 2 1 0 DISTR. DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS TYPED NAME TITLE OFFICE SYMBOL AND PHONE SECURITY CLASSIFICATION DATE THE GROUP UNCLASSIFIED EFTO DD 1 MAH /9 173/1 PREVIOUS EDITION IS OBSOLT ₩US GPO. 1978-0-302-175

	JOINT MESSAGEFORM	UNCLASSIFIE		0
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	FROM. JETFW BITBURG AB GE//	1/0//		
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1	INFO ASD WPAFB OH//TAFC//			
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AIC 826	5 TAKE FOR INFO ONLY.			
SUBJ:	CAT 1 SERVICE REPORT - THIS REPO	ORT BEING SUBMI	TTED IN SUPPO	RT
OF ACCI	DENT INVESTIGATION BOARD FOR AI	RCRAFT MISHAP N	R 36TFW 76-A-	-02
3. RCN	N: 36TFW I 81-394 (76-A-02)			(g) 100 g 1
4. DAT	TE DISC: 1255			
5. NSN	N: 6615-01-065-3118			
6. NON	M: STICK FORCE SENSOR		•	* *
1	R, SHIPPER, OVHL: GENERAL ELECT	RIC CO.		
	R PN: 294E47661			
	R, LOT, BATCH NR: 0878			
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5	EW OR OVIII.: NLW			
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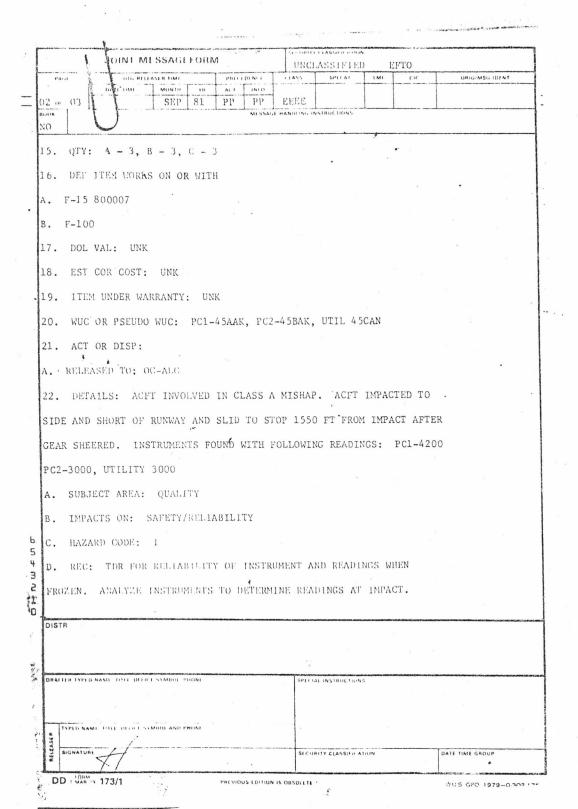
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	17.	DOL VAL: UNK			
	18.	EST COR COST: UNK			
٠	19.	ITEM UNDER WARRANTY: UNK	*		
	20.	WUC OR PSEUDO WUC: 52 AFO			
Ph	21.	ACT OR DISP: OC ACC			
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	22.	DETAILS: ACFT INVOLVED IN CLASS A MI	SHAP. ACFT IMP	PACTED	
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ass	FRO	IMPACT AFTER GEAR SHEARED.			
	Α.	QUALITY			
	В.	SAFETY/RELIABILITY			
	c.	HAZARD CODE: I			
6 5	D.	REC: TDR FOR RELIABILITY OF UNIT AND	ANY INTERNAL F	AILURES.	
4	E.	SRD: AFG			
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		5011	, 0 -11-	-	
. DATE DISC: 1255					
6. NSN: 6685-00-345-3133	• .				
5. NOM: INDICATOR HYDRAULIC PRESSURE					
7. MFR, SHIPPER, OVAL: THE BENDIX CORP	ORATION				
3. MFR PN: 3571112-9001					
9. SER, LOT, BATCH NR: PCI 2585, PC II	2711 UTIL	ITY 2578			
10. CONTR. PO. DOC NR: F 33657-77-C-02	.00				
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ARTHUR E. STARK, Major, USAF, MAAM, 701	4				
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JOINT MESSAGEFORM UNCL SSIFIED DIG HILLASTR TIME PHECEDENCE ORIGIMSG IDENT 01 or 03 0900/MAQ SEP NO FROM: 36TFW BITBURG AB GE//MAQ// TO: AIG 8265 DIR MAT MGT TINKER AFB//MMLAIA// INFO: ASD WPAFB OH//TAFC// UNCLAS E F T O AIG 8265 TAKE FOR INFO ONLY. SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02 3. RCN: 36TFW 1:81-396 (76-A-02) 4. DATE DISC: 1255 5. NSN: 6610-00-134-2251 6. NOM: INDICATOR ANGLE OF ATTACK 7. MER, SHIPPER, OVIL: UNK 8. MER PN: 40-419-2 9. SER, LOT, BATCH NE: 0867 10. CONTR, PO, DOC MR: F 33657-77-C-0200 11. NEW OR OVHL: NEW 12. D MFD OR OVHL: 8043 13. OTF: UNK MAQ COMM CTR DRAFTER TYPE NAME THE OFFICE SYMBOL PHONE ARTHUR E. STARK, Major, USAF, 7014, MAAM TYPED NAME, TITLE OFFICE SYMBOL AND PHONE GEORGE L. HOWARD, Colonel, USAF, 9014 SECURITY CLASSIFICATION DATE TIME GROUP UNCLASSIFIED EFTO

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JOINT MESSAGEFORM DIG BELLASER TIME PHECEDENCE 01 of 03 81 PP 0930/MAQ NO FROM: 36TFW BITBURG AB GE//MAQ//. TO: AIG 8265 DIR MAT MGT TINKER AFB//MMILIA// INFO ASD WPAFB OH//TAFC// UNCLAS E I T O AIG 8265 TAKE FOR INFO ONLY. SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02 3. RCN: 36TFW Γ 81-397 (76-Δ-02) 4: DATE DISC: 1255 5. NSN: 0610-00-134-2259 6. NOM: INDICATOR, VERTICAL SPEED 7. MFR, SHIPPER, OVEL: UNK ' 8. MFR PN: 40-416-2 9. SER, LOT, BATCH NR: 0879 10. F 33657-77-C-0200 11. ITEM NEW OR OVHL: NEW 12. D MFD OR OVHL: 8039 Э 2 13. OTT: UNK 0 GFP: UNK COMM CTR MAQ SE MASSES ARTHUR E. STARK, Major, USAF, MAAM, 7014

I-12

\$U.S. GPO: 1979-0-302-175

JOINT MESSAGEFORM UNCLASSIFIED SEP 81 NO 15. QTY: A - 1, B - 1, C - 1 16. DEF ITEM WORKS ON OR WITH: A. F-15 80-0007 B. F-100 17. DOI. VAL: UNK 18. EST COR COST: UNK 19. ITEM UNDER WARRANTY: UNK 20. WUC OR PSEUDO WUC: 51 AFO 21. ACT OR PISP: A. RELEASED TO; OC-ALC 22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY AND SLID TO STOP 1550 FT FROM MPACT AFTER GEAR SHEAR OFF. INSTRUMENT FOUND WITH FOLLOWING READING: 5700 FPM. A. SUBJECT AREA: QUALITY B. IMPACTS ON: SAFETY/RELIABILITY C. HAZARD CODE: I D. REC: TOR FOR RELIABILITY OF INSTRUMENT AND READINGS WHEN FROZEN . ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT. DISTR. DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE UNCLASSIFIED PREVIOUS EDITION IS OBSOLETE \$US GPO: 1979-0-302-175

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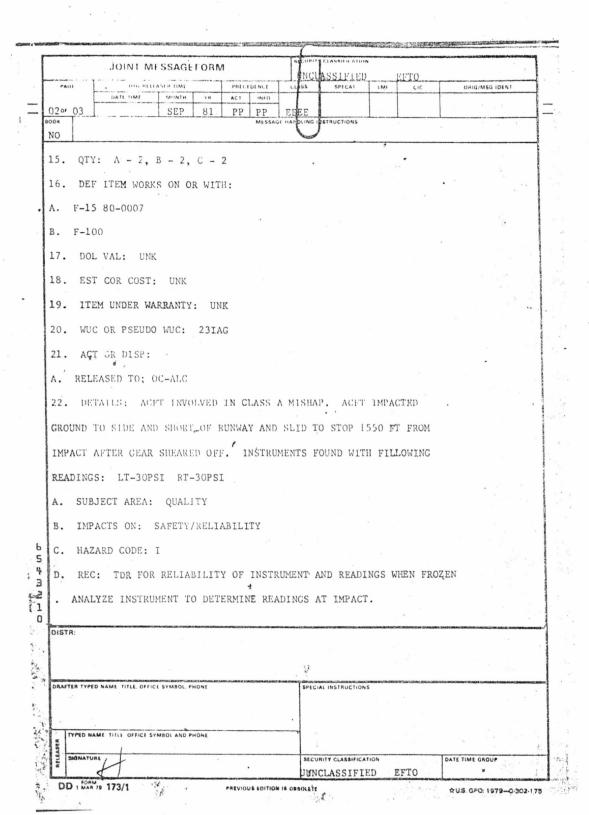
JOINT MESSAGEFORM UNCLASSIFIED
s specat (1) DATE TIME MONTH ORIG/MSG IDENT SEP 81 EEEE E. SRD: AFG F. COMD CODE: OD 6543210 DISTR M. 1 DRAFTER TYPE C NAME TITLE OF DES SYMPOLE PHONE EFTO DD : MAR / 173/1 PREVIOUS EDITION IS OBSOLETE ứ US GPO 1979--0 302-175

JOINT MESSAGEFORM NCLASSIFIED URIG/MSG IDENT DIG/RELLASIR DMI PHECEDENCE LMI MONTH ACT INFO 410/MAQ NO FROM: 36TFW BITBURG AB GE//MAQ// . TO: AIG 8265 DIR MAT MGT TINKER AFB//MMIRIA// INFO ASD WPAFB OH//TAFC// UNCLAS E F T O AIG 8265 TAKE FOR INFO ONLY. SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02 3.RC 36TFW I 81-398 (76-A-02) 4. DATE DISC: 1255 5. NSN: 6620-00-531-6100 6. NOM: INDICATOR PRESSURE OIL 7. MFR, SHIPPER, OVHL: UNK 8. MFR PN: 96774-18-2074-2 9. SERIAL: RIGHT 1940 LEFT 1943 10. CONT. PUR ORD DOC NO! UNK Ь 11. ITEM NEW OR OVHL: UNK 12. D MFD OR OVHL: RIGHT 8-80 LEFT 8-80 2 13. OTF: UNK 0 GFP: UNK DISTR CLA COMM CTR DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS ARTHUR E. STARK, Major, USAF, MAAM, 7014

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\$U.S. GPO: 1979-0-302-175

PREVIOUS EDITION IS OBSOLETE



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SUPPORT OF ACCIDENT INVESTIGATION BOARD I	FOR AIRCRAFT	MISHAP		
NR 36 TFW 76-A-02.				
3. RCN:∧ I 81-399 (76-A-02) 240000000000000000000000000000000000				
4. D EDF DISC: 1255				
5. NSN: 6620-01-010-1376				
6. NOM: INDICATOR, FAN TURBINE INLET TO	EMP			
,,				
7. MFR: GULL AIREORNE INSTR INC				
8. MFR PN: 208-004-010				
9. SER NR: RIGHT 1797 LEFT 1830				
10. CONTR NR: F33657-77-C-0200				
11. NEW OR OVHL: NEW				
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ARTHUR E. STARK, MAJOR, 7014				
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I-18

JOINT MESSAGEFORM UNCLASSIFIED EFTO DIL RELEASER TIME PRECEDEN ORIGIMSG IDENT 0934/MAAA OUK NO 15. QTY: A - 2, B - 2, C - 216. DEF ITEM WORKS ON OR WITH: F-15 80-0007/F-100 17. DOL VAL: UNK 18. EST COR COST: UNK 19. ITEM UNDER WARRANTY: UNK 20. WUC OR TDC: 23IAB 21. ACT OR DISP: RELEASED TO OC-ALC 22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY, GEAR SHEARED AND ACFT SLID 22 TO STOP 1550 FT FROM IMPACT. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT - 460°C RT - 550°C A. SUBJECT AREAS: QUALITY B. IMPACTS ON: SAFETY/RELIABILITY C. HAZARD SEVERITY CODE: I D. TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. ANALYZE INST TO DETERMINE READINGS AT IMPACT. K. SRD: AFG 4 F. COMD CODE: OD 2 DISTR DRAFTER TYPED NAME, TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS ARTHUR E. STARK, MAJOR, MAQ, 7014 GEORGE THOWARD SECURITY CLASSIFICATION

I-19

PREVIOUS EDITION IS OBSOLATE

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\$US GPO: 1979-0-302-175

JOINT MESSAGEFORM DIG.BUTASIB TIME MONTH EEEE SEP 81 PP PP 01 0 03 NO FROM: 36TFW BITBURG AB GE//MAQ TO: AIG 8265 DIR MAT MGT TINKER AFB//MINIA// INFO ASD WPAFB OH//TAFC// UNCLAS EFTO AIG 8265 TAKE FOR INFO ONLY. SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02 3. RCN: 367FW I81-400 (16-A-02) 4. DATE DISC. 1255 5. NSN: 6620-00-468-9824 6. NOM: INDICATOR, RATE OF FLOW FUEL 7. MFR: GULL AIRBORNE INSTR INC 8. MFR PN: 204-011-005 9. SER, LOT, BATCH NR.: LEFT 1585 RIGHT 1580 10. CONTRACT: F 33657-76C-0464 11. ITEM NEW OR OVHL: NEW 12. DATE MFD: LEFT 11 DEC 80 RIGHT 9 DEC 80 94 3 1 0 13. OTF: UNK 14. GFP: UNK COMM CTR MAQ Printing Court DRAFTER TYPED NAME. TITLE. OFFICE SYMBOL. PHONE SPECIAL INSTRUCTIONS ARTHUR E. STARK, Major, USAF, MAAM, 7014 TYPED NAME TITLE OFFICE SYMBOL AND PHONE GEORGE HOWARD, Col, USAF, BD, 7014 SECURITY CLASSIFICATION EFTO UNCLASSIFIED PREVIOUS EDITION IS GREAT TE

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\$U.S. GPO: 1979--0-302-175

JOINT MESSAGEFORM UNCLASSIFIED DIG/RELEASER TIME PRECEDENCE ONIG/MSG IDENT SEP 81 PP PP EEEE NO 15. QTY: A - 2, B - 2, C - 2 16. DEF ITEM WORKS ON OR WITH: A. F-15 80-0007 B. F-100 17. DOL VAL: UNK 18. EST COR COST: UNK 19. ITEM UNDER WARRANTY: UNK 20. Rate OR PSEMBO MOCE 46 PDA 21. ACT OR DISP: A. RELEASED TO: OC-ALC 22. DETAILS: ACET INVOLVED IN CLASS A MISHAP. ACET IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY. GEAR SHEARED AND ACFT SLID TO STOP 1550 FT FROM IMPACT! INSTRUMENTS FOUND WITH FOLLOWING READINGS: 1.T-3000 PPH, RT-4250 PPH A. SUBJECT AREA: QUALITY B. IMPACTS ON: SAFETY/RELIABILITY C. HAZARD CODE: I D. TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. 3 ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT. 5 E. SED: AFG DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS SECURITY CLASSIFICATION

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3. RCM:	36TFW 1, 81-403 (76-A-02)			
4. DATE	DISC: 1255			•
5. NSN:	6610-00-134-2260			
6. NOM:	INDICATOR, AIR SPEED MACH	• .		
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GEORG	E.T. HOWARD, Col, USAF, BD.	SECURITY CLASSIFICATION		DATE TIME GROUP
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TAB J

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POL Fluids Analysis	J-	1
Technical Evaluation Environmental Control System	.J -	3
Technical Analysis Hydraulic Systems	J-	4
Technical Evaluation Fuel System	J-	6
Technical Evaluation Electrical System	J-	7
Functional Checks of Avionics Components	J-	8
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Results of TDR Request of Instruments	J-	10

POL SAMPLES

The mishap aircraft was part of an open house flying demonstration at Soesterberg AB at time of accident. The aircraft staged out of Gilze-Rijen, as serviced with JP-4 at Gilze-Rijen, LOX servicing was at Soesterberg on 11 Sept. Both JP-4 fuel truck and liquid oxygen (LOX) carts were impounded and samples taken. Theses samples were analyzed and found to meet all technical requirements.

JP-4 FUEL

Sample was taken from mishap aircraft after incident. 993rd D Quarter Master Det Petroleum Products Laboratory did the analysis. There report stated that "product meets specification requirements for tests performed."

ENGINE OIL

Samples were taken from mishap aircraft after incident. 32 TFS SOAP Lab analyzed the oil samples. There was no significant increase in any area. Tab W has numerical readouts for both engines.

HYDRAULIC FLUID

Sample was taken from mishap aircraft after incident. 993rd D Quarter Master Det Petroleum Products Laboratory analyzed the sample. The report stated the fluid met all specifications except high water content. The high water content can be attributed to condensation of the half full sample bottle.

LIQUID OXYGEN (LOX)

LOX converter was removed from mishap aircraft and sent to USAF Hospital/SG PB APO 09220 for analysis. The results of the breathing oxygen were: CO_2 2.1 max allowable is 10, methane 16.0 max allowable is 50.0, purity 99.5 minimum is 99.5. All tests were within specification requirements.

GEORGE IT HOWARD, Colonel, USAF

Board President

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RESULTS OF BREATHING OXYGEN ANALYSIS

TO:

32 TFS/LGSFL
APO 09292

All concentrations expressed in parts per million. Purity expressed in percent oxygen. Moisture expressed in milligrams of water vapor per liter of gas at 70 °F and pressure 760 millimeters of mercury. LEGEND: Not detected < Lass than > Greater than A Approximately

(1				RES	ULTS				
SAMPLE INFORMATION	co ₂	METHANE CH ₄	ACETYLENE C ₂ H ₂	ETHYLENE C ₂ H ₄	ETHANE AND OTHER HYDRO- CARBONS C ₂ H ₆ EQUIVALENT	NITROUS OXIDE N ₂ O	HALO- GENATED REFRIG- ERANTS	HALO- GENATED SOLVENTS	PURITY (ORSAT TEST)	MOIS - TURE H ₂ O
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"EMARKS

5544 Aircraft Accident

14 Sep 81 TSgt Brusso

NILS AKERLIND JR., CAPT, USAF .
OIC, Analytical Chemistry

AFE SU FORM 18'S REPLACES USAF HUSB WAR FORM CLAT, SEP TS.

FROM: 32TFS/MACMM (Environmental Shop)

29 Sep 81

SUBJECT: Technical Evaluation, Environmental System Acft 80-0007

TO: Accident Investigation Board

- 1. An observation of the condition of aircraft 80-0007 was made at the accident site and in TABV 215 and revield the following:
 - a. Cockpit:
 - (1) Air Source switch auto.
 - (2) Cabin Temp cold.
 - (3) Oxygen regulator.
 - a. On/Off off.
 - b. Oxygen normal.
 - c. Flow normal.
 - (4) Emergency vent handle normal.
- b. The ECS system inside door 15 was exposed due to an approximate 8 inch separation in the fuselage. This caused separation of several ducts connecting the foreward fuselage. Also, there was extensive fire damage to the ECS components and wire bundles located in that area.
 - c. Door 12 was ripped.
- d. ECS temperature control circuit breaker in Door 10L was popped. This probably due to shorting in the ECS bay.
- e. Dirt was found in both right and left ram inlets. The right inlet was bent.
- f. Visual inspection of cabin and safety pressure regulating valves showed no damage.
- 2. All damage noted appeared to have occurred during aircraft impact and skid. The ECS system appeared to be operating normally prior to impact.
- 3. This letter verified true per telcon with SSgt Donnell C. Riddick, ECS technician.

CHORGE U. HOWARD, Colonel, USAF

Board President

FROM: 32TFS/MAAMA

6 Oct 81

SUBJECT: Technical Analysis, Hydraulic System

TO: Accident Investigation Board

- 1. An observation of the condition of aircraft 80-0007 was accomplished at the accident site and when located in TABV 215 and the following results were discovered.
 - a. Cockpit indications:
 - (1) Anti skid On.
 - (2) Inlet ramp L/R Auto.
 - (3) Slip way door Close.
 - (4) Flaps Down.
 - (5) CAS: Yaw, Roll Pitch On.
 - (6) Landing gear handle Down.
 - (7) Pitch ratio Auto Indicator 1 (landing gear down).
 - (8) JFS Start switch On.
 - (9) Tail Hook Up.
 - (10) Speed brake switch Neutral.
 - (11) Canopy handle Locked.
 - b. Hydraulic indicators:
 - (1) PC-1 4200 PSI, CB panel 52Z-L162 popped (affects guage only).
 - (2) PC-2 3000 PSI.
 - (3) Utility 3000 PSI.
 - c. Flight control surface positions:
 - (1) Flaps Down.
 - (2) Ailerons Both drooped down.
 - (3) Inlet ramps Up.
 - (4) Ramp by-pass doors Open.
 - d. Hydraulic system damage.
- (1) Rt. main landing gear (MLG) wheel well pushed up thru intake, exposed hydraulic lines, extensive damage.
 - (2) Rt. MLG torn off at impact, wheel well damage extensive.
 - (3) Lt. MLG torn off at impact, wheel well damage extensive.
- (4) Nose landing gear and steering collapsed at impact, wheel well damage extensive.
- (5) Door 15 hydraulic fittings received extensive damage due to forward fuselage separation.

- $2.\,$ All damage appears to have occurred at aircraft impact and resulting slide with landing gear separated from aircraft.
- 3. This report verified true by telecon with Sgt Dieter McLaughlen, Hydraulic $\operatorname{Spec}{\text{ialist}}$.

GEORGE I. HOWARD, Colonel, USAF Board Aresident

FROM: 32TFS/MAEMM

6 Oct 81

TO: Accident Investigation Team

FUEL SYS. PRELIMINARY INSPECTION OF A/C 800007

Structural Damage:

#1 Fuel Tank Ruptured

#1 Fuel Tank Foam Burnt

#1 Fuel Probe Burnt

Rt. internal wing has and aprox. 1/2 inch hole in the out board center wing

Cockpit Switch Position:

#1 Engine Master On

#2 Engine Master Off

Fuel Panel Transfer Switchs:

Conformal Normal Center line Normal Wings Normal Fuel Pump Normal Slip Way Door Normal External Tanks Wing/Center Conformal Emergency Trans. Normal Emergency AR

Aircraft was defueled through tank 3A and tank was full when access door was removed.

256 Gallons was defueled from the feed tanks.

Fuel samples were taken from all tanks except #1.

FUEL SYSTEM FINAL INSPECTION OF A/C 800007

Structural Damage:

Number 1 fuel tank was ruptured in the fwd and aft lower portion.

Number 1 tank cavity has an aprox. 1/2 X 8 inch crack in the fwd left hand side of the bulkhead.

Inspection of Engine Bay Areas:

Number 1 & 2 engine feed lines had no evidence of fuel leadage or structural damage.

Number 1 & 2 heat exchangers had no evidence of leakage or damage JFS accumulator had no evidence of leakage.

Number 1 & 2 engine feed shut off valves were not inspected, however, valves were found in the open position when engines were removed. This inspection will be performed on request by the investigation team.

Fuel displacement block:

The fuel displacement block found near the impact area is from an ${\rm F15}$ number 1 fuel tank with the sequence number of 1 which makes its' location in the tank, aft. section bottom left side. TSgt Sam E. Faust/NCOIC Fuel System Shop.

GEORGE A. HOWARD, Colonel, USAF

FROM: 32TFS/MACMM (Electric Shop)

30 Sep 31

SUBJECT: Maintenance Evaluation of Electrical System

TO: Accident Investigation Board

- 1. After conducting a visual inspection the following items were noted:
 - a. Both generator switchs were to "on" position.
 - b. Emergency generator switch was to "auto" position.
 - c. Left engine master switch was to "on" position.
 - d. Right engine master switch was to "off" position.
- e. Landing gear circuit breaker was popped. Probable cause from landing gear being sheared.
 - f. Both ECC switchs were to "on" position.
 - g. Speed brake switch was in "neutral" position.
 - h. Anti skid switch was to "on" position.
 - i. JFS switch was to "on" position.
 - j. Ground power switch 1 was in "auto" position.
 - k. Inlet ramp switchs were to "auto" position.
 - 1. Roll ratio switch was to "auto" position.
 - m. Fire discharge switch was to "off" position.
- n. Circuit breaker panel 522-L163 in equipment bay 5, relay loose, probable cause was from impact.
- o. Wire bundles on left side equipment bay 15 burnt. Due to heat or fire in equipment bay or adjacent area.
- p. Wire bundles right side of equipment bay 15 ripped loose from support clamps probably due to impact.
- q. Circuit breakers popped on right ground power circuit. Circuit breakers are as follows:
 - (1) Air inlet controller 115 C Ø.
 - (2) Right conformal tank AFT transfer pump 115a \emptyset .
 - (3) PCI hydraulic pressure indicator 26AC.
 - (4) 116K-L009 relay loose (cockpit television power).

2. This letter verified true per telecon with Larry B. Beaman.

GEORGE LT HOWARD, Colonel, USAF

Egard Ptesident

FROM: 32TFS/MAC (MSgt Green)

6 Oct 81

SUBJECT: Functional Check of Parts

TO: Mishap Board

- 1. The following information is in response to your letter dates 15 Sep 81 about LRU status from F-15C 80-0007.
- a. ACA Transmitter (2ea.) SLZ9486-3, LRU's were B/C serviceable and released by hand receipt to Maj Stark, 36TFW/MAAM.
- b. Engaging Controller 113D9301G2. LRU failed B/C. DMMM read low at tests 3b, 4b and 5b. Suspected contaminate LRU.
- c. PRCA 010-63055-21. LRU failed B/C at step 11(f), T.O. 9H27-2-2. Recorded 1000 MHz open.
 - d. Air Data Computer 1004601-908. LRU B/C serviceable.
 - e. Pitch Computer 275E504G3. LRU B/C serviceable.
 - f. Roll/Yaw Computer 275E514G4. LRU B/C serviceable.
 - g. Digital Computer (CC) 6846600-1. LRU B/C serviceable.
 - h. IMU 688775-3. LRU failed B/C at test number 2422. 1st run 0010237 WDI 0020237 2nd run 0023437 0003437 KDI WD3
- i. Air Inlet Controller (AlC) (2ea.) S/N's 1600 and 1357. LRU's B/C serviceable.
 - j. Hud Display Unit, A05A0204-9. LRU B/C serviceable.
 - k. Hud Signal Data Processor AO5AO2O3-10. LRU B/C serviceable.
- 1. Flight Director Adaptor, 622-0291-006. LRU failed visual inspection. Pin 47 on connector Jl is pushed. LRU was not B/C on test station.
 - m. Pitch Controller, 010-63089-9. Part of PRCA. B/C serviceable.
- 2. Data verified true by telecon with MSgt Larry J. Green, AIS Br. Chief.

GEORGE L HOWARD, Colonel, USAF

Board President

FROM: AFLC USAFE European Liaison Gp/CSL 16 September1981

SUBJECT: Structural Damage Assessment, F-15C Mishap Aircraft 80-0007

TO: President, Mishap Investigation Board Camp New Amsterdam, The Netherlands

- 1. On-site structural damage assessment of F-15C Mishap Aircraft 80-007 was performed by 1Lt Judith E. Urey, AFLC European Engineer, at Camp New Amsterdam, The Netherlands, 14-16 Sep 81. The aircraft had flown an uneventful aerial demonstration flight on 12 Sep 81 until landing. The aircraft landed short and right of the runway, shearing all gear and slid across the runway, stopping in the grass left of the runway. A fire was observed in the right intake and extinguished by the fire department.
- 2. Damage was incurred to the entire structure except the vertical stabilizers. The fuselage was cracked at the forward edge of panels 153, immediately aft of the cockpit. The bottom of the radome was crushed. Both wings were damaged extensively at the tips and leading edge; the left wing flap and aileron were destroyed. The horizontal stabilizers were also damaged extensively. The intake floors were buckled and cracked. The landing gear fracture surfaces were examined and showed failure was due to overstress. The aircraft had not been raised and further inspection of bulkheads or intake frames were not possible. Heavy internal damage is suspected.
- 3. Heat damage was evident on the top fuselage skin right and left sides forward of the speedbrake attach points, caused by the fuel fire in #1 fuel cell. There were no streaks or sprayed metal drippings as expected for an in-flight fire and the damage can be attributed to the ground fire. Internal heat damage could not be assessed at this time.
- 4. Evaluation of the landing, travel of the aircraft after the gears sheared, wreckage scatter pattern and the structural damage reviewed were non-conflicting. There was no evidence of in-flight fire or structural failure prior to impact. The structural damage did not contribute to the mishap.

JUDITH E. UREY, 1Lt, USAF AFLC European Engineer

RESULTS OF TDR REQUEST OF INSTRUMENTS

The following are the results of the analysis conducted on the instruments and associated cockpit components recovered from F-15C S/N 80-0007, Class A Flight Mishap 81-09-12, 36TFW 76-A-02 which occurred 12 Sep 81 on the north side of the approach end to runway 27 at Soesterberg AB, Netherlands. Instrument reactions to impact forces vary depending upon the particular instrument design. Where applicable, these peculiarities are discussed under the individual subheadings. All instruments received had sustained very minor damage. The extent of the damage was such that no pointer impact marks or gear train capture occurred. Analysis indicated all instruments appeared to be functional and readings at loss of electrical or signal input were as follows:

- A. Flight and navigation instruments: Airspeed/Mach Indicator; the design of this indicator is such that it will retain the indication existing upon loss of electrical power. The recovered indicators movable index was set at 191K. Air speed was indicating 21lK, Mach Indicator was 65. The mach flag and the electrical power off flag were in view which is normal upon loss of electrical power. Angle of Attack Indicator (AOA): The design of the AOA Indicator is such that it will retain the incations existing upon loss of electrical power. The recovered indicators optimum approach AOA indexer was set at 21 units. The dial pointer indicated 42.5 units and the off flag was in view. AOA Transmitters sustained no impact damage and no information was obtainable. Vertical Speed Indicator; the design of this indicator is such that it will retain the indications existing upon loss of electrical power. The recovered indicator was indicating 5900 ft per min rate of descent. The off flag was in view. Sensor Stick Force Transducer was shop tested and found to be serviceable.
- B. Engine instruments. Tachometer Indicators; The design of these indicators is such that they will retain the indications existing upon loss of electrical power. Tach positions were not identified by report as to right or left engine; therefore, they will be addressed as indicator "A" and indicator "B". Indicator "A" serial number 1531 was indicating 10%. Indicator "B" serial number 1554 was indicating 0%. Fan turbine inlet temperature indicators (FTIT); the design of these indicators is such that they will retain the indications existing upon loss of electrical power. Indicators were not identified by report as to right or left engine; therefore, they will be addressed as indicator "A" and indicator "B". Indicator "A", serial number 1830, was indicating 450 degrees C. Indicator "B", serial number 1797, was indicating 550 degrees C. Engine fuel flow indicators; the design of these indicators is such that they will retain the indications existing upon loss of electrical power.
- 1. Right engine. The pointer and digital readout were indicating 4100PPH. Indicator serial number 1580.
- 2. Left engine. The pointer and digital readout were indicating 2600 PPH. Indicator serial number 1585.

Nozzle Position Indicators. The design of these indicators is such that the pointer positions can change as the result of impact or handling. No conclusive readings were obtained. When received and analyzed the readings were as follows: Right, serial number 1761, was off scale. Left, serial number 1757, was indicating 73%. Oil Pressure Indicators; the design of these indicators is such that the pointer positions can change as the result of impact or handling. No conclusive readings were obtained. When received and analyzed the readings were as follows: Right engine, serial number 1940, was indicating 46PSI. Left engine, serial number 1943, was indicating 78PSI. Micellaneous Instruments; Hydraulic Pressure Indicators; the design of these Hydraulic Pressure Indicators is such that the pointer position can change as the result of impact or handling. No conclusive readings were obtained.

- 1. PC-1 System, serial number 2585. The pointer was indicating "off scale" between 0 and 4,000 PSI. Shop test revealed indicator to be serviceable and operating accurately at time of impact. Pointer probably drifted to this position after impact and during handling.
- 2. PC-2 System, serial number 2711, pointer indicated 3200 PSI.
- 3. Utility System, serial number 2578, pointer indicated 1600 PDI.

Questions regarding this analysis should be directed to Mr. Sam Taylor, OC-ALC/MMIRIA, Ext 2750, Tinker AFB, OK. This constitutes closing action on OCIRI 81-

0533, 36TFW 81-393; OCIRI 81-0534, 36TFW 81-394; OCIRI 81-0535, 36TFW 81-395; OCIRI 81-0536, 36TFW 81-396; OCIRI 81-0537, 36TFW 397; OCIRI 81-0538, 36TFW 81-398, 36TFW 81-398; OCIRI 81-0539, 36TFW 81-400; OCIRI 81-0540, 36TFW 81-401; and OCIRI 81-0541, 36TFW 81-403. ALERT NOT REQUIRED.

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TAB M

- 1. I certify that aircraft F-15c serial number 80-0007 was determined to be non-repairable by WR-ALC/MMA, F-15 system management as recommended by WR-ALC/MMAR, F-15 structures engineering. Wreckage will be disposed of in accordance with AFM 67-1.
- 2. The cost of the aircraft as listed in Technical Order 00-25-30, 1 February 1981, is \$13,371,000. The total cost of the aircraft as flown, to include four Lau-114 launchers and adapters, internal countermeasures set components, and video recorder is \$13,863,428.

ARTHUR E. STARK, Major, USAF

Maintenance Officer

Max Cast (destrayed) AF PD Inj Cast

\$13,371,000 492,428

TAB N

This transcript was taken from a tape recording of UHF transmissions between Soesterberg tower, (TWR) Grasshopper flight lead (GH), and Eagle 81 (81). The tape starts at 15:22: 40 CET, validated by voice time recorded over the tape, and all subsequent times were determined by stopwatch.

15:22: 40 Reference tone.

15:22 : 51 (GH) "Grasshopper formation two minutes out."

15:23 : 26 (GH) "Grasshoppers, are we cleared in?"

15:23: 30 (TWR) "Grasshoppers cleared to come in."

15:23 : 34 (GH) "Grasshoppers leaving frequency now."

15:23 : 36 (GH) "Grasshoppers, two-zero, two-zero, go."

15:23 : 40 (81) "Eagle 81 is left base, gear down, full stop."

15:23: 42 (TWR) "Cleared to land two-seven, winds south five." .

15:23 : 49 (TWR) "Eagle 81, cleared to land."

15:24: 11 Warbled tone, source unknown.

TAB O

SPECIAL WEATHER FORECAST

13.30

BLLI

12 Sep 81

180/06

BLACK

5NM = 1.0KM

1/025 2/030 2/035 7/120

Source: Soesterberg AB, Weather Station



DEPARTMENT OF THE AIR FORCE HEADQUARTERS 36TH TACTICAL FIGHTER WING (USAFE) APO NEW YORK 09132

REPLY TO

14 October 1981

SUBJECT: Damages and Claims

President, Aircraft Investigation Board

1. Aircraft F-15C, Serial Number 80-0007, crashed adjacent to and on the runway at Camp New Amsterdam resulting in minor damage to the grass and a runway lighting fixture. All damage occurred on Camp New Amsterdam. There are no known injuries to persons.

2. No claims are anticipated as a result of this accident.

Jean M. Flanagan, Capt, USAF Claims Officer

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCES IN EUROPE
APO NEW YORK 09012

SPECIAL ORDER M-37

25 September 1981

The following named personnel, organization indicated (USAFE), are appointed members of the safety investigation board to investigate the aircraft mishap involving F-15C, SN 80-0007, 36 Tactical Fighter Wing, which occurred on 12 September 1981. Investigation will be conducted IAW AFR 127-4. The unit to which the individual is assigned will provide orders for TDY funding.

COLONEL GEORGE L. HOWARD II, 26 TRW/CV, Board President

MAJOR ART E. STARK,
36 TFW, Maintenance Officer

CAPTAIN HOWARD L. POPE JR., _ 36 TFW, Pilot Member

CAPTAIN JACK L. DAVIS, 48 TFW, Medical Member

FIRST LIEUTENANT ROBERT J. WAGNER, 36 TFW, Life Support Member (Non Voting)

FIRST LIEUTENANT STEVE R. DOSS, 36 TFW, Recorder (Non Voting)

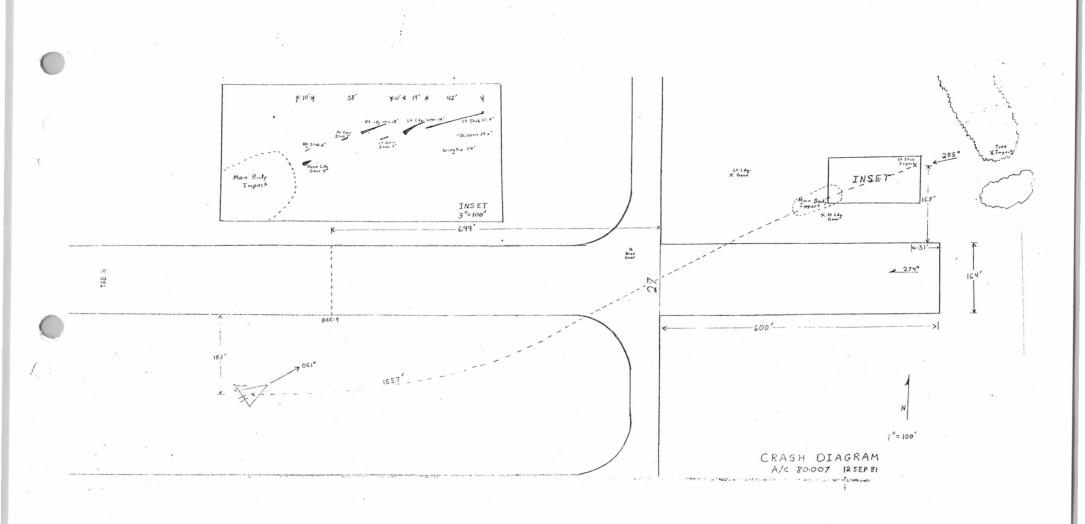
LIEUTENANT COLONEL RICHARD H. FRANTZ, [36 TFW, Safety Advisor (Non Voting)

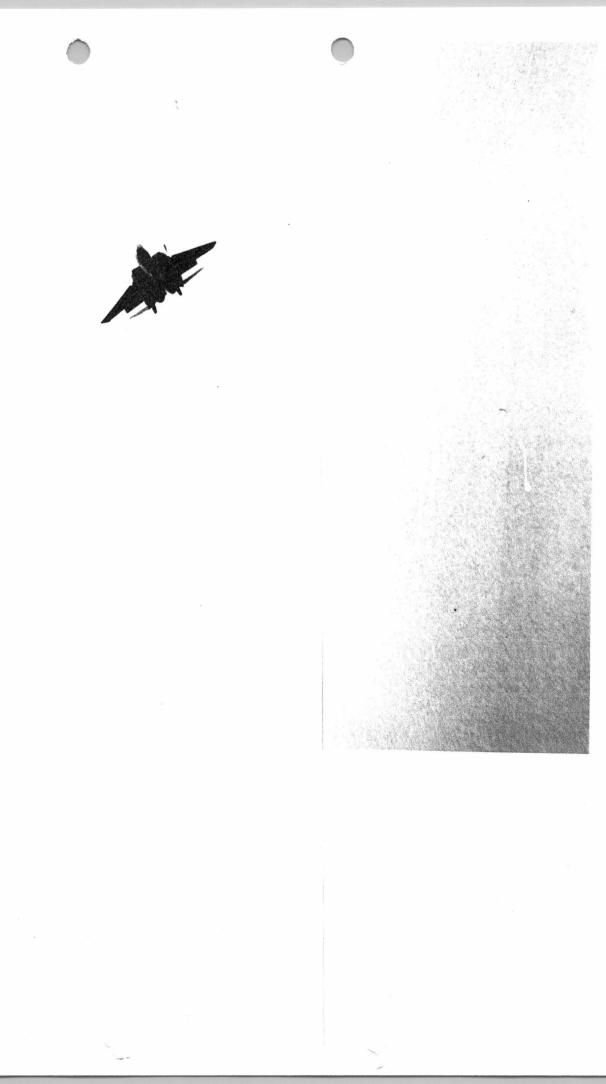
FOR THE COMMANDER IN CHIEF



ALBERT G. STEWART, Colonel, USAF Director of Administration

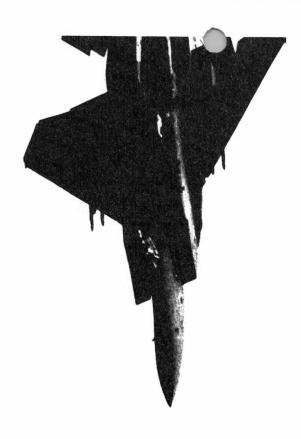
DISTRIBUTION HQ USAFE/IGFF - 20 HQ USAFE/DA - 2



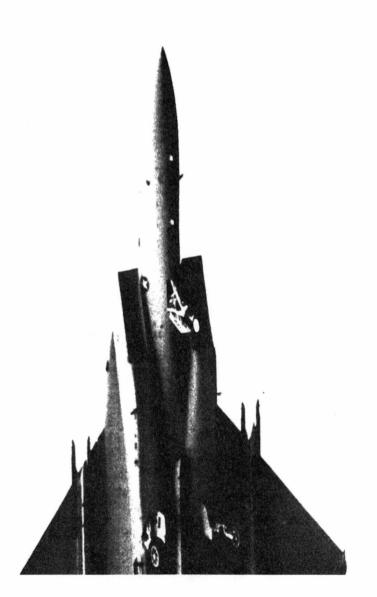


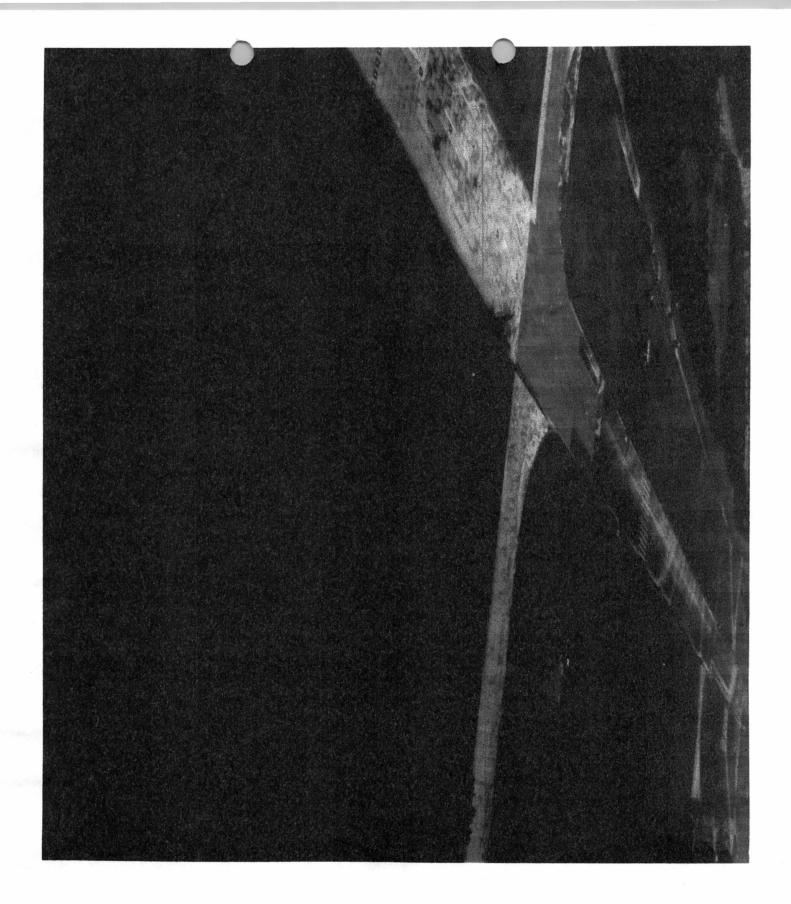


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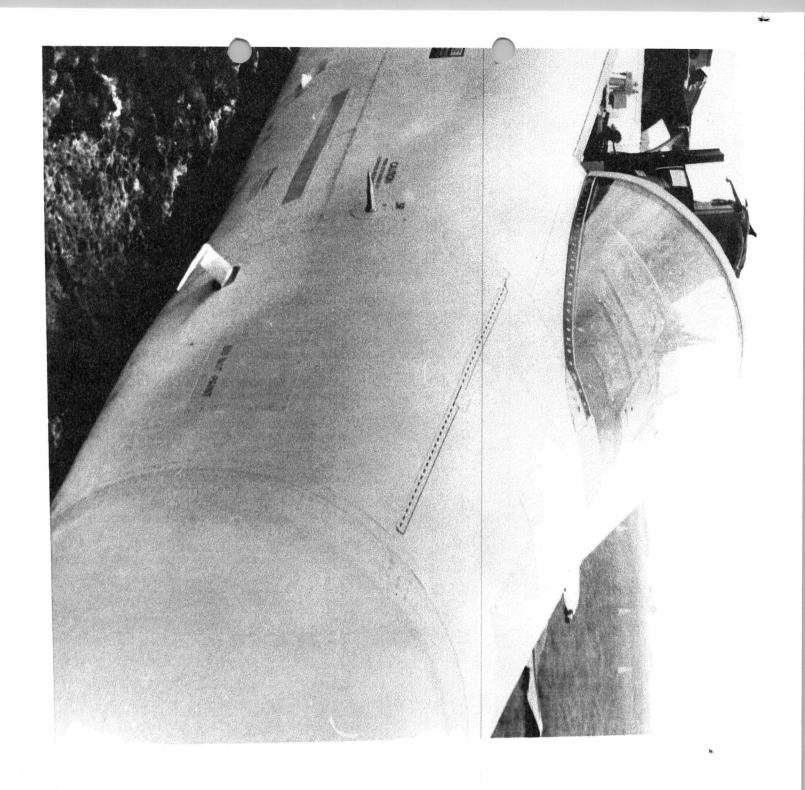


Final Turn Sequence 3





Crash Pattern



Post Impact Damage