

(filed in)

USAF MISHAP REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Day, Month and Year)		2. VEHICLE(S) OR MATERIEL INVOLVED (Model designation and serial no. if applicable)		3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.)		
12 September 1981		F-15C-25 80-0007		81-9-12-1		
4. PLACE OF OCCURRENCE. STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE.				5. HOUR AND TIME ZONE LOCAL		6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
Soesterberg AB, The Netherlands				1525 CET		
7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP						
MAJOR COMMAND	SUBCOMD OR AF	AIR DIVISION	WING	GROUP	SQ OR UNIT	NAME & BASE CODE
USAFE	17AF		36TFW		36AGS	Bitburg AB, BSGX
8. (List organizations of second vehicle, if they differ from Item 7 above)						
9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)						
36th Tactical Fighter Wing, Bitburg AB, Germany, APO 09132						
10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFR 127-2 for specific instructions)						
LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abbr)	DAYS LOST ON TT ONLY
Kuehler, Dennis R.	Capt		Wg Training Officer	SR. Pilot	N	0
11. (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)						
11. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.						
<p>On 12 September 1981 at 1459 CET, Eagle 81, a single F-15C, departed Gilze-Rijen AB, NL, enroute to Soesterberg AB, NL for a planned aerial demonstration. At 1518 CET, the pilot of Eagle 81 began his demonstration at Soesterberg from a no flap low approach entry (offset approximately 1500 feet to the left) to runway 31 (the spectators were aligned along the north side of runway 13/31, and all maneuvers were flown in reference to this runway). The demonstration terminated with a pass down runway 31 show line, a pitch up to 25 degrees nose high, followed by a 450 degree roll and turn to downwind for runway 27 (the landing runway). The pilot of Eagle 81 lowered gear and flaps abeam the overrun, and began a left base turn with the speed brake extended. At 1525 CET, Eagle 81 crashed 168 feet north, 51 feet past the end of the overrun. The aircraft slid across the overrun and came to rest 183 feet south of the runway after sliding a total distance of 1557 feet. During the slide the aircraft rotated in a clockwise direction, and came to rest on a heading of 061 degrees. The pilot was uninjured and completed a ground egress. RNLAf fire personnel responded immediately and extinguished a fire in the number one fuel tank area.</p>						
12. AUTHENTICATION						
CERTIFICATION BY (Title)	TYPED NAME AND GRADE		SIGNATURE		DATE	
Board President	GEORGE L. HOWARD, Col, USA		<i>George L. Howard</i>		6 Oct 81	

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AIRCRAFT FLIGHT MISHAP REPORT

(To be filled out for principal aircraft involved. Appropriate items only should be filled out on secondary aircraft.)

1. MISHAP CLASS <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D&S		2. ACFT MDS & SERIAL NO. F-15C/27 80-0007		3. DATE		4. UNIT CONTROL NO. 36TFW 76A02		5. ACFT ASSIGNMENT/STATUS CODE CC/FMC	
PILOT(S) INVOLVED (FLIGHT CREW)									
6. OPERATOR AT CONTROLS									
A. LAST NAME, INITIALS KUEHLER, DENNIS R.					B. COMPONENT USAF				
C. POSITION IN AIRCRAFT AT TIME OF MISHAP					D. NATIONALITY		E. AGE		
<input checked="" type="checkbox"/> FRONT SEAT	<input type="checkbox"/> LEFT SEAT	<input type="checkbox"/> REAR SEAT	<input type="checkbox"/> RIGHT SEAT	<input type="checkbox"/> JUMP SEAT	U.S.		30		
F. MAJCOM, NAF, DIV, WG, SQ ASSIGNED USAFE, 36TFW, 22TFS					G. MAJCOM, NAF, DIV, WG, SQ ATTACHED FOR FLYING				
7. OTHER PILOT									
A. LAST NAME, INITIALS N/A					B. COMPONENT				
C. POSITION IN AIRCRAFT AT TIME OF MISHAP					D. NATIONALITY		E. AGE		
<input type="checkbox"/> FRONT SEAT	<input type="checkbox"/> LEFT SEAT	<input type="checkbox"/> REAR SEAT	<input type="checkbox"/> RIGHT SEAT	<input type="checkbox"/> JUMP SEAT					
F. MAJCOM, NAF, DIV, WG, SQ ASSIGNED					G. MAJCOM, NAF, DIV, WG, SQ ATTACHED FOR FLYING				
8. OTHER PILOT									
A. LAST NAME, INITIALS N/A					B. COMPONENT				
C. POSITION IN AIRCRAFT AT TIME OF MISHAP					D. NATIONALITY		E. AGE		
<input type="checkbox"/> FRONT SEAT	<input type="checkbox"/> LEFT SEAT	<input type="checkbox"/> REAR SEAT	<input type="checkbox"/> RIGHT SEAT	<input type="checkbox"/> JUMP SEAT					
F. MAJCOM, NAF, DIV, WG, SQ ASSIGNED					G. MAJCOM, NAF, DIV, WG, SQ ATTACHED FOR FLYING				
9. OTHER PILOT									
A. LAST NAME, INITIALS N/A					B. COMPONENT				
C. POSITION IN AIRCRAFT AT TIME OF MISHAP					D. NATIONALITY		E. AGE		
<input type="checkbox"/> FRONT SEAT	<input type="checkbox"/> LEFT SEAT	<input type="checkbox"/> REAR SEAT	<input type="checkbox"/> RIGHT SEAT	<input type="checkbox"/> JUMP SEAT					
F. MAJCOM, NAF, DIV, WG, SQ ASSIGNED					G. MAJCOM, NAF, DIV, WG, SQ ATTACHED FOR FLYING				
10. CLEARANCE									
FROM Gilze-Rijen AB, (EHGR)					TO Soesterberg AB, (EHSB)				
<input checked="" type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> LOCAL	<input type="checkbox"/> PT TO PT	<input checked="" type="checkbox"/> DIRECT	<input type="checkbox"/> AIRWAYS	<input type="checkbox"/> NO CLEARANCE	<input type="checkbox"/> NA		
11. DURATION OF FLIGHT		12. TYPE OF MISSION			13. ALTITUDE/ELEVATION				
HOURS 0	TENTHS .4	F-15 Demonstration Flt			8500'				
14. PHASE OF OPERATION Landing Approach/Landing					15. TYPE OF MISHAP Collision with Ground				
16. METEOROLOGICAL CONDITIONS I SC 025 2 SC035 7 SC 120					<input checked="" type="checkbox"/> VMC <input type="checkbox"/> SIMULATED IMC <input type="checkbox"/> TRANSITION <input type="checkbox"/> IMC <input type="checkbox"/> ON TOP <input type="checkbox"/> VFR IN IMC CONDITIONS				
17. AIRFIELD DATA APPLICABLE TO TAKEOFF AND LANDING MISHAPS OCCURRING WITHIN 2 MILES OF AIRFIELD									
A. FIELD ELEVATION (Feet) + 65			B. COMPOSITION OF RUNWAY <input checked="" type="checkbox"/> ASPHALT <input checked="" type="checkbox"/> CONCRETE <input type="checkbox"/> OTHER (Specify)						
C. LENGTH OF RUNWAY (Feet) 7800'		D. RUNWAY HEADING 275°		E. DISTANCE OF TOUCHDOWN FROM RUNWAY (Feet) 574'		F. SURFACE CONDITION <input checked="" type="checkbox"/> DRY <input type="checkbox"/> WET <input type="checkbox"/> OTHER (Specify)			
G. LENGTH OF OVERRUN 600'		H. COMPOSITION OF OVERRUN (Specify) Concrete		I. BARRIER TYPE BAK 9/13		J. USED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		K. LOCATION 699/2542	
J. CONDITIONS AFFECTING OCCURENCE (For example, type of instrument or lighting approach used, obstructions, barrier, airspeed, gross weight, forced landing)									

If more than four pilots are involved (Flight Crew) report same information required on additional sheet for each.

ten filled in)

AIRCRAFT MAINTENANCE AND MATERIEL REPORT

illed in)

TAB C

INDEX

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

AERIAL DEMONSTRATION UPGRADE CHECKLIST

Capt / Kuehler, Dennis R. / 22TFS
RANK NAME UNIT

1. Ground Training

Date Completed

a. TS-1 (Academics)

- (1) Standard Procedures
- (2) Ruel Requirements
- (3) Aircraft Handling Characteristics
- (4) Safety Considerations
- (5) Personal Observations

5 AUG 81
5 AUG 81
5 AUG 81
5 AUG 81
5 AUG 81

b. TS-2 (Academics)

- (1) Standard USAF Demonstration Profiles
- (2) Minimum Altitudes
- (3) Emergency Procedures

5 AUG 81
5 AUG 81
5 AUG 81

2. Flying Training

Date Completed

a. TS-3 (Back Seat)

6 AUG 81

b. TS-4 (Dual)

18 AUG 81

c. TS-5 (Dual)

18 AUG 81

d. TS-6 (DUAL)

19 AUG 81

e. TS-7 (Dual)

24 AUG 81

f. TS-8 (Dual)

24 AUG 81

g. TS-9 (Dual)

25 AUG 81

h. TS-10 (Dual)

26 AUG 81

i. TS-11 (Solo)

26 AUG 81

j. TS-12 (Solo)

26 AUG 81

k. TS 13 (Solo)

27 AUG 81

l. TS-14 (Solo)

28 AUG 81

m. TS-15 (Solo)

31 AUG 81

Certification of Completion

Capt. Michael D. Fenne

Demonstration Checkout Pilot

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

Richard H. Frantz
RICHARD H. FRANTZ, Lt Col, USAF
Safety Advisor

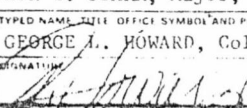
TAB I

INDEX

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

Control Number

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

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED	EFTO
PAGE	DATE RELEASED TIME	DATE TIME	MONTH	DAY	PRECEDENCE	CLASS	SPECIAL	EMI	CR	ORIG MSG IDENT	
01 of 03		SEP	81		PP	PP	FREE			1140/MAQ	
MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MCT TINKER AFB//MIDTEL//</p> <p>INFO ASD WPAFB OH//TAFG//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW I 81-393 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6610-00-535-7722</p> <p>6. NOM: TRANSMITTED ANGLE OF ATTACK</p> <p>7. MFR, SHIPPER, OVHL: TELEDYNE AVIONICS</p> <p>8. MFR PN: slz9486-3</p> <p>9. SER, LOT, BATCH NR: RIGHT TF 1484B LEFT TF 1483B</p> <p>10. CONTR, PO, DOC NR: UNK</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: UNK</p> <p>13. OTF: UNK</p>											
DISTR											
COMM CTR MAQ SE SECRET											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE										SPECIAL INSTRUCTIONS	
ARTHUR E. STARK, Major, USAF, 7014, MAAM											
TYPED NAME TITLE OFFICE SYMBOL AND PHONE										SECURITY CLASSIFICATION	
GEORGE A. HOWARD, Col, USAF, BD, 7014										UNCLASSIFIED EFTO	
SIGNATURE										DATE TIME GROUP	
											

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GPO GPO 1979-O-302 175

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED	EFTO
PAGE	DATE/TIME				PRECEDENCE		CLASS	OPERAT	LMF	CIC	ORIG/MSG IDENT
	DATE	TIME	MONTH	YR	ACT	INFO					
02 of 03	SEP	81	PP	PP	EEEE						
MESSAGE HANDLING INSTRUCTIONS											
NO											
<p>14. CFP: UNK</p> <p>15. QTY: A - 2, B - 2, C - 2 UNK</p> <p>16. DEF ITEM WORKS ON OR WITH</p> <p>A. F-15C 800007</p> <p>B. N/A</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: 51 EDO</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO; OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY, SLID 1550 FT FROM IMPACT AFTER GEAR SHEARED OFF. AOA AT IMPACT DESCRIBED AS EXCESSIVE. GUAGE FROZE AT 42.5 UNITS.</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: 1</p> <p>D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND ANALYZE TO DETER- MINE AOA AT IMPACT.</p>											
DISTR											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE											
SPECIAL INSTRUCTIONS											
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
SIGNATURE											
SECURITY CLASSIFICATION											
UNCLASSIFIED EFTO											
DATE TIME GROUP											

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JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
PAGE	DTG/RELEASE TIME			PRECEDENCE		CLASS	SPECAT	LMF	CIC	ORIG/MSG IDENT	
03 of 03	DATE TIME	MONTH	YR	ACT	INFO						
	SEP	81	PP	PP	EEEE						
MESSAGE HANDLING INSTRUCTIONS											
<p>E. SRD: AFG</p> <p>F. COMD CODE: OD</p>											
<p>DISTR.</p>											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
SIGNATURE <i>[Signature]</i>						SECURITY CLASSIFICATION		DATE TIME GROUP			
						UNCLASSIFIED EFTO					

DD FORM 1 MAR 73 173/1

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

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED	EFTO
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	DATE	TIME	MONTH	YR	ACT	INFO					
0100	02		SEP	81	PP	PP	EEEE				1020/MAQ
MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMIRIA//</p> <p>INFO: ASD WPAFB OH//TAFB//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW I 81-394 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6615-01-065-3118</p> <p>6. NOM: STICK FORCE SENSOR</p> <p>7. MFR, SHIPPER, OVHL: GENERAL ELECTRIC CO.</p> <p>8. MFR PN: 294E47661</p> <p>9. SER, LOT, BATCH NR: 0878</p> <p>10. CONTR, PO, DOC NR: UNK</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL:</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p> <p>DISTR: COMM CTR MAQ SE MAQ</p>											
DRAFTED BY (NAME, TITLE, OFFICE SYMBOL, PHONE)						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, Major, USAF, MAAM, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, Col, USAF, BD, 7014											
SIGNATURE						SECURITY CLASSIFICATION			DATE TIME GROUP		
						UNCLASSIFIED EFTO					

DD FORM 173/1

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JOINT MESSAGE FORM										SECURITY CLASSIFICATION	
PAGE		DATE-TIME				PRECEDENCE		CLASS	SPECIAL	LM	ORIG/MSG IDENT
DATE	TIME	MINUTES	YE	AC	INFO						
02	02	SEP	81	PP	PP	EEEE					
MESSAGE HANDLING INSTRUCTIONS											
<p>15. QTY: A - 1, B - 1, C - 1</p> <p>16. DEF ITEM WORKS ON OR WITH</p> <p>A. F-15 80-0007</p> <p>B. FLT CONTROL SYS.</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: 52 AFO</p> <p>21. ACT OR DISP: <i>OC ALL</i></p> <p>A. RELEASED TO</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND SHORT AND TO THE SIDE OF RUNWAY AND SLID TO STOP 1550 FT FROM IMPACT AFTER GEAR SHEARED.</p> <p>A. QUALITY</p> <p>B. SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: I</p> <p>D. REC: TDR FOR RELIABILITY OF UNIT AND ANY INTERNAL FAILURES.</p> <p>E. SRD: AFG</p> <p>F. COND CODE: OD</p>											
DISTR.											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE								SPECIAL INSTRUCTIONS			
TYPED NAME TITLE OFFICE SYMBOL AND PHONE								DATE TIME GROUP			
SIGNATURE								SECURITY CLASSIFICATION		DATE TIME GROUP	
								UNCLASSIFIED ETO			

DD FORM 173/1 MAR 79

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JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
PAGE	DATE TIME	MONTH	YR	AC	INFO	CLASS	SPCAT	LMF	CIC	ORIG/MOD IDENT	
01 03		SEP	81	PP	PP	EMHE				1044/MAQ	
MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMJRIA//</p> <p>INFO ASD WPAFB OH//TAFC//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RGN: 36TFW I 81-395 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6685-00-345-3133</p> <p>6. NOM: INDICATOR HYDRAULIC PRESSURE</p> <p>7. MFR, SHIPPER, OVHL: THE BENDIX CORPORATION</p> <p>8. MFR PN: 3571112-9001</p> <p>9. SER, LOT, BATCH NR: PCI 2585, PC II 2711 UTILITY 2578</p> <p>10. CONTR, PO, DOC NR: F 33657-77-C-0200</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: PC I 9-80 PC II 9-80 UTILITY 12 JAN 81</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p>											
DISTR											
COMM CTR MAQ SE STARK											
DRAFTER TYPED NAME, TITLE OFFICE SYMBOL, PHONE										SPECIAL INSTRUCTIONS	
ARTHUR E. STARK, Major, USAF, MAAM, 7014											
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, Col, USAF, BD, 7014											
SIGNATURE										DATE TIME GROUP	
UNCLASSIFIED EFTO											

DD FORM 173/1

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
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JOINT MESSAGE FORM										UNCLASSIFIED EFTO			
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DDI TIME	MONTH	YH	AL	INTD									
02 of 03	SEP	81	PP	PP	EEEE								
MESSAGE HANDLING INSTRUCTIONS													
<p>15. QTY: A - 3, B - 3, C - 3</p> <p>16. DEF ITEM WORKS ON OR WITH</p> <p>A. F-15 800007</p> <p>B. F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: PC1-45AAK, PC2-45BAK, UTIL 45CAN</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO: OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED TO SIDE AND SHORT OF RUNWAY AND SLID TO STOP 1550 FT FROM IMPACT AFTER GEAR SHEERED. INSTRUMENTS FOUND WITH FOLLOWING READINGS: PC1-4200 PC2-3000, UTILITY 3000</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: 1</p> <p>D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND READINGS WHEN FROZEN. ANALYZE INSTRUMENTS TO DETERMINE READINGS AT IMPACT.</p>													
DISTR													
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE						SPECIAL INSTRUCTIONS							
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE													
SIGNATURE						SECURITY CLASSIFICATION				DATE TIME GROUP			

DD FORM 1 MAR 79 173/1

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U.S. GPO 1979-0-302 174

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
PAGE	DTG RELEASED TIME			PRECEDENCE		CLASS	SPECAT	LMF	CIC	ORIG MSG IDENT	
	DATE TIME	MONTH	YR	ACT	INFO						
03 03		SEP	81	PP	PP	EEEE					
MESSAGE HANDLING INSTRUCTIONS											
<p>E. SRD: AFG</p> <p>F. COMD CODE: OD</p>											
<p>6</p> <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>1</p> <p>0</p>											
DISTR											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
SIGNATURE 						SECURITY CLASSIFICATION		DATE TIME GROUP			
						UNCLASSIFIED EFTO					

DD FORM 1 MAR 79 173/1

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JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
PAGE	DTG RELEASE TIME			PRECEDENCE		CLASS	SPECAT	LMF	CIC	ORIG/MSG IDENT	
	DATE TIME	MONTH	YR	ACT	INFO						
01 of 03		SEP	81	PP	PP	EEEE				0900/MAQ	
BOOK NO	MESSAGE HANDLING INSTRUCTIONS										
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMERIA//</p> <p>INFO: ASD WPAFB OH//TAFD//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW I-81-396 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6610-00-134-2251</p> <p>6. NOM: INDICATOR ANGLE OF ATTACK</p> <p>7. MFR, SHIPPER, OVHL: <i>UNK</i></p> <p>8. MFR PW: 40-415 2</p> <p>9. SER, LOT, BATCH NR: 0867</p> <p>10. CONTR, PO, DOC NR: F 33657-77-C-0200</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: 8043</p> <p>13. OTF: UNK</p>											
DISTR COMM CTR MAQ SE											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE										SPECIAL INSTRUCTIONS	
ARTHUR E. STARK, Major, USAF, 7014, MAAM											
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, Colonel, USAF, 7014											
SIGNATURE <i>[Signature]</i>										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
										DATE TIME GROUP	

DD FORM 173/1

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										UNCLASSIFIED EFTO	
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DATE TIME	MONTH	YR	ACT	INFO							
02 03	SEP	81	PP	PP	EEEE						
MESSAGE HANDLING INSTRUCTIONS											
14. GFP: UNK 15. QTY: A - 1, B - 1, C - 1 16. DEF ITEM WORKS ON OR WITH A. F-15 800007 B. F-100 17. DOL VAL: UNK 18. EST COR COST: UNK 19. ITEM UNDER WARRANTY: UNK 20. WUC OR PSEUDO WUC: 51 AKO 21. ACT OR DISP: A. 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 IMPACT AFTER GEAR SHEERED OFF. INSTRUMENT FOUND WITH FOLLOWING READING: 42.5 UNITS A. SUBJECT AREA: QUALITY B. IMPACTS ON: SAFETY/RELIABILITY C. HAZARD CODE: 1 D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND READING WHEN FROZEN. ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT.											
DISTR											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
SIGNATURE						SECURITY CLASSIFICATION		DATE TIME GROUP			
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DD FORM 1 MAR 79 173/1

PREVIOUS EDITION IS OBSOLETE

☆ U.S. GPO. 1979-0-302-175

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
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	DATE TIME	MONTH	YR	ACT	INFO						
03 of 03		SEP	81	PP	PP	EEEE					
MESSAGE HANDLING INSTRUCTIONS											
<p>E. SRD: AFG</p> <p>F. COMD COOP: OD</p>											
DISTR											
DRAPER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
TYPED NAME TITLE OFFICE SYMBOL AND PHONE						SECURITY CLASSIFICATION					
SIGNATURE						UNCLASSIFIED EFTO					
						DATE TIME GROUP					

DD FORM 1 MAR 79 173/1

PREVIOUS EDITION IS OBSOLETE


U.S. GPO: 1979-O-302-170

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01 OF 03		SEP	81	PP	PP	EEEE					0930/MAQ		
BOOK NO	MESSAGE HANDLING INSTRUCTIONS												
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMILIA//</p> <p>INFO ASD WPAFB OH//TAFB//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW I 81-397 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NNN: 6610-00-134-2259</p> <p>6. NOM: INDICATOR, VERTICAL SPEED</p> <p>7. MFR, SHIPPER, OVHL: UNK</p> <p>8. MFR PN: 40-416-2</p> <p>9. SER, LOT, BATCH NR: 0879</p> <p>10. F 33657-77-C-0200</p> <p>11. ITEM NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: 8039</p> <p>13. OTT: UNK</p> <p>14. GUP: UNK</p>													
DISTR COMM CTR MAQ SE MAQ													
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE ARTHUR E. STARK, Major, USAF, MAAM, 7014										SPECIAL INSTRUCTIONS			
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE GEORGE L. HOWARD, Col., USAF, BD, 7014 SIGNATURE: <i>[Signature]</i>										SECURITY CLASSIFICATION UNCLASSIFIED EFTO		DATE TIME GROUP	

DD FORM 173/1

PREVIOUS EDITION IS OBSOLETE

☆ U.S. GPO: 1979-O-302 175

JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED EFTO					
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MESSAGE HANDLING INSTRUCTIONS									
<p>15. QTY: A - 1, B - 1, C - 1</p> <p>16. DEF ITEM WORKS ON OR WITH:</p> <p>A. F-15 80-0007</p> <p>B. F-100</p> <p>17. DOI VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: 51 AFO</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO: OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY AND SLID TO STOP 1550 FT FROM IMPACT AFTER GEAR SHEAR OFF. INSTRUMENT FOUND WITH FOLLOWING READING: 5700 FPM.</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: I</p> <p>D. REC: TOR FOR RELIABILITY OF INSTRUMENT AND READINGS WHEN FROZEN</p> <p>. ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT.</p>									
DISTR									
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS			
TYPED NAME TITLE OFFICE SYMBOL AND PHONE									
SIGNATURE 						SECURITY CLASSIFICATION UNCLASSIFIED EFTO		DATE TIME GROUP	

DD FORM 1 MAR 79 173/1

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

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	DATE TIME	MONTH	YR	ACT	INFO						
03 OF 03		SEP	81	PP	PP	EEEE					
BOOK	MESSAGE HANDLING INSTRUCTIONS										
NO											
<p>E. SRD: AFC</p> <p>F. COMD CODE: OD</p>											
DISTR											
DRAFTER: TYPE NAME, TITLE, OFFICE SYMBOL AND PHONE						OFFICIAL INSTRUCTIONS					
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE						SECURITY CLASSIFICATION					
SIGNATURE						UNCLASSIFIED EFTO					
						DATE TIME GROUP					

DD FORM 1 MAR 79 173/1

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
GPO 1979-O 302 175

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	DATE	TIME	MONTH	YR	ACT	INFO					
01 of 03			SEP	81	PP	PP	EEEE				1410/MAQ
BOOK NO	MESSAGE HANDLING INSTRUCTIONS										
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMIRIA//</p> <p>INFO ASD WPAFB OH//TAFB//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. <i>Rev</i> 36TFW I 81-398 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6620-00-531-6100</p> <p>6. NOM: INDICATOR PRESSURE OIL</p> <p>7. MFR, SHIPPER, OVHL: UNK</p> <p>8. MFR PN: 96774-18-2074-2</p> <p>9. SERIAL: RIGHT 1940 LEFT 1943</p> <p>10. <i>Cont. Pur. and Doc. NO. UNK</i></p> <p>11. ITEM NEW OR OVHL: UNK</p> <p>12. D NFD OR OVHL: RIGHT 8-80 LEFT 8-80</p> <p>13. OTF: UNK</p> <p>14. CIP: UNK</p> <p>DISTR</p> <p>COMM CTR MAQ SE XXXXXXXXXX</p>											
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE										SPECIAL INSTRUCTIONS	
ARTHUR E. STARK, Major, USAF, MAAM, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, Col, USAF, BD, 7014											
SIGNATURE										DATE TIME GROUP	
UNCLASSIFIED EFTO											

DD FORM 173/1

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☆U.S. GPO: 1979-O-302-175

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DATE TIME	MONTH	YR	ACT	INFO							
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BOOK NO		MESSAGE HANDLING INSTRUCTIONS									
<p>15. QTY: A - 2, B - 2, C - 2</p> <p>16. DEF ITEM WORKS ON OR WITH:</p> <p>A. F-15 80-0007</p> <p>B. F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: 23IAG</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO: OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY AND SLID TO STOP 1550 FT FROM IMPACT AFTER GEAR SHEARED OFF. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT-30PSI RT-30PSI</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: I</p> <p>D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND READINGS WHEN FROZEN</p> <p>ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT.</p>											
DISTR:											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE								SPECIAL INSTRUCTIONS			
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
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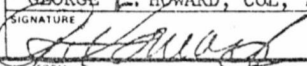
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BOOK NO											
MESSAGE HANDLING INSTRUCTIONS											
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DISTR											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
TYPED NAME TITLE OFFICE SYMBOL AND PHONE											
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DD FORM 1 MAR 79 173/1

PREVIOUS EDITION IS OBSOLETE

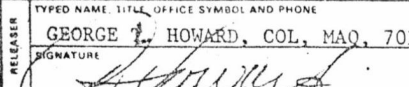
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TH	DATE TIME	MONTH	YR	ACT	INFO						
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MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB//MAQ//</p> <p>TO: AIG 8265</p> <p>INFO: ASD WPAFB OH//TAFB</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP</p> <p>NR 36 TFW 76-A-02.</p> <p>3. RCN: ^{36TFW} A I 81-399 (76-A-02) 2-36TFW</p> <p>4. D EDF DISC: 1255</p> <p>5. NSN: 6620-01-010-1376</p> <p>6. NOM: INDICATOR, FAN TURBINE INLET TEMP</p> <p>7. MFR: GULL AIRBORNE INSTR INC</p> <p>8. MFR PN: 208-004-010</p> <p>9. SER NR: RIGHT 1797 LEFT 1830</p> <p>10. CONTR NR: F33657-77-C-0200</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: RIGHT 8-81 LEFT 12-81</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p>											
<p>DISTR</p> <p>CINCPAC MAQ SE-2</p>											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE							SPECIAL INSTRUCTIONS				
ARTHUR E. STARK, MAJOR, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, COL, 7014											
SIGNATURE							SECURITY CLASSIFICATION		DATE TIME GROUP		
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DD FORM 173/1

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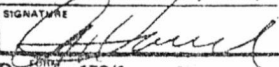
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<p>15. QTY: A - 2, B - 2, C - 2</p> <p>16. DEF ITEM WORKS ON OR WITH: F-15 80-0007/F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR TDC: 23IAB</p> <p>21. ACT OR DISP: RELEASED TO OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY, GEAR SHEARED AND ACFT SLID TO STOP 1550 FT FROM IMPACT. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT - 460°C RT - 550°C</p> <p>A. SUBJECT AREAS: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD SEVERITY CODE: I</p> <p>D. TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. ANALYZE INST TO DETERMINE READINGS AT IMPACT.</p> <p>E. SRD: AFG</p> <p>F. COMD CODE: OD</p>											
DISTR											
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, MAJOR, MAQ, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE F. HOWARD, COL, MAQ, 7014											
SIGNATURE						SECURITY CLASSIFICATION		DATE TIME GROUP			
						UNCLASSIFIED EFTO					

DD FORM 173/1

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☆ U.S. GPO: 1979-0-302-175

JOINT MESSAGE FORM										SECURITY CLASSIFICATION	
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BOOK NO	MESSAGE HANDLING INSTRUCTIONS										
<p>FROM: 36TFW BITBURG AB GE//MAQ</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//DMIRIA//</p> <p>INFO ASD WPAFB OH//TAFIC//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW 181-400 (76-A-02)</p> <p>4. DATE DISC. 1255</p> <p>5. NSN: 6620-00-468-9824</p> <p>6. NOM: INDICATOR, RATE OF FLOW FUEL</p> <p>7. MFR: GULL AIRBORNE INSTR INC</p> <p>8. MFR PN: 204-011-005</p> <p>9. SER, LOT, BATCH NR.: LEFT 1585 RIGHT 1580</p> <p>10. CONTRACT: F 33657-76C-0464</p> <p>11. ITEM NEW OR OVHL: NEW</p> <p>12. DATE MFD: LEFT 11 DEC 80 / RIGHT 9 DEC 80</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p>											
<p>DISTR</p> <p>COMM CTR MAQ SE MAQ</p>											
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, Major, USAF, MAAM, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE						SECURITY CLASSIFICATION					
GEORGE L. HOWARD, Col, USAF, BD, 7014						UNCLASSIFIED EFTO					
SIGNATURE						DATE TIME GROUP					
											

DD FORM 173/1

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JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
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PAGE		DATE/TIME			PRECEDENCE		CLASS	RELAT	LMF	CIC	ORIG/MSG IDENT
02 of	03	DATE	TIME	MONTH	YR	ACT	INFO				
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BOOK NO		MESSAGE HANDLING INSTRUCTIONS									
<p>15. QTY: A - 2, B - 2, C - 2</p> <p>16. DEF ITEM WORKS ON OR WITH:</p> <p>A. F-15 80-0007</p> <p>B. F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WH OR FREDDO WH? TO FBA</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO: OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY. GEAR SHEARED AND ACFT SLID TO STOP 1550 FT FROM IMPACT. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT-3000 PPH, RT-4250 PPH</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: I</p> <p>D. TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT.</p> <p>E. SRD: AFG</p>											
DISTR											
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE								SPECIAL INSTRUCTIONS			
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SIGNATURE								SECURITY CLASSIFICATION		DATE TIME GROUP	
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DD FORM 1 MAR 78 173/1

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DD FORM 173/1
1 MAR 74

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JOINT MESSAGEFORM										SECURITY CLASSIFICATION		
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OF	DATE TIME	MONTH	YR	ACT	INFO							
		SEP	81	PP		EEEE				0934/MAAA		
BOOK NO	MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MMIRIA//</p> <p>INFO: ASD WPAFB OH//TAFC</p> <p>UNCLAS EFTO</p> <p>AIG 8265 TAKE FOR INFO ONLY</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP</p> <p>NR 36TFW 76-A-02.</p> <p>3. RCN: ^{36TFW} A I 81-401 (76-A-01) 36TFW</p> <p>4. D EDF DISC: 1255</p> <p>5. NSN: 6620-00-312-3036</p> <p>6. NOM: INDICATOR NOZZLE POSITION</p> <p>7. MFR, SHIPPER, OVHL: THE BENDIX CORPORATION</p> <p>8. MFR PN: 3571812-2001</p> <p>9. SER, LOT, BATCH NR: RT - 1761 LT - 1757</p> <p>10. CONTR NR: F33657-77-C-0200</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: RT - 8035 LT - 8035</p> <p>13. OTF: UNK</p>												
<p>DISTR <i>Conn CTR MAQ SE-2</i></p>												
WRITER TYPE NAME TITLE OFFICE SYMBOL AND PHONE						SPECIAL INSTRUCTIONS						
ARTHUR E. STARK, MAJOR, MAQ, 7014												
TYPED NAME TITLE OFFICE SYMBOL AND PHONE												
GEORGE T. HOWARD, COL, MAQ, 7014												
SIGNATURE <i>[Signature]</i>						SECURITY CLASSIFICATION			DATE TIME GROUP			
						UNCLASSIFIED EFTO						

DD FORM 1 MAR 79 173/1

PREVIOUS EDITION IS OBSOLETE

U.S. GPO: 1979-O-302-175

JOINT MESSAGEFORM										SECURITY CLASSIFICATION	
										UNCLASSIFIED EFTO	
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					PP	EEEE				0934/MAAA	
BOOK	MESSAGE HANDLING INSTRUCTIONS										
NO											
<p>14. GFP: UNK</p> <p>15. QTY: A-2, B-2, C-2</p> <p>16. DEF ITEM WORKS ON OR WITH: F-15 80-0007/F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR TDC: 23IAC</p> <p>21. ACT OR DISP: RELEASED TO OC/ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY, GEAR SHEERED AND ACFT SLID TO STOP 1550 FT FROM IMPACT. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT - 60 PERCENT RT - 20 PERCENT</p> <p>A. SUBJECT AREAS: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD SEVERITY CODE: I</p> <p>D. REC: TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. ANALYZE INST TO DETERMINE READING AT IMPACT.</p> <p>E. SRD: AFG</p> <p>F. COMD CODE: OD</p>											
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DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, MAJOR, MAQ, 7014											
TYPED NAME TITLE OFFICE SYMBOL AND PHONE						SECURITY CLASSIFICATION					
GEORGE L. HOWARD, COL, MAQ, 7014						UNCLASSIFIED EFTO					
SIGNATURE						DATE TIME GROUP					

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BOOK MESSAGE HANDLING INSTRUCTIONS													
<p>FROM: 36TFW BITBURG AB//MAQ//</p> <p>TO: AIG 8265</p> <p>INFO: ASD WPAFB OH//TAFB</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP</p> <p>NR 36TFW 76-A-02.</p> <p>3. RCN: 1 81-402 (76-A-02) 36TFW</p> <p>4. D EDF DISC: 1255</p> <p>5. NSN: 6620-00-148-7306</p> <p>6. NOM: INDICATOR ELECTRICAL TACHOMETER</p> <p>7. MFR: THE BENDIX CORPORATION</p> <p>8. MFR PN: 3571262-4403</p> <p>9. SER NR: RIGHT 1531 LEFT 1554</p> <p>10. CONTR NR: UNK</p> <p>11. NEW OR OVHL: NEW</p> <p>12. D MFD: RIGHT 8035 LEFT 8044</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p>													
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DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE										SPECIAL INSTRUCTIONS			
ARTHUR E. STARK, MAJOR, MAQ, 7014													
TYPED NAME TITLE OFFICE SYMBOL AND PHONE													
GEORGE E. HOWARD, COL, MAQ, 7014													
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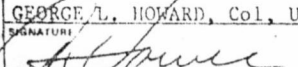
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BOOK	MESSAGE HANDLING INSTRUCTIONS										
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<p>15. QTY: A - 2, B - 2, C - 2</p> <p>16. DEF ITEM WORKS ON OR WITH: F-15 80-0007/F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR TDC: 231AA</p> <p>21. ACT OR DISP: RELEASED TO OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY, GEAR SHEERED AND ACFT SLID TO STOP 1550 FT FROM IMPACT. INSTRUMENTS FOUND WITH FOLLOWING READINGS: LT - 0 PERCENT, RT - 10 PERCENT</p> <p>A. SUBJECT AREAS: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD SEVERITY CODE: I</p> <p>D. TDR FOR RELIABILITY OF INSTRUMENTS AND READINGS WHEN FROZEN. ANALYZE INST TO DETERMINE READINGS AT IMPACT.</p> <p>E. SRD: AFG</p> <p>F. COMD CODE: OD</p>											
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DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, MAJOR, MAQ, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE E. HOWARD, COL, MAQ, 7014											
SIGNATURE <i>[Signature]</i>						SECURITY CLASSIFICATION			DATE TIME GROUP		
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01	01			SEP	81	PT	PT	EEEE			1440/MAQ
MESSAGE HANDLING INSTRUCTIONS											
<p>FROM: 36TFW BITBURG AB GE//MAQ//</p> <p>TO: AIG 8265</p> <p>DIR MAT MGT TINKER AFB//MEXRIA//</p> <p>INFO ASD WPAFB OH//TAFC//</p> <p>UNCLAS E F T O</p> <p>AIG 8265 TAKE FOR INFO ONLY.</p> <p>SUBJ: CAT 1 SERVICE REPORT - THIS REPORT BEING SUBMITTED IN SUPPORT OF ACCIDENT INVESTIGATION BOARD FOR AIRCRAFT MISHAP NR 36TFW 76-A-02</p> <p>3. RCN: 36TFW 1 81-403 (76-A-02)</p> <p>4. DATE DISC: 1255</p> <p>5. NSN: 6610-00-134-2260</p> <p>6. NOM: INDICATOR, AIR SPEED MACH</p> <p>7. MFR, SHIPPER, OVHL: UNK</p> <p>8. MFR PN: 40-414-2</p> <p>9. SER. LOT. OR BATCH NO.: 0940</p> <p>10. CONT. PURCHASE ORD. DOC NO: F33657-77-6-0200</p> <p>11. ITEM NEW OR OVHL: NEW</p> <p>12. D MFD OR OVHL: 3045</p> <p>13. OTF: UNK</p> <p>14. GFP: UNK</p>											
<p>DISTR COMM CTR MAQ SE MAQ</p>											
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE						SPECIAL INSTRUCTIONS					
ARTHUR E. STARK, Major, USAF, MAAM, 7014											
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE											
GEORGE L. HOWARD, Col, USAF, BD, 7014											
SIGNATURE											
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<p>15. QTY: A - 1, B - 1, C - 1</p> <p>16. DEF ITEM WORKS ON OR WITH:</p> <p>A. F-15 80-0007</p> <p>B. F-100</p> <p>17. DOL VAL: UNK</p> <p>18. EST COR COST: UNK</p> <p>19. ITEM UNDER WARRANTY: UNK</p> <p>20. WUC OR PSEUDO WUC: 51 AFO</p> <p>21. ACT OR DISP:</p> <p>A. RELEASED TO; OC-ALC</p> <p>22. DETAILS: ACFT INVOLVED IN CLASS A MISHAP. ACFT IMPACTED GROUND TO SIDE AND SHORT OF RUNWAY AND SLID TO STOP 1550 FT FROM IMPACT AFTER GEAR SHEARED OFF. INSTRUMENT FOUND WITH FOLLOWING READING: ZERO AIRSPEED.</p> <p>A. SUBJECT AREA: QUALITY</p> <p>B. IMPACTS ON: SAFETY/RELIABILITY</p> <p>C. HAZARD CODE: 1</p> <p>D. REC: TDR FOR RELIABILITY OF INSTRUMENT AND READINGS WHEN FROZEN.</p> <p>ANALYZE INSTRUMENT TO DETERMINE READINGS AT IMPACT.</p>											
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DD FORM 1 MAR 79 173/1

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TAB J

INDEX

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
Structural Damage Assessment	J- 9
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. These 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. Their report stated that "product meets specification requirements for tests performed."

ENGINE OIL

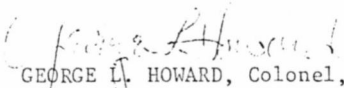
Samples were taken from mishap aircraft after incident. 32 TFS SOAP Lab analyzed the oil samples. There was no significant increase in any area. Tab W has numerical readouts for both engines.

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: CO₂ 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 L. HOWARD, Colonel, USAF
Board President

RESULTS OF BREATHING OXYGEN ANALYSIS									DATE SAMPLE RECEIVED 14 Sep 81	
TO: 32 TFS/LGSFL APO 09292			FROM: USAF HOSP/SGPB APO 09220			EHL SAMPLE NUMBER 0981-5544				
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 < Less than > Greater than / Approximately										
SAMPLE INFORMATION	RESULTS									
	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
PLANT LIMITS IAW MIL SPEC 0-27210A	5	25	0.05	0.2	3.0	2.0	1.0	0.1	99.5	0.005
USE LIMITS IAW T.O. 42B6-1-1	10	50	0.10	0.4	6.0	4.0	2.0	0.2	99.5	
5544/81-748 Converter S/N 0749	2.1	16.	*	*	*	*	*	*	99.5	
REMARKS 5544 Aircraft Accident										
DATE OF ANALYSIS 14 Sep 81	ANALYST'S NAME TSgt Brusso					LABORATORY CHIEF'S NAME Nils Akerlind Jr., CAPT, USAF OIC, Analytical Chemistry				

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 revealed 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 forward fuselage. Also, there was extensive fire damage to the ECS components and wire bundles located in that area.

c. Door 12 was ripped.

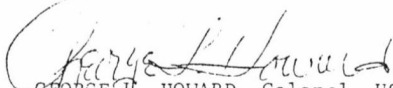
d. ECS temperature control circuit breaker in Door 10L was popped. This probably due to shorting in the ECS bay.

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.


GEORGE L. 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:

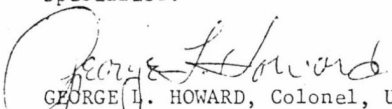
- (1) Flaps - Down.
- (2) Ailerons - Both drooped down.
- (3) Inlet ramps - Up.
- (4) Ramp by-pass doors - Open.

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 Specialist.


GEORGE L. HOWARD, Colonel, USAF
Board President

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 area.

Cockpit Switch Position:

- #1 Engine Master On
- #2 Engine Master Off

Fuel Panel Transfer Switches:

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

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:

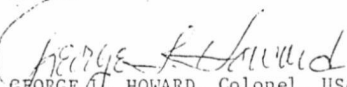
Number 1 & 2 engine feed lines had no evidence of fuel leadage or structural damage.

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 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 L. HOWARD, Colonel, USAF
Board President

FROM: 32TFS/MACMM (Electric Shop)

30 Sep 81

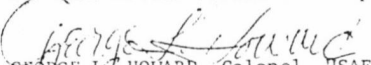
SUBJECT: Maintenance Evaluation of Electrical System

TO: Accident Investigation Board

1. After conducting a visual inspection the following items were noted:

- a. Both generator switches 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 switches 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 switches were to "auto" position.
- l. Roll ratio switch was to "auto" position.
- m. Fire discharge switch was to "off" position.
- n. Circuit breaker panel 52Z-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 Ø.
 - (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 L. HOWARD, Colonel, USAF
Board President

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. DMM 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 WD3
2nd run 0023437 WDI 0003437 WD3

i. Air Inlet Controller (AIC) (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 A05A0203-10. LRU B/C serviceable.

l. Flight Director Adaptor, 622-0291-006. LRU failed visual inspection. Pin 47 on connector J1 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

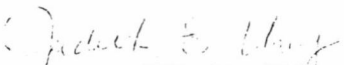
FROM: AFLC USAFE European Liaison Gp/CSL

16 September 1981

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 211K, 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 indications 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. Miscellaneous 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.

WEIGHT AND BALANCE CLEARANCE FORM F TACTICAL (USE REVERSE FOR TRANSPORT MISSIONS)						FOR USE IN T. O. 1-1B-40 & AN 01-1B-40	
DATE 23 September 1981		AIRCRAFT TYPE F-15C		FROM		HOME STATION Bitburg AB, GE.	
MISSION/TRIP/FLIGHT NO. Demo - Flt		SERIAL NO. 80-0007		TO		PILOT	
REMARKS		REF		ITEM		WEIGHT	
		1		BASIC AIRCRAFT (From Chart C)		28656	
		2		OIL (10.1 Gal.)		76	
		3		DISTRIBUTION OF LOAD			
		COMPT.		CREW		BAGGAGE	
				NO. WEIGHT		CARGO AND MISC.	
		E		1 215		Pilot	
		C		1 296		CL Pylon	
		C		2 345		WG Pylon	
		C		4 77		LAU /Adapt	
COMPUTER PLATE NO. (If used)		CHART E & MATH		4 OPERATING WEIGHT		30241	
Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.		5		COMPT. ROUNDS CALIBER		16997	
CORRECTIONS (Ref. 11)		C		940 20 MMTP		531	
COMPT. ITEM CHANGES (+ or -)		WEIGHT INDEX OR MOM/		6 FORWARD			
				AFT			
				EXTERNAL			
				ROCKETS			
				7 BUILT IN (307 Gal.)		2000	
				BOMB BAY (Gal.)		1107	
				EXTERNAL (Gal.)			
				8 WATER INJ. FLUID (Gal.)			
TOTAL WEIGHT REMOVED - -		9 JATO OR RATO		10 TAKEOFF CONDITION (Uncorrected)		32772	
TOTAL WEIGHT ADDED + +		11 CORRECTIONS (If required)		12 TAKEOFF CONDITION (Corrected)		18367	
NET DIFFERENCE (Ref. 11)		13 TAKEOFF C. G. IN % M. A. C. OR IN.		560.45		27.37% MAC	
LIMITATIONS		14 JATO OR RATO		15 ESTIMATED LANDING CONDITION			
1 GROSS WT. TAKEOFF (lb.)		2 GROSS WT. LANDING (lb.)		BOMBS			
68,000		68,000		AMMUNITION			
3 PERMISSIBLE C. G. TAKEOFF		FROM TO (% M. A. C. or IN.)		FUEL			
23.0%		29.0%					
4 PERMISSIBLE C. G. LANDING		FROM TO (% M. A. C. or IN.)					
23.0%		29.0%					
1 Enter constant used.		COMPUTED BY (Signature)		WEIGHT AND BALANCE AUTHORITY (Signature)			
2 Enter values from current applicable T. O.		PILOT (Signature)					
3 Applicable to gross weight (Ref. 12).							
4 Applicable to gross weight (Ref. 15).							

DD FORM 1 SEPT 54 365F

10-87910-4

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

ARTHUR E. STARK, Major, USAF
Maintenance Officer

Max Cost (destroyed)	\$13,371,000	
AF PD	492,428	
Inj Cost	40	
Total	<u>\$13,863,468</u>	<i>Joan</i> 11/17/81

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 BLI

12 Sep 81

180/06 BLACK

5NM = 10KM

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

Source: Soesterberg AB, Weather Station



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

REPLY TO
ATTN OF: JA

14 October 1981

SUBJECT: Damages and Claims

TO: 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
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

CAPTAIN PAUL Q.G. WOODFORD, _____
32 TFS, Investigating Officer

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)

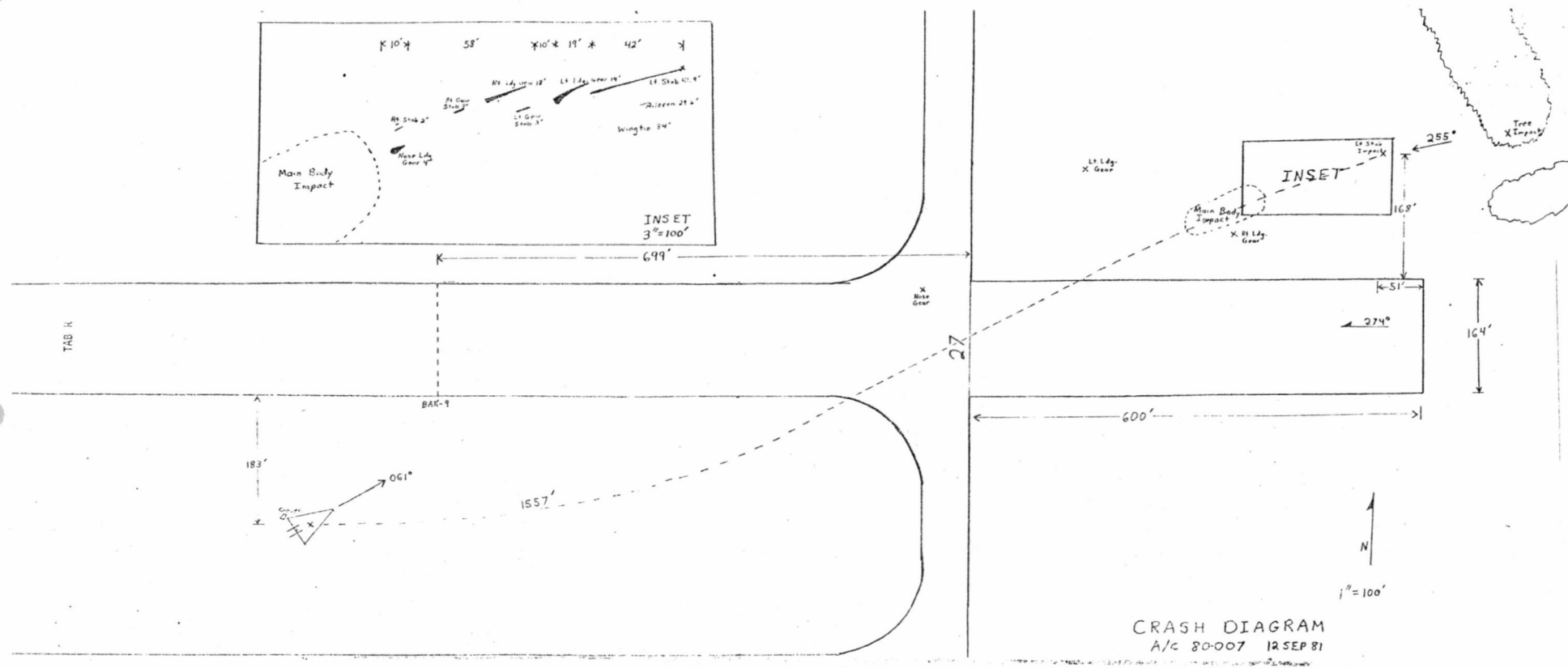
FOR THE COMMANDER IN CHIEF



ALBERT G. STEWART, Colonel, USAF
Director of Administration

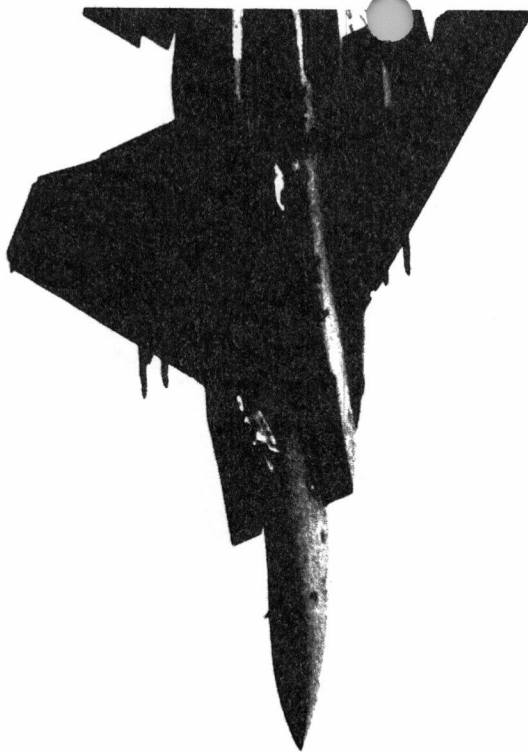
DISTRIBUTION
HQ USAFE/IGFF - 20
HQ USAFE/DA - 2

M-37





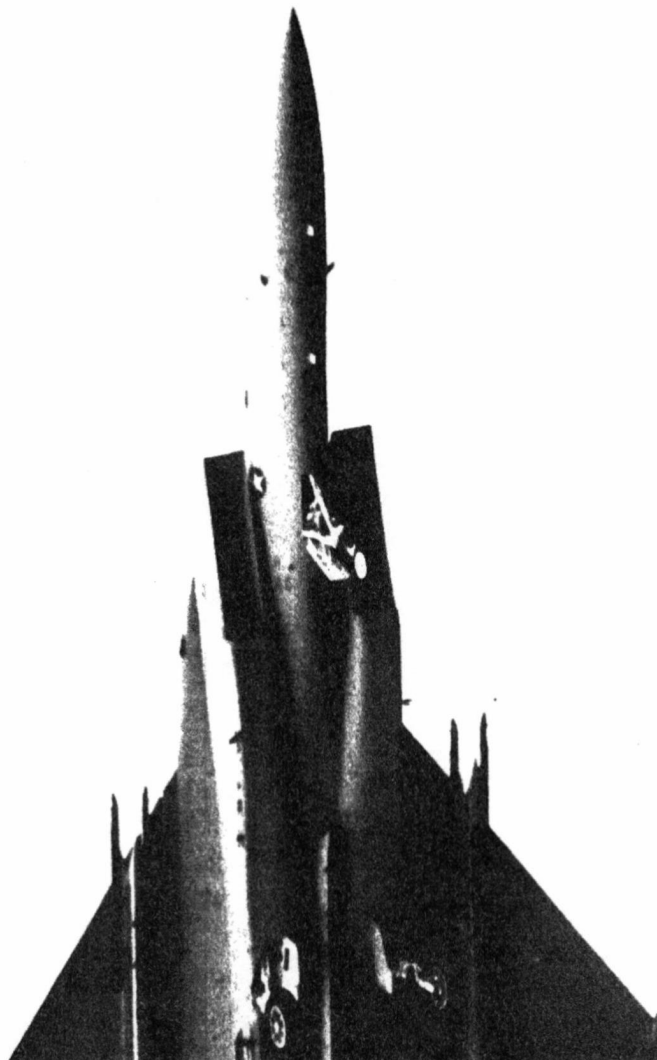


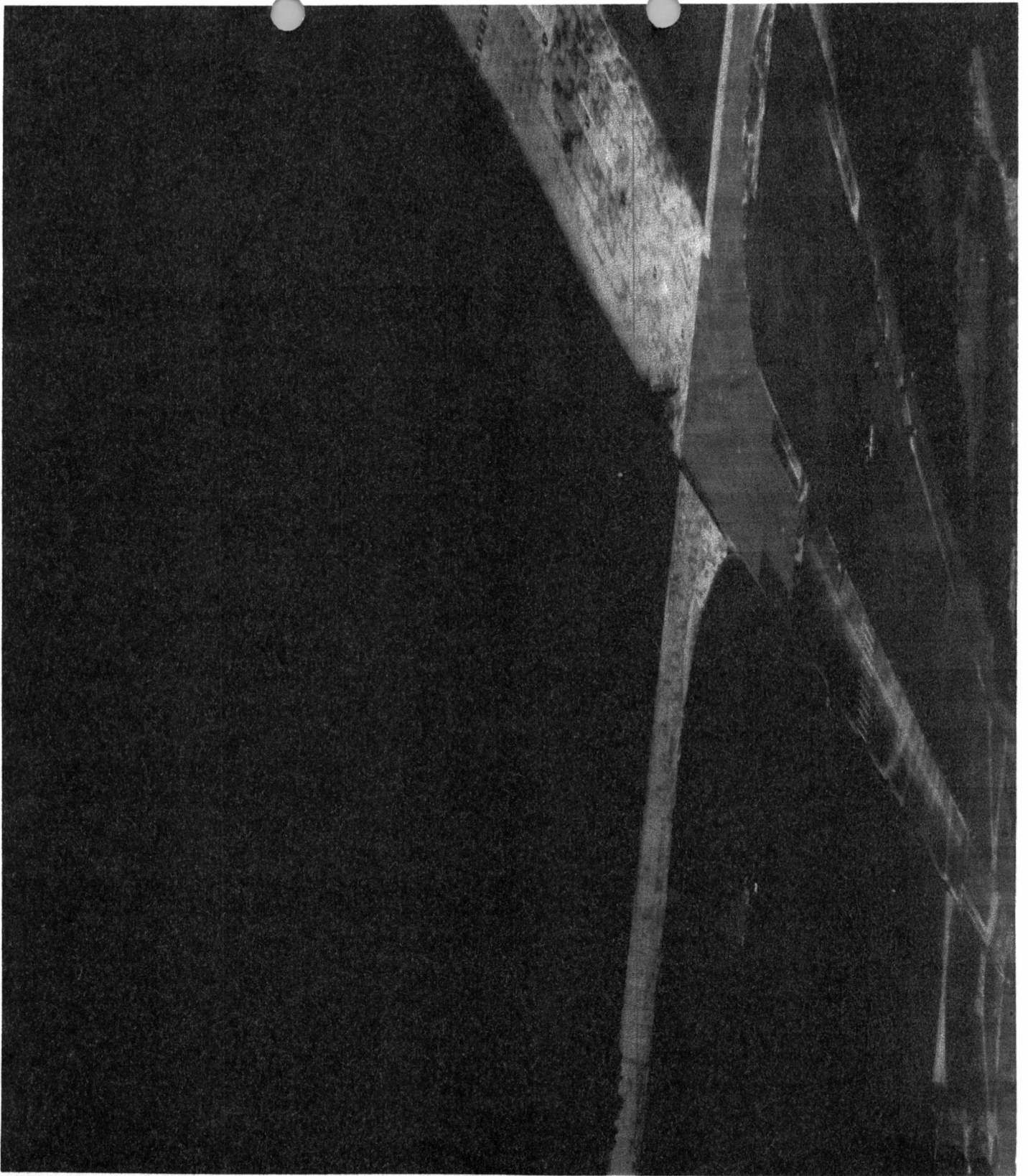


Final Turn Sequence 3

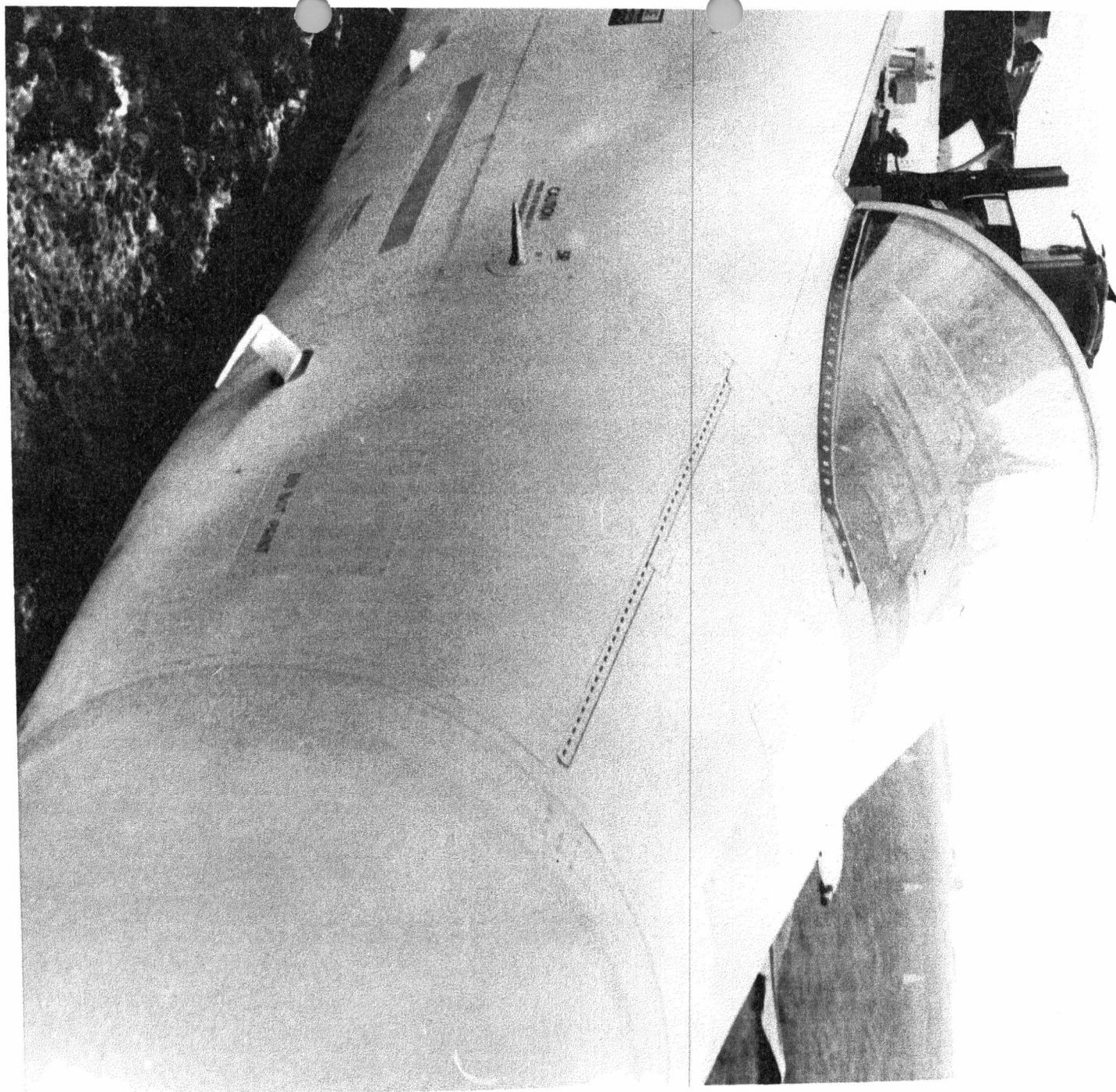
S-3

S-4





Crash Pattern



Post Impact Damage