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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.
Soesterberg AB, The Netherlands	1525 CET	☒ DAY ☐ NIGHT ☐ DAWN ☐ DUSK

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, .. 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 [1] (Use Abbr)	DAYS LOST ON TT ONLY
Kuehler, Dennis R.	Capt		Wg Training Officer	SR. Pilot	N	0

[1] *(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.

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.

12. AUTHENTICATION

CERTIFICATION BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
Board President	GEORGE L. HOWARD, Col, USAF	George L. Howard	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	2. ACFT MDS & SERIAL NO.	3. DATE	4. UNIT CONTROL NO.	5. ACFT ASSIGNMENT/STATUS CODE
☒ A ☐ B ☐ C ☐ DEST	F-15C/27 80-0007		36TFW 76A02	CC/FMC

PILOT(S) INVOLVED (FLIGHT CREW)[1]

6. OPERATOR AT CONTROLS

A. LAST NAME, INITIALS	B. COMPONENT
KUEHLER, DENNIS R.	USAF

C. POSITION IN AIRCRAFT AT TIME OF MISHAP	D. NATIONALITY	E. AGE
X FRONT SEAT ☐ LEFT SEAT ☐ REAR SEAT ☐ RIGHT SEAT ☐ JUMP SEAT	U.S.	30

F. MAJCOM, NAF, DIV, WG, SQ ASSIGNED	G. MAJCOM, NAF, DIV, WG, SQ ATTACHED FOR FLYING
USAFE, 36TFW, 22TFS	

7. OTHER PILOT

A. LAST NAME, INITIALS	B. COMPONENT
N/A	

C. POSITION IN AIRCRAFT AT TIME OF MISHAP	D. NATIONALITY	E. AGE
☐ FRONT SEAT ☐ LEFT SEAT ☐ REAR SEAT ☐ RIGHT SEAT ☐ 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	B. COMPONENT
N/A	

C. POSITION IN AIRCRAFT AT TIME OF MISHAP	D. NATIONALITY	E. AGE
☐ FRONT SEAT ☐ LEFT SEAT ☐ REAR SEAT ☐ RIGHT SEAT ☐ 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	B. COMPONENT
N/A	

C. POSITION IN AIRCRAFT AT TIME OF MISHAP	D. NATIONALITY	E. AGE
☐ FRONT SEAT ☐ LEFT SEAT ☐ REAR SEAT ☐ RIGHT SEAT ☐ 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)

X VFR ☐ IFR ☐ LOCAL ☐ PT TO PT | X DIRECT ☐ AIRWAYS ☐ NO CLEARANCE ☐ NA

11. DURATION OF FLIGHT		12. TYPE OF MISSION	13. ALTITUDE/ELEVATION
HOURS	TENTHS		
0	.4	F-15 Demonstration Flt	8500'

14. PHASE OF OPERATION	15. TYPE OF MISHAP
Landing Approach/Landing	Collision with Ground

16. METEOROLOGICAL CONDITIONS ☒ VMC ☐ SIMULATED IMC ☐ TRANSITION ☐ IMC ☐ ON TOP ☐ VFR IN IMC CONDITIONS

I SC 025 2 SC035 7 SC 120

17. AIRFIELD DATA APPLICABLE TO TAKEOFF AND LANDING MISHAPS OCCURRING WITHIN 2 MILES OF AIRFIELD

A. FIELD ELEVATION (Feet)	B. COMPOSITION OF RUNWAY
+ 65	☒ ASPHALT ☒ CONCRETE ☐ OTHER (Specify)

C. LENGTH OF RUNWAY (Feet)	D. RUNWAY HEADING	E. DISTANCE OF TOUCHDOWN FROM RUNWAY (Feet)	F. SURFACE CONDITION	
			☒ DRY ☐ WET	OTHER (Specify)
7800'	275°	574'		

G. LENGTH OF OVERRUN	H. COMPOSITION OF OVERRUN (Specify)	I. BARRIER		
		TYPE	USED	LOCATION
600'	Concrete	BAK 9/13	☐ YES ☒ NO	699/2542

J. CONDITIONS AFFECTING OCCURENCE *(For example, type of instrument or lighting approach used, obstructions, barrier, airspeed, gross weight, forced landing)*

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

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AIRCRAFT MAINTENANCE AND MATERIEL REPORT

1. AIRCRAFT SERIAL NUMBER	2. MISSION DESIGN AND SERIES (MDS)
80-0007	F-15C Block 25

3. HISTORICAL DATA

AIRCRAFT		DEFICIENT PART COMPONENT OR ACCESSORY		
AIR FORCE ACCEPTANCE DATE	8 Jul 81	NOUN		
TOTAL FLIGHT HOURS	9.5	PART NUMBER		
LAST OVERHAUL DATE	NA	T.O. REFERENCE		
OVERHAULING ACTIVITY (Name & Loc)	NA	FIGURE		
HOURS SINCE OVERHAUL	NA	INDEX		
HOURS SINCE LAST SCHEDULED INSP.	NA	WORK UNIT CODE		
DATE OF LAST SCHEDULED INSPECTION	NA	TDR REQUESTED	X YES / NO	X YES / NO
TYPE OF LAST SCHEDULED INSPECTION	NA	MDR SUBMITTED	YES / X NO	YES / X NO
DATE ASGNED PRESENT ORGN.	31 Aug 81	MDR NUMBER		
ORGN. TRANSFERRED FROM	MAC AIR	MIP NUMBER		

ENGINE
(Complete a Column for each Engine)

INSTALLED POSITION	Left (#1)	Right (#2)
ENGINE MODEL AND SERIES	F100-PW-100	F100-PW-100
ENGINE SERIAL NUMBER	PW-E 681580	PW-E 681571
TOTAL ENGINE HOURS	46.6	48.2
NUMBER OF MAJOR OVERHAULS	NA	NA
HRS SINCE LAST MAJOR OVERHAUL	NA	NA
DATE OF LAST OVERHAUL	NA	NA
OVERHAUL ACTIVITY	NA	NA
DATE LAST INSTALLED	11 May 81	21 Apr 81
HOURS SINCE LAST INSTALLED	25.4	25.4
DATE OF LAST SCHEDULED INSPECTION	NA	NA
TYPE OF LAST SCHEDULED INSPECTION	NA	NA
FUEL (Type & Octane Rating)	JR4	JR4
TDR REQUESTED	NO	NO

4. SOAP SAMPLES
(Engine, CSD, Gearbox or APU failure of which occurred or was suspected)

PW-E 681580 — ITEM AND SERIAL NUMBER — PW-E 681571

HOURS SINCE O/H	HOURS SINCE OIL CHANGE	FE	CR	AG	AL	CU	SN	MG	TI	NI	SI	HOURS SINCE O/H	HOURS SINCE OIL CHANGE	FE	CR	AG	AL	CU	SN	MG	TI	NI	SI
NA	NA	4	2	1	2	1	-	0	2	1	1	NA	NA	6	2	1	2	1	-	0	2	2	1

5. DAMAGED AIRCRAFT
(Furnish complete damage information under Tab "L". See AF Form 711h)

DAMAGE TO AIRCRAFT	MANHOURS TO REPAIR	COST (ESTIMATE)
[X] DESTROYED OR DAMAGED BEYOND ECONOMICAL REPAIR [ ] SUBSTANTIAL [ ] MINOR [ ] LESS THAN MINOR OR NONE		$13,371,000 (all Lab M)

6. FIRE DATA
(To be completed when fire or chemical explosion occurs, not resulting from ground impact. Indicate: P - Probable or K - Known, in squares)

A. MATERIEL FAILURE CAUSING THE FIRE				B. IGNITION SOURCE				C. COMBUSTIBLE MATERIAL			
ELECTRICAL SYSTEM		PROPULSION SYSTEM		ELECTRICAL SYSTEM		STATIC ELECTRICITY/LIGHTNING		CARGO		HYDRAULIC FLUID	
FUEL SYSTEM		BLEED AIR SYSTEM		PNEUMATIC SYSTEM		OTHER (Specify)		ELECTRICAL INSULATION		LUBRICATING OIL	
HYDRAULIC SYSTEM		OTHER (Specify)		PROPULSION SYSTEM				EXPLOSIVES		OTHER (Specify)	
PNEUMATIC SYSTEM		UNKOWN		BLEED AIR		UNKNOWN		FUEL		UNKNOWN	

7. LOCATION OF INITIAL FIRE

	KNOWN	PROBABLE		KNOWN	PROBABLE		KNOWN	PROBABLE
BAGGAGE COMPARTMENT			AFT OF FIREWALL			WHEEL WELL		
BOMB BAY			FORWARD OF FIREWALL			CARGO-PASSENGER COMPARTMT.		
COCKPIT OR CREW QUARTERS			ROCKET POD			OTHER (Specify)		
ENGINE SECTION			TIRE, WHEEL OR BRAKE			UNKNOWN [ ]		

8. MISCELLANEOUS CHEMICAL EXPLOSION DATA

	KNOWN	PROBABLE		KNOWN	PROBABLE
INITIAL IGNITION OCCURRED IN AN EXPLOSIVE MANNER PRIOR TO GROUND IMPACT.			INTENSITY OF EXPLOSION WAS SUFFICIENT TO CAUSE OR APPRECIABLY CONTRIBUTE TO IN-FLIGHT AIRFRAME BREAK-UP.		
EXPLOSION OCCURRED AFTER FIRE & BEFORE GRD IMPACT.			OTHER SIGNIFICANT DATA (Specify)		
EXPLOSION OCCURRED SUBSEQUENT TO GROUND IMPACT.			UNKNOWN OR NOT AVAILABLE		

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