

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention-Investigation-Reporting." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify.
Bitburg County, Matzen, Germany, East side City limits

2. DATE OF ACCIDENT **3. HOUR AND TIME ZONE (Local)** **4. DAY DAWN NIGHT DUSK** **5. AIRFIELD OF LAST TAKEOFF**
16 April 1958 1040 Local Central Europ X Bitburg Air Base

6. CLEARANCE: (Check all applicable) IFR VFR Local DD Form 175 Other Cleared Direct Cleared Via Airways
 Cleared from Rhin/Main-Stuttgart-Furstenfeldbruck Cleared to Stuttgart-Bitburg-Auerslow
Rhin/Main-Bitburg

7. BASE SUBMITTING REPORT **8. DURATION OF FLIGHT** **9. MISSION OF FLIGHT** **10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout spin, stall, spiral, occurred**
Bitburg Air Base 0:05 hours Tactical Estimated 300 ft.

11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section M.)
(a) If accident occurred on airport:
 Length of runway in use 8245 ft.
 Heading of runway in use 060 degrees
 Field elevation 1232 ft. MSL
 Type of runway surface: (Check)
 Concrete Asphalt
 Other (Specify) _____
 Wet Dry

(b) If accident occurred off airport: elevation at scene of acct 1300 ft. MSL
 Was aircraft taking off, approaching or maneuvering to land? Yes No
 If yes, state airport involved N/A
 If no, state nearest airport suitable for landing this aircraft Bitburg Air Base
 For either airport mentioned in 11b above:
 State airport type (i. e., AF, A, N, CG, PC, PL) AF 0357-E
 Distance, airport to accident 3 miles. Heading of runway in use 060 degrees.
 Magnetic bearing, airport to accident 355 degrees. Airport elevation 1232 ft. MSL

12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED:
 (File separate Form 14 for each aircraft) N/A

13. VIOLATIONS: Yes No If yes, discuss in Section M.

Section B—AIRCRAFT

1. AIRCRAFT NUMBER **2. TYPE, MODEL, SERIES AND BLOCK NUMBER** **3. ASSIGNMENT AND STATUS CODE at time of accident:**
54-1982A F100C-25NA CC

4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT
 Major Command USAFE AFE Subcommand or AF NA Air Division NA Wing 36th FDW Group NA Squadron or Unit 22nd FDS Base Bitburg

5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination)
N/A

Section C—PILOT(S) INVOLVED (Flight Crew)

1. OPERATOR (Person at controls at time of accident)

a. LAST NAME (Jr., II, etc.) **FIRST NAME** **MIDDLE NAME** **GRADE** **COMPONENT** **SERVICE NUMBER** **NATIONALITY** **YR. OF BIRTH**
YOSHIZUMI ROBERT TOSHIO 1/LT USAFR AO 3046656 US

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT **c. ASSIGNED DUTY ON FLIGHT ORDER**
 Front or Left Seat Rear or Right Seat N/A AC IP PX CP Other (Specify) _____

d. ASSIGNED ORGANIZATION
 Major Command USAFE Subcommand or AF NA Air Division NA Wing 36th FDW Group NA Squadron or Unit 22nd FDS Base Bitburg

e. ATTACHED ORGANIZATION FOR FLYING
 Major Command USAFE AFE Subcommand or AF NA Air Division NA Wing 36th FDW Group NA Squadron or Unit 22nd FDS Base Bitburg

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED **g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED** **h. INSTRUMENT CARD** **i. AFSC**
Pilot 28 March 1957 Pilot 28 March 1957 Type White 1131A
 Date of expiration 23 Mar 59 Duty 1131A

2. OTHER PILOT

a. LAST NAME (Jr., II, etc.) **FIRST NAME** **MIDDLE NAME** **GRADE** **COMPONENT** **SERVICE NUMBER** **NATIONALITY** **YR. OF BIRTH**
N/A

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT **c. ASSIGNED DUTY ON FLIGHT ORDER**
 Front or Left Seat _____ Rear or Right Seat _____ Other _____ AC IP P CP Other (Specify) _____

d. ASSIGNED ORGANIZATION
 Major Command _____ Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit _____ Base _____

e. ATTACHED ORGANIZATION FOR FLYING
 Major Command _____ Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit _____ Base _____

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED **g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED** **h. INSTRUMENT CARD** **i. AFSC**
 _____ _____ _____ _____ _____ _____ _____ _____
 Type _____ Date of expiration _____ Primary _____ Duty _____

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C? ON ADDITIONAL SHEET FOR EACH.

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes No Unknown

If "Yes," check one

Weather Hood

ASSIGNED DUTY ON FLIGHT ORDER

(Complete items 2 through 14 for each crewmember pilot)

NOTE: List all time to the nearest hour	PILOT	CO-PILOT	INSTR. PILOT	AIRCRAFT CMDR.	STUDENT PILOT
	(Last Name)	(Last Name)	(Last Name)	(Last Name)	(Last Name)
	YOSHIZUMI				
2. Total flying hours (including AF time, student time, and other accredited time)	464:25				
3. Total rated 1st pilot and instructor pilot hours, all aircraft	227:00				
4. Total weather instrument hours	9:35				
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	126:15				
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model	N/A				
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	126:15				
8. Total other (Command, a/c cmdr, co-pilot, radar contr. of plt) hrs this model and series	N/A				
9. Total pilot hours last 90 days	34:30				
10. Total 1st pilot and instructor pilot hours last 90 days	34:30				
11. Total pilot hours (night) last 90 days	5:30				
12. Total pilot hours, weather and hood, last 90 days	7:20				
13. Date and duration of last previous flight this model	13 Apr 58	2:15			
14. Date and duration of last previous flight this model and series	13 Apr 58	2:15			

15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used		Ejection Seat Used	
					Yes (6)	No (7)	Yes (8)	No (9)
P	YOSHIZUMI, ROBERT T. AO3046656	P	USAFE, 36th FDW, 22nd FDS, Bitburg Air Base	2	X		X	X

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
1400BRKN	8 MILES	010° 12K GUSTS 22K	+40°C	34	29.78	NONE

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

Section G—ENGINEERING DATA

- Damage: (Check one) Destroyed Substantial Minor None 2. Was aircraft damaged beyond economical repair? Yes No
- Estimated number of direct manhours for repair, if applicable: NA Cost of damage to aircraft: \$661,931.00
- Fire before accident Fire after accident Fire did not occur 5. Did explosion occur? Yes No
- How many T.O.s not complied with at time of accident? 22 (List T.O. numbers and titles on separate sheet)
- Has your Base previously submitted a UR on any factor involved in this accident? Yes No No. 58-27
- Is a UR being submitted as a result of this accident? Yes No (If "Yes" attach copy) UR number: B-156
- Is TDR requested? Yes No Attach copy of request: SEE UR

HISTORY OF FLIGHT

P-100C Nr 54-1928 took-off from Bitburg AB, Germany at 1039L, 16 April 1958. Aircraft was number two in a two ship tactical training flight, call sign "Research Green", with an estimated time en route of two hours. External stores consisted of two, 275 gallon drop tanks mounted at the intermediate station gross weight 32,800 lbs. Aircraft took the runway, performed normal and emergency fuel check as outlined by T.O. 1P-100C-1. All engine instruments gave normal indications, whereupon the flight commenced take-off roll as previously cleared. Afterburner was engaged after two seconds of roll. Number two fell back slightly and the pilot asked lead for a power reduction. Leader reduced power to mid afterburner range and number two maintained position. Normal take-off was made with number two aircraft falling back as it became airborne. The pilot, thinking his afterburner had gone out, moved the throttle out of afterburner at approximately 210 knots. After returning to military power, he began to fall back even more rapidly. Number two advised the leader that he was experiencing a power loss, retarded the throttle slightly and switched to the emergency fuel system. Throttle was advanced to full military, however, 82% was the maximum obtainable power. During this time the leader observed white smoke or vapor streaming from the bottom of the number two aircraft slightly aft of the mid wing section. Number two reconfirmed that 82% was maximum power available and was then instructed by the leader to jettison external stores. This was accomplished by means of the manual jettison handle. Gross weight now became 28,800 lbs. During this period the aircraft was losing both airspeed and altitude, with the pilot attempting to make a left turn to a downwind leg for a possible landing. After approximately 90° of turn, the airspeed was approximately 170 knots IAS, with the aircraft in a nose high attitude, losing airspeed and altitude. The leader in the meantime had advised number two to bail out. Number two ejected at approximately 200 to 250 feet above the ground, at approximately 155-160 knots IAS. Ejection seat and parachute operated normally. Aircraft struck the ground in a stalled attitude, tail and left wing first, disintegrated, and immediately caught fire.

250 Yards

BARN

Cockpit section

Engine

Stabilator

Bits &

Pieces

Aft fuselage — 200 yds

Rudder Fin

Mid fuselage section

Right gear & wing root

Gross dispersal width 105 yards

Left gear & wing root

150 Yards

Stone wall

Trees knocked down

Bits & Pieces

this

100 yds

Area

BARN

Windows broken

50 yards

Trees Sheered

Beehouse damaged

Right wing tip

Tree sheered

Initial impact of aircraft slightly left wing low

Gross Dispersal Area

Impact path of aircraft 260 degrees

100 YARDS

Seat Hit here

30 ft

Pilot hit here

