REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." 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.
Soesterberg Air Base, Netherlands. Accident occurred on base

2. DATE OF ACCIDENT: 20 November 1956
3. HOUR AND TIME ZONE (Local): 1125L
4. DAY X DAWN NIGHT DUSK
5. AIRFIELD OF LAST TAKEOFF: Soesterberg AB, Neth.

6. CLEARANCE (Check all applicable) IFR___ VFR X Local X Form 175 ___ Other___ Cleared Direct___ Cleared Via Airways___
Cleared from Soesterberg, Netherlands Cleared to Soesterberg, Netherlands

7. BASE SUBMITTING REPORT: Bitburg Air Base Germany
8. DURATION OF FLIGHT: 1:10
9. MISSION OF FLIGHT (Use DD Form 781-1): O
10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin, stall, spiral, occurred: N/A

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 9000 ft.
Heading of runway in use 096 degrees
Field elevation 41 ft. MSL
Type of runway surface: (Check)
Concrete X Asphalt X
Other___ (Specify)___
Wet___ Dry X

(b) If accident occurred off airport: elevation at scene of acdt ______ ft. MSL
Was aircraft taking off, approaching or maneuvering to land? Yes___ No___
If yes, state airport involved ______
If no, state nearest airport suitable for landing this aircraft ______
For either airport mentioned in 11b above:
State airport type (i. e., AF, A, N, CG, PC, P) ______
Distance, airport to accident ______ miles. Heading of runway in use ______ degrees.
Magnetic bearing, airport to accident ______ degrees. Airport elevation ______ ft. MSL

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

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

Section B—AIRCRAFT

1. AIRCRAFT NUMBER: 54-1965A
2. TYPE, MODEL, SERIES AND BLOCK NUMBER: F-100C-20-NA
3. ASSIGNMENT AND STATUS CODE at time of accident: CC (As specified in AFR 65-110)

4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE AFE	12th AF	--	36th FDW FDA	--	32nd FDS	NEW AMSTERDAM ~~Soesterberg AB Netherlands~~

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
SCOTT	DAVID	RANDOLPH	1/Lt	RegUSAF	26241A	US	

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

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE	12th AF	--	36th FDW	--	32nd FDS	Soesterberg AB Netherlands

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
USAFE AFE	12th AF/	--	36th FDW FDA	--	32nd FDS FDA	NEW AMSTERDAM ~~Soesterberg AB Netherlands~~

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: Pilot 1 August 1955
g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Pilot 1 August 1955
h. INSTRUMENT CARD: Type White; Date of expiration 6 Jun 57
i. AFSC: Primary 1124A; Duty 1124A

2. OTHER PILOT

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

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat Rear or Right Seat Other
c. ASSIGNED DUTY ON FLIGHT ORDER: 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: Type ___ Date of expiration ___
i. AFSC: Primary ___ Duty ___

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C2 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 X Unknown ___ If "Yes," check one: Weather ___ Hood ___

(Complete items 2 through 14 for each crewmember pilot)

ASSIGNED DUTY ON FLIGHT ORDER	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	SCOTT				
2. Total flying hours (including AF time, student time, and other accredited time)	549:00				
3. Total rated 1st pilot and instructor pilot hours, all aircraft	297:00				
4. Total weather instrument hours	10:15				
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	67:00				
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model	--				
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	67:00				
8. Total other (Command, a/c cmdr, co-pilot, radar control plt) hrs this model and series	--				
9. Total pilot hours last 90 days	40:25				
10. Total 1st pilot and instructor pilot hours last 90 days	40:25				
11. Total pilot hours (night) last 90 days	3:35				
12. Total pilot hours, weather and hood, last 90 days	4:35				
13. Date and duration of last previous flight this model	15Nov56 1:05				
14. Date and duration of last previous flight this model and series	15Nov56 1:05				

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 Yes (6)	Parachute Used No (7)	Ejection Seat Used Yes (8)	Ejection Seat Used No (9)
P	Scott, David Randolph, 1/Lt -6241A, RegAF	Plt	USAFE, 12th AF, 36th FDW, 32nd FDS, Soesterberg, Neth.	None		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
20,000	4 Mi H	100° 12 Knts	33.8°F	24.8° F	30.08	None

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

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed ___ Substantial X Minor ___ None ___ 2. Was aircraft damaged beyond economical repair? Yes ___ No X
3. Estimated number of direct manhours for repair, if applicable 2002 Cost of damage to aircraft 17,218.13
4. Fire before accident ___ Fire after accident ___ Fire did not occur X 5. Did explosion occur? Yes ___ No X
6. How many T.O.s not complied with at time of accident? 17 (List T.O. numbers and titles on separate sheet)
7. Has your Base previously submitted a UR on any factor involved in this accident? Yes X No ___ (See Tab Q)
8. Is a UR being submitted as a result of this accident? Yes X No ___ (If "Yes" attach copy) UR number 56-573 (36FDW)
9. Is TDR requested? Yes ___ No X ... copy of request

HISTORY OF FLIGHT

1. The pilot involved was assigned the number two position in a flight of four aircraft on a routine formation flight. The flight was briefed according to established briefing guides and subsequent to pre-flight the take-off was accomplished. During the climb out an attempt was made to retard the throttle to maintain position, with negative results. The RPM remained fixed at 94.5% with all instruments reading normal. Further manipulation of the throttle produced no results. The Flight Leader then relinquished control of the flight to the leader of the second element and joined the number two pilot to provide assistance if possible. The flight of two then returned to orbit the field.

2. Contact was established with the mobile control unit and the advice of the North American Technical Representative was solicited; however he could offer no assistance. The Squadron Operations Officer then took control of the mobile unit and obtained the full data from the distressed aircraft in order to plan a course of action. The flight leader meanwhile advised the pilot of the distressed aircraft to switch to the emergency fuel system. The changeover to the emergency system reduced the power to 91.5% RPM but throttle control was not restored. When the fuel state reached 2,000 pounds the pilot was instructed to lower his gear and the flight descended from 15,000 feet to the traffic pattern altitude. Initially it was intended that a flame-out pattern would be flown, however, further consideration resulted in the decision to shut down the power on the final approach where less chance for error existed. The Squadron Operations officer then suggested that the pilot make one pass over the field in order to determine possible difficulties. The first pass over the field was made at 1000 feet. At this time the operations officer recommended that the pilot make a long, low, flat approach. The final approach therefore was set up at 500 feet altitude above the terrain, five miles from the end of runway ten. The airspeed on the final approach stayed at a minimum of 250 knots. Power was at 92% and the gear and speed brakes were extended. Approximately one-half mile from the end of the runway the pilot was advised to shut down the power. He accomplished this by first stop-cocking the throttle and immediately thereafter turning off the master fuel switch. The pilot observed the RPM and fuel flow indicators drop, but did not notice if the engine stopped completely. No deceleration was noted. Almost immediately after turning off the master fuel switch the pilot retracted the speed brakes leaving the speedbrake switch in the "up" position.

3. Weather conditions at this time were: ceiling 20,000 feet, visibility 4 miles in haze, wind 100° at 12 knots, temperature 33.8° F. Runway conditions were dry.

4. The aircraft touched down on the runway at approximately 200 to 210 knots indicated airspeed, approximately 3000 to 3500 feet down the runway. The nose wheel was lowered immediately and the nose gear steering engaged. Because of the speed the pilot elected not to apply brakes at this time. The pilot was reminded not to deploy his drag chute until an airspeed of 180 knots or lower was reached. As the airspeed indicator needle passed through the 180 knot point the drag chute was deployed. Deployment was effective for approximately 5 seconds slowing the aircraft to approximately 160 knots. The drag chute then failed and the chute streamed behind the aircraft. Mobile control immediately advised the pilot of this occurrance. The pilot then applied light brakes increasing pressure in a steady application. The anti-skid brakes functioned properly, however deceleration and runway remaining was such that the pilot realized that a barrier engagement was imminent. He then controlled his aircraft to engage the barrier dead center. Maximum braking action was continued.

5. The nose gear tires failed approximately 500 feet from the barrier but directional control was not affected. The barrier was engaged at approximately 120 knots indicated airspeed. The main cable engaged the main landing gear just above the landing gear up-lock ring on the left gear and between the up-lock ring and the tire on the right side. Although the right tire was worn down by rubbing action the tire did not fail.

6. The aircraft continued to decelerate for 394 feet dragging the full length of the barrier chain. The main barrier cable then failed and the aircraft continued to roll an additional 176 feet on the concrete overrun and 24 feet into the soft sod overrun at which point the nose gear collapsed. The speed of the aircraft as it entered the sod overrun was approximately 35 - 40 knots. Maximum braking was employed during the entire engagement.