

**REPORT OF AF AIRCRAFT ACCIDENT**

Use this form in accordance with AFR 62-14 and AFM 62-5. Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

*02-465*

**Section A—GENERAL INFORMATION**

1. DATE OF ACCIDENT <b>13 Apr 61</b>	2. HOUR AND TIME ZONE (Local) <b>2130 (GMT)</b>	3. DAY DAWN NIGHT DUSK <b>NIGHT</b>	4. AIRFIELD OF LAST TAKEOFF <b>Soesterberg</b>
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <b>19N.M227° from Ypenburg, Neth.</b> (b) Distance (Nautical Miles) and direction from nearest town (include state and county) <b>17N.M253° from Rotterdam, Neth.</b>			
6. AIRPORT 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 K.) (a) If accident occurred on airport: Length of runway in use _____ Ft. Heading of runway in use _____ Degrees. Field Elevation _____ Ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt _____ Other (Specify) _____ Wet _____ Dry _____ (b) If accident occurred off airport: Elevation at scene of accident <b>39000</b> Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes _____ No <b>X</b> If Yes, state airport involved <b>N/A</b> If No, state nearest airport suitable for landing this aircraft <b>Soesterberg Air Base</b> For either airport mentioned in (b) above: State airport type (i.e., AF, A, N, CG, PC, P) <b>AF</b> Heading of runway in use <b>276</b> Degrees. Airport elevation _____ 40 _____ Ft. MSL.			
7. CLEARANCE: (Check all applicable) IFR <b>X</b> VFR <b>B</b> Local <b>X</b> DD Form 175 _____ Other _____ Cleared Direct _____ Cleared via airways _____ Cleared from <b>Soesterberg AB</b> Cleared to <b>Soesterberg AB</b>			
8. Base submitting report <b>Soesterberg AB</b>		9. Duration of flight <b>0:49</b>	10. Mission of flight <b>Scramble Intercept</b>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <b>39,000</b> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <b>39,000</b> Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight <b>39,000</b> Ft. MSL. Length of time at this highest altitude <b>0:25</b>			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) <b>N260, Hawker Hunter VI, RMAF</b> (b) Was aircraft painted in accordance with standard Air Force conspicuity criteria? <b>X</b> Yes _____ No _____			
13. VIOLATIONS: Yes _____ No <b>X</b> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes <b>X</b> No _____ If Yes, discuss in Section K. <b>NW 2</b>			

**Section B—AIRCRAFT**

15. AIRCRAFT NUMBER <b>56-1044</b>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <b>F-102A-55</b>	17. ASSIGNMENT AND STATUS CODE at time of accident: <b>(C)</b> (As specified in AFR 65-110)
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS A: TIME OF ACCIDENT Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base <b>USAFE AFE 17 AF 17 86th - - 32nd FI Soesterberg AB</b>		
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) <b>N/A</b>		

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

20. OPERATOR (Person at controls at time of accident)						
a. LAST NAME (Jr., II, etc.) <b>LEARNER, ROBERT JAMES</b>	FIRST NAME <b>ROBERT</b>	MIDDLE NAME <b>JAMES</b>	GRADE <b>CAPT</b>	COMPONENT <b>USAF</b>	SERVICE NUMBER <b>39425A</b>	NATIONALITY <b>US</b>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <b>X</b> Rear or Right Seat _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P <b>X</b> CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base <b>USAFE AFE 17 AF 17 86th - - 32nd FI Soesterberg AB</b>						
e. ATTACHED ORGANIZATION FOR FLYING Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base <b>CP New Amsterdam</b>						
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 25 Jun 48</b>	g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>SR/Pilot 8 Aug 55</b>		h. INSTRUMENT CARD Type <b>Green</b> Date of expiration <b>26 May 61</b>		i. AFSC Primary <b>1125D</b> Duty <b>1125D</b>	
21. OTHER PILOT						
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY
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 _____	

**Section D--FLYING EXPERIENCE OF PILOT(S) INVOLVED**

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes  No  Unknown  Weather  Hood  If "Yes," check one

ASSIGNED DUTY ON FLIGHT ORDER <small>NOTE: List all time to the nearest hour</small>	(Complete items 23 through 39 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CDR. (Last Name)	STUDENT PILOT (Last Name)
23. Total flying hours (including AF time, student time & other accredited time)	LERNER				
24. Total jet time	3157:25				
25. Total 1st pilot/IP hours, all aircraft	2523:40				
26. Total weather instrument hours	2821:35				
27. Total 1st pilot and IP this model <del>F-100</del> F-102	144:35				
28. Total 1st pilot and IP this series <del>F-100</del> F-102	72:50				
29. Total pilot hours last 90 days	72:50				
30. Total 1st pilot and IP hours last 90 days	33:15				
31. Total pilot hours weather and hood last 90 days	30:45				
32. Total pilot hours night last 90 days	9:00				
33. Total 1st pilot and IP last 90 days this model	3:20				
34. Total 1st pilot and IP last 30 days this model	27:55				
35. Total 1st pilot and IP last 90 days this series	8:35				
36. Total 1st pilot and IP last 30 days this series	8:35				
37. Date and duration, last previous flight this model	28 Mar 61				
38. Date and duration, last previous flight this series	1:15 27 Mar 61 1:30				
39. Date of last proficiency flight check	9 Nov 60				

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14.

**Section E--PERSONNEL INVOLVED**

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

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or missing) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
P	LERNER, ROBERT J. CAPT 39425A, USAF <i>A</i>	SP	USAFE, 86 Air Div, 32 Ftr Intop Sq, Soesterberg AB	1		X		X
P	V.D.GAAG, ALEJANDRO A.F. 1/Lt 341001116 RMAF <i>K</i>	P	RMAF AIR DEFENSE COMMAND, 326 Sq., Soesterberg AB	MISSING 4				

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

**Section F--WEATHER**

(At time and place of accident)

Sky Conditions	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
3300 2000	Unrestricted	FL 390 200°/70	N/A	N/A	29.68	Tops of R 250

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

### HISTORY OF FLIGHT

At 1946Z on 13 April 1961 a Hawker Hunter MK VI, N260, took off from Soesterberg airbase, Netherlands. The pilot was First Lieutenant A. A. F. v. der Gaag of 326 Squadron, Soesterberg. He had to carry out a night flight during which he was to fly as target during this part of an internal exercise, code name DRIFTKOP.

His flight plan was as ordered: Soesterberg to Winschoten to DG 20.40 to Soesterberg. Given heights were FL 370 for the first leg, FL 390 for the second leg, and FL 370 for the third leg. His call sign was "Mission 52". After takeoff he was handed over to HIGHWAY (Radar Navigation Station North den Helder) and was under control of First Lieutenant M. Keus, controller first class.

For the interception of DRIFTKOP targets, a F-102A, serial number 56-1044, call sign Mission 63, piloted by Captain R. J. Lerner, 32nd Fighter Interceptor Squadron, USAF, was assigned to HIGHWAY on 288.1 mes by SOC/CRC. The controller of this flight was First Lieutenant G. E. R. Lodens, also a controller first class.

Lt. Lodens first tried to get the F-102 to intercept another target, Mission 43, another Hawker Hunter Mk VI, N205 of 325 Squadron, Soesterberg. This target was flying the same route and height as the second target with ten minutes separation. During this first intercept at FL 390 the F-102 had neither a firing signal nor minimum pull out indication, but he got contact and judy (at 2014Z) within the given limitations.

As the pilot was not sure he had locked on the first target, was not satisfied with his contact range, and moreover, started to doubt about the right indication of his attack display, he decided to have a second intercept. Under control of Lt. Lodens, Mission 52 was given to him for a second try.

During this interception he achieved a lock on at approximately five miles (at 2025Z). Scope presentation appeared to be normal through R time, but the firing signal and the minimum range pull out were not received by the pilot. The intercept was a tail chase. At FL 390 overtaking speed approximately 100 knots on a course of 240 degrees, the intercept resulted in a collision approximately above the island of GOEREE. Weather conditions during both intercepts were good.

The F-102 pilot was able to land his aircraft at Soesterberg airbase while the N260 apparently went down into the sea south of Haamstede (Roompot). Although the pilot has not yet been found, he was apparently killed.