

FOR OFFICIAL USE ONLY

USAF MISHAP REPORT

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

1. DATE OF OCCURRENCE (Day, Month and Year) 29 August 1977 Monday	2. VEHICLE(S) OR MATERIAL INVOLVED (Model designation and serial no. if applicable) F4E (LFS), 74-1051, BLK 61	3. FOR GROUND ACCIDENTS ONLY Base Code and Report Serial No. 77-8-29-1
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 24 NM Northwest of Leeuwarden Tacan (3250 radial) at coordinates 5330N 0515E	5. HOUR AND TIME 1232 Benelux Summertime	6. DAY OR NIGHT <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP						
MAJOR COMMAND	SUBCOMD OR AF	AIR DIVISION	WING	GROUP	SQ OR UNIT	NAME & BASE CODE
USAFE	17AF				32TFS	Camp New Amsterdam ETFB

8. (List organizations of second vehicle, if they differ from item 7 above)

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9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)

12 Tactical Fighter Squadron, Camp New Amsterdam, The Netherlands


10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFR 127-3 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERD RATING	DEGREE OF INJURY (Use Abb)	DAYS LOST ON DUTY ONLY
JOHNSTON, MICKEY J.	1/Lt		FP	Pilot	F	
PONDROM, PATRICK H.	1/Lt		NI	NAV	F	
SPENCER, STEPHEN H.	Capt		IP	Pilot	N	
FOLEY, MICHAEL J.	1/Lt		NI	NAV	N	

11. (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)

12. 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.

The mission was the sixth sortie of a four day cross-country. The aircrew arrived at aircraft at 0830Z and, after a maintenance servicing delay for oxygen and nitrogen, completed their preflight preparation at 0930Z. All preflight, engine start, and taxi operations were normal with no significant discrepancies noticed. A formation takeoff (accident aircraft flying wing position) was accomplished at 0955Z with no problems or difficulties noted. The two ship flight proceeded at low altitude to an area north of The Netherlands coast line to conduct practice low altitude intercepts under GCI control. During the set up for the first intercept, the lead aircraft was vectored away from the accident aircraft. At 1032Z, approximately 15 seconds after the last radio transmission was received from the accident aircraft, 2 1/2 minutes after flight separation, the accident aircraft disappeared from GCI radar. The aircraft impacted in the North Sea 5 nautical miles north of Terschelling Island. There were no survivors.

13. AUTHENTICATION	
CERTIFICATION BY (Title) Investigating Board TYPED NAME AND GRADE GENE C. HARRAL, Col, USAF	SIGNATURE  DATE 16 Sep 77