

55SEF-14194

55th Wing Aircraft Incident Worksheet
55 WG/SEF DSN 271-3404

Information required IAW AFI 91-204 for all incidents including IFEs, Aborts, Engine & Flight Control Events, Dropped Objects & Bird Strikes for Abort/IFE. C Form 122 MUST be completed also. Submit to 55 WG/SEF (55WG.SEF@Offutt.af.mil) & MOC (DSN FAX 271-9978) through SAFSO w/in 24 hrs. Use with Offutt assigned aircraft only.

I. General Information		
IFE / ABORT / ENGINE SHUT DOWN / DOP / BASH / FLIGHT CONTROL (Circle)	1. Aircraft Commander / Squadron (b)(6) / 45RS	2. Date 20140523
3. Call Sign CHENA56	4. Full Tail Number 61-2663	5. Aircraft Type C-135
6. T/O Time (Local and Zulu) 0722L / 1522Z	7. Departure Base Eielson AFB (PAEI)	9. T/O Weight 293.3K
8. T/O Fuel 120K	10. Fuel Dump Amount 17K	11. Land Fuel 48.1K
12. Land Weight 218K	13. Land Base Yokota AB (RJTY)	14. Landing Time (Local and Zulu) 0912L / 0012Z
15. Total Flight Time 8.8 hrs	16. Time of Incident (Local and Zulu) ~2030Z	17. Phase of Flight Cruise
18. Altitude FL320	19. Aircraft Speed / Power Setting 0.77M	20. Location of Lat / Long ~1200NM NE of RJTY
21. Weather SKC / NSW	22. Abort / IFE? (Complete ACC form 122) yes	23. Damage / Malfunction / Injuries Cracked window (Inner pane)
24. Major Systems Affected Pressurization	25. Runway (Circle One) RW 12 RW 30 Other (Explain)	

II. BASH Information		
27. Time Of Day Dawn Day Dusk Night	28. Reported Bird Watch Condition LOW MODERATE SEVERE	29. Method Used (Circle all that apply) BAM AHAS MERLIN/SOF
30. # Birds Seen 1 2-10 11-100 >100	31. # Birds Struck 1 2-10 11-100 >100	32. Bird Size SMALL MEDIUM LARGE
33. Aware of strike during flight? YES NO	34. Impact Points on Aircraft	35. Were Remains Found?

III. Inflight Engine Shutdown		
36. Engine Position #	37. Engine Serial #	38. Engine Hours Since Installation
39. Engine Cycles Since Installation	40. Total Engine Hours	41. Total Engine Cycles

IV. Narrative: Complete this section for all incidents. Use reverse if necessary.

During cruise, approximately 5 hours into flight, a loud popping sound was heard on the flight deck. The crew recognized that the Co-Pilot 3 window had severely cracked.

The crew assessed that both inner and outer window panes were cracked and per T.O. procedure descended to FL140 to allow for a cabin pressure differential of 2psi and recover the aircraft at the planned primary divert option.

VC Name & Signature (b)(6)	Phone Number (b)(6)
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