

15021

55th Wing Aircraft Incident Worksheet

Information required IAW AFI 91-204 for all incidents including IFEs, Aborts, Engine & Flight Control Events, Dropped Objects & Bird Strikes. Submit to 55 WG/SEF (DSN FAX 271-0131) & MOC (DSN FAX 271-9978) through SAFSO w/in 24 hrs. Use with Offutt assigned aircraft only.

General Information ENGINE SHUTDOWN

1. IFE / ABORT / ENGINE SHUT DOWN / DOP / BASH / FLIGHT CONTROL (Circle)	1. Aircraft Commander / Squadron (b)(6) 3 ERS	2. Date 20141029
3. Call Sign ELITE 71	6. T/O Time (Local and Zulu) 0600L 0300Z	5. Aircraft Type: <input type="checkbox"/> E4 <input type="checkbox"/> OC-135 <input type="checkbox"/> WC-135 <input type="checkbox"/> RC-135 <input type="checkbox"/> U <input type="checkbox"/> V <input type="checkbox"/> W <input type="checkbox"/> S <input type="checkbox"/> TC
4. T/O Fuel 95000	7. Departure Base OTBH	9. T/O Weight 270000
12. Land Weight 210000	10. Fuel Dump Amount 15000	11. Land Fuel 35000
15. Total Flight Time 4:3	13. Land Base OTBH	14. Landing Time (Local and Zulu) 1018L 0717Z
18. Altitude 23500	16. Time of Incident (Local and Zulu) 0736L 0436Z	17. Phase of Flight AAR
21. Weather VMC	19. Aircraft Speed / Power Setting 265 IAS	20. Location or Lat / Long BLVD @ BOAR
24. Major Systems Affected <input type="checkbox"/> Other:	22. Abort / IFE? IFE	23. Damage / Malfunction / Injuries none / bad sensor loop / none
<input type="checkbox"/> Fuselage <input checked="" type="checkbox"/> Engines <input type="checkbox"/> Hydraulics <input type="checkbox"/> Landing Gear <input type="checkbox"/> Brakes <input type="checkbox"/> Electrical <input type="checkbox"/> Pneumatic <input type="checkbox"/> Fuel <input type="checkbox"/> Oxygen <input type="checkbox"/> Flight Controls <input type="checkbox"/> Flight Displays <input type="checkbox"/> Autopilot <input type="checkbox"/> Anti-Ice/Rain Protection <input type="checkbox"/> Air Refueling		

II BASH Information

27. Time Of Day <input type="radio"/> Dawn <input type="radio"/> Day <input type="radio"/> Dusk <input checked="" type="radio"/> Night	28. Reported Bird Watch Condition <input type="radio"/> LOW <input checked="" type="radio"/> MODERATE <input type="radio"/> SEVERE	29. # Birds Seen <input type="radio"/> 1 <input type="radio"/> 2-10 <input type="radio"/> 11-100 <input type="radio"/> >100
30. # Birds Struck <input type="radio"/> 1 <input type="radio"/> 2-10 <input type="radio"/> 11-100 <input type="radio"/> >100	31. Bird Size <input checked="" type="radio"/> SMALL <input type="radio"/> MEDIUM <input type="radio"/> LARGE	32. BASH/AHAS Condition <input type="radio"/> LOW <input checked="" type="radio"/> MODERATE <input type="radio"/> SEVERE
33. Aware of strike during flight? <input checked="" type="radio"/> YES <input type="radio"/> NO	34. Impact Points on Aircraft Other (Explain)	35. Were Remains Found?
5. Runway (Circle One) RW 12 RW 30		

III. Inflight Engine Shutdown

36. Engine Position # #1	37. Engine Serial # E4225	38. Engine Hours Since Installation 6519.4
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.

On 29 OCT 2014 the crew of ELITE 71 had completed its AAR Rendezvous with its tanker, ELITE 50 prior to entering its operating area during a combat sortie. As the copilot maneuvered the RC-135W toward the tanker, the pilot noticed the #1 engine "Compartment Hot" light illuminated. The pilot relayed to the crew what he saw and then notified the tanker to standby, they were working on an emergency procedure. The stabilized at a safe altitude and then coordinated pulling the #1 throttle to idle. The light did not go out. The Navigator, with the Dash-1 already open, began to review the procedure over interphone. Since the light did not go out, the tech order directs shutting down the engine. The crew began the ENGINE FIRE/FAILURE DURING FLIGHT checklist. With proper coordination, the pilot brought the #1 throttle to cutoff. At this point, the electrical system did not work as advertised, and the #1 bus came offline. Immediately the mission compartment was plunged into darkness. The autopilot disconnected, and the pilots' instruments lost most of their indications. The pilot took the controls, and then transferred them to the copilot. The crew focused on aircraft control. The copilot used the tanker as a primary reference, and the pilot got a quick radio call off to ELITE 50 telling them what was happening. The tanker offered to coordinate a turn back toward home and accomplished route termination procedures. The VFR procedures ingressing and egressing the combat area are very tight, and without navigational references the crew was grateful to have the tanker assist in clearing and navigating. The navigator continued with the checklist and managed to bring the #1 bus back online. With this immediate situation resolved, the crew focused on cleaning up the checklists. The Tactical Coordinator and Airborne Mission Supervisor worked the SATCOM links to relay our intentions to the CAOC while the navigator calculated the required altitudes and landing weight for the RTB. The crew dumped 15,000 lbs of fuel prior to descent and accomplished an uneventful engine-out landing at its point of origin.

A/C Name & Signature _____ Phone Number _____

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