

USAF MISHAP REPORT

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

1. DATE OF OCCURRENCE (Day, Month and Year) 13 March 1982	2. VEHICLE(s) OR MATERIEL INVOLVED (Make, designation and serial no. if applicable) KC-135A, SN 57-1489 Grumman American Yankee (PA)	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 82-3-13-1
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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. 5 NM Southwest of Luke AFB, AZ Coordinates 33 28 31N 112 26 47W	5. HOUR AND TIME LOCAL 1050 MST	6. <input type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

MAJOR COMMAND ANG	SUBCOMD OR AF 15AF	AIR DIVISION 12AD	WING	GROUP 161 AREFG	SG OR UNIT	NAME & BASE CODE Phx-Sky Harbor IAP AZ; VTNB
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8. (List organizations of second vehicle, if they differ from item 7 above)

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

Headquarters, 15AF March AFB, CA

LIST OF PERSONNEL DIRECTLY INVOLVED

(See AFR 127-2 for specific instructions)

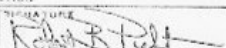
LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE OF INJURY (Use Abbr)	DAVS LOST TT ONLY
Floor, James N.	LTC		IP	CMD PLT	F	
Young, Truman R., Jr.	MAJ		FP	CMD PLT	F	
Beam, Ted L.	LTC		NN	MstrNAV	F	
Plough, Donald J.	TSGT		BO		F	

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

11. 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.

This mission was a KC-135A continuation training sortie consisting of a Minimum Interval Takeoff (MITO), navigation leg, and transition at Luke AFB, Arizona.

The KC-135A aircraft departed Phoenix-Sky Harbor International Airport at 0755 MST for a scheduled 3-hour and 30-minute flight. After completing the navigation leg, the aircraft descended into the Phoenix area for transition at Luke AFB. After completing one TACAN approach at Luke AFB, the KC-135A aircraft was vectored to Phoenix-Sky Harbor International Airport for an ILS touch-and-go landing. The aircraft was then vectored back to the final approach course for a TACAN runway 03 left approach at Luke AFB. The KC-135A aircraft was cleared for the approach to Luke AFB, and after the final approach fix radio call, a midair collision occurred with a Grumman American Yankee civilian aircraft. The empennage of the KC-135A separated, rendering the aircraft incapable of flight and it was destroyed upon ground impact. The Grumman American Yankee aircraft was destroyed during the midair collision. The four crew members in the KC-135A and the two civilians in the Grumman American Yankee were fatalities.

12. CERTIFICATION BY (Title) President 15AF AMLB	TYPED NAME AND GRADE Robert E. Nicht, Col	SIGNATURE 	DATE 2 APR 1982
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