

STATEMENT OF RANDY CLARK ON MISHAP OF 10 MAY 03 AT SALT LAKE, UT

THIS WAS A SCHEDULED FERRY FLIGHT FROM WILLIAMS GATEWAY AIRPORT (K16) IN ARIZONA TO HILL AFB (KHIF) THEN ON TO COLO LAKE, AB (C400).

DEPARTURE OF THE FLIGHT OF THREE AIRCRAFT WAS TOTALLY NORMAL IN ALL RESPECTS. THE ENROUTE PORTION WAS NORMAL UNTIL APPROACHING HILL AFB. THERE ARE THREE AIRCRAFT IN THE FORMATION. I WAS IN POSITION #3 THE MISHAP AIRCRAFT WAS #2.

I WILL PICK UP THE NARRATIVE AT THE DESCENT POINT FROM 15,000' TO 12000' APPROXIMATELY 25 NM SW OF KHIF ON A HEADING OF APPROXIMATELY 340° AT 300 KTS IAS.

THE FORMATION WAS BEGINNING TO JOIN IN CLOSE FORMATION IN PREPARATION FOR ARRIVAL AT KHIF WITH THE INTENTION OF FLYING THE OVERLAND BRANCH AT KHIF.

AS WE LEVELLED AT 12000' I TURNED TO LOOK AT #2 (MISHAP AIRCRAFT) AS HE WAS ACTUALLY SLIGHTLY AFT OF MY POSITION AND I WANTED TO PROVIDE ADEQUATE SEPARATION FOR REJOIN. JUST AS I LOOKED AT THE AIRCRAFT, I NOTICED A FAIRLY THICK VAPOR TRAIL (WHITE) EMANATE FROM THE REAR FUSelage OF THE AIRCRAFT AND THEN STOP. DURATION OF THE EVENT WAS LESS THAN 2 SECONDS. I WAS ABOUT TO QUERY THE PILOT ABOUT IT WHEN HE REPORTED,

"I'M HAVING ENGINE PROBLEMS."

OUR FLIGHT LEAD IMMEDIATELY GAVE HIM THE LEAD AND TURNED HIM TOWARD KHIF. THE MISHAP AIRCRAFT PILOT REPORTED THAT HE HAD "POWER STUCK AT 80%". THE LEAD AIRCRAFT ASSISTED WITH ATC CLEARANCE / DECLARED AN EMERGENCY AND HELPED WITH THE CHECKLIST.

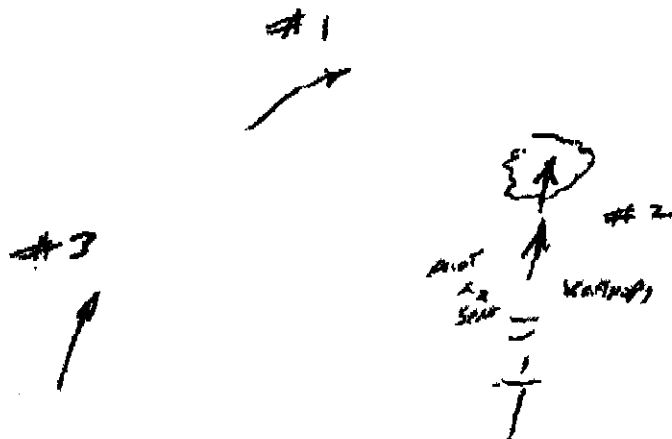
THE MISHAP AIRCRAFT WAS RAPIDLY DESCENDING AND SLOWING DOWN. I WAS HAVING SOME DIFFICULTY REMAINING BEHIND THE FORMATION SO I KNEW THE SPEED WAS DECREASING.

AS THE AIRCRAFT CONTINUED TO DESCEND, HE REPORTED THAT HE HAD 200 KTS AND 30% RPM. AT THIS POINT HE REPORTS THAT HE'S LOSING FLIGHT CONTROLS, SO HE GOES TO MANUAL. THEN WITH THE AIRCRAFT CONTINUING TO DESCEND AND DECELERATE HE REPORTED, "IT LOOKS LIKE I'M GOING TO HAVE TO GET OUT OF IT."

AT APPROXIMATELY 1000-1200 AGL IT APPEARED THAT HE PULLED THE NOSE UP TO ARREST THE RATE OF DESCENT AND CHANGE THE VECTOR AND ESTABLISHED OVER THE LAKE (N 40° 53' 74" 112° 16' 75") THE AIRCRAFT CONTINUED FOR APPROXIMATELY 500 METERS AND IMPACTED WINGS LEVEL/20° NOSE DOWN.

THE PILOT CAME OUT AFTER CANOPY SEPARATION AND APPEARED TO GO LEFT WITH RESPECT TO THE FLIGHT PATH OF THE AIRCRAFT. I SAW SEAT MAN SEPARATION BEGIN BUT I NEVER SAW A CHUTE OR STREAMER. BOTH SEAT AND PILOT APPEARED TO ~~TURN~~ TUMBLE.

WE STAYED ON STATION AS RESCUE AS LONG AS POSSIBLE AFTER LIFEFLIGHT ARRIVED (HELICOPTER) ON SCENE AND TOOK CHARGE. WE RECOVERED UNOCCUPIED AT KHF.



Page 2

APPROX. 1805Z

HILL AFB, HEADING 340° LEVELING AT
12000' msl (APPROX 8000' AGL) DECEL
THRU 320 KIAS TO 300 KIAS.

STUCCO 2 (A/C 263 - MISHAP AIRCRAFT) ON UHF
DISCREET - "I HAVE AN ENGINE PROBLEM...
ITS STUCK AT 80%" - STUCCO 2 HAS
DROPPED AFT APPROX 6000' ON LEFT SIDE
OF FORMATION -- OBVIOUSLY SLOWING.

STUCCO 1 (STUCCO 67 CALLSIGN) - "OKAY TURN RIGHT AND
PUT HILL ON THE NOSE -- ABOUT 060° HEADING"
STUCCO 1 CALLED SL APPROACH WITH EMERGENCY ACKNOWLEDGED
STUCCO 1 PULLS POWER TO 80% - CHECKS DESCENT
RATE - TRANSMITS "I THINK YOU CAN
MAKE HILL FROM HERE -- TRY TO STAY
VFR" PAUSE "YOU MIGHT WANT TO GET
RID OF THE TANKS" "JUST SELECT "ALL"
AND PULL THE HANDLE" - NO RESPONSE -
[AIRCRAFT CROSSING MY 6 O'CLOCK DURING
MANEUVER TO GET BEHIND STUCCO 2 -
COULD NOT SEE IF TANKS CAME OFF
THEN] "ARE YOU IN MANUAL FUEL
CONTROL?" NOTICED INCREASE IN DESCENT RATE.

STUCCO 2 "NOT YET" PAUSE "I'VE GOT 200 KIAS"

STUCCO 1 "HOLD WHAT YOU'VE GOT. ARE YOU
IN MANUAL FUEL YET?" - NO RESPONSE

STUCCO 1 "2, ARE YOU GOING TO MAKE THE
FIELD?" NO RESPONSE "2, ARE YOU
GOING TO MAKE HILL?" NO RESPONSE
"STUCCO 2 HOW'S YOUR ENGINE?" - A/C
LOOKED TO BE A 2500-3000', DESCENDING
WINGS LEVEL.

NOTES
CALIBAN

STUCCO 2 " I'VE GOT 30% "

STUCCO 1 " RAT OUT? "

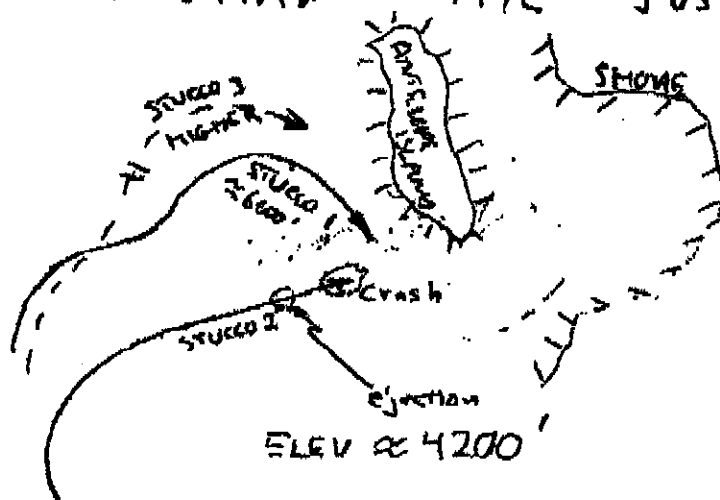
STUCCO 2 " YES, I'M STARTING TO LOOSE
FLIGHT CONTROLS "

STUCCO 1 " YOU HAVE THE MANUAL FLIGHT
CONTROL HANDLE "

STUCCO 2 " I MAY HAVE TO GET OUT "

STUCCO 1 " AGREE - CHECK YOUR STRAPS -
BAIL OUT - BAIL OUT - BAIL OUT "

2-3 SEC LATER, NOSE CAME UP,
CANOPY FIRED / DEPARTED SEAT FIRED.
FROM 6-7000 FEET ^(SLANT RANGE) AT MISHAP A/C'S
10:30 TO 11:00 POSITION, AND AT $\approx$ 6000 MSL
(IN AND OUT OF CLOUDS), MISHAP A/C
APPEARED TO BE AT APPROX 5500' MSL
(BROKEN-TO-SCATTERED CLOUD DECK IN
FRONT AND NORTH OF A/C WAS AT
5700' -- MISHAP A/C JUST BELOW
THAT)

SALT
LAKE
CITY

EJECTION SEQUENCE:

CANOPY APPEARED NORMAL
 SEAT FIRED (BRIGHT FLASH IN COCKPIT)
 AS SEAT LEFT COCKPIT, IT APPEARED TO VEER
 LEFT - TO A POINT A LITTLE ABOVE THE
 TAIL (20-50 FEET) AND LEFT OF THE
 LEFT WING TIP
 MAN-SEAT SEPARATION OCCURED JUST ABOVE,
 AFT, AND LEFT OF THE AIRCRAFT.
 SEPARATION APPEARED TO BE FAIRLY
 VIOLENT (UNSTABLE) AND PILOT AND
 SEAT STAYED VERY CLOSE TOGETHER
 THROUGHOUT REST OF FREE-FALL.
 NO CHUTE OBSERVED

IMPACT:

AIRCRAFT REMAINED WING'S LEVEL SLOWLY NOSED
 OVER AND IMPACTED WATER (EST. '20-25 nose low)
 FIREBALL EXTINGUISHED VERY QUICKLY. IMPACT
 SW OF ANTELOPE ISLAND (APPROX 150/23 FROM HILL)
 IN SHALLOW WATER

3-4 SECONDS AFTER A/C IMPACT, CANOPY HIT
 (APPROX 3000' SW OF CRASH) FOLLOWED BY NEAR
 SIMULTANEOUS IMPACTS OF PILOT AND SEAT -
 VERY CLOSE TOGETHER AND CLOSER TO CRASH
 SITE THAN CANOPY IMPACT.

RESCAP:

STUCED 1 NOTIFIED APPROACH CONTROL OF CRASH.
 SALT LAKE CALLED HILL AFB AND LIFEGUARD
 HELICOPTER. STUCED 1/3 CIRCLED CRASH
 SITE FOR APPROX 20-30 MIN SEARCHING
 FOR SURVIVER. FOUND ONE INTACT EXTERNAL
 FUEL TANK 2-3 MI SW OF CRASH SITE, BUT
 NO SURVIVOR

RESCUE:

LIFEGUARD HELO ARRIVED. STUCCO 1 VECTORED
 HELO TO PILOT/SEAT IMPACT POINT. HELO
 CREW FOUND PILOT, BUT COULD NOT EXTRACT
 HIM FROM WATER. SAW NO "DELIBERATE
 MOVEMENT." LIFEGUARD CALLED FOR
 BOAT ASSISTANCE. STUCCO 1/2 RTB TO
 HILL AFB (FOR FUEL STATE).

~~MAILED 8 21~~
 FAIR

10 MAY 2003