

Message Release Date: 01 FEB 2017 1637(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 27 Special Operations Wing (27 SOW)

Subject: Final: On-Duty, Class E, Hazardous Air Traffic Report/Other, 25 JAN 2017, Aviation, None (Class E Event), Aircraft/Other Fixed Wing, Cannon AFB, AFSAS Report # 108442

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 108442

1.2. Unit Control Number: --

1.3. One Liner: HATR, UNKNOWN AIRCRAFT TRANSITED R5105, NO DAMAGE OR INJURY

1.4. Convening Authority: 27 Special Operations Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Special Operations Command

1.6. Accounting Wing: 27 Special Operations Wing

1.7. Accounting Base: Cannon AFB

1.8. Accounting Office Symbol:

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 25 JAN 2017

2.2. Mishap Time, Local: 1610

3. Mishap Location:

3.1. Location Description: R5105

3.2. Mishap Country: United States (USA)

3.3. US State: New Mexico

3.4. On Base: No

3.5. Nearest Base: Cannon AFB

3.6. Latitude: 34 26.510 N

3.7. Longitude: 103 30.599 W

4. Narrative:

4.1 Factual History of Event

On 25 January 2016 at approximately 1607 local, Cannon RAPCON tracked an unidentified VFR aircraft north of R5105. The Event Aircraft (EA) was flying south bound at 10,300 MSL and descending. At 1610L the EA leveled off at 10,000 MSL and entered R5105. At 1620 RAPCON reported the target was west of R5104A and continuing to the south. At 1637 Cannon RAPCON reported that the EA's transponder was no longer visible. During this HATR, no training interruption or other aircraft were effected.

4.2 Conclusion

(b) (5)

4.3 Investigation and Analysis

4.3.1 Operations Factors

(b) (5)

4.3.2 Maintenance Factors

(b) (5)

4.3.3 Logistics Factors

(b) (5)

4.4 Non-Factors Worthy of Discussion

(b) (5)

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information: There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: Other Fixed Wing

9.1.2. Unique Object Identifiers:

9.1.2.1. Aircraft N-Number: Nxxxx

9.1.3. Damage Description: No Damage

9.1.4. Owning Service: Private

10. Single Investigating Officer:

Position: Single Investigating Officer

10.1.1. Name: (b) (6)

10.1.2. Grade: O3

10.1.3. Organization: 27 SOW/SEF

10.1.4 Phone(s):

10.1.4.1. DSN: (b) (6)
10.1.4.2. Commercial USA: (b) (6)
10.1.4.3. International:
10.1.5. Email: s (b) (6) @us.af.mil

11. Releasing Official:

11.1. Name: (b) (6)
11.2. Grade: O3
11.3. Organization: 27 SOW/SEF
11.4. Email: (b) (6) @us.af.mil
11.5. Phone(s):
11.5.1. DSN: (b) (6)
11.5.2. Commercial USA: (b) (6)

Message Release Date: 03 SEP 2015 1356(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 452 Air Mobility Wing (452 AMW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 13 AUG 2015, Aviation, None (Class E Event), Aircraft/KC-135R, March ARB, AFSAS Report # 158102

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 158102

1.2. Unit Control Number: --

1.3. One Liner: NMAC KC-135R & UNKNOWN RPA QUADCOPTER; RTB OK

1.4. Convening Authority: 452 Air Mobility Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Reserve Command

1.6. Accounting NAF: Fourth Air Force

1.7. Accounting Wing: 452 Air Mobility Wing

1.8. Accounting Base: March ARB

1.9. Accounting Office Symbol:

1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 13 AUG 2015

2.2. Mishap Time, Local: 1400

3. Mishap Location:

3.1. Location Description: VFR downwind near perch point, RWY 32

3.2. Mishap Country: United States (USA)

3.3. Mishap State: California

3.4. Nearest Base: March ARB

3.5. Latitude: 33 50.207 N

3.6. Longitude: 117 16.208 W

4. Narrative:

4.1. Factual History of the Event.

During a VFR pattern, a KC-135R, the event aircraft (EA), experienced a near midair collision (NMAC) with an unidentified remotely piloted aircraft (RPA). The event crew (EC) reported the unidentified RPA pass approximately 100 feet below and 300 feet right of the aircraft. As the aircraft turned left, the RPA continued in the opposite direction and disappeared from sight.

4.2. Conclusions.

(b) (5)



4.3. Investigation and Analysis.

4.3.1. Operations Factors.

(b) (5)



4.3.2. Maintenance Factors.

(b) (5)



4.3.3. Logistics Factors.

(b) (5)



4.3.4. Non-Factors Worthy of Discussion:

(b) (5)



5. AOF/CC Concur:

(b) (5)



6. Person Level Human Factors: --

7. Mishap Cost:

7.1. Total Mishap Cost (Excluding Injury Cost): --

7.2. DoDI Injury Cost: --

7.3. Total Mishap Cost with Injuries: --

8. Personnel Information: There have been no persons entered for this mishap

9. Mishap Level DOD Human Factors: --

10. Objects Information:

Object Number: 1

- 10.1.1. Object Type
 - 10.1.1.1. Tier 1: Aircraft
 - 10.1.1.2. Tier 2: KC-135R
- 10.1.2. Unique Object Identifiers:
 - 10.1.2.1. Tail Number: 57-002598
- 10.1.3. Damage Description: No Damage
- 10.1.4. Owning Service: Air Force
- 10.1.5. Owning MAJCOM: Air Force Reserve Command
- 10.1.6. Owning Numbered Air Force: Fourth Air Force
- 10.1.7. Owning Wing: 452 Air Mobility Wing
- 10.1.8. Owning Base: March ARB

11. Single Investigating Officer:

Position: Single Investigating Officer

- 11.1.1. Name: (b) (6)
- 11.1.2. Grade: O5
- 11.1.3. Organization: 452 AMW/SEF
- 11.1.4 Phone(s):
 - 11.1.4.1. DSN: (b) (6)
 - 11.1.4.2. Commercial USA: (b) (6)
 - 11.1.4.3. International:
- 11.1.5. Email: (b) (6) @us.af.mil

12. Releasing Official:

- 12.1. Name: (b) (6)
- 12.2. Grade: O5
- 12.3. Organization: 452 AMW/SEF
- 12.4. Email: (b) (6) @us.af.mil
- 12.5. Phone(s):
 - 12.5.1. DSN: (b) (6)
 - 12.5.2. Commercial USA: (b) (6)

RELEASE DATE: 01 OCT 2019 1928(Z)

CLASSIFICATION: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

FROM: Air National Guard (ANG)

SUBJECT: Final: On-Duty, , 09 SEP 2019, Aviation, Aircraft/LC-130H, Event Report # 168988

1. GENERAL INFORMATION

AFSAS Report Number: 168988

Unit Control Number: --

One Liner: LC-130H; NEAR MISS WITH DRONE WHILE CONDUCTING ILS IN RADAR PATTERN

Convening Authority: 109 Airlift Wing

Accounting MAJCOM, DRU or FOA: Air National Guard

Accounting Wing: 109 Airlift Wing

Accounting Base: --

Accounting Office Symbol: --

Event Duty Status: On-Duty

Event Type:

Tier 1: Near Midair Collision (NMAC)

2. EVENT DATE/TIME

Event Date, Local: 09 SEP 2019

Event Time, Local: 1815

3. EVENT LOCATION

Location Description: --

Event Country: United States (USA)

US State: New York

On Base: No

Nearest Base: Stratton ANG

4. INVESTIGATION

4.1. NARRATIVE

SEQUENCE OF EVENT

The crew planned a local proficiency sortie at Albany airport (KALB). The crew mission planned and departed for KALB. The crew flew an ILS approach to runway 19 and on departure was cleared via radar vectors for another approach. During climb out at 1100 AGL, the copilot saw a yellow quadcopter type drone at about 300 feet laterally from the aircraft and approximately 100 to 200 feet below. The crew immediately notified ATC. The crew did not see the drone for the remainder of the flight and continued to fly approaches. The crew completed the sortie and landed at KSCH.

(b) (5)

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(b) (5)

4.2. BACKGROUND INFORMATION

4.2.1. PERSON BACKGROUND INFORMATION

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4.2.2. OBJECT BACKGROUND INFORMATION

--

4.2.3. GENERAL BACKGROUND INFORMATION

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4.3. FACTORS

--

5. PRIMARY FINDINGS

(b) (5)

6. PRIMARY RECOMMENDATIONS

(b) (5)

7. OTHER FINDINGS OF SIGNIFICANCE

(b) (5)

8. OTHER RECOMMENDATION OF SIGNIFICANCE

(b) (5)

9. REFERENCED AFSAS REPORTS

10. EVENT COST

Total Event Cost (Excluding Injury Cost): --

DoDI Injury Cost: --

Total Event Cost with Injuries: --

11. PERSONNEL INFORMATION

There are no persons entered for this event.

12. PERSON LEVEL HUMAN FACTORS

--

13. EVENT LEVEL DOD HUMAN FACTORS

--

14. OBJECTS INFORMATION

OBJECT NUMBER: 1

Object Type:

Tier 1: Aircraft

Tier 2: LC-130H

Unique Object Identifiers:

Tail Number: 83-000490

Damage Description: --

Owning Service: Air Force

Owning MAJCOM: Air National Guard

Owning Wing: 109 Airlift Wing

Owning Base: Stratton ANG

15. SAFETY INVESTIGATION BOARD PERSONNEL

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O3

Organization: 109 AW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@mail.mil

16. RELEASING OFFICIAL

Name: (b) (6)

Grade: CTR

Organization: ANG/SEC

Email: (b) (6)@strategicresults.com

DSN: (b) (6) -

Commercial USA: (b) (6)

Message Release Date: 09 MAR 2015 1856(Z)

Classification: ~~Unclassified~~

From: 45 Space Wing (45 SW)

Subject: Final: Class E, High Accident Potential, 07 FEB 2015, Aviation, None (Class E Event), Patrick AFB, AFSAS Report # 205679

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

Removed by direction of HQ AFSEC/JA June 2020

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~~Destroy in accordance with AFMAN 33-363 when no longer needed for mishap prevention purposes.~~

1. General Information:

1.1. AFSAS Report Number: 205679

1.2. Unit Control Number: --

1.3. One Liner: PRIVATELY OWNED UAS FLYING WITHIN 3 NM OF AIRFIELD AT 1000' WITHOUT ATC COORD

1.4. Convening Authority: 45 Space Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Space Command

1.6. Accounting NAF: Fourteenth Air Force (Air Forces Strategic)

1.7. Accounting Wing: 45 Space Wing

1.8. Accounting Base: Patrick AFB

1.9. Accounting Office Symbol:

1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 07 FEB 2015

2.2. Mishap Time, Local: 2010

3. Mishap Location:

3.1. Location Description: --

3.2. Mishap Country: United States (USA)

3.3. Mishap State: Florida

3.4. Nearest Base: Patrick AFB

3.5. Latitude: 28 12.565 N

3.6. Longitude: 080 35.808 W

4. Narrative:

On 7 Feb 2015, an HC-130 reported an unidentified flying flashing red light in the vicinity of the intersection of A1A and Pineda Causeway. Tower confirmed the sighting of a possible remote control (RC) aircraft and Brevard County Sheriff's Office (BCSO) was contacted to sweep the area. After a brief search by SFS and BCSO, no further evidence was located and Tower lost visual contact. This privately operated RC aircraft (or unmanned aircraft systems (UAS)) was estimated to be at 900 to 1000'

With increases in technology and affordability, the potential exists for people to purchase RC aircraft and UAS with high performance capability that would be unthinkable a few years ago. Amateur hobbyists and other civilians may be either ignorant of Federal Aviation Administration (FAA) rules or of exact location in relation to airports.

FAA rules state that they should contact the tower of airports before operating within 3 miles, and that they are supposed to operate under 400' but the capability exists for them to fly higher and even 400' can create a hazard if they are within 3 miles of an airfield.

(b) (5)

(b) (5)

5. Primary Findings:

6. Primary Recommendations:

7. Other Findings of Significance:

8. Other Recommendation of Significance:

9. Mishap Cost:

- 9.1. Environmental Cost: --
- 9.2. Non-DoD Damaged/Destroyed Property: --
- 9.3. Total Mishap Cost (Excluding Injury Cost): --
- 9.4. DoDI Injury Cost: --
- 9.5. Total Mishap Cost with Injuries: --

10. Personnel Information: There have been no persons entered for this mishap

11. Mishap Level DOD Human Factors: --

12. Objects Information: There have been no Objects entered for this mishap

13. Single Investigating Officer:

Position: Single Investigating Officer

13.1.1. Name: (b) (6)

13.1.2. Grade: GS/GG - 12

13.1.3. Organization: 45 SW/SEF

13.1.4 Phone(s):

13.1.4.1. DSN: (b) (6)

13.1.4.2. International:

13.1.5. Email: (b) (6) @patrick.af.mil

14. Releasing Official:

14.1. Name: (b) (6)

14.2. Grade: GS/GG - 12

14.3. Organization: 45 SW/SEF

14.4. Email: (b) (6) @patrick.af.mil

14.5. Phone(s):

14.5.1. DSN: (b) (6)

Message Release Date: 28 MAY 2015 1052(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 452 Air Mobility Wing (452 AMW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 21 MAY 2015, Aviation, None (Class E Event), Aircraft/C-17A, March ARB, AFSAS Report # 406691

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

- 1.1. AFSAS Report Number: 406691
- 1.2. Unit Control Number: --
- 1.3. One Liner: C-17 NMAC UNIDENTIFIED RPA; NO DAMAGE
- 1.4. Convening Authority: 452 Air Mobility Wing
- 1.5. Accounting MAJCOM, DRU or FOA: Air Force Reserve Command
- 1.6. Accounting NAF: Fourth Air Force
- 1.7. Accounting Wing: 452 Air Mobility Wing
- 1.8. Accounting Base: March ARB
- 1.9. Accounting Office Symbol:
- 1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

- 2.1. Mishap Date, Local: 21 MAY 2015
- 2.2. Mishap Time, Local: 1835

3. Mishap Location:

- 3.1. Location Description: 15DME final on RWY32 localizer, 4600 MSL
- 3.2. Mishap Country: United States (USA)
- 3.3. Mishap State: California
- 3.4. Nearest Base: March ARB
- 3.5. Latitude: 33 39.397 N
- 3.6. Longitude: 117 04.435 W

4. Narrative:

- 4.1. Factual History of the Event.

During an evening ILS approach, a C-17, the event aircraft (EA), experienced a near midair collision (NMAC) with an unidentified remotely piloted aircraft (RPA). The left seat event pilot (EP) reported the unidentified RPA pass approximately 15 feet above and slightly left of the aircraft.

- 4.2. Conclusions.

(b) (5)

4.3. Investigation and Analysis.

4.3.1. Operations Factors.

(b) (5)

4.3.2. Maintenance Factors.

(b) (5)

4.3.3. Logistics Factors.

(b) (5)

4.3.4. Non-Factors Worthy of Discussion:

(b) (5)

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information: There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

- 9.1.1.2. Tier 2: C-17A
- 9.1.2. Unique Object Identifiers:
 - 9.1.2.1. Tail Number: 05-005144
- 9.1.3. Damage Description: No Damage
- 9.1.4. Owing Service: Air Force
- 9.1.5. Owing MAJCOM: Air Force Reserve Command
- 9.1.6. Owing Numbered Air Force: Fourth Air Force
- 9.1.7. Owing Wing: 452 Air Mobility Wing
- 9.1.8. Owing Base: March ARB

10. Single Investigating Officer:

Position: Single Investigating Officer

- 10.1.1. Name: (b) (6)
- 10.1.2. Grade: O5
- 10.1.3. Organization: 452 AMW/SEF
- 10.1.4 Phone(s):
 - 10.1.4.1. DSN: (b) (6)
 - 10.1.4.2. Commercial USA: (b) (6)
 - 10.1.4.3. International:
- 10.1.5. Email: (b) (6)@us.af.mil

11. Releasing Official:

- 11.1. Name: (b) (6)
- 11.2. Grade: O5
- 11.3. Organization: 452 AMW/SEF
- 11.4. Email: (b) (6)@us.af.mil
- 11.5. Phone(s):
 - 11.5.1. DSN: (b) (6)
 - 11.5.2. Commercial USA: (b) (6)

Message Release Date: 17 JUL 2014 1436(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 58 Special Operations Wing (58 SOW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 02 JUL 2014, Aviation, None (Class E Event), Kirtland AFB, AFSAS Report # 407556

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 407556

1.2. Unit Control Number: --

1.3. One Liner: NEAR MID-AIR WITH UNIDENTIFIED HELICOPTER DURING HH-60/C-130 AIR REFUEL TRAINING

1.4. Convening Authority: 58 Special Operations Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Education and Training Command

1.6. Accounting Wing: 58 Special Operations Wing

1.7. Accounting Base: Kirtland AFB

1.8. Accounting Office Symbol:

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 02 JUL 2014

2.2. Mishap Time, Local: 2213

3. Mishap Location:

3.1. Location Description: Southern end of the 117 Air Refueling track, approximately 337 radial/8 DME off of the ONM VORTAC

3.2. Mishap Country: United States (USA)

3.3. Mishap State: New Mexico

3.4. Nearest Base: Kirtland AFB

3.5. Latitude: Unable to Determine

3.6. Longitude: Unable to Determine

4. Narrative:

4.1. Factual History of the Mishap.

On 2 July 2014, an HH-60G aircraft operating under the callsign Skull 65 and an HC-130P operating under the callsign Akela 39 were engaged in night vision goggle (NVG) helicopter air refueling operations on Air Refueling track 117 near Socorro, NM. While approaching the Socorro VORTAC navigation aid on the track, the HH-60 instructor pilot (IP), who was on the controls, in contact with the drogue and taking on fuel, noticed a bright light underneath the C-130, which appeared to be on

the ground. The HH-60 instructor flight engineer (IF) was seated on the right side of the aircraft; he scanned and confirmed that he saw the light as well, and thought it might be headlights from a vehicle on the road. The light became brighter and brighter and began to interfere with the IP's NVGs, causing them to be saturated. The IP was unable to see the drogue anymore, and was unable to determine that his aircraft was falling backwards with respect to the tanker C-130. This caused the HH-60 to have an inadvertent disconnect. The student flight engineer (FE) and the IF then saw an unidentified helicopter (UH) pass underneath the C-130 and HH-60 formation, at a distance of approximately 100 to 300 feet. There was no attempt at communication from the UH, nor did the UH maneuver in any way which would indicate that the UH had seen the formation and was attempting to avoid them. The remainder of the sortie and the return to base was uneventful.

4.2. Conclusions. (b) (5)

4.3. Investigation and Analysis. (b) (5)

4.3.1. Operations Factors. (b) (5)

4.3.2. Maintenance Factors. (b) (5)

4.3.3. Logistics Factors. (b) (5)

4.3.4. Non-Factors Worthy of Discussion. (b) (5)

5. Mishap Cost:

5.1. Total Mishap Cost (Excluding Injury Cost): --

5.2. DoDI Injury Cost: --

5.3. Total Mishap Cost with Injuries: --

6. Personnel Information: There have been no persons entered for this mishap

7. Mishap Level DOD Human Factors: --

8. Objects Information: There have been no Objects entered for this mishap

9. Single Investigation Officer:

Position: Single Investigating Officer

9.1.1. Name: (b) (6)

9.1.2. Grade: O4

9.1.3. Organization: 512 RQS/SE

9.1.4 Phone(s):

9.1.4.1. DSN: (b) (6)

9.1.4.2. Commercial USA: (b) (6)

9.1.4.3. International:

9.1.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

- 9.2.1. Name: (b) (6)
- 9.2.2. Grade: O4
- 9.2.3. Organization: 58 SOW/SE
- 9.2.4 Phone(s):
 - 9.2.4.1. DSN: (b) (6)
 - 9.2.4.2. International:
- 9.2.5. Email: (b) (6)@kirtland.af.mil

10. Releasing Official:

- 10.1. Name: (b) (6)
- 10.2. Grade: O5
- 10.3. Organization: 58 SOW/SEF
- 10.4. Email: (b) (6)@kirtland.af.mil
- 10.5. Phone(s):
 - 10.5.1. DSN: (b) (6)
 - 10.5.2. Commercial USA: (b) (6)

Message Release Date: 10 AUG 2018 1925(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 45 Space Wing (45 SW)

Subject: Final Supplemental: On-Duty, , 26 MAR 2018, Aviation, Event Report # 428218

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

Summary of Changes for Final Supplemental:

Updated classification to reflect NMAC per AFSEC QC review

1. General Information:

1.1. Event Report Number: 428218

1.2. Unit Control Number: --

1.3. One Liner: CIVILIAN HELICOPTER REPORTED A CLOSE ENCOUNTER WITH A UAS. NO MANUEVER REQUIRED.

1.4. Convening Authority: 45 Space Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Space Command

1.6. Accounting NAF: Fourteenth Air Force (Air Forces Strategic)

1.7. Accounting Wing: 45 Space Wing

1.8. Accounting Base: --

1.9. Accounting Office Symbol: --

1.10. Event Duty Status: On-Duty

1.11. Event Type:

1.11.1. Tier 1: Near Midair Collision (NMAC)

1.11.2. Tier 2: Other

2. Event Date/Time:

2.1. Event Date, Local: 26 MAR 2018

2.2. Event Time, Local: 0958

3. Event Location:

3.1. Location Description: Class D airspace south of Patrick AFB

3.2. Event Country: United States (USA)

3.3. On Base: No

3.4. Nearest Base: Patrick AFB

4. Narrative:

4. Narrative:

4.1. Factual History of the Mishap.

Civilian helicopter (EA1), was flight following with Patrick Tower, along the ocean beachline at 400' MSL.

Per instructions, pilot contacted Patrick abeam the tower and was directed to change frequency to Melbourne tower.

Pilot contacted Melbourne at Pineda Causeway and was told to "Report a mile north of the airport for landing at the North Ramp."

53 seconds after acknowledging landing clearance from Melbourne, EA1 reported "Just to let you know, I just flew over South Housing here and had a model airplane come within about 100 feet of the helicopter."

(b) (5)



4.2. Conclusions.

(b) (5)



4.3. Investigation and Analysis.

(b) (5)



4.2.1 Operations Factors

4.2.1.1. Mission Planning

(b) (5)



(b) (5)

4.2.2 Maintenance Factors

(b) (5)

4.2.3 Logistics Factors

(b) (5)

4.2.4 Non-Factors Worthy of Discussion (NFWODs).

4.2.4.1 Notice to Airmen (NOTAM)

(b) (5)

4.2.4.2 Signage

(b) (5)

5. Primary Findings:

(b) (5)

6. Primary Recommendations:

(b) (5)

7. Other Findings of Significance:

(b) (5)

8. Other Recommendation of Significance:

(b) (5)

(b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. Personnel Information: There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information: There have been no Objects entered for this event.

14. Single Investigating Officer:

Position: Single Investigating Officer

14.1.1. Name: (b) (6)

14.1.2. Grade: GS/GG - 12

14.1.3. Organization: 45 SW/SEF

14.1.4 Phone(s):

14.1.4.1. DSN: (b) (6)

14.1.4.2. Commercial USA: (b) (6)

14.1.4.3. International:

14.1.5. Email: (b) (6) @us.af.mil

15. Releasing Official:

15.1. Name: (b) (6)

15.2. Grade: GS/GG - 12

15.3. Organization: 45 SW/SEF

15.4. Email: (b) (6) @patrick.af.mil

15.5. Phone(s):

15.5.1. DSN: (b) (6)

Message Release Date: 31 JUL 2015 1616(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 129 Rescue Wing (129 RQW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 25 JUL 2015, Aviation, None (Class E Event), Aircraft/MC-130P, Moffett Field ANG, AFSAS Report # 469338

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 469338

1.2. Unit Control Number: --

1.3. One Liner: NMAC; MC-130 VS UNKNOWN UAV/UAS; EVASIVE ACTION REQUIRED TO AVOID COLLISION

1.4. Convening Authority: 129 Rescue Wing

1.5. Accounting MAJCOM, DRU or FOA: Air National Guard

1.6. Accounting Wing: 129 Rescue Wing

1.7. Accounting Base: Moffett Field ANG

1.8. Accounting Office Symbol:

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 25 JUL 2015

2.2. Mishap Time, Local: 2300

3. Mishap Location:

3.1. Location Description: 5-mile final to Runway 28R at Niagara Falls International Airport.

3.2. Mishap Country: United States (USA)

3.3. Mishap State: New York

3.4. Nearest Base: Niagara Falls IAP ARS

3.5. Latitude: 43 06.598 N

3.6. Longitude: 078 49.552 W

4. Narrative:

4.1. Factual History of the Event.

An MC-130 (EA1) was conducting an off-station night tactical training mission. After completing an NVG modified contour low level the Event Crew (EC) returned to the airport from which they launched to perform a self-contained straight-in approach (SCA). On approximately a 5-mile final at 800' AGL and at 200KIAS the Event Pilot (EP) saw an object through his NVGs that was directly in front of his flight path. The object appeared to be illuminated by a single external light and the EP

perceived it to be accelerating from left to right.

Immediately after seeing the object, the pilot took evasive action by executing an abrupt climb and roll to the left. Within one second of initiating evasive action the right wing of EA1 passed directly over the object. Notably, the Event Navigator (EN) also saw the object as a "hot spot" on his Infrared Detection System (IDS), but no one else on the crew (including the non-flying co-pilot) saw the object. The EC reported the event to Tower saying that they had just had a near mid-air with a small "drone" (a.k.a. Unmanned Aircraft System or UAS). Tower informed them to follow up with ATC supervision after the flight, and the crew completed their training sortie without further incident.

4.2. Conclusions.

(b) (5)



4.3. Investigation and Analysis.

4.3.1. Operations Factors.

(b) (5)



4.3.2. Maintenance Factors.

(b) (5)



4.3.3. Logistics Factors.

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information:

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: MC-130P

9.1.2. Unique Object Identifiers:

9.1.2.1. Tail Number: 66-000223

9.1.3. Damage Description: No Damage

9.1.4. Owing Service: Air Force

9.1.5. Owing MAJCOM: Air National Guard

9.1.6. Owing Wing: 129 Rescue Wing

9.1.7. Owing Base: Moffett Field ANG

10. Single Investigating Officer:

Position: Single Investigating Officer

10.1.1. Name: (b) (6)

10.1.2. Grade: O5

10.1.3. Organization: 129 RQW/SE

10.1.4. Phone(s):

10.1.4.1. Commercial USA: (b) (6)

10.1.4.2. International:

10.1.5. Email: (b) (6) @us.af.mil

Position: Other

10.2.1. Name: (b) (6)

10.2.2. Grade: O5

10.2.3. Organization: 914 AW/SE

10.2.4. Phone(s):

10.2.4.1. DSN: (b) (6)

10.2.4.2. Commercial USA: (b) (6)

10.2.4.3. International:

10.2.5. Email: (b) (6) @us.af.mil

11. Releasing Official:

11.1. Name: (b) (6)

11.2. Grade: O5

11.3. Organization: 129 RQW/SE

11.4. Email: (b) (6) @us.af.mil

11.5. Phone(s):

11.5.1. DSN: (b) (6)

11.5.2. Commercial USA: (b) (6)

Message Release Date: 05 OCT 2018 1640(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 86 Airlift Wing (86 AW)

Subject: Final: On-Duty, , 10 SEP 2018, Aviation, Event Report # 478282

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. General Information:

1.1. Event Report Number: 478282

1.2. Unit Control Number: --

1.3. One Liner: C-130J NMAC WITH UAV; NO DAMAGE; RTB OK

1.4. Convening Authority: 86 Airlift Wing

1.5. Accounting MAJCOM, DRU or FOA: United States Air Forces in Europe

1.6. Accounting NAF: Third Air Force (Air Forces Europe)

1.7. Accounting Wing: 86 Airlift Wing

1.8. Accounting Group: 86 Operations Group

1.9. Accounting Squadron: 37 Airlift Squadron

1.10. Accounting Base: --

1.11. Accounting Office Symbol: --

1.12. Event Duty Status: On-Duty

1.13. Event Type:

1.13.1. Tier 1: Near Midair Collision (NMAC)

2. Event Date/Time:

2.1. Event Date, Local: 10 SEP 2018

2.2. Event Time, Local: 1014

3. Event Location:

3.1. Location Description: --

3.2. Event Country: Germany

3.3. On Base: No

3.4. Nearest Base: Ramstein AB

4. Narrative:

4.1. Factual History of the Mishap.

On September 10, 2018 at approximately 1014 local the Mishap Aircraft (MA) was flying a VFR low level route at 2,300 MSL when it experience a NMAC with a Unmanned Aero Vehicle (UAV). The UAV was spherical with an approximated 6 feet diameter top mounted rotor. There was no squawk or TCAS from the UAV. The MA was able to avoid collision and returned to base without further incident.

4.2. Conclusions.

(b) (5)

4.3. Investigation and Analysis.

4.3.1. Operations Factors.

(b) (5)

4.3.2. Maintenance Factors.

(b) (5)

4.3.3. Logistics Factors.

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Primary Findings: (b) (5)

6. Primary Recommendations: (b) (5)

7. Other Findings of Significance: (b) (5)

8. Other Recommendation of Significance: (b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. Personnel Information: There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information: There have been no Objects entered for this event.

14. Single Investigating Officer:

Position: Single Investigating Officer

- 14.1.1. Name: (b) (6)
- 14.1.2. Grade: E7
- 14.1.3. Organization: 86 AW/SEF
- 14.1.4. Phone(s):
- 14.1.4.1. DSN: (b) (6)
- 14.1.4.2. International:
- 14.1.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

- 14.2.1. Name: (b) (6)
- 14.2.2. Grade: O3
- 14.2.3. Organization: 37 AS/SE
- 14.2.4. Phone(s):
- 14.2.4.1. DSN: (b) (6)
- 14.2.4.2. International:
- 14.2.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

- 14.3.1. Name: (b) (6)
- 14.3.2. Grade: O4
- 14.3.3. Organization: 86 AW/SE
- 14.3.4. Phone(s):
- 14.3.4.1. DSN: (b) (6)
- 14.3.4.2. International:
- 14.3.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

- 14.4.1. Name: (b) (6)
- 14.4.2. Grade: E7
- 14.4.3. Organization: 86 AW/SEF
- 14.4.4. Phone(s):
- 14.4.4.1. DSN: (b) (6)
- 14.4.4.2. International:
- 14.4.5. Email: (b) (6) @us.af.mil

15. Releasing Official:

- 15.1. Name: (b) (6)
- 15.2. Grade: O4
- 15.3. Organization: 86 AW/SE
- 15.4. Email: (b) (6) @us.af.mil
- 15.5. Phone(s):
- 15.5.1. DSN: (b) (6)

Message Release Date: 22 FEB 2016 1419(Z)

Classification: ~~Unclassified~~

From: 45 Space Wing (45 SW)

Subject: Final: Class E, High Accident Potential, 15 JAN 2016, Aviation, None (Class E Event), RAF Ascension Island, AFSAS Report # 481693

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

~~For Official Use Only~~ Removed by direction of HQ AFSEC/JA June 2020

~~This contains privileged, limited-use safety information. Unauthorized use or disclosure can subject you to criminal prosecution, termination of employment, civil liability, or other adverse actions. See AFI 91-204, Chapter 3 for restrictions.~~

~~Destroy in accordance with AFMAN 33-363 when no longer needed for mishap prevention purposes.~~

1. General Information:

1.1. AFSAS Report Number: 481693

1.2. Unit Control Number: --

1.3. One Liner: UNAUTHORIZED PERSONAL DRONE OBSERVED FLYING W/I CLASS D. NO AIRCRAFT HAZARDED.

1.4. Convening Authority: 45 Space Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Space Command

1.6. Accounting NAF: Fourteenth Air Force (Air Forces Strategic)

1.7. Accounting Wing: 45 Space Wing

1.8. Accounting Base: RAF Ascension Island

1.9. Accounting Office Symbol:

1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 15 JAN 2016

2.2. Mishap Time, Local: 2100

3. Mishap Location:

3.1. Location Description: Drone observed at two locations near Long Beach and near Green Mountain

3.2. Mishap Country: United Kingdom

3.3. On Base: No

3.4. Nearest Base: RAF Ascension Island

3.5. Latitude: 07 55.379 S

3.6. Longitude: 014 24.445 W

4. Narrative:

On 15 Jan 16, a resident reported seeing a drone flying over a beach less than 3 miles from Ascension Auxiliary Airfield around the time a UK Royal Air Force (RAF) flight was scheduled to arrive. The drone did not interfere with the air traffic, nor was it reported as having been observed by the pilots.

(b) (5)



5. Primary Findings: (b) (6)

6. Primary Recommendations: (b) (6)

7. Other Findings of Significance: (b) (6)

8. Other Recommendation of Significance: (b) (6)

9. Person Level Human Factors: --

10. Mishap Cost:

- 10.1. Environmental Cost: \$0.00
- 10.2. Non-DoD Damaged/Destroyed Property: \$0.00
- 10.3. Total Mishap Cost (Excluding Injury Cost): \$0.00
- 10.4. DoDI Injury Cost: --
- 10.5. Total Mishap Cost with Injuries: \$0.00

11. Personnel Information: There have been no persons entered for this mishap

12. Mishap Level DOD Human Factors: --

13. Objects Information: There have been no Objects entered for this mishap

14. Single Investigating Officer:

Position: Single Investigating Officer

14.1.1. Name: (b) (6)

14.1.2. Grade: GS/GG - 12

14.1.3. Organization: 45 SW/SEF

14.1.4 Phone(s):

14.1.4.1. DSN: (b) (6)

14.1.4.2. International:

14.1.5. Email: (b) (6) @patrick.af.mil

15. Releasing Official:

15.1. Name: (b) (6)

15.2. Grade: GS/GG - 12

15.3. Organization: 45 SW/SEF

15.4. Email: (b) (6) @patrick.af.mil

15.5. Phone(s):

15.5.1. DSN: (b) (6)

Message Release Date: 12 FEB 2018 2110(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: Air Education and Training Command (AETC)

Subject: Final: On-Duty, , 07 FEB 2018, Aviation, Aircraft/T-38C, Event Report # 486131

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. General Information:

1.1. Event Report Number: 486131

1.2. Unit Control Number: --

1.3. One Liner: NMAC WITH DRONE ON 5 MILE FINAL. 300FT SEPARATION. NO DAMAGE.

1.4. Convening Authority: 71 Flying Training Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Education and Training Command

1.6. Accounting Wing: 71 Flying Training Wing

1.7. Accounting Base: --

1.8. Accounting Office Symbol: --

1.9. Event Duty Status: On-Duty

1.10. Event Type:

1.10.1. Tier 1: Near Midair Collision (NMAC)

2. Event Date/Time:

2.1. Event Date, Local: 07 FEB 2018

2.2. Event Time, Local: 1357

3. Event Location:

3.1. Location Description: 5 mile final for KEND rwy 35L

3.2. Event Country: United States (USA)

3.3. On Base: No

3.4. Nearest Base: Vance AFB

4. Narrative:

4.1. Factual History of the Mishap.

Start, taxi, and takeoff were uneventful. During a VFR straight in pattern the Event Crew (EC) observed a drone operating approximately 300ft from their flight path. The EC reported the drone to tower and the operations supervisor and continued the sortie. The rest of the sortie was uneventful.

4.2. Conclusions.

(b) (5)

4.3. Investigation and Analysis.

(b) (5)

4.3.1. Operations Factors.

(b) (5)

4.3.2. Maintenance Factors.

(b) (5)

4.3.3. Logistics Factors.

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Primary Findings: (b) (5)

6. Primary Recommendations: (b) (5)

7. Other Findings of Significance: (b) (5)

8. Other Recommendation of Significance: (b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. **Personnel Information:** There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information:

Object Number: 1

13.1.1. Object Type

13.1.1.1. Tier 1: Aircraft

- 13.1.1.2. Tier 2: T-38C
- 13.1.2. Unique Object Identifiers:
 - 13.1.2.1. Tail Number: 65-000377
- 13.1.3. Damage Description: No Damage
- 13.1.4. Owning Service: Air Force
- 13.1.5. Owning MAJCOM: Air Education and Training Command
- 13.1.6. Owning Wing: 71 Flying Training Wing
- 13.1.7. Owning Base: Vance AFB

14. Single Investigating Officer:

Position: Single Investigating Officer

- 14.1.1. Name: (b) (6)
- 14.1.2. Grade: O3
- 14.1.3. Organization: 71 FTW/SE
- 14.1.4 Phone(s):
 - 14.1.4.1. DSN: (b) (6)
 - 14.1.4.2. International:
- 14.1.5. Email: (b) (6)@us.af.mil

Position: Single Investigating Officer

- 14.2.1. Name: (b) (6)
- 14.2.2. Grade: O3
- 14.2.3. Organization: 71 FTW/SE
- 14.2.4 Phone(s):
 - 14.2.4.1. DSN: (b) (6)
 - 14.2.4.2. Commercial USA: (b) (6)
 - 14.2.4.3. International:
- 14.2.5. Email: (b) (6)@us.af.mil

15. Releasing Official:

- 15.1. Name: (b) (6)
- 15.2. Grade: GS/GG - 12
- 15.3. Organization: AETC/SEF
- 15.4. Email: (b) (6)@us.af.mil
- 15.5. Phone(s):
 - 15.5.1. DSN: (b) (6)
 - 15.5.2. Commercial USA: (b) (6)

Message Release Date: 13 JUL 2015 1826(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: United States Air Forces Central Command (AFCENT)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 21 APR 2015, Aviation, None (Class E Event), Aircraft/KC-135R, Al Udeid AB, AFSAS Report # 512851

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 512851

1.2. Unit Control Number: --

1.3. One Liner: UNIDENTIFIED AIRCRAFT PASSED NEAR TANKER DURING REFUELING; NO MSN IMPACT

1.4. Convening Authority: United States Air Forces Central Command

1.5. Accounting MAJCOM, DRU or FOA: Air Combat Command

1.6. Accounting NAF: United States Air Forces Central Command

1.7. Accounting Wing: 379 Air Expeditionary Wing

1.8. Accounting Base: Al Udeid AB

1.9. Accounting Office Symbol:

1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 21 APR 2015

2.2. Mishap Time, Local: 2030

3. Mishap Location:

3.1. Location Description: --

3.2. Mishap Country: Afghanistan

3.3. Nearest Base: Kandahar IAP

3.4. Latitude: 30 14.000 N

3.5. Longitude: 063 34.000 E

4. Narrative:

4.1. Factual History of the Event.

The crew of Event Aircraft 1 (EA1) planned and briefed their mission unremarkably. The Event Crew (EC1) performed normal ground operations and takeoff followed by the planned mission profile not related to the event. EA1, a tanker aircraft, was established in its working airspace in the process of affecting the rendezvous with their planned receiver aircraft. They were under tactical air traffic control.

While visually searching for the receiver aircraft, EC1 acquired an unidentified aircraft. EC1 observed this aircraft as it descended through their altitude in close proximity. They pointed the conflict out to their receiver aircraft who engaged their air-to-air radar. The unknown aircraft cleared their airspace without being acquired on air-to-air or ATC radar and EC1 continued their mission without further incident.

4.2. Conclusions.

(b) (5)

4.3. Investigation and Analysis.

(b) (5)

4.3.1. Operations Factors

4.3.1.1. Visual Illusion

(b) (5)

4.3.2. Maintenance Factors

(b) (5)

4.3.3. Logistics Factors

(b) (5)

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. **Personnel Information:** There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: KC-135R

9.1.2. Unique Object Identifiers:

9.1.2.1. Tail Number: 62-003568

9.1.3. Damage Description: No Damage

9.1.4. Owing Service: Air Force

9.1.5. Owing MAJCOM: Air Mobility Command

9.1.6. Owing Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)

9.1.7. Owing Wing: 22 Air Refueling Wing

9.1.8. Owing Base: McConnell AFB

10. Single Investigating Officer:

Position: Single Investigating Officer

10.1.1. Name: (b) (6)

10.1.2. Grade: O3

10.1.3. Organization: 379 AEW/SE

10.1.4. Phone(s):

10.1.4.1. DSN: (b) (6)

10.1.4.2. International:

10.1.5. Email: (b) (6) @auab.afcent.af.mil

11. Releasing Official:

11.1. Name: (b) (6)

11.2. Grade: E8

11.3. Organization: AFCENT/SEF

11.4. Email: (b) (6) @afcent.af.mil

11.5. Phone(s):

11.5.1. DSN: (b) (6)

11.5.2. Commercial USA: (b) (6)

Message Release Date: 27 AUG 2014 2242(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 62 Airlift Wing (62 AW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 24 JUL 2014, Aviation, None (Class E Event), Aircraft/C-130J, Joint Base Lewis-McChord, AFSAS Report # 581756

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 581756

1.2. Unit Control Number: --

1.3. One Liner: NMAC BETWEEN C-130J ON RODGERS DZ RUN IN AND UNIDENTIFIED GA AIRCRAFT

1.4. Convening Authority: 62 Airlift Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Mobility Command

1.6. Accounting NAF: Eighteenth Air Force (Air Forces Transportation)

1.7. Accounting Group: 317 Airlift Group

1.8. Accounting Squadron: 40 Airlift Squadron

1.9. Accounting Base: Joint Base Lewis-McChord

1.10. Accounting Office Symbol:

1.11. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 24 JUL 2014

2.2. Mishap Time, Local: 1030

3. Mishap Location:

3.1. Location Description: RODGERS DZ Run In

3.2. Mishap Country: United States (USA)

3.3. Mishap State: Washington

3.4. Nearest Base: Joint Base Lewis-McChord

3.5. Latitude: 47 00.935 N

3.6. Longitude: 122 27.521 W

4. Narrative:

4. Narrative:

4.1. Factual History of the Event.

The event crew (EC) of event aircraft 1 (EA1), a C-130J, was inbound to Rodgers DZ approximately eight miles south of KTCM when they identified by TCAS an aircraft that was flying straight towards them. The EC called a No Drop and executed a 180 degree turn during which the crew visually sighted a light fixed wing aircraft (EA2) behind them still flying toward their position. The crew contacted Seattle Approach Control, but the aircraft did not seem to be in radio contact during the incident. The remainder of the flight proceeded normally.

4.2. Conclusion.

(b) (5)

4.3. Investigation and Analysis.

4.3.1. Operations Factors

4.3.1.1. Visual Separation between EA1 and EA2

(b) (5)

4.3.1.2. Collision Hazard

(b) (5)

4.3.2. Maintenance Factors

(b) (5)

4.3.3. Logistics Factors

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

4.5. Discussion on Recommendations(s)

(b) (5)

5. AOF/CC Concur:

(b) (5)

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information: There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: C-130J

9.1.2. Unique Object Identifiers:

9.1.2.1. Tail Number: 08-003177

9.1.3. Damage Description: No Damage

9.1.4. Owing Service: Air Force

9.1.5. Owing MAJCOM: Air Mobility Command

9.1.6. Owing Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)

9.1.7. Owing Group: 317 Airlift Group

9.1.8. Owing Base: Dyess AFB

Object Number: 2

9.2.1. Object Type

9.2.1.1. Tier 1: Aircraft

9.2.1.2. Tier 2: Other Fixed Wing

9.2.2. Damage Description: No Damage

9.2.3. Owing Service: Unknown

10. Single Investigation Officer:

Position: Single Investigating Officer

10.1.1. Name: (b) (6)
10.1.2. Grade: O3
10.1.3. Organization: 62 AW/SE
10.1.4 Phone(s):
10.1.4.1. DSN: (b) (6)
10.1.4.2. Commercial USA: (b) (6)
10.1.4.3. International:
10.1.5. Email: (b) (6)@us.af.mil

Position: Single Investigating Officer

10.2.1. Name: (b) (6)
10.2.2. Grade: O3
10.2.3. Organization: 62 AW/SE
10.2.4 Phone(s):
10.2.4.1. DSN: (b) (6)
10.2.4.2. International:
10.2.5. Email: (b) (6)@us.af.mil

Position: Single Investigating Officer

10.3.1. Name: (b) (6)
10.3.2. Grade: O4
10.3.3. Organization: 62 AW/SEF
10.3.4 Phone(s):
10.3.4.1. DSN: (b) (6)
10.3.4.2. Commercial USA: (b) (6)
10.3.4.3. International:
10.3.5. Email: (b) (6)@us.af.mil

11. Releasing Official:

11.1. Name: (b) (6)
11.2. Grade: O3
11.3. Organization: 62 AW/SE
11.4. Email: (b) (6)@us.af.mil
11.5. Phone(s):
11.5.1. DSN: (b) (6)

Message Release Date: 23 JUN 2014 1611(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 27 Special Operations Wing (27 SOW)

Subject: Final: Class E, Hazardous Air Traffic Report/Other, 17 JUN 2014, Aviation, None (Class E Event), Aircraft/Other Fixed Wing, Cannon AFB, AFSAS Report # 697260

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 697260

1.2. Unit Control Number: --

1.3. One Liner: UNIDENTIFIED VFR AIRCRAFT TRANSITED RESTRICTED AREA 5104

1.4. Convening Authority: 27 Special Operations Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Force Special Operations Command

1.6. Accounting Wing: 27 Special Operations Wing

1.7. Accounting Base: Cannon AFB

1.8. Accounting Office Symbol:

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 17 JUN 2014

2.2. Mishap Time, Local: 1104

3. Mishap Location:

3.1. Location Description: R-5104

3.2. Mishap Country: United States (USA)

3.3. Mishap State: New Mexico

3.4. Nearest Base: Cannon AFB

3.5. Latitude: Unable to Determine

3.6. Longitude: Unable to Determine

4. Narrative:

4.1 Factual History of the Mishap

4.1.1 At 1104L, Cannon AFB Radar Approach Control (RAPCON) notified the Melrose Air Force Range (MAFR) Range Control Officer (RCO) of an unidentified VFR aircraft approaching Restricted Airspace 5104 (R-5104). The RCO informed RAPCON that no radio contact was established with the traffic. RAPCON attempted transmissions on VHF and UHF guard frequencies advising the traffic to remain clear of R-5104. No response from area traffic was received. At the same time, RAPCON contacted Albuquerque Center Air Route Traffic Control Center (ARTCC) sector for the area and

advised them to track the aircraft. Additionally, the RCO advised military aircraft range traffic of the unidentified VFR traffic and requested visual identification which was unsuccessful. The RCO and RAPCON observed the unidentified traffic transiting the confines of R-5104. The unidentified traffic transited northwest bound out of R-5104 before radar contact was lost at approximately 1122L.

4.2 Conclusion

(b) (5)

4.3 Investigation and Analysis

4.3.1. Operations Factors

4.3.1.1 Unidentifiable VFR Traffic

(b) (5)

4.3.2. Maintenance Factors

(b) (5)

4.3.3. Logistics Factors

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Mishap Cost:

5.1. Total Mishap Cost (Excluding Injury Cost): --

5.2. DoDI Injury Cost: --

5.3. Total Mishap Cost with Injuries: --

6. Personnel Information: There have been no persons entered for this mishap

7. Mishap Level DOD Human Factors: --

8. Objects Information:

Object Number: 1

8.1.1. Object Type

8.1.1.1. Tier 1: Aircraft

8.1.1.2. Tier 2: Other Fixed Wing

8.1.2. Damage Description: No Damage

8.1.3. Owning Service: Unknown

9. Single Investigation Officer:

Position: Single Investigating Officer

9.1.1. Name: (b) (6)

9.1.2. Grade: O3

9.1.3. Organization: 27 SOW/SEF

9.1.4 Phone(s):

9.1.4.1. DSN: (b) (6)

9.1.4.2. Commercial USA: (b) (6)

9.1.4.3. International:

9.1.5. Email: (b) (6)@us.af.mil

10. Releasing Official:

10.1. Name: (b) (6)

10.2. Grade: O3

10.3. Organization: 27 SOW/SEF

10.4. Email: (b) (6)@us.af.mil

10.5. Phone(s):

10.5.1. DSN: (b) (6)

10.5.2. Commercial USA: (b) (6)

RELEASE DATE: 10 APR 2019 2009(Z)

CLASSIFICATION: ~~Unclassified~~ Removed by direction of HQ AFSEC/JA June 2020

FROM: 552 Air Control Wing (552 ACW)

SUBJECT: Final Supplemental: On-Duty, , 21 MAR 2019, Aviation, Aircraft/E-3B, Tinker AFB, Event Report # 723350 Privacy Act Statement Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

SUMMARY OF CHANGES FOR FINAL SUPPLEMENTAL

1. GENERAL INFORMATION

AFSAS Report Number: 723350

Unit Control Number: 2019Q2_062

One Liner: E-3B HATR; UAS PASSED 20 FT UNDER RT WG ON RADAR DOWNWIND; ATC NOTIFIED; RTB OK

Convening Authority: 552 Air Control Wing

Accounting MAJCOM, DRU or FOA: Air Combat Command

Accounting NAF: Twelfth Air Force (Air Forces Southern)

Accounting Wing: 552 Air Control Wing

Accounting Base: Tinker AFB

Accounting Office Symbol: SE

Event Duty Status: On-Duty

Event Type:

Tier 1: Near Midair Collision (NMAC)

Tier 2: Other

2. EVENT DATE/TIME

Event Date, Local: 21 MAR 2019

Event Time, Local: 1553

3. EVENT LOCATION

Location Description: Radar downwind for rwy 36.

Event Country: United States (USA)

US State: Oklahoma

On Base: No

Nearest Base: Tinker AFB

4. NARRATIVE

On 21 March 2019 at 1553L, the Mishap Aircraft (MA), an E-3B (call sign Sentry 60) was on radar downwind for runway 36 at Tinker AFB, Ok at 3,000 feet MSL. Just prior to ATC giving the vector to base, the Mishap Pilot #1 (MP1) noticed a white DJI style quad-copter/unmanned aerial system (UAS) pass approximately 20 feet below the #4 engine. MP1 called out the UAS, but by the time he

had said something the Mishap Crew (MC) and MA were passed by it. Mishap Pilot #2 (MP2) never saw the UAS, but told Oklahoma City Approach (radar control) that they came close to one. The controller responded with a "roger" and then gave the crew a turn to base. The MC was eventually switched over to the tower controller, who they also advised about the UAS. The MC decided to stay in the tower controller's pattern so as to not go back near where they saw the UAS. They stayed airborne for approximately 20 more minutes before landing without incident.

4.2 Conclusions.

(b) (5)



4.3. Investigation and Analysis.

4.3.1. Operations Factors.

(b) (5)



4.3.2. Maintenance Factors.

(b) (5)



4.3.3. Logistics Factors.

(b) (5)



4.3.4. Non-Factors Worthy of Discussion.

(b) (5)



4.4. Recommendations

(b) (5)



5. PRIMARY FINDINGS

(b) (5)



6. PRIMARY RECOMMENDATIONS

(b) (5)



7. OTHER FINDINGS OF SIGNIFICANCE

(b) (5)



8. OTHER RECOMMENDATION OF SIGNIFICANCE

(b) (5)

9. EVENT COST

Total Event Cost (Excluding Injury Cost): --

DoDI Injury Cost: --

Total Event Cost with Injuries: --

10. PERSONNEL INFORMATION

There are no persons entered for this event.

11. PERSON LEVEL HUMAN FACTORS

--

12. EVENT LEVEL DOD HUMAN FACTORS

--

13. OBJECTS INFORMATION

OBJECT NUMBER: 1

Object Type:

Tier 1: Aircraft

Tier 2: E-3B

Unique Object Identifiers:

Tail Number: 77-000353

Damage Description: No Damage

Owning Service: Air Force

Owning MAJCOM: Air Combat Command

Owning Numbered Air Force: Twelfth Air Force (Air Forces Southern)

Owning Wing: 552 Air Control Wing

Owning Base: Tinker AFB

14. SINGLE INVESTIGATING OFFICER

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: E7

Organization: 552 ACW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O3

Organization: 552 ACW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6) @us.af.mil

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O4

Organization: 72 ABW/SEF

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6) @us.af.mil

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: E7

Organization: 552 ACW/SEF

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6) @us.af.mil

15. RELEASING OFFICIAL

Message Release Date: 01 JUN 2015 0834(Z)

Classification: ~~Unclassified~~ Removed by direction of HQ AFSEC/JA June 2020zz

From: 100 Air Refueling Wing (100 ARW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 15 MAY 2015, Aviation, None (Class E Event), Aircraft/KC-135R, RAF Mildenhall, AFSAS Report # 726159

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 726159

1.2. Unit Control Number: --

1.3. One Liner: KC-135R TCAS RA VS UNKNOWN ACFT; NO DMG; CLIMBED IAW THE RA; RTB UNEVENTFUL

1.4. Convening Authority: 100 Air Refueling Wing

1.5. Accounting MAJCOM, DRU or FOA: United States Air Forces in Europe

1.6. Accounting NAF: Third Air Force (Air Forces Europe)

1.7. Accounting Wing: 100 Air Refueling Wing

1.8. Accounting Base: RAF Mildenhall

1.9. Accounting Office Symbol:

1.10. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 15 MAY 2015

2.2. Mishap Time, Local: 1535

3. Mishap Location:

3.1. Location Description: --

3.2. Mishap Country: United Kingdom

3.3. Nearest Base: RAF Mildenhall

3.4. Latitude: 52 21.937 N

3.5. Longitude: 000 27.377 E

4. Narrative:

4.1 SEQUENCE OF EVENTS

On May 15, 2015, at 1535L, Quid 78, a KC-135 (Event Aircraft, EA) was on an IFR flight plan utilizing Traffic Service (TS) with RAF Lakenheath RAPCON on final approach to RAF Mildenhall. EA was flying at 3000' MSL on an approximate heading of 285 degrees in the CARDZ area. While proceeding inbound in holding, RAF Lakenheath RAPCON made traffic calls stating that there were multiple contacts around the vicinity of CARDZ. However, Event Crew (EC) was unable to visually locate any of the traffic. Approximately 3 miles from CARDZ, RAF Lakenheath RAPCON directed

EA to descend to 2600' MSL and to cross CARDZ at or above 2600' MSL and cleared their approach. When EA was just about at CARDZ, they received a TA calling out traffic below them. About 5 seconds later, EA received a TCAS RA instructing EA to climb at a rate of greater than 4000' per minute. The crew initiated the maneuver and climbed till the TCAS called clear of conflict, and the crew leveled off at 3600' MSL. EA informed RAF Lakenheath RAPCON of the RA and subsequent climb. The MC never saw the traffic that was in conflict, or hear any radio calls to another aircraft in the area. EA then received vectors to the final approach course and landed at RAF Mildenhall uneventfully.

4.2 Conclusions

(b) (5)

4.3 Investigation and Analysis

4.3.1 Operations Factors

(b) (5)

4.3.2 Maintenance Factors

(b) (5)

4.3.3 Logistics Factors

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information: There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: KC-135R

9.1.2. Unique Object Identifiers:

9.1.2.1. Tail Number: 58-000118

9.1.3. Damage Description: No Damage

- 9.1.4. Owing Service: Air Force
- 9.1.5. Owing MAJCOM: United States Air Forces in Europe
- 9.1.6. Owing Numbered Air Force: Third Air Force (Air Forces Europe)
- 9.1.7. Owing Wing: 100 Air Refueling Wing
- 9.1.8. Owing Base: RAF Mildenhall

Object Number: 2

- 9.2.1. Object Type
 - 9.2.1.1. Tier 1: Aircraft
 - 9.2.1.2. Tier 2: Other Fixed Wing
- 9.2.2. Damage Description: No Damage
- 9.2.3. Owing Service: Unknown

10. Single Investigating Officer:

Position: Single Investigating Officer

- 10.1.1. Name: (b) (6)
- 10.1.2. Grade: O3
- 10.1.3. Organization: 100 ARW/SEF
- 10.1.4 Phone(s):
 - 10.1.4.1. DSN: (b) (6)
 - 10.1.4.2. International: (b) (6)
- 10.1.5. Email: (b) (6)@us.af.mil

Position: Single Investigating Officer

- 10.2.1. Name: (b) (6)
- 10.2.2. Grade: E6
- 10.2.3. Organization: 100 ARW/SE
- 10.2.4 Phone(s):
 - 10.2.4.1. DSN: (b) (6)
 - 10.2.4.2. International:
- 10.2.5. Email: (b) (6)@us.af.mil

11. Releasing Official:

- 11.1. Name: (b) (6)
- 11.2. Grade: O3
- 11.3. Organization: 100 ARW/SEF
- 11.4. Email: (b) (6)@us.af.mil
- 11.5. Phone(s):
 - 11.5.1. DSN: (b) (6)
 - 11.5.2. International: (b) (6)

RELEASE DATE: 12 APR 2019 1718(Z)

CLASSIFICATION: ~~Unclassified~~ Removed by direction of HQ AFSEC/JA June 2020

FROM: Air Education and Training Command (AETC)

SUBJECT: Final: On-Duty, , 06 MAR 2019, Aviation, Aircraft/T-1A, NAS Pensacola (Multi-Sites), Event Report # 761113 Privacy Act Statement
Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. GENERAL INFORMATION

AFSAS Report Number: 761113

Unit Control Number: --

One Liner: CREW OBSERVED UAS INSIDE 1 NM AT 1500 WHILE ON LOW LEVEL MTR, NO MISSION IMPACT

Convening Authority: 12 Flying Training Wing

Accounting MAJCOM, DRU or FOA: Air Education and Training Command

Accounting Wing: 12 Flying Training Wing

Accounting Group: 479 Flying Training Group

Accounting Squadron: 451 Flying Training Squadron

Accounting Base: NAS Pensacola (Multi-Sites)

Accounting Office Symbol: --

Event Duty Status: On-Duty

Event Type:

Tier 1: Near Midair Collision (NMAC)

2. EVENT DATE/TIME

Event Date, Local: 06 MAR 2019

Event Time, Local: 0910

3. EVENT LOCATION

Location Description: Roughly along the shoreline, between points alpha and bravo on the VR1022, just east of route centerline.

Event Country: United States (USA)

US State: Mississippi

On Base: No

Nearest Base: Keesler AFB

4. NARRATIVE

4.2. Mishap Overview

4.2.1 History of the Event

On 6 March 2019, the Event Aircraft (EA) planned, briefed and flew a training support sortie. The Event Aircraft Crew (EAC) entered the VR1022 at point alpha and were on center-line, enroute to point bravo. Just prior to going feet dry, the crew spotted a small unmanned aerial system (UAS) just east of route center line at 1500 feet AGL. The UAS was stationary or near stationary, and passed inside of 1NM off the right side of the EA. The time from sighting to passing the aircraft was so short the crew did not have time to initiate emergency actions or maneuver the EA. The crew reported the encounter to the control tower at Trent Lott Intl (KPQL), a nearby airfield. The aircraft appeared to be a quad copter or non-traditional aircraft and silver in color. The EAC landed uneventfully with no injuries or damage to the aircraft.

4.2.2 Investigator Conclusions

(b) (5)

4.4. Operational Factors

(b) (5)

4.5. Maintenance Factors

(b) (5)

4.6. Logistics Factors

(b) (5)

4.7. Non-Factors Worthy of Discussion

There were no NFWODS in this event.

5. PRIMARY FINDINGS

(b) (5)

6. PRIMARY RECOMMENDATIONS

(b) (5)

7. OTHER FINDINGS OF SIGNIFICANCE

(b) (5)

(b) (5)

9. EVENT COST

Total Event Cost (Excluding Injury Cost): --

DoDI Injury Cost: --

Total Event Cost with Injuries: --

10. PERSONNEL INFORMATION

There are no persons entered for this event.

11. PERSON LEVEL HUMAN FACTORS

--

12. EVENT LEVEL DOD HUMAN FACTORS

--

13. OBJECTS INFORMATION

OBJECT NUMBER: 1

Object Type:

Tier 1: Aircraft

Tier 2: T-1A

Unique Object Identifiers:

Tail Number: -920333

Damage Description: No Damage

Owning Service: Air Force

Owning Base: --

14. SINGLE INVESTIGATING OFFICER

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O5

Organization: 479 FTG/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O4

Organization: 479 FTG/SEF

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

POSITION: SINGLE INVESTIGATING OFFICER

Name: (b) (6)

Grade: O5

Organization: 479 FTG/SEF

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

15. RELEASING OFFICIAL

Message Release Date: 26 NOV 2014 1343(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 121 Air Refueling Wing (121 ARW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 21 NOV 2014, Aviation, None (Class E Event), Aircraft/KC-135R, Rickenbacker ANG, AFSAS Report # 791872

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 791872

1.2. Unit Control Number: 004

1.3. One Liner: KC135R; TCAS RA IN RADAR PATTERN;VFR INTRUDER;NO DAMAGE;UNEVENTFUL RTB

1.4. Convening Authority: 121 Air Refueling Wing

1.5. Accounting MAJCOM, DRU or FOA: Air National Guard

1.6. Accounting Wing: 121 Air Refueling Wing

1.7. Accounting Base: Rickenbacker ANG

1.8. Accounting Office Symbol:

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 21 NOV 2014

2.2. Mishap Time, Local: 1450

3. Mishap Location:

3.1. Location Description: --

3.2. Mishap Country: United States (USA)

3.3. Mishap State: Ohio

3.4. Nearest Base: Rickenbacker ANG

3.5. Latitude: 39 42.094 N

3.6. Longitude: 083 59.525 W

4. Narrative:

4.1. Factual History of the Mishap.

The event aircraft was climbing out of Wilmington Airpark (KILN) after a planned missed approach when the crew received a TCAS RA. The crew followed the directive and slowed the climb until clear of the conflict, then resumed the ATC instructions to climb to 4000' MSL. ATC was notified of the event, but the intruder aircraft was flying VFR and not talking to any ATC facility, therefore no information about type of aircraft is known. The intruder aircraft was never contacted. The crew

returned to Rickenbacker as planned and landed uneventfully.

4.2. Conclusions

4.3. Investigation and Analysis

(b) (5)

4.3.1. Operations Factors. (b) (5)

4.3.2. Maintenance Factors. (b) (5)

4.3.3. Logistics Factors. (b) (5)

4.3.4. Non-Factors Worthy of Discussion. (b) (5)

5. Mishap Cost:

5.1. Total Mishap Cost (Excluding Injury Cost): --

5.2. DoDI Injury Cost: --

5.3. Total Mishap Cost with Injuries: --

6. Personnel Information: There have been no persons entered for this mishap

7. Mishap Level DOD Human Factors: --

8. Objects Information:

Object Number: 1

8.1.1. Object Type

8.1.1.1. Tier 1: Aircraft

8.1.1.2. Tier 2: KC-135R

8.1.2. Unique Object Identifiers:

8.1.2.1. Tail Number: 63-008013

8.1.3. Damage Description: No Damage

8.1.4. Owing Service: Air Force

8.1.5. Owing MAJCOM: Air National Guard

8.1.6. Owing Wing: 121 Air Refueling Wing

8.1.7. Owing Base: Rickenbacker ANG

9. Single Investigation Officer:

Position: Single Investigating Officer

9.1.1. Name: (b) (6)

9.1.2. Grade: O5

9.1.3. Organization: 121 ARW/SE

9.1.4. Phone(s):

- 9.1.4.1. DSN: (b) (6)
- 9.1.4.2. Commercial USA: (b) (6)
- 9.1.4.3. International:
- 9.1.5. Email: (b) (6)@ang.af.mil

10. Releasing Official:

- 10.1. Name: (b) (6)
- 10.2. Grade: O5
- 10.3. Organization: 121 ARW/SE
- 10.4. Email: (b) (6)@ang.af.mil
- 10.5. Phone(s):
- 10.5.1. DSN: (b) (6)
- 10.5.2. Commercial USA: (b) (6)

Message Release Date: 26 APR 2016 1337(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 193 Special Operations Wing (193 SOW)

Subject: Final: Class E, Hazardous Air Traffic Report/Near Mid-Air Collision (NMAC), 21 APR 2016, Aviation, None (Class E Event), Aircraft/EC-130J, Harrisburg IAP ARS, AFSAS Report # 812304

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Mishap Reporting.

Routine Uses: Safety Mishap Reporting.

1. General Information:

1.1. AFSAS Report Number: 812304

1.2. Unit Control Number: 005

1.3. One Liner: EC-130J HATR NMAC WITH A DRONE/SUAS, NO AFFECT ON MISSION, NO DAMAGE

1.4. Convening Authority: 193 Special Operations Wing

1.5. Accounting MAJCOM, DRU or FOA: Air National Guard

1.6. Accounting Wing: 193 Special Operations Wing

1.7. Accounting Base: Harrisburg IAP ARS

1.8. Accounting Office Symbol: SEF

1.9. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

2.1. Mishap Date, Local: 21 APR 2016

2.2. Mishap Time, Local: 1945

3. Mishap Location:

3.1. Location Description: While under IFR control with ATC PHL approach control at 4,000 MSL, PHL/310/46 heading 300,

3.2. Mishap Country: United States (USA)

3.3. Mishap State: Pennsylvania

3.4. On Base: No

3.5. Nearest Base: Harrisburg IAP ARS

3.6. Latitude: 40 15.064 N

3.7. Longitude: 076 06.616 W

4. Narrative:

While under ATC control with Philadelphia (PHL) approach control, at 4000' MSL, PHL/310/46, heading 300, at dusk in VMC, RTB from an airdrop mission at Coyle DZ, the crew had a NMAC with a small drone/Small Unmanned Aerial System (SUAS). The crew initially thought they saw a bird, until they saw a flashing red light pass 3 ft above the left wing.

5. Person Level Human Factors: --

6. Mishap Cost:

6.1. Total Mishap Cost (Excluding Injury Cost): --

6.2. DoDI Injury Cost: --

6.3. Total Mishap Cost with Injuries: --

7. Personnel Information: There have been no persons entered for this mishap

8. Mishap Level DOD Human Factors: --

9. Objects Information:

Object Number: 1

9.1.1. Object Type

9.1.1.1. Tier 1: Aircraft

9.1.1.2. Tier 2: EC-130J

9.1.2. Unique Object Identifiers:

9.1.2.1. Tail Number: 96-008154

9.1.3. Damage Description: No Damage

9.1.4. Owing Service: Air Force

9.1.5. Owing MAJCOM: Air National Guard

9.1.6. Owing Wing: 193 Special Operations Wing

9.1.7. Owing Base: Harrisburg IAP ARS

10. Single Investigating Officer:

Position: Single Investigating Officer

10.1.1. Name: (b) (6)

10.1.2. Grade: O5

10.1.3. Organization: 193 SOW/SE

10.1.4 Phone(s):

10.1.4.1. DSN: (b) (6)

10.1.4.2. Commercial USA: (b) (6)

10.1.4.3. International:

10.1.5. Email: (b) (6) @mail.mil

11. Releasing Official:

11.1. Name: (b) (6)

11.2. Grade: O5

11.3. Organization: 193 SOW/SE

11.4. Email: (b) (6) @mail.mil

11.5. Phone(s):

11.5.1. DSN: (b) (6)

11.5.2. Commercial USA: (b) (6)

RELEASE DATE: 29 APR 2019 1926(Z)

CLASSIFICATION: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

FROM: 445 Airlift Wing (445 AW)

SUBJECT: Final: On-Duty, , 13 MAR 2019, Aviation, Aircraft/C-17A, Wright-Patterson AFB, Event Report # 815892 Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. GENERAL INFORMATION

AFSAS Report Number: 815892

Unit Control Number: --

One Liner: DRONE ENCOUNTER DURING TRAINING SORTIE; NO DAMAGE; NO INJURIES

Convening Authority: 445 Airlift Wing

Accounting MAJCOM, DRU or FOA: Air Force Reserve Command

Accounting NAF: Fourth Air Force

Accounting Wing: 445 Airlift Wing

Accounting Base: Wright-Patterson AFB

Accounting Office Symbol: --

Event Duty Status: On-Duty

Event Type:

Tier 1: Near Midair Collision (NMAC)

2. EVENT DATE/TIME

Event Date, Local: 13 MAR 2019

Event Time, Local: 1651

3. EVENT LOCATION

Location Description: --

Event Country: United States (USA)

US State: Ohio

On Base: No

Nearest Base: Wright-Patterson AFB

4. NARRATIVE

4.1. Terms and Acronyms

Optional - not used.

4.2. Mishap Overview

During a local training sortie the event crew (EC) identified a small unmanned aircraft system (sUAS) in their flight path at 3500 feet MSL and took immediate evasive action to avoid a mid-air collision.

4.2.1. History of Event

As part of a training sortie, the event aircraft (EA) was inbound for a beam tactical arrival from a local VFR reference point at 3,500 feet MSL. The pilot flying (PF) observed a white sUAS with either brown or black accents or propellers just below the EA. The PF executed an evasive maneuver up and to the left to miss the sUAS, which was within 50 feet of the EA. A report was made to the local control tower as well as the servicing radar approach control facility. Tower controllers also called the local police department to relay the details of the event.

4.2.2. Investigators' Conclusions

(b) (5)



4.3. Background Information

4.3.1. Mishap Person

There is no mishap person in this event.

4.3.2. Mishap Aircraft

The EA was a C-17A. See "Objects" tab for additional information.

4.3.3. General Background Information

Optional - not used. See "Mishap Overview" and "History of Event".

4.4. Operations Factors

4.4.1. Unauthorized sUAS Operations

(b) (5)



(b) (5)

4.4.2. (Non-Factors)

(b) (5)

4.5. Maintenance Factors

(b) (5)

4.6. Logistics Factors

(b) (5)

4.7. Non-Factors Worth of Discussion

(b) (5)

5. PRIMARY FINDINGS

(b) (5)

6. PRIMARY RECOMMENDATIONS

(b) (5)

7. OTHER FINDINGS OF SIGNIFICANCE

(b) (5)

8. OTHER RECOMMENDATION OF SIGNIFICANCE

(b) (5)

9. EVENT COST

Total Event Cost (Excluding Injury Cost): --

DoDI Injury Cost: --

Total Event Cost with Injuries: --

10. PERSONNEL INFORMATION

There are no persons entered for this event.

11. PERSON LEVEL HUMAN FACTORS

--

12. EVENT LEVEL DOD HUMAN FACTORS

--

13. OBJECTS INFORMATION

OBJECT NUMBER: 1

Object Type:

Tier 1: Aircraft

Tier 2: C-17A

Unique Object Identifiers:

Tail Number: 93-000604

Damage Description: No Damage

Owning Service: Air Force

Owning MAJCOM: Air Force Reserve Command

Owning Numbered Air Force: Fourth Air Force

Owning Wing: 445 Airlift Wing

Owning Base: Wright-Patterson AFB

14. SINGLE INVESTIGATING OFFICER

POSITION: INVESTIGATING OFFICER

Name: (b) (6)

Grade: E7

Organization: 445 AW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

POSITION: INVESTIGATING OFFICER

Name: (b) (6)

Grade: O3

Organization: 445 AW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

POSITION: INVESTIGATING OFFICER

Name: (b) (6)

Grade: O5

Organization: 445 AW/SE

DSN: (b) (6)

Commercial USA: (b) (6)

Email: (b) (6)@us.af.mil

15. RELEASING OFFICIAL

Message Release Date: 06 FEB 2018 1522(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 48 Fighter Wing (48 FW)

Subject: Final Supplemental: On-Duty, , 01 NOV 2017, Aviation, Aircraft/F-15E, Event Report # 888762

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

(b) (5)



1. General Information:

- 1.1. Event Report Number: 888762
- 1.2. Unit Control Number: --
- 1.3. One Liner: NEAR MISS WITH UNKNOWN OBJECT
- 1.4. Convening Authority: 48 Fighter Wing
- 1.5. Accounting MAJCOM, DRU or FOA: United States Air Forces in Europe
- 1.6. Accounting NAF: Third Air Force (Air Forces Europe)
- 1.7. Accounting Wing: 48 Fighter Wing
- 1.8. Accounting Group: 48 Operations Group
- 1.9. Accounting Squadron: 494 Fighter Squadron
- 1.10. Accounting Base: --
- 1.11. Accounting Office Symbol: --
- 1.12. Event Duty Status: On-Duty
- 1.13. Event Type:
 - 1.13.1. Tier 1: Near Midair Collision (NMAC)
 - 1.13.2. Tier 2: Other

2. Event Date/Time:

- 2.1. Event Date, Local: 01 NOV 2017
- 2.2. Event Time, Local: 1306

3. Event Location:

- 3.1. Location Description: --
- 3.2. Event Country: United Kingdom
- 3.3. On Base: No
- 3.4. Nearest Base: RAF Lakenheath

4. Narrative:

4.1. FACTUAL HISTORY OF THE MISHAP FLIGHT:

On 1 Nov 2017, enroute from the 323 Military Operations Area, the mishap pilot (MP) executed a rapid maneuver to avoid collision between the mishap aircraft (MA) and an unidentified flying object. The object passed over the right side of the aircraft with an estimated minimal separation of 100 feet. The MP lost sight of the object and returned to base without further incident.

4.2. CONCLUSIONS:

(b) (5)



4.3. OPERATIONS FACTORS:

4.3.1.

(b) (5)



4.4. MAINTENANCE FACTORS: (b) (5)



4.5. LOGISTICS FCATORS: (b) (5)



4.6. NON-FACTORS WORTHY OF DISCUSSION: (b) (5)




5. Primary Findings: (b) (5)



6. Primary Recommendations: (b) (5)



7. Other Findings of Significance: (b) (5)



8. Other Recommendation of Significance: (b) (5)



9. Person Level Human Factors: --

10. Event Cost:

- 10.1. Total Event Cost (Excluding Injury Cost): --
- 10.2. DoDI Injury Cost: --
- 10.3. Total Event Cost with Injuries: --

11. Personnel Information:

12. Event Level DOD Human Factors: --

13. Objects Information:

Object Number: 1

- 13.1.1. Object Type
 - 13.1.1.1. Tier 1: Aircraft
 - 13.1.1.2. Tier 2: F-15E
- 13.1.2. Unique Object Identifiers:
 - 13.1.2.1. Tail Number: -000310
- 13.1.3. Damage Description: No Damage
- 13.1.4. Owning Service: Air Force
- 13.1.5. Owning MAJCOM: United States Air Forces in Europe
- 13.1.6. Owning Numbered Air Force: Third Air Force (Air Forces Europe)
- 13.1.7. Owning Wing: 48 Fighter Wing
- 13.1.8. Owning Group: 48 Operations Group
- 13.1.9. Owning Squadron: 494 Fighter Squadron
- 13.1.10. Owning Base: RAF Lakenheath

14. Single Investigating Officer:

Position: Single Investigating Officer

- 14.1.1. Name: (b) (6)
- 14.1.2. Grade: O4
- 14.1.3. Organization: 48 FW/SEF
- 14.1.4. Phone(s):
 - 14.1.4.1. DSN: (b) (6)
 - 14.1.4.2. International:
- 14.1.5. Email: (b) (6)@us.af.mil

15. Releasing Official:

- 15.1. Name: (b) (6)
- 15.2. Grade: O4
- 15.3. Organization: 48 FW/SEF
- 15.4. Email: (b) (6)@us.af.mil
- 15.5. Phone(s):
 - 15.5.1. DSN: (b) (6)

Message Release Date: 06 JUL 2017 1851(Z)

Classification: ~~Unclassified~~

From: Air Education and Training Command (AETC)

Subject: Final: On-Duty, , 09 JUN 2017, Aviation, Aircraft/T-6A, NAS Pensacola (Multi-Sites),
Event Report # 905751

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397,
Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

Removed by direction of HQ AFSEC/JA June 2020

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~~Destroy in accordance with AFMAN 33-363 when no longer needed for event prevention purposes.~~

1. General Information:

1.1. Event Report Number: 905751

1.2. Unit Control Number: --

1.3. One Liner: NMAC W/ CIV DRONE AT 3,500' MSL AFTER EXITING VR1024; RTB
UNEVENTFUL NO DAMAGE

1.4. Convening Authority: 12 Flying Training Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Education and Training Command

1.6. Accounting Wing: 12 Flying Training Wing

1.7. Accounting Group: 479 Flying Training Group

1.8. Accounting Squadron: 455 Flying Training Squadron

1.9. Accounting Base: NAS Pensacola (Multi-Sites)

1.10. Accounting Office Symbol:

1.11. Event Duty Status: On-Duty

2. Event Date/Time:

2.1. Event Time, Local: 1220

3. Event Location:

3.1. Location Description: 1 NM south of mobile bay bridge at 3,500' MSL

3.2. Event Country: United States (USA)

3.3. On Base: No

3.4. Nearest Base: NAS Pensacola (Multi-Sites)

4. Narrative:

4.1 Factual History of the Mishap

On 9 June 2017 the Event Aircraft (EA) mission planned, briefed, and flew a training sortie out of KNPA. At 1220L the EA was at 3,500' MSL 1 NM south of the Mobile Bay bridge under flight following around BFM 052/08 when the EAC had a near-midair collision with a red unmanned aerial system (UAS). The UAS was spotted approximately one half to one wingtip away from the EA and was co-altitude. The EAC called Mobile Approach informing them of the event. EAC landed uneventfully, no injuries or damage.

4.2 Conclusions

(b) (5)

A large black rectangular redaction box covering the entire content of section 4.2.

4.3 Investigation and Analysis

(b) (5)

A large black rectangular redaction box covering the entire content of section 4.3.

4.3.1 Operational Factors

(b) (5)

A black rectangular redaction box covering the content of section 4.3.1.

4.3.2 Maintenance Factors

(b) (5)

A black rectangular redaction box covering the content of section 4.3.2.

4.3.3 Logistics Factors

(b) (5)

A black rectangular redaction box covering the content of section 4.3.3.

4.3.4 Non-Factors Worthy of Discussion

(b) (5)

A black rectangular redaction box covering the content of section 4.3.4.

5. Primary Findings: (b) (5)

6. Primary Recommendations: (b) (5)

7. Other Findings of Significance: (b) (5)

8. Other Recommendation of Significance: (b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. Personnel Information: There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information:

Object Number: 1

13.1.1. Object Type

13.1.1.1. Tier 1: Aircraft

13.1.1.2. Tier 2: T-6A

13.1.2. Unique Object Identifiers:

13.1.2.1. Tail Number: 08-003938

13.1.3. Damage Description: No Damage

13.1.4. Owning Service: Air Force

13.1.5. Owning MAJCOM: Air Education and Training Command

13.1.6. Owning Wing: 12 Flying Training Wing

13.1.7. Owning Group: 479 Flying Training Group

13.1.8. Owning Squadron: 455 Flying Training Squadron

13.1.9. Owning Base: NAS Pensacola (Multi-Sites)

14. Single Investigating Officer:

Position: Single Investigating Officer

14.1.1. Name: (b) (6)

14.1.2. Grade: O5

14.1.3. Organization: 12 FTW/SE

14.1.4 Phone(s):

14.1.4.1. DSN: (b) (6)

14.1.4.2. Commercial USA: (b) (6)

14.1.4.3. International:

14.1.5. Email: (b) (6)@us.af.mil

Position: Single Investigating Officer

- 14.2.1. Name: (b) (6)
- 14.2.2. Grade: O4
- 14.2.3. Organization: 12 FTW/SEP
- 14.2.4 Phone(s):
 - 14.2.4.1. DSN: (b) (6)
 - 14.2.4.2. Commercial USA: (b) (6)
 - 14.2.4.3. International:
- 14.2.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

- 14.3.1. Name: (b) (6)
- 14.3.2. Grade: O3
- 14.3.3. Organization: 12 FTW/SE
- 14.3.4 Phone(s):
 - 14.3.4.1. DSN: (b) (6)
 - 14.3.4.2. Commercial USA: (b) (6)
 - 14.3.4.3. International:
- 14.3.5. Email: (b) (6) @us.af.mil

15. Releasing Official:

- 15.1. Name: (b) (6) ien
- 15.2. Grade: GS/GG - 12
- 15.3. Organization: AETC/SEF
- 15.4. Email: randy (b) (6) @us.af.mil
- 15.5. Phone(s):
 - 15.5.1. DSN: (b) (6)
 - 15.5.2. Commercial USA: (b) (6)

Message Release Date: 18 JUN 2018 1313(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: 325 Fighter Wing (325 FW)

Subject: Final Supplemental: On-Duty, , 05 FEB 2018, Aviation, Aircraft/T-6A, Event Report # 920247

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

Summary of Changes for Final Supplemental:

- QC Rejected Final Message With Comments. Event Type tier 1, change Near Mid-Air Collision (NMAC) to Other. Altitude deviation is not an NMAC tier 2 at the moment - (b) (5)

1. General Information:

1.1. Event Report Number: 920247

1.2. Unit Control Number: --

1.3. One Liner: SMALL DRONE SIGHTED BY TRANSIENT USN T-6, CO-ALT, 1200 FT LATERAL,1000 FT AGL

1.4. Convening Authority: 325 Fighter Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Combat Command

1.6. Accounting NAF: Ninth Air Force

1.7. Accounting Wing: 325 Fighter Wing

1.8. Accounting Base: --

1.9. Accounting Office Symbol: --

1.10. Event Duty Status: On-Duty

1.11. Event Type:

1.11.1. Tier 1: Other

2. Event Date/Time:

2.1. Event Date, Local: 05 FEB 2018

2.2. Event Time, Local: 1448

3. Event Location:

3.1. Location Description: 3 MILE FINAL RUNWAY 32R KPAM

3.2. Event Country: United States (USA)

3.3. On Base: Yes

3.4. Nearest Base: Tyndall AFB

3.5. Latitude: 30 01.872 N

3.6. Longitude: 085 31.701 W

4. Narrative:

During 3-mile approach to runway 32R at KPAM pilot of USN T-6 (EA1) reported sighting a sizable, black in color, drone co-altitude approximately 1,200 feet off his left wing. EA1 was passing near the KPAM drone runway at 1,000 ft and noticed sun glint off of metal, this is when he realized the black object was not a bird and that it was moving to the southeast. The pilot reported the sighting to tower personnel and 325 FW flight safety followed up later with a telephone interview. Local search efforts for object or operator was negative and no military or Air Force Civil Engineering Center (AFCEC) drone operations were being conducted.

5. Primary Findings: (b) (5)

6. Primary Recommendations: (b) (5)

7. Other Findings of Significance: (b) (5)

8. Other Recommendation of Significance: (b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. Personnel Information: There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information:

Object Number: 1

13.1.1. Object Type

13.1.1.1. Tier 1: Aircraft

13.1.1.2. Tier 2: T-6A

13.1.2. Unique Object Identifiers:

13.1.2.1. Tail Number: 00-000161

13.1.3. Damage Description: No Damage

13.1.4. Owning Service: Navy

14. Single Investigating Officer:

Position: Single Investigating Officer

14.1.1. Name: (b) (6)

14.1.2. Grade: GS/GG - 11

14.1.3. Organization: 325 FW/SEF

14.1.4 Phone(s):

14.1.4.1. DSN: (b) (6)

- 14.1.4.2. Commercial USA: (b) (6)
- 14.1.4.3. International:
- 14.1.5. Email: (b) (6) @us.af.mil

15. Releasing Official:

- 15.1. Name: (b) (6)
- 15.2. Grade: GS/GG - 11
- 15.3. Organization: 325 FW/SEF
- 15.4. Email: (b) (6) @us.af.mil
- 15.5. Phone(s):
- 15.5.1. DSN: (b) (6)
- 15.5.2. Commercial USA: (b) (6)

RELEASE DATE: 12 SEP 2019 2122(Z)

CLASSIFICATION: ~~Unclassified~~ Removed by direction of HQ AFSEC/JA June 2020

FROM: 445 Airlift Wing (445 AW)

SUBJECT: Final: On-Duty, , 25 JUL 2019, Aviation, Aircraft/C-17A, Wright-Patterson AFB, Event Report # 949306 Privacy Act Statement
Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. GENERAL INFORMATION

AFSAS Report Number: 949306

Unit Control Number: --

One Liner: DRONE ENCOUNTER DURING DEPARTURE; NO DAMAGE OR INJURIES

Convening Authority: 445 Airlift Wing

Accounting MAJCOM, DRU or FOA: Air Force Reserve Command

Accounting NAF: Fourth Air Force

Accounting Wing: 445 Airlift Wing

Accounting Group: 445 Operations Group

Accounting Squadron: 89 Airlift Squadron

Accounting Base: Wright-Patterson AFB

Accounting Office Symbol: --

Event Duty Status: On-Duty

Event Type:

Tier 1: Near Midair Collision (NMAC)

2. EVENT DATE/TIME

Event Date, Local: 25 JUL 2019

Event Time, Local: 1307

3. EVENT LOCATION

Location Description: --

Event Country: United Kingdom

On Base: No

Nearest Base: RAF Lakenheath

4. NARRATIVE

4.1. Terms and Acronyms

Optional - not used.

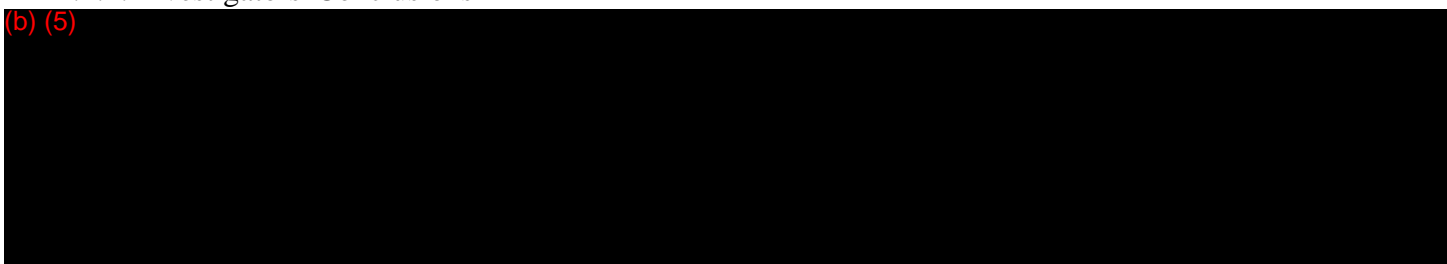
4.2. Mishap Overview

4.2.1. History of Event

During departure climb-out at approximately 7,500' MSL in clear VMC conditions, the event crew (EC) visually acquired an orange colored small unmanned aerial system (sUAS) as it passed approximately 50' below the left wing of the event aircraft (EA). The UAS was not displayed as a target on the Traffic Collision Avoidance System (TCAS). After spotting the sUAS the EC marked their position and proactively reported the encounter to the controlling air traffic agency, which seemed unaware that the UAS was operating in the area. Additionally, the EC sent a message to the Tanker Airlift Control Center (TACC) to report the event.

4.2.2. Investigators' Conclusions

(b) (5)

A large black rectangular redaction box covers the entire content of section 4.2.2. The text "(b) (5)" is written in red at the top left corner of the redaction.

4.3. Background Information

4.3.1. Mishap Person

There is no mishap person in this event.

4.3.2. Mishap Aircraft

The EA was a C-17A. See "Objects" tab for additional information.

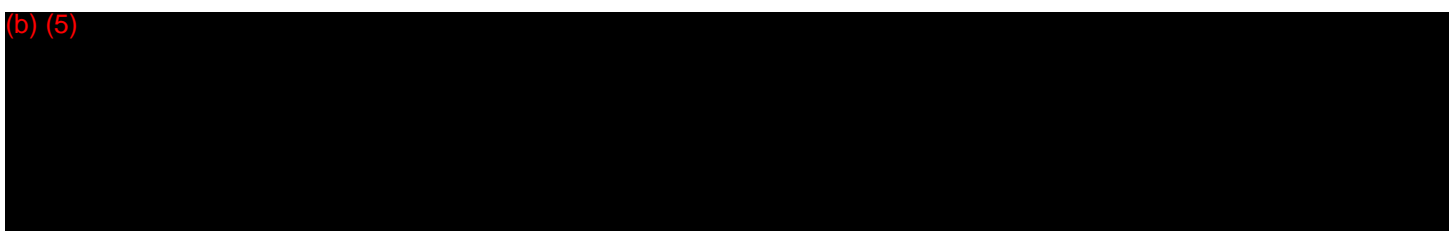
4.3.3. General Background Information

Optional - not used. See "History of Event".

4.4. Operations Factors

4.4.1. Unauthorized sUAS Operations

(b) (5)

A large black rectangular redaction box covers the entire content of section 4.4.1. The text "(b) (5)" is written in red at the top left corner of the redaction.

4.4.2. Non-Factors

(b) (5)

A large black rectangular redaction box covers the entire content of section 4.4.2. The text "(b) (5)" is written in red at the top left corner of the redaction.

4.5. Maintenance Factors

(b) (5)

4.6. Logistics Factors

(b) (5)

4.7. Non-Factors Worth of Discussion

(b) (5)

5. PRIMARY FINDINGS

(b) (5)

6. PRIMARY RECOMMENDATIONS

(b) (5)

7. OTHER FINDINGS OF SIGNIFICANCE

(b) (5)

8. OTHER RECOMMENDATION OF SIGNIFICANCE

(b) (5)

9. EVENT COST

Total Event Cost (Excluding Injury Cost): --

DoDI Injury Cost: --

Total Event Cost with Injuries: --

10. PERSONNEL INFORMATION

There are no persons entered for this event.

11. PERSON LEVEL HUMAN FACTORS

--

12. EVENT LEVEL DOD HUMAN FACTORS

--

13. OBJECTS INFORMATION

OBJECT NUMBER: 1

Object Type:

Tier 1: Aircraft

Tier 2: C-17A

Unique Object Identifiers:

Tail Number: 05-005143

Damage Description: No Damage
Owning Service: Air Force
Owning MAJCOM: Air Force Reserve Command
Owning Numbered Air Force: Fourth Air Force
Owning Wing: 445 Airlift Wing
Owning Group: 445 Operations Group
Owning Squadron: 89 Airlift Squadron
Owning Base: Wright-Patterson AFB

14. SAFETY INVESTIGATION BOARD PERSONNEL POSITION: INVESTIGATING OFFICER

Name: (b) (6)
Grade: E7
Organization: 445 AW/SE
DSN: (b) (6)
Commercial USA: (b) (6)
Email: (b) (6)@us.af.mil

POSITION: INVESTIGATING OFFICER

Name: (b) (6)
Grade: O5
Organization: 445 AW/SE
DSN: (b) (6)
Commercial USA: (b) (6)
Email: michael.baker.2@us.af.mil

15. RELEASING OFFICIAL

Name: (b) (6)
Grade: O5
Organization: 445 AW/SE
Email: (b) (6)@us.af.mil
DSN: (b) (6)
Commercial USA: (b) (6)

Message Release Date: 29 JAN 2018 1817(Z)

Classification: ~~Unclassified~~

Removed by direction of HQ AFSEC/JA June 2020

From: Air Education and Training Command (AETC)

Subject: Final: On-Duty, , 20 JAN 2018, Aviation, Aircraft/T-1A, Event Report # 977878

Privacy Act Statement

Authority: Title 5, U.S.C. 552a, The Privacy Act of 1974, Title 10, U.S.C. 8013, and E.O. 9397, Numbering System for Federal Accounts Relating to Individual Persons.

Principal Purposes: Safety Event Reporting.

Routine Uses: Safety Event Reporting.

1. General Information:

1.1. Event Report Number: 977878

1.2. Unit Control Number: --

1.3. One Liner: T-1 NMAC WITH DRONE; LANDED SAFE; NO DAMAGE/INJURIES

1.4. Convening Authority: 47 Flying Training Wing

1.5. Accounting MAJCOM, DRU or FOA: Air Education and Training Command

1.6. Accounting NAF: Nineteenth Air Force

1.7. Accounting Wing: 47 Flying Training Wing

1.8. Accounting Base: --

1.9. Accounting Office Symbol: --

1.10. Event Duty Status: On-Duty

1.11. Event Type:

1.11.1. Tier 1: Near Midair Collision (NMAC)

2. Event Date/Time:

2.1. Event Date, Local: 20 JAN 2018

2.2. Event Time, Local: 1738

3. Event Location:

3.1. Location Description: --

3.2. Event Country: United States (USA)

3.3. On Base: No

3.4. Nearest Base: Phoenix Sky Harbor IAP ANG

4. Narrative:

4.1. Factual History of the Event

This sortie was planned and briefed as cross-country sortie. Start, taxi, takeoff, and cruise were uneventful. The event crew (EC) were on vectors for a visual approach to runway 25L at Phoenix Sky Harbor (KPHX) Airport. Weather was clear below 7k' feet with a visibility of about 20 miles. Winds were steady at around 12kts from the west. Rake 06 was a dual crew with 2 Instructor Pilots (IPs) on-board and were 2.5 hours into a total flight that ended up being 2.7 hours long. Once the field was in sight approximately 15nm away, the EC was cleared for the visual approach and continued to descend

from 6000' MSL to 2600' MSL. During the final approach, at 7nm from the field and with a clearance to maintain 170kts until a 5nm final, with the event copilot (ECP) flying and landing, he called for the flaps and gear with all other checklists complete up until that point. The event aircraft (EA) was still at an altitude of 2600' MSL and at 5nm, the EC slowed to 160kts and lowered flaps to 30 (final configuration) and completed the rest of the before landing checklist all while the ECP started to fly a visual glide-path. At 4.2nm from runway 25L (identified from the GPS distance), right on the final approach course at ~2400' MSL (1300' AGL), the EC flew right underneath a hovering unidentifiable unmanned drone (less than 50ft from a collision). The ECP was just able to maneuver below its flight-path as both EC members called out the conflict when it became visible. The ECP initially thought it was a bird but both pilots identified it as a UAV due to the fact it was not moving (hovering) and they saw a small white steady light emanating as they passed underneath it. The EC contacted tower to report the information.

4.2. Conclusions

(b) (5)

4.3. Investigation and Analysis

(b) (5)

4.3.1. Operations Factors

(b) (5)

4.3.2. Maintenance Factors

(b) (5)

4.3.3. Logistics Factors

(b) (5)

4.3.4. Non-Factors Worthy of Discussion

(b) (5)

5. Primary Findings: (b) (5)

6. Primary Recommendations: (b) (5)

7. Other Findings of Significance: (b) (5)

8. Other Recommendation of Significance: (b) (5)

9. Person Level Human Factors: --

10. Event Cost:

10.1. Total Event Cost (Excluding Injury Cost): --

10.2. DoDI Injury Cost: --

10.3. Total Event Cost with Injuries: --

11. Personnel Information: There have been no persons entered for this event.

12. Event Level DOD Human Factors: --

13. Objects Information:

Object Number: 1

13.1.1. Object Type

13.1.1.1. Tier 1: Aircraft

13.1.1.2. Tier 2: T-1A

13.1.2. Unique Object Identifiers:

13.1.2.1. Tail Number: 93-000627

13.1.3. Damage Description: No Damage

13.1.4. Owning Service: Air Force

13.1.5. Owning MAJCOM: Air Education and Training Command

13.1.6. Owning Numbered Air Force: Nineteenth Air Force

13.1.7. Owning Wing: 47 Flying Training Wing

13.1.8. Owning Base: Laughlin AFB

14. Single Investigating Officer:

Position: Single Investigating Officer

14.1.1. Name: (b) (6)

14.1.2. Grade: O3

14.1.3. Organization: 47 FTW/SE

14.1.4. Phone(s):

14.1.4.1. DSN: (b) (6)

14.1.4.2. Commercial USA: (b) (6)

14.1.4.3. International:

14.1.5. Email: (b) (6) @us.af.mil

Position: Single Investigating Officer

14.2.1. Name: (b) (6)

14.2.2. Grade: O3

14.2.3. Organization: 47 FTW/SEF

14.2.4 Phone(s):

14.2.4.1. DSN: (b) (6)

14.2.4.2. International:

14.2.5. Email: (b) (6) @us.af.mil

15. Releasing Official:

15.1. Name: (b) (6)

15.2. Grade: GS/GG - 12

15.3. Organization: AETC/SEF

15.4. Email: (b) (6) @us.af.mil

15.5. Phone(s):

15.5.1. DSN: (b) (6)

15.5.2. Commercial USA: (b) (6)