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|-------------------|--|----------------|--------------------|
| ACFT TYPE & MODEL | F-100D SN 55-3538 | PLTS NAME | Capt R. C. Herrick |
| DATE & PLACE | 1541I, 28 Oct 58 19mi N. of Itazuke AB | TOTAL TIME | 1690 |
| ORGANIZATION | 35th TFS 8th TFW | THIS MODEL | 268 |
| MISSION | Intercept | TOTAL JET | 1375 |
| WEATHER | 4500 overcast 15 mi vis | PLT INJURY | None |
| ACFT DAMAGE | Destroyed | LAST STAND CHK | Satisfactory |

SUMMARY:

When passing through 8000 feet during a RAPCON approach to Itazuke AB the pilot experienced an abrupt pitch up; airspeed at this time was approximately 315 knots IAS with 85 percent RPM and speed brakes extended. Pilot attempted to lower the nose but controls were ineffective; he added power to 100 percent in an attempt to maintain flying speed, used forward trim and extended the RAT but aircraft continued to climb in a spiral to 12,000 feet at which time it fell off into a descending spiral. The pilot ejected at 7000 feet and landed in water without injury. He climbed into his dingy and was subsequently picked up by a Japanese fishing boat, then by a helicopter and evacuated to the Itazuke Base Hospital.

FINDINGS OF THE AIRCRAFT ACCIDENT INVESTIGATION BOARD:

1. The primary cause factor is undetermined. Until such time as the plane is recovered from 150 feet of water, it is impossible to determine the primary cause factor of the accident.
 - a. The aircraft crashed in 150 feet of water and has not as yet been recovered although salvage effort in connection with this is being carried out with the Navy. There is not enough evidence to definitely fix cause of this accident at present.
2. The most probably causes are listed in order of preference as:
 - a. Maintenance error. This appears to be the most probable cause factor, based on evidence presently available to the Board.
 - b. Materiel failure. Although no evidence supports materiel failure in this accident it cannot be ruled out until the aircraft is recovered and a primary cause is determined.
 - c. Operator error is not considered to be a factor.
3. Additional findings not related to the cause of the accident:
 - a. The signal flares in the survival kit are packed in such a way that it was very difficult to open the package.
 - b. The URC-11 survival radio failed to function after the pilot entered his raft.

COMMENTS OF THE COMMANDERS:

1. 6143rd Air Base Group: Concur.
2. 8th Tactical Fighter Wing: Concur.
3. Fifth Air Force: The findings of the Aircraft Accident Investigating Board are concurred in.

RECOMMENDATIONS OF THE ACCIDENT INVESTIGATION BOARD:

1. A one-time inspection of all F-100 aircraft in the 6th Wing be made to insure the correct bolt and nut installations have been accomplished at the five points of the control stabilizer as previously mentioned. Recommend that no substitution of these bolts and nuts be made but used as outlined in technical order F-100-4.
2. Recommend this be an item of special interest for quality control inspectors during periodic inspections.
3. Recommend that indoctrination on the installation of correct bolts and nuts be required of all applicable personnel in the Wing.
4. Recommend that maintenance procedures be further developed within the Wing to insure that a red cross is entered in the appropriate locations of the applicable forms, whenever the removal, replacement or disconnecting of any item component or assembly is such that improper installation or re-installation could result in a safety of flight hazard.
5. Recommendations relative to additional findings:
 - a. Recommend that flare package be made with an exposed tab easy for a disabled pilot to open flare package.
 - b. Recommend that the URC-11 survival be sealed in a waterproof container or wrap, and that the radio operation inspection time interval be shortened to better insure radio operation when needed.

COMMENTS OF THE COMMANDERS:

1. 6143rd Air Base Group: Concur. Reference Additional Findings and Recommendations. Unsatisfactory Reports have been submitted on the Flare Bag, and the URC-11 Radio Battery, and are inclosed in the Aircraft Accident Report under Tab 6.
2. 8th Tactical Fighter Wing: Concur.
 - a. This headquarters has established a procedure, whereby any flight

control linkages which are disconnected as a result of inspection or replacement of parts, or clearing other discrepancies, will be written up as a red cross item in the proper block of the 781-2 and other forms as applicable.

b. This headquarters has directed an immediate one-time inspection of all F-100 aircraft assigned to this wing to ascertain that the correct bolts, nuts and cotter pins are installed as outlined in Technical Order F-100D-4.

c. All pilots assigned to this Wing have been briefed on the factors involved in this accident.

3. Fifth Air Force: The recommendations of the Aircraft Accident Investigation Board are concurred in.

a. The corrective action initiated by the Commander, 8th Tactical Fighter Wing, as outlined in paragraph 2 above is considered appropriate and is approved.

b. All F-100D units within Fifth Air Force have been advised of this accident. This headquarters has directed all F-100D units to perform a one-time inspection for correct nut and bolt installation in the control stabilizer as outlined in T.O. F-100D-4, Illustrated Parts Breakdown. Further, all units have been directed to review and revise as necessary procedures to insure that proper red cross entries are made when flight control assemblies are removed and re-installed or when maintenance is performed on them.

c. The deficiencies relating to the flare bag and URC-11 Survival Radio are noted; the UR's submitted by the 6143rd Air Base Group on these items are approved and this action is considered adequate.

d. This accident and the corrective action initiated by this and subordinate headquarters will be brought to the attention of all commanders within Fifth Air Force through the medium of Fifth Air Force Accident/Incident Digests.

決議(核兵器)をやり直す

今度は「エリコン」除外

長崎県議会

【長崎】きのう二十三日エリコンを含む核兵器反対を決議した長崎県議会は、二十八日午後四時、臨時議会を開き自民党から提出された「前決議を訂正し、改めていさぎの核兵器の持込、研究、製造、実験、貯蔵に反対する」の決議を上程し、社会党のエリコンを除く必要はないの反対討論ののち、午後三時十五分決議案を多数で可決した。

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私たちはこう考える

警職法改正 福岡市の立会演説を聞いて

警職法改正についての自民、社会両党の九州地区立会演説会が二十八日福岡市を開かれた。「無軌道な労働運動は警視でさげすむ」との自民党の主張に対し、社会党は「本洋戦争につながる超党運動の過激立法」ときのつけ、激しい手紙をくりひろげたが、この両党の立会演説会に出た傍聴者に警職法改正の賛否の意見を聞いた。

危い個人の平和

悪用され民主主義殺す

九、現状が警察官による干渉の眼うな気がします。警官は公僕たという建前をうささないでほしい。

反対

栗子 藤吉田五郎さん(八)

勤労者は自分たちの要求を訴える権利があるので、わかからずに出さなければ、デモ行進でも

生運動にはいくら行きすぎがあるかもしれない、しかし権力を保持しているものにはしつこく

九大法学部二年 小幡治男さん(一)

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米軍ジェット機墜落

福岡県警本部に入った情報によると二十八日午後三時五十分、福岡市外雁ノ巣西方五キロの海上上空で飛行訓練中の米軍F86ジェット戦闘機一機が故障のため墜落、乗員はパラシュートで降り付近を航行中の漁船に救助、雁ノ巣米軍病院に収容された。

Houston Pilot Saved by 'Copter

"Thank heavens, he's safe!"

That was a typical loving mother's reaction to word today that her Air Force son had escaped injury when he was forced to bail out of his jet fighter over the ocean.

The son is Capt. Ronald C. Herrick, 27-year-old husband and father, stationed with the Air Force at Itazuke Air Force Base in Japan.

He is the son of Mr. and Mrs. Ralph K. Herrick of 3744 Tangleway Road. Mr. Herrick is with Tennessee Gas Transmission Co.

Rescue by 'Copter

United Press International notified The Press at 1 p.m. that Capt. Herrick escaped harm earlier today when he had to eject himself from an F-100 Super Sabre jet just northwest of the Itazuke base.

Capt. Herrick was over water and returning to Itazuke on Japan's southern island of Kyushu when the incident occurred, Air Force officials told UPI.

Shortly after ejecting himself from the plane, Capt. Herrick

See PILOT, Page 15

PILOT

Continued From Page One

was plucked from the sea in a dramatic rescue by an Air Force helicopter.

First Word From Press

Mrs. Herrick first heard news of her son's escape from a Press reporter.

She was so shocked she hung up the phone, but later regained a measure of calm and talked freely about her son.

"I was so frightened at first," she said, with relief in her voice. "A friend of mine got a call like that some time ago—and it wasn't good news at all!"

Career Officer

Captain Herrick is a career officer, his mother said, "and he's very proud of it."

He joined the Air Force in 1951, after graduation from Southern Methodist University, where he earned a degree as an electrical engineer. He was only 20 when he was graduated, she said proudly.

He graduated from Lamar High School with honors at the age of 16.

Family With Him

Captain Herrick was born in Chicago, his mother said, but the Herrick family moved to Houston in 1940.

Mrs. Herrick said her blond, slender son is married and has two small children, Robin, 3, and Bryan, 4½. His wife's name is Martha. They are in Japan with him.

Captain Herrick is an only son.

Houston Airman Bails Out Safely From Super Sabre

Air Force Capt. Ronald C. Herrick of Houston escaped injury Tuesday when he ejected himself from an F-100 Super Sabre jet fighter near Itazuke

Air Force Base, Japan.

A helicopter from the base rescued him from the sea in short order, the Associated Press reported.

It was the second time that Capt Herrick escaped injury in a disabled craft. His mother, Mrs Ralph Herrick of 3744 Tanglely Road, said three years ago he crash-landed a jet in Louisi-

ana when its engine failed.

Capt Herrick, who is attached to a tactical fighter squadron, entered the Air Force in 1952 after being graduated from SMU. He has been stationed in Japan for two years. With him are his wife and their two children, Leslie Robin, 3, and Brian Kirkland, 4½ months.

Houston Pilot Ditches Plane

A Houston pilot, stationed with the United States Air Force at Itazuke Air Base in Japan, escaped injury Tuesday by ejecting himself from an F-100 Supersabre jet.

Capt. Ronald C. Herrick was 20 miles from the air base when he had to ditch his plane over water. He was rescued shortly after by a helicopter from the base.

Herrick resides at Itazuke with his wife and two children.



CAPT. RONALD C. HERRICK

A MIRACULOUS ESCAPE AND RESCUE

yesterday saved the life of Captain Herrick, son of Mr. and Mrs. Ralph K. Herrick of 3744 Tangley Rd. Captain Herrick's F-100 Super Sabre jet conked out off the coast of Kyushu, Japan, and the career officer, 27, was forced to trigger the ejector, plunging him into the water. An Air Force helicopter scooped him up a few minutes later, wet but unhurt. He's a former Lamar High School student and was graduated from Southern Methodist University. Captain Herrick's wife, Martha, and two children, are stationed at Itazuke Air Force Base with him.

「命の恩人」と41年ぶり再会

戦闘機の飛行訓練中に博多湾上空で墜落し、漁船に救助された元米兵が十七日、「命の恩人」の元漁師を訪ね、四十年ぶりに再会した。福岡市・志賀島の自宅で迎えた松田孫次さん(七六)は「また会えるとは思いませんでした」と感慨深そうに当時を振り返った。

来日したのは、米国・バージニア州でパイロット訓練学校を経営するロン・ヘリックさん(六八)。一九五六年から四年間、パイロットとして米軍板付基地(現福岡空港)に所属した。

五八年十月、機体故障のためパラシュート脱出、近くで操業していた松田さんが偶然見かけ、数十分探した末に船に引き揚げた。事故当時は波が高く、命にかかわる危険もあったという。

ヘリックさんは「彼は私のヒーロー。今日は一生忘れられない日」と涙ぐんだ。松田さんは「人間は助けたり助けられたりだから。戦争がどうとかでなく、そういう時はだれでも助けるもの」と話した。



68th FIS

The famous knight insignia of the 68th, seen previously on F-61s, F-82s, F-94s and F-86s, appeared atop a large central red triangle on the squadron's F-102s.





68th FIS

The 68th FIS at Itazuke AB near Fukuoka, Japan began receiving F-102A fighters in 1960, replacing F-86D Dog Sabres. In 1964, in a reorganisation known as Project Clear Water, Itazuke lost its flying squadrons and the 68th returned to the continental US beginning 12 May 1970.

Despite operating the F-102 for a decade, the 68th FIS, whose Crusader emblem was made famous on the F-82 Twin Mustang, was rarely photographed.













F-86 CARGO PILOTS ASSOCIATION

FRAGILE



Iagoji Matsuda

F-86 SABRE PILOTS ASSOCIATION



F-96 SABRE PILOTS ASSOCIATION

Magoji Matsuda



昭和 33 年 9 月撮影