

ALL GOSHAWK AIRCRAFT ACTIVITIES ()
ALL HORNET AIRCRAFT ACTIVITIES ()
ALL ATC ACTIVITIES ()
ALL TEXAN AIRCRAFT ACTIVITIES ()
ALL MENTOR AIRCRAFT ACTIVITIES ()
ALL ROTARY WING AIRCRAFT ACTIVITIES ()
ALL TACAIR AIRCRAFT ACTIVITIES ()
ALL UAV COMMANDS ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER WEAPONS SCHOOL PACIFIC N35185

Subject: HAZARD REPORT OF, T-34C: Near mid-air with an unknown UAS while transiting VFR, Class HAZARD FLIGHT, NEAR MID-AIR HAZARD - NEAR MID-AIR

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References:

- A. OPNAVINST 3750.6 SERIES
- B. JAGINST 5800.7 SERIES

1. General Information:

- A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - NEAR MID-AIR
- B. WESS Serial Number: 1433345079276
- C. Local Serial Number: 01-15
- D. RAC: 02 - SERIOUS RISK
- E. Endorser: STRIKE FIGHTER WEAPONS SCHOOL PACIFIC
- F. Event: Transiting VFR with Flight Following from Oakland Center, GPS direct from NAS Lemoore (KNLC) to Auburn Muni (KAUN) at 6,500MSL on a Northwesterly heading. Pilot gained sight of a small object at the 11:30 position, level (just outside the prop arc). Based on visual cues, pilot assessed the object was within 1/4 mile. Pilot executed a 70 right AOB, 4G pull for ~40-50 degrees of heading change to avoid the object. Pilot then rolled wings level in time to see an orange/white Unmanned Aircraft System (UAS) pass approximately 100-200 ft off the left wing tip. Pilot then descended 200 feet while executing a reversal turn in attempt to regain sight of the object. After 120 degrees of turn without regaining sight, pilot reversed to a right hand turn back on original NW course. The close pass with the UAS was then reported to Oakland Center, who didn't have any situational awareness (SA) to the object. They mentioned they would file a report. Flight continued without incident.
- G. Hazard Date, Local: May 1, 2015
- H. Hazard Time, Local: 0920

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

I. Time Zone: U
J. Condition: DAY

2. Data:

A. Reporting Activity: STRIKE FIGHTER WEAPONS SCHOOL PACIFIC N35185

B. Aircraft or UAV:

B1.

- (1) Aircraft: UNKNOWN
- (2) BUNO:
- (3) Reporting Custodian: -
- (4) Controlling Custodian:
- (5) Departure Location:
- (6) Destination: UNKNOWN LOCATION,
- (7) # Aircrew:
- (8) # Injured Aircrew:
- (9) # Passengers:
- (10) # Injured Passengers:
- (11) TMR: UNK
- (12) VMC/IMC N

B2.

- (13) Aircraft: T-34C
- (14) BUNO: 160490
- (15) Reporting Custodian: N09355 - STRIKE FIGHTER SQUADRON 122 - VFA-122
- (16) Controlling Custodian: COMNAVAIRPAC (CNAP)
- (17) Departure Location: LEMOORE NAS
- (18) Destination: AUBURN MUNI, UNITED STATES
- (19) # Aircrew: 2
- (20) # Injured Aircrew: 0
- (21) # Passengers: 0
- (22) # Injured Passengers: 0
- (23) TMR: 1A1
- (24) VMC/IMC N

3. Environment:

A. Hazard Location Description: Transiting VFR between NAS Lemoore (KNLC) and Auburn Municipal (KAUN)

B. Hazard Country: UNITED STATES

C. Hazard State: CALIFORNIA

D. Latitude: 37 29 XX N

E. Longitude: 120 16 XX W

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F. Location: - LEMOORE NAS

4. Weather:

- A. Briefed By: PILOT
- B. Briefing Utilization: NOT APP
- C. Air Temp: 70 F
- D. Relative Humidity:
- E. Dewpoint: F
- F. Water Temp: F
- G. Wind Direction:
- H. Wind Gust:
- I. Ceiling Agl (100s ft):
- J. Sky Condition: Clear
- K. Horizon: VISIBLE
- L. Visibility Statute Miles: 10.0
- M. Altimeter Setting:
- N. Icing: N
- O. Obstruction of Vision:
- P. Precipitation:
- Q. Extreme WX:
- R. Briefing Accuracy: SUBSTANTIALLY CORRECT

5. Damage and Hazard Cost:

- A. Non-DoD Damaged/Destroyed Property: \$0.00
- B. DoD Damaged/Destroyed Property: \$0.00
- C. Total Hazard Cost: \$0.00

6. Personnel Information:

- A. Crew 1 T-34C
 - (1) Crew Duty: AIRCRAFT/HELO COMMANDER
 - (2) Injury:
 - (3) Gender: MALE
 - (4) Age: (b)(6)
 - (5) Grade: O05
 - (6) Service: NAVY
 - (7) MOS: 131X
 - (8) Parent Organization: STRIKE FIGHTER WEAPONS SCHOOL PACIFIC
 - (9) NVD: UNUSED
 - (10) Crew Hours:
- B. Crew 2 T-34C
 - (1) Crew Duty:

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- (2) Injury:
- (3) Gender: MALE
- (4) Age: (b)(6)
- (5) Grade: O03
- (6) Service: NAVY
- (7) MOS: 131X
- (8) Parent Organization: STRIKE FIGHTER WEAPONS SCHOOL PACIFIC
- (9) NVD: UNUSED
- (10) Crew Hours:

7. Factors:

7A. ACCEPTED CAUSE FACTORS

A. Facility Equipment - ATC did not see the UAS

- (1) Analysis: ATC's systems in many scenarios rely on procedural compliance to include squawking Mode 3/C and/or verbal communication to provide SA to position/altitude. A UAS may or may not provide either.
- (2) Make: CONTROLLER EQUIPMENT; RADARS/SCOPES/TRANSPONDERS, ETC.
- (3) Mode: Unknown
- (4) Agent: Unknown

8. Recommendations:

A. Recommendation: #1

- (1) Description: FAA/ATC needs updated procedures and equipment. Pilots see and avoid.
- (2) Remarks: For the long term, FAA/ATC needs to develop both the procedures for compliance as well as the equipment necessary for controllers to know exactly what is flying in their airspace. As this event occurred VFR - and even if it didn't - pilots are responsible to see and avoid, ensuring safe deconfliction from other aircraft/objects/terrain. This requirement will only continue to be reinforced as unknown/untrained/undeclared Unmanned Aircraft Systems increasingly populate the airspace we fly in.
- (3) Action Agency: N63393 NAVAL SAFETY CENTER NORFOLK VA
- (4) Applies To:
 - (a) Type: MATERIAL FACTOR
 - (b) Statement: ATC did not see the UAS

9. CO Comments:

A. N35185 - STRIKE FIGHTER WEAPONS SCHOOL PACIFIC

- (1) As the pilot in command on this particular event, seeing an uncalled UAS at 6,500 MSL was definitely an unwelcome surprise. Based on its altitude and size, the co-pilot and I could only speculate that this was a commercial UAS. As UAS vehicles become more prevalent both in private and commercial use, aviators nationwide will see increasing risk of a mid-air collision from an undetected / uncalled UAS. Non-government UAS or "drones" have garnered plenty of national media attention over the last couple of years including landing on the White House grounds, interfering with Federal and State firefighting efforts in national parks, and encroaching into controlled airspace, including Class B, C and D airspace around active airfields. While the FAA has established general guidelines, such as a maximum operating altitude of 400 feet AGL, most non-government UAS operators have little knowledge of

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Federal Aviation Regulations and likely no experience in airmanship. Until more definitive regulation is created, finding a UAS in an unexpected place is a very real potential. We, as aircrew flying manned aircraft, stand to lose the most in a mid-air with a UAS. Therefore, the principles of "See and Avoid" are as important as ever; whether operating IFR in VMC, or at the initial for the overhead. Unfortunately, air traffic control may not be able to provide the traffic de-confliction sanctuary we've come to expect, especially at low altitudes.

10. Point of Contact:

- A. Name:
- B. Phone: DSN:
- C. Email:

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