JASDF 航空自衛隊 Japan Air Self-Defense Force

報道発表資料

(Notice)

2019 June 10th

Office of Air and Space Bureau

About factor of F-35A fighter crash and relapse prevention measures

The Air Self-Defense Forces belongs to the 3rd Air Force (Misawa base) that occurred on Tuesday, April 9
In the event of a crash of the F-35A fighter, forfeit the flight of the F-35A fighter
is.

The Air Self-Defense Forces, based on the matters known so far regarding this accident,
We will thoroughly implement measures such as education and training for the F-35A pilot to prevent explosions.

Summary of 1 fall accident

(1) Date of occurrence

April 19 (Tuesday) 19:27 (the exact crash time is 19:00)

Estimated to be around 26 minutes 30 seconds)

(2) Occurrence place

Aomori Prefecture Eastern Pacific Ocean (Misawa base east of about 135 Km offshore)

(3) Overview

The F-35A fighter aircraft belonging to the 3rd Air Corps 302 Squadron (Misawa base),

Take off Misawa base as the first of four aircraft formation at around 18:59, Misawa base

While conducting anti-fighter combat training with four of the same aircraft in the east training airspace,

The radar wake disappeared and crashed on the ground of disbelief.

(4) The pilot

Hosomi Akari (Hosomi Anori) 3rd Class Sora (41 years old)

2 Matters identified so far

(By recording and listening to data link, ground radar etc.)

1 At around 19:25, the aircraft sent that it had shot down two opposing aircraft for training.

Believe.

2 At 19:26, from the ground control agency, in order to take the separation distance with the US military aircraft

In response to the descent instruction of, the machine sends "Yes. OK" and turns left descent.

Start (approximately 31,500 ft).

3 From 19:26:15, the distance from the ground control agency to the US military aircraft

After receiving a left turn instruction to take, the machine turned to the left, "Yes, knock,

Send it off (approx. 15,500 ft).

At this time, transmission is performed with a calm voice (hearing).

A sudden descent attitude with an average descent rate of about 900 km / h or more between 2 and 3.

4 At about 19:26:30, the radar track of the aircraft disappeared and crashed shortly after.

3 to 4 for about 15 seconds, the average descent rate is about 1,100 km / h or more.

Continue. Estimated to have fallen shortly after. In the meantime, there is no evidence of an emergency exit

Not confirmed In addition, the fuselage breaks down violently, parts and fragments etc. are scattered to the seabed.

Three factor analysis

(1) Between 1 and 3, the pilot

A) Communication has been continued, but there has been no communication that suggests an anomaly in the aircraft

Yes.

In response to instruction of ground control agency, there is reply with "yes.

After performing the thrust control, descent and turning, "Yes, knock it o

It has been sent.

From these things, in the meantime, the pilot is conscious and the aircraft is

Estimated that it was working properly.

(2) Between 3 and 4 (about 15 seconds after sending "Yes, knock it off")

As for the possibility of the driver's unconsciousness and aircraft abnormalities occurring, the low altitude

In a short time while you are

Unthinkable, G-LOC (※) unconsciousness, aircraft engine control, operation

For problems with vertical and electrical systems, etc., normal left

, Knock it off ") has been confirmed, the machine according to the abnormality

The possibility is extremely low because movement, communication, and escape have not been confirmed.

Estimated of.

※ G-LOC: Unconsciousness caused by gravity

(3) Between 2 and 3, the average descent rate is about 900 km / hour or more, and for 3 and 4, the speed is about

It has a sudden descent attitude of over 1,100 km, and it is

There is no possibility that the recovery operation has reached the lowest altitude where an effective recovery operation is possible.

The pilot is "space insane" (in a state of losing balance) because it can not be seen

And it is highly probable that the person was not conscious of that.

Fixed.

4 measures

(1) Implement measures against "space insane" that is likely

A. Space awareness education for the F-35A pilot

For spatial knowledge training apparatus and simulator for i F-35A pilot

Training

(2) The possibility is extremely low, but can not be completely denied, the awareness by G-LOC

With regard to loss and problems with engine control of the airframe,

Education for all F-35A pilots due to loss of consciousness due to G-LOC.

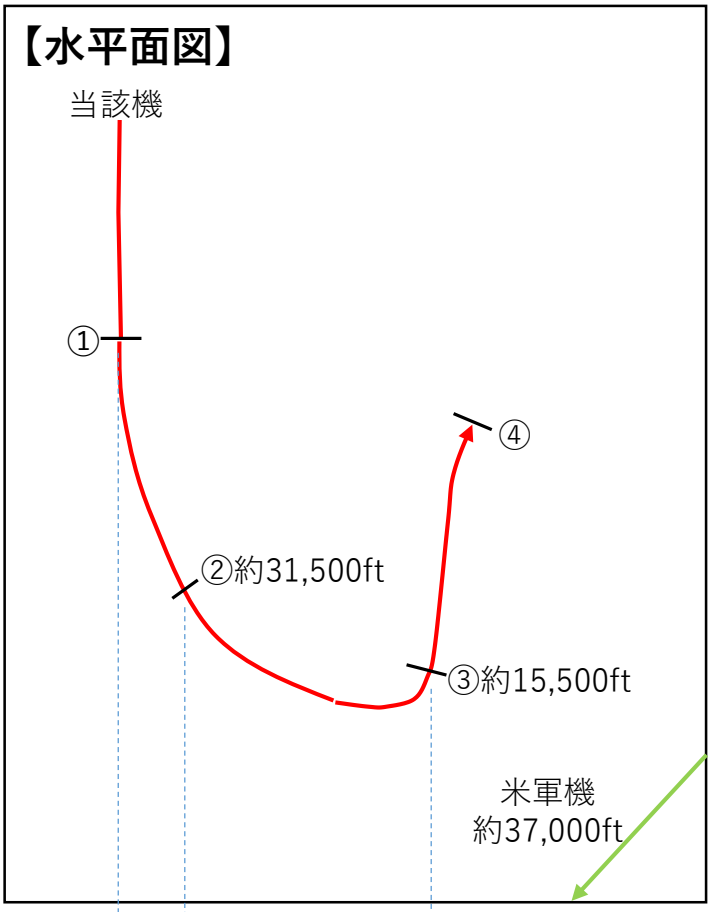
Conducted special inspections for F-35A fighters

A. Education for G-LOC prevention for the F-35A pilot

Special inspection of the F-35A fighter's airframe (engine control, operation and electricity system)

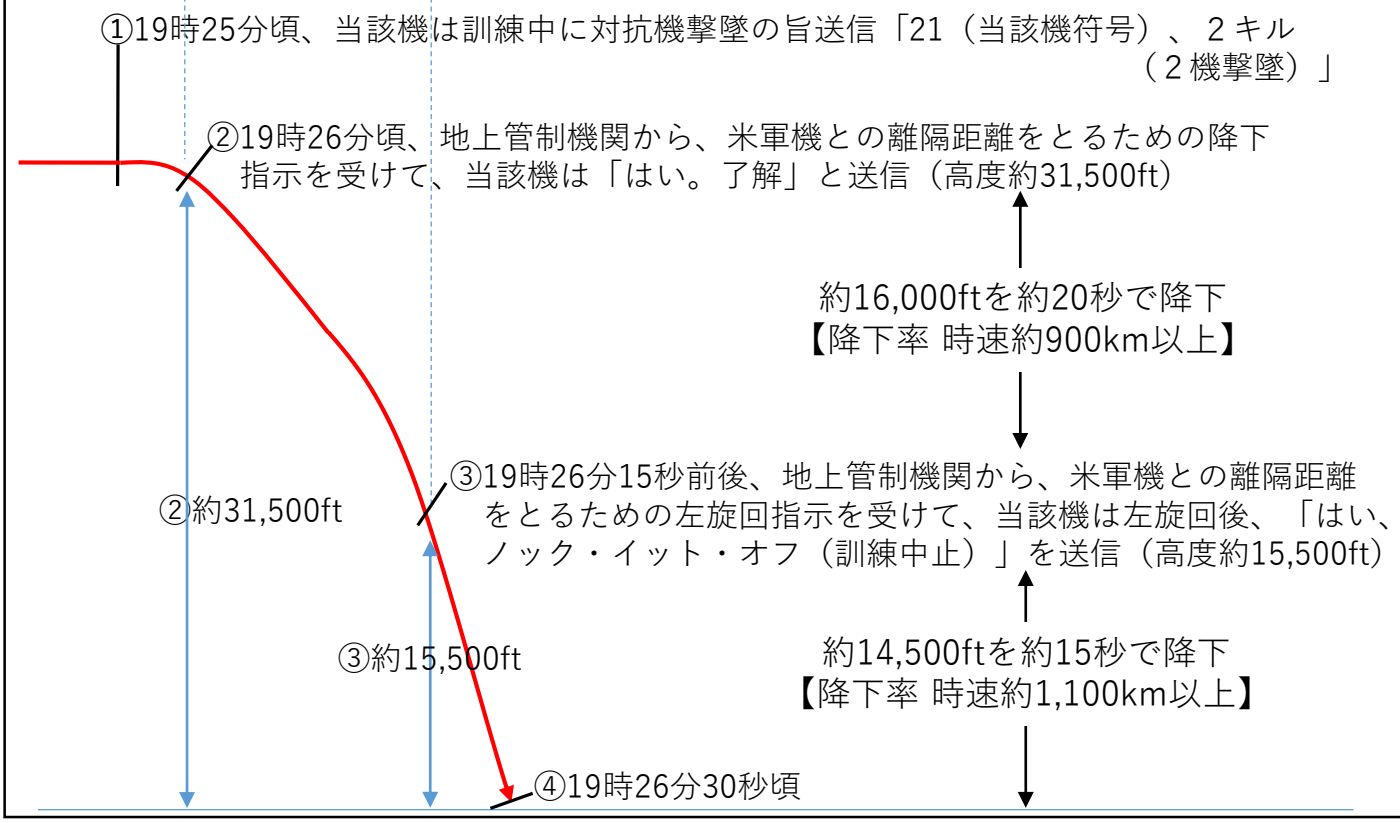
航跡概要図（イメージ）

【水平面図】



名称	Ｆ－３５Ａ 戦闘機
機種	
機　体	全長：約16m　全幅：約11m 全高：約4m
型　式	単座（１名）
推　力	43,000lbs×1発
速　度	最大M1.6
航続距離	航続距離：約2,200km 戦闘行動半径：約1,093km
搭載可能弾薬	AIM-120C　:4発（内装） AIM-9X　:2発（外装） JDAM（2,000lb）等

【垂直面図】



航跡概要図（イメージ）

【参照】Ｐ：当該機操縦者（21：当該機呼び出し符号）
Ｇ：地上管制機関