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Målsætningen for  
DRAKEN TEAM KARUP er:  
At skabe interesse for Draken  
AT-158 og AR-113 og bevare  
dem for eftertiden i  
flyvedygtig stand. Da de er en  
særlig del af Flyvevåbnets

historie. Det er et fly som vi selv har  
designet efter Flyvevåbnets behov og har et  
avanceret elektronisk datasystem som også er  
designet af Flyvevåbnet. Derfor har det stor historisk  
interesse.

**Derfor støt os som medlem af DRAKEN TEAM  
KARUP. Medlemskab 200:00Kr. pr. år  
Giro 083-5749**

**Se vores hjemmeside <http://www.Draken.dk>  
Ved medlemskab får du vores klubblad 4 gange  
om året. Udflugter! SAAB Aircraft og andre  
steder. Se og hører AR-113 og AT-158 starte op.**

Vi er nu 45 medlemmer i DRAKEN TEAM KARUP. Tak for jeres støtte.

### Sommer?

I skrivende stund er det halvkoldt (Den grønne vinter). Jeg vil ønske alle  
Drakenfans en god ferie trods alt, men nogle tager sikkert sydpå.

Vores tur til Sverige og maling af AT-158 står omtalt i Vindposen.

Vi har et fint samarbejde med Vindposens redaktør som laver et flot og  
seværdig tidskrift. Dette samarbejde er vi taknemlig for.

Vi siger tak til Flyvestationen for dens velvilje over for Draken Team  
Karup.

Vi ønsker alle en god ferie.



## THE PRINCESS AT-158

Da hangar 3 skulde bruges til andet formål måtte vi desværre  
flytte vore fly til shelters på Flyveskolens område. Der er tørt  
og rent, men vi kan ikke lave noget teknisk på flyverne da  
ikke er 115 volt 400 Hz. og trykluft.

Som man ser på billedet af AT-158 har vi fået halen malet i  
den originale bemaling. Vi mener at OY-SKA skal bevares da  
det er unik med civil indregistrering af et militær overlydsfly.



## Pilot Crashes Draken AT-156 onto Oceana field USA.

En ukendt pilot der beskrives som en helt i den lokale, ejected fra Draken AT-156 ved Oceana Field i staten Virginia USA. Han var startet fra Newport News og skulde udføre opgaver for Navy ude over havet, men opdagede forsent at brændstofbeholdningen var lav. Han forsøgte at lande på Oceana Field, men kom ikke helt ind på banen. Inden flyvepladsen er



der et boligområde som flyet fløj over i lav højde. Piloten sprang ud i 10 meters højde og landede sikkert. Flyet landede af sig selv, og kommer sikkert op at flyve igen. Han har AT-155 hvorfra canopy og sæder kan bruges.

**Draken Team Karup Åben Hus for medlemmer.**

**Lørdag den 22 august kl. 13:00 Flyvestation Karup.**

**Husk tilmelding inden fredag den 7 august.**

Accident occurred JUN-26-98 at OCEANA, VA

Aircraft: Saab F-35 DRAKEN, registration: N156XD

Injuries: 1 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 26, 1998, at 0945 eastern daylight time, a Saab F-35 Draken, N156XD, was substantially damaged as it impacted the ground short of the runway during a forced landing at Naval Air Station Oceana (NTU), Oceana, Virginia. The certificated commercial pilot ejected from the airplane and was not injured. Visual meteorological conditions existed and a instrument flight rules flight plan was filed for the contracted flight conducted under 14 CFR Part 91, which originated from Williamsburg International (PHF), at 0858. The airplane, a former military jet, owned and operated by Flight Test Dynamics of Inyokern, California, was providing services to the United States Navy in the warning areas off the Maryland/Virginia coastline. The pilot had flown one flight earlier that morning and had made three runs/profiles for a ship. He reported that his last run passed over the ship at 6,000 feet with 1,600 pounds of fuel. He landed at PHF with 1,000 pounds of fuel. The pilot stated that he had no discrepancies with the airplane, and the next flight was to repeat the same profiles. The pilot reported no abnormal indications during takeoff and transit to the warning area. After completion of the third run, the pilot noted between 1,400 and 1,500 pounds of fuel over the ship, and started to climb by "trading excess speed (1.3 IMN) for altitude." The pilot reported that he was about to make a radio call when he noted the fuel quantity was decreasing rapidly, and the fuel gauge was passing through 900 pounds. He said that the rate of fuel decline attracted his attention, and if the gauge was accurate, he was already in "extremis." The pilot declared an emergency and requested vectors to the nearest field for an immediate landing. The controller vectored the pilot to NTU, and the pilot reported that "he continued the climb to enhance his glide capability," after he attempted to trouble shoot the problem At 35,000 feet, the engine surged and flamed out. The pilot estimated that his distance from NTU was 45 miles, and the max range descent profile chart depicted 60 miles as the maximum glide range at that altitude. Approaching the coastline, the pilot spotted the field, and after determining that he could make the field, or at least put the airplane within the field boundaries, the pilot stated that he elected to continue to NTU. After clearing all building and crossing the last road, the pilot stated that he realized that he was going to land short of the runway, into an empty plowed field. At 50 feet, and airspeed of 150 knots, the pilot ejected from the airplane. The airplane impacted the ground, stopped in an upright attitude, and no post crash fire ensued. The airplane was removed from the field on June 29, 1998. Parties to the investigation are Federal Aviation Administration and Flight Test Dynamics.

Fra Internet [www.nts.gov/aviation](http://www.nts.gov/aviation)