

Talk about being in the right place at the right time (the photographer) . . . or the wrong place at the wrong time (the pilot)



There I was just flying along, enjoying the flight . . . and what's so cool is they actually pay me to do this!



Hey, why am I looking up?



Hmmm . . . what's that strange sound? - something feels different!



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Whoa there. What the . . . . . ? Controls aren't working.



Uh oh, it's over there. I think I've got a definite 'Aw shit' going on here.



Time for a mirror check. ? Hey, where's the rest of my F-15?



I gotta wonder, am I the first guy to ever experience 'cockpit-airframe separation anxiety?'

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OK, enough is enough! I'm outta' here! But first, the canopy has to go...



OK, now it's my turn. I'm gonna be gone - soon as I find that \*\*\*\*\* lower handle.



Oh yeah, that's what I'm talking about.

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This 'incident' caused the USAF to ground its fleet of F-15s.

How about the guy who took these pictures? Just when it looks like it's going to be just another 'average day at the office'. You never know!

What caused the mid air break up? The main "longeron" (stringer) behind the cockpit failed due to corrosion.

As a sequel, Chris Hunt Cooke responded saying "Yes, not a likely sequence of photographs and the aircraft seems to have zero ground speed! I think these may be stills from an animation illustrating an actual incident, the second time an F15 had broken up in mid-air." He found a couple of interesting links:

"See Wikipedia

[http://en.wikipedia.org/wiki/McDonnell\\_Douglas\\_F-15\\_Eagle](http://en.wikipedia.org/wiki/McDonnell_Douglas_F-15_Eagle)

Structural defects section. Note 52 refers to an animated image made by Boeing (no doubt delighted to illustrate a rival manufacturer's plane disintegrating!)

I have found another article in which the pictures on the right seem to be from the sequence spotted by Ron."

<http://www.airforce-magazine.com/Features/organization/Pages/box020108breakup.aspx>