

57-2484

**REPORT OF AF AIRCRAFT ACCIDENT**

Use this form in accordance with AFR 62-14 and AFM 62-5. Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

**Section A—GENERAL INFORMATION**

1. DATE OF ACCIDENT <b>14 SEPT 61</b>	2. HOUR AND TIME ZONE (Local) <b>1102 PDT</b>	3. DAY DAWN NIGHT DUSK <b>DAY</b>	4. AIRFIELD OF LAST TAKEOFF <b>Spokane Int'l Aprt, Washington</b>
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <b>2.4 NM SW Spokane Int'l Apt, Wash</b> (b) Distance (Nautical Miles) and direction from nearest town (include state and county) <b>4 NM SW Spokane, Wash</b>			
6. AIRPORT DATA. Fill in (a) or (b) as applicable (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section K.) (a) If accident occurred on airport: Length of runway in use _____ Ft. Heading of runway in use _____ Degrees. Field Elevation _____ Ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt _____ Other (Specify) _____ Wet _____ Dry _____ (b) If accident occurred off airport: Elevation at scene of accident <b>2428</b> Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes <input checked="" type="checkbox"/> No _____ If Yes, state airport involved <b>Spokane International Airport, Wash</b> If No, state nearest airport suitable for landing this aircraft _____ For other airport mentioned in 6b above: State airport type (i.e., AF, A, N, CG, PC, M, P (AF) (ANG)) Heading of runway in use <b>030</b> Degrees. Airport elevation <b>2372</b> Ft. MSL			
7. CLEARANCE: (Check all applicable) IFR <input checked="" type="checkbox"/> VFR _____ Local <input checked="" type="checkbox"/> DD Form 175 <input checked="" type="checkbox"/> Other _____ Cleared Direct <input checked="" type="checkbox"/> Cleared via airways _____ Cleared from <b>Spokane Intl Aprt</b> Cleared to <b>Spokane Intl Aprt</b>			
8. Base submitting report <b>Spokane International Airport</b>		9. Duration of flight <b>1 / 36</b>	10. Mission of flight <b>ADC Target</b>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <b>Approx 1570</b> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <b>Approx 4000</b> Ft. MSL (c) Highest altitude, MSL, aircraft flown on this flight <b>48000</b> Ft. MSL. Length of time at this highest altitude <b>30 Min</b>			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? _____ Yes _____ No <input checked="" type="checkbox"/>			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes _____ No <input checked="" type="checkbox"/> If Yes, discuss in Section K.			

**Section B—AIRCRAFT**

15. AIRCRAFT NUMBER <b>57-2484</b>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <b>F-106-A-67</b>	17. ASSIGNMENT AND STATUS CODE at time of accident: <b>C.C</b> (As specified in AFR 63-110)				
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT						
Major Command <b>ADC</b>	Subcommand or AF _____	Air Division <b>25th</b>	Wing _____	Group <b>84Ftr Gp</b>	Squadron or Unit <b>84CAMRON</b>	Base <b>Spokane Intl</b>
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) <b>No</b>						

**Section C—PILOT(S) INVOLVED (Flight Crew)**

20. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
<b>WOOD, RUSSELL, C.</b>			<b>1Lt</b>	<b>USAF</b>	<b>A03070291</b>	<b>American</b>	
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P <input checked="" type="checkbox"/> CP _____ Other (Specify) _____				
d. ASSIGNED ORGANIZATION							
Major Command <b>ADC</b>	Subcommand or AF _____	Air Division <b>25th</b>	Wing _____	Group <b>84Ftr Gp</b>	Squadron or Unit <b>498FIS</b>	Base <b>Spokane Intl</b>	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command _____	Subcommand or AF _____	Air Division _____	Wing _____	Group _____	Squadron or Unit _____	Base _____	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>3 September 1958</b>		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot, 3 Sept 1958</b>		h. INSTRUMENT CARD Type <b>White</b> Date of expiration <b>8 Sep 62</b>		i. AFSC Primary <b>1125F</b> Duty <b>1125F</b>	
21. OTHER PILOT							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat _____ Rear or Right Seat _____ Other _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P _____ CP _____ Other (Specify) _____				
d. ASSIGNED ORGANIZATION							
Major Command _____	Subcommand or AF _____	Air Division _____	Wing _____	Group _____	Squadron or Unit _____	Base _____	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command _____	Subcommand or AF _____	Air Division _____	Wing _____	Group _____	Squadron or Unit _____	Base _____	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD Type _____ Date of expiration _____		i. AFSC Primary _____ Duty _____	

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C ON ADDITIONAL SHEET FOR EACH.

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11/15/61

**Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED**

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE. Yes  No  Unknown  Weather  Hood  If "Yes," check one

ASSIGNED DUTY ON FLIGHT ORDER	(Complete Items 23 through 39 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	WOOD				
23. Total flying hours (including AF time, student time & other accredited time)	971:45				
24. Total jet time	807:20				
25. Total 1st pilot/IP hours, all aircraft	639:00				
26. Total weather instrument hours	35:00				
27. Total 1st pilot and IP this model (F-100)	256:05				
28. Total 1st pilot and IP this series (F-100C)	215:15				
29. Total pilot hours last 90 days	62:00				
30. Total 1st pilot and IP hours last 90 days	62:00				
31. Total pilot hours weather and hood last 90 days	13:30				
32. Total pilot hours night last 90 days	2:45				
33. Total 1st pilot and IP last 90 days this model	45:25				
34. Total 1st pilot and IP last 30 days this model	27:35				
35. Total 1st pilot and IP last 90 days this series	47:00				
36. Total 1st pilot and IP last 30 days this series	29:10				
37. Date and duration, last previous flight this model	8Sep61 1:45				
38. Date and duration, last previous flight this series	8Sep61 1:45				
39. Date of last proficiency flight check	29Aug61				

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14.

**Section E—PERSONNEL INVOLVED**

(Including operator and all other persons, whether in plane or not)

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or missing) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
01	WOOD, RUSSELL C. A03070291, USAF	Pilot	ADC, 25th AD (SAGE) 84th Ftr Gp, 498FIS Spokane Intl Aprt	Fatal	X		X	

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

**Section F—WEATHER**

(At time and place of accident) 1801Z TIME OF OBSERVATION

Sky Conditions	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
CD	20 Miles	ENE 8-10 Knots	64°F	29°F	29.87"	NONE

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

HISTORY OF FLIGHT

F-106 57-2484

All times P.D.T.

1. On 14 September 1961, 1Lt Russell C. Wood was assigned aircraft number 57-2484 on a routine target mission authorized by SPADS TWX number SPOTN-A 1794, dated 8 September 1961 (see Tab D). He briefed the mission in accordance with the briefing guide, filed a AF Form 175 (see Tab Q) at Base Operations and proceeded to the aircraft. A2C Kenneth D. Hintz accompanied him on his walk around and no discrepancies were noted. Lt Wood strapped in by himself while Airman Hintz finished securing the inspection panels.

2. One combustion start was attempted with no success. A pneumatic start was accomplished at approximately 0915.

After waiting for the MA-1 power system to time in and performing various cockpit checks Lt Wood taxied from the ramp at approximately 0920. No delay was encountered and he was airborne at 0926. (Proposed T.O. time was 0920). His T. O. time was logged by Captain Jackie E. Moothart, Mobile Control Officer. Estimated fuel aboard at T.O. was 8900#.

3. Lt Wood was observed to make a left turn out of traffic and climb on course (326 degrees). The proposed flight plan was, Geiger direct 52 degrees N. 122 degrees W. (Williams Lake B.C.) direct Larson TACAN, direct Spokane VORTAC (see tab W-2). The second aircraft in the flight, 57-2482 piloted by Lt William D. Spillane, was approximately 30 minutes behind on the same mission and flight path. Lt Wood attempted to contact Ashcroft Radio for a position report but was unable to make contact. He also tried Billy Boy (GCI at Grand Prairie) to no avail. He finally made contact with Pickaninny (GCI at Punzi Mt.) and passed his position as Williams Lake at 1006 flight level 400. These radio calls were heard by the number two aircraft.

4. His next position report was given to Spokane Center as being over Larson TACAN at 1038 flight level 480. From the mission briefing and the data collected from his form 21-A, it is assumed that Lt Wood flew from Williams Lake direct to Larson TACAN at 48,000 feet. Lt Wood was directed to contact Spokane Approach Control for further clearance.

5. Lt Wood contacted Spokane Approach Control and was positively identified on radar. He was cleared to the 35 mile fix of the Spokane VORTAC, report inbound. He was observed to fly on a southerly heading over the fix and do a 270 degree turn. He reported over the fix at 20,000 feet and was cleared to start his descent, report leaving 7,000 feet. He acknowledged the instructions.

6. At 24 miles he was advised of a DC-6 14 miles west of the VORTAC and was told he would be kept advised of its position. He acknowledged. At 15 miles he was advised to perform his landing cockpit check. He acknowledged by reporting passing through 7,000 feet, and requesting a surveillance approach to runway 03. Final approach controller contacted him and asked for a radio check. He acknowledged by reporting passing through 6,000 feet. The final controller advised him this would be a surveillance approach and to level at 4,000 feet. He acknowledged by calling level at 4,000 feet.

7. He was told to prepare to start his descent in 4 miles and that there was traffic at 10 o'clock 4 miles, a DC-6. He acknowledged. At 7 miles from touchdown he was advised not to acknowledge any more transmissions. At this time Lt Wood advised approach control that he would have to break off this approach but RAPCON did not acknowledge. Lt Wood continued his ASR approach. He was told to start his descent and acknowledged by stating he was starting his descent. Twelve seconds later approach control advised him to maintain 4,000 feet and turn right to a heading of 150 degrees, tower request (conflicting traffic).

8. He acknowledged by saying he was maintaining 4,000 feet and turning right to 150 degrees. Lt Wood reported steady 150 degrees at 4,000 feet. He was told to turn right to 205 degrees and maintain 4,000 feet. He acknowledged. Approximately 30 seconds later approach control observed him continuing his turn past 205 degrees. Because of this apparent wandering off heading the controller asked him if he was continuing this approach on his own. His reply was "Negative, I would like a surveillance approach to runway 03." Approach control immediately told him to stop turn and proceeded to give him a no-gyro approach. He acknowledged by saying he was stopping turn. At 5 miles from the runway he was told to start his descent. From this point on the flight appeared to be a normal no-gyro surveillance approach. Radar lost contact with him just inside 3 miles which is normal on this type of an approach due to ground return on the radar scope. The aircraft crashed 2.4 miles from the runway on a heading of 063° true. Spokane tower personnel observed smoke approximately 2 miles off the end of the runway 03 at 1102. Mobile control confirmed this time. Lt Wood unsuccessfully ejected from an estimated altitude of 200 to 500 feet above the ground.

9. At no time during the flight did Lt Wood declare an emergency nor did his actions or tone of voice indicate this was anything but a routine mission.