

57-2544

29 Mar 71

4756th CCTS

Major Aircraft Accident
F-106B SN 57-2544
29 Mar 1971 0910 CST
Tyndall AFB FL

HISTORY OF FLIGHT

On 29 March 1971 Capt Wilson D. Briley and Lt Col Billy W. Hatley were scheduled for an 0835(0) takeoff on a high-low radar qualification intercept training mission in F-106B serial number 57-2544 with call sign GP 06. Capt Briley and Lt Col Hatley reported to CCTS at 0700 CST for the mission briefing.

The briefing was conducted by Lt Col Hatley in accordance with 4756CCTS briefing guide for the training mission (QT-12) to be accomplished. Front and front snap-up attacks were to be accomplished against a chaff target at 40,000 feet, an F-102A with call sign List 71 under Dunmore data link control. Following the high portion, low level intercepts under manual GCI (Wetstone) control were to be accomplished.

This was a high-low mission in preparation for a tactical proficiency flight check the following day for Capt Briley. The crew checked the latest weather bulletin and filled out the local Tyndall Form 20 flight clearance.

Capt Briley and Lt Col Hatley left for base personal equipment, arriving there at approximately 0745. They both picked up their parachutes and helmets and proceeded out to the aircraft at approximately 0750.

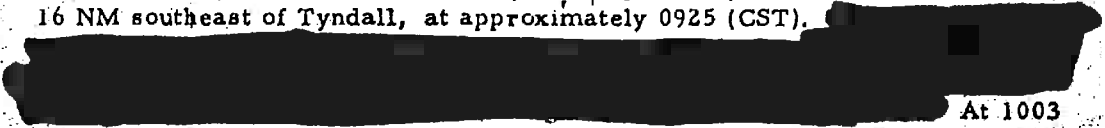
Lt Col Hatley monitored Capt Briley's preflight inspection which did not reveal any discrepancies or abnormalities. The interior inspection, engine start, and electrical checks were normal and in accordance with the checklist. During the hydraulic and flight control system check, it was determined that the flight mode selector switch would not remain engaged in any mode above Direct Manual. An AFCS technician investigated the problem, replaced a blown fuse in the damper amplifier, and the damper system then checked okay. The UHF radio was noted to have an intermittent side tone while transmitting on clearance and ground frequency. No discrepancies were noted in the end of runway inspection area. GP 06 called for departure clearance at 0841. The tower cleared GP 06 for takeoff at 0844 and GP 06 accomplished takeoff at 0846. A right turn to heading 150° was accomplished after becoming airborne and a call was made by GP 06 to RAPCON calling airborne at 0847. At 0847 RAPCON advised GP 06 that his transponder was malfunctioning, and requested GP 06 reset and squawk mode 3, code 2000. GP 06 acknowledged and reported recycling and squawking mode 3, code 2000. RAPCON then requested GP 06's TACAN DME from Tyndall, to which GP 06 replied 12 DME. At 0848, RAPCON reported radar contact and requested a call of VFR on top. At 0849, GP 06 called VFR on top, which was acknowledged by RAPCON. This was the last UHF transmission received from GP 06. GP 06 suspected UHF failure, but continued the climb, VFR to flight level 370, which was the prebriefed mission altitude. When passing FL 300, outbound on the 150° radial, an attempt was made to establish UHF contact with Dunmore, the mission controlling agency. The attempt to establish communications was unsuccessful, however, they heard instructions being given to the other mission aircraft, GP 05 and List 71. GP 06 was not receiving any data link presentations at any time after becoming airborne. At approximately 0900, having been level at FL 370, definite UHF failure was assumed, and a left descending turn was initiated to return to Tyndall and descend below PCA. Position at this time was approximately 75-80 NM SE of Tyndall, in W-470. At this time Capt Briley set in mode 3,

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code 7600 on the transponder for radio failure. During the ensuing return and descent to Tyndall, Capt Briley extended the speed brakes and engaged the afterburner to expend all drop tank fuel prior to making the recovery. At expenditure of drop tank fuel, control of the aircraft was taken over by Lt Col Hatley who terminated afterburner operation from the rear cockpit. At approximately 0907 (CST) and 22 NM DME from Tyndall, a radar contact was observed and RAPCON instructed GP 06 to contact Tyndall on frequency 388.2. At 0908, RAPCON instructed GP 06 if he heard to turn right to 310° for verification of radar contact. GP 06 was descending through approximately FL 200 at this time and stated that they heard a garbled transmission directing a turn to 220° and descent to 7000 feet. The aircraft at this time was in a left descending turn passing 14,000 feet in VFR conditions with speed brakes extended and approximately 275 knots. At 0908, RAPCON stated observation of a left turn to 270° and instructed GP 06 if having electrical difficulties, turn right to 310°. At this time, Lt Col Hatley stated he heard or felt an explosion or loud noise, followed by the aircraft yawing violently to the left while the flight controls, ailerons and rudder were in the neutral position. The airplane apparently completed 180° of turn, starting from 14,000, and was in a steep nose down spiraling attitude and airspeed increasing with no apparent effect noted by input of flight controls. At 0910 (CST) due to the critical low altitude, passing 9,000 feet, and apparently out of control, Lt Col Hatley initiated the order to eject. Immediately after canopy separation, Capt Briley initiated his ejection. Lt Col Hatley and Capt Briley both entered the water, 16 NM southeast of Tyndall, at approximately 0925 (CST).

 At 1003 (CST) Lt Col Hatley was picked up by Tyndall based rescue helicopter. Capt Briley was picked up at 1011 (CST) by the same rescue helicopter.

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