

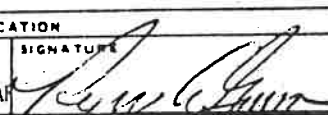
**58-0781**

05 Apr 77

159<sup>th</sup> FIS

## USAF MISHAP REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Day, Month and Year) 5 April 1977 (Tuesday)		2. VEHICLE(S) OR MATERIEL INVOLVED (Model designation and serial no. if applicable) F-106A 58-0781		3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 77-4-5-1		
4. PLACE OF OCCURRENCE. STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 4 nautical miles southwest of Fernandina Beach Airport, Florida				5. HOUR AND TIME ZONE LOCAL 1527L EST		
6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK						
7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP						
MAJOR COMMAND ANG	SUBCOMD OR AF	AIR DIVISION	WING 102 FIW	GROUP 125 FIG	SQ OR UNIT 159 FIS	
NAME & BASE CODE Jacksonville IAP LSCA						
8. (List organizations of second vehicle, if they differ from item 7 above)						
9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate) 125 Fighter Interceptor Group, Jacksonville, Florida						
10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFR 127-2 for specific instructions)						
LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abbr)	DAYS LOST ON TT ONLY
Bergholt, James C.	MaJ	[REDACTED]	Pilot	Cmd Plt	II	90
11. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.						
<p>EH12 was briefed at 1200 EST to fly as wingman with EH04 on a local intercept training/controller eval mission. The mission was briefed IAW ADCOM Manual 51-106 and ADCOM Manual 55-200 and consisted of medium and high altitude intercepts in warning areas W-157, W-158, and W-159A. After a thorough preflight, start and taxi were routine. End of runway inspection was performed and EH04 flight took off at 1329 EST. Departure, intercept, and recovery phases were normal until handoff to Jacksonville arrival controller. At 15:20:57 EST while level at 3,000 ft. MSL, Jacksonville Approach Control requested EH04 flight, now in close formation, slow to 200 knots calibrated airspeed. Deceleration was accomplished by use of speed brakes and gear. Upon reaching 200 knots, speed brakes were retracted. Due to traffic, the flight was vectored through the final approach course and at 15:25:25 EST, was directed to descend to 2,000 feet MSL. An uneventful descent was accomplished and EH04 flight received final vectoring for the Localizer Rwy 25 Approach at Jacksonville IAP. At 15:26:37 EH04 transmitted "I j...flamed out." EH04 observed that his wingman was no longer in formation and after a few second delay began a left turn. EH12 meanwhile had dropped back out of formation and began a slow left turn. Restart attempts by EH04 were futile and at 15:27:00 ejection sequence was initiated. All escape systems functioned normally, and at 15:27:49 (+9 sec) landed in a sandbar in the Nassau River. The pilot was recovered by a fishing boat and taken to a local hospital. The aircraft crashed approximately 13 NM east northeast of Jacksonville IAP on a small island in the Nassau River.</p>						
12. AUTHENTICATION						
CERTIFICATION BY (Title) President Investigating Board	TYPED NAME AND GRADE ROGER A. GOMAS, Col, USAF	SIGNATURE 		DATE 5 MAY 1977		