

58-0789

17 Mar 66

27th FIS

USAF ACCIDENT/INCIDENT REPORT

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

1. DATE OF OCCURRENCE (Year, month and day) 1966 March 17		2. VEHICLE(S)/MATERIAL INVOLVED <small>(TMS & Serial No., if applicable)</small> F-106A #58-0789			3. FOR GROUND ACCIDENTS ONLY <small>(Base Code and Report Serial No.)</small> 66-3-17-2		
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 11.2 NM, 058° MAG. HEADING FROM CENTER R/W LORING AFB, MAINE				5. HOUR AND TIME ZONE LOCAL 1010 EST		6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK	
7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIAL AT TIME OF MISAP							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code	
ADC		26 Air Div			27 FLS	Loring AFB	
8. <small>(List organizations of second vehicle, if they differ from item 7 above)</small>							
9. BASE AND COMMAND SUBMITTING REPORT <small>(Do not Abbreviate)</small> S-1							
10. LIST OF PERSONNEL DIRECTLY INVOLVED <small>(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)</small>							
Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
DeVriend	Gustave	(NMT)	Capt	FV3040992		Sr. Pilot	None
<i>[Handwritten signature: J. J. ...]</i>							
11. NARRATIVE DESCRIPTION OF ACCIDENT. Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken. <small>(Continue on reverse, if more space needed.)</small> See attachments.							
<div style="border: 1px solid black; width: 80%; margin: auto; height: 40px;"></div>							
12. AUTHENTICATION							
CERTIFICATION BY (Title) Board President		TYPED NAME AND GRADE GEORGE H. PITTMAN, JR. Colonel, USAF			SIGNATURE <i>[Handwritten Signature]</i>		DATE 11 April 66

General:

The Accident Investigation Board was assembled at Loring AFB, Maine on 18 March 1966 and proceeded to the accident scene.

The crash site was located in a wooded marsh covered by four feet of soft snow. Snow Weasels, Ski-Doos, and snow shoes were used along a three mile trek to and from the crash site.

Loring AFB was unable to supply heavy equipment to recover aircraft parts until authorized and funded by 8th Air Force. This delayed recovery action for four days. A log road was laid out and a D-7 caterpillar tractor and crane arrived on the crash scene 25 March 1966. From the 25th to the 29th of March 1966 we were unable to remove water and mud from the crater due to the inadequacies of the pumps supplied by Loring AFB. On the 29th of March after obtaining funds to rent pumps in the local area, we were finally able to make progress and the engine and associated parts were removed from the crater on 31 March 66.

Technical Assistance:

Mr. Richard J. Pennoni, Aero Engineer, AFCS, Norton AFB
Mr. E. C. Jeffers, J-75 Engine Tech. SANLTB, Kelly AFB
Mr. Richard Corn, J-75 Engine Tech. SANLTB, Kelly AFB
Mr. Weldon A. Reinhard, Aircraft Structure, SAAMA, Kelly AFB
Mr. Clarence D. Price, Field Service Rep., Pratt & Whitney Aircraft
Mr. Rodger Matthews, Convair Tech. Rep.

The MAC Air Rescue Detachment rendered invaluable support by lowering men and equipment into the area by hoist. A small landing site was later cut out of the trees and the HH43 support was only limited by the weight they could carry.

A. History of Flight

F-106A, Serial Number 58-789, is assigned to the 27th FIS, Loring AFB, Maine.

On 17 March 1966, Alpha Kilo 17 and Alpha Kilo 20 (A/C 58-789) were scheduled for a normal Radar Training Mission, with a 1010 (EST) departure time. Captain Gustave DeVriend, Alpha Kilo 20, was the number two aircraft in a flight of two

The mission was briefed in accordance with ADCM 51-106 for a flight time of 1+00 enroute. Weather for this mission was high thin broken with 25 miles visibility.

Capt DeVriend reported to his aircraft, performed a normal preflight and started the engine at 0950 EST. All aircraft systems appeared normal.

The pilot taxied out to the runway, received the standard departure clearance, lined up on the active runway, and prepared for take-off.

A two minute stabilized engine run was performed on the runway with pilot recording EGT 618°C, EGT spread of 66°C, 99% RPM, 3,000 PSI primary and secondary hydraulic pressure, and 45 PSI oil pressure. All engine instruments appeared normal with no warning lights illuminated. Pilot released brakes 10 seconds after his Flight Leader, Alpha Kilo 17, for a normal take-off. Acceleration and lift off was normal and the pilot retracted the gear. The pilot accelerated to 350 Kts and terminated

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afterburner. Immediately after termination of afterburner pilot observed the "fire warning" light on steady.

The pilot started a right climbing turn in anticipation of an emergency landing. He attained approximately 30° of pitch and was rolling through 15° of bank when the hydraulic warning light illuminated steady, accompanied by seizure of the flight control stick, a trace of white/gray smoke in the cockpit and two to three slight porpoises. The aircraft continued to climb, then nosed over gently. The pilot abandoned the aircraft. At the apex of flight, approximately 2,250 feet above the ground and at 350 Kts airspeed, a successful ejection was completed. The aircraft nosed down in a 70° dive and impacted with the ground at approximately 4.2 N.M. from the center of the airfield. Pilot was picked up, uninjured, by a H-43 helicopter nine minutes from the time of take-off.