

59-0001

12 Oct 66

5th FIS

HISTORY OF FLIGHT

F-106

59-001

At 0800 CST, 10 October 1966, NORAD initiated Exercise MUTE XXI, an ORE for Central NORAD Region. Colonel John H. Fowler, Jr., Commander, 5 FIS, had reported for work at approximately 0730 CST. The first flying phase of Exercise MUTE XXI lasted until 0400 CST, 11 October 1966. At that time, Colonel Fowler slept for four hours in a lounge chair in the Operations Briefing Room. Colonel Fowler remained in the Squadron area from 0730 CST, 10 October 1966, until his fatal flight, except for a thirty-minute nap at his quarters and dinner the afternoon of 11 October 1966. At 1900 CST, 11 October 1966, a Squadron recall was initiated for the next phase of Exercise MUTE XXI. Colonel Fowler reacted to the recall and was assigned a F-106A to fly that night.

Walk-around preflight inspections were conducted under simulated DECUF conditions. Colonel John H. Fowler, Jr., assigned aircraft 59-001, call sign Yankee Kilo 01, completed the aircraft preflight with no discrepancies noted.

After aircraft preflight inspections were completed, a pilot's briefing was held. The briefing followed ADCM 51-106 guidelines to include tactics and forecast weather to cover the applicable time period of the exercise.

An airborne order was received at 2255 CST by the 5th FIS Combat Alert Center for two aircraft, Yankee Kilo 01 and Yankee Kilo 03. Airborne time requested was 2331 CST. A tactical clearance was filed (Tab R) and the wingman, YK 03, was briefed for a formation departure.

The pilots proceeded to their aircraft at approximately 2310 CST. Start, taxi, takeoff, and climb were uneventful. Takeoff time was recorded by the RSU Officer as 2330 CST.

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(Special Handling Required. See AFR 127-4.)

YK 03 left the formation at 15,000 feet for his assigned Combat Air Patrol (CAP) area. YK 01 proceeded to his CAP area, a distance of 200 to 250 NM north of Minot Air Force Base, North Dakota. YK 01 was passed to Great Falls Center for recovery at 1 + 30 minutes after takeoff. YK 01 began a letdown under Great Falls Center Control and continued letdown after radar and radio contact was established with Minot Approach Control, 25 miles northwest of Minot Air Force Base. After acknowledging nine radio transmissions from approach control, YK 01 was instructed to fly a heading of 110°, altitude 3,200 feet MSL, and advised that he was on an extended final approach. No acknowledgement was received from YK 01 of this transmission.

At approximately 0119 CST YK 01 struck the ground 11.5 miles northwest of Minot Air Force Base. The explosion on impact was observed by SMSgt Bernard Seegel, USAF, Senior Controller on duty in the Minot AFB Control Tower.

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FINDINGS AND RECOMMENDATIONS

A. FINDINGS:

1. PRIMARY CAUSE FACTOR: Operator error, in that the pilot inadvertently allowed the aircraft to fly into the ground.

2. CONTRIBUTING CAUSE FACTOR: Fatigue, in that the pilot had not had sufficient crew rest, in violation of AFR 60-7.

3. POSSIBLE CONTRIBUTING FACTORS:

- a. Distraction and/or single-instrument fixation.
- b. Spatial disorientation/vertigo.

NOTE: The possibility of a. and b. above is greatly enhanced by the aforementioned fatigue factor.

- c. Malfunctioning flight instruments.

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v

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11/23/71
10/23/71

Point	Delay Time (Estimated)	Measured Altitude	Average Altitude
①	0.5 sec - 1/2 Sweep	2.91	206
②	0.5 sec - 1/2 Sweep	2.63	186
③	No delay/hold	2.34	165
④	1.5 sec late	2.12	150

Based on GCA - 10 Sweeps/min. (1 Sweep = 1.5 sec)
 Altitude is 57.3 sec. (Constant) from 1400 to 1500.

NOTE

1. Estimated aircraft flight path determined by GCA Controller and accident board member working independently. The two solutions were compared and found to coincide.
2. Flight test results from three sorties greatly favored a turn point in dog leg between points ③ and ④.

"YK-CV Turn left heading 140 descend and maintain 3,800, dog leg to final" (Approach)

"Roger 140 - gear down and locked." (1st transmission from YK-CV, 7 sec after above transmission and 14 sec prior to estimated impact)

"YK-CV Turn left heading 140 110 3,800, 1.5 miles extended final" (last observed aircraft position - sometime during this transmission)

ELEV 1775
 ELEV 1783

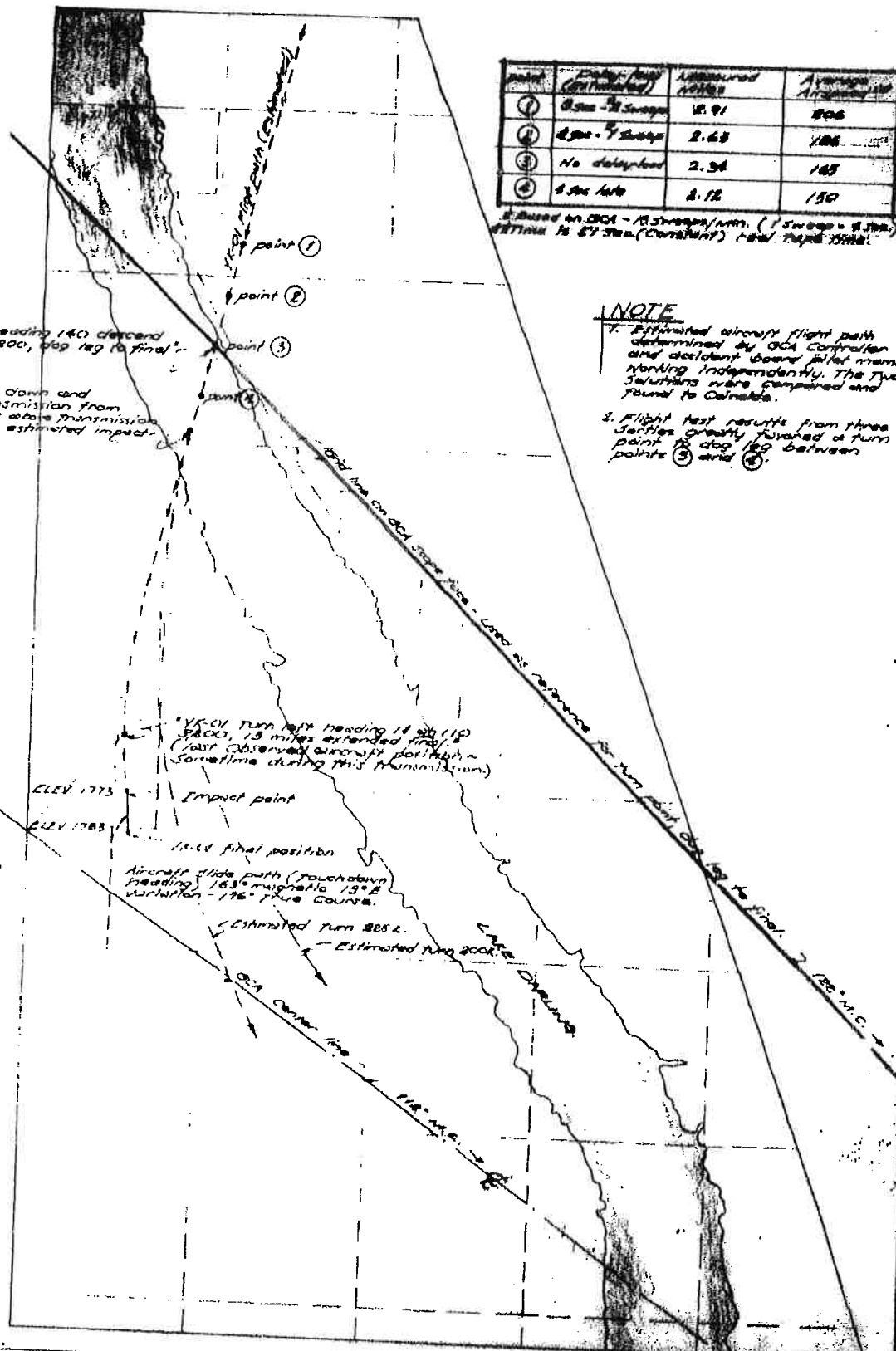
Impact point

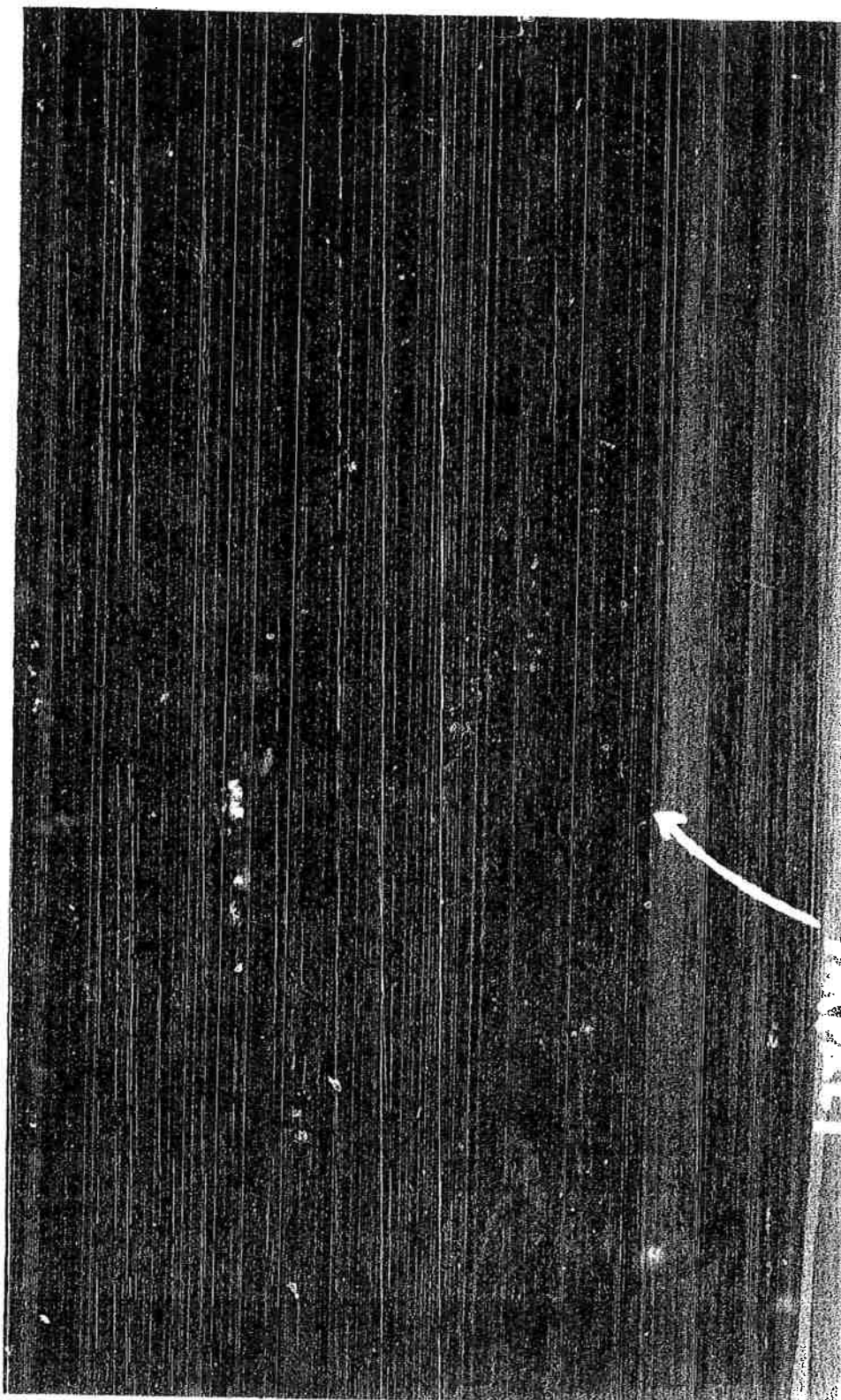
14-14 final position

Aircraft slide path (touchdown heading) 163° magnetic to 13° E variation - 176° True Course.

Estimated turn 225 E.
 Estimated turn 200° E.

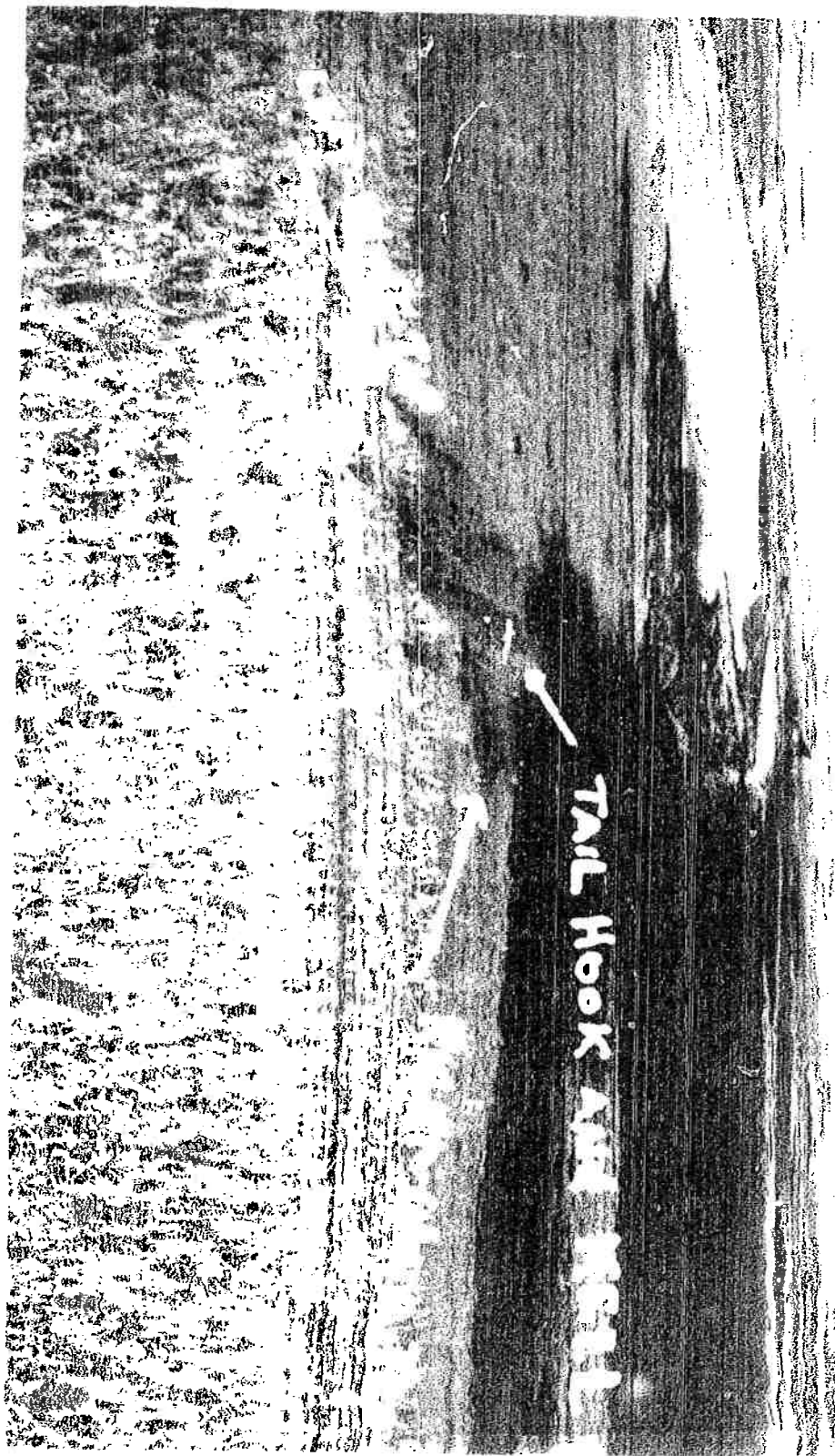
15 NM Arc





01. AERIAL VIEW OF CRASH SITE AND SKID TRAIL.

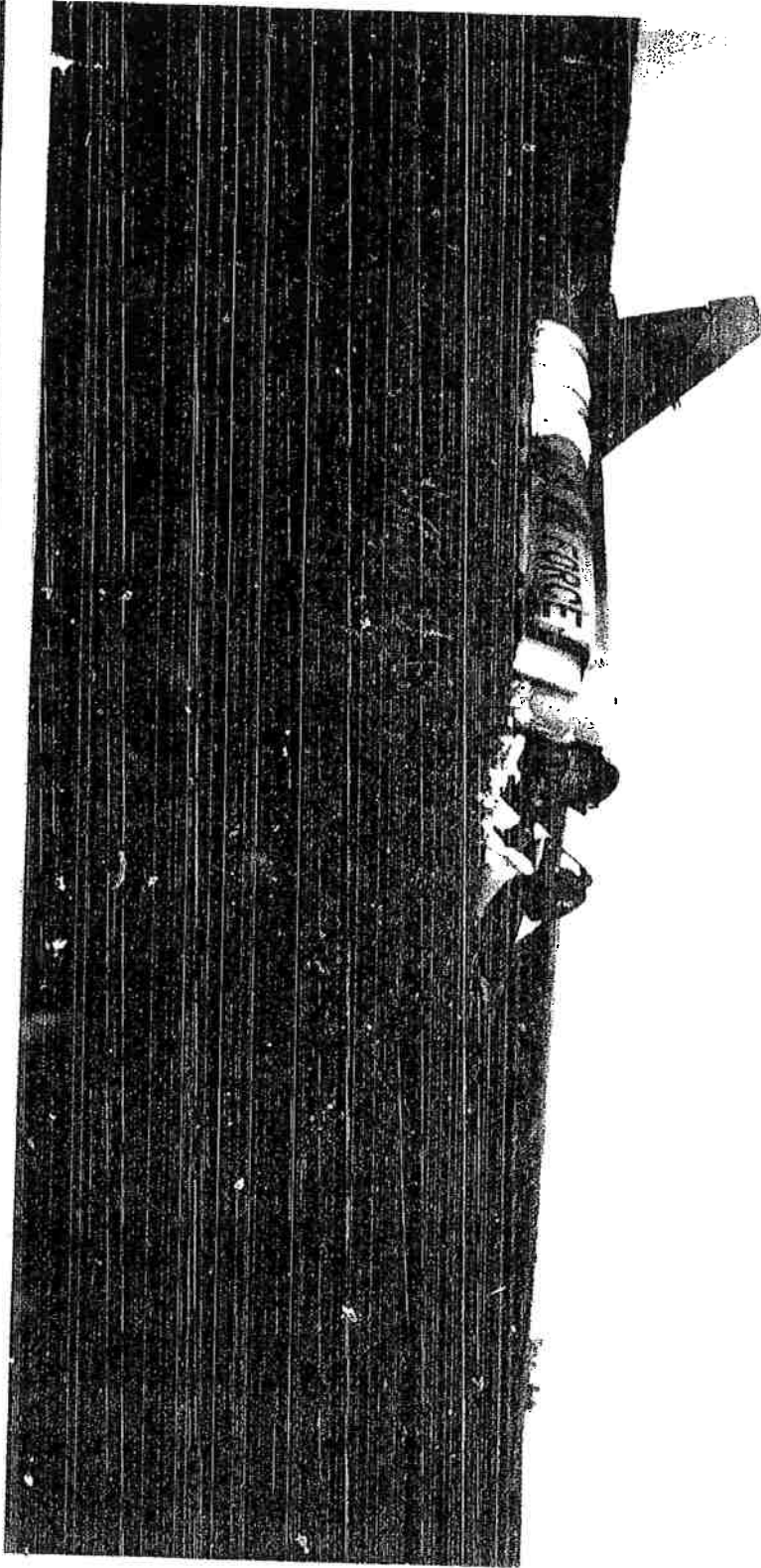
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2. AERIAL VIEW OF INITIAL IMPACT AREA, SHOWING POINTS OF IMPACT

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3. FINAL POSITION OF AIRCRAFT

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Z-3