59-0068

13 Sep 67

438th 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)	2. VEHICLE(S)/MATERIEL INVOLVED (TAMS & Serial Nr., if applicable)	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.)
1967, September 13, Wednesday	F-106A 59-068	

4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE.	5. HOUR AND TIME ZONE LOCAL	6
Michigan, Chippewa County; Kincheloe AFB	1087 EDT	☒ DAY ☐ NIGHT ☐ DAWN ☐ DUSK

7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code
ADC	10 AF	ADIV	507 F/W	----	438 FIS	MERM

8. (List organizations of second vehicle, if they differ from Item 7 above)

9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)

KINCHELOE AFB, AIR DEFENSE COMMAND

10. **LIST OF PERSONNEL DIRECTLY INVOLVED**

(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).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
Walker,	Nathan	L.	Capt	FR51543	Pilot	Sr Plt	None

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. (Continue on reverse, if more space req. - 1.)

See attached History of Flight [redacted]

CERTIFICATION BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
President, Acc. Invest. Bd.	HUGH J. MARTIN, Colonel	Hugh J. Martin	26 Sep 67

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HISTORY OF FLIGHT

At approximately 1035 EDT, 13 September 1967, Captain Nathan L. Walker ejected from his F-106A aircraft, at a very low altitude, and his aircraft crashed and burned. Captain Walker escaped with superficial bruises.

Captain Walker was scheduled to fly an F-106A aircraft, SN 59-068, on a routine radar intercept mission. Major Roger Gomas, Flight Leader, briefed the mission, to include T.O. from Volk Field, Wisc. at 0921 EDT, and a climb to FL 350, for cruise to the Houghton Intercept Training Area under Blue Bottle Control. After completion of the low altitude mission, the flight would rejoin and recover at Kincheloe AFB, Michigan. An IFR Tactical clearance was filed, with one hour and 15 minutes enroute. Fuel on board at takeoff was 9841 pounds, endurance, 2 hours and 30 minutes. Preflight, takeoff and cruise portions were normal. Captain Walker descended to 4000 feet, acted as target for approximately 20 minutes, then climbed to 12000 feet to become the interceptor. Upon retarding the throttle for level off at 12000, Captain Walker discovered that the throttle would not retard below approximately 94% engine RPM. He had been airborne about 40 minutes. He was able to move the throttle forward, (with normal engine response), but it would not retard below 93-94%. Captain Walker immediately declared an emergency, squawked MODE III, Code 77, and requested recovery to Kincheloe. During the course of his recovery, procedures for dealing with the emergency condition were reviewed with Captain Walker by his flight leader, (who was now flying chase) and the Mobile Control Officer. The pilot was queried by Blue Bottle as to whether or not he was requesting the barrier. The pilot replied that he was.

[redacted]. He made a straight-in approach in a landing configuration, gear down and speed brakes extended, at 230 kts. Upon arriving at a point where the landing was assured, he placed the main fuel shutoff switches to the closed position. At this point, he was approximately ¼ to 1/3

of a mile from the approach end of the runway or just prior to the approach lights and about 20 feet above the GCA glide path. The engine continued to operate even though the fuel shutoff switches had been placed to the closed position. The calculated flame-out time from valve shutoff to fuel starvation was 4 to 5 seconds, at a power setting of 94%. Captain Walker extended the tailhook after passing the approach end barriers. He rechecked fuel shut-off switches "off", and announced over the radio that the engine would not shut down. The aircraft touched down beyond the 6000 ft. mark, bounced at least once, rolled over the BAK-6, and through the raised MA-1A webbing. Upon reaching the end of the overrun, and traveling at a high rate of speed (in excess of 200 kts), Captain Walker placed the A/C in a high pitch attitude, became airborne, and almost in the same motion, raised the left armrest, initiating ejection. At 100 to 200 feet, the seat left the aircraft, and post ejection functions occurred automatically. The pilot landed safely and was picked up within seconds by the rescue helicopter. The aircraft nosed over and crashed in a level attitude. Initial impact was 2267 feet past the runway overrun. Wreckage was found strewn over a path 1005 feet long.