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Invest. Bd. HUGH J. MARTIN, Colonel

AF for OFFICIAL USE ONLY (Special H 26 Sep 67

U.S. GOVERNMENT PRINTING OFFICE: 1800-784-086 ming Required. See AFR 127-4)

## HISTORY OF FLIGHT

At approximately 1035 EDT, 13 September 1967, Captain Nathan L. Walker ejected from his F-100A nircraft, 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, Wise. 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 LFR Tactical clearance was filed, with one hour and 15 minutes enroute. Fuel on board at takeoff was 9841 rounds, 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.

. 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  $\frac{1}{11}$  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 ergine 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 a lost 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 ranway overran. Wreckage was found strewn over a path 1005 feet long.