

59-0075

22 Aug 75

49th FIS

HISTORY OF FLIGHT

On 22 August 1975 four F106 aircraft were scheduled to depart from Griffiss AFB at 1315 EDT on a routine training mission. The objectives of the training mission were to practice tactical formation, complete Basic Fighter Maneuvers Mission #6 and begin Basic Fighter Maneuvers Mission #7 as outlined in ADCM 51-106. The estimated time enroute was 1.5 hours. The lead aircraft (KH21) was an F106B flown by Capt Anthony Fronzaglia (instructor pilot) and 1Lt Gary Blank (pilot) with Capt Theodore M. Kraemer (pilot) in the second aircraft (KH22, SN59-0075). The other element was lead by Maj Larry D. Waldron (KH23, instructor pilot) with Capt John M. Severski (KH24, pilot) on his wing.

1. Briefing: The mission briefing began at 1000 EDT at the commander's briefing and was conducted by Captain Fronzaglia. At this time a weather briefing was received via closed circuit television and included the existing and forecast weather for Griffiss and numerous alternate airfields in the local area. After covering the takeoff data, notams, and a general overview of the day, the briefing was adjourned until 1130 EDT. At that time Captain Fronzaglia continued the briefing, following ADCM 51-106 and the squadron briefing guide. All required general briefing items were covered including the ACT safety rules and post-stall/spin recovery procedures. Formation procedures and six pac defensive maneuvering were discussed in great detail with all flight members present. Individual fighter maneuvers were briefed separately after the four-ship briefing ended. Maneuvers for KH21 and KH22 included a break turn, a diving spiral, rudder reversals, and a vertical versus horizontal demonstration followed by six pac defensive tactics with KH23 flight. The barrel roll attack sequence had been accomplished on 19 August during an incomplete BFM #6 mission with Capt Misak acting as instructor. Because this mission had been briefed extensively on 19 August, Capt Fronzaglia abbreviated the discussion of the specific maneuvers to be accomplished. The briefing ended at approximately 1215 EDT.

2. Preflight and Taxi. The crew chief noted no discrepancies during the morning preflight of aircraft 59-0075. Capt Kraemer reported to the plane with sufficient time to perform a thorough preflight in accordance with TO 1F-106A-1CL-1 with no discrepancies noted. Engine start was normal, ATC clearance was received and acknowledged, and taxi was initiated. KH23 (Maj Waldron) was delayed due to maintenance problems and did not join the flight prior to takeoff. An end of runway inspection was completed, again without discrepancies, and the aircraft taxied on to the runway as a flight of three.

3. Flight. After completing all normal pretakeoff checks, the flight departed Griffiss at 1320 EDT. Departure, climb, and area entry progressed as briefed. The flight adjusted to the late takeoff of KH23 by accomplishing tactical formation as a three ship. Capt Kraemer flew as number two and as element lead during the formation and his performance in both roles was highly satisfactory. At 1342 EDT KH23 took off and joined the other planes in the training area at 1351 EDT. During the rejoin a fuel check was called

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by flight lead. KH22 (Capt Kraemer) reported 7100 pounds of fuel while the other flight members had 8500-8800 pounds of internal fuel plus a small amount of external fuel. After a brief discussion about the possibility of KH22 venting fuel, KH21 separated the flight into two elements to begin basic fighter maneuvering. KH21 dropped into trail of KH22 as they climbed to 27,000 feet to set up the briefed series of maneuvers. KH22 began a defensive turn to the right as KH21 closed from one mile in trail. When KH21 reached a point two to three thousand feet behind and to the inside of KH22's turn, Capt Kraemer initiated a break turn. The break turn was started at approximately 350 knots and 16-18° angle of attack. As KH21 intentionally overshot high and to the outside of the maneuver, Capt Kraemer applied full right rudder to enter a diving spiral to the right. The lowest airspeed noted during the entry was 250 knots. Within several seconds of the entry and before establishing a fully developed spiral, KH22 was observed to roll rapidly from approximately 90° right bank and 10° nose down to an attitude of approximately 90° left bank and 60° nose low. Capt Kraemer recognized this as a departure from controlled flight and began first to unload the control stick pressures and then later to remove right rudder. The aircraft was then observed to yaw up and to the right to an attitude of near wings level with the nose down approximately 15-30°. Capt Fronzaglia recognized this as a departure from controlled flight and transmitted "Let it go" over the radio. The plane yawed left with the nose rising to 10-15° below the horizon and entered a flat left spin with a rotation rate estimated at 15 rpm. (At some point, Capt Kraemer put his feet on the floor and released the control stick.) Capt Fronzaglia broadcast the post-stall/spin recovery procedures and Capt Kraemer accomplished the procedures acknowledging the steps over the radio. The aircraft descended rapidly with KH21 calling off altitudes to KH22. Passing about 14,000 feet Capt Kraemer began attempting to position himself for ejection, fighting against acceleration forces which thrust him forward in the cockpit. At 1358 EDT while passing approximately 12000 feet MSL Capt Kraemer ejected safely. The aircraft descended to ground level continuing in the left spin.

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