

59-0113

2000  
10-44

### USAF ACCIDENT/INCIDENT REPORT

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

1. DATE OF OCCURRENCE (Year, month and day) 1964, January 28		2. VEHICLE(S)/MATERIAL INVOLVED (IMS & Serial No., if applicable) USAF Aircraft F-106A S/N 59113 E-119C-57244 KC-97C-52-840		3. FOR GROUND ACCIDENTS ONLY (Date Code and Report Serial No.) N/A 4-1-28-1			
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTRICT AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTITY, & OFF BASE GIVE DISTANCE FROM NEAREST BASE. Langley AFB, Virginia 32 187 4391 - A			5. HOUR AND TIME ZONE LOCAL 0923 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 MISHAP							
Major Command ADC <i>ADC</i>	Subcommand or AF ---	Air Division 26TH ADIV (SAGE)	WING WAADS	Group ---	Squadron or Unit 48TH FIS <i>FE</i>		
					Home and Base Code Langley AFB <i>LP11</i>		
8. (List organizations of ground vehicle, if they differ from item 7 above)							
9. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate) Langley Air Force Base, Virginia, 48th Fighter Interceptor Squadron, Air Defense Command							
10. LIST OF PERSONNEL DIRECTLY INVOLVED (For aircraft include operator and all other persons aboard in plane or out. If more space is required to list all personnel, use additional sheets.)							
Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Area Rating	Injury to Individual
CLARK, IV, FRANK	R		CAPT	62191A	PILOT	PILOT	FA/FAL
11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or developing order of loss and circumstances leading to the mishap as applicable, the results of investigation and analysis to identify direction of all cause factors listed, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)							
HISTORY OF FLIGHT							
<p>Captain Clark was briefed to fly a PBOE flight with Washington Air Defense Sector on the morning of 28 January 1964. Two aircraft were involved in the flight, A/C 59-113 and A/C 59-135. Primary purpose of the flight was to aid Washington Air Defense Sector in evaluating their ground sites. The alternate mission was to be an instrument flight in the event the primary mission could not be flown.</p> <p>Clearance was filed through the Combat Alert Center after prior coordination with Washington Air Defense Sector. The call signs of MIKE GOLF 16 and MIKE GOLF 17 were assigned to aircraft 113 and 135 respectively. MIKE GOLF 16 (Capt. Clark) was logged off at 1215Z (0715 EST). Prior to flying the PECE route, MIKE GOLF 16 was paired with one B-52 aircraft for one intercept. Upon completion of the intercept, MIKE GOLF 16 and 17 were controlled by Washington Air Defense Sector on the scheduled PECE route. The evaluation portion of the flight was terminated over Quantico, Va., without incident.</p> <p>MIKE GOLF 16 was then utilized as a target while MIKE GOLF 17 attempted to complete an intercept. MIKE GOLF 17 could not complete an intercept due to a system malfunction, whereupon MIKE GOLF 16 cancelled his clearance with Washington Air Defense. (cont)</p>							
12. AUTHORIZATION							
CERTIFICATION BY (NAME) Investigating Officer		TYPED NAME AND GRADE ALFRED P. SPENGE, Captain		SIGNATURE <i>Alfred P. Spenge</i>		DATE	

Sector and went to Langley tower control.

Upon initial contact with Langley tower, MIKE GOLF 16 received landing instructions and wind information. The active runway was given as 25, and the wind information transmitted by Langley tower was an estimated 330 deg at 10 knots. MIKE GOLF called when entering the "initial" at three miles. Wind information transmitted at this time was an estimated 330 deg at 12 knots.

MIKE GOLF 16 called when in the "break" and again on base leg. A gear check transmission was made by MIKE GOLF while turning base leg. At no time while in the traffic pattern did MIKE GOLF 16 give any indication of experiencing any difficulties, nor did the mobile control officer notice any erratic or unusual maneuvers that would indicate possible difficulties. MIKE GOLF 16 crashed at 1423Z (0923 EST).