

59-0114

USAF ACCIDENT/INCIDENT REPORT
Fill in all spaces applicable. If additional space is needed, use additional sheet(s).

2771

1. BASE CODE LP 91	2. DAY, DATE, MONTH, YEAR OF OCCURRENCE Wednesday, 3 April 1963	3. VEHICLE/MATERIAL INVOLVED F-106A USAF Aircraft SN 59-114	4. REPORT SERIAL NO. 5. FOR DIO/S USE ONLY 62-4-3-1						
6. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE & DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. In Chesapeake Bay, Virginia, Approximately 15 Miles ESE of Langley AFB 32 253		7. HOUR & TIME ZONE LOCAL 0000 EST	8. DAY NIGHT <input checked="" type="checkbox"/> DAWN DUSK						
9. ORGANIZATION POSSESSING VEHICLE OR MATERIAL AT TIME OF MISMAJ. Major Command: ADC		Subcommand of AF: _____ Air Division: 26th ADIV(SAGE)	Wing: WAADS Group: _____ Squadron or Unit: 48th FIS Base: Langley AFB						
10. HOME BASE AND ORGANIZATION OF VEHICLE OR MATERIAL Langley AFB, Virginia 48th Fighter Interceptor Squadron (ADC)		11. HOME BASE AND ORGANIZATION OF OPERATOR(S) OR KEY PERSONNEL Langley AFB, Virginia 48th Fighter Interceptor Squadron (ADC)							
12. TYPE OF OCCURRENCE AND SAFETY AREAS INVOLVED (Check appropriate boxes)									
TYPE	AIRCRAFT	EXPLOSIVES	GROUND						
ACIDENT	<input checked="" type="checkbox"/>								
INCIDENT									
13. LIST OF PERSONNEL DIRECTLY INVOLVED									
LAST NAME	FIRST NAME	ALL.	GRADE	SERVICE NO.	ASSIGNED DUTY	MOT. INJ.	INJURED	FATAL	MISSING
WOOLF	JOHN	C.	Capt.	50165A	Pilot				<input checked="" type="checkbox"/>
14. 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, findings, and recommendations.									
<p>HISTORY OF FLIGHT</p> <p>This accident occurred during the recovery portion of a return flight from McGuire AFB, New Jersey. While on a local profile mission at Langley Captain Woolf was directed to recover at McGuire AFB for parts pick-up. While there he had maintenance performed on the TACAN system and the landing gear indicating system. Pilot was qualified to perform this mission in accordance with ADCM 51-1, dated 1 April 1963, as amended. After coordinating return clearance with New York Air Defense Sector, Washington Air Defense Sector and 48th Fighter Interceptor Squadron Operations Duty Officer, he filed DD Form 1080 with 539th Fighter Interceptor Squadron Combat Alert Center designating his call sign as Mike Golf 01. Utilizing the provisions of CONAD/FAA Agreement for Fighter/Interceptor Operations (AFIO), New York Air Defense Sector issued a Practice Scramble order for MG 01 with recovery planned at Langley AFB, Virginia. MG 01 became airborne at 2243 EST, 2 April 1963, entered the McGuire Military Climb Corridor (R-5003) where control was assumed by New York Air Defense Sector. New York Air Defense Sector effected handover of control to Washington Air Defense Sector at 2301 EST. At this time MG 01 had over 9000 pounds of fuel remaining. At 2319 EST with 8800 pounds of fuel remaining, Washington Air Defense Sector passed control to Norfolk Approach Control. Norfolk Approach Control vectored MG 01 to Point Alfa for IFR recovery in accordance with AFIO recovery number 185-VOR/TACAN for Langley Air Force Base. Langley observed weather at this time was clear, visibility ten (10) miles, winds South West at eight (8) nautical miles per hour. During recovery Norfolk Approach Control passed control of MG 01 to Langley GCA at 2324 EST. At 2325 EST MG 01 cancelled the IFR portion of his flight clearance and proceeded to complete three (3) VFR GCA low approaches under the control of Langley GCA. These approaches were completed without incident and upon completion MG 01 was released to Langley AFB tower control at 2346 EST. MG 01 made radio contact with Langley tower at 2347 EST and declared his intention to fly VFR.</p>									
15. SPECIFIC DATA TO BE COMPLETED ONLY WHEN REQUESTED BY HIGHER AUTHORITY									
FOR OFFICIAL USE ONLY									
CERTIFICATE BY (TIME)		TYPED NAME & GRADE		SPECIAL HANDLING REQUIRED		SIGNATURE		DATE	
Investigating Officer		Alfred C. Petersen, Captain		IAW 127		<i>Alfred C. Petersen</i>		APR 12 1963	

in the Langley AFB local area and burn out fuel. Langley tower acknowledged, giving runway 25 as the active, altimeter setting as 30.14 and directing MG 01 to contact tower again when ready for landing. MG 01 did not volunteer, nor did Langley tower request, an estimate of fuel remaining. It is estimated that at this time he had approximately 6500 pounds of fuel remaining. At some time between 2345 EST and 2350 EST MG 01 contacted 48th Fighter Interceptor Squadron Maintenance Control Section via UHF on local squadron frequency also stating his intention to burn off fuel. Either this contact or the contact with Langley tower was the last with MG 01. At no time did MG 01 indicate that he was experiencing any difficulty. At 0051 EST, 3 April 1963, Langley tower made an attempt to contact MG 01. At approximately 0105 EST the tower made four (4) transmissions in the blind on UHF frequencies 236.6, 253.4 and 243.0 megacycles without establishing contact. Langley tower then requested the 48th Fighter Interceptor Squadron Alert Center to contact Washington Air Defense Sector to determine if MG 01 had possibly returned to their control. Reply was negative. At 0117 EST Langley tower notified Langley Base Operations and Norfolk Search that contact was lost with MG 01 and that he had exceeded his fuel exhaust time. Norfolk Search requested a ramp check for MG 01 at 0118 EST. Ramp check was negative. Search operations commenced at 0155 EST. Shortly after daylight, debris was sighted by helicopter in Chesapeake Bay on bearing from Langley TACAN of 110° at a distance of ten and one-half (10½) miles. A metal piece floating in the water was recovered, and returned to Langley where it was positively identified as being a portion of an F-105 aircraft. The pilots body was sighted floating in Chesapeake Bay, recovered at 0805 EST and returned to Langley AFB via helicopter. The pilot had ejected and was floating in his inflated under-arm life preserver. The open parachute and the unopened life raft and survival hard packs were still attached to the body. (See Tab V for a detailed analysis of ejection difficulties). [REDACTED] Small pieces of airframe and components and papers were found floating in the Bay over a wide area throughout the day. (See Tab X). [REDACTED] The basic aircraft wreckage has not been located.