

59-0120

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AFR 62-14 and AFM 62-5. Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. DATE OF ACCIDENT 14 February 61	2. HOUR AND TIME ZONE (Local) 1855 PST	3. DAY DAWN NIGHT DUSK Night	4. AIRFIELD OF LAST TAKEOFF George FB, California
5. PLACE OF ACCIDENT (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) 28 NM East China Lake NAF, Calif. (b) Distance (Nautical Miles) and direction from nearest town (include state and county) California, Kern, Atolla-20 NM N.E.			
6. AIRPORT DATA. Fill in (a) or (b) as applicable (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section K.) (a) If accident occurred on airport: Length of runway in use _____ Ft. Heading of runway in use _____ Degrees. Field Elevation _____ Ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt _____ Other _____ (Specify) _____ Wet _____ Dry _____ (b) If accident occurred off airport: Elevation at scene of accident 5428 Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes _____ No <input checked="" type="checkbox"/> If Yes, state airport involved _____ If No, state nearest airport suitable for landing this aircraft China Lake NAS, California For either airport mentioned in 6b above: State airport type (i.e., AF, AN, CG, PC, P) _____ Heading of runway in use 140 Degrees. Airport elevation 2218 Ft. MSL.			
7. CLEARANCE (Check all applicable) IFR _____ VFR <input checked="" type="checkbox"/> Local <input checked="" type="checkbox"/> DD Form 175 _____ Other _____ Cleared Direct _____ Cleared via airways _____ Cleared from George AFB Cleared to George AFB			
8. Base submitting report George AFB, California		9. Duration of flight 1:00	10. Mission of flight Tactical Training
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began _____ Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred 5,400 Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight 15,000 Ft. MSL. Length of time at this highest altitude 10 minutes			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) N/A (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? Yes _____ No <input checked="" type="checkbox"/>			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes <input checked="" type="checkbox"/> No _____ If Yes, discuss in Section K. NW 2			

Section B—AIRCRAFT

15. AIRCRAFT NUMBER 59-0120	16. TYPE, MODEL, SERIES AND BLOCK NUMBER F-106A - 130	17. ASSIGNMENT AND STATUS CODE at time of accident CC (As specified in AFR 65-110)				
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT						
Major Command ADC ADC	Subcommand or AF N/A	Air Division 28th	Wing N/A	Group N/A	Squadron or Unit 329th FIS	Base George AFB
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) N/A						

Section C—PILOT(S) INVOLVED (Flight Crew)

20. OPERATOR (Person at controls at time of accident)							
a. (LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME Biehunko, Ernest Frank	GRADE 1/Lt	COMPONENT Reg AF	SERVICE NUMBER 32229A	NATIONALITY U.S.	YR. OF BIRTH [REDACTED]		
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____				c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P.X. _____ CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command ADC	Subcommand or AF N/A	Air Division 28th	Wing N/A	Group N/A	Squadron or Unit 329th FIS	Base George AFB	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command N/A ADC	Subcommand or AF —	Air Division —	Wing —	Group —	Squadron or Unit FI	Base —	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 12 June 58		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Same		h. INSTRUMENT CARD Type White AF Form 8 Date of expiration 28 Jun 61		I. AFSC Primary 1121F Duty Same	
21. OTHER PILOT							
a. (LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME N/A			GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat _____ Rear or Right Seat _____ Other _____				c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P _____ CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
e. ATTACHED ORGANIZATION FOR FLYING							
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base	
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD Type _____ Date of expiration _____		I. AFSC Primary _____ Duty _____	

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C ON ADDITIONAL SHEET FOR EACH.

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE Yes ___ No X Unknown ___ If "Yes," check one Weather ___ Hood ___

ASSIGNED DUTY ON FLIGHT ORDER <small>NOTE: List all time to the nearest hour</small>	(Complete items 23 through 39 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
23. Total flying hours (including AF time, student time & other accredited time)	Biehunko 915				
24. Total jet time	674				
25. Total 1st pilot/IP hours, all aircraft	628:00				
26. Total weather instrument hours	38:00				
27. Total 1st pilot and IP this model (F-100)	18:00				
28. Total 1st pilot and IP this series (F-100C)	16:00				
29. Total pilot hours last 90 days	40:00				
30. Total 1st pilot and IP hours last 90 days	39:00				
31. Total pilot hours weather and hood last 90 days	7:00				
32. Total pilot hours night last 90 days	9:00				
33. Total 1st pilot and IP last 90 days this model	18:00				
34. Total 1st pilot and IP last 30 days this model	17:00				
35. Total 1st pilot and IP last 90 days this series	16:00				
36. Total 1st pilot and IP last 30 days this series	16:00				
37. Date and duration, last previous flight this model	10 Feb 61				
38. Date and duration, last previous flight this series	2 Feb 61				
39. Date of last proficiency flight check	23 Jan 61				

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14.

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or missing) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
Plt 01	Biehunko, Ernest F 1/Lt., 32229A, Reg AF A	Plt	ADC ADG, 28th Air Div, 329th FIS George AFB, California	fatal 4	X		X	A

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Sky Conditions Clear	Visibility 15	Wind Direction and Velocity Calm	Temperature 48	Dew Point 26	Alt. Setting 30.11	Other Weather Conditions none
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If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

HISTORY OF LIGHT

At 1855 PST, 14 February 1961, First Lieutenant Ernest F. Biehunko, in F-106A, SN 59-0120 crashed into the topmost peak of a small mountain, listed on the map as Pilot Knob, elevation 5,412 feet. The center of impact was approximately thirty feet below the top of the steep north slope.

Lieutenant Biehunko was briefed earlier in the evening to fly a low altitude radar intercept mission utilizing the Airborne Moving Target Indicator (AMTI) feature of the MA-1 Weapons System. He was briefed as the third individual flight, call sign Alpha Lima 05, to intercept a target T-33 on a known track, under control of GCI station Gee Whiz.

Alpha Lima made a scramble takeoff at 1756, PST, and reported to the controller upon reaching 10,000 feet, according to instructions. He was vectored onto the target, which was on a track of 090 degrees at an altitude of 8,000 feet MSL, following Alpha Lima 03 and 04. The pass evolved into a long stern chase as 05 experienced difficulty in locking on to the target, which he reported as "difficulty with his radar." A lock on was finally achieved and 05 called "Judy" at the turning point for the target, but was told to break off and reposition for a new attack as first on the target in the new direction. This pass was also unsuccessful and very similar to the first, with the controller breaking him off to allow the other fighters to make their passes while in good position. At the beginning of the second leg, the target pilot elected to drop his altitude to 6,000 feet in an effort to give the fighters a better ground return on the radar for AMTI identification and lock-on. The third and last pass was also flown at 6,000 feet on a heading of 090 degrees from Baker, with Alpha Lima 05 following 03 and 04 onto the target. The last pass started in about the same manner as the first two, with Alpha Lima 03 and 04 making normal passes. Alpha Lima 05 was observed by the target pilots to be making a normal pass up to their 4:30 clock position, where their attention was diverted by 03 breaking off his attack after "splash." Prior to his reaching the target's 4:30 position, the controller had given Alpha Lima 05 a turn from 180 degrees to a heading of 270 degrees. The last transmission heard from 05 was acknowledgement of this instruction from Gee Whiz. The attention of the target pilots was drawn to an explosion on the ground in their 4:30 to 5 o'clock position, approximately one minute after they had observed Alpha Lima 05 turning into them at the 4:30 position. The controller observed the blip identified as Alpha Lima 05 disappear from his scope at an estimated distance of three to five miles from the target aircraft. Alpha Lima Target informed Gee Whiz that he thought Alpha Lima 05 had crashed. Subsequent investigation confirmed this report.