

59-0148

22 Apr 69

318th FIS

USAF ACCIDENT/INCIDENT REPORT

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

1. DATE OF OCCURRENCE (Year, month and day) 1969 APRIL 22 Tuesday 48	2. VEHICLE(S)/MATERIAL INVOLVED (TMS & Serial No., if applicable) F-106A #59-0148 PQW-109-4-22-3	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.)				
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE; IDENTIFY, IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. Washington, Lewis, 195/11 nm from Eatonville, Wash, 153° radial/23 nm McChord AFB TACAN.		5. HOUR AND TIME ZONE LOCAL 1139PST				
6. ORGANIZATION POSSESSING/OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP						
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code
ADC	4AF	25AD	-	-	318FIS	McChord AFB, PQW

7. (List organizations of second vehicle, if they differ from item 7 above)

8. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)
 McChord Air Force Base, Washington Aerospace Defense Command

10. LIST OF PERSONNEL DIRECTLY INVOLVED
(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
FALLS	GLYDE	L	Major	FR48170	Ftr Intcp	SrPtl	Fatal
			SSAN		Off		

11. 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 to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)

History of Flight [REDACTED]

FOR OFFICIAL USE ONLY
SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH AFR 127-4

12. CERTIFICATION BY (Title) PRESIDENT INVES BOARD	TYPED NAME AND GRADE TARAS T. POPOVICH, Col	AUTHENTICATION SIGNATURE: <i>Taras Popovich</i> DATE: 15 May 1969
---	---	--

I. HISTORY OF FLIGHT

Major Falls departed McChord Air Force Base, Washington at 1817 GMT (1017 PST), 22 April 1969, in an F-106A, S/N 59-0148, call sign Lima Kilo One Seven, to conduct a radar training mission in the Pasco Intercept Training Area (ITA). Upon departure of the Intercept Training Area, LK 17 and LK 09 joined formation to permit LK 09 to fire his Weapon System Evaluators. LK 09 led the formation back to McChord AFB.

The climbout from the Pasco Intercept Training Area, cruise and descent into the McChord area were normal. The flight descended through several cloud layers. The flight encountered a thin layer at 25,000 feet, a second layer between 20,000 and 16,000 feet, and the final layer from about 3000 to 1100 feet. There were higher cloud tops over the hills south of McChord. The visibility between layers was generally good. As the flight approached McChord, LK 09 determined that he had insufficient fuel remaining to risk have the armament doors stick open, following the Weapon System Evaluator check, so the flight continued in close formation.

The flight was turned over to McChord Approach Control from Seattle Center on 237.5. LK 09 checked in with McChord Approach Control, acknowledged a request to squawk ident, and requested the flight be split up for separate GCA approaches. LK 17 called LK 09 and requested they make a formation landing. LK 09 agreed. McChord Approach Control (AR-1 controller) queried LK 09 and received acknowledgment of the proposed formation landing. LK 09's flight position was given as being 18 miles southeast of the airport, heading 230 degrees and descending to 8000 feet. McChord Approach Control then issued instruction for a right turn to 300 degrees, descent to 4000 feet for a precision approach to Runway 34 at McChord AFB, and gave the McChord weather as a measured ceiling of one thousand one hundred overcast, visibility seven miles, altimeter two nine seven nine.

The AR-1 controller handed the flight over to the AR-3 controller, and at 1931:50 GMT the AR-3 controller made his first transmission to LK 09 flight. He directed LK 09 flight to descend to 3000 feet and turn to a heading of 335 degrees. At 1932:20 GMT the flight was further turned to 345 degrees and cleared to descend to 2000 feet. The radar position of the flight at that time was given as 14 miles from the runway. Upon completion of the turn LK 09 gave a visual hand signal for lowering the landing gear and with a nod of the head extended his gear. LK 17 lowered his landing gear at the same time but slid forward in formation. He was correcting back to the normal wing position when the flight entered a dense cloud layer at approximately 3000 feet. LK 09 noticed that LK 17 was not in position on the wing and asked LK 17 if he had LK 09 in sight. LK 17 replied, "Ah, that's negative. I've pulled off to the right thirty degrees and I'm climbing back to VFR conditions. I'll come around behind you." LK 09 acknowledged and continued his approach and was given a handoff to the PAR controller.

FOR OFFICIAL USE ONLY
SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH AFR 127-4

At 1933:30 GMT the AR-3 controller transmitted, "Lima Kilo One Seven, McChord Approach Control, squawk zero four zero zero and ident", to which LK acknowledged. LK 17 was then advised to maintain VFR and expect further clearance in just a moment. At 1934:10 GMT LK 17 was turned to a heading of 160 degrees and instructed to climb and maintain 3000 feet. LK 17 acknowledged. Seventeen seconds later LK 17 was instructed, "Contact McChord Approach on three eight eight point two now". LK 17 acknowledged. Starting at 1934:47 GMT, separate calls from LK 17 to McChord Approach Control were recorded on the PAR-2 tape on an unknown RAPCON frequency. All four calls were the same: "McChord Approach Control, Lima Kilo One Seven". The transmissions were not heard by any controlling agency. At 1935:55 GMT, twelve seconds after the last of the previously mentioned four transmissions made by LK 17, the AR-3 controller called, "Lima Kilo One Seven, turn right heading one eight zero, maintain three thousand." LK 17 acknowledged the call with "One Seven, Roger, right one eight zero" on Approach Control frequency 323.2, a frequency assigned to Air Force 025 (C-141). LK 17 was assigned to preset channel 19 (388.2) but he transmitted on preset channel 20 (323.2). Sixteen seconds after LK 17 acknowledged the 180 degree heading change, AF 025 started on a precision approach. As Air Force 025 started on GCA final the AR-3 controller transferred 323.2 to the PAR controller. At 1936:40 GMT the AR-3 controller called, "Lima Kilo One Seven, verify full stop", but received no answer. At 1936:50 GMT, LK 17 was again called to verify a full stop landing with no response. Following this call the AR-3 controller commented on the interphone, "Well, no wonder I haven't got 'em here." Another call to verify a full stop landing was made at 1936:55 GMT with no response from LK 17. At 1937:08 GMT the AR-3 controller called, "Lima Kilo One Seven, McChord Approach, squawk ident". No response was received from LK 17. Following that transmission the following interphone comment was recorded. "What the hell frequency was he on anyway? I'm on two. (Indicating number two selection, frequency 290.9) Oh, for God's sake. Well, s'all I can do". At 1937:20 GMT the AR-3 controller made his first transmission on Guard (243.0), "Lima Kilo One Seven, contact McChord Approach on three eight eight point two now". No response was recorded on any approach control frequency or the PAR recording.

At 1937:40 GMT the AR-3 controller transmitted, "Lima Kilo One Seven, McChord Approach on Guard, turn right heading three zero zero, maintain three thousand, and squawk ident". No response was received. At this time the AR-3 controller advised the watch supervisor that he had a "no radio" and that he, the AR-3 controller, didn't know what frequency LK 17 was on and that LK 17 was at 3000 feet and heading into the hills. At 1938:05 GMT the AR-3 controller transmitted, "Lima Kilo One Seven, McChord Approach, if you hear me, make an immediate right turn, heading three zero zero, maintain three thousand, over". No response

was received. Ten seconds later on the interphone the AR-3 controller stated, "Yah, I'm hittin' him on everything we've got. Hit him on the TVOR. Three hundred, climb immediately to five." At 1938:30 GMT, a call was made on the TVOR, "Lima Kilo One Seven, turn right heading three zero zero, climb immediately to and maintain five thousand". A transmission starting at the same time, "McChord Approach Control, Lima Kilo One Seven" was recorded on 237.5 but not heard by any RAPCON personnel. At 1938:32 GMT another call was made on Guard directing an immediate right turn to 300 degrees and to climb and maintain 5000 immediately, with no reply. A second attempt by LK 17 to contact McChord Approach Control was recorded on 237.5 at 1938:38 GMT. This was the last transmission recorded from LK 17. McChord Approach Control made one transmission on 323.2 and Seattle Center made one transmission on Guard prior to the aircraft crash.

The aircraft impacted at the 3000-foot level of high terrain on the 153 radial/23 nautical miles from McChord AFB TACAN at 1939:40 GMT. The pilot was fatally injured and the aircraft totally destroyed.

FOR OFFICIAL USE ONLY
SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH AFR 127-4