

56-0464

05 Aug 64

318th FIS

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 August 9
 2. VEHICLE(S), MATERIAL INV. YES (TAIS & Serial No., if applicable) Aircraft F-106A #86-484
 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, Clallam County, 14 NM South of Meach Bay, Wash., 102 NM Northwest McChord AFB, Wash.
 5. HOUR AND TIME ZONE LOCAL 1148PDT
 DAY NIGHT
 DAWN DUSK

6. ORGANIZATION POSSESSING OWNED VEHICLE OR MATERIAL AT TIME OF ACCIDENT
 Main: ADD
 Subordinate: 25 Air Division, 325 Fld Wg, McChord

7. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate)
 McChord Air Force Base (Air Defense Command)

10. LIST OF PERSONNEL DIRECTLY INVOLVED
 (List aircraft crew only and all other persons whether in plane or not. If more space is required, use additional sheets.)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aircraft Rating	Injury to Individual
HUSS	WEBB	H	CAPT	61427A	Per Inter Pilot	Pilot	Minor Sec
				A			

11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, in 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. (Continued on reverse, if more space needed)

See attached History of Flight [REDACTED]

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 (Special Handling Required; See AFR 127-4)

12. AUTHORIZATION
 CERTIFICATION BY (Title) President
 TYPE OF REPORT (CLASS) MAURICE G. MORGAN
 C. J. J. USAF
 SIGNATURE: Maurice G. Morgan
 DATE: 14 Aug 1964

HISTORY OF FLIGHT

F-106A 56-464

1. On the morning of August 17, 1964, Captain Webb H. Huss, 318th FIS, was assigned F-106A 56-464 for his second training sortie of the day. The flight was scheduled for stern snap-up attacks with the Seattle Sector Direction Center providing data link intercept control. The flight was briefed by Major T. J. Civil, 318th FIS Assistant Operations Officer and filed on a 25th Air Division Form 15, Tactical Flight Log. The Direction Center assigned call sign Alpha Hotel 11 and an airborne order time of 1050 PDT. The aircraft was loaded with secondary armament.

2. Captain Huss accomplished a normal pre-flight inspection and noted no discrepancies. 56-464 had been flown once before that morning, by Captain Felder, 318 FIS. The previous flight had been normal in all respects and the only discrepancy reported by Captain Felder was erratic radar steering. This malfunction was rectified by radar maintenance personnel prior to engine shutdown.

3. The start, taxi, take-off and climb phases of 464's second flight were normal in all respects. Airborne time was 1051 PDT. Engine operation was noted by the pilot as being very smooth. The operating area was noted by the pilot as being about 30 miles off the Olympic Peninsula coastline. Captain Huss leveled off at 40,000 feet and accomplished a data link stern snap-up attack against an F-106 target at 50,000 feet. Maximum performance for the flight was achieved during this attack; approximately 47,000 feet and 1.4 mach respectively, with approximately 2 minutes of afterburner thrust required.

4. Captain Huss completed his intercept at 1115 PDT with about 5,500 pounds of fuel remaining and was vectored as a target for practice intercepts by Alpha Hotel 13, another F-106 from McChord. As target, Captain Huss maintained 40,000 feet and .83 mach for the remaining 20 minutes of powered flight, with power settings remaining between 3,000 and 4,000 RPH fuel flow. At 1136 PDT the pilot rolled out of a turn on a heading of 180° and reduced power from 4,000 to 3,000 RPH fuel flow to maintain .83 mach. A short time after this power reduction, (estimated at 2 to 5 seconds) Captain Huss experienced a loss of thrust, a drop in cockpit noise level and termination of headset side tone.

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[REDACTED]

5. Captain Huss established a glide towards shore and made several attempts to restart the engine. After an immediate attempt to arrest the RPM decay with engine ignition and normal fuel, the pilot proceeded to select emergency fuel. It was at this time that Captain Huss verified that the "Emergency Fuel On" warning light was already illuminated and recognized this as an abnormal indication. Two or three additional air start attempts were made, however the pilot noted soon after the flameout that the RPM had decreased to below his "magic number" of 14% and felt that these additional re-light attempts would probably be unsuccessful.

6. The descent was continued on a heading of 140° and the aircraft crossed the coastline and passed over the north end of Lake Ozette at 1140 PDT. At an altitude of about 20,000 feet (1141 PDT), on the basis of zero RPM indication and no re-light after several air start attempts, Captain Huss closed the throttle, shut off the fuel switches and prepared to abandon the aircraft. He made a right turn to a heading of approximately 320° and ejected successfully at 12,000 to 14,000 feet over Lake Ozette. Time of ejection was 1144 PDT. Captain Huss received minor injuries during ejection, and the survival kit dingy separated from the rest of the survival pack upon main chute deployment. The aircraft continued in a descending right turn and hit the ground on a heading of 120° at approximately 1148 PDT, 5 nautical miles ENE of the ejection area. Explosion, fire, and total destruction of the aircraft occurred on impact.