

57-2457

22 APR 69

460 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)		2. VEHICLE(S)/MATERIAL INVOLVED (IMS & Serial No., if applicable)			3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.)		
1969 April 22		F-106A 57-2457 <i>SQVA</i>			69-4-22-2		
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE; IDENTIFY, IF OFF BASE GIVE DISTANCE FROM NEAREST BASE					5. HOUR AND TIME ZONE LOCAL		6.
California, Ventura County, 2 statute miles east of Oxnard Calif, 1 3/4 statute miles west southwest of Oxnard AFB Calif					1535		<input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
7. ORGANIZATION POSSESSING VEHICLE OR MATERIAL AT TIME OF MISHAP							
Major Command <i>AD</i>		Subcommand or AF		Air Division	Wing	Group	Squadron or Unit
Aerospace Defense Command		4th Air Force		27th	-	414 Ftr Gp	460 FIS
Name and Base Code Oxnard AFB							
8. (List organizations of second vehicle, if they differ from item 7 above)							
SQVA							
9. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate)							
Oxnard Air Force Base, 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	ML	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
<i>H</i> Hayes	James	E	Major	FV303513	Sq Flight Comdr	Senior Pilot	None
				<i>B</i>			<i>sqva</i>
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.)							
See Attached Sheets							
12. AUTHENTICATION							
CERTIFICATION BY (Title)		TYPED NAME AND GRADE			SIGNATURE		DATE
President Investigation Bd		JOSEPH J. RATTIE Colonel, USAF			<i>Joseph J. Rattie</i>		6 May 1969

AF FORM 711
DEC 67

PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

★ U. S. GOVERNMENT PRINTING OFFICE: 1963 - 711-067

Major, F-106A, SN 57-2457
22 April 1969

History of Flight:

Uniform Hotel Zero Two (F-106A, 57-2457) departed Oxnard Air Force Base, California, at 1454 PST on 22 April 1969 in compliance with a practice scramble directed by 27th Air Division. The aircrew consisted of Major James E. Hayes, FV3035134, 460th FIS.

Briefing, pre-flight, post-engine start, taxi, engine run up and takeoff phases were conducted in a normal manner and no unusual occurrences or conditions were noted.

After completion of the practice scramble, UH02 completed two intercepts against UH01, at flight level 410. At 1519 PST, UH02 joined up with UH01, who was encountering UHF difficulty, to escort him back to Oxnard. After join up, UH02 requested a fuel check; UH01 had 8400# and UH02 had 8300#; also at this time it was noted that UH02 had started first 'F' tank feeding. 40 NM from OAF a let down was initiated from flight level 370 to 1700 feet which left the flight of two 18 NM on the 255° radial from the Oxnard TACAN. At 1523, UH02 flight checked in with Oxnard tower for landing instructions. Landing instructions included Runway 08, wind 210 at 10 and altimeter 29.96. A normal left hand entry was made, 1533 PST, short initial, traffic pattern altitude of 1600 feet, 325 knots. UH02 started his pitch out over the approach end of the runway. On down wind, 250 KIAS, the gear handle was placed in the down position. At this time, there was a grinding sound followed immediately by the warning light panel illuminating, AC and DC generator failure, oil pressure and hydraulic pressure. There was a rapid decay in RPM and EGT. From pitchout to flameout the engine RPM had been 89%. The aircraft was in a left bank, towards the runway, emergency fuel was selected and airstart ignition depressed. There was no indication of an airstart. Flight controls became inoperative and the RAT (Ram Air Turbine) had to be put down. A second airstart was attempted with no results. As the aircraft passed through 800 feet indicated, the decision was made to eject. The pilot pointed the aircraft towards an open field and ejected, 1535 PST, at approximately 300' or lower and 210 KIAS. The aircraft, on a southerly heading, hit two trees about 70' above the ground and impacted the plowed field in about a 35° dive angle. At impact point, the aircraft exploded and dug a crater 10 feet deep, 42' long and 24' wide. Wreckage was strewn about 200 yards forward in the direction of flight.

History of Flight - End

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