

57-2479

USAF ACCIDENT/INCIDENT REPORT

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

1. DAY, DATE, MONTH, YEAR OF OCCURRENCE February, 4 February, 1963		3. VEHICLE/MATERIEL INVOLVED F106A 57-2479		4. REPORT SERIAL NO. 63-2-4-3		5. FOR DRG/S USE ONLY			
6. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE & DIRECTION FROM NEAREST TOWN IF ON BASE, IDENTIFY. Washington, Spokane, 2.65 miles SW Spokane Intl Apt				7. HOUR & TIME ZONE LOCAL 1734 PST		8. DAY _____ NIGHT <input checked="" type="checkbox"/> DAWN..... DUSK.....			
9. ORGANIZATION POSSESSING VEHICLE OR MATERIEL AT TIME OF MISIAP. Major Command: AD Subcommand or AF: _____ Air Division: 25		Wing: _____ Group: 84 Ftr		Squadron or Unit: 84 CAMRON		Base: Spokane Intl Apt			
10. HOME BASE AND ORGANIZATION OF VEHICLE OR MATERIEL Spokane Intl Apt, 84 CAMRON				11. HOME BASE AND ORGANIZATION OF OPERATOR(S) OR KEY PERSONNEL Spokane Intl Apt, 498 FIS					
12. TYPE OF OCCURRENCE AND SAFETY AREAS INVOLVED (Check appropriate boxes)									
TYPE		AIRCRAFT		EXPLOSIVES		GROUND			
ACCIDENT		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			
INCIDENT		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>			
13. LIST OF PERSONNEL DIRECTLY INVOLVED									
RESULTS TO INDIVIDUAL (Check one)									
LAST NAME	FIRST NAME	M.I.	GRADE	SERVICE NO.	ASSIGNED DUTY	NOT INJ.	INJURED	FATAL	MISSING
NEWELL	WILLIAM	D	Capt	58629A	Pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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. See attached History of flight, [REDACTED]									
15. SPECIFIC DATA TO BE COMPLETED ONLY WHEN REQUESTED BY HIGHER AUTHORITY									

CERTIFICATION BY (Title)	TYPED NAME & GRADE	SIGNATURE	DATE
Investigating Officer	JOHN T. WOTRING Captain, USAF	<i>John T. Wotring</i>	6 Mar 63

HISTORY OF FLIGHT

F-106 - 572479

1. On 4 February 1963, Captain William D. Neville was assigned aircraft number 572479 and briefed with Captain Doug Phillips, Hq ADC, for a low level radar intercept mission. Briefing was conducted by Captain Charles E. Eager in accordance with Briefing Guide #7, ADCM 51-7. Flight was filed on 25AD Form 37 (Tactical Flight Log), and scheduled to depart Spokane International Airport at 1600 PST.

2. Captain Neville noted no discrepancies during preflight, start, or prior to takeoff. A briefed formation departure was made at 1600 PST, followed by a climb to 20,000 feet. After being turned over from Spokane Departure Control to GCI Control, flight descended to 5,000 feet. Prior to the third intercept, Captain Neville observed the loss of his course indicator. He joined on Captain Phillips for return to base and separated from formation for individual VFR landing after establishing visual contact with the airfield.

3. From an altitude of 7,000 feet over the base, a left descending turn was made to traffic altitude of 4,000 feet. Fuel check showed the "F" Tank beginning its second feed and the #3 Tanks containing 1,200 pounds each. Turning 3 mile initial at 4,000 feet, 3,000 pounds fuel remained, airspeed was 300 Kts, power 88% and all cockpit indications were normal.

4. Just prior to break, RPM was being reset from 88% to 85%. ~~RPM began immediate decay. Airstart ignition button was pushed and throttle set to match decreasing RPM. When engine did not respond, pilot declared "Got a flameout." AC/DC then dropped off the line. Pilot carried initial straight through to avoid populated areas and used remaining airspeed to maintain altitude. Pilot switched to emergency and attempted second airstart with no success. Throttle was stopcocked and another attempt was made unsuccessfully. 800 pounds fuel flow was obtained, but no increase in RPM or E.G.T. Fuel control was switched back to normal and one last unsuccessful attempt made. With aircraft 700 - 900 feet above terrain, pilot called "ejecting," and evacuated the aircraft.~~

5. Ejection system functioned properly and pilot received very minor injuries.

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH AFR 127-4