

58-0785

07 Feb 77

159th FIS

USAF MISHAP REPORT

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

1. DATE OF OCCURRENCE (Day, Month and Year) Monday 07 Feb 1977	2. VEHICLE(S) OR MATERIAL INVOLVED (Model designation and serial no. if applicable) F-106A 58-0785	3. FOR GROUND ACCIDENTS ONLY (Base, Use and Report Serial No.) 77-2-7-1
--	--	---

4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. Jacksonville, FL TACAN (JAX) 123/46	5. HOUR AND TIME ZONE LOCAL 1946 EST	6. <input type="checkbox"/> DAY <input checked="" type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
---	--	--

7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP						NAME & BASE CODE Jacksonville IAF, FL LSGA
MAJOR COMMAND NGB	SUBCOMMAND FLANG	AIR DIVISION	WING 102 FIW	GROUP 125 FIG	SQ OR UNIT 159 FIS	

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

9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)
20th Air Division, Fort Lee Air Force Station, Virginia

10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFR 117-2 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	ISSN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abb)	DAYS LOST ON DUTY ONLY
Wessinger, Lon H., Jr.	Major	[REDACTED]	Sq Pilot	Sr Pilot	F	

1 (Enter applicable letter(s) in DEGREE INJURY column. None-N, Temporary Total-TT, Permanent Partial-PP, Permanent Total-PT; Fatal-F, Missing-M)

11. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.

Mission briefing was held at 1715 EST for a local night intercept training mission in warning areas 157A, 158A, and 159A east of Jacksonville, FL. Aircraft scheduled for the mission were EH06, a single ship briefed as primary target, and two flights of two, EH08/EH13 and EH02/EH04 briefed for radar in-trail intercepts. Scheduled takeoff times were 1820 EST for EH06, 1825 EST for EH02/04, and 1830 EST for EH08/13. A high-medium-low profile was to be used for this mission. EH06 departed Jacksonville IAF (JAX) at 1806 EST followed by EH08/13 at 1822 EST and EH02/04 at 1837 EST. EH06 climbed to FL390 in W-158A. EH08/13 climbed to FL340 to prepare for intercepts under Dunmore control (678 ADGP, Tyndall AFB, FL). Upon notification that EH04 was RTB due to aircraft problems, EH06 began the medium altitude portion of the mission while waiting for EH02 to arrive in the warning area. One medium altitude intercept was accomplished prior to EH02's arrival. One intercept for EH02, 08, and 13 on a high altitude, supersonic target was completed followed by another medium altitude intercept. While EH02 was completing a reattack on EH06, EH08/13 descended to 5,000 feet for the low altitude portion of the mission. One uneventful low altitude intercept was accomplished with EH06 as target at 2000 feet. On the next intercept EH02 acted as target and EH08/13 were interceptors with EH13 in radar trail of EH08. Target was heading 180° at 2000 feet. Interceptors were at 3000 feet. The intercept progressed normally under voice control with EH02 employing communications jamming. A final turn was given to EH08 flight when the target was at seven miles. EH06 called "Judy" followed shortly by a "Judy" call from EH13. Fifty-five seconds after the "Judy" call of EH13, EH08, 02, and 06 saw a large fireball which appeared to be at sea level. An immediate check-in of the flight was accomplished with no response from EH13. The aircraft appeared to have crashed into the sea. Emergency UHF transmissions were not heard prior to the crash. (cont)

12. AUTHENTICATION			
CERTIFICATION BY (Title)	TYPED NAME AND GRADE	SIGNATURE	DATE
Board President	CHELMER G. PRAY Col, USAF	<i>[Signature]</i>	14 Mar 77

No signal from the emergency locator beacon was received. The aircraft was destroyed and rescue efforts failed to recover the pilot.

~~FOR OFFICIAL USE ONLY~~