

**59-0022**

03 Oct 67

318<sup>th</sup> FIS

### USAF ACCIDENT/INCIDENT REPORT

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

<b>1. DATE OF OCCURRENCE (Year, month and day)</b> <p style="text-align: center;">1967 OCTOBER 3 <i>1041</i></p>	<b>2. VEHICLE(S)/MATERIEL INVOLVED</b> <small>(TMS &amp; Serial No., if applicable)</small> <p style="text-align: center;">F-106A //59-022</p>	<b>3. FOR GROUND ACCIDENTS ONLY</b> <small>(Base Code and Report Serial No.)</small> <p style="text-align: center;">N/A 67-10-31</p>
<b>4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE.</b> <p style="text-align: center;">8 miles southeast of Raymond, Wash. <i>PPWY</i></p>	<b>5. HOUR AND TIME ZONE LOCAL</b> <p style="text-align: center;">1125PDT</p>	<b>6.</b> <input checked="checked" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
<b>7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP</b>		
<small>Major Command</small> <p style="text-align: center;">ADC</p>	<small>Subcommand or AF</small> <p style="text-align: center;">4AF</p>	<small>Group</small> <p style="text-align: center;">25AD</p>
<small>Wing</small> <p style="text-align: center;">325 Ftr</p>	<small>Squadron or Unit</small> 	<small>Name and Base Code</small> <p style="text-align: center;">McChord <i>PPWY</i></p>
<b>8.</b> <small>(list organizations of second vehicle, if they differ from item 7 above)</small> 		
<b>9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)</b> <p style="text-align: center;">MCCORD AIR FORCE BASE, WASHINGTON AIR DEFENSE COMMAND</p>		

**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	Aire Rating	Injury to Individual
PETERSEN	RICHARD	SPIES	Major	FV303861 B	Pilot	Senior Pilot	Fatal <i>PPWY</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.)

History of Flight

**"FOR OFFICIAL USE ONLY - Special Handling Required. See AFM 11-41"**

AUTHENTICATION			
<small>CERTIFICATION BY (Title)</small>	<small>TYPED NAME AND GRADE</small>	<small>SIGNATURE</small>	<small>DATE</small>
PRESIDENT	RUSSELL D. DE MONTE, Colonel	<i>Russell D. DeMonte</i>	12 Oct 1967

## HISTORY OF FLIGHT

On 3 October 1967, Major Richard S. Petersen was scheduled to perform a functional check flight, following modifications for installation of supersonic external fuel tanks and inflight refueling equipment on F-106 aircraft, S/N 59-022. He filed a DD Form 175 (IFR Flight Plan) at Base Operations as LK 19, with an estimated departure of 1700Z for 1 + 15 time enroute. At 1545Z he received a weather briefing and copy of DD Form 175-1 which gave the existing prevailing weather at McChord as 1000 feet scattered, 4500 feet scattered, 7000 feet broken, and 15 miles visibility. The forecast weather for his flight was 800' broken, 4000' broken, 7000' overcast, and 7 miles visibility in light rain showers. A weather waiver was granted for the flight from the <sup>OFFICE OF THE</sup> Deputy Commander for Operations. Surface winds were 200 degrees at 15 knots, gusting to 25 knots. The lowest current weather recorded at McChord Air Force Base from 1700Z to 1928Z was 3000' scattered, estimated 5500' broken, 8000' overcast, 20 miles in light rain, surface winds 200 degrees, 14 knots gusting to 20 knots (the statement of Captain Loesche and Lt Stanfill indicate that the cloud tops in the crash area were approximately 30,000 feet and extended to approximately 800 feet above the ground).

The clearance was filed at 1556Z, an hour and four minutes prior to the scheduled takeoff (1700Z). He proceeded to the fighter squadron, picked up his flying gear and went out to the aircraft in ample time for a normal preflight. The first indication of a systems malfunction occurred after the pilot started engine and he advised the crew chief that the attitude director indicator (ADI) would not erect properly. An instrument technician was dispatched, and the malfunction was corrected by replacement of the ADI power supply. Satisfied with the aircraft, the pilot taxied out and performed takeoff preparation checks for the FCF (this accounts for the 46 minute delay in estimated takeoff time).

LK 19 was cleared FCF #1 (See Tab W) to maintain FL 360. Departure instructions were right turn heading 288 degrees, maintain 4000 until 7 miles west. This clearance was acknowledged by LK 19. After a normal takeoff (1746Z) and upon reaching the seven nautical mile limit, LK 19 was cleared by RAPCON to climb to assigned altitude. The flight progressed normally with a radar hand-off to Seattle Center and finally to the ADC Control Agency (landferry) approximately 20 nautical miles south of Neah Bay for flight monitoring.

landferry cleared LK 19 for his supersonic run on a heading of 150 degrees, paralleling the coastline about 20 miles offshore. LK 19 requested a 75-mile extension of his supersonic leg and when queried, reported his speed at 1.3 MACH at 40,000 feet. At approximately 1816Z he reported he could not obtain MACH and requested recovery. He was given a vector of 040 degrees and upon the pilot's request, was cleared to descend to FL 310. Seattle Center then assumed control of LK 19 and at 1822Z he was cleared to descend from FL 310 to 5000 feet and given a vector of 030 degrees (10° to the left). He acknowledged the descent (1822:11) and reported out of FL 310 for 5000 feet. Seven seconds later (1822:18) he advised Seattle that ".....would like to have a minimum number of turns on the letdown 'til I can go VFR. I've lost my flight instruments, ..uh.. attitude indicator tape". Two minutes later he advised, "I've lost all flight instruments of...ah....in a descent at this time- and I'd sorta

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like to bail out of this thing." Time was 1124:55. This was the last transmission made by LK .

Radar plots indicate the aircraft flight path progressed in a right turn from an easterly around to a westerly direction. The aircraft crashed in an open field in a very steep attitude (estimated 60° nose down) and tight right turn on a heading of about 061°. The pilot ejected unsuccessfully; the canopy, seat, and body was found approximately one third mile southwest on a hill about 300 feet in elevation above the aircraft.

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