

59-0036

09 Jun 70

27th FIS

AF Form 711, Part II (Cont'd)

HISTORY OF FLIGHT: Captain Chester A. Banachowski was assigned F-106 aircraft, SN 59-036, Call Sign AK-05, for 27FIS participation in 21st Air Division Exercise Fertile Keynote 70-11. Pre-mission briefing was provided on 8 June 1970 to include the proposed flight profile which was determined and coordinated by the 21st Air Division Weapons Director and the 27FIS Weapons Training Officer. The complete profile was flight checked by the Squadron Flight Examiner and the Training Officer and found to be feasible and safe. Additionally, on 8 June 1970, the Weapons Training Officer briefed all 27FIS aircrews on the specific mission profile from start engine through recovery. Briefing included the non-standard departure, controlling agencies in sequence, radio frequencies, data link/voice procedures and recovery procedures. Instruction included a detailed tactics briefing on a high, co-altitude front attack against an F-106 target and a low altitude stern attack against a T-33 target. Tactics briefing included step by step cockpit procedures from interceptor pairing through completion of attack and recovery. The final mission briefing was presented by the Squadron Operations Officer at 0700 hours, 9 June 1970. The briefing was conducted in accordance with the APM 51-106 requirements for an intercept training mission. Aircraft preflight inspection and checks were completed without discrepancy.

Engine start was scheduled and initiated at 0815 hours for a proposed Airborne Order time of 0845. A minor difficulty was encountered involving a stuck air valve which delayed the start, but all preflight checks, to include last chance inspection, were completed and an on-time take off was made. The aircraft was passed from local departure control to Boston Center and climbed to an altitude of 37,000 feet. Boston passed the aircraft to Incognito Control who paired it against a 49,000 feet F-106 target at a range of approximately 100NM.

Transition occurred at 65NM and data link commands of 1.23 Mach and 44,000 feet were received. The pilot, at this point, elected to climb to 44,000 feet at climb Mach (.93), and then accelerate to .98 Mach. Offset occurred at a range of 35 miles with the Target Marker Circle (TMC) at near zero degrees azimuth. The target was located at a range of 13 miles, approximately 12 degrees to the left of the TMC and 5 miles further in range than indicated by data link. A lock-on was secured at a range of 9 1/2NM azimuth, 21 degrees left, and a hard left climbing turn was initiated to center the dot. Simultaneously, the pilot selected AB and noted his altitude as approximately 44,000 feet. In the ensuing attempt to center the dot, the pilot continued the left turn to a point where the dot returned to the center of the scope in azimuth. As the dot centered in azimuth, the pilot began to roll out of the left bank of 80 degrees. During the roll out the pitch angle increased from 5° by the time 45° of bank was reached and the aircraft rolled violently back to the left and entered a left spin. The pilot then neutralized the controls and then attempted recovery using the spin recovery procedures.

[REDACTED]

The direction of the spin was confirmed by the
aircrew of the target aircraft.

[REDACTED]

[REDACTED]

AF Form 711, Part II (Cont'd)

[REDACTED]. At this time both the target F-106 aircraft, and the low target T-33 were in the area and attempting to contact the pilot. The T-33 remained in the area until relieved by a C-130 rescue aircraft from Pease AFB, New Hampshire. The C-130 remained until the pilot was picked up out of the tree by a Coast Guard rescue helicopter from Salem, Massachusetts. The pilot was ultimately returned to Pease AFB for a check by the local flight surgeon, then subsequently returned to Loring AFB, Maine, via a C-130 aircraft. Pilot injuries were limited to minor bruises and scratches incurred during the tree landing.

The aircraft impacted on the side of a small mountain within the White Mountain National Forest. The aircraft impacted on a down slope of approximately 25 degrees in a nearly flat attitude, still in a left spin. The aircraft was completely destroyed by the impact and resultant severe fire. Limited forest damage occurred due to fire and impact for a radius of about 100 feet.