

59-0039

08 Oct 63

27th FIS

11-24-63

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) 8 October 1963		2. VEHICLE/MATERIAL INVOLVED (Type & Serial No., if applicable) F-106A 59-039		3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 63-10-8-1			
4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. Maine, Arrostook 3 mile W. of Van Buren 16 N.M. from Loring AFB				5. HOUR AND TIME ZONE LOCAL 0840 EDT		6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK	
7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIAL AT TIME OF MISHAP Sector							
Major Command ADC	Subcommand or AF -	Air Division 26th A Div	Wing BAADS	Group -	Squadron or Unit 27th FIS	Name and Base Code Loring AFB Base MF-89	
8. (List organizations of second vehicle, if they differ from item 7 above)							
9. BASE AND COMMAND SUBMITTING REPORT (Do not abbreviate) Loring Air Force Base - Air Defense Command							
10. LIST OF PERSONNEL DIRECTLY INVOLVED (For aircraft include operator and all other persons onboard 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	Aero Rating	Injury to Individual
Girard	Raymond	F. Jr.	CAPT	23345A	Flt Comdr	S.Pit	Major
				A			S
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 noted, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.) See attachments to AF Form 711							
12. AUTHENTICATION							
CERTIFICATION BY (Title) Investigating Officer		TYPED NAME AND GRADE RUSSELL D. TUCKER, CAPT		SIGNATURE <i>Russell D. Tucker</i>		DATE 19 Oct 63	

AF FORM 711 DEC 62

PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

FOR OFFICIAL USE ONLY
(Special Handling Required. See AFR 127-4)

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HISTORY OF FLIGHT

Captain Girard reported to the 27th FIS Operations at 0330L in response to a squadron recall of all personnel. He remained in the Operations Building for an 0730L briefing on the first of two planned daily missions. Briefing was conducted in accordance with ADC Manual 55-106 by Captain John R. Feasel. Captain Girard was assigned aircraft No. 59-039 with a call sign "Uniform Golf 02," and was briefed to run a low altitude radar intercept mission against a squadron T-33 under data-link control by the Bangor Sector Direction Center (Bluebottle). Scheduled take-off time was 0830L. The weather for the mission was 4500 feet scattered, 7000 broken, and 25 miles visibility.

Aircraft preflight was made using the F-106 checklist. Engine start and taxi were normal and no discrepancies were noted by the mobile control officer. An afterburner take-off was made at 0833L on Runway 01. Squadron SOP for scramble corridor departures requires a right turn after gear retraction to a heading of 015 degrees, afterburner out at 300K, and climb to be continued at 400K. Radio contact was established with Bluebottle control approximately one and one-half minutes after take-off, and the climb was continued straight ahead under data-link control to a point 35 miles north of Loring AFB, and an altitude of 24,000 feet. At this time a command altitude of 20,000 feet was received and Captain Girard reduced power to 85% for the descent. He simultaneously encountered mild compressor stalls followed by engine vibrations. He then commenced a left descending turn to a southerly heading and transmitted an emergency call to Bluebottle and requested a vector to Loring. He also advised that he intended to land straight in on Runway 19. Captain Girard then realized that he could not make the field, and transmitted to Bluebottle that he intended to stopcock the throttle and bail out. At 8,000 feet he pulled the ejection seat ring. The canopy left the aircraft, but the seat did not fire. The emergency harness release handle was activated and a bailout over-the-side was attempted. This was not possible because he was unable to disconnect his spurs from the foot retraction cables. He was now left with no recourse but to crash-land the aircraft. He selected a field off his right wing, and began a right turn toward a northerly heading to line up with this field. The crash landing resulted in disintegration of major aircraft sections and critical injuries to the pilot.

[REDACTED]