

59-0067

20 Feb 73

49th FIS

Major Aircraft Accident
F-106A, 59067
20 Feb 1973, 1055 EST

HISTORY OF FLIGHT

On 20 February 1973, a combined Intercept/Air Combat Tactics Mission was scheduled and flown in a flight of four F-106 aircraft with the following aircrews participating: Captain Miller, Green 01, Captain Smith, Green 02 (ELEMENT IP), 1/Lt King, Green 03, Captain Kozlowicz, Green 04 (ELEMENT IP). 49FIS Form 85 (Tab K). Daily Flight Authorization/Clearance Form was utilized for flight authorization. 1/Lt King, the pilot involved in the accident was assigned Aircraft 59-067 configured with external tanks, one MSR and two WSEMS.

BRIEFING: The General Squadron Briefing commenced at 0800 EST and included: flight weather, alternate airfields, NOTAMS, mission overview, and aircraft assignments. Estimated time enroute (ETE) was filed for 1 + 30 hours with 1 + 50 hours fuel on board for the mission profile. 1/Lt King and the remainder of the scheduled ACT aircrews and IPs assembled for a specific intercept/ACT Mission briefing, and briefed in accordance with the authorized ADCM 51-106 format. Capt Smith, Green 02, briefed a change in bingo fuel from 3500 lbs to 3000 lbs. This change was due to an improved forecast for VFR weather at Griffiss Air Force Base. ACT IP's Green 02 and Green 04 conducted specific element ACT procedures and tactics briefings. Green 01 briefed the formation procedures.

PREFLIGHT, TAXI AND TAKEOFF: All aircrews reported to their aircraft at least 35 minutes prior to the scheduled 0930 EST takeoff time in accordance with 49FIS local operating procedures. Pre-flight, engine start and taxi were normal. Aircraft end of runway inspection revealed no discrepancies. Takeoff was delayed until 0939 EST due to a B-52 departure and an ARTCC release.

FLIGHT: Rejoin, Tactical Patrol Formation and Intercepts were flown as briefed. The flight of four rejoined in elements, Green 01 and 02, and Green 03 and 04 and were vectored into the assigned ACT airspace. After completing ACT mission objectives, disengagement for a rejoin and recovery was initiated, when Green 03 called "Bingo Fuel". Fifteen seconds after Green 03 had called Bingo, he called flameout at approximately FL 220. Shortly, thereafter, a second flameout call was made. Several airstart attempts were unsuccessful. 1/Lt King ejected at approximately 8000 feet MSL. Green 02 and Green 04 observed the ejection and followed the pilot and aircraft until both descended through a 6500 ft undercast. No further visual contact was made by the other aircrews who then returned to Base due to fuel considerations. 1/Lt King was rescued at 1355 EST by a Helicopter. [REDACTED]

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