

**59-0073**

19 NOV 60

438 FIS

**REPORT OF AF AIRCRAFT ACCIDENT**

Use this form in accordance with AFR 62-14 and AFM 62-3. Fill in all spaces applicable. If additional space is needed, use additional sheets and identify by proper section letter and subsection number.

**Section A—GENERAL INFORMATION** K236-A

62 035

1. DATE OF ACCIDENT: 19 Nov. 1960  
 2. HOUR AND TIME ZONE (Local): 1026EST  
 3. DAY DAWN NIGHT DUSK: X  
 4. AIRFIELD OF LAST TAKEOFF: Kincheloe AFB, Michigan

5. PLACE OF ACCIDENT: Kincheloe AFB, Michigan  
 (a) Distance (Statute Miles) and direction from nearest airport (if on an airport, identify):  
 (b) Distance (Nautical Miles) and direction from nearest town (include state and county): 2 NM East Kinross, Mich., Chippewa

6. AIRPORT DATA. Fill in (a) or (b) as applicable. (For airplanes landing on runways, fill in length of landing lanes and other data as applicable. Discuss in Section K.)  
 (a) If accident occurred on airport:  
 Length of runway in use: 2000 ft  
 Heading of runway in use: 240 Degrees  
 Field Elevation: 792 ft. MSL  
 Type of runway surface: (Check)  
 Concrete: X Asphalt: \_\_\_\_\_  
 Other: (Specify) \_\_\_\_\_  
 Wet: \_\_\_\_\_ Dry: X  
 (b) If accident occurred off airport:  
 Elevation at scene of accident: \_\_\_\_\_ ft. MSL  
 Was aircraft taking off, approaching or maneuvering to land? Yes \_\_\_\_\_ No \_\_\_\_\_  
 If Yes, state airport involved: \_\_\_\_\_  
 If No, state nearest airport suitable for landing this aircraft: \_\_\_\_\_  
 For either airport mentioned in 6a above:  
 State airport type (i.e., AF, A, M, CO, PC, PI)  
 Heading of runway in use: \_\_\_\_\_ Degrees. Airport elevation: \_\_\_\_\_ ft. MSL

7. CLEARANCE: (Check all applicable) IFR X VFR \_\_\_\_\_ Local X DD Form 175 \_\_\_\_\_ Other X Cleared Direct \_\_\_\_\_ Cleared via airways \_\_\_\_\_  
 Cleared from: N/A  
 Cleared to: GCI Scramble

8. Base submitting report: Kincheloe Air Force Base, Michigan  
 9. Duration of flight: 1 hr 30 min  
 10. Mission of flight: 0

11. ALTITUDE DATA:  
 (a) Altitude of aircraft above terrain at which accident sequence began: 34,000 ft.  
 (b) Altitude, MSL, at which accident sequence began, or at which failure occurred: 35,000 ft. MSL  
 (c) Highest altitude, MSL, aircraft flew on this flight: 41,000 ft. MSL. Length of time at this highest altitude: 1 hr 15 min

12. List Numbers of all Other Aircraft Involved (File separate form 14 for each aircraft): N/A  
 (a) Was aircraft painted in accordance with standard Air Force complexity criteria? Yes \_\_\_\_\_ No \_\_\_\_\_

13. VIOLATIONS: Yes \_\_\_\_\_ No X If Yes, discuss in Section K.

14. BREACHES OF AIR DISCIPLINE: Yes \_\_\_\_\_ No X If Yes, discuss in Section K.

**Section B—AIRCRAFT**

15. AIRCRAFT NUMBER: 59-073  
 16. TYPE, MODEL, SERIES AND BLOCK NUMBER: F106A CO-120  
 17. ASSIGNMENT AND STATUS CODE at time of accident: CC  
 (As specified in AFR 65-110)

18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT: Kincheloe AFB, Mich  
 Major Command: ADC  
 Subcommand or AF: N/A  
 Air Division: 30TH ADIV  
 Wing: N/A  
 Group: 507th Fighter Group  
 Squadron or Unit: 438th FIS  
 Base: Kincheloe AFB, Mich

19. IF AIRCRAFT WAS BEING RENTED OR DELIVERED INDICATE (Including aid leasing organizations, date of transfer, ultimate destination):  
 NO

**Section C—PILOT(S) INVOLVED (Flight Crew)**

20. OPERATOR (Person at controls at time of accident):  
 a. LAST NAME (Mr., etc.) FIRST NAME MIDDLE NAME: ERICSON, RICHARD HOMER  
 GRADE: Capt  
 COMPONENT: RegAF  
 SERVICE NUMBER: 45711A  
 NATIONALITY: Cauc  
 YE. OF BIRTH: \_\_\_\_\_

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat X Rear or Right Seat \_\_\_\_\_  
 c. ASSIGNED DUTY ON FLIGHT ORDER: AC \_\_\_\_\_ IP \_\_\_\_\_ P X CP \_\_\_\_\_ Other (Specify) \_\_\_\_\_

d. ASSIGNED ORGANIZATION:  
 Major Command: ADC  
 Subcommand or AF: N/A  
 Air Division: 30TH ADIV  
 Wing: N/A  
 Group: 507TH FIGHTER GR  
 Squadron or Unit: 438th FIS  
 Base: Kincheloe AFB, Mich

e. ATTACHED ORGANIZATION FOR FLYING:  
 Major Command: N/A  
 Subcommand or AF: ADC  
 Air Division: \_\_\_\_\_  
 Wing: \_\_\_\_\_  
 Group: FTK  
 Squadron or Unit: CLM  
 Base: K236

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: Pilot, 19 Dec 52  
 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Pilot, 19 Dec 52  
 h. INSTRUMENT CARD: Type AF Form 8  
 Date of expiration: 18 Aug 61  
 i. AFSC: Primary 1125F  
 Duty 1125F

21. OTHER PILOT:  
 a. LAST NAME (Mr., etc.) FIRST NAME MIDDLE NAME: N/A  
 GRADE: \_\_\_\_\_ COMPONENT: \_\_\_\_\_ SERVICE NUMBER: \_\_\_\_\_ NATIONALITY: \_\_\_\_\_ YE. OF BIRTH: \_\_\_\_\_

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat \_\_\_\_\_ Rear or Right Seat \_\_\_\_\_ Other \_\_\_\_\_  
 c. ASSIGNED DUTY ON FLIGHT ORDER: AC \_\_\_\_\_ IP \_\_\_\_\_ P \_\_\_\_\_ CP \_\_\_\_\_ Other (Specify) \_\_\_\_\_

d. ASSIGNED ORGANIZATION:  
 Major Command: \_\_\_\_\_ Subcommand or AF: \_\_\_\_\_ Air Division: \_\_\_\_\_ Wing: \_\_\_\_\_ Group: \_\_\_\_\_ Squadron or Unit: \_\_\_\_\_ Base: \_\_\_\_\_

e. ATTACHED ORGANIZATION FOR FLYING:  
 Major Command: \_\_\_\_\_ Subcommand or AF: \_\_\_\_\_ Air Division: \_\_\_\_\_ Wing: \_\_\_\_\_ Group: \_\_\_\_\_ Squadron or Unit: \_\_\_\_\_ Base: \_\_\_\_\_

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: \_\_\_\_\_  
 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: \_\_\_\_\_  
 h. INSTRUMENT CARD: Type \_\_\_\_\_ Date of expiration: \_\_\_\_\_  
 i. AFSC: Primary \_\_\_\_\_ Duty \_\_\_\_\_

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C ON ADDITIONAL SHEET FOR EACH.

AF FORM 14, FEB 58  
 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPHS 49 AND 52, AFR 62-14

60-11-19-1

**Section D--FLYING EXPERIENCE OF PILOT(S) INVOLVED**

If "Yes" check one

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes \_\_\_ No X Unknown \_\_\_ Weather \_\_\_ Head \_\_\_

ASSIGNED DUTY ON FLIGHT ORDER	(Complete items 23 through 29 for each crewmember pilot)				
	PILOT Last Name)	CO-PILOT Last Name)	INSTR. PILOT Last Name)	AIRCRAFT CMBR. Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	<b>ERICSON</b>				
23. Total flying hours (including AF time, student time & other accredited time)	1705				
24. Total jet time	1106				
25. Total 1st pilot/IP hours, all aircraft	1287				
26. Total weather instrument hours	130				
27. Total 1st pilot and IP this model (F-100)	58				
28. Total 1st pilot and IP this series (F-100C)	69				
29. Total pilot hours last 90 days	70				
30. Total 1st pilot and IP hours last 90 days	70				
31. Total pilot hours weather and head last 90 days	12				
32. Total pilot hours night last 90 days	20				
33. Total 1st pilot and IP last 90 days this model	34				
34. Total 1st pilot and IP last 90 days this series	9				
35. Total 1st pilot and IP last 90 days this series	38				
36. Total 1st pilot and IP last 30 days this series	9				
37. Date and duration, last previous flight this model	16 Nov 60 1:40				
38. Date and duration, last previous flight this series	16 Nov 60 1:40				
39. Date of last proficiency flight check	24 Aug 60				

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14.

**Section E--PERSONNEL INVOLVED**

(Including operator and all other persons, whether in plane or not)

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type - Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or subinj) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
P	<b>ERICSON, RICHARD H,</b> Captain, 45711A, RegAF	P	ADC, 30TH ADIV, 507th Fighter Group (AD) (ADC), 438th Fighter Interceptor Squadron, Kincheloe AFB, Michigan	Major		X		X

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

**Section F--WEATHER**  
(At time and place of accident)

Sky Conditions	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
B90	20	↑ 3	32	28	30.12	None

If weather, including wind conditions, was a factor in the accident, attach statement of weather office.

### HISTORY OF FLIGHT

On 19 November 1960, Captain Ericson was briefed to fly a radar training flight in Aircraft 073 with a take-off time of 0900 hours EST. His call sign was KILO HOTEL 23. He was to be handed over from BALLOT to run intercepts with FORSAKE and come back to BALLOT for a GCI/GCA recovery.

He took off at 0853 hours EST and flew the mission as briefed until recovery. At 1005 hours EST, 85 NM west of Kincheloe, Captain Ericson gave a final fuel check of 3700 pounds to FORSAKE and was turned over to BALLOT for recovery. At approximately 1012 hours EST, he called MA-1 power failure. About one minute later, the pilot noticed his vertical tapes were off and that the AC/DC power had failed. Captain Ericson was given a vector for Kincheloe and cleared for an en route descent. He was 51 NM out. At approximately 1022 hours EST, 12 NM from Kincheloe, the left low level light came on. Captain Ericson noticed his "F" tank had 1,000 pounds. He tried his "F" tank emergency pressure. The pilot was unable to get the "F" tank fuel. He saw the field through the thin overcast, put out speed brakes and made an idle descent. Captain Ericson went to tower frequency and asked for a precautionary landing and was advised that Runway 15 was the active. While setting up a high key, he got down to 9,000 feet about two miles out. When the pilot applied power and pulled the nose up to get to a high key of 12,000 feet, he noticed the airspeed and RPM falling off. Captain Ericson called "flameout" and dropped the nose to pick up airspeed. Captain Ericson arrived at high key at 7800 feet and 240 knots, gear up and speed brakes out. During the lefthand flameout pattern, he put the RAT out and was on downwind at 5500 feet. Still on downwind at 4,000 feet, the pilot called and said he could not make it. He released the stick and grabbed the ejection handles. Mobile called and said the SFO looked good. Captain Ericson decided he could make it and continued the approach. The pilot put the gear down on base leg. Turning base to final, the aircraft appeared to stall and pitched up slightly. Mobile advised to get the nose down and pick up airspeed. He continued the approach and rolled out on final. The aircraft stalled and hit left wing low 510 feet short of the overrun, bounced, came to rest on the overrun, 560 feet short of the runway. The aircraft was destroyed and the pilot sustained major injuries.