

**59-0078**

27 Oct 78

49<sup>th</sup> FIS

USAF MISHAP REPORT

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

1. DATE OF OCCURRENCE (Day, Month and Year) 27 OCT 78	2. VEHICLE(S) OR MATERIEL INVOLVED (Model designation and serial no. if applicable) F106A #590078	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 78-10-27-1
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY; IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 060/19 from Croghan, NY 440 2' N. Herkimer Co 030/65 from Griffiss AFB, NY 750 1' W	5. HOUR AND TIME ZONE LOCAL 1301 L	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> USAF <input type="checkbox"/> CIVILIAN
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7. ORGANIZATION POSSESSING OR OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP

MAJOR COMMAND ADCOM	SUBCOMD OR AF -	AIR DIVISION 21 AD	WING -	GROUP -	SQ OR UNIT 49.FIS	NAME & BASE CODE GRIFFISS AFB JREZ
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8. (List organizations of second vehicle, if they differ from item 7 above)

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9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)

21 Air Division, Hancock Field, New York

10. LIST OF PERSONNEL DIRECTLY INVOLVED (See AFM 137-2 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abb)	DAYS LOST ON TT ONLY
RAMPULLA, GEORGE M	Capt	[REDACTED]	SQ Pilot	Pilot	N	0

11. (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)

12. FACTUAL SUMMARY OF CIRCUMSTANCES. GIVE A DETAILED HISTORY OF FLIGHT OR CHRONOLOGICAL ORDER OF FACTS AND CIRCUMSTANCES LEADING TO THE MISHAP. THE RESULTS OF INVESTIGATION WILL BE CONTAINED IN THE "ANALYSIS PART" OF THE REPORT. ANALYSIS OF AND CONCLUSIONS DRAWN FROM ORAL OR WRITTEN STATEMENTS OBTAINED ONLY IN THE INTEREST OF MISHAP PREVENTION WILL NOT BE INCLUDED IN THIS SUMMARY.

The mishap aircraft in company with another interceptor was on an intercept training mission in the intercept training area 65 N.M. Northeast of Griffiss AFB, NY. After approximately 30 minutes of flight the aircraft reported a hydraulic problem and declared an emergency. Heading instructions to Griffiss AFB were given the emergency aircraft by the accompanying interceptor. Several seconds later the pilot ejected from his aircraft and parachuted safely to the ground. He was rescued by helicopter from Plattsburgh AFB, NY and brought to the USAF Hospital at Griffiss AFB, NY.

13. AUTHENTICATION

CERTIFICATION BY (Title) Mishap Board President	TYPED NAME AND GRADE WOLFORD, ISLAND COL. USAF	SIGNATURE <i>Island Wolford</i>	DATE 16 Nov 78
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