

59-0088

05 Oct 72

87th FIS

USAF ACCIDENT/INCIDENT REPORT

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

1. DATE OF OCCURRENCE (Day, month and year) 5 October 1972 Thursday	2. VEHICLE(S)/MATERIEL INVOLVED (Model designation and Aerial no. if applicable) Aircraft, F-106A 59-088	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 12-10-5-1				
4. PLACE OF OCCURRENCE, STATE, COUNTY; DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 5 Statute miles south of Watton, Michigan. 282°/50NM from K. I. Sawyer AFB, Michigan	5. HOUR AND TIME ZONE LOCAL 1530 EST	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK				
7. ORGANIZATION POSSESSING/OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP						
MAJOR COMMAND ADC	SUBCOMMAND OR AF --	DIVISION 23 Air Div	WING --	GROUP --	SQUADRON OR UNIT 87 FIS	NAME AND BASE CODE K I Sawyer AFB, MILWRC

8. (List organizations of second vehicle, if they differ from Item 7 above)

9. ORGANIZATION AND BASE SUBMITTING REPORT (Do not abbreviate)
23 Air Division (ADC) Duluth International Airport, Minnesota

10. LIST OF PERSONNEL DIRECTLY INVOLVED
(See AFM 127-2 and AFR 127-4 for specific instructions)

LAST NAME, FIRST NAME, MIDDLE INITIAL	GRADE	SSAN	ASSIGNED DUTY	AERO RATING	DEGREE INJURY (Use Abbr)	DAYS LOST ON IT ONLY
Ankley Donald C.	Maj	[REDACTED]	FP	SR Pilot	TT	70

¹ (Enter applicable letter(s) in DEGREE INJURY column. None-N; Temporary Total-TT; Permanent Partial-PP; Permanent Total-PT; Fatal-F; Missing-M)

11. NARRATIVE DESCRIPTION OF ACCIDENT. Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations, and any corrective action taken.

Attached

a. History of Flight

[REDACTED]

[REDACTED]

[REDACTED]

12. AUTHENTICATION

CERTIFICATION BY (Title) President Acdt Invc Board	INDOR NAME AND GRADE VERNON M. KUMMEL, Colonel, USAF	SIGNATURE Vernon M. Kummel	DATE 11400772
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HISTORY OF FLIGHT

On the afternoon of 5 October 1972 5 F-106 aircraft of the 87th Fighter Interceptor Squadron participated in a practice flush exercise initiated by the unit. All pilots attended the morning commander's briefing at 0730L followed immediately by the mission briefing. The briefing was conducted by the squadron Flight Examiner and covered all items in the ADCM 51-106 briefing guide. The emergency procedures for the day was engine flameout and airstart. The mission, a practice flush with normal radar intercept training under GCI control, was scheduled for 0900L but was delayed due to poor weather conditions. The weather improved to the extent that a mission rebrief was held at 1410L with takeoff planned for 1500L.

Major Donald C. Ankley was assigned aircraft #59-088. He completed the normal preflight then waited in the cockpit for the flush signal. Major Ankley attempted two combustion starts prior to a successful pneumatic start. Normal taxi and end of runway checks were accomplished and Major Ankley's was the second aircraft airborne at 1515L. The weather at takeoff was partial obscuration estimated 1000 ft overcast and 5 miles in fog with a calm condition. Takeoff and climb to assigned flush altitude of 16,000 ft was normal. Climb and level off checks were completed with no abnormal instrument indications.

At approximately 1527L Major Ankley, concentrating on the radar scope, saw the scope go blank and felt a decrease in thrust sufficient to push him forward toward the scope. Major Ankley looked at the warning panel and saw the AC & DC fail lites, both boost pump fail lites and the oil pressure lite illuminated. The RPM was decaying through 60% with decreasing EGT. The fuel flow and oil pressure gages both read zero. A quick airstart was attempted on the normal fuel system with no response on any gages. At this point a MAY DAY call was made but there was no UHF side tone, indicative of a doubtful transmission. Major Ankley then selected emergency on the IFF/SIF equipment and simultaneously realized the flight controls had frozen. A cloud layer was also entered at this time. The airspeed had decayed from a cruise speed of 310KIAS to 250KIAS. The RAT (Ram Air Turbine) was deployed and flight control response was regained. Air speed was maintained at 250KIAS.

With the aircraft under control and once again in VFR conditions, Major Ankley attempted two more airstarts, the last being the ground start procedure. Again there was no response on any of the gages nor any noise to indicate an airstart. Major Ankley saw 10,000 ft on the altimeter at this time and concentrated his efforts on locating a suitable bailout area. Weather in the area was estimated to be 3,000 ft scattered, 15,000 ft overcast and 3 to 5 miles in haze.

Bailout was initiated at 5,000 ft and 220KIAS. The pilot had positioned the aircraft on a southerly heading over open country just south of several farms and pointed toward a wooded area. The aircraft impacted at approximately 1530L in a heavily wooded swamp area. The aircraft exploded scattering debris in excess of 700 ft from the initial impact point. Major Ankley landed in a rocky field three quarters of a mile from the air-

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craft impact and suffered a fracture of the left ankle. Several local farmers arrived almost immediately to assist the downed pilot.

Major Ankley used his survival radio to vector two other F-106 aircraft to his location. They spotted the chute and wreckage noting both positions for future references. Major Ankley was picked up by a local ambulance and driven to the K. I. Sawyer AFB hospital.

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