

59-0142

# COMBAT

## USAF ACCIDENT/INCIDENT REPORT

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

<p>1. DATE OF OCCURRENCE (Year, month and day)</p> <p>10-13 1963, August 28</p>	<p>2. VEHICLE(S)/MATERIEL INVOLVED (TMS &amp; Serial No., if applicable)</p> <p>F-106A 59-142 TB-57E 53-3845</p>	<p>3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.)</p> <p>63-8-28-1 N/A</p>																					
<p>4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE, IDENTIFY; IF OFF BASE GIVE DISTANCE FROM NEAREST BASE.</p> <p>47 degrees 43' N - 124 degrees 45' W, Pacific Ocean 12 M offshore; Wash; Jeffreyson/CATZ</p>		<p>5. HOUR AND TIME ZONE (LOCAL)</p> <p>0109 Pacific Daylight Time</p> <p>6. <input type="checkbox"/> DAY <input checked="" type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK</p>																					
<p>7. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Major Command</th> <th>Subcommand or AF</th> <th>Air Division</th> <th>Wing</th> <th>Group</th> <th>Squadron or Unit</th> <th>Name and Base Code</th> </tr> <tr> <td>ADC AD</td> <td>N/A</td> <td>25AD (SAGE)</td> <td>325 Ftr Wg</td> <td>N/A</td> <td>FI 498FIS</td> <td>McChord AF Wn. 2569</td> </tr> <tr> <td>ADC AD</td> <td>N/A</td> <td>28AD (SAGE)</td> <td>N/A</td> <td>N/A</td> <td>DSE 4677DSFS</td> <td>Hill AFB Utah</td> </tr> </table>			Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Name and Base Code	ADC AD	N/A	25AD (SAGE)	325 Ftr Wg	N/A	FI 498FIS	McChord AF Wn. 2569	ADC AD	N/A	28AD (SAGE)	N/A	N/A	DSE 4677DSFS	Hill AFB Utah
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<p>9. BASE AND COMMAND SUBMITTING REPORT. (Do not Abbreviate)</p> <p>McChord AFB, Hq 25 Air Division (SAGE), McChord AFB, Washington SK/</p>																							

10. LIST OF PERSONNEL DIRECTLY INVOLVED  
(For aircraft include operator and all other persons whether 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
Axlund, Roger C.	01		1/Lt	55405A	106 Pilot	Pilot	4 Missing
Gage, Roy C.	06		Capt	61223A	B-57 Pilot	Pilot	None
Langley, Kenneth I., Jr.			1/Lt	A03097548	B-57 EWO	NavEWO	None
*Item 4 (cont'd)							
15 Mi WNW Kalaloch; 95 M WNW McChord							

11. NARRATIVE DESCRIPTION OF ACCIDENT. Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap or applicable, the results of investigation and analysis to include discussion of all cause factors listed, findings, and recommendations; and any corrective action taken. (Continue on reverse, if more space needed.)

**A. History of Flight:**

(C) F-106A, USAF Serial Number 59-142, was scheduled for a night ECM/ECCM intercept training mission against a TB-57E target, USAF Serial Number 53-3845. The B-57 was equipped with two ALE-2 chaff dispensers and four QRC-130(T) electronic tuner and jammer control units, each controlling an ALT-6B jamming transmitter and fixed-directional antenna. The F-106 (59-142) along with another F-106A that flew the same mission, was assigned to the 325th Fighter Wing. The two F-106 aircraft were flown by pilots assigned to the 408th Fighter Interceptor Squadron; both stationed at McChord AFB, Washington. The B-57 was assigned to the 4677 Defense Systems Evaluation Squadron, Hill AFB, Utah, and was on a one-week target deployment to McChord AFB for unit ECM/ECCM training.

F-106 59-142 departed McChord AFB at 0005 local (Pacific Daylight Time) on a local tactical IFR clearance with 9,943 pounds of JP-4 fuel (2+00 hours) and estimated 1+25 enroute. The B-57 departed McChord at 2355 PDT on a local tactical clearance with 18,750 pounds of JP-4 fuel (4+00 hours) and estimated 2+30 enroute. The intercept portion of the mission was under positive SAGE radar control and was to

12. AUTHENTICATION

CERTIFICATION BY (TITLE)	TYPED NAME AND GRADE	SIGNATURE	DATE
Investigating Officer	ROBERT L. STIRM CAPT	<i>Robert L. Stirm</i>	20 Sep 63

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be conducted in VFR conditions only. The B-57 and F-106 were on the same UHF command frequency with the SAGE controller; control of the B-57 was by voice while primary control of the F-106 was by Data Link (no voice), with only mandatory intercept and safety calls to be made by voice. The weather at McChord was clear, 6 miles visibility in smoke, light and variable winds, altimeter setting of 30.10. The weather at 30,000 feet in the intercept area was clear with no known obstruction to visibility; however, there were light contrails forecast above 34,500 feet. The moon had been up earlier, but had settled beyond the horizon during this mission, resulting in a clear, dark environment with distant (80-90 miles) lights of Tacoma and Seattle visible from that altitude. Winds at the intercept altitude (30,000 feet) were forecast to be 290/18. The surface weather in this area was 500 feet broken to overcast stratus over the water with generally clear conditions prevailing over land. The mission briefing was conducted jointly by the 498 FIS and aircrews of the B-57 unit. During this briefing all facets of the mission were discussed and all aircrews were fully briefed on the B-57 effective ECM capability, using QRC-130(T) equipment, which is new to the ADC training inventory and was heretofore not available to the 498 FIS for training.

(C) Once airborne, the B-57 turned all jammers (4) on in the "sequential" mode of operation until one generator failed; at this time, the two forward radiating jammers were turned off. This would have no appreciable effect on this mission since all intercepts were to be stern-quarter attacks and little, if any, effectiveness of the B-57 ECM would be lost. The F-106 conducted approximately fifty minutes of interception (alternating with another F-106) on the B-57 which was maintaining stabilized airspeed (250KIAS) and headings as directed by the SAGE controller. During this time the F-106 called two successful attacks to the SAGE controller, and had reported no aircraft or systems malfunction or deficiencies. Although there were some non-standard R/T voice terminology/interpretations, the F-106 pilot took control of the intercept from the SAGE controller after obtaining a visual contact with the target and calling separation on and visual contact with the other interceptor, and then reported a lock-on to the ECM jamming source. The interceptor continued the attack on the ECM jamming source and collided with the B-57 number one (left hand) engine nacelle. (See TAB V) Only the top fifty-two (52) inches of the F-106 vertical stabilizer struck the B-57, separating from the F-106, as it continued straight ahead from under the B-57 left wing.

The B-57 reported the mid-air collision to the SAGE controller and turned toward McChord, which was approximately 95 miles to the east. The actual collision occurred at 0109PDT, 28 August (0809Z), 47 degrees 43' North, 124 degrees 45' West, approximately fifteen (15) miles off shore due west of Destruction Island, Washington.

After the collision, the F-106 was observed to fly straight and level for approximately one mile, then start a gradual left descending turn. There were no transmissions from the F-106 after it had reported its ECM lock-on, approximately three minutes prior to the collision (during which the UHF antenna was destroyed). The damaged F-106, by this time under observation of the other F-106 on the mission, started an accelerated descent, apparently on a stabilized southeasterly heading (toward the shore). During this descent,

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the pitch-down attitude increased and the airspeed increased to at least the transonic region. At some altitude less than 20,000 feet a flash from the stricken F-106 was observed by the pilot of the other F-106 which was interpreted to be the ejection seat firing. Immediately thereafter, radar and visual contact with the damaged F-106 was lost by the chase pilot.

The B-57 landed safely, with no aircrew injuries, at McChord AFB after experiencing overheat/fire indications on the number one engine which caused the pilot to shut it down.

The F-106 and pilot have not been located. There is no tangible evidence at this time if the pilot actually ejected. The F-106 had two WSEMS (Weapon System Evaluator Missiles) on board, no live armament, and should have had approximately 3,300 pounds of fuel. The aircraft was equipped with the rotational upward ejection seat (Convair "B Seat") which was equipped with land and sea survival gear and life raft. The pilot was wearing a summer flight suit (orange) and jacket, summer flight boots, and ejection seat harness with an underarm life preserver.