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Para 4 continued, AF Form 711

in the Langley AFB local area and burn out fuel. Langley tower acknowledged, giving runway 25 as the active, altimeter setting as 30.14 and directing MG 01 to contact tower again when ready for landing. MG 01 did not volunteer, nor did Langley tower request, an estimate of fuel remaining. It is estimated that at this time he had approximately 6500 pounds of fuel remaining. At some time between 2345 EST and 2350 EST MG 01 contacted 48th Fighter Interceptor Squadron Maintenance Control Section via UHF on local squadron frequency also stating his intention to burn off fuel. Either. this contact or the contact with Langley tower was the last with MG 01. At: no time did MG 01 indicate that he was experiencing any difficulty. At 0051 EST, 3 April 1963, Langley tower made an attempt to contact MG 01. At approximately 0105 EST the tower made four (4) transmissions in the blind on UHF frequencies 236.6, 253.4 and 243.0 magacycles without establish g contact. Langley tower then requested the 48th Fighter Interceptor Squadron Alert Center to contact Washington Air Defense Sector to determine if MG 01 had possibly returned to their control. Reply was negative. At Oll7 EST Langley tower notified Langley Base Operations and Norfolk Search that contact was lost with MG Ol and that he had exceeded his fuel exhaust time. Norfolk Search requested a ramp check for MG 01 at 0118 EST. Ramp check was negative. Search operations commenced at 0155 EST. Shortly after daylight, debris was sighted by helicopter in Chesapeake Bay on bearing from Langley TACAN of 110° at a distance of ten and one-half (102) miles. A metal piece floating in the water was recovered, and returned to Langley where it was positively identified as being a portion of an F-106 aircraft. The pilots body was sighted floating in Chesapeake Bay, recovered at 0805 BST and returned to Langley AFB via helicopter. The pilot had ejected and was floating in his inflated under-arm life preserver. The open parachute and the unopened life raft and survival hard packs were still attached to the body. (See Tab V for a detailed analysis of ejection difficulties).

Bmall pieces of airframe and components and papers were found Floating in the Bay over a wide area throughout the day. (See Tab

The basic aircraft wreckage has not

been located.