

59-0160

12 Jun 74

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) Wednesday 12 June 1974	2. VEHICLE(S)/MATERIEL INVOLVED (Model designation and serial no. if applicable) F-106B SN 59-0160	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 74-6-12-1
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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. Michigan, Marquette County; City of Marquette South Harbor; 11 NM North of K.I. Sawyer AFB, MI	5. HOUR AND TIME ZONE LOCAL 1334 EDT	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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7. ORGANIZATION POSSESSING/OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP	MAJOR COMMAND ADC	SUBCOMMAND OR AF	AIR DIVISION 23 Air Div	WING	GROUP	SQUADRON OR UNIT 87 FIS	NAME AND BASE CODE K.I. Sawyer LWRC
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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)

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 OF INJURY (Use Abbr)	DAYS LOST ON IT ONLY
<u>Slattery, John D.</u>	<u>Maj</u>		<u>FP</u>	<u>Pilot</u>	<u>1st Aid</u>	
<u>Johnston, Eric R.</u>	<u>1LT</u>		<u>CP</u>	<u>Pilot</u>	<u>1st Aid</u>	
<u>Legaski, Denise L.</u>	<u>Civ</u>				<u>1st Aid</u>	

(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.

12. AUTHENTICATION

CERTIFICATION BY (Title) President, Accdt Invest. Board	TYPED NAME AND GRADE SCOTTY O. FERGUSON Colonel, USAF	SIGNATURE <i>Scotty O. Ferguson</i>	DATE 29 June 1974
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Paragraph 11a, AF Form 711

HISTORY OF FLIGHT

On Wednesday, 12 June 74, an F-106 four-ship formation, call sign Red Flight, departed K I Sawyer AFB, Michigan for an Air Combat Tactics/Radar Intercept Sortie. During the departure the number three aircraft experienced difficulties resulting in aircrew ejection and aircraft crash.

With a scheduled departure time of 1330L, the mission briefing began at 1200L, and was briefed and conducted IAW ADCM 51-106. Maj John D. Slattery and 1Lt Eric R. Johnston were assigned the F-106B, SN 590-160, call sign Red 3, with Maj Slattery in the front seat and 1Lt Johnston in the rear seat. The primary mission was Aerial Combat Tactics with radar intercepts scheduled first to reduce fuel load. Takeoff and recovery weather, alternate airfield weather, NOTAMS, and personnel equipment requirements were briefed by the briefing officer. Forecast surface winds (280 degrees at 12 knots gusting to 20) precluded two-ship formation departure, consequently, 10 second spacing between aircraft on takeoff was briefed to all aircrews. The mission briefing also included specific ACT and intercept procedures, preflight and departure instructions, flight discipline and emergency procedures. Maj Slattery briefed Lt Johnston on the appropriate crew coordination procedures for the B model.

Aircraft preflight was normal. Both aircrew members and ground personnel recalled no abnormalities with the aircraft. Engine start and ground performance checks were normal, Red 3 taxied without difficulty.

Aircraft runup on the runway was normal. The pilots recall that the emergency fuel check and normal engine runup revealed no discrepancies.

Emergency fuel flow at full military power was 9000 pph at 96% rpm. Normal runup readings were: 101% RPM, EGT of 590 degrees, EPR of 2.13 (steady and in the "dog house".), and an EGT spread of 68 degrees.

Red Flight departed K I Sawyer at 1332L, with all aircraft using the briefed ten second interval. Red 3's afterburner light, acceleration and takeoff were normal. Halfway through the takeoff roll Lt Johnston remarked "we have a good engine". Lift off was normal and the afterburner was disengaged at 300 KCAS. Maj Slattery then concentrated his attention on the formation joinup.

As Maj Slattery started a left turn to cut-off the lead element a loud explosion occurred followed by severe aircraft vibrations. Prior to the explosion Lt Johnston had just checked the oil pressure (40 psi)-NORMAL, and noted the airspeed increasing through 360 knots. After the explosion both pilots immediately directed their attention to their cockpits. Maj Slattery noted the illumination of the MASTER CAUTION light, FIRE Warning light, and numerous warning panel lights. In addition, Lt Johnston recalled the HYDRAULIC Low Warning light flashing. He also observed fluctuations in fuel flow and EPR readings. Further, the pilots observed the appearance of instrument OFF FLAGS on the AMI and AVVI. Maj Slattery also noted that all gauges were unwinding.

Lt Johnston told Maj Slattery to hit the ignition button in an attempt to "restart" the engine. There was no airstart response. At this time Maj Slattery ordered Lt Johnston to bailout.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] He immediately lit afterburner but quickly terminated it after realizing the excessive closure rate on Red 3. Shortly thereafter Red 3 started to roll out of the left turn and Red 4 observed a burning object come off the aircraft (later determined to be rear seat ejection.) Aware of the situation Red 4 transmitted that "two people have bailed out of the B-model."

[REDACTED]

[REDACTED]

[REDACTED]

Red 4 followed the disabled aircraft to impact while Red 1 and 2 continued their turn to maintain visual contact with the ejected crew members.

Good chutes were noted on both pilots. Red 2, an Instructor Pilot, provided airborne CAP for rescue operations while Red 1 and 4 departed the area to ease traffic congestion.

Both pilots were recovered by rescue personnel and were treated and released at K I Sawyer AFB Hospital, Michigan.