

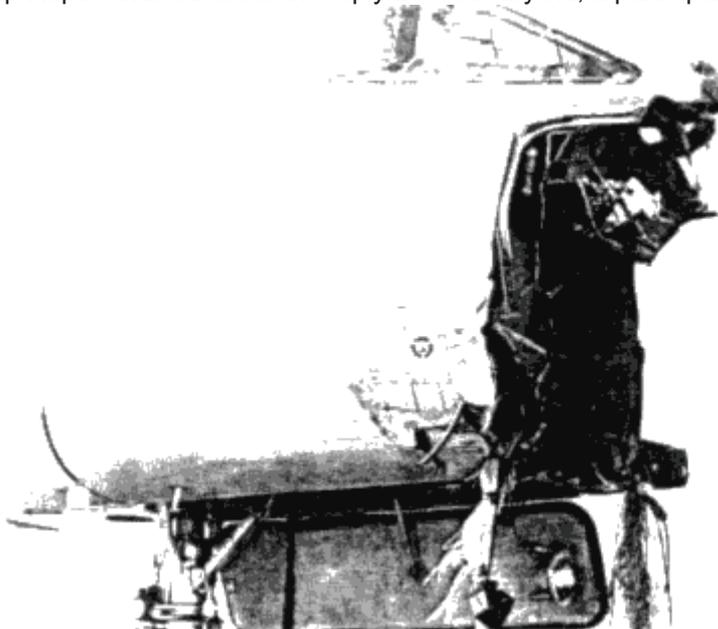
TRIP REPORT

Mid-Air Collision: 59-0054 Over "G": 59-0083

By Joe Sylvia, 14 November 1994

(Transcribed 10 Jun 2000)

Forward: In September 1994, the [McClellan Museum](#) Newsletter, [McClellan AFB](#), North Highlands CA, published this picture and caption. The Trip Report that follows is the reply from Joe Sylvia, a participant in the events. Patrick McGee



??MCLELLAN HISTORY MYSTERY??

This aircraft was repaired by maintenance specialists from McClellan AFB. You may know of someone who was involved in the event who can provide some details of what occurred, what type aircraft, tail number, and what role McClellan played in the "History Mystery". Please send your responses to Mr. Tony Gabbard, the Aviation Foundation Representative. Details will be provided in the next quarterly newsletter. McCLELLAN AVIATION MUSEUM FOUNDATION, INC., P.O. Box 553, North Highlands, CA 95660-0553

Trip Report, 11/14/94:

The mystery A/C, without a nose, published in Septembers McClellan Museum Newsletter is an F-106A, Serial Number 59-0054 assigned to McChord AFB, WA [[318th FIS, McChord AFB, WA](#)]. This A/C was involved in a mid-air collision with an A-7, while flying a "Red Flag" exercise west of Dugway Proving Grounds, Utah on 25 July 1978. The A-7 crashed and the pilot ejected safely. The F-106A, minus its nose section, landed at Michael Army Airfield, Dugway.

At the same time, an Over "G"d A/C F-106A, 59-0083, from Griffis AFB [[49th FIS, Griffis AFB, NY](#)] was also located at Michael Army Airfield. This A/C had pegged the "G" meter at 10, however, the "G" load was far in excess of 10, because the empty [fuel] drop tanks were torn off the wings and the attaching Navy bomb rack, plus the eight attaching bomb rack bolts were stretched and subsequently broken [off].

My original assignment was to check-out the Flight Control System on this A/C [49th 59-0083] for defects (none were found). Obviously, things change with the "nose-less" A/C [318th 59-0054]. I still had to check the Flight Controls, but now I also had to access the damage each A/C and recommend a course of action.

My recommendation was to swap the wings on these A/C. Install the "no-nose" wings on A/C 59-0083 and FCF (Functional Check Flight) it at Michael Army Airfield. Ship the wings from 59-0083 with the "nose-less" fuselage to McClellan AFB for major repair. This in fact is what happened.

A McClellan team was sent to Dugway and swapped the wings, A/C 59-0083 was FCF'd at Michael Army Airfield and returned to Griffis AFB, NY.

F-106A 59-0054 was shipped by truck with the damaged wings to Hill AFB, UT, and subsequently to McClellan AFB by train. This A/C was repaired by installing a nose section from a cannibalized F-106B model at McClellan's "bone yard". The left wing from 59-0083, after repairs were completed, was installed on 59-0054. Another repaired R/H [right hand] wing assembly was installed on this aircraft.

F-106A 59-0054 "no nose" aircraft was test flown at McClellan AFB by Maj John Meyers and delivered to Griffis AFB in the fall of 1979 to replace an attrited bird.

[Joe Sylvia](#)

Convair Tech Rep and AF Equipment Specialist

Additional Information of 59-0083's Over "G" Story

By Joe Sylvia, 13 June 2000

Wayne Neet has an interesting theory about the drop tanks creating enough lift to do a 180 from a supersonic dive. Based on this theory-- each time the A/C went supersonic it would end up in a vertical climb. Basically, the supersonic tanks do generate some lift but in doing so, they reduce their own drag somewhat. Obviously, this is beneficial to reduced fuel consumption with resultant longer range.

This is what actually happened with 083's over g. 59-083 jumped an F-15 from 28000ft.-in a dive--that progressed to supersonic speed. Terrain Altitude in the area--from my recollection was around 5000ft.--and when he realized the ground was rapidly approaching the nose of his A/C he pulled aft on the control stick until it was in his lap. Unfortunately, he exceeded the Hinge Moment Limit, which means the air loads prevented the elevons (elevators in conventional a/c) from moving up. As Wayne alluded too--the 3000PSI hydraulic system could not move the surfaces. By the grace of God he pulled it out of afterburner and opened the Speed Brakes. The speed brakes will not fully open-- under these conditions--but will trail and create some drag. The combination of these two operations slowed the A/C into the transonic range and with the stick in his lap--the hydraulic system was able to move the elevons. The elevons went into full up position, which caused the A/C to do an instant 180 degrees. I would guesstimate the A/C spiked in excess of 15G's in view of the previously described torn-off drop tanks and attaching hardware.