

[REDACTED]

UNCLASSIFIED

28 Dec 72

STATEMENT OF STUDENT PILOT AND INSTRUCTOR PILOT (SPECTRE 07)

ON LOSS OF SPECTRE 17, 21 Dec 72. Classification canceled (changed to UNCLASSIFIED)  
by authority of 5200.1-R, 1-401  
by *Jane B. [unclear] 31 Dec 74 16 Jan 75*

We were approaching fence-in at approximately 1905L, monitoring both Lion GCI and Moonbeam frequencies. We first heard Spectre 17 calling Moonbeam about this time, stating that they had taken a hit. They stated that they had taken the hit in the left wing and were losing fuel at approximately 2000#/min. In addition, they also stated that the utility hydraulic system was also out. Then Spectre 17 called Lion, giving them the same information. Lion immediately requested Spectre 17 to squawk EMERGENCY on all modes and codes. Radar contact was almost immediately established and Spectre 17 received an RTB heading and distance (approximately 240 degrees/ 84NM). Lion asked if Spectre 17 wanted an escort and he said yes, so we (Spectre 07) turned to the intercept heading provided us by Lion. Lion, meanwhile, informed Spectre 17 that Spectre 07 was on the way.

At a distance of about 12-15NM from Spectre 17, we observed a bright fireball at approximately our 1130 position. (approximately 1915L) The fireball seemed to plunge almost immediately toward the ground and the sky was dark again. About this time we received a call from Lion, telling us that they had just lost radio and radar contact with Spectre 17.

We proceeded on to the crash site, which was burning brightly and occasionally sparkling with small secondary explosions (ammo), when we heard Spectre 17India and 17Julliet come up on their emergency radios. We informed them that rescue was on the way and asked their personal status and condition (Both in good shape).

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ON LOSS OF SPECTRE 17, 21 Dec 72. Page 2.

We remained overhead the crash site as SAR ON-SCENE COMMANDER for 4½ hours as KING 22 had aborted his take-off. At approximately 2120L, JOLLY GREEN 32 picked up both Spectre 17India and 17Julliet. We (Spectre 07) continued to orbit the crash site, continually calling on GUARD and Bravo and Charlie SAR frequencies, but heard no other beepers or had any further voice contact. (We were monitoring SAR Delta frequency too, but the SAR was primarily using that frequency for the pick-ups)

At approximately 2325L, RTB fuel status was reached and Spectre 07 left the crash site as Spectre 16 assumed ON-SCENE COMMAND.

*Bertram D. McMillen III*

BERTRAM D. McMILLEN III

CAPTAIN, USAF

16 SOS

SPECTRE 07 (IP)

*Charles F. Blount*

CHARLES F. BLOUNT

MAJOR, USAF

16 SOS

SPECTRE 07 (SP)

CLASSIFIED BY *16 SOS OPS OFF*  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT TWO  
YEAR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1980

DOWNGRADE TO:  
SECRET ON *NA*  
CONFIDENTIAL ON *31 Dec 74*  
DECLASSIFY ON *31 Dec 80*  
CLASSIFIED BY *16 SOS OPS OFF*

UNCLASSIFIED

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