

crash sense

which I interpreted to be inverter stoppage. However, there was no indication on the enunciator panel.

"I slipped my hand against the circuit breaker panel and looked to see if any circuit breakers were out, at the same time turning the aircraft toward the airfield. At this point, I looked at my engine instruments and saw both torque pressures fall to zero. I also noticed that the warning flags on the FC 105 were out. I called the tower, reported electrical failure, placed the inverter switch to emergency, saw that both N_1 readings were about 60 percent, added power and watched both N_1 readings jump to 80 percent, then fall to zero.

"At this point, I declared an emergency, turned away from the airfield toward a wooded area in the populated area. I signaled the observer to eject and began putting switches on the left eyebrow panel in the emergency position. When I was sure

the aircraft would fall into the wooded area, I pulled back the power levers and ejected.

"After regaining consciousness, I looked down and saw the aircraft crash in the woods. I landed in a tree about 50 yards from the wreckage."

Both engines were sent to a laboratory for tear-down analysis to determine the cause of simultaneous failure. Here are the conclusions of this analysis: "Engine failure and loss of electrical power were caused by flameouts induced by the excessive amounts of contamination (water) noted in the fuel samples that were drawn from the fuel controls during engine disassembly. The chlorine traces found in the samples indicate that the water had been treated for drinking purposes."

The laboratory recommended that petroleum servicing personnel should be shown the Air Force training film, TF 1-5345, "Fuel Contamination—Jet Age Killer." This film covers the steps to be taken and procedures to be followed at base level in the control and handling of aircraft fuel.