

**57-0229**

08 Apr 59

ARDC-AFFTC

EDWARDS AFB

### REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention-Investigation-Reporting." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

**Section A—GENERAL INFORMATION**

94 003

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify.  
**NEVADA, CLARK, INDIAN SPRINGS, 5.0 WNW**

2. DATE OF ACCIDENT: **8 APRIL 1959**      3. HOUR AND TIME ZONE (Local): **1140 PST**      4. DAY: **DAWN** NIGHT DUSK      5. AIRFIELD OF LAST TAKEOFF: **NELLIS AFB**

6. CLEARANCE: (Check all applicable) IFR  YFR   DD Form 175 Other  Cleared Direct  Cleared Via Airways   
 Cleared from \_\_\_\_\_ Cleared to \_\_\_\_\_

7. BASE SUBMITTING REPORT: **EDWARDS AFB**      8. DURATION OF FLIGHT: **15 MINUTES**      9. MISSION OF FLIGHT (Use DD Form 781-1): **I-1**      10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin, stall, spiral, occurred: **APPROX 3000 FT**

11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing turf and other data as applicable. Discuss in Section M.)

(a) If accident occurred on airport:  
 Length of runway in use \_\_\_\_\_ ft.  
 Heading of runway in use \_\_\_\_\_ degrees  
 Field elevation \_\_\_\_\_ ft. MSL  
 Type of runway surface: (Check)  
 Concrete  Asphalt   
 Other (Specify) \_\_\_\_\_  
 Wet  Dry

(b) If accident occurred off airport: elevation at scene of acct. **3200** ft. MSL  
 Was aircraft taking off, approaching or maneuvering to land? Yes  No   
 If yes, state airport involved: \_\_\_\_\_  
 If no, state nearest airport suitable for landing this aircraft: **INDIAN SPRINGS AFB**  
 For either airport mentioned in 11b above:  
 State airport type (i. e., AF, A, M, CG, PC, P): **AF KB99-F**  
 Distance, airport to accident: **4.5** miles. Heading of runway in use **N/A** degrees.  
 Magnetic bearing, airport to accident: **290** degrees. Airport elevation **3,123** ft. MSL

12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED:  
 (File separate Form 14 for each aircraft) **NONE**

13. VIOLATIONS: Yes  No  If yes, discuss in Section M. **APR 22 1959**

**Section B—AIRCRAFT** *ACDT CHARGE D TO USL*

1. AIRCRAFT NUMBER: **57-229A**      2. TYPE, MODEL, SERIES AND BLOCK NUMBER: **JF-106A-50**      3. ASSIGNMENT AND STATUS CODE at time of accident: (As specified in AFR 65-110) **EI DUK**

4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
<b>ARDC RDC</b>	<b>AFPTC</b>	<b>AFT</b>				<b>EDWARDS AFB</b>

5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination)  
**N/A**

**Section C—PILOT(S) INVOLVED (Flight Crew)**

1. OPERATOR (Person at controls at time of accident)

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME: **EKEREN, HALVOR MARTIN**      GRADE: **CAPE**      COMPONENT: **REG AF**      SERVICE NUMBER: **22166A**      NATIONALITY: **US**      YR. OF BIRTH: **[REDACTED]**

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: **Front or Left Seat**  Rear or Right Seat       c. ASSIGNED DUTY ON FLIGHT ORDER: **AC**  **IP**  **PY**  **CP**  Other (Specify) \_\_\_\_\_

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
<b>ARDC</b>	<b>AFPTC</b>					<b>EDWARDS AFB</b>

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
<b>RDC</b>	<b>AFT</b>					

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: **PILOT-22 AUGUST 1952**      g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: **PILOT-22 AUGUST 1952**      h. INSTRUMENT CARD: Type **GREEN**      i. AFSC: Primary **8744**      Duty **8744**

2. OTHER PILOT

a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME: **NONE**      GRADE: \_\_\_\_\_      COMPONENT: \_\_\_\_\_      SERVICE NUMBER: \_\_\_\_\_      NATIONALITY: \_\_\_\_\_      YR. OF BIRTH: \_\_\_\_\_

b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat  Rear or Right Seat  Other       c. ASSIGNED DUTY ON FLIGHT ORDER: **AC**  **IP**  **P**  **CP**  Other (Specify) \_\_\_\_\_

d. ASSIGNED ORGANIZATION

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base

e. ATTACHED ORGANIZATION FOR FLYING

Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base

f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED: \_\_\_\_\_      g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: \_\_\_\_\_      h. INSTRUMENT CARD: Type \_\_\_\_\_      i. AFSC: Primary \_\_\_\_\_      Duty \_\_\_\_\_

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.

**Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED**

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes  No  Unknown  Weather  Hood  If "Yes," check one

ASSIGNED DUTY ON FLIGHT ORDER	(Complete items 2 through 14 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour	EKEREN				
2. Total flying hours (including AF time, student time, and other accredited time)	2780				
3. Total rated 1st pilot and instructor pilot hours, all aircraft	2507				
4. Total weather instrument hours	128				
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	46				
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model	0				
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	37				
8. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hrs this model and series	0				
9. Total pilot hours last 90 days	95				
10. Total 1st pilot and instructor pilot hours last 90 days	95				
11. Total pilot hours (night) last 90 days	4				
12. Total pilot hours, weather and hood, last 90 days	4				
13. Date and duration of last previous flight this model	7 APR 59	1:00			
14. Date and duration of last previous flight this model and series	7 APR 59	1:00			

15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

**Section E—PERSONNEL INVOLVED**

Include names and all other persons, whether in plane or not

P	EKEREN, HALVOR MARTIN, CAPT 22166A, Reg AF	PILOT	ARUG, AFFIC, EDWARDS AND	FRANK A	407A
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NOTE: If additional space is required to list all personnel involved, attach additional sheet.

**Section F—WEATHER**

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
CLEAR	25	SW 7	74 F	7 F	29.95	

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

**Section G—ENGINEERING DATA**

1. Damage: (Check one) Destroyed  Substantial  Minor  None  2. Was aircraft damaged beyond economical repair? Yes  No

3. Estimated number of direct manhours for repair, if applicable  N/A  Cost of damage to aircraft  \$4,428,682

4. Fire before accident  Fire after accident  Fire did not occur  5. Did explosion occur? Yes  No

6. How many T.O.s not complied with at time of accident?  32  (List T.O. numbers and titles on separate sheet)

7. Has your Base previously submitted a UR on any factor involved in this accident? Yes  No

8. Is a UR being submitted as a result of this accident? Yes  No  (If "Yes" attach copy) UR number  59-524-59-494-59-489

9. Is TDR requested? Yes  No  Attach copy of request (Engine teardown inspection accomp at AFFTC)

## HISTORY OF FLIGHT

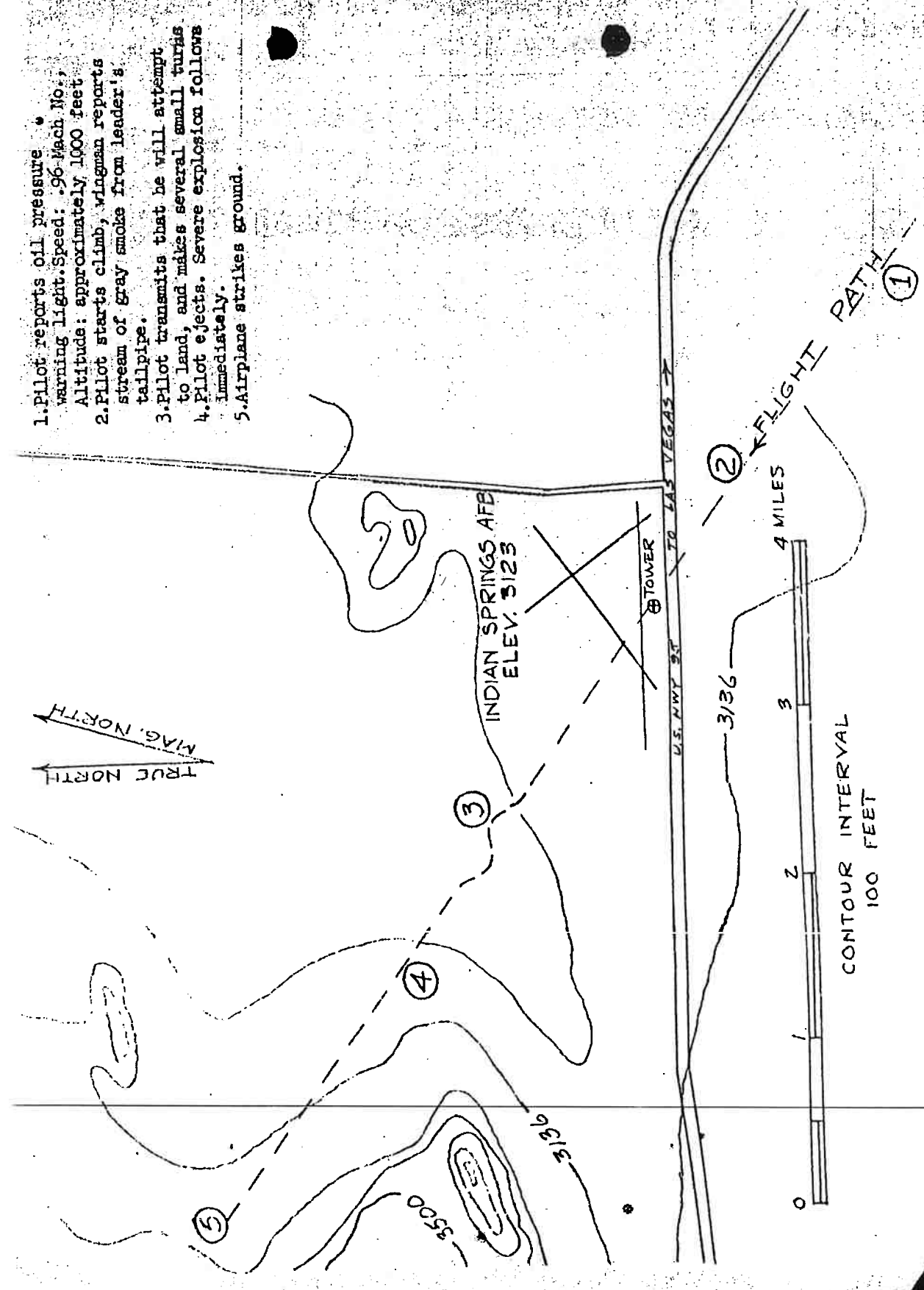
At 1125 hours PST, a flight of two F-106A aircraft departed Nellis Air Force Base for a practice low-altitude supersonic "fly-by" at Nellis Gunnery Range Number 1, which is situated four miles due north of Indian Springs Air Force Base, Nevada. The lead aircraft, serial number 57-229A, was piloted by Captain Halvor M. Ekeren, Edwards Air Force Base, California; the second aircraft, serial number 57-234A, was piloted by Captain William E. Powers, McGuire Air Force Base, New Jersey. Both aircraft were assigned to the F-106 Joint Test Force, Edwards Air Force Base, California. A VFR local clearance for the flight was filed by Captain Ekeren, and shows estimated time enroute as one hour, with two hours of fuel on board. The weather was clear, 25 miles visibility, wind southwest at seven knots. Afterburner was used for take-off, and power was then reduced to Military for the climb to 9,000 feet, where power was further reduced to approximately 90% RPM and the climb was terminated. The flight remained at 9,000 feet in the orbit area until about 1139 hours PST, when both pilots advanced the power to Military and began a shallow dive toward Indian Springs. At 1140, the flight was proceeding northwest toward Indian Springs, approximately one mile south of U.S. Highway 95, at about one thousand feet above the ground. Aircraft power had been at full Military for approximately 30 seconds. Captain Powers was about one mile behind and slightly to the right of the leader. When about four miles southeast of Indian Springs, just prior to turning north for the fly-by, Captain Ekeren called Captain Powers and stated that his oil pressure warning light was illuminated. Indicated airspeed at this time was .96 MACH. Captain Ekeren started an immediate pull-up and continued on a northwesterly heading, directly across Indian Springs Air Force Base. At this time, white smoke or vapor was seen coming from the tailpipe of the airplane by the wingman and witnesses in the control tower at Indian Springs. As he crossed the field, Captain Ekeren transmitted to the effect that he would attempt to land at Indian Springs, and made several small turns in an apparent attempt to select a runway and decide in which direction to set up a landing pattern. At this time, Captain Powers was directly behind Captain Ekeren, and saw two explosions inside the tailpipe, which he described as bright yellow flashes, followed by a trail of black smoke. He called to advise ejection, but saw Captain Ekeren eject before he could complete the transmission. Altitude at ejection was between six and seven thousand feet indicated, and airspeed approximately five hundred knots indicated. Immediately following the ejection, a large explosion occurred which blew the nose cone and the forward electronics bay access doors off the airplane. The fuselage broke in half at the turbine section. The forward section hit the ground upside down about four and one-half miles west northwest of the Indian Springs control tower, and was destroyed by fire. The tail section, impacted about one-half mile nearer to the tower. Captain

Powers circled over the area after the ejection and maintained observation of Captain Ekeren's descent, passing close by him on at least two occasions.

[REDACTED]

An "alert" helicopter crew and flight surgeon standing by at Gunnery Range Number 1 were notified immediately upon development of the emergency and attempted to become airborne. However, the engine failed on take-off. Another helicopter was enroute to Nellis Air Force Base, but did not have sufficient fuel to return. The Indian Springs crash crew, accompanied by a doctor from the Indian Springs AFB dispensary, departed for the crash immediately after the alert helicopter aborted. However, the terrain restricts vehicular speed so severely that this crew did not reach the pilot until thirty minutes after the crash. A helicopter from Nellis Air Force Base arrived and evacuated the pilot about thirty minutes later.

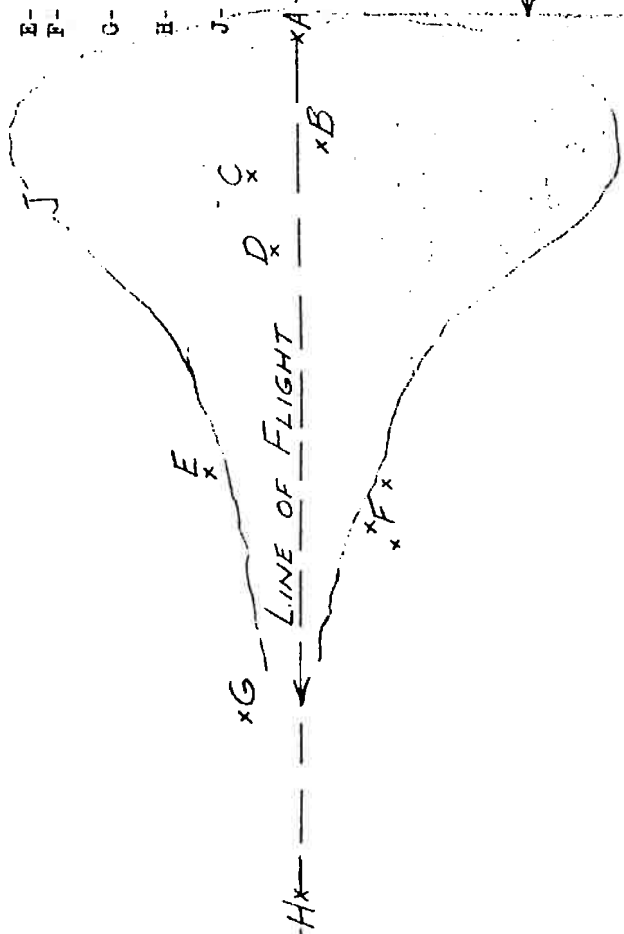
1. Pilot reports oil pressure warning light. Speed: .96 Mach No. Altitude: approximately 1000 feet
2. Pilot starts climb, wingman reports stream of gray smoke from leader's tailpipe.
3. Pilot transmits that he will attempt to land, and makes several small turns
4. Pilot ejects. Severe explosion follows immediately.
5. Airplane strikes ground.



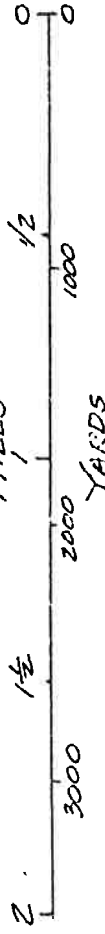


CRASH MAP

- A- Fragments of red-striped fuselage skin
- B- Canopy
- C- Helmet and oxygen mask
- D- Ejection seat, parachute, and survival kit
- E- Radome and pitot boom
- F- Forward and lower electronics bay access doors
- G- Tail section (wing, fuselage, wings)
- H- Fuselage, wings, and engine (forward of turbine section)
- J- Approximate limits of wreckage area (turbine blades, turbine inlet nozzle vanes, turbine casing fragments, skin fragments, and miscellaneous debris)



Indian Springs Control Tower 2.5 miles





3576 K520 TWO W.C. MEXIS AFB 9 APR 55  
A554 F-106A #570229 8 APR 59