

57-0238

06 Dec 66

ARDC-AFFTC

EDWARDS AFB

USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s))

65-12-6-2

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|--|---|---|
| 1. DATE OF OCCURRENCE (Month, year and day) 1966 December 6 | 2. VEHICLE/MATERIAL INVOLVED (Type & Serial No., if applicable) JT-106A SN 57-238 <i>11-009</i> | 3. FOR FORWARDING ACCIDENTS ONLY (If so, Circle and Report Serial No.) N/A |
| 4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, ROAD NAME, DISTRICT, IF ON BASE, DISTANCE FROM NEAREST BASE California, Kern County - 5 miles NNE California City, California - 12 miles North Rd. AFB, Calif. | 5. TIME AND TIME ZONE LOCAL (s) 1132 PST | <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK |
| 6. OPERATOR (Name and Grade) APSC <i>S/S</i> | 7. OCCUPATION POSSESSIONS (OWNING VEHICLE OR MATERIAL) (If possible) Subcontractor of AF AFT AFTTC | Air Division N/A Wing N/A Group N/A Squadron or Unit ARPS Home and Base Code F511 wards ATB |

8. NAME AND COMMAND SUBMITTING REPORT (Do not abbreviate)
Edwards Air Force Base
Air Force Flight Test Center Air Force Systems Command

9. (If reporting of aircraft vehicle, if they differ from item 7 above)
N/A

10. LIST OF PERSONNEL DIRECTLY INVOLVED

(For aircraft include operator and all other personnel involved in plane involved. If other persons are involved in the accident, use additional sheet(s))

| Last Name | First Name | ASA | Grade | Service No. | Assignment Duty | Area Rating | Injury to Individual |
|-----------|------------|-----|-------|-------------|-----------------|---------------|----------------------|
| Jaworski | Richard | E | Capt | FRS2986 | Sr Pilot | Senior DELIST | <i>None</i> |
| | | | | | | | <i>Spinal</i> |
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11. NARRATIVE DESCRIPTION OF INCIDENT (Give a detailed history of events in chronological order. Do not summarize. Include all details of the accident if applicable. The results of the investigation should include the cause of the accident, the probable cause, the contributing factors, and the corrective actions. (Continue on reverse, if more space needed))

SEE ATTACHED SHEETS

AUTHENTICATION

| | |
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| Approved by: Reported by: MASTON A. BISHOP, JR. 1st Lt. COL, USAF | DATE: 17 Dec 1966 |
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HISTORY OF FLIGHT:

The subject flight was a functional check flight of JF-106A, SN 57-298, subsequent to a change of the main fuel control unit. Takeoff was made, using afterburner on Runway 21, followed by a climbing right turn of approximately 180 degrees. At approximately 10,000 feet indicated altitude, the throttle was retarded to Military and the climb was continued to 40,000 feet indicated altitude on a northeasterly heading so as to enter the supersonic corridor. Various systems checks were accomplished during climb in accordance with the functional check flight directions. At a point approximately seventy nautical miles to the northeast (in the vicinity of Camp Irwin), clearance for entry to the corridor was obtained from Edwards Approach Control and a right turn-in was commenced. Afterburner was selected and acceleration was begun. Acceleration appeared to be slightly slower than normal although a Mach number of 1.95 was obtained. As this Mach was approached, "duct buzz" was encountered which caused a yaw of the nose to the right. This yaw was easily countered with left rudder but acceleration was discontinued at this point. Throttle was retarded to Military and a climbing turn to the right to 50,000 feet was made. At 50,000 feet an afterburner relight check was made, and the fuel quantity was checked. At this time the total fuel was 2800 pounds, the forward tank indicated empty, the left hand tank read 1500 to 1000 pounds, and the right hand tank read 1100 to 1200 pounds. Speed brakes were extended and descent to 40,000 feet was commenced. An IFF check was attempted but Edwards radar was inoperative. As the aircraft was now heading back toward the supersonic corridor, the turn was reversed to the left while deceleration was continued preparatory to a slow speed handling check of the aircraft. After approximately 30 degrees of turn to the left, the Mach number was noted to be 0.83 and the indicated airspeed approximately 250 knots. The turn was held to be steady and moderate at approximately 30 degrees of bank and equal to or less than 1.3 G's. No aircraft buffet or lateral instability was noted. Immediately thereafter, the aircraft commenced a violent right roll. Controls were neutralized but a second roll ensued. After a third roll a steady state spin to the right was encountered. Power was reduced to idle and speed brakes were closed. Full pro-spin aileron and slight back stick was applied. After approximately five turns, with no apparent change in spin characteristics, opposite rudder was applied and throttle was advanced with no effect. Power was again retarded. At this time, the altimeter read 23,000 feet and the drag chute was deployed. Spin recovery control continued to be held. Rotation remained constant and after approximately five turns the drag chute was jettisoned. Controls were neutralized and full right aileron and aileron up stick were again applied methodically. At 40,000 feet indicated altitude, Edwards Approach Control was notified by Captain Lawyer that he was in a spin and would have to eject because of Approach Control's failure to read this transmission. It was repeated. At this time the aircraft hesitated only momentarily in an upright position and the indicated airspeed to 100 KIAS. Power was again applied but the aircraft again continued into the rotation to the right and the airspeed again increased. Captain Lawyer noted 8,000 feet indicated altitude and immediately reached for and pulled the ejection handles. Ejection was successful and Captain Lawyer left the aircraft approximately three-fourths of the way through the spin turn. Seat separation and chute operation appeared normal. While suspended in the chute, Captain Lawyer noted the aircraft to descend accelerating and make a steep pull-up, narrowly missing the ground. Approximately one minute after landing, Captain Lawyer observed the aircraft to strike the ground in a steep right bank and disintegrate. Another

F-106 aircraft piloted by two other School instructor pilots observed the initial roll-off and pitch-up of the aircraft at 40,000 feet and the ensuing spin and repeated Captain Lawyer's transmission to Edwards Approach Control. They later observed the ground impact and reported the location of the crash to Edwards. Captain Lawyer was recovered shortly thereafter by helicopter. Examination showed no injury except a superficial cut of the tip of the right forefinger, experienced when reaching for the ejection seat handgrip. Testimony from Captain Lawyer was recorded at the Base Hospital immediately after being returned to Edwards.