

57-2474

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AFR 62-14 and AFM 62-5. 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

1. DATE OF ACCIDENT 6 June 1961	2. HOUR AND TIME ZONE (Local) 2118 EDST (Z-4)	3. DAY DAWN NIGHT DUSK Night	4. AIRFIELD OF LAST TAKEOFF McGuire AFB, NJ
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) 1.8 mi South McGuire AFB, NJ (b) Distance (Nautical Miles) and direction from nearest town (include state and county) 1.7 mi NNW Browns Mills, Burlington County, NJ			
6. AIRPORT DATA. Fill in (a) or (b) as applicable (for seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section K.) (a) If accident occurred on airport: N/A 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 accident: 100 Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, state airport involved: McGuire AFB, NJ If No, state nearest airport suitable for landing this aircraft: _____ For either airport mentioned in 6b above: State airport type (i.e., AF, A, N, CO, PC, PI) AF Heading of runway in use: 210 Degrees. Airport elevation: 133 Ft. MSL.			
7. CLEARANCE (Check all applicable) IFR <input checked="" type="checkbox"/> VFR _____ Local _____ DD Form 175 _____ Other <input checked="" type="checkbox"/> Cleared Direct _____ Cleared via always _____ Cleared from McGuire AFB, NJ Cleared to McGuire AFB, NJ			
8. Base submitting report McGuire AFB, NJ		9. Duration of flight 1:40	10. Mission of flight T
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began: 800 Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred: 933 Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight: 35,000 Ft. MSL. Length of time at this highest altitude: 25 minutes			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) NONE (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes _____ No _____ If Yes, discuss in Section K. NWJ			

Section B—AIRCRAFT

15. AIRCRAFT NUMBER 57-2474	16. TYPE, MODEL, SERIES AND BLOCK NUMBER F-106A, CO-80	17. ASSIGNMENT AND STATUS CODE at time of accident: (As specified in AFR 65-110) (CC)
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command ADC Subcommand or AF _____ Air Division 26th Wing NYADS Group _____ Squadron or Unit 539 FIS Base McGuire AFB, NJ		
19. IF AIRCRAFT WAS BEING FERRYED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) N/A		

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

20. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Jr., II, etc.) HOELZER, RONALD	FIRST NAME NEWTON	MIDDLE NAME	GRADE 1/Lt	COMPONENT Reg AF	SERVICE NUMBER 56946A	NATIONALITY US	YR. OF BIRTH [REDACTED]
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____				c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P <input checked="" type="checkbox"/> CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command ADC Subcommand or AF _____ Air Division 26th Wing NYADS Group _____ Squadron or Unit 539 FIS Base McGuire AFB, NJ							
e. ATTACHED ORGANIZATION FOR FLYING Major Command _____ Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit FI Base NF74							
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot, 28 June 56		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Pilot, 28 June 56		h. INSTRUMENT CARD Type White Date of expiration 17 Dec 61		i. AFSC Primary 1125F Duty 1125F	
21. OTHER PILOT							
a. LAST NAME (Jr., II, etc.) N/A	FIRST NAME	MIDDLE NAME	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 _____ Date of expiration _____		i. AFSC Primary _____ Duty _____	

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

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

If "Yes," check one

22. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes No Unknown Weather Hood

ASSIGNED DUTY ON FLIGHT ORDER <small>NOTE: List all time to the nearest hour</small>	(Complete items 23 through 39 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
23. Total flying hours (including AF time, student time & other accredited time)	HOELZER 1095:30				
24. Total jet time	670:55				
25. Total 1st pilot/IP hours, all aircraft	849:10				
26. Total weather instrument hours	53:55				
27. Total 1st pilot and IP this model (F-100)	197:05				
28. Total 1st pilot and IP this series (F-100C)	139:50				
29. Total pilot hours last 90 days	51:20				
30. Total 1st pilot and IP hours last 90 days	51:20				
31. Total pilot hours weather and hood last 90 days	25:50				
32. Total pilot hours night last 90 days	12:30				
33. Total 1st pilot and IP last 90 days this model	55:40				
34. Total 1st pilot and IP last 30 days this model	17:45				
35. Total 1st pilot and IP last 90 days this series	46:30				
36. Total 1st pilot and IP last 30 days this series	14:00				
37. Date and duration, last previous flight this model	6 Jun 61 1:10				
38. Date and duration, last previous flight this series	6 Jun 61 1:10				
39. Date of last proficiency flight check	1 Jan 61				

40. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved as outlined in AFR 62-14.

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident 41.	Name (Last name first, Grade, Serial Number and Component or Service) 42.	Type Aero Rating 43.	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base 44.	Injury Class. (or missing) 45.	Parachute Used		Ejection Seat Used	
					Yes 46.	No 47.	Yes 48.	No 49.
P 01	Hoelzer, Ronald N., 1st Lt, 56946A, Reg AF A	P1t	ADC, 26 AD, NYADS, 539 FIS, McGuire AFB, NJ	None 1	X		X	A

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Sky Conditions	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
CLR	5H	↑ 6	70	65	29.93	None

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

Item 82 - History of Flight, F-106A, SN 57-2474

1. 1st Lt Ronald N. Hoelzer, 56946A, Pilot, of the 539th Fighter Interceptor Squadron, ADC, McGuire AFB, NJ, was assigned F-106A, SN 57-2474, belonging to the 539th FIS, for a normal practice SAGE Intercept Mission. Captain Gilbert R. Mortensen, Pilot, of the same unit, was assigned another F-106A for the same mission. The flight was recorded on 539th FIS Form 6, Practice Scramble and Recovery Mission Log (Tab Q). The pilots were briefed in accordance with ADC Briefing Guide Number Nine by Captain Francis J. McCarthy, Jr., "B" Flight Commander, of the 539th FIS. Lt Hoelzer was assigned the Call Sign Juliet Golf 17 and Captain Mortensen Juliet Golf 18. The pilots were briefed for a normal AFIO (Agreement for Intercept Operations) departure; practice snap-up intercept at 35,000 feet followed by recovery at McGuire AFB with practice GCA patterns. The flight was coordinated with the Weapons Director at New York Air Defense Sector (SAGE) and flown under their control over the Atlantic Ocean east of New Jersey. Captain Mortensen's take-off was 2339Z, 6 June 1961, from runway 24, McGuire AFB, NJ. Lt Hoelzer's take-off time from McGuire was at 2340Z. Captain Mortensen was flying an F-106A without external fuel tanks while Lt Hoelzer was flying an aircraft with external fuel tanks. Estimated time enroute for Lt Hoelzer was 1+40 hours. Fuel on board was 1970 gallons (12,800 pounds) or 2+30 hours.
 2. Weather at the time of the accident was high thin broken, five miles visibility in haze. Winds were south-southwest at eight knots. Weather was forecast to remain VFR for the duration of the flight.
 3. Lt Hoelzer attempted one intercept for which Captain Mortensen acted as target. The pass resulted in a Missed Intercept due to numerous radar discrepancies. Captain Mortensen then made two intercepts with Lt Hoelzer acting as target and then started toward McGuire for recovery. Lt Hoelzer joined on Captain Mortensen's wing for a formation recovery and a close formation GCA low approach. Captain Mortensen made a full stop GCA and Lt Hoelzer executed a go-around. The formation low approach was normal and the go-around from this approach was normal. Lt Hoelzer then executed another GCA low approach and go-around which also were normal. On the next GCA low approach Lt Hoelzer initiated his go-around at 300 feet indicated, using 98% throttle to maintain attitude, the pilot felt a moderate rumbling in the aft area and observed white flashes or glows from the left side. This was followed by unwinding of the RPM and then total silence indicating engine failure. The pilot attempted two unsuccessful airstarts while in a climbing left turn. At this time the pilot estimated his altitude at 1800 to 2000 feet with an airspeed of 170 knots. At this point he elected to bail out, pointed the aircraft toward a dark area, checked his zero delay lanyard and ejected. Bailout was successful and aircraft crashed approximately two miles South of McGuire AFB on Fort Dix property at 2118 local time (EDST).
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