

57-2525

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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 sheets and identify by proper section letter and subsection number.

33 153 Section A—GENERAL INFORMATION

1. DATE OF ACCIDENT: 1 November 1960
 2. HOUR AND TIME ZONE (Local): 1845E
 3. DAY DAWN NIGHT DUSK: Night
 4. AIRFIELD OF LAST TAKEOFF: Andrews AFB, Md.

5. PLACE OF ACCIDENT:
 (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify): Langley AFB, Va
 (b) Distance (Nautical Miles) and direction from nearest town (include state and county): N/A

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:
 Length of runway in use: 9999 Ft.
 Heading of runway in use: 070 Degrees.
 Field Elevation: 10 Ft. MSL.
 Type of runway surface: (Check)
 Concrete: Asphalt: _____
 Other (Specify): _____
 Wet: _____ Dry:
 (b) If accident occurred off airport: Elevation at scene of accident: N/A 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: _____
 For other airport mentioned in 6b above:
 State airport type (i.e., AF, A, N, CG, PC, P): _____
 Heading of runway in use: _____ Degrees. Airport elevation: N/A Ft. MSL.

7. CLEARANCE (Check all applicable) IFR _____ VFR _____ Local DA Form 175 _____ Other _____ Cleared Direct _____ Cleared via Airways _____
 Cleared from: Andrews AFB, Md. Cleared to: Andrews AFB, Md.

8. Base submitting report: Langley Air Force Base, Virginia
 9. Duration of flight: 1+59
 10. Mission of flight: Operational Training

11. ALTITUDE DATA:
 (a) Altitude of aircraft above terrain at which accident sequence began: 004 Ft.
 (b) Altitude, MSL, at which accident sequence began, or at which failure occurred: 014 Ft. MSL.
 (c) Highest altitude, MSL, aircraft flew on this flight: 11,000 Ft. MSL. Length of time at this highest altitude: 1+15

12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft)
 (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? Yes _____ No _____

13. VIOLATIONS: Yes _____ No If Yes, Discuss in Section K.

14. BREACHES OF AIR DISCIPLINE: Yes _____ No If Yes, discuss in Section K.

Section B—AIRCRAFT

15. AIRCRAFT NUMBER: 57-2525A
 16. TYPE, MODEL, SERIES AND BLOCK NUMBER: F-106B-45
 17. ASSIGNMENT AND STATUS CODE at time of accident: ADC-CC (As specified in AFR 63-10)

18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT
 Major Command: ADC
 Subcommand or AF: _____
 Air Division: 26A1rDiv
 Wing: Washington ADS
 Group: _____
 Squadron or Unit: 95FIS FI
 Base: AS 57 Andrews AFB, Md.

19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE (Gaining and losing organizations, date of transfer, ultimate destination)

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

20. OPERATOR (Person at controls at time of accident)
 a. LAST NAME (Mr., E, etc.) FIRST NAME MIDDLE NAME GRADE COMPONENT SERVICE NUMBER NATIONALITY YR. OF BIRTH
 LUNDY, Charles Edward 1Lt USAF 54698A USA
 b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT: Front or Left Seat: _____ Rear or Right Seat: _____
 c. ASSIGNED DUTY ON FLIGHT ORDER: AC _____ IP _____ P CP _____ Other (Specify) _____

d. ASSIGNED ORGANIZATION
 Major Command: ADC
 Subcommand or AF: _____
 Air Division: 26A1rDiv
 Wing: Washington ADS
 Group: _____
 Squadron or Unit: 95FIS FI
 Base: AS 57 Andrews AFB, Md.

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: Pilot, 11 Apr 58
 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Pilot, 11 Apr 58
 h. INSTRUMENT CARD: Type: White Date of expiration: 30 Sep 61
 I. AFSC: Primary: 1125F Duty: 1125F

21. OTHER PILOT
 a. LAST NAME (Mr., E, etc.) FIRST NAME MIDDLE NAME GRADE COMPONENT SERVICE NUMBER NATIONALITY YR. OF BIRTH
 HANSEL, Kenneth Allen Capt USAF AD2206554 USA
 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: ADC
 Subcommand or AF: _____
 Air Division: 26A1rDiv
 Wing: Washington ADS
 Group: _____
 Squadron or Unit: 95FIS
 Base: Andrews AFB, Md.

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: Pilot, 23 Feb 56
 g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED: Pilot, 23 Feb 56
 h. INSTRUMENT CARD: Type: White Date of expiration: 13 Feb 61
 I. AFSC: Primary: 1125F Duty: 1125F

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

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

| ASSIGNED DUTY ON FLIGHT ORDER NOTE: List all time to the nearest hour | (Complete items 23 through 39 for each crewmember pilot) | | | | |
|--|--|-----------------------------------|-----------------------------|-------------------------------|------------------------------|
| | PILOT (Last Name) LUNDY | CO-PILOT (Last Name) HANSEL | INSTR. PILOT (Last Name) | AIRCRAFT CMDR. (Last Name) | STUDENT PILOT (Last Name) |
| 23. Total flying hours (including AF time, student time & other accredited time) | 888 | 1368 | | | |
| 24. Total jet time | 602 | 1080 | | | |
| 25. Total 1st pilot/IF hours, all aircraft | 592 | 1060 | | | |
| 26. Total weather instrument hours | 34 | 84 | | | |
| 27. Total 1st pilot and IF this model (P-47) 106 | 100 | 74 | | | |
| 28. Total 1st pilot and IF this series (P-47) 106B | 13 | 22 | | | |
| 29. Total pilot hours last 90 days | 65 | 44 | | | |
| 30. Total 1st pilot and IF hours last 90 days | 64 | 44 | | | |
| 31. Total pilot hours weather, and hood last 90 days | 18 | 8 | | | |
| 32. Total pilot hours night last 90 days | 8 | 6 | | | |
| 33. Total 1st pilot and IF last 90 days this model | 33 | 40 | | | |
| 34. Total 1st pilot and IF last 90 days this model | 14 | 19 | | | |
| 35. Total 1st pilot and IF last 90 days this series | 2 | 9 | | | |
| 36. Total 1st pilot and IF last 30 days this series | 2 | 4 | | | |
| 37. Date and duration, last previous flight this model | 20Oct60 2 | 25Oct60 2 | | | |
| 38. Date and duration, last previous flight this series | 11Oct60 2 | 12Oct60 2 | | | |
| 39. Date of last proficiency flight check | 19 Oct 60 TAC Eval | 17Aug60 2 | | | |

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 ^d | LUNDY, Charles Edward, 1Lt., 54698A, USAF | Flt | ADC, 26AirDiv, Washington ADS, 95FIS, Andrews AFB, Md. | None | | X | | X |
| CP 05 | HANSEL, Kenneth Allen, Capt, A02206554, USAF | Plt | ADC, 26AirDiv, Washington ADS, 95FIS, Andrews AFB, Md. | None | | X | | X |

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 |
|----------------|------------|-----------------------------|-------------|-----------|--------------|--------------------------|
| -X | 0 Y | Calm | 53 | 53 | 29.56 | |

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

HISTORY OF FLIGHT
Section "K", Paragraph 82, AF Form 14

The aircraft, F-106B, serial number 57-2525, 95th Fighter Interceptor Squadron, Andrews Air Force Base, Maryland, took off from Andrews at 2116Z on 1 November 1960. The flight was briefed by First Lieutenant Lundy as a radar mission with formation and instruments as secondary missions. The F-106B was to be the lead aircraft and F-106A the number two in the formation. The flight was scrambled by Sardine, the Sage Center, and takeoff and climb were normal. After an attempted radar pass by both aircraft, the radar was inoperative so the flight flew formation for forty-five minutes to one hour. At this time, Lt Lundy in aircraft 525 called Sardine for an approach time which was acknowledged. After several minutes, Lt Lundy called the other aircraft in the flight but received no answer. Repeated calls to both the wingman and Sardine with no response lead Lt Lundy to believe his radio was out. With Andrews AFB in sight, he decided to go in and land VFR. While descending, Lt Lundy could see Andrews but could not distinguish the runway lights. After letting down to 9,000 feet and with the runway still not in sight, Lt Lundy decided to proceed to Langley AFB, Va., which had been forecast to be a good alternate and had been seen earlier in the flight. Lt Lundy climbed up to 25,000 feet and proceeded to Langley. About 20 to 25 miles out from Langley, Lt Lundy saw the runway and let down to the east of the field. He made a pass down runway 25, low enough to get the towers' attention. About three-quarters down the runway, he started a climbing left turn and saw the approach lights on runway 07. [REDACTED] that was the active and after climbing to 1,500 feet, he reversed his turn and continued on a downwind leg for 07. He lowered his landing gear and started a right turn onto base. He rolled out on final approximately 3 miles. The aircraft was lined up on the left side of the center line of the runway but struck the fence and touched down 1,701 feet short of the runway.