

58-0770

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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 sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. DATE OF ACCIDENT 9 January 61	2. HOUR AND TIME ZONE (Local) 1134 PDT	3. DAY DAWN NIGHT DUSK Day	4. AIRFIELD OF LAST TAKEOFF Davis Monthan AFB, Arizona
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <u>George AFB, California</u> (b) Distance (Nautical Miles) and direction from nearest town (include state and county)			
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 <u>10000</u> Ft. Heading of runway in use <u>164</u> Degrees. Field Elevation <u>2880</u> Ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt <input checked="" type="checkbox"/> Other: _____ (Specify) _____ Wet _____ Dry <input checked="" type="checkbox"/> (b) If accident occurred off airport: Elevation at scene of accident <u>N/A</u> Ft. MSL Aircraft taking off, approaching or maneuvering to land? Yes <input checked="" type="checkbox"/> No _____ If Yes, state airport involved _____ 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, CG, PC, P) _____ Heading of runway in use _____ Degrees Airport elevation _____ Ft. MSL			
7. CLEARANCE: (Check all applicable) IFR <input checked="" type="checkbox"/> VFR _____ Local _____ DD Form 175 <input checked="" type="checkbox"/> Other _____ Cleared Direct <input checked="" type="checkbox"/> Cleared via airways _____ Cleared from <u>Davis Monthan AFB, Ariz</u> Cleared to <u>George AFB, California</u>			
8. Base submitting report <u>George AFB, California</u>		9. Duration of flight <u>1:45</u>	10. Mission of flight <u>Nav. Trng. R1</u>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <u>11,120</u> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <u>14,000</u> Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight <u>40,000</u> Ft. MSL Length of time at this highest altitude _____			
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? <input checked="" type="checkbox"/> Yes _____ No			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes _____ No <input checked="" type="checkbox"/> If Yes, discuss in Section K.			

Section B—AIRCRAFT

15. AIRCRAFT NUMBER <u>58-770A</u>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <u>F-106A-95</u>	17. ASSIGNMENT AND STATUS CODE at time of accident: <u>CC</u> (As specified in AFR 65-110)
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command <u>ADC</u> Subcommand or AF _____ Air Division <u>28th ADiv</u> Wing _____ Group _____ Squadron or Unit <u>456th FIS</u> Base <u>Castle AFB, California</u>		
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) <u>N/A</u>		

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

20. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
<u>Proctor, Dan M.</u>			<u>Capt</u>	<u>Reg. AF</u>	<u>56745A</u>	<u>U.S.</u>	<u>[REDACTED]</u>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____ Other _____				c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ <input checked="" type="checkbox"/> CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command <u>ADC</u> Subcommand or AF _____ Air Division <u>28th ADiv</u> Wing _____ Group _____ Squadron or Unit <u>456th FIS</u> Base <u>Castle AFB, California</u>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command <u>ADC</u> Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit _____ Base _____							
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>3 December 54</u>		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot 3 December 54</u>		h. INSTRUMENT CARD <u>AF Pm 8</u> Type <u>White card</u> Date of expiration <u>17 Nov 61</u>		i. AFSC Primary <u>1125F</u> Duty <u>1331</u>	
21. OTHER PILOT							
a. LAST NAME (Jr. II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
<u>N/A</u>							
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 _____	

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

9-6-1-19

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)	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)	Proctor 1968:00				
24. Total jet time	1652:30				
25. Total 1st pilot/IP hours, all aircraft	1684:55				
26. Total weather instrument hours	105:40				
27. Total 1st pilot and IP this model (F-100)	130:25				
28. Total 1st pilot and IP this series (F-100C)	115:00				
29. Total pilot hours last 90 days	33:15				
30. Total 1st pilot and IP hours last 90 days	33:15				
31. Total pilot hours weather and hood last 90 days	4:00				
32. Total pilot hours night last 90 days	0:00				
33. Total 1st pilot and IP last 90 days this model	28:50				
34. Total 1st pilot and IP last 30 days this model	11:50				
35. Total 1st pilot and IP last 90 days this series	25:05				
36. Total 1st pilot and IP last 30 days this series	11:50				
37. Date and duration, last previous flight this model	2:30				
38. Date and duration, last previous flight this series	2:30				
39. Date of last proficiency flight check	4 Dec 60				

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.
Pilot O	Proctor, Dan M. Captain, 56745A A	Pilot	ADC, 28th ADiv, 456th FIS Castle AFB, California ADC Pilot	Fatal 4		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
Clear	20 Miles	Calm	55° F.	0° F	30.20	N/A

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

HISTORY OF FLIGHT

The following narrative describes the history of flight of F-106A aircraft SN 58770, pilot Captain Dan M. Proctor, which took place 9 January 1961, and ended in a major accident and fatality. Both pilot and aircraft were assigned to the 456th Fighter Interceptor Squadron, ADC, Castle AFB, California. Weather at the time of the accident was as follows: Sky conditions, high thin scattered, Visibility 20 miles, Surface wind calm, surface temperature 55 F.

Captain Proctor was briefed as the number three man of a four ship flight of F-106A's scheduled for a navigational proficiency flight from Davis-Monthan AFB, Arizona, to George AFB, California. The time of take-off was 1725Z and route of flight, Direct Gila Bend TACAN, Direct George TACAN. The flight then anticipated flying one hour and thirty minutes in the George AFB, Local area. Estimated time en-route was forty-five minutes with an IFR Clearance for VFR Conditions on top. Amount of fuel on board at take off was 1530 gallons, 9945 pounds, estimated for three hours.

The flight was normal and no difficulties encountered en-route to George TACAN at 40,000 feet. The Instrument Flight Rules were cancelled after arrival over George TACAN. Under GCI control intercepts were completed for approximately thirty minutes. A VFR penetration was then started to George AFB. This penetration is 270 degree heading over George AFB, 24500 flight level, rapid rate of descent left turn to cross George at 10000 to 12000 feet MSL, letting down to traffic pattern altitude South-east of George AFB.

At 14,000 feet MSL Captain Proctor discontinued his descent and pulled up stating he had A. C. power failure and momentary flame-out. He declared an emergency with George Tower and proceeded with a simulated flame-out pattern. His pattern appeared to be normal until on final when the aircraft appeared to be low. The aircraft touched down 2845 feet short of the active runway in a nose high attitude and bounced lightly back into the air. The left wheel of the aircraft was torn loose on impact. After one more skip, the aircraft started to slide and lose parts from the under side. The left strut was torn loose, the nose wheels folded and after the aircraft started into a slight left slide the right main gear folded inward.

The aircraft came to a halt left of the runway and short by 100 feet on a heading of 115 degrees, intact except for loss of doors, panels, tail cone and the left gear. A cloud of dust enveloped the aircraft and the canopy and seat were seen to jettison. The seat with Captain Proctor still in it landed approximately 300 feet in front of the aircraft.