

58-0771

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M 12/19/61

172

### 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 27 Nov 61	2. HOUR AND TIME ZONE (Local) 1146 EST	3. DAY DAWN NIGHT DUSK Day	4. AIRFIELD OF LAST TAKEOFF Selfridge AFB, Mich.
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <u>On Selfridge</u> (b) Distance (Nautical Miles) and direction from nearest town (include state and county) <u>3 Mi W &amp; 1 Mi S of Tmlay City, Mich.</u>			
6. AIRPORT DATA. Fill in (a) or (b) as applicable (For seap: 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>9000</u> Ft. Heading of runway in use <u>360</u> Degrees. Field Elevation <u>583</u> Ft. MSL Type of runway surface: (Check) Concrete <u>X</u> Asphalt _____ Other _____ (Specify) _____ Wet _____ Dry <u>X</u> (b) If accident occurred off airport: Elevation at scene of accident _____ Ft. MSL. Was aircraft taking off, approaching or maneuvering to land? Yes <u>X</u> No _____ If Yes, state airport involved _____ If No, state nearest airport suitable for landing this aircraft <u>Selfridge AFB, Michigan</u> For either airport mentioned in 6b above: State airport type (i.e., AF, A, N, CG, PC, P) <u>AF</u> Heading of runway in use <u>360</u> Degrees. Airport elevation <u>583</u> Ft. MSL.			
7. CLEARANCE: (Check all applicable) IFR <u>X</u> VFR _____ Local <u>X</u> DD Form 175 _____ Other _____ Cleared Direct _____ Cleared via airways _____ Cleared from _____ Cleared to _____			
8. Base submitting report <u>Selfridge AFB, Michigan</u>		9. Duration of Flight <u>23 Minutes</u>	10. Mission of Flight <u>Category I Exercise</u>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <u>2500</u> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <u>10-12000</u> Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight <u>12,000</u> Ft. MSL. Length of time at this highest altitude <u>2 Minutes</u>			
12. List Numbers of all Other Aircraft Involved (File separate Form 14 for each aircraft) <u>NONE</u> (a) Was aircraft painted in accordance with standard Air Force conspicuity criteria? Yes <u>X</u> No _____			
13. VIOLATIONS: Yes _____ No <u>X</u> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes _____ No <u>X</u> If Yes, discuss in Section K.			

#### Section B—AIRCRAFT

15. AIRCRAFT NUMBER <u>58-771A</u>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <u>F-106 A 95</u>	17. ASSIGNMENT AND STATUS CODE at time of accident: <u>1 Organizational Maintenance Sq</u> (As specified in AFR 65-110) <u>CC</u>
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>30th ADiv</u> Wing <u>1 Ftr Wing</u> Group _____ Squadron or Unit <u>1 OMS</u> Base <u>Selfridge AFB</u>		
19. IF AIRCRAFT WAS BEING FERRED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) <u>No</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>McCluney,</u>	<u>Cliff</u>	<u>Allan Jr.</u>	<u>1st Lt</u>	<u>USAF</u>	<u>58495A</u>	<u>USA</u>	<u>[REDACTED]</u>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <u>X</u> Rear or Right Seat _____				c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P <u>X</u> CP _____ Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command <u>ADC</u> Subcommand or AF _____ Air Division <u>30th ADiv</u> Wing <u>1 Ftr Wing</u> Group _____ Squadron or Unit <u>71st FIS</u> Base <u>Selfridge AFB</u>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command <u>Same as 20d</u> Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit _____ Base _____							
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot 8 Sep 1958</u>		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Same as 20f</u>		h. INSTRUMENT CARD Type <u>White</u> Date of expiration <u>27 Aug 1962</u>		i. AFSC Primary <u>1125F</u> Duty <u>1125F</u>	
21. OTHER PILOT							
a. LAST NAME (Jr. II, etc.)	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.

61-11-27-2

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

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

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) McCluney	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)	1057				
24. Total jet time	803				
25. Total 1st pilot/IP hours, all aircraft	729				
26. Total weather instrument hours	56				
27. Total 1st pilot and IP this model (F-100)	23				
28. Total 1st pilot and IP this series (F-100C)	18				
29. Total pilot hours last 90 days	79				
30. Total 1st pilot and IP hours last 90 days	76				
31. Total pilot hours weather and hood last 90 days	25				
32. Total pilot hours night last 90 days	14				
33. Total 1st pilot and IP last 90 days this model	22				
34. Total 1st pilot and IP last 30 days this model	23				
35. Total 1st pilot and IP last 90 days this series	18				
36. Total 1st pilot and IP last 30 days this series	18				
37. Date and duration, last previous flight this model <u>20 Nov 61</u>	2				
38. Date and duration, last previous flight this series <u>20 Nov 61</u>	3				
39. Date of last proficiency flight check	20 Nov 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.
Pilot	McCluney, Cliff Allan 1st Lt USAF 58459A USAF	Pilot	ADC, 30th Air Div, Detroit ADS 1 Fighter Wing, 71st FIS	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
280	15	350 <sup>0</sup> 10 + 14	32	23	3024	None

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

Section K

Item 82

Lieutenant McCluney was scheduled in F-106A-58-771A and was AN 14 on a Category I Exercise to accomplish a radar intercept mission. Pre-flight, start, taxi and take off were normal. During climb out in the corridor the indicated airspeed did not accelerate to more than 250 knots. The pilot also states that the aircraft seemed to be yawing slightly. The yawing sensation appeared to be of a transitory nature rather than permanent, and it occurred while he was climbing through the overcast. He decided that either the speed brakes were not fully retracted or the gear was not fully retracted. He recycled the speed brakes which functioned properly. Pilot states that he did not notice any unusual noise and hydraulic pressure indicators were normal. Dampers had not been engaged at this time nor were they engaged during the entire flight. The top of the overcast was approximately 5,000 feet. After climbing to on top of the overcast at 10 to 12 thousand feet, and retarding power, the pilot placed the gear handle in the down position. At this time the Airspeed Mach Indicator (AMI) and the standby airspeed indicator were both indicating 250 knots. As he put the gear handle down he heard a single and unusually loud thumping noise. When the gear handle hit the full down position the left main gear safe or green light came on immediately. The nose gear safety light illuminated shortly thereafter. The right main gear light did not illuminate nor did the red unsafe light come on and no audible warning noise was heard. All three green lights had functioned properly on take off. Before the final landing the pilot recycled the gear twice after this and on each up cycle he received a normal gear up and locked indication. On each down cycle he received an immediate green light on the left main and nose gear and no indication on the right. The air buffeting continued regardless of whether the gear handle was in the up or down position which indicates that the gear probably remained down after the first extension. The pilot informed GCI Control that he had gear trouble and requested a recovery director. He was given a recovery channel and descended to below the overcast on this channel. Upon arriving back at the base on an extended down

wind leg of the traffic pattern, the pilot stated that he had lost the secondary hydraulic system and attempted to recycle the gear. After this recycling attempt the gear was extended by the emergency extension system and left in that position for the remainder of the flight. On the first pass over the Mobile Control unit, the pilot was informed that all three gear were down but that the main landing gear were both extended at least 45 degrees beyond the down position. The nose gear appeared to be normal all this time. Previous to this, the pilot observed that his fuel consumption was unbalanced and abnormally high. Observers at Mobile Control report that the aircraft was siphoning fuel in flight. After being airborne less than 20 minutes the pilot estimated he had approximately 3800 pounds of fuel remaining. After a second pass by Mobile Control, the pilot stated that he had a steady hydraulic warning light indicating the primary system pressure was reduced to 900 PSI, plus or minus 50 PSI and he extended the Ram Air Turbine (RAT). He also noticed that the pneumatic pressure low warning light had illuminated. During this time he was in radio contact with the Squadron Operations Officer who was in Mobile Control. It was determined that Lieutenant McCluney should attempt to snag the BAK-6 Barrier on the approach end of the runway with the tail hook, deploy the drag chute during the flare out, stop cock the throttle and jettison the canopy when landing was assured. On final approach aircraft control remained good at an indicated airspeed of 160-170 knots. Primary (AMI) and standby airspeed indications were the same, as they were throughout the flight. It was in the latter part of his final approach that the pilot first realized that the aircraft was going faster than the indicated airspeed. He attempted to flare as planned, however, the aircraft apparently maintained flying speed to a point 5,500 feet down the 9,000 foot runway. At this time the aircraft started porpoising, apparently due to loss of primary hydraulic system pressure which actuates flight controls. The pilot realized approaching loss of flight control and forced the airplane onto the runway. Both main landing gear were observed to collapse outward. Upon touchdown the drag chute was deployed by the emergency system and observers witnessed the deployment. The aircraft settled on the over-extended gear and

sparks ignited leaking fuel on the aft section of the aircraft. The drag chute blossomed but parted from the aircraft shortly after deployment. The nose gear wheels separated from the nose gear strut and the aircraft settled on the under fuselage and wings. The pilot was able to maintain sufficient directional control to keep the aircraft on the runway apparently through use of remaining rudder control. Partial engagement with the BAK-6 Barrier arresting gear was made. The aircraft slid through the MA-1 barrier and stopped 950 feet down a 1,000 foot hard surface over-run. The fire crash rescue equipment, which had been pre-positioned, responded immediately and the fire was extinguished. The pilot evacuated without injury.