

59-0045

07 Jun 61

27 FIS

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AFR 62-14 and AFM 62-3. Fill in all spaces applicable. If additional space is needed, use additional sheets and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

12 003 ME 99-A

1. DATE OF ACCIDENT 7 June 1961	2. HOUR AND TIME ZONE (Local) 1008 EDT	3. DAY DAWN NIGHT DUSK Day	4. AIRFIELD OF LAST TAKEOFF Loring AFB
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) Runway 01, Loring AFB, Maine (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 2,100 ft. Heading of runway in use 10 Degrees. Field Elevation 745 Ft. MSL. Type of runway surface (Check) Concrete <input checked="" type="checkbox"/> Asphalt <input checked="" type="checkbox"/> Other (Specify) _____ Wet _____ Dry <input checked="" type="checkbox"/> (b) If accident occurred off airport: Elevation at scene of accident _____ 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 either airport mentioned in 6a 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 _____ Total <input checked="" type="checkbox"/> DD Form 175 _____ Other 1080 Cleared Direct _____ Cleared via airways _____ Cleared from Loring AFB, Me. Cleared to Loring AFB, Me.			
8. Base submitting report 12 CSO, Loring AFB, Me.		9. Duration of flight Zero	
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began Zero ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred 745 ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight Zero Ft. MSL. Length of time at this highest altitude N/A		10. Mission of flight Radar IFR Practice Profile	
12. List Number 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 <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. NW 2			

Section B—AIRCRAFT

13. AIRCRAFT NUMBER 59-0045	14. TYPE, MODEL, SERIES AND BLOCK NUMBER F-106-A-110	17. ASSIGNMENT AND STATUS CODE at time of accident: CO (As specified by AFR 65-110)
16. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT: Major Command _____ Subcommand or AF _____ Air Division 26 ADIV Wing _____ Group Bangor Air Defense Sect. Squadron or Unit 27 FIS Base Loring AFB, Me.		
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 (If, II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY
HUGHES, Eynon (MI)			1/Lt	AF	47905A	US
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 _____ IF _____ P <input checked="" type="checkbox"/> CP _____ Other (Specify) _____			
4. ASSIGNED ORGANIZATION: Major Command _____ Subcommand or AF _____ Air Division 26 ADIV Wing _____ Group Bangor AD Sector Squadron or Unit 27 FIS Base Loring AFB, Me.						
6. 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 29 Aug 56		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Same as f.		h. INSTRUMENT CARD Type White Date of expiration 12 May 62		i. AFSC Primary 1125F Duty 1125F
21. OTHER PILOT						
a. LAST NAME (If, II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY
N/A						
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat _____ Rear or Right Seat _____ Other _____			c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IF _____ P _____ CP _____ Other (Specify) _____			
4. ASSIGNED ORGANIZATION: Major Command _____ Subcommand or AF _____ Air Division _____ Wing _____ Group _____ Squadron or Unit _____ Base _____						
6. 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 _____

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) Hughes	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CDR. (Last Name)	STUDENT PILOT (Last Name)
23. Total flying hours (including AF time, student time & other accredited time)	1240				
24. Total jet time	75				
25. Total 1st pilot/IP hours, all aircraft	959				
26. Total weather instrument hours	54				
27. Total 1st pilot and IP this model (F-100)	199				
28. Total 1st pilot and IP this series (F-100C)	188				
29. Total pilot hours last 90 days	68				
30. Total 1st pilot and IP hours last 90 days	65				
31. Total pilot hours weather and hood last 90 days	21				
32. Total pilot hours night last 90 days	7				
33. Total 1st pilot and IP last 90 days this model	43				
34. Total 1st pilot and IP last 30 days this model	14				
35. Total 1st pilot and IP last 90 days this series	41				
36. Total 1st pilot and IP last 30 days this series	13				
37. Date and duration, last previous flight this model	1 Jun 1961 1:50				
38. Date and duration, last previous flight this series	1 Jun 1961 1:50				
39. Date of last proficiency flight check	11 May 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 01	HUGHES, Eynon (NMI) A	Pilot	ADC, 26 AD, Bangor Air Defense Sector, 27 FIB, Loring AFB, Maine	N/A		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	AM. Setting	Other Weather Conditions
350/-0	15 Miles	280 Degrees 10 K Mag	55 Degrees	33 Deg	29.97	3500 Scattered Cloudy

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

SECTION K, AF FORM 14

HISTORY OF FLIGHT

At 1007 EDT on 7 June 1961, pilot in F-106A, Serial No. 59-0045, started take-off roll on Runway 01 on a practice radar profile mission. Approximately five seconds after brake release, pilot placed throttle to afterburner range and cockpit engine indications were normal. Three seconds after the afterburner lit, the pilot felt and heard an explosion and experienced the presence of smoke in the cockpit. The pilot immediately stopcocked the engine and braked the aircraft to a stop approximately 1000 feet from the initial take-off roll point. After stopping the aircraft, the pilot opened the canopy by normal electrical means and evacuated the aircraft without injury.

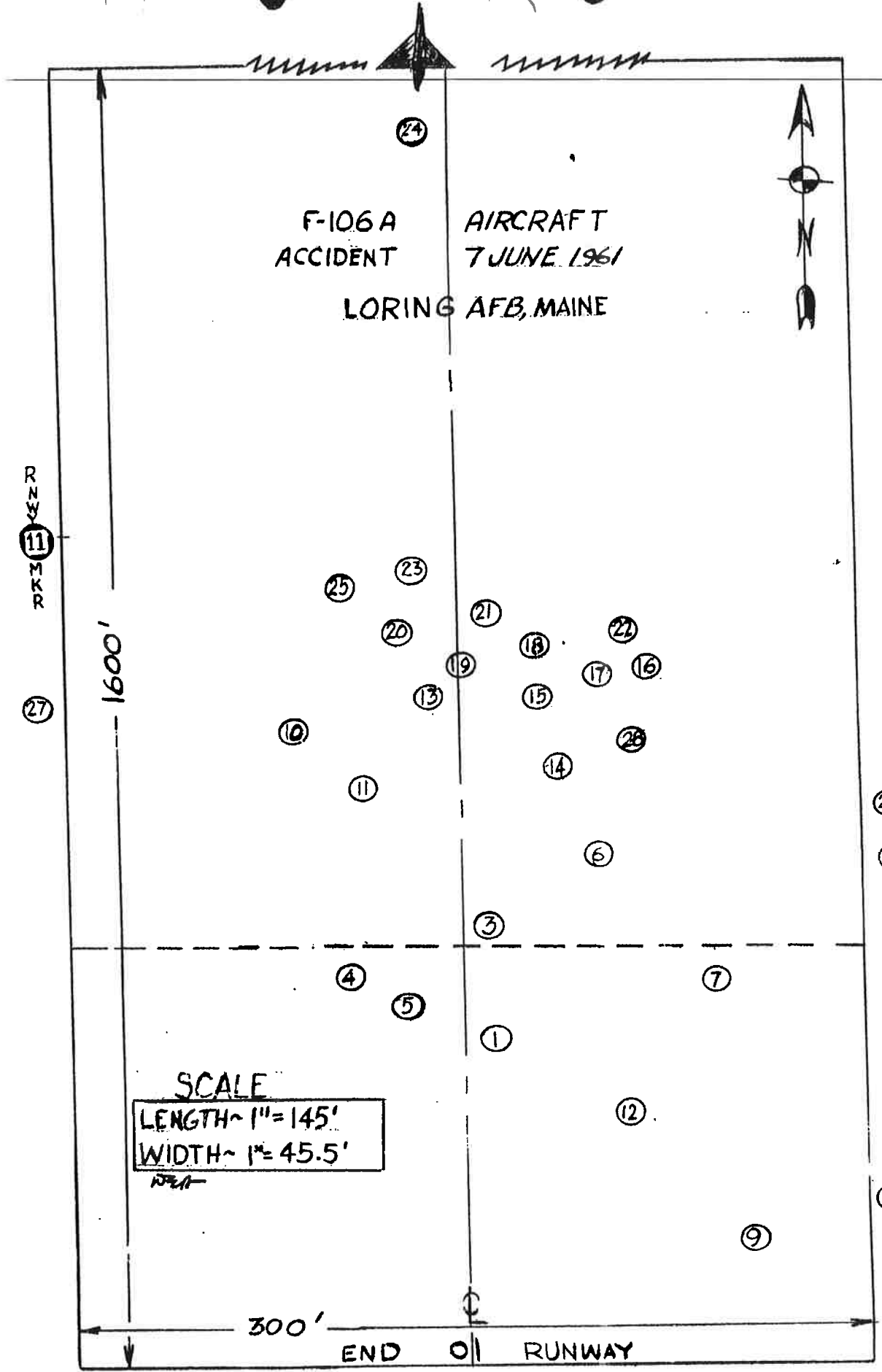
The pilot was briefed in accordance with radar profile mission requirements and procedures. The pilot and maintenance crew accomplished the aircraft preflight in accordance with existing directives, and no discrepancies were noted.

The mobile control officer observed flame and smoke coming from the aircraft's aft fuselage section and immediately transmitted on the aircraft radio frequency a message advising the pilot that the aircraft was on fire, and to abort and abandon the aircraft. Tower personnel observed the take-off and simultaneously observed the fire and smoke as well as hearing the mobile control officer's transmission. The senior tower controller immediately activated the primary crash circuit.

Fire fighting personnel responded to the alarm and arrived at the scene within two, to two and one-half, minutes. Through the determined and aggressive efforts of the fire fighting personnel, the oil and fuel fire was extinguished within two minutes. However, due to the presence of a very intense magnesium fed fire in the engine accessory section, it took approximately 15 minutes to finally extinguish the fire.

SCATTER PATTERN NUMERICAL DESIGNATION

1. Pieces of aircraft structure
2. Pieces of aircraft skin
3. N1 outer compressor case
4. First stage spacer
5. Pieces of aircraft skin
6. Second stage stator assembly #327762
7. Piece of flight control assembly from engine accessory section
8. Piece of flight control assembly from engine accessory section
9. Piece of flight control assembly from engine accessory section
10. Piece of flight control assembly from engine accessory section
11. Pieces of aircraft skin
12. Pieces of aircraft skin
13. Pieces of aircraft structure
14. Pieces of aircraft structure
15. Second stage blade
16. Spacer assembly - compressor rotor disc
17. Second stage rotor blade
18. Second stage rotor blade and first stage spacer
19. Tierod from compressor rotor and compressor blade spacer
20. Second stage rotor blade and second stage stator vane and first stage spacer
21. Compressor blade spacer, N1 outer stator assembly and N1 second stage rotor blade
22. Second stage rotor blade, first stage spacer
23. Spacer assembly for compressor rotor disc
24. Second stage spacer
25. N1 second stage disc
26. Aircraft structure pieces
27. Aircraft structure pieces
28. Aircraft structure pieces



RX33 11 4220

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