

**56-0467**

14 Aug 61

329 FIS

CP  
87  
26/61

**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.

**Section A—GENERAL INFORMATION**

1. DATE OF ACCIDENT <b>14 August 1961</b>	2. HOUR AND TIME ZONE (Local) <b>1425 P.D.T.</b>	3. DAY DAWN NIGHT DUSK <b>X</b>	4. AIRFIELD OF LAST TAKEOFF <b>George AFB</b>
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <b>at Edwards AFB, California</b> (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 <b>15000 ft.</b> Heading of runway in use <b>223</b> Degrees Field Elevation <b>202</b> Ft. MSL Type of runway surface (Check) Concrete <input type="checkbox"/> Asphalt <input type="checkbox"/> Other (Specify) <input checked="" type="checkbox"/> Wet <input type="checkbox"/> Dry <input checked="" type="checkbox"/> (b) If accident occurred off airport: Elevation at scene of accident <b>IC 74-N</b> Ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes <input type="checkbox"/> No <input type="checkbox"/> 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 (L, A, AF, A, N, CG, PC, P) _____ Heading of runway in use _____ Degrees. Airport elevation _____ Ft. MSL			
7. CLEARANCE (Check all applicable) <input checked="" type="checkbox"/> VFR <input type="checkbox"/> Local <input type="checkbox"/> DD Form 175 <input type="checkbox"/> Other <input checked="" type="checkbox"/> <b>(ADC Tactical DD Form 1080)</b> Cleared from <b>George AFB, California</b> Cleared to <b>George AFB, California</b>			
8. Base submitting report <b>George AFB, California</b>		9. Duration of flight <b>1 and 15</b>	10. Mission of flight <b>U-9 ADC Training Profile</b>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <b>None</b> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <b>2305</b> Ft. MSL (c) Highest altitude, MSL, aircraft flown on this flight <b>38,000</b> Ft. MSL. Length of time at this highest altitude <b>30 minutes</b>			
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? <b>N/A</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
13. VIOLATIONS: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, Discuss in Section K.			
14. BREACHES OF AIR DISCIPLINE: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, discuss in Section K.			

**Section B—AIRCRAFT**

15. AIRCRAFT NUMBER <b>56-467A</b>	16. TYPE, MODEL, SERIES AND BLOCK NUMBER <b>JF-106A 131</b>	17. ASSIGNMENT AND STATUS CODE at time of accident <b>329th F.I.S. (CC)</b> (As specified in AFR 65-110)
18. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command: <b>ADC</b> Subcommand or AF: <b>---</b> Air Division: <b>28th AD</b> Wing: <b>LAADS</b> Group: <b>---</b> Squadron or Unit: <b>329 FIS</b> Base: <b>George AFB</b>		
19. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE (Gaining and losing organizations, date of transfer, ultimate destination) <b>N/A</b>		

**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 <b>Muller, James Willard</b>			GRADE <b>1LT</b>	COMPONENT <b>AF Res</b>	SERVICE NUMBER <b>A03082263</b>	NATIONALITY <b>U.S.</b>	YR. OF BIRTH <b>---</b>
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input type="checkbox"/> IP <input type="checkbox"/> P <input checked="" type="checkbox"/> CP <input type="checkbox"/> Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command: <b>ADC</b> Subcommand or AF: <b>---</b> Air Division: <b>28th AD</b> Wing: <b>LAADS</b> Group: <b>---</b> Squadron or Unit: <b>329 FIS</b> Base: <b>George AFB</b>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command: <b>---</b> Subcommand or AF: <b>---</b> Air Division: <b>---</b> Wing: <b>---</b> Group: <b>---</b> Squadron or Unit: <b>---</b> Base: <b>---</b>							
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot (28 Jan 59)</b>		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot (28 Jan 59)</b>		h. INSTRUMENT CARD Type <b>White</b> Date of expiration <b>7 Nov 61</b>		i. AFSC Primary <b>1125F</b> Duty <b>1125F</b>	
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 <input type="checkbox"/> Rear or Right Seat <input type="checkbox"/> Other <input type="checkbox"/>				c. ASSIGNED DUTY ON FLIGHT ORDER AC <input type="checkbox"/> IP <input type="checkbox"/> P <input type="checkbox"/> CP <input type="checkbox"/> Other (Specify) _____			
d. ASSIGNED ORGANIZATION Major Command: <b>---</b> Subcommand or AF: <b>---</b> Air Division: <b>---</b> Wing: <b>---</b> Group: <b>---</b> Squadron or Unit: <b>---</b> Base: <b>---</b>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command: <b>---</b> Subcommand or AF: <b>---</b> Air Division: <b>---</b> Wing: <b>---</b> Group: <b>---</b> Squadron or Unit: <b>---</b> Base: <b>---</b>							
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**

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	(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)
NOTE: List all time to the nearest hour					
23. Total flying hours (including AF time, student time & other accredited time)	790:00				
24. Total jet time	547:00				
25. Total 1st pilot/IP hours, all aircraft	520:00				
26. Total weather instrument hours <u>All A/C</u>	18:00				
27. Total 1st pilot and IP this model <u>F-106A/B</u>	43:00				
28. Total 1st pilot and IP this series <u>F-106A</u>	39:00				
29. Total pilot hours last 90 days <u>All A/C</u>	62:00				
30. Total 1st pilot and IP hours last 90 days <u>All A/C</u>	61:00				
31. Total pilot hours weather and hood last 90 days <u>All A/C</u>	12:00				
32. Total pilot hours night last 90 days <u>All A/C</u>	6:00				
33. Total 1st pilot and IP last 90 days this model <u>F-106A/B</u>	41:00				
34. Total 1st pilot and IP last 30 days this model <u>F-106A/B</u>	5:00				
35. Total 1st pilot and IP last 90 days this series <u>F-106A</u>	39:00				
36. Total 1st pilot and IP last 30 days this series <u>F-106A</u>	5:00				
37. Date and duration, last previous flight this model <u>14 Aug 61 F-106A/B</u>	9 Aug 1961				
38. Date and duration, last previous flight this series <u>F-106A</u>	9 Aug 1961				
39. Date of last proficiency flight check <u>F-106A/B</u>	9 Jun 1961 (Tac Eval)				
40. INSTRUCTIONS: Attach a copy of AF Form 3 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 <u>01</u>	MUELLER, JAMES W. 1ST LT AO3082263 (AF Res) <u>B</u>	Pilot	ADC, 28AD, LAADS, 329 FIS, George AFB.	None <u>1</u>		<u>X</u>		<u>X</u>

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
<u>0</u>	<u>30</u>	<u>14</u>	<u>95</u>	<u>36</u>	<u>29.91</u>	<u>CU-NW-W</u>

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

### HISTORY OF FLIGHT

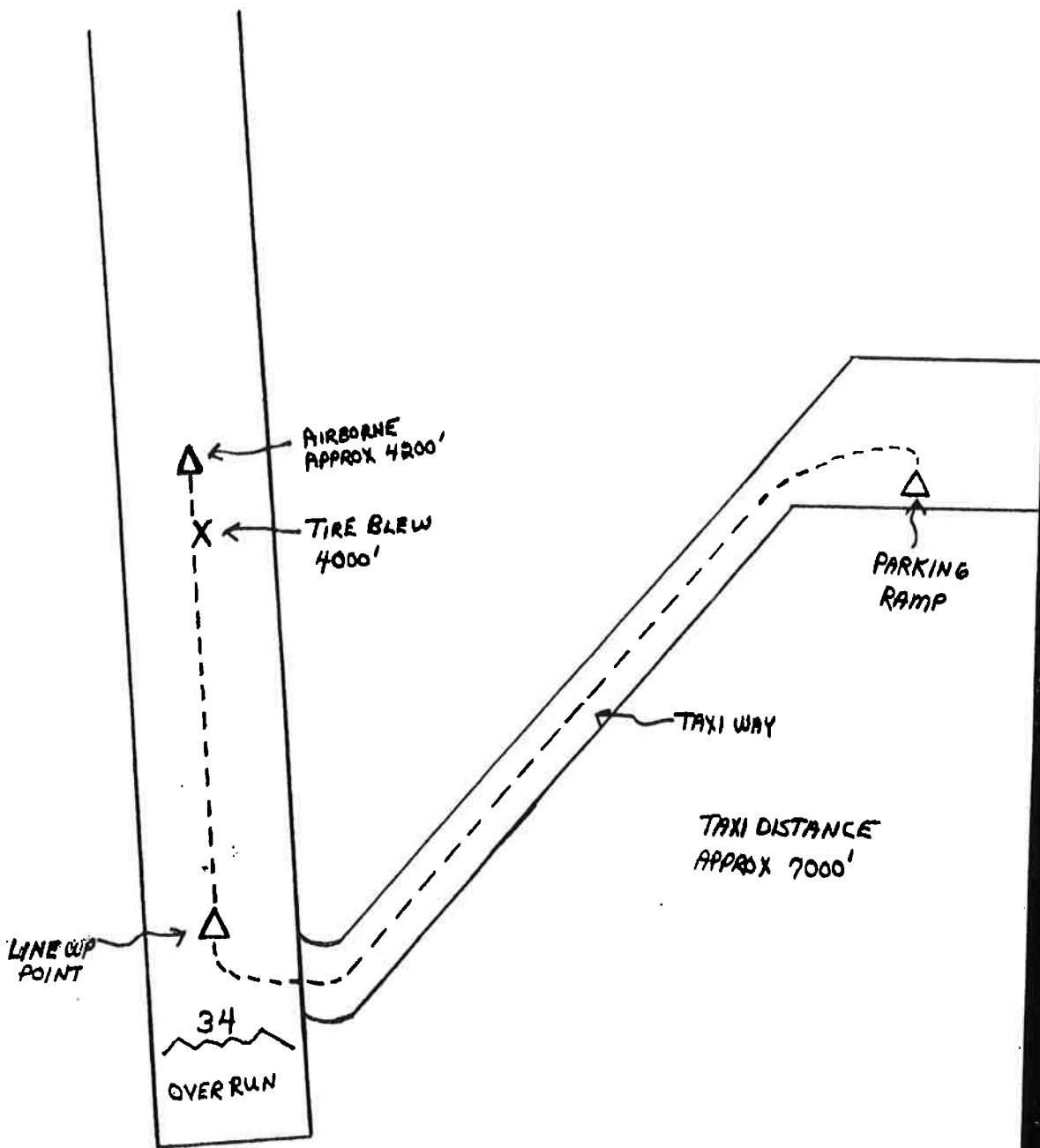
F-106A, S/N 56-467, Call Sign "Alpha Lima 03", piloted by 1st Lt. James W. Mueller, 329th Fighter Interceptor Squadron, departed George AFB, California at 1310 PDT, 14 August 1961 on an ADC profile mission under the control of the Los Angeles Air Defense Sector. The aircraft was cleared on a tactical IFR DD Form 1080 for 1,300 enroute, and scrambled in accordance with standard ADC training procedures. Distance of taxi prior to takeoff was approximately 8000'. Takeoff was made from Runway 34, with runway temperature 36 degrees C, and wind just prior to takeoff reported from 060 degrees at 4 knots. Takeoff roll was computed as 4200'. [REDACTED] smoke and debris in the area of the right main wheel as the aircraft passed the 4000' mark just prior to liftoff, and notified the control tower on landline accordingly. The tower immediately notified 03 of this fact, and of confirmation of the presence of debris on the runway by a landing F-104. 03's intentions were then requested by Mobile Control, and it was suggested that he make a pass across Mobile to determine the condition. 03 replied that he would continue the mission to lighten his fuel load. At this time, 03 changed to tactical frequency and proceeded to accomplish a normal intercept profile mission.

At approximately 1400 PDT, 03 reported starting the VFR penetration procedure. During descent, the pilot determined that his speed brakes were inoperative, but did not relay this determination to ground agencies. During this report, he was also advised to make his landing at Edwards AFB, and given Tech Order instructions for landing with a flat tire by the tower, Mobile Control, and 329th FIS Alert Center Radio. Many of these transmissions were garbled, broken, or interrupted. Upon completion of the descent, 03 made a low pass across Mobile Control, and it was visually confirmed that there was no tire whatsoever remaining on his right main wheel. Following more instructions concerning landing technique, 03 proceeded to Edwards AFB.

Upon arrival in the vicinity of Edwards AFB, 03 made one 360 degree turn to allow the recovery of airborne EAFB traffic and landed from a long straight-in final approach on Runway 22. Edwards weather was clear and 30, with wind southwest at 14 knots. Touchdown was made in the first 500' of runway. The drag chute was not deployed. After approximately 7500' of ground roll, the tower operators observed the area of the right main wheel, which had been throwing sparks, to burst into flames, and 03 was so notified by the tower. After approximately 11,000' of ground roll, the fire became very intense, and the pilot was advised by the tower to get out of the aircraft as soon as possible. At this point the pilot raised the canopy electrically, and it blew free of the aircraft, landing at the 12,000' mark. The aircraft continued for a total ground roll of 14,600', at which point runway marks indicate the left tire blew and the aircraft swerved sharply to the left, coming to a stop 15 feet off the left side of the runway. The pilot pulled the Emergency Harness Release Handle, and attempted to egress from the cockpit. Upon encountering some encumbrance, he released his lap belt and Caswell fasteners, and jumped to the ground.

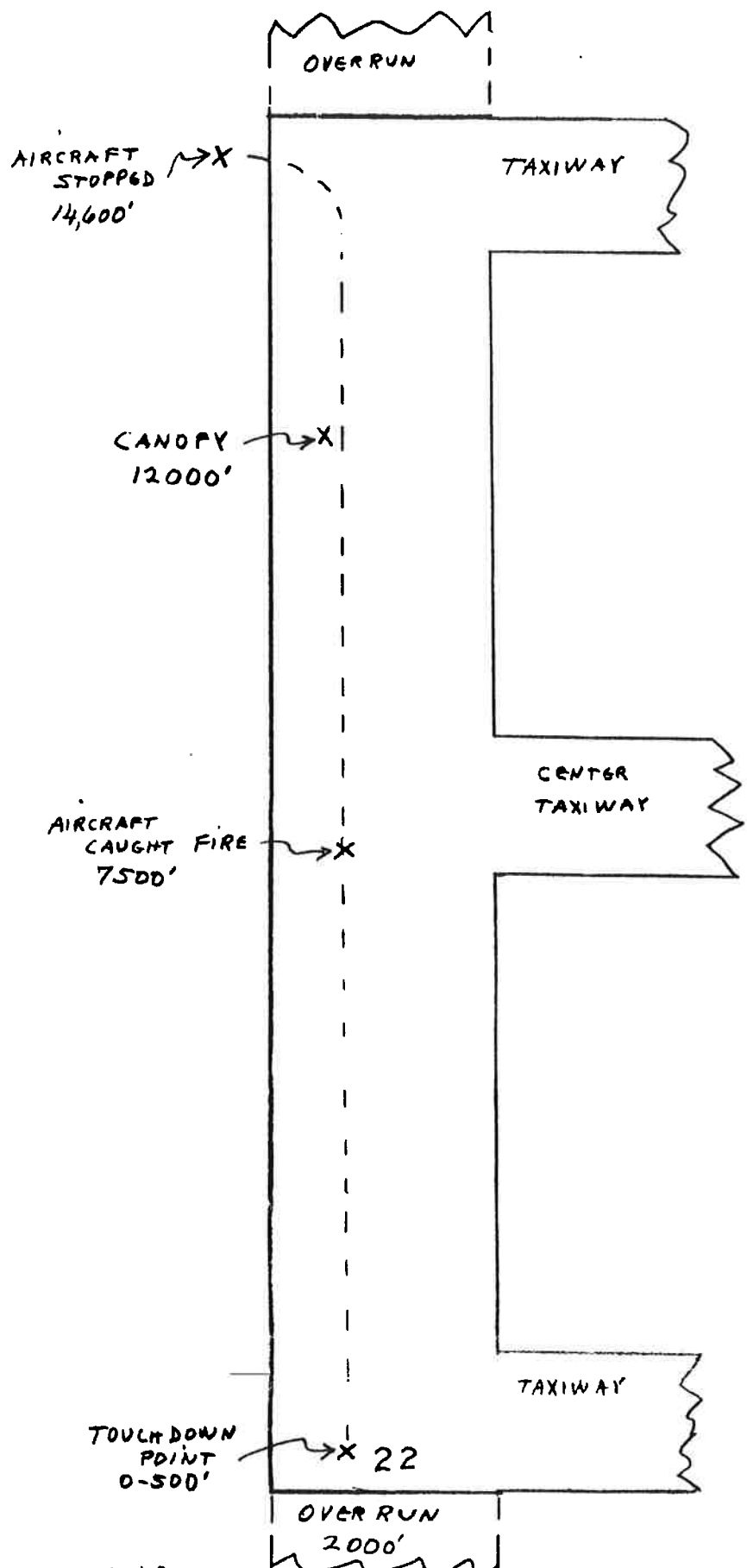
Although fire trucks arrived at the scene of the accident within 1 minute, the aircraft was damaged beyond economical repair by intense fire aft of the air intake area.

Subsequent investigation determined that the left hand hesitation riser was tightly bound in the outer block, precluding proper emergency egress from the cockpit.

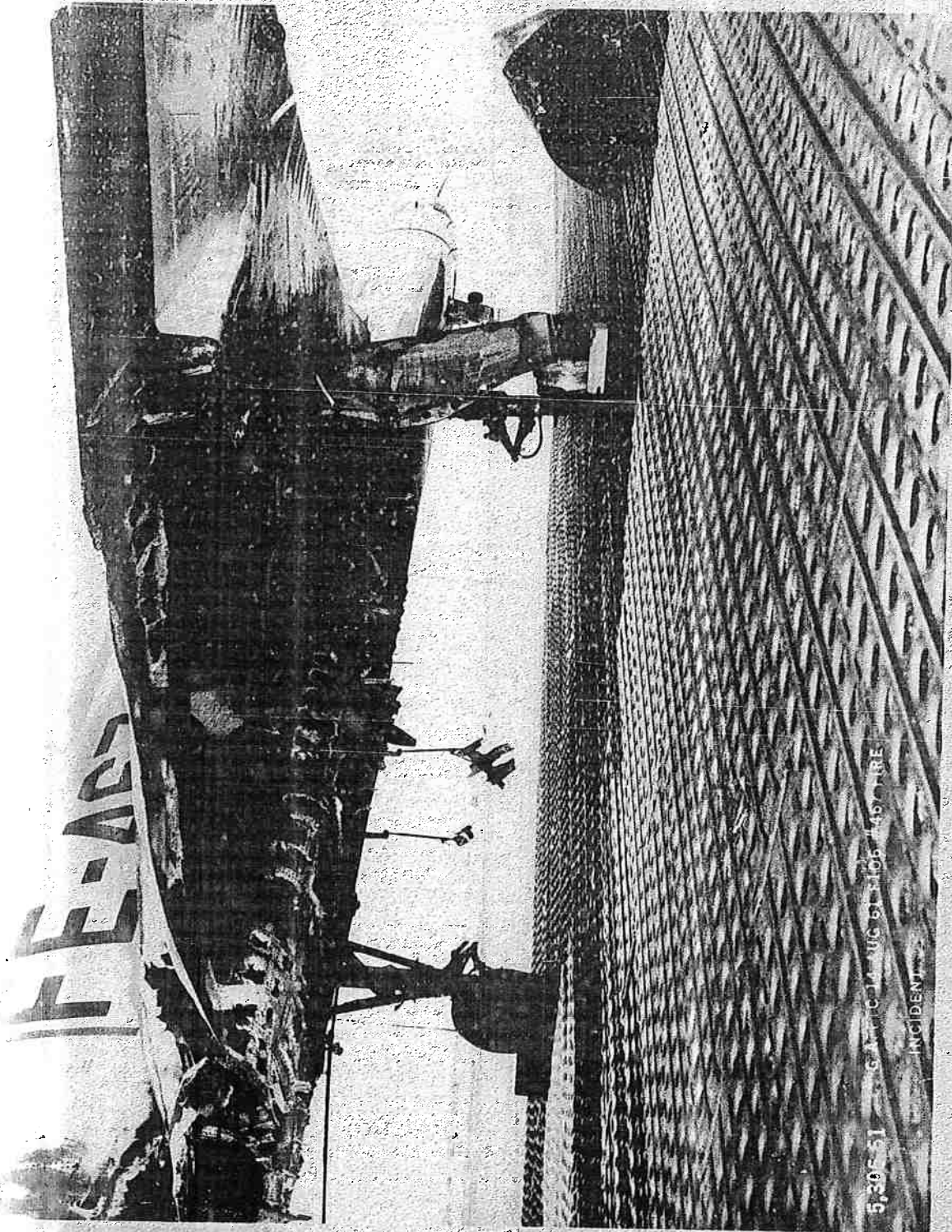


TAXI AND TAKEOFF DIAGRAM

NOT DRAWN TO SCALE



DRAWN TO SCALE  
WRECKAGE DIAGRAM



5.30.51 - G.A. McC... 61-106-1457-IRE

INCIDENT



5,304 61 G A. FTC 14 AUG 61 F106 #467 FIRE

INCIDENT