

59-0098



SPECIAL HANDLING LAW AFR 127-4

HISTORY OF FLIGHT

On 19 November 1962, Captain James B. Artman, 50995A, who is assigned to the 11th FIS, was scheduled to fly an F-106A, serial number 59-098, on a training flight from Duluth Municipal Airport, Minnesota, with a recovery at Grand Forks Air Force Base, North Dakota.

Captain Artman was briefed for this mission at 1300 C.S.T., and filed a 1080 clearance for an estimated time of departure of 1415 C.S.T.

Captain Artman performed a normal preflight, start, and taxi with everything checking out to his satisfaction. At 1422 C.S.T. Captain Artman started his take-off roll, which he had computed to be 3,750 feet. The weather at this time was 1400 feet broken, 2400 feet overcast, 12 miles visibility, with the winds from the south southwest at 12 knots. During the ground roll Captain Artman had to use an increasing amount of left rudder and left elevon, and as lift-off speed was approached he felt that if the aircraft was to become airborne it would roll to the right. At this time he aborted the takeoff. After reducing the power, lowering the nose, dropping the tail hook and deploying the drag chute, Captain Artman commenced braking. The left main tire blew out with 3,600 feet remaining of the 8,000 foot runway, and the right main tire blew out 400 feet later. The aircraft continued in a straight line down the runway and in passing over the BAK-6 cable severed it with the right main gear. The arresting hook cable of the MA-1A barrier was severed in a similar manner. The MA-1A cable attached to the webbing partially engaged one or both main gear struts but released within 200 feet as both main gear were collapsed. The right main gear and right drop tank broke loose from the aircraft as it continued in the overrun while the left main gear folded aft under the wing. The nose gear collapsed aft into the nose wheel well. When the aircraft stopped Captain Artman started to raise the canopy and noticed that the aircraft was on fire. He released the canopy switch, and pulled the emergency harness release handle. Then, he raised the canopy and evacuated the aircraft over the right side. During this time, one or both feet had remained attached to the foot retraction cables. Captain Artman was able to kick free of these but not before he had sustained minor burns around the face, neck, and wrists. He then moved to a safe distance away while the crash trucks arrived. They were able to extinguish the fire, but not before the aircraft was extensively burned.