

59-0117

10/3/63

# USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

1. DATE OF OCCURRENCE (Year, month and day) <p style="text-align: center;">1963 September 3</p>	2. VEHICLES/MATERIEL INVOLVED (TAGS & Serial Nr., if applicable) <p style="text-align: center;">F-106A #59-0117</p>	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial Nr.) <p style="text-align: center;">63-9-3-1</p>					
4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN, IF ON BASE; IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. <i>97003 ND 74-11</i> C. Fort Lewis (US Army) reservation, Pierce County Washington - 2.16SM from end of Rwy 34, McChord AFB		5. HOUR AND TIME ZONE LOCAL <p style="text-align: center;">2355 PDT</p>					
7. ORGANIZATION POSSESSING OWNING VEHICLE Major Command: ADC Subcommand or AF: ADC		8. AIRCRAFT AT TIME OF MISHAP Air Division: 25 Air Div Wing: 325 Ftr Wg Group: _____ Squadron or Unit: _____ Name and Base Code: ND 74 McChord					
8. (List organizations of second vehicle, if they differ from item 7 above)							
9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate) <p style="text-align: center;">McChord Air Force Base (Air Defense Command)</p>							
10. LIST OF PERSONNEL DIRECTLY INVOLVED <small>(For aircraft include operator and all other persons whether in plane or not. If more space is required to list all personnel, use additional sheet(s).)</small>							
Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
HUSS	OJ	WEBB	H	CAPT	61427A	Pilot	Pilot Minor-Seef: bH
11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors noted, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)							
<u>HISTORY OF FLIGHT</u>							
Captain Huss was scheduled and briefed for a night high/low altitude profile mission. He was assigned aircraft #59-0117 and call sign Alpha Hotel 03.							
After a normal pre-flight inspection, Captain Huss started the aircraft engine at approximately 2336 local (Pacific Daylight Time). After starting and pre-take off checks were completed satisfactorily, aircraft was taxied to Runway 16 and released for take off by Departure Control at 2347 local. Take off was started at 2349:30 local.							
According to Captain Huss everything in the cockpit was normal up until the time he reached for the gear handle. At that time his eyes started to burn from some sort of fumes. He disregarded the gear and at 220 KIAS a loud explosion was heard and felt by the pilot. Fire from the explosion was visible to the pilot on both sides of the aircraft. The fire warning light and engine compartment overpressure light illuminated. Captain Huss then felt he had lost afterburner so he moved the throttle out of afterburner. He maintained aircraft altitude until the controls froze then ejected at an altitude estimated to be 1200-1500 feet above the terrain.							
12. CERTIFICATION BY (Title) Investigating Officer				TYPED NAME AND GRADE JOHN W. RODGERS Captain, USAF		AUTHENTICATION <i>John W. Rodgers</i> SIGNATURE	
DATE 25 Sep 63						DATE 25 Sep 63	

AF FORM 711 DEC 62

PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

U.S. GOVERNMENT PRINTING OFFICE: 1961 O-322207

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11. HISTORY OF FLIGHT - (Continued)

The aircraft continued flight for approximately one mile then crashed into a marsh 2.76 statute miles on a heading of 142° from the approach end of runway 34.

GENERAL

The aircraft contacted the ground in a slightly nose down to level attitude with very little forward motion. Break up of the aircraft was limited to the impact area. The fuselage section had traveled ahead of the wings and tail assembly. Cockpit and nose area were imbedded in the mud. The engine was imbedded 15 to 20 feet under the mud and water. Exposed components were damaged by post crash burning.