58-0771

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## REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AFR 62-14 and AFM 62-5. Fill in all spaces applicable, if add	illianal space is needed, use additional sheetle) and
identify by proper section letter and subsection number.	, , , , , , , , , , , , , , , , , , , ,

identify by proper section	on letter and shoreciton thimp				
13 675	Section	n A-GENERAL	INFORMATION	·	77.7.4
1. DATE OF ACCIDENT	. HOUR AND TIME ZONE (I	ocal) 3. DAY DAW	N NIGHT DUSK 4	. AIRFIELD OF LAST T	AKEOFF
27 Nov 61	1146 EST	Day		Selfridge AFB	, Mich.
S. PLACE OF ACCIDENT: (a) Distance (Nautical Miles	and direction from nearest (	sirport (If on an nichort	Mantico On Sel	fridee	
(b) Distance (Nautical Alles	and direction from nearest	lown (include state and	county) 3 Mi W	& 1 Mi S of	Imlay City, Mich.
6. AIRPORT DATA. Fill in (a)				landing lanes and other	
Discuss in Section K.)	alman lina				• •
(a) If accident occurred on Length of runway in use	9000 Ft. (6) If a	iccldent occurred off air; is aircraft taking off, ap			FI. MSL. YesXNo
Heading of runway in w Field Elevation583.	F HSI	Yes, state airport invol	vedbev		101QNO
Type of runway surface	i (Check)	to, state nearest airport Selfridge Al either airport mentioned	which for landing	this oireraft	
Concrete X As Other	phalt For	either airport mentioned	In ob above	ĀĒ	
Wel	Dry X He	ite airport type (i.e., AF, ading of runway in use	7, 1380, 10, 11	ees. Airport elevation_	583 FI. MSL.
7. CLEARANCE: (Check all app	oficable) IFR X VFR	Jocal X_00 Form 1:	75Other	Clagred Direct	Cléared via oirways
Cleared from	<del></del>	Cleare			
	FB, Michigan		on of Right Minutes	•	ssion of flight
. ALTITUDE DATA:					gory [ Exercise
	ve terrain at which accident t	- 4	2500		51
	accident sequence began, or ircraft flown on this flight	4 444		h, MSL.	Minutoo /
2. Ust Numbers of all Other A				is highest altitude2	tirunica
(a) Was aircraft painted in	accordance with standard A	r Force conspiculty crites		Y	NoX
J. VIOLATIONS, Yes			1 <b>F</b>		17 1 T
7	LINE: Yes No X	If Yes, discuss in Sect		·	
5. AIRCRAFT NUMBER	16. TYPE, MODEL, SERIES	Section 8-AIRC		Chinese and a second	
•		MID PLOCK HOMBER	l'í ôrg	anizational h	COOF of time of accidents
58-771A	F-106 A	95	<b>i</b> .	pecified in AFR 65-110)	(-cc)
B. ORGANIZATION POSSESSI		AFT ON AF-110 REPORT			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Major Command 16	nd or AF   Air Division				
Major Command   Subcommon		Wing M	Group	Squadron of Unit	Tail / V
ADC	30th ADiv	1 Ftr Wing	-	1 OMS 7/11	Selfridge AFB
ADC	30th ADiv	1 Ftr Wing	-	1 OMS 7/11	Selfridge AFB
ADC	30th ADiv	1 Ftr Wing	-	1 OMS 7/11	Selfridge AFB
ADC P. IF AIRCRAFT WAS BEING F	30th ADIV	ATE: (Gaining and losing	organizations, date	1 OMS ///	Selfridge AFB
ADC 9. IF AIRCRAFT WAS BEING F	30th ADiversed Molecons C-	1 Ftr Wing ATE: (Gaining and losing	organizations, date	1 OMS ///	Selfridge AFB
ADC	30th ADiv ERRIED OR DELIVERED INDICA  Section C—  Irob at time of accident	ATE: (Gaining and losing	organizations, date	1 OMS 1774 of transfer, ultimate de	Selfridge AFB  station)  IONALITY   YN. OF BIRTH
ADC  9. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont LAST NAME (Jr., H, etc.) FH	1 30th ADiy ERRIED OR DELIVERED INDICA  Section C— Irols at time of accident] RST NAME MIDDLE NAME	ATE: (Gaining and losing -PILOT(S) INVOL	VED (Flight Component SERV	1 OMS	IONALITY YK. OF BIRTH
ADC  P. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont LAST NAME (Jr., H, etc.) FIT  McCluney, C	Section C—  Irob at time of accident  RST NAME MIDDLE NAME  11ff Allan	-PILOT(S) INVOLE GRADE CO	VED (Flight Component SERV	1 OMS 1// of transfer, ultimate de	IONALITY YK. OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont. LAST NAME (Jr., H, etc.) FH  McCluney, C. POSITION IN AIRCRAFT AT  Front or Left Seat. X Rea	Section C—  Section C—  Irols at time of accident  RST NAME MIDDLE NAME  11ff Allan  TIME OF ACCIDENT  Ir or Right Seal	-PILOT(S) INVOL  E GRADE CO  Jr. 18tLt 1  c. ASSIGN	VED (Flight Component SERVISAF 58	1 OMS 1// of transfer, ultimate de	IONALITY YR. OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont LAST NAME (Jr., H, etc.) FIT  McCluney, C.  POSITION IN AIRCRAFT AT  Front or Left Seat X. Rea  ASSIGNED ORGANIZATION	Section C—  Section C—  Irob at time of accident  RST NAME MIDDLE NAME  11ff Allan  TIME OF ACCIDENT  TO Right Seal	-PILOT(S) INVOL  E GRADE CO  Jr. 18tLt 1  c. ASSIGN	VED (Flight Component Services)  JSAF 58 ED DUTY ON FLIGH	1 OMS  TOW)  TICE HUMBER   NAT  1495A   US  T ORDER  CP. Other (Specific	IONALITY YR. OF BIRTH
ADC  P. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont. LAST NAME (Jr., H, etc.) FH  McCluney, C. POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION  Addw Command Subcomment	Section C—  Section C—  Irols at time of accident RST NAME MIDDLE NAME  1 iff Allan TIME OF ACCIDENT  or or Right Seal	-PILOT(S) INVOL  E GRADE CO  Jr. 1stl.t (	VED (Flight Component SERVISAF 58	1 OMS  of transfer, ultimate de  rew)  //CE NUMBER   NAT  //495 A US  T ORDER  CP Other (Specif	IONALITY YR. OF BIRTH
P. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at cont.  LAST NAME (Jr., H., etc.) FIT  McCluney, C.  POSITION IN AIRCRAFT AT  Front or Left Seat X. Rea  ASSIGNED ORGANIZATION  Major Command Subcomment  ADC	Section C—  Section C—  Irols at time of accident  RST NAME MIDDLE NAME  1 iff Allan  TIME OF ACCIDENT  or or Right Seal	-PILOT(S) INVOL  E GRADE CO  Jr. 18tLt 1  c. ASSIGN	VED (Flight Component Services)  JSAF 58 ED DUTY ON FLIGH	1 OMS  TOW)  TICE HUMBER   NAT  1495A   US  T ORDER  CP. Other (Specific	IONALITY YR. OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuous procession of continuous	Section C- Irols at time of accident  Irols	-PILOT(S) INVOL  E GRADE CO  Jr. 1stl.t (	VED (Flight Component Services)  JSAF 58 ED DUTY ON FLIGH	1 OMS  of transfer, ultimate de  row)  //ICE HUMBER   NAT  //495A   US  T ORDER  CP. Other (Specil  Squadron or Unit  718t FIS	IONALITY YR. OF BIRTH SA  Pase
P. IF AIRCRAFT WAS BEING F NO  D. OPERATOR (Person at continuous c	Section C— Section C— Irols at time of accident] RST NAME MIDDLE NAME 11ff Allan Time of Accident If or Right Seat	-PILOT(S) INVOL  E GRADE CO  Jr. 1stLt C  C. ASSIGN  AC  Wing  1 Ftr Wing	OMPONENT SERVUSAF 58 ED DUTY ON FLIGH IF P X	1 OMS  of transfer, ultimate de  rew)  //CE NUMBER   NAT  //495 A US  T ORDER  CP Other (Specif	idention)  IONALITY   YR. OF BIRTH  SA  Y)  Base  Selfridge AFB
P. IF AIRCRAFT WAS BEING F NO  D. OPERATOR (Person at continuous person	Section C—  Section C—  Irols at time of accident RST NAME MIDDLE NAME 11ff Allan TIME OF ACCIDENT IT OF RIGHT Seal	-PILOT(S) INVOL  E GRADE CO Jr. 1stl.t C C. ASSIGN AC  Wing 1 Ftr Wing	OMPONENT SERVISAR 58 ED DUTY ON FLIGH IP. P.X. Group	1 OMS  of transfer, ultimate de  rew)  //CE NUMBER   NAT //495A   US T ORDER  CP. Other (Specif  Squadron or Unit  7181 FIS	Idention)  IONALITY   YR. OF BIRTH  SA
D. IF AIRCRAFT WAS BEING F NO  D. OPERATOR (Person at continuous) LAST NAME (Jr., II, etc.) FII MCCLUTICY, C. POSITION IN AIRCRAFT AT Front or Left Seat. X. Rea ASSIGNED ORGANIZATION Aciou Command Subcommon ADC ATTACHED ORGANIZATION Aciou Command Subcomman Subcommand Same as 20d  ORIGINAL AERONAUTICAL AND DATE RECEIVED	Section C—  Irols at time of accidential ror Right Seat.  Time of Accidential ror Right Seat.  and or AF Air Division  FOR FLYING and or AF Air Division  RATING g. PRESENT AERC AND DATE RE	PILOT(S) INVOL  E GRADE CO  Jr. 1stl.t C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  NAUTICAL RATING CEIVED	OMPONENT SERVUSAF 58 ED DUTY ON FLIGH IF P X	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT /495A   US T ORDER  CP. Other (Specil   Squadron or Unit   718 t FIS	IONALITY YR. OF BIRTH SA  y)  Base Selfridge AFB  Base
P. IF AIRCRAFT WAS BEING F NO  O. OPERATOR (Person at continuous) LAST NAME (Jr., II, etc.) FII MCGLUNEY, C. POSITION IN AIRCRAFT AT FRONT OF Left Seat X. Rea ASSIGNED ORGANIZATION Adjor Command Subcomment ADC ATTACHED ORGANIZATION Adjor Command Subcomment Same as 20d  ORIGINAL AERONAUTICAL AND DATE RECEIVED  110t 8 Sep 1958	Section C-  Irob at time of accident  Irob at time of accident  Infe Allan  Time Of ACCIDENT  Ir or Right Seal  At Division  30th AD1v  FOR FLYING  Ind or AF Air Division  RATING g. FRESENT AERC	PILOT(S) INVOL  E GRADE CO  Jr. 1stl.t C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  NAUTICAL RATING CEIVED	OMPONENT SERVISAR 58 ED DUTY ON FLIGH IP P X.  Group  h. INSTRUMENT C.	1 OMS  of transfer, ultimate de  rew)  //CE NUMBER   NAT  //495 A US  T ORDER  CP Other (Specif    Squadron or Unit  7181 FIS    Squadron or Unit  ARO   27 Aug. 196	Idention)  IONALITY YR. OF BIRTH  SA  Pare  Selfridge AFB  Base  L AFSC  Primary 1125F  Date 1125F
ADC  D. OPERATOR (Person at continuous)  LAST NAME (Jr., H. etc.) Fit  MCCLUNEY, POSITION IN AIRCRAFT AT  Front or Left Seat: X. ASSIGNED ORGANIZATION Adjor Command  ADC  ATTACHED ORGANIZATION Subcommand Same as 20d  ORIGINAL AERONAUTICAL AND DATE RECEIVED  11 OTHER PILOT	Section C-  Irob at time of accident  RST NAME MIDDLE NAME  11ff Allan  TIME OF ACCIDENT  TO Right Seat	PILOT(S) INVOLE  GRADE CO Jr. 1stLt 1  c. ASSIGN  AC  Wing  1 Ftr Wing  Wing  NAUTICAL RATING CEVED	COMPONENT SERVUSAF 58 DUTY ON FLIGH IP P X Group  Group  H. INSTRUMENT C Type Whit Date of expirat	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT /495A   US T ORDER  CP. Other (Specil   Squadron or Unit   718 t FIS   Squadron or Unit   ARD	Idention)  IONALITY YR. OF BIRTH  IONALITY YR
P. IF AIRCRAFT WAS BEING F NO  D. OPERATOR (Person at continuous properties) LAST NAME (Jr., H. etc.) FIT MCCLUNEY, POSITION IN AIRCRAFT AT FROM OR LEFT Seat X. ASSIGNED ORGANIZATION AGIOV Command ADC ATTACHED ORGANIZATION Subcommand Same as 20d  ORIGINAL AERONAUTICAL AND DATE RECEIVED PLIOT 8 Sep 1958	Section C—  Irols at time of accidential ror Right Seat.  Time of Accidential ror Right Seat.  and or AF Air Division  FOR FLYING and or AF Air Division  RATING g. PRESENT AERC AND DATE RE	PILOT(S) INVOLE  GRADE CO Jr. 1stLt 1  c. ASSIGN  AC  Wing  1 Ftr Wing  Wing  NAUTICAL RATING CEVED	COMPONENT SERVUSAF 58 DUTY ON FLIGH IP P X Group  Group  H. INSTRUMENT C Type Whit Date of expirat	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT /495A   US T ORDER  CP. Other (Specil   Squadron or Unit   718 t FIS   Squadron or Unit   ARD	Idention)  IONALITY YR. OF BIRTH  SA  Pare  Selfridge AFB  Base  L AFSC  Primary 1125F  Date 1125F
ADC  D. OPERATOR (Person at continuous ADC)  ASST NAME (Jr., II, etc.) FII  MCCLUMEY, C.  POSITION IN AIRCRAFT AT  FRONT OF Left Seat X. Rea  ASSIGNED ORGANIZATION ADC  ATTACHED ORGANIZATION ADC  ATTACHED ORGANIZATION Subcommand Subcommand Subcommand Subcommand Subcommand Subcommand Same as 20d  ORIGINAL AERONAUTICAL AND DATE RECEIVED  11 ot 8 Sep 1958  1. OTHER PLOT LAST NAME (Jr. II, etc.) FI	Section C-  Irob at time of accident  Irob at time of accident  It ff All an  TIME OF ACCIDENT  Ir or Right Seal  Ar Division  30th ADIV  FOR FLYING  Ind or AF Air Division  RATING G. FRESENT AERC  AND DATE RE  Same as A	-PILOT(S) INVOL  E GRADE CO  Jr. 1stLt C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  ONAUTICAL RATING CEIVED  GRADE CO	COMPONENT SERVE OMPONENT SERVE DUTY ON FLIGHT P. X.  Group  H. INSTRUMENT C.  Type White Date of expirate  OMPONENT SERVE	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  /495A   US  T ORDER  CP. Other (Specif    Squadron or Unit  / Lat FIS    Squadron or Unit  ARD	Idention)  IONALITY YR. OF BIRTH  IONALITY YR
ADC  D. OPERATOR (Person at continuous ADC)  ASSIGNMENT (A. M. etc.) FIRM (A. M. etc	Section C-  Section C-  Irob at time of accident]  RATING ALL DIVISION  BALL  FOR FLYING  IN OF ACCIDENT  RATING G. FRESENT AERC  AND DATE RE  Same as a	-PILOT(S) INVOL  E GRADE CO  Jr. 1stLt C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  ONAUTICAL RATING CEIVED  C. ASSIGN  CEIVED  C. ASSIGN	COMPONENT SERVE OF P. X.  Group  Group  H. INSTRUMENT COMPONENT SERVE White Date of expirate MAPONENT SERVE MED DUTY ON FLIGHTER MED DU	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  /495A   US  T ORDER  CP. Other (Specif    Squadron or Unit  / Lat FIS    Squadron or Unit  ARD	Selfridge AFB  Base Selfridge AFB  Base L AFSC Frimary 1125F  Duty 1125F  DONALITY   YR OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuous contin	Section C-  Irob at time of accident  RST NAME MIDDLE NAMI  1 1 1 A 1 1 an  TIME OF ACCIDENT  IF OR FLYING  AIT Division  RATING G. FRESENT AERC  AND DATE RE  Same as 2  IRST NAME MIDDLE NAMI  TIME OF ACCIDENT  TO RIGHT Seal	-PILOT(S) INVOL  E GRADE CO  Jr. 1stLt C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  ONAUTICAL RATING CEIVED  C. ASSIGN  CEIVED  C. ASSIGN	COMPONENT SERVE OF P. X.  Group  Group  H. INSTRUMENT COMPONENT SERVE White Date of expirate MAPONENT SERVE MED DUTY ON FLIGHTER MED DU	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT //495A   US T ORDER  CP. Other (Specif   Squadron or Unit   718 t FIS   Squadron or Unit   ARD	Selfridge AFB  Base Selfridge AFB  Base L AFSC Frimary 1125F  Duty 1125F  DONALITY   YR OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuo)  LAST NAME (Jr., H, etc.) FII  MCCLUTICY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION Acior Command Subcomman  ADC  ORIGINAL AERONAUTICAL AND DATE RECEIVED  110t. 8 Sep 1958  D. OTHER PILOT  LAST NAME (Jr. N, etc.) FII  POSITION IN AIRCRAFT AT  Front or Left Seat	Section C—  Section C—  Irols at time of accident]  RST NAME MIDDLE NAME  1 iff Allan  TIME OF ACCIDENT  or or Right Seat	-PILOT(S) INVOL  E GRADE CO  Jr. 1stLt C  C. ASSIGN  AC  Wing  1 Ftr Wing  Wing  ONAUTICAL RATING CEIVED  C. ASSIGN  CEIVED  C. ASSIGN	COMPONENT SERVE OF P. X.  Group  Group  H. INSTRUMENT COMPONENT SERVE White Date of expirate MAPONENT SERVE MED DUTY ON FLIGHTER MED DU	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  /495A   US  T ORDER  CP. Other (Specif    Squadron or Unit  / Lat FIS    Squadron or Unit  ARD	Selfridge AFB  Base Selfridge AFB  Base L AFSC Frimary 1125F  Duty 1125F  DONALITY   YR OF BIRTH
ADC  P. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuo)  LAST NAME (Jr., H, etc.) FII  MCCLUTICY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION Adjor Command Subcomman  ADC  ORIGINAL AERONAUTICAL AND DATE RECEIVED  11 OTHER PILOT  LAST NAME (Jr. N, etc.) FII  POSITION IN AIRCRAFT AT  Front or Left Seat	Section C—  Section C—  Irols at time of accident]  RST NAME MIDDLE NAME  1 iff Allan  TIME OF ACCIDENT  or or Right Seat	PILOT(S) INVOLE  GRADE   CC  Jr.   1stl.t   1  c. ASSIGN  AC  Wing  I Ftr Wing  CHAUTICAL RATING  CHYED  C. ASSIGN  AC  AC	OMPONENT SERVIND DATE OF EXPLICATIONS AND SERVIND SERV	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  //495A   US  T ORDER  CP. Other (Specif  7LBt FIS  Squadron or Unit  ARD	Base Selfridge AFB  Base L AFSC Primary 1125F  Duty 1725F  ONALITY   YR OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuo)  LAST NAME (Jr., H, etc.) FIT  MCCLUTICY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION  ADC  ORIGINAL AERONAUTICAL  AND DATE RECEIVED  CORIGINAL AERONAUTICAL  AND DATE RECEIVED  CORIGINAL AERONAUTICAL  AND DATE RECEIVED  LAST NAME (Jr. N, etc.) FIT  POSITION IN AIRCRAFT AT  Front or Left Seat. Rea  ASSIGNED ORGANIZATION  Adjor Command  Subcommon	Section C—  Section C—  Irols at time of accident]  RST NAME MIDDLE NAME  1 1	ATE: (Gaining and losing -PILOT(S) INVOL  E	OMPONENT SERVIND DATE OF EXPLICATIONS AND SERVIND SERV	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  //495A   US  T ORDER  CP. Other (Specif  7LBt FIS  Squadron or Unit  ARD	Base Selfridge AFB  Base L AFSC Primary 1125F  Duty 1725F  ONALITY   YR OF BIRTH
ADC  9. IF AIRCRAFT WAS BEING F  NO  10. OPERATOR (Person at continue)  1. LAST NAME (Jr., H, etc.) FII  MCCLUNEY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat X. Rea  ASSIGNED ORGANIZATION  Adjor Command Subcomman  ADC  ORIGINAL AERONAUTICAL  AND DATE RECEIVED  1. OTHER PROT  LAST NAME (Jr. N, etc.) FII  POSITION IN AIRCRAFT AT  Front or Left Seat	Section C—  Section C—  Irols at time of accident]  RST NAME MIDDLE NAME  1 1	PILOT(S) INVOLE  GRADE   CC  Jr.   1stl.t   1  c. ASSIGN  AC  Wing  I Ftr Wing  CHAUTICAL RATING  CHYED  C. ASSIGN  AC  AC	OMPONENT SERVIND DATE OF EXPLICATIONS AND SERVIND SERV	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  //495A   US  T ORDER  CP. Other (Specif  7LBt FIS  Squadron or Unit  ARD	Base Selfridge AFB  Base L AFSC Primary 1125F  Duty 1725F  ONALITY   YR OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuo)  LAST NAME (Jr., II, etc.) FII  MCCLUTICY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION Acion Command Subcomman  Subcomman  Subcomman  ORIGINAL AERONAUTICAL AND DATE RECEIVED  LAST NAME (Jr. II, etc.) FII  POSITION IN AIRCRAFT AT  Front or Left Seat. Rea  ASSIGNED ORGANIZATION Acion Command Subcommon  ATTACHED ORGANIZATION Acion Command Subcommon  ATTACHED ORGANIZATION Acion Command Subcommon	Section C—  Section C—  Irob at time of accident]  RST NAME MIDDLE NAMI  1 1 ff A1 an .  TIME OF ACCIDENT  IF OR FLYING  AIR DIVISION  RATING G. FRESENT AERC  AND DATE RE  Same as 2  IRST NAME MIDDLE NAMI  TIME OF ACCIDENT  OF	PILOT(S) INVOLE  GRADE CO Jr. 1stLt I C. ASSIGN AC  Wing 1 Ftr Wing  NAUTICAL RATING CEVED CO. C. ASSIGN AC  Wing Wing UNITY WING  C. ASSIGN AC  Wing  Wing  Wing  Wing  Wing  Wing	OMPONENT SERV  Group  Group  MED DUTY ON FLIGH  Type Whit  Date of expirat  DMPONENT SERV  MED DUTY ON FLIGH  IP P COMPONENT SERV  MED DUTY ON FLIGH  IP P COMPONENT SERV	1 OMS  of transfer, ultimate de  row)  ACE NUMBER   NAT  1495A   US  T ORDER  CP. Other (Specif  718t FIS  Squadron or Unit  ARD  CE  Ion 27 Aug 196;  ACE NUMBER   NATI  AT ORDER  CP. Other (Specif  TORDER  CP. Other (Specif  TORDER  CP. Other (Specif  Squadron or Unit	Base Selfridge AFB  Base LAFSC Primary 1125F  Duly 1125F  ONALITY YR OF BIRTH
ADC  D. IF AIRCRAFT WAS BEING F  NO  D. OPERATOR (Person at continuo)  LAST NAME (Jr., II, etc.) FII  MCCLUTICY, C.  POSITION IN AIRCRAFT AT  Front or Left Seat. X. Rea  ASSIGNED ORGANIZATION Acion Command Subcomman  Subcomman  Subcomman  ORIGINAL AERONAUTICAL AND DATE RECEIVED  LAST NAME (Jr. II, etc.) FII  POSITION IN AIRCRAFT AT  Front or Left Seat. Rea  ASSIGNED ORGANIZATION Acion Command Subcommon  ATTACHED ORGANIZATION Acion Command Subcommon  ATTACHED ORGANIZATION Acion Command Subcommon	Section C—  Section C—  Irols at time of accident]  RST NAME MIDDLE NAME  1 1	ATE: (Gaining and losing  -PILOT(S) INVOL  E	OMPONENT SERV  Group  Group  MED DUTY ON FLIGH  Type Whit  Date of expirat  DMPONENT SERV  MED DUTY ON FLIGH  IP P COMPONENT SERV  MED DUTY ON FLIGH  IP P COMPONENT SERV	1 OMS  of transfer, ultimate de  row)  ACE NUMBER NAT  (495A US  T ORDER  CP. Other (Specif  7 LB t. FIS  Squadron or Unit  ARO  CC NUMBER NATI  ARO  CC Other (Specif  T ORDER  CC Other (Specif  Squadron or Unit  Squadron or Unit  Squadron or Unit	Base Selfridge AFB  Base LAFSC Primary 1125F  Duly 1125F  ONALITY YR OF BIRTH
ADC  D. OPERATOR (Person at continuous conti	Section C—  Section C—  Irob at time of accident]  RST NAME MIDDLE NAMI  1 1 ff A1 an .  TIME OF ACCIDENT  IF OR FLYING  AIR DIVISION  RATING G. FRESENT AERC  AND DATE RE  Same as 2  IRST NAME MIDDLE NAMI  TIME OF ACCIDENT  OF	ATE: (Gaining and losing  -PILOT(S) INVOL  E	Group	1 OMS  of transfer, ultimate de  row)  //CE NUMBER   NAT  //495A   US  T ORDER  CP. Other (Specif  Squadron or Unit  718t FIS  Squadron or Unit  ARD	Selfridge AFB  Base Selfridge AFB  Doty 1125F  Doty 1725F  Doty 1725F  Base  Base

	AS OPERATOR ON RESTRUMENTS AT T ACCIDENT OR IMMEDIATELY BEFORE	IME Yes	Na	X_ Unknown_			check on	-				
					00.4	- V1-17-17-17-17-17-17-17-17-17-17-17-17-17		Hood				
ASSI	ASSIGNED DUTY ON FLIGHT ORDER		OT	CO-MLOT	is 23 through 39 for ea		STREET, SQUARE PARTY & A		STUD	ENY &	NI OI	
NOTE: List all time to the nearest hour		(Lost Name)		(Last Mame)		t Name)	AIRCRAFT CMD (Last Hame)				t Nan	
23. Total flying hours (including AF time, student		McCluney					-			-		
24. Total	B. other accredited time)	1057										
	1 1st pilot/17 hours, all aircraft	803					ļ		$\perp$	-		
		729										
26. Total weather instrument hours 27. Total 1st pilot and IP this model (F-100)		56										
		23										
	1st pilot and iP this series (F-100C)	18	•									
	l pilot hours last 90 days	79										
	1 1st pilot and IP howrs last 90 days .	76										
90 d	f pilot hours weather and hood last lays	25							1			
32. Total	pilot hours night last 90 days	14							†			-
33. Total	1st pilot and IT last 90 days this model	22					1		1			
	1st pflot and IP last 30 days this model	23						-	+			-
35. Total Mili s	1st pilot and IP last 90 days :	18		***************************************	-				-		-	
36. Total Hole se	1st pilot and if last 30 days	18							╁		_	
37. Date	and duration, last previous flight nodel 20 Nov 61	2							-		_	_
38. Date	and duration, last previous flight	3							├-			
	of last proficiency flight check	20 No	v 61						-			
	MICTONIC AND A CARROL											
40. INSTR	CONTROLLER VIDEOR & CODA OL VI. LOUR 2	for pilot(s)	involved as	outlined in AFR 62.	14.							
40, INSTR	RUCTIONS: Attach a copy of AF Form S	×										
40, BNSTR	The state of the s	Secti	on E—F	ERSONNEL II	AVOLVE							
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## 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 overtun. The fire crash rescue equipment, which had been prepositioned, responded immediately and the fire was extinguished. The pilot evacuated without injury.