

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 sheet(s) and identify by proper section letter and subsection number.

98-021 Section A - GENERAL INFORMATION

1. DATE OF ACCIDENT 4 Apr 60	2. HOUR AND TIME ZONE (Local) 0809 MST	3. DAY DAWN NIGHT DUSK Day	4. AIRFIELD OF LAST TAKEOFF Williams AFB
5. PLACE OF ACCIDENT: (a) Distance (Nautical Miles) and direction from nearest airport (if on an airport, identify) <u>27 SE Williams AFB</u> (b) Distance (Nautical Miles) and direction from nearest town (include state and county) <u>13 SSE Superior, Pinal, Arizona</u>			
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: <u>N/A</u> Length of runway in use <u> </u> Ft. Heading of runway in use <u> </u> Degrees. Field Elevation <u> </u> Ft. MSL Type of runway surface (Check) Concrete <u> </u> Asphalt <u> </u> Other <u> </u> (Specify) <u> </u> Wet <u> </u> Dry <u> </u> (b) If accident occurred off airport: Elevation of scene of accident <u>3600</u> Ft. MSL. Was aircraft taking off, approaching or maneuvering to land? <u>Yes</u> <u>No</u> If Yes, state airport involved <u>N/A</u> If No, state nearest airport suitable for landing this aircraft <u>Williams AFB</u> For either airport mentioned in 6b above: State airport type (i.e., AF, A, M, CG, PC, PI) <u>AF</u> Heading of runway in use <u>120</u> Degrees. Airport elevation <u>1387</u> Ft. MSL.			
7. CLEARANCE (Check all applicable) IFR <u>VFR</u> <u>Local</u> <u>DD Form 175</u> <u>Other</u> <u>Cleared Direct</u> <u>Cleared via airways</u> Cleared from <u>Williams AFB</u> Cleared to <u>Williams AFB</u>			
8. Base submitting report <u>Williams AFB</u>		9. Duration of flight <u>44 minutes</u>	10. Mission of flight <u>B</u>
11. ALTITUDE DATA: (a) Altitude of aircraft above terrain at which accident sequence began <u>32,400</u> Ft. (b) Altitude, MSL, at which accident sequence began, or at which failure occurred <u>35,000</u> Ft. MSL. (c) Highest altitude, MSL, aircraft flown on this flight <u>35,000</u> Ft. MSL. Length of time at this highest altitude <u>10 minutes</u>			
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? <u>Yes</u> <u>No</u>			

Section B - AIRCRAFT

13. AIRCRAFT NUMBER <u>56-3771</u>	14. TYPE, MODEL, SERIES AND BLOCK NUMBER <u>F-100F-10-NA</u>	15. ASSIGNMENT AND STATUS CODE at time of accident: <u>TF</u> (As specified in AFR 65-110)
16. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command <u>TAC</u> Subcommand or AF <u>12AF</u> Air Division <u>---</u> Wing <u>CCT</u> Group <u>MSA</u> Squadron or Unit <u>---</u> Base <u>Williams</u> <u>4530 CCTW</u> <u>4530 M&S</u>		
17. IF AIRCRAFT WAS BEING FERRED OR DELIVERED INDICATE (Gaining and losing organizations, date of transfer, ultimate destination) <u>N/A</u>		

Section C - PILOT(S) INVOLVED (Flight Crew)

1. OPERATOR (Person at controls at time of accident)							
a. LAST NAME (Mr., etc.) FIRST NAME MIDDLE NAME <u>Johnson, Terrel F.</u>	GRADE <u>2/Lt</u>	COMPONENT <u>AFRES</u>	SERVICE NUMBER <u>AO3102515</u>	NATIONALITY <u>U.S.</u>	YR OF BIRTH <u> </u>		
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <u>X</u> Rear or Right Seat <u> </u>		c. ASSIGNED DUTY ON FLIGHT ORDER AC <u> </u> IP <u> </u> <u>PX</u> CP <u> </u> Other (Specify) <u> </u>					
d. ASSIGNED ORGANIZATION Major Command <u>TAC</u> Subcommand or AF <u>12AF</u> Air Division <u>---</u> Wing <u>4530 CCTW</u> Group <u>4530 CCTGp</u> Squadron or Unit <u>4533 CCTS</u> Base <u>Williams</u>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command <u>N/A</u> Subcommand or AF <u>12</u> Air Division <u>---</u> Wing <u>CCT</u> Group <u>CCT</u> Squadron or Unit <u>---</u> Base <u>Williams</u>							
1. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot, 1 Sep 59</u>		2. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot, 1 Sep 59</u>		3. INSTRUMENT CARD Type <u>White</u> Date of expiration <u>10 Jul 60</u>		4. AFSC Primary <u>1115Q</u> Duty <u>1115Q</u>	
5. OTHER PILOT							
a. LAST NAME (Mr., etc.) FIRST NAME MIDDLE NAME <u>Vickery, Robert C.</u>		GRADE <u>Capt</u>	COMPONENT <u>REG AF</u>	SERVICE NUMBER <u>44561A</u>	NATIONALITY <u>U.S.</u>	YR OF BIRTH <u> </u>	
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <u> </u> Rear or Right Seat <u>X</u> Other <u> </u>		c. ASSIGNED DUTY ON FLIGHT ORDER AC <u> </u> IP <u>X</u> P <u> </u> CP <u> </u> Other (Specify) <u> </u>					
d. ASSIGNED ORGANIZATION Major Command <u>TAC</u> Subcommand or AF <u>12AF</u> Air Division <u>---</u> Wing <u>4530 CCTW</u> Group <u>4530 CCTGp</u> Squadron or Unit <u>4533 CCTS</u> Base <u>Williams</u>							
e. ATTACHED ORGANIZATION FOR FLYING Major Command <u>N/A</u> Subcommand or AF <u>---</u> Air Division <u>---</u> Wing <u>---</u> Group <u>---</u> Squadron or Unit <u>---</u> Base <u>---</u>							
1. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <u>Pilot, 16 Feb 53</u>		2. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <u>Senior Pilot, 13 Feb 60</u>		3. INSTRUMENT CARD Type <u>Green</u> Date of expiration <u>6 May 60</u>		4. AFSC Primary <u>1115P</u> Duty <u>1115P</u>	

Section D-FLYING EXPERIENCE OF PILOT(S) INVOLVED

31. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE

Yes

No

Unknown

Other

NA

ASSIGNED DUTY ON FLIGHT ORDER

NOTE: List all time to the nearest hour

PILOT
(Last Name)
Johnson

(If complete items 23 through 39 for each crew member pilot)

1st PILOT
(Last Name)

2nd PILOT
(Last Name)

AIRBASE CMO
(Last Name)

STUDENT PILOT
(Last Name)

Vickery

23. Total flying hours (including AF time, student time & other accredited time)

378:50

2260:15

24. Total jet time

248:40

2041:15

25. Total 1st pilot IP hours, all aircraft

383:15

1974:55

26. Total weather instrument hours

2:20

84:15

27. Total 1st pilot and IP this model (P-100)

112:35

719:20

28. Total 1st pilot and IP this series (P-100C)

47:05

266:45

29. Total pilot hours last 90 days

67:00

64:00

30. Total 1st pilot and IP hours last 90 days

67:00

64:00

31. Total pilot hours weather and hood last 90 days

5:20

9:45

32. Total pilot hours night last 90 days

5:50

6:35

33. Total 1st pilot and IP last 90 days this model

68:35

64:00

34. Total 1st pilot and IP last 30 days this model

21:00

20:35

35. Total 1st pilot and IP last 90 days this series

46:45

42:15

36. Total 1st pilot and IP last 30 days this series

8:20

13:30

37. Date and duration, last previous flight this model

1 Apr 60
1:25

1 Apr 60
1:35

38. Date and duration, last previous flight this series

16 Mar 60
1:10

29 Mar 60
1:05

39. Date of last proficiency flight check

28 Mar 60

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 46.		Ejection Seat Used 47.	
					Yes	No	Yes	No
01	Johnson, Terrel F.	P	TAC, 12AF, 4530 CCTOp, 4533 CCTS, Williams AFB	None	A		A	
	2/Lt, USAF AO 3102515							
14	Vickery, Robert C.	SP	TAC, 12AF, 4530 CCTOp, 4533 CCTS, Williams AFB	Minor	X		X	
	Captain, USAF 44561A							

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
Clear	40 mi	SE 5	58	33	30.14	None

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

Section G—ENGINEERING DATA

30. Damage (Check one) Destroyed ☒ Substantial ☐ Minor ☐ None ☐ 31. Was aircraft damaged beyond economical repair? Yes ☒ No ☐

32. Estimated number of direct manhours for repair, if applicable N/A Cost of damage to aircraft \$804,444

33. Fire before accident ☐ Fire after accident ☒ Fire did not occur ☐ 34. Did explosion occur? Yes ☒ No ☐

35. How many T.O.s not complied with at time of accident? 82 (List T.O. numbers and titles on separate sheet)

36. Has your Base previously submitted a UR on any factor involved in this accident? Yes ☐ No ☒

37. Is a UR being submitted as a result of this accident? Yes ☐ No ☒ (If "Yes" attach copy) UR number N/A

38. Is TDR requested? Yes ☐ No ☒ Attach copy of request

Section H—DAMAGE

D-821,422

DESCRIBE EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED.

Aircraft struck rock ledge and fell 35 feet to mountain slope where it exploded and burned. Area of crash is remote mountainous terrain. No damage to private property. Aircraft removal was not feasible and a ground party destroyed and scattered wreckage by use of high explosives.

Section I—PHASE OF OPERATION

(Check only ONE)

59. ENGINES RUNNING—NOT TAXING	71. IN FLIGHT
60. Pre-flight	72. Normal flight
61. Post flight	73. Acrobatics
62. Other	74. Formation tactics
63. TAXING	75. Other maneuvers
64. To takeoff	76. LANDING
65. From landing	77. Approach
66. Within other areas	78. Flare-out
67. TAKEOFF	79. Roll
68. Run	80. GO AROUND
69. Climb	81. (List other maneuvers)
70. (Specify unusual or restricted maneuvers)	

AF 81/214 14

SPECIAL HANDLING REQUIRED TAV
PARAGRAPHS 49A AND 52, AFR 62-14

I. HISTORY OF FLIGHT:

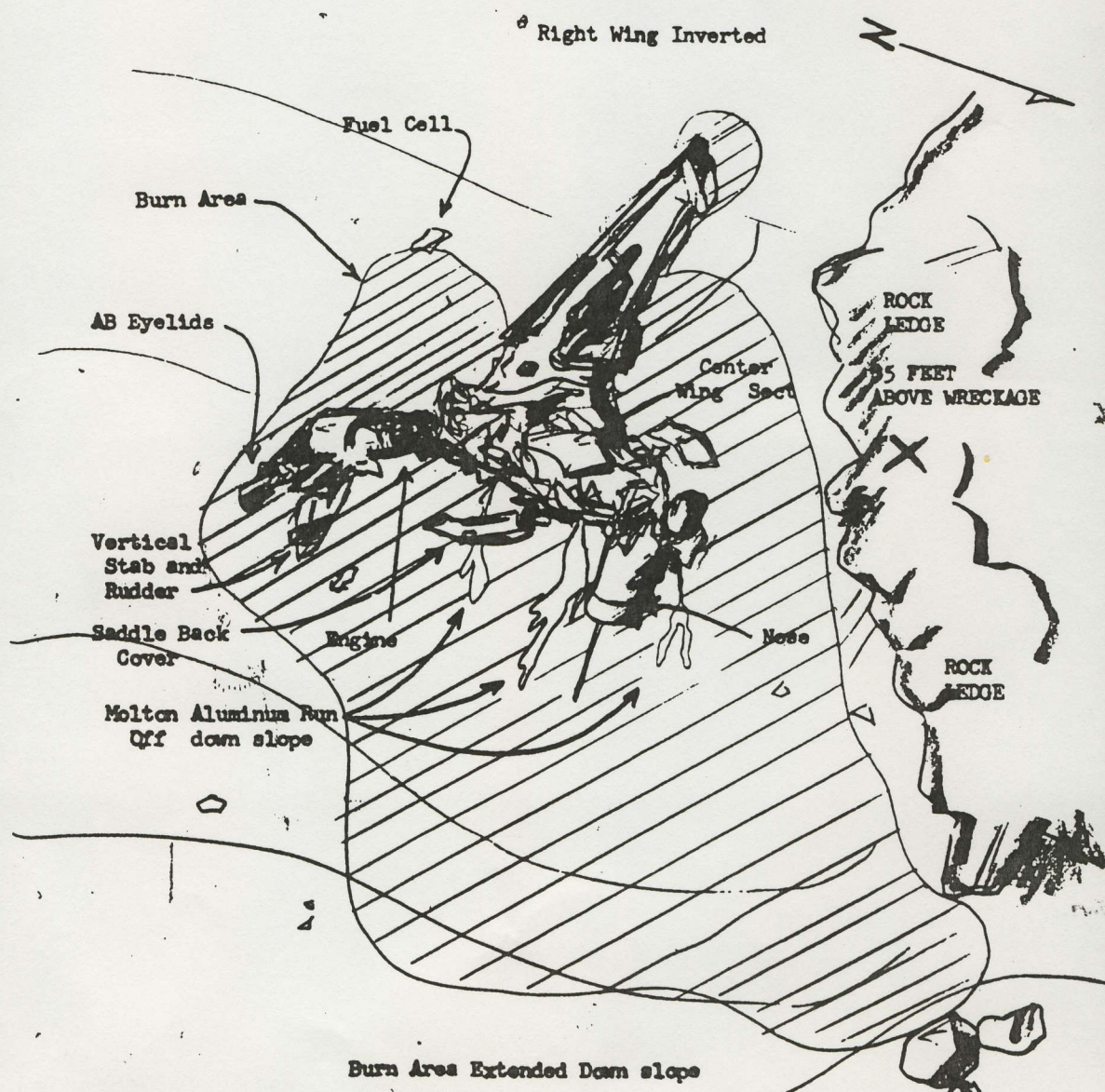
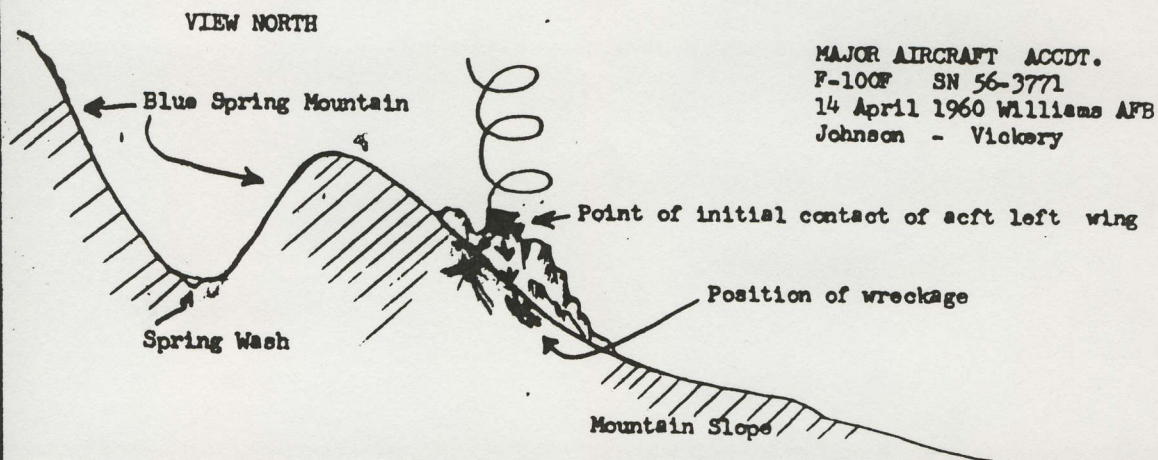
A flight of three F-100 aircraft departed Williams Air Force Base on 4 April 1960 for an Air Combat Maneuvers training mission. The flight was composed of two F-100F's and one F-100C. The flight had normal start, taxi, takeoff, and climb to the prescribed ACM area. The F-100F leading the flight separated from the second F-100F and the C to commence practice engagements at an altitude of approximately 35,000 feet.

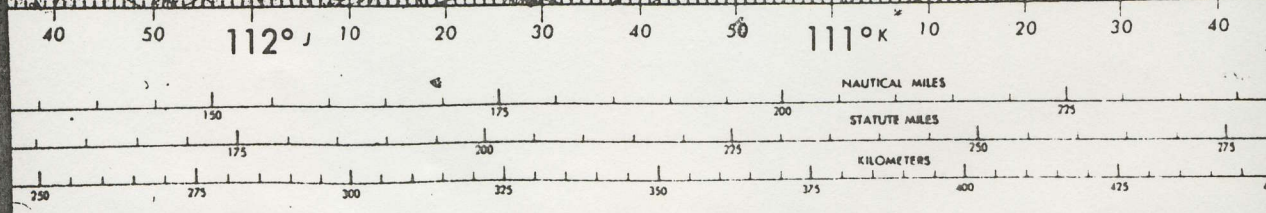
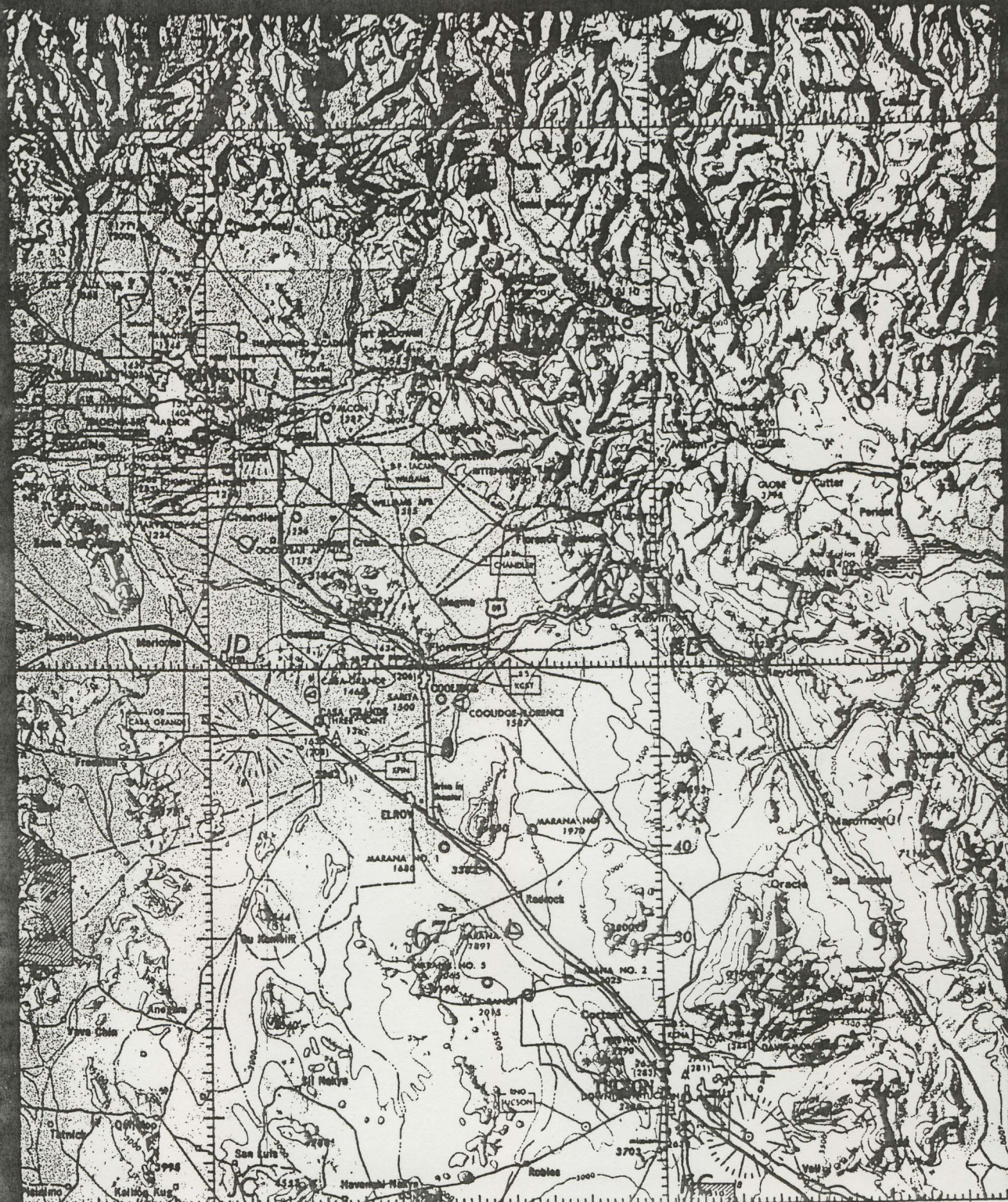
Two practice engagements were made and broken off at 25,000 feet, minimum altitude. The aircraft then returned to the briefed IP at 35,000 feet to commence the third engagement. During the third engagement the lead aircraft spotted the con trails of the opposing F and C aircraft and began to increase air speed to catch the flight. The student flying the F aircraft leading the second element saw the approach of the lead F and began a turn to the right toward the lead. The lead was closing from the element's 5 o'clock position. The instructor pilot told the student in the element F-100F to decrease his rate of turn until the lead F-100F came within range. The student apparently released some back pressure but used more aileron. Air speed of the aircraft at this time was approximately 275 knots at 35,000 feet, in a two G turn at approximately a 45 degree angle of bank.

The instructor was looking aft to observe the approach of the attacking F-100F. He noted an increase in acceleration and felt the onset of the adverse yaw. He immediately turned his attention to control of the aircraft and neutralized the stick and used rudder to correct for the left adverse yaw. The nose of the aircraft leveled and the left yaw ceased. The aircraft began a right wing-down turn, which was interpreted by the instructor as the desired recovery and reentry into a right turn. The time factor was very brief, probably four seconds or less, between the time the instructor noted the onset of adverse yaw and the time he regained what he thought was the desired right turn. Actually the aircraft was already entering a right spin. The aircraft pitched up to the right and entered the first oscillation of a right-hand spin as the nose pitched low and auto-rotation began.

The instructor pilot attempted a normal spin recovery; i.e., full aft stick, full right aileron, full left rudder, but did not jettison the type IIIa pylons on each outboard station. The aircraft continued to spin and the instructor pilot told his student it would be necessary to abandon the aircraft. The student was having difficulty grasping the seat handles since he was thrown to the upper left of the cockpit and was held in this position by centrifugal force. The student pushed himself back into his seat by pressure on the canopy and was able to grasp the handles. The instructor pilot jettisoned the canopy and tried to get the student to eject since he was apprehensive as to whether the student could make it. The student assured him that he could now eject and the instructor pilot fired his seat at approximately 14,000 to 15,000 feet. The student ejected subsequently at an altitude of approximately 13,000 feet. The highest terrain in the area was nearly 4000 feet.

The aircraft continued a flat spin until ground contact approximately at the 3600 foot level of Blue Spring Mountain, 13 miles south southeast of Superior, Arizona. The pilots landed approximately 3 miles south of the crash. The student landed in a shallow ravine and was uninjured. The instructor pilot landed on flat rocky ground and sprained his ankle during the fall after contact. Both pilots were recovered by helicopter within 45 minutes. The aircraft exploded and burned on contact.



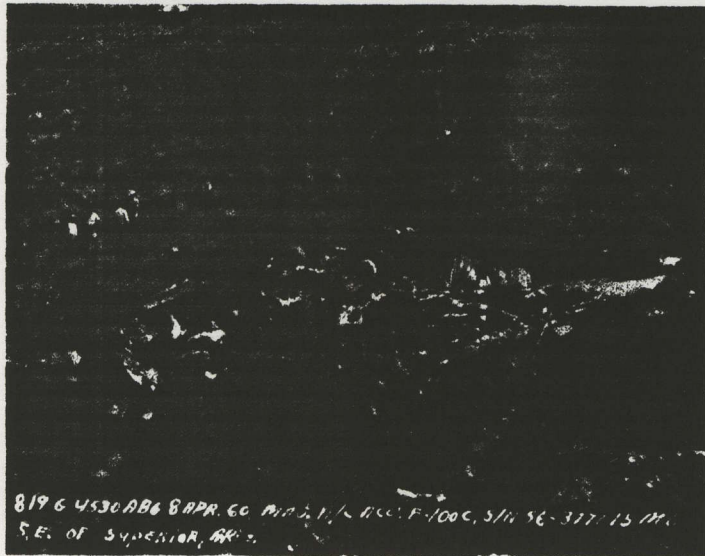


OPERATIONAL NAVIGATION CHART

Lambert Conformal Conic Projection
Standard Parallels 32°40' and 32°40'

INDEX TO PHOTOGRAPHS

- #1.....View south, general wreckage, taken from point of initial impact.
- #2.....View west.
- #3.....Area of center wing panel. Speed brake actuator visible at center.
- #4.....Right wing outboard pylon.
- #5.....View of elevator actuator assembly. Note: all linkages and lines connected.
- #6.....Close-up of engine inlet area.
- #7.....General view of crash site after demolition and wreckage scatter.
- #8.....Close-up of area displayed in photograph #7.
- #9.....Close-up of panel #27 and #28 of instructor pilot's parachute damaged by seat contact at deployment.



(1)

819 6 4530 AB6 BAPR 60 PHOTO 1, 1/2 INCH, F-100C, 5/11/56-37715 IN.
S.E. OF SUPERIOR, ARIZ.



(2)

818 6 4510 AB6 BAPR 60 PHOTO 1, 1/2 INCH, F-100C, 5/11/56-37715 IN. S.E. OF
SUPERIOR, ARIZ.

~~SPECIAL HANDLING REQUIRED IAW~~
~~RECORDING INSTRUCTIONS~~

