

59-0017

1-29-64

USAF ACCIDENT/INCIDENT REPORT

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

7121

1. DATE OF OCCURRENCE (Year, month and day) 19 December 1963 77 231	2. VEHICLE(S)/MATERIEL INVOLVED (TMS & Serial No., if applicable) F-106A 59-017 NS85-8	3. FOR GROUND ACCIDENTS ONLY (Base Code and Report Serial No.) 63-12-19-1
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4. PLACE OF OCCURRENCE, STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 130 Miles South of Minot AFB, North Dakota, Grant Co. 7 Miles SW of Ft. North Dakota	5. HOUR AND TIME ZONE LOCAL 1015 CST	<input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
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7. ORGANIZATION POSSESSING/OWNING VEHICLE OR MATERIEL AT TIME OF MISHAP	Major Command ADC	Subcommand or AF	Air Division 29th	Wing GRADS	Group	Squadron or Unit 5 FIS FI	Name and Base Code Minot AFB NS 85 NS 85
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8. (List organizations of second vehicle, if they differ from item 7 above)

N/A	SRI						
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9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate)

Minot AFB, North Dakota 29th Air Division

10. LIST OF PERSONNEL DIRECTLY INVOLVED
(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).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
Richardson	William D		Capt	AO30280	Pilot	Senior Pilot	Fatal
							4

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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 listed, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)

HISTORY OF FLIGHT: At 0800 CST on 19 December 1963 Captain William D Richardson, AO3021880, was briefed by Captain Frederick B Hoenniger, 28037A, to fly a low altitude profile mission. Captain Richardson was Number 4 in a flight of 6 aircraft, and was assigned the call sign of JN05 and aircraft 59-017. Captain Hoenniger briefed LAW ADCM 55-106 using mission briefing guide Number 7 (Profile) with an alternate mission, Number 2 (Instruments). Captain Richardson was the leader of the second group of three (3) aircraft who were briefed to split up and alternate using each other as target. The flight was briefed for individual control and standard tactics.

A DD Form 1080 (Local Clearance) was filed for record purposes with an ETD of 0905 CST for 1+30 enroute with 2+30 fuel on board the aircraft. The flight would be conducted LAW FAA, CONAD, AFIO under control of the Great Falls Air Defense Sector Direction Center (Sidewalk).

The forecasted weather for the mission for the general area was 9000 feet overcast and 15 miles visibility.

Captain Richardson picked up his personal equipment and proceeded to the air-

12. AUTHENTICATION

CERTIFICATION BY (Title) BOARD PRESIDENT	TYPED NAME AND GRADE RAYMOND S BROWN Col, USAF	SIGNATURE	DATE 9 Jan 1964
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craft located in spot 20. accomplished a pilot's preflight assisted by Crew Chief A2C Peter J Cleary, AF16748470. Captain Richardson was informed by A2C Cleary that the aircraft was on a Red Cross condition because the Emergency bail out bottles were leaking.

Captain Richardson called Captain Hoenniger and advised him of the situation. Captain Hoenniger asked him if the normal oxygen system was O. K. and Captain Richardson said it was. Captain Hoenniger said to go ahead and take the aircraft since the mission was going to be at low altitude.

During this time the oxygen leak had been stopped in the Emergency oxygen bottles by A1C Donald L Baker, AF17443665. The writeup was inspected by TSgt Frederick P Athans, AF11255030, and a new writeup was entered in the form as emergency oxygen bottles low and the aircraft was placed on a red diagonal. Captain Richardson signed the exceptional release and A2C Cleary helped him strap into the cockpit. A combustion start was made and all pre-taxi checks were accomplished. Captain Richardson taxied to the runway followed by JN07 Captain Harland E Teskey, AO3058016. Before taking the active runway, the pins, canopy, and pressure check were called to mobile control.

Captain Richardson was airborne at 0914 CST and JN07 took off one minute later. JN06, Captain Charles W Wright, 53876A, was delayed and did not become airborne until 0921 CST. JN05 made a standard corridor departure and leveled at 15,000 feet and contact was made with Sidewalk Control at 0916 CST. ✓

The first series of intercepts were made at 5000 feet (Indicated Altitude) using JN05 as target for JN06 and JN07. After the first intercepts the flight encountered some minor UHF radio problems and had to change radio frequencies so radio contact could be maintained between the interceptors and Sidewalk Control. The flight climbed to VFR on top for the second series of intercepts to attempt to qualify their WSEMS. 28,000 feet was the lowest altitude in the area that they could maintain radio and radar contact with Sidewalk and be in VFR conditions to accomplish intercepts. JN06 was designated the target and JN07 as the first interceptor and JN05 as the second interceptor in on the target. Sidewalk directed the target on a heading of 180 degrees. JN07 and JN05 were both paired with the target for Data Link controlled intercepts. JN07 approached the target from the Northwest and JN05 from the Northeast. JN07 was having trouble with his weapon system and was asked by Sidewalk to break his intercept off. When JN07 broke his intercept off and turned port to a 360 degree heading JN05 was 4 miles from JN07, who was about 4 or 5 miles back of the target. This was 1000 CST and at 1005 CST Sidewalk asked JN05 what luck as he appeared to be about 4 miles in back of the target. JN05 said, standby, he would be about 30 more seconds, he was unable to maintain a radar lock-on. At 1008 CST JN05 called JUDY in IR. Shortly after this the target called that he was descending to 24,000 feet as he was encountering clouds and wanted to maintain VFR until JN05 finished his attack. Sidewalk told JN05 and the target that they were nearing the Sector boundary. At 1010 CST Sidewalk observed on their scope that JN05 made a break-away to the starboard but did not call an MA or MI.

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They commanded JN05 to a heading of 340 degrees on data link and gave a voice command to the target of 240 degrees. JN05 took up the heading of 340 degrees and Sidewalk attempted to contact him on their radios to see what luck he had on his last pass and to find out his fuel status. Sidewalk was unable to contact JN05 on AICC, GUARD and the frequency they were working on. At 1014 CST Sidewalk commanded a RTB on data link to JN05. This heading was about 360 degrees and Sidewalk could not tell if JN05 followed the new command as they lost radar contact at 1018 CST at the coordinates of FK DB 3722.

[REDACTED]

This ball of fire was followed by a black cloud of smoke and the sound of an explosion. The explosion was caused by Captain Richardson's aircraft as it contacted the ground.

[REDACTED]