

59-0013

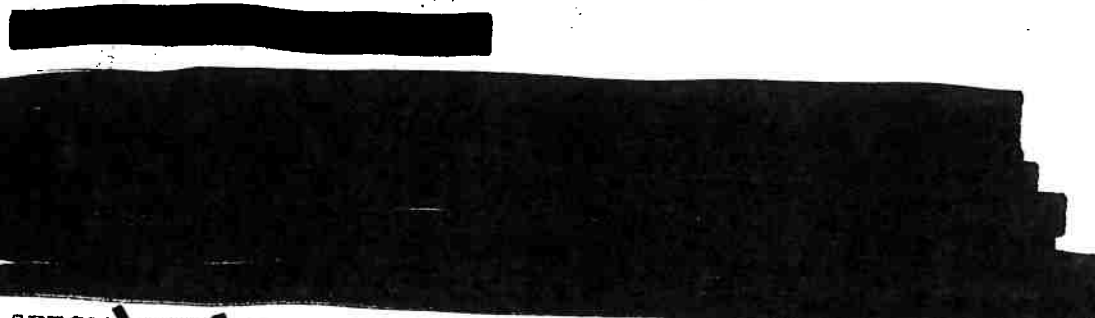
the type or gravity of the difficulty.

Approximately 30 minutes after takeoff, after an unsuccessful intercept attempt, SIDEWALK was unable to maintain radio contact with JN 07. Within the next few minutes there was doubt about whether the subject aircraft was following transmitted data link instructions, so the Intercept Director initiated a return-to-base for 07. Whether in response to transmitted instructions (On guard, tactical frequency and Data Link) or not, the aircraft did turn toward Minot AFB. SIDEWALK subsequently determined the aircraft was receiving voice transmissions by requesting and observing IFF responses to SIDEWALK's instructions. Captain Wendt was given Minot AFB altimeter setting and was advised that Minot was alerted to his situation. He was later instructed to change to Tower frequency for VFR landing. SIDEWALK lost positive radar contact slightly south of Minot AFB at 0424Z. Subsequent random radar returns placed 07 maneuvering in the general vicinity of the base until about 2229CST.

At 2233CST, Mobile Control observed an aircraft crossing the approach end of runway 11 on a southeasterly heading. The Mobile Officer brought this to the Tower's attention, suggesting that it might be JN 07. The Tower Operator then requested that Mobile fire a flare. A green flare was fired when the aircraft was just south of the runway.

Minot Tower then asked the aircraft to respond by turning on his anti-collision lights if he received transmissions on Tower frequency. The duty controller considered the response to be affirmative, acknowledged this action ROGER and transmitted landing instructions including active runway (29) winds (calm) and altimeter (29.76).

The aircraft then proceeded southeast of the field and made a wide left turn to the initial approach for landing runway 29. The tower operators lost sight of the aircraft in the turn but regained visual contact at approximately 3 miles out on initial. The traffic and overhead seemed normal but probably was flown at a slightly lower altitude, to the point of pitchout. The aircraft then entered a normal pitch, establishing 60 to 70 degrees of bank. After 20 to 30 degrees of turn, the aircraft descended rapidly and crashed. It impacted approximately one half mile south of the approach end of runway 29 at 2238CST. Crash and rescue personnel were alerted by the Tower and their response was not a factor.



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