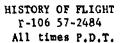
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1. On 14 September 1961, ilt Russell C. Wood was assigned aircraft number 57-2484 on a routine target mission authorized by SPADS TWX number SPOTN-A 1794, dated 8 September 1961 (see Tab U). He briefed the mission in accordance with the briefing guide, filed a AF Form 175 (see Tab Q) at Base Operations and proceeded to the aircraft. A2C Kenneth D. Hintz recompanied him on his walk around and no discrepancies were noted. Lt Wood strappen in by himself while Airman Hintz finished securing the inspection panels.

2. One combustion start was attempted with no success. A pneumatic start was accomplished at approximately 0915.

After waiting for the MA-1 power system to time in and performing various cockpit checks Lt Wood taxied from the ramp at approximately 0920. No delay was encountered and he was airborne at 0926. (Proposed T.O. time was 0920). His T. O. time was logged by Captain Jackie E. Moothart, Mobile Control Officer. Estimated fuel aboard at T.O. was 8900#.

- 3. Lt Wood was observed to make a left turn out of traffic and climb on course (326 degrees). The proposed flight plan was, Geiger direct 52 degrees N. 122 degrees W. (Williams Lake B.C.) direct Larson TACAN, direct Spokane VORTAC (see tab W-2). The second aircraft in the flight, 57-2482 piloted by Lt William D. Spillane, was approximately 30 minutes behind on the same mission and flight path. Lt Wood attempted to contact Ashcroft Radio for a position report but was unable to make contact. He also tried Billy Boy (GCI at Grand Prairie) to no avail. He finally made contact with Pickaninny (GCI at Punzi Mt.) and passed his position as Williams Lake at 1006 flight level 400. These radio calls were heard by the number two aircraft.
- 4. His next position report was given to Spokane Center as being over Larson TACAN at 1038 flight level 480. From the mission briefing and the data collected from his form 21-A, it is assumed that Lt Wood flew from Williams Lake direct to Larson TACAN at 48,000 feet. Lt Wood was directed to contact Spokane Approach Control for further clearance.
- 5. Lt Wood contacted Spokane Approach Control and was positively identified on radar. He was cleared to the 35 mile fix of the Spokane VORTAC, report inbound. He was observed to fly on a southernly heading over the fix and do a 270 degree turn. He reported over the fix at 20,000 feet and was cleared to start his descent, report leaving 7,000 feet. He acknowledged the instructions.
- 6. At 24 miles he was advised of a DC-6 14 miles west of the VORTAC and was told he would be kept advised of its position. He acknowledged. At 15 miles he was advised to perform his landing cockpit check. He acknowledged by reporting passing through 7,000 feet, and requesting a surveillance approach to runway 03. Final approach controller contacted him and asked for a radio check. He acknowledged by reporting passing through 6,000 feet. The final controller advised him this would be a surveillance approach and to level at 4,000 feet. He acknowledged by calling level at 4,000 feet.
- 7. He was told to prepare to start his descent in 4 miles and that there was traffic at 10 o'clock 4 miles, a DC-6. He acknowledged. At 7 miles from touchdown he was advised not to acknowledge any more transmissions. At this time Lt Wood advised approach control that he would have to break off this approach but RAPCON did not acknowledge. Lt Wood continued his ASR approach. He was told to start his descent and acknowledged by stating he was starting his descent. Twelve seconds later approach control advised him to maintain 4,000 feet and turn right to a heading of 150 degrees, tower request (conflicting traffic).





8. He acknowledged by saying he was maintaining 4,000 feet and turning right to 150 degrees. Lt Wood reported steady 150 degrees at 4,000 feet. He was told to turn right to 205 degrees and maintain 4,000 feet. He acknowledged. Approximately 30 seconds later approach control observed him continuing his turn past 205 degrees. Because of this apparent wandering off heading the controller asked him if he was continuing this approach on his own. His reply was "Negative, I would like a surveillance approach to runway 03." Approach control immediately told him to stop turn and proceeded to give him a no-gyro approach. He acknowledged by saying he was stopping turn. At 5 mil. from the runway he was told to start his descent. From this point on the flight appeared to be a normal no-gyro surveillance approach. Radar lost contact with him just inside 3 miles which is normal on this type of an approach due to ground return on the radar scope. The aircraft crashed 2.4 miles from the runway on a heading of 063° true. Spokane tower personnel observed smoke approximately 2 miles off the end of the runway 03 at 1102. Mobile control confirmed this time. Lt Wood unsuccessfully ejected from an estimated altitude of 200 to 500 feet above the ground.

9. At no time during the flight did Lt Wood declare an emergency nor did his actions or tone of voice indicate this was anything but a routine mission.