59-0013

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3 October 1963	F-106A S/N 5	9-013	63	-10-	3-/
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S BASE AND COMMAND SUBMITTING REPORT (DI	o Ad Abbrevipte)				
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10.	LIST OF PERSONI	VEL DIRECTLY IN	OLVED	ul, us addition	(shoot(s).)
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WENDT O WAYNE	D Cap	6 A0303432	Control	Pilot	Fatal .
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() HARRATIVE DESCRIPTION OF ACCIDENT ON	e e detalled history of Alph, or e	hrosalogical arder of fact	and discussioness lead	rg to the pilohan	De applicable, the pourse
Intercept training sorticeptors was briefed by a The standard ADC briefin the three ship flight, we call sign of JULITINO for record purposes and 2:15 fuel. The flight we control of the Great Fall Captain Wendt processiant and pretaxi sheeks taxi direction, Captain last to arrive at the ta other calls and indication. JULIET NOVEMBER 07 of 2133CST, Shortly therea expedited as he had a mi	e at 2132CST on qualified office goutline was us as assigned F-10 VEMPER 07. The indicated a department of the conduct is Ain pefense But After initial Wendt proceeded keoff runway, Calons were normal hecked in with Ster, he request por difficulty	ion departed a locatober 19 ar for a high side in the control of the taken to the taken the arch. CDENALK Control of the taken taken the taken	Minot AFB of 53. The fill of 53. The fill of 53. The fill of 53. The fill of 54. The fill of 5	m a norm ght of t ntercept dt; numb e missio 080 loca or 14 30 A CONAD all Sign flight a lling th Since he take-off ound at ned freq e interc uent bas	al night hree inter- missiony er two in n with l clearance enroute with AFIO under SIDIWALK). nd normal e aircraft was the but all 2152CST. uency at
	ide. There were	io further d	escriptions	by the p	ilot of

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the type or gravity of the difficulty.

Approximately 30 mi 'es 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 II 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 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.

SPECIAL HAP LING
REQUIRED ACCORDANCE
WITH AF 12 4

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