

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

12777 Section A - GENERAL INFORMATION 2777-2

1. PLACE OF ACCIDENT: State, county, nearest town—Distance and direction to accident Unknown		2. NEAREST AIRPORT Suitable for landing this plane—Distance and direction to accident Unknown	
3. ELEVATION (ASST. 4. DATE OF ACCIDENT 5. A. L. at accident scene IDENT	6. HOUR AND TIME 7. DAY <input type="checkbox"/> DAY <input checked="" type="checkbox"/> NIGHT 8. TIME OF DAY <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK	7. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) <input type="checkbox"/> INCIDENT TO FLIGHT <input type="checkbox"/> NOT INCIDENT TO FLIGHT	
8. CLASSIFICATION OF ACCIDENT: <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor <input type="checkbox"/> Other		9. CLEARANCE: <input type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> Other	
10. OTHER: Kinross AFB ON SA From: Active Air To: Defense Mission		11. THIS WAS A: <input type="checkbox"/> AP FLIGHT <input type="checkbox"/> AIR RESERVE FLIGHT <input checked="" type="checkbox"/> ANG FLIGHT	
12. AIRFIELD OF LAST TAKEOFF: Kinross AFB 13. DURATION OF FLIGHT SINCE LAST TAKEOFF: Unknown		14. AIRCRAFT WAS ENGAGED IN DUTY PRIOR TO ACCIDENT: Unknown	

Section B - AIRCRAFT

1. AIRCRAFT NO. 12777	2. TYPE, MODEL, SERIAL AND BLOCK NO. F-89C	3. ORGANIZATION REPORTING AIRCRAFT ON AF-110 REPORT	
4. PHYSICAL CONDITION affecting this aircraft was not completed with at time of accident. (List number and title of those T. O.'s on excess sheet.)		MAJOR COMMAND ADC ADC	SUBCOMMAND EMDF EAD
		GROUP NUMBER AND TYPE 520 AD GP	SQUADRON OR UNIT 133 FIS
		BASE DEF	TRUAX AFB WISCONSIN

Section C - OPERATOR (Person in control at time of accident)

1. LAST NAME (Mr., Lt., etc.) MONCLA	FIRST NAME FELIX	MIDDLE NAME EUGENE JR.	GRADE 1st Lt	COMPONENT USAFR	SERIAL NO. AO1858910	NATIONALITY AND RACE U.S. CAU	YEAR OF BIRTH 1926
2. ASSIGNED BASE TRUAX AFB WISC	MAJOR COMMAND ADC	SUBCOMMAND EMDF	AF WING 1706th AD WG	GROUP NO. AND TYPE 520 AD GP	SQUADRON OR UNIT 133 FIS		
3. ASSIGNED BASE AND FLIGHT TRUAX AFB 6330	MAJOR COMMAND ADC	SUBCOMMAND EMDF EAD	AF WING DEF	GROUP NO. AND TYPE ADF	SQUADRON OR UNIT FI		
4. GENERAL AERONAUTICAL RATING AND DATE RECEIVED PILOT 9 Feb 1952	5. PRIMARY AERONAUTICAL RATING AND DATE RECEIVED PILOT 9 Feb 1952		6. PRIMARY DUTY ASSIGNMENT PILOT				

Section D - OPERATOR'S FLYING EXPERIENCE (Including Co-pilot)

7. TYPE OF INSTRUMENT White	8. KNOWLEDGE DATE 21 Oct 51	17. LIST BY TYPE AND MODEL THE MODEL THE PILOT HAS OPERATED IN RECENT PAST (U.S. or other) T-33A 131:15 F-89B 0830 F-89 121:40
8. TOTAL PILOT (1st Pilot, Co-pilot, Command Pilot, etc.) Hours 811:10	9. TOTAL 1ST PLOT Hours 538	18. WAS OPERATOR OR INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> HOOD <input type="checkbox"/> WEATHER If above answer is "Yes" or if accident occurred at night or during IFR weather or unknown conditions, fill in items below.
10. 1ST PILOT HOURS LAST 90 DAYS 182:45	11. 1ST PILOT HOURS LAST 30 DAYS 19:00	19. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS 14:30
12. 1ST PILOT HOURS THIS MODEL (B-24, F-51, etc.) 121:40	13. OTHER PILOT HOURS (CP, C, SC) THIS MODEL NONE	20. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS 86:30
14. 1ST PR W HOURS LAST 90 DAYS THIS MODEL 41:30	15. 1ST PILOT HOURS LAST 30 DAYS THIS MODEL 19:00	21. 1ST PILOT INSTRUMENTS (Weather and Hood) HOURS LAST 6 MONTHS 27:30
16. TOTAL TIME SPENT IN AIR DURING 24 HRS. PRIOR TO ACCIDENT 1:30	17. 1ST PILOT NIGHT HOURS LAST 6 MONTHS 11:35	22. 1ST PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS 7:55

Section D - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty at time of accident	NAME (Last name first)	Type of Aero Rating (Type but)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	COMPONENT (Use AFM 62-5)	ORGANIZATIONAL ASSIGNMENT - Command, Subcommand, Group Number and Type, Base	Fatal, Major, Minor, Missing	Parachute Used
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) (10)
PO	Moncla, Felix Eugen Jr.	P	AO1858910	1st Lt USAFR	HEAD	ADC, EMDF, 520 Air Defense Gp Truax AFB Wisc.	Miss ing	Unk
PO	Wilson, Robert I.	PO	AO3005692	2nd Lt USAFR	HEAD	ADC, EMDF, 520 Air Defense Gp Truax AFB Wisc.	Miss ing	Unk

REQUEST FOR AND AUTHORIZATION OF TEMPORARY DUTY TRAVEL ORDERS OF MILITARY PERSONNEL

(This form authorizes an expenditure of Government funds and must be prepared accurately in every detail. Complete items on reverse, if necessary.)

1. TITLE (Military General or Admittant) LOGGED INSPECTOR GENERAL GROUP	2. DATE OF REQUEST 24 NOV 58
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I. REQUEST FOR AUTHORIZATION

3. ACTIVITY REQUESTED (Complete description)
DISBURSEMENT OF THE SAFETY INSURANCE

II. TEMPORARY DUTY TRAVEL ORDERS

4. GRADE MAJOR	5. LAST NAME—FIRST NAME—MIDDLE INITIAL WATTS, RICHARD H. JR.	6. SERVICE NO. 1068222	7. ORGANIZATION LOGGED I.G. GROUP
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8. WILL PROCEED VIA BY AIR	9. FROM WORTON AFB, TEX	10. TO: (List itinerary) TRIAS AFB, WISG KINGSDOM AFB, MISS MADISON, WISG
11. APPROX NO. OF DAYS TDY (Include travel time) FIFTEEN		

12. <input checked="" type="checkbox"/> CHECK IF AUTHORIZED TO VARY ITINERARY AND PROCEED TO SUCH ADDITIONAL PLACES AS NECESSARY FOR THE ACCOMPLISHMENT OF THIS MISSION	13. RETURN TO: WORTON AFB, TEX
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14. PURPOSE OF TEMPORARY DUTY (Check appropriate box and enter name of headquarters, if applicable. Explain in detail.)
 DEPT **OFF**

TO CONDUCT SPECIAL INVEST OF LEFT ACFT INVOLVING TWO F-106 ACFT

III. TRANSPORTATION AUTHORIZED

15. STATE MODE OF TRANSPORTATION WHEN TRAVEL IS "DIRECTED WHEN AVAILABLE"
TRV by all route dir to TRIAS AFB, WISG then cont.

16. <input type="checkbox"/> TRAVEL BY PRIVATE CONVEYANCE AUTHORIZED. THIS MODE OF TRANSPORTATION HAS BEEN DETERMINED TO BE MORE ADVANTAGEOUS TO THE GOVERNMENT	17. <input type="checkbox"/> TRAVEL BY PRIVATE CONVEYANCE AUTHORIZED. NUMBER OF DAYS TRAVEL IN EXCESS OF COMMON CARRIER TIME (Rail) IS _____ DAYS AND IS AUTHORIZED AS ORDINARY LEAVE. (Delay en route)
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18. SPECIAL INSTRUCTIONS
THEY WILL ACCESS TO CLASS MAY UP TO AND INC TOP SECRET FOR PERIOD OF TDY

19. TYPED NAME, GRADE, SERVICE AND TITLE OF REQUESTING OFFICER JAMES I. CORNETT, COL, USAF CHIEF, LOSS DIVISION	20. OFFICE SYMBOL AFU78-2A	21. PHONE NO. 3206	22. SIGNATURE OF REQUESTING OFFICER
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IV. AUTHORIZATION

23. DATE OF ORDER 24 NOV 58	24. AUTHORITY NO. 100
25. OFFICIAL DESIGNATION AND LOCATION OF APPROVING HEADQUARTERS OR UNIT LOGGED Insp Gen Gp, Worton AFB, TEX	26. APPROVED UNDER AUTHORITY DELEGATED BY AFU 78-2A
27. APPROPRIATE ACCOUNTING NUMBER RAF No. 78. STANDARD 448-4720 @ 481-02 2 04-010.	28. TYPED NAME, GRADE, SERVICE AND TITLE OF ADJUTANT GENERAL OR ADJUTANT, SEAL OR SIGNATURE JAMES E. MCKENNEY 1st Lt, U. S. Air Force

29. BY COMMANDER DEPUTY OF THE COMMANDER
DEPUTY COMMANDER

20 SYSTEM NO.	21 SYM-BOL	22 DISCREPANCY	23 ENTRY APPROVED BY	24 DATE FROM PART II	25 DATE TO PART II
14	M	(25Aug53) Nav, Lights Inspection on Flash N/1/S			
7-2	D	(25Aug53) Turbine Blanket Assy, Deteriorated N/1/S		27Aug53	9 Oct53
6	G	(25Aug53) Canopy Seal Frayed N/1/S		27Aug53	20 Oct53
17	D	(1Aug53) Nose Assy Gun Missing N/1/S		1 Sep53	19 Sep53
17		(9Oct53) 1 A.H. Feeder Missing N/1/S		3Sep 53	17 Sep 53
7		(12 Nov 53) TO-02B-1050-73 N/CWRemoval of Latch		9 Oct 53	
				13 Nov 53	
THIS IS A CERTIFIED TRUE COPY OF THE ORIGINAL FORM 1 PART II					
<i>David C. Collins</i>					
DAVID C. COLLINS Captain, USAF Aircraft Accident Investigation Officer					

450/MAR/240545Z

23 November 1953 A/C NO 51-5853A Lt. Moncla

002

JEDN JEPN JEDBN JEDPK JEDFJ

JEDN JEPN JEDBN JEDPK JEDFJ 777

JEDN JEPN

JEDN JEPN

JEDN/COMDR 534TH AD GP KIMBOES AFB MICH

1. PILOT 1ST LT FELIX F. MONCLA JR. AO-1858910. RADAR OBSERVER:

2ND LT ROBERT L. WILSON AO-3005692.

2. TYPE AIRCRAFT: F-89C.

3. AIRCRAFT NUMBER: 51-5853.

4. HOME BASE OF AIRCRAFT: TRUAX AFB MADISON WISCONSIN.

5. HOME BASE OF PILOT: TRUAX AFB MADISON WISCONSIN.

6. PLACE OF DEPARTURE: KINROSS AIR FORCE BASE KINROSS MICH.

7. TIME OF DEPARTURE: 2322 20LU 23 NOV 53.

8. INTENDED DESTINATION: KINROSS AFB KINROSS MICH.

9. ROUTE AS DIRECTED BY ADCC ON ACTIVE AIR DEF MISSION.

10. ESTIMATED TIME ENROUTE: ONE HOUR.

PAGE TWO CA4A 002

11. POSITION LAST REPORTED: AT COORDINATES 48 DEGREES 00 MINUTES
NORTH-86 DEGREES 49 MINUTES WEST.

12. WEATHER OVER ROUTE: FOUR THOUSAND OVERCAST VISIBILITY EIGHT MILES
AT POINT OF DEPARTURE LOWERING TO FIVE HUNDRED OBSCURED VISIBILITY
ONE MILE IN LIGHT SNOW IN VICINITY WHERE ACFT WAS LAST REPORTED.

13. RMKS: ACFT WAS UNDER GCI CONTROL. RADAR CONTACT AND VOICE
COMMUNICATION WERE LOST AT 2359 20LU AT COORDINATES FORTY EIGHT
DEGREES ZERO ZERO MINUTES NORTH EIGHTY SIX DEGREES FORTY
WEST.

2140 5302 NOV CA4A

THE NATIONAL ARCHIVES COLLEGE PARK, MARYLAND

Handwritten signature

Handwritten text

WEATHER SUMMARY

23 November 1953

The weather in the vicinity of the last known position of the F-89 lost on a scramble the evening of the 23rd of November 1953 is presumed to be the following:

A low centered over Northern Minnesota moving to the East. A cold front extended South from the low thru central Minnesota, Iowa and Eastern Kansas. The local area was under the influence of a fresh South-Westerly flow ahead of the approaching cold front.

The Eastern half of Lake Superior was covered with an overcast of stratocumulus bases generally 2000 ft to the West and 3000 ft to the East. Tops variable 5 - 8000 ft. A broken layer of Alto stratus formed the second layer bases generally 6000 ft to the West 10000 ft to the East. Tops 12000 - 14000 ft. Scattered Cirrus at 18 - 20000 ft was observed in the area. Visibilities generally 8 - 10 miles over entire area.

Scattered snow showers were moving thru the area causing locally, ceilings as low as 500 ft and visibilities 1 - 2 miles in light snow.

Analysis of the radiosonde taken at Sault Ste Marie at approximately 1630E indicated moderate to heavy icing in all clouds. The air being quite stable. Indicates Rime icing to predominate and generally little or no turbulence.

Winds from the surface to 20000 ft were generally Westerly, 260°/10 kts at 5000 ft - 260°/30 kts at 10000 ft - 270°/35 kts at 20000 ft.

Temperatures were - 6°C/5000 ft - 8°C at 10000 ft - 18°C at 15000 ft and 25°C at 20000 ft.

HOURLY OBSERVATIONS FOR 1730E TO 1930E WERE AS FOLLOWS:

1730E) CMX E2003S- 929/35/20SSE14/927/SB50
 INR 3200009 986/34/31SE5/945
 GMI 220E 100020015+ 980/33/31S9/942

1830E) CMX S1 E2002S- 919/32/32SSE12/924
 INR E4000008 900/35/30SE10/949
 GMI 220E 100015+ 976/33/30SSE8/940

1930E) GMX S2 P5X1S- 919/32/31SSE8/924
 INR M2700 991/35/32SE10/947
 GMI 220E 100015+ 940/30/31S10/900

A CERTIFIED TRUE COPY OF HOURLY WEATHER:

Harold A. Ward

HAROLD A. WARD

Captain, USAF

Deputy Detachment Commander

Detachment 19, 14th Weather Sq
 Kinross AFB, Kinross, Mich

C E R T I F I C A T E

I certify that the F-69 aircraft number 51-5853A listed as missing on 23 November 1953 was on an active Air Defense Mission and in accordance with ADC Regulation 55-28 dated 14 Feb, 1952. A DD Form 175 or a similar flight clearance form was not required.

David C. Collins

DAVID C. COLLINS
Captain, USAF
Aircraft Accident Investigating Officer

3 December 1953

CERTIFICATE

1. The following Technical Orders were noted on Part III of the Form 1 as not complied with for T-89C 51-5853A.

- a. T.O. 01-2-476 Replacement Exchange of Type B-8 stick grip.
- b. T.O. 01-1500-1 Not in A/C.
- c. T.O. 02B-2-17 Compounding the Ignition System.
- d. T.O. 01-15FDC-172 Installation R.O's Interphone cutout SW.
- e. T.O. 02B-1050-73 Removal of Latch.

David G. Oelling

DAVID G. OELLING
Captain, USAF

Aircraft Accident Investigating Officer

21 November 1953

Maintenance Report For A/C 51-5853A

Aircraft 51-5853A was given a thorough preflight inspection at approx. 07:30 on 23 Nov 53. No discrepancies were found during this inspection.

Aircraft 51-5853A was "scrambled" at 11:15 hours and returned at 12:15 hours. The pilots remarks in the AF Form 1 were Flt #1 "ok".

The A/C was immediately serviced and spot checked for worn tires, cleared engine intakes, oil, hydraulic tank levels, oxygen, nitrogen. All servicing caps and covers were securely replaced and the A/C was towed into the alert hangar where it was returned to number one aircraft on 5 minute alert status.

The aircraft was again scrambled at approx 18:15 hours without encountering any difficulty before take-off.

/s/ RAYMOND C. RICHARDS
T/Sgt., AF13162361
NOSCIC 433rd FIS

A CERTIFIED TRUE COPY:

David C. Collins

DAVID C. COLLINS
Captain, USAF
Aircraft Accident Investigating Officer

23 November 1953 A/C NO 51-5853A Lt. Hancock

I N D E X

T O

AIRCRAFT ACCIDENT REPORT

Aircraft F-89C, Number 51-5853A, Pilot - 1st Lt Felix E. Moncla Jr:

Date: 23 November 1953

- A. TWX with authority to investigate accident
- B. Missing aircraft report
- C. TWX suspending search for missing aircraft
- D. Preliminary report
- E. Air Force Form 14
- F. Air Force Form 14A
- G. Air Force Form 14B (Lt. Moncla)
- H. Air Force Form 14B (Lt. Wilson)
- I. Pillow (665th ACGW SQ) Controllers statement
- J. Statement by Capt Eridges
- K. Statement by Capt Mingenbach
- L. Statement by Lt. Kordeck
- M. Weather Forecast and Weather sequences for Kinross (EMR) Houghton (CMY) and Grand Maria (GMI)
- N. Statement on weather by pilot of aircraft being intercepted
- O. Accident investigation Board proceedings
- P. Statement of aircraft clearance
- Q. Form I Part I
- R. Form I Part II
- S. Form I Part III
- T. List of T.O'S not complied with
- U. Maintenance report on aircraft
- V. Overlay Map

Medical Data
WITHHELD

WITHHELD

WITHHELD

WITHHELD

49TH AIR RESCUE SQUADRON
5TH AIR RESCUE GROUP (ARS-MATS)
Selfridge Air Force Base, Michigan

OPS 6-11

28 MAY 1954

Mission Number. 5-49-24-23 November 1953. (Reopened)

Objective. AP 5853/F-89/Moncia/Kinross/Alert Scramble/Unk/UHF/1822E/
Unk/1 plus 45/3-2/9.

Date of Suspension. 23 May 1954.

Source and Time of Initial Alert. Headquarters, 5th Air Rescue Group
at 0950L, 16 April 1954.

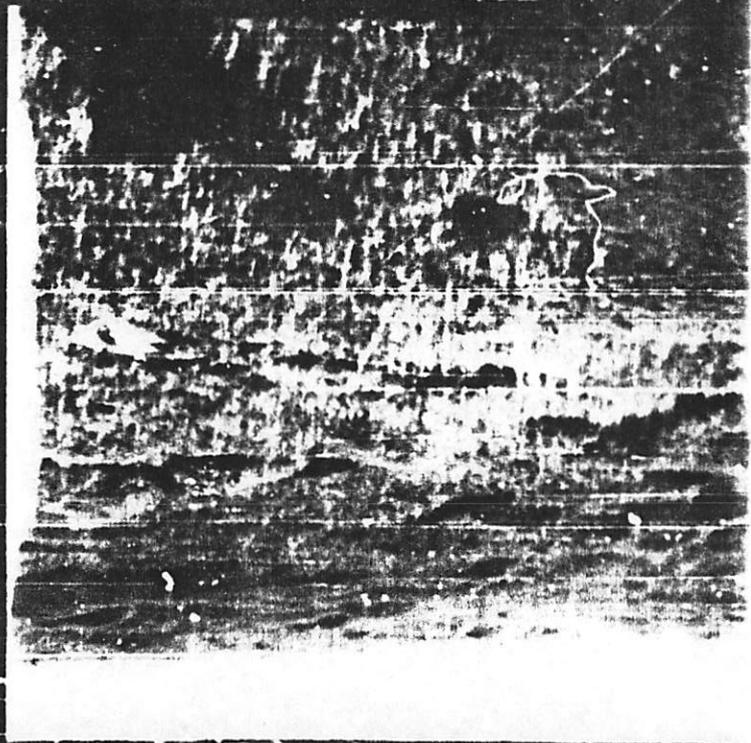
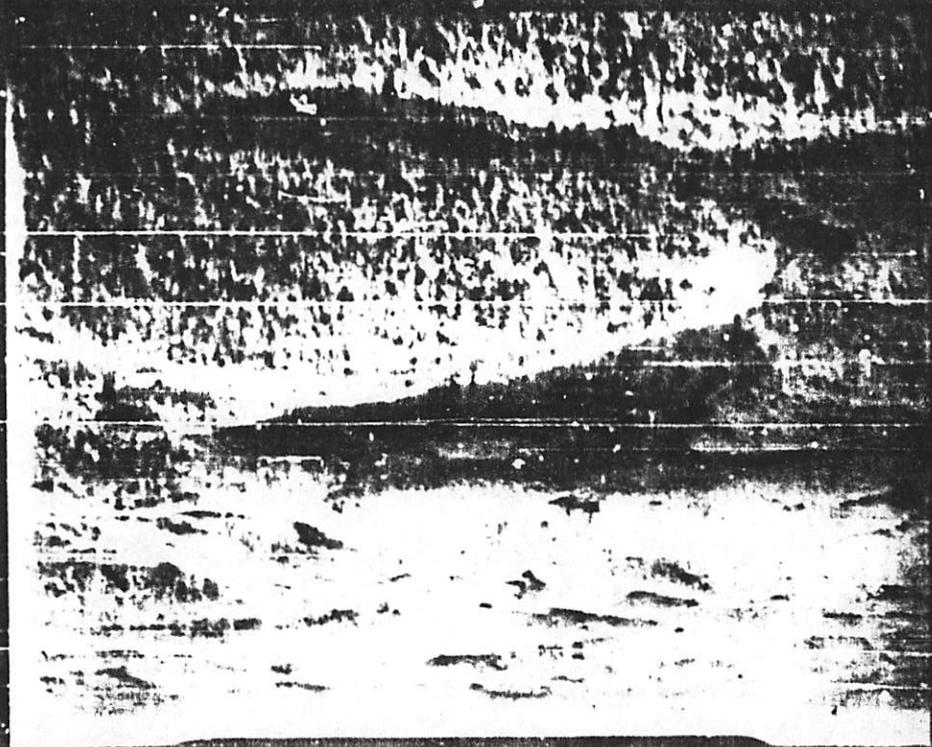
Date and Time of Initial Dispatch of ARS Facilities. SA-16 AF 7167
airborne at 0757L, 13 May 1954, for snow reconnaissance.

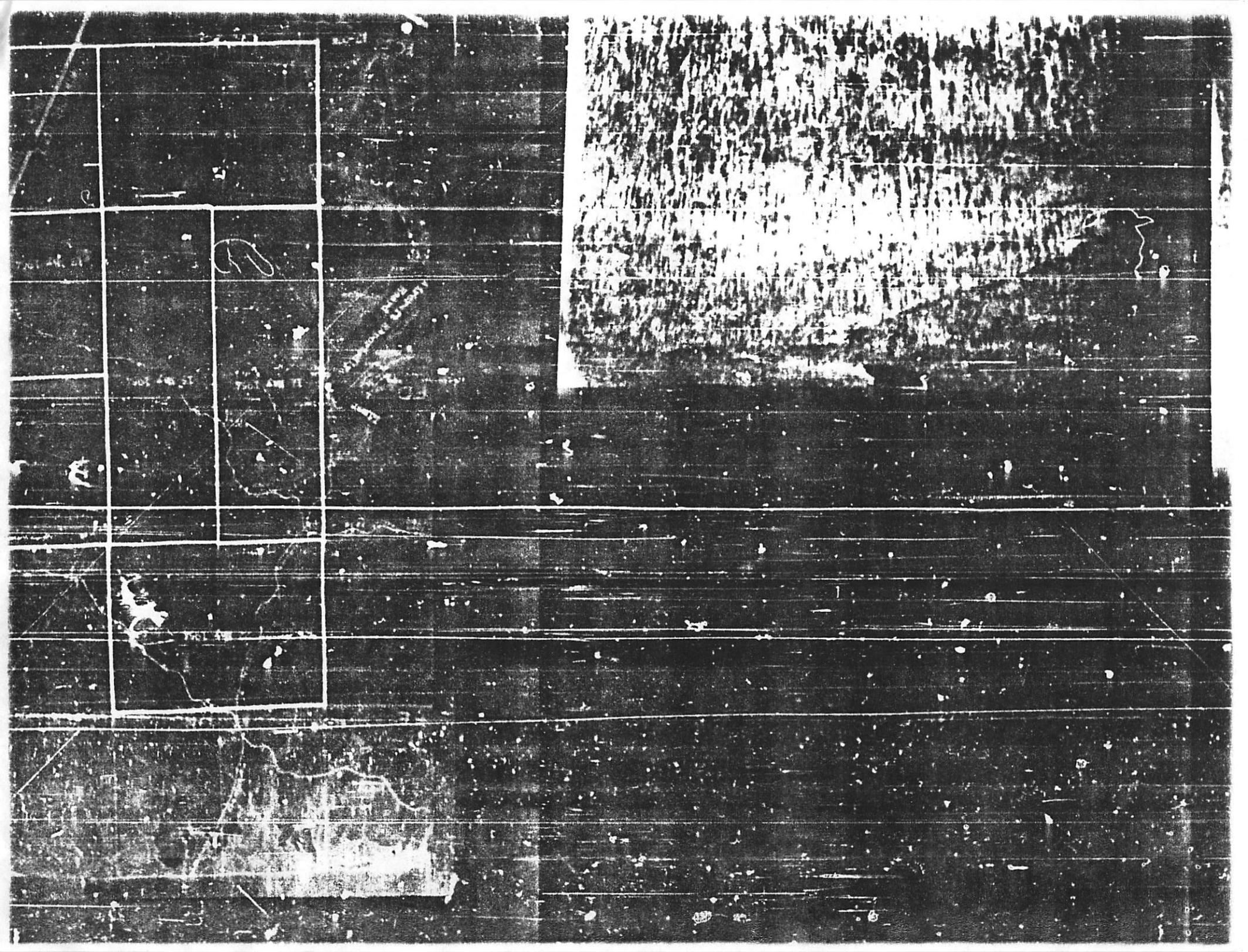
Synopsis. At 0950L, 16 April 1954, the Operations Officer of Headquarters, 5th Air Rescue Group, called relating that new leads had been uncovered on this mission by the missing radar operator's father, Mr. R. O. Wilson. The information had been forwarded to this Squadron through channels requesting reopening of the mission based on reports of a low flying aircraft in the vicinity of Liner, Ontario, Canada which would correlate with the time of the missing F-89. This information had been reported and investigated during the original prosecution of the mission, but was determined to have no relative bearing on the incident because of time differentiation. Since that time the individual reporting the low flying aircraft stated he may have been mistaken in the time.

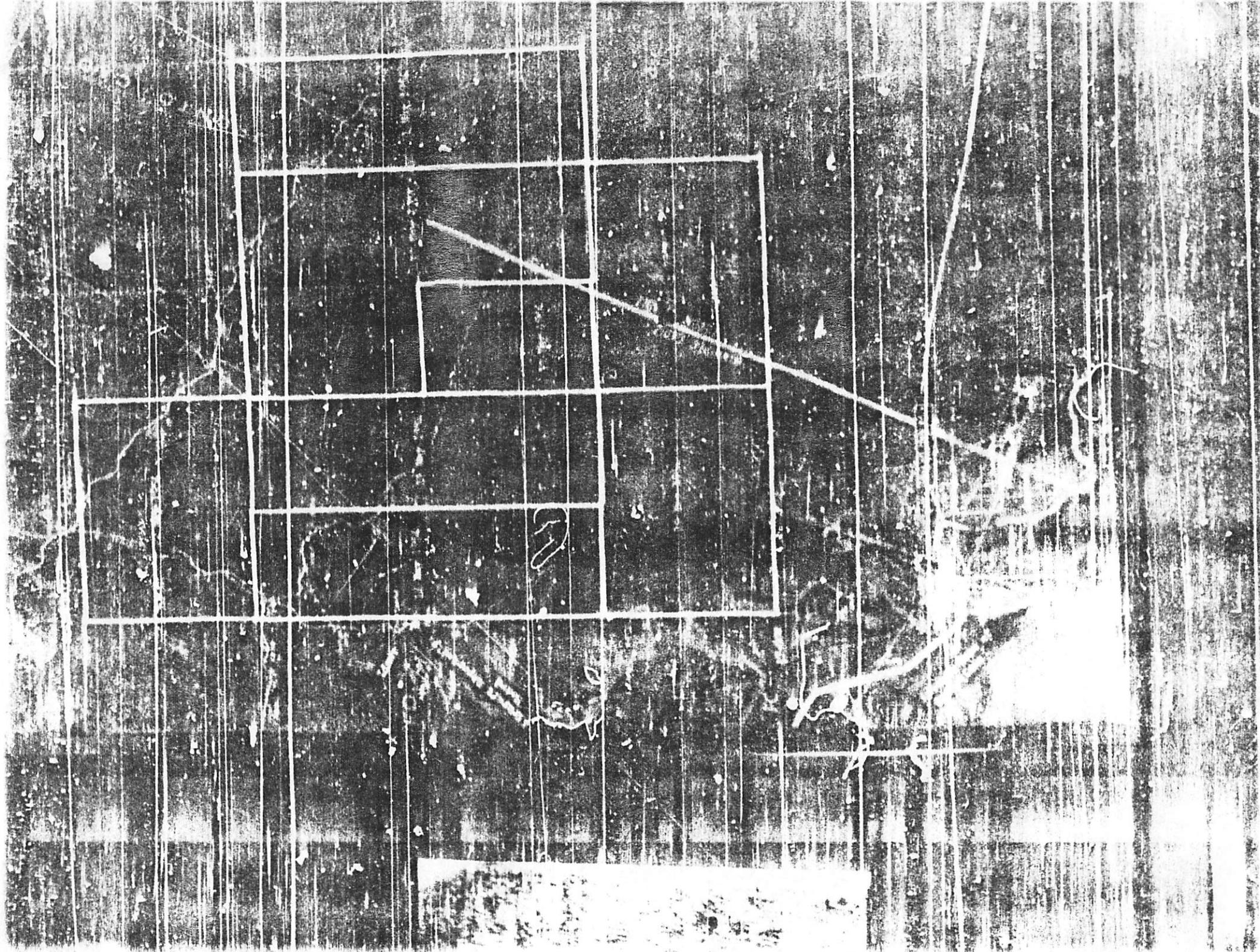
The information was received by this Squadron on 6 May 1954, and positive search action was planned for on or about 10 May 1954 with the advanced base to be located at Kinross AFB, Michigan. In the meantime, information on the snow conditions in the proposed search area were obtained from Canadian sources. The snow condition on 16 April 1954, was reported from two (2) to four (4) feet deep with an estimated date of 10 May 1954, when snow would disappear. Arrangements were also made with the Royal Canadian Air Force Search and Rescue Centre, Trenton, Ontario, Canada, to reopen the mission and to over fly Canada. Mr. Wilson was contacted for any further information, and he wished to be notified when the mission was actually reopened in order that he might be present at Kinross AFB, Michigan, during the actual search.

The weather was reported below minimums in the search area on the estimated date of reopening, but a continued check indicated improvement by 13 May 1954. At 0757L, 13 May 1954, SA-16 AF 7167 reported southern part of search area clear, but northern sector had some snow and the lakes were covered with ice, but with rising temperatures should be clear within four (4) or five (5) days.









INDIVIDUAL FLIGHT RECORD

AIRCRAFT OBSERVER

(1) SHEET NO. 8

(2) PERIOD NO. NOV YEAR 1953

PREPARING ORGANIZATION (3) AF OR COMMAND (4) EJ (GROUP OR SQ) RAAF 433rd Ftr Intcp Sq 28 May 1953		(5) GRADE A(OBS)	(6) NAME WILSON, ROBERT L.		
(8) STATION TRUX FIELD, MADISON, WISCONSIN		(7) YEAR OF BIRTH 1931	(9) GRADE 2nd Lt. AFBES	(10) A. S. N. AG3005692	

TABLE I

(11) DATE	(12) AIRCRAFT TYPE MODEL SERIES	(13) MISSION SYMBOL	(14) DUTY SYMBOL	(15) NO. LANDINGS	FLYING TIME		(16) SYNTHETIC TRAINER	USE AS DIRECTED LOCALLY				TO—	FROM—
					(18) DAY	(17) NIGHT		(19)	(20)	(21)	(22)		
3	F-89C	0	YO	1	0:30								
3	F-89C	0	YO	1	0:10								
4	F-89C	0	YO	1	0:15								
5	F-89C	0	YO	1	0:10								
6	F-89C	0	YO	1	0:30								
7	F-89C	0	YO	2		1:50							
16	F-89C	0	YO	1	0:45								
18	F-89C	0	YO	1		1:30							
23													

NO Involved in Major Accident in F-89 Type aircraft this date (FATAL)

Closed Out— End of Month

(11) TOTALS THIS SHEET 8:50 3:20	(12) TOTALS BROUGHT FORWARD SHEET NO. <u>6</u> 75:35 8:10	(13) TOTALS TO DATE 84:25 11:30	(14) TYPED NAME OF OPERATIONS OFFICER CERTIFYING RICHARD A. JONES	(15) GRADE CAPTAIN
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TABLE II

SUMMARY OF FLYING TIME BY DUTY

TYPE DUTY	FLYING TIME		TOTAL AAF TIME (4)	AAF STUDENT (5)	OTHER U. S. MILITARY (6)	FOREIGN MILITARY (7)	CIVILIAN (8)	TOTAL (9)
	DAY (1)	NIGHT (2)						
(10) Loc Obs	84:25	11:30	95:55	110:50				206:45
(11)								
(12)								
(13)								
(14)								
(15)								
(16) TOTALS	84:25	11:30	95:55	110:50				206:45

(17) COMBAT OBSERVER TIME	None
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INDIVIDUAL FLIGHT RECORD (Pilot)

1. AF OR COMMAND EADF		4. WING, GROUP AND SQUADRON OR UNIT 433rd Fighter Interceptor Squadron		1. MONTH AND YEAR NOVEMBER 1953		2. SHEET NO. 8	
6. STATION AND LOCATION TRUX FIELD, MADISON WISCONSIN				7. DUTY AFSC 1121E		5. LAST NAME - FIRST NAME - MIDDLE NAME MONCLA, Felix E. Jr.	
8. ORIGINAL RATING AND DATE Plt 9 Feb 1952		9. PRESENT RATING AND DATE SAME		10. <input checked="" type="checkbox"/> WHOLE <input type="checkbox"/> OR <input type="checkbox"/> PART INST CERT DATE OF EXPIRATION 21 Oct 1954		11. DATE OF BIRTH (Day, mo, yr) 21 Oct 1926	
12. TYPED NAME AND GRADE OF OPERATIONS OFFICER (Or authorized signatory) RICHARD A. JONES CAPTAIN, USAF				12. SERVICE NO. 3-18-9710		13. GRADE AND ELEMENT 1st Lt (AFRES)	
15. SIGNATURE (On original and duplicate copies)							

SECTION I

DAY OF MONTH	AIRCRAFT TYPE MODEL SERIAL	AFTN MIS SIGN SYM BOL	COMMAND AND/OR RADIO CONTROL PILOT TIME	LANDINGS	AIRCRAFT COMMANDER TIME	INSTRUCTOR PILOT TIME	FIRST PILOT TIME	CLASSIFICATION OF FIRST PILOT FLYING TIME				CLASSIFICATION OF COPILOT FLYING TIME					
								DAY		NIGHT		HOOD	COPILOT	DAY		NIGHT	
								VFR	WEATHER INST	VFR	WEATHER INST			VFR	WEATHER INST	VFR	WEATHER INST
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
3	F-89C	0		2			3:15	1:45					2:30				
4	F-89C	0		1			1:40	1:10					1:30				
4	F-89C	0		1			1:20	1:20					1:00				
5	F-89C	0		2			3:25	1:20					1:00				
6	F-89C	0		1			1:45	1:45					1:20				
7	F-89C	0		1			0:50										
6	F-89C	0		1			1:00	1:05									
12	F-89C	0		1			1:15						0:55				
14	F-89C	0		1			1:30	1:15					1:15				
16	F-89C	0		1			1:35	1:35					1:00				
Closed Out - End Of Month																	
The following Time Picked Up From Delayed Form 1.																	
Oct 15	F-82C	0		1			1:25						0:25				1:00
4. TOTALS THIS SHEET				13													
7. TOTALS BROUGHT FORWARD				156	57:35	454:05	311:35	22:00	86:35	0:00	86:30	49:00	30:00	5:00	8:00		
8. TOTALS TO DATE				169	57:35	473:05	314:50	22:00	91:35	0:15	97:00	49:00	36:00	5:00	5:00		

SECTION II—SUMMARY OF PILOT EXPERIENCE

DUTY	1 ENGINE A	2 ENGINE C	MORE THAN 2 ENGINE D	SINGLE JET PROPULSION E	MULTI JET PROPULSION F	JET PROPULSION G	ROCKET H	NOTARY WING TYPE I	GLIDER J	OTHER K	TOTAL L
COMMANDER PILOT											
COPILOT											
INSTRUCTOR PILOT											
STUDENT PILOT	8:00			41:35							49:35
OTHER	108:30	83:00		154:55	121:40						468:05
		42:00									42:00
TOTAL GEAR PILOT TIME	116:30	132:00		196:30	121:40						566:40

REMARKS, SPECIAL CERTIFICATION AND SIGNATURE

23 Nov. 53

Pilot was involved in major accident in F-89C type aircraft this date. (Fatal)

THIS IS A CERTIFIED TRUE COPY

26. PILOT TIME AS STUDENT	
27. CIV (Other 400 hp)	
28. FOREIGN MIL	
29. OTHER U.S. MIL	
30. TOTAL	808:40
PILOT COMBAT TIME	
31. AIRCRAFT COMMANDER	
32. COMMAND PILOT	
33. MAJOR COMBAT PILOT	
34. INSTRUCTOR PILOT	
35. FIRST PILOT	
36. COPILOT	
37. OTHER	
38. TOTAL	None

SECTION III—MISCELLANEOUS ENTRIES

DATE	TYPE	GCA	1ST TRAINERS	FLIGHT SIMULATOR	M I N U T E S															
					M	I	N	U	T	E	S									
4	Practice	1																		
14	Practice	4																		
12	Practice	1																		
TOTALS THIS SHEET		6																		
TOTALS BROUGHT FORWARD		7																		
TOTALS TO DATE		28																		

Certified true copy

Mary R. [Signature]

REPORT ON SEARCH FOR MISSINGF-86 (SCORPION) 5853Co-ordinated by the Eastern Area Rescue Co-ordination CentreTRENTON, OntarioOPERATION BAR SCORPION

18 Dec 53

Appendices

- "A" Weather Situation at the time of the interception carried out by the Missing Aircraft 23 Nov 53.
- "B" Search Plan
- "C" Aircraft Employed
- "D" Daily Search Coverage and Flying Times
- "E" Breakdown of Flying Time by Aircraft
- "F" Photograph of the Search Area
- "G" Photograph of the Search Area

GENERAL SITUATION

1 The Eastern Area ROC was alerted by the 49th Air Rescue Squadron, USAF Selfridge, at 2200 hrs EST 23 Nov 53 re a F89C all-weather fighter believed to be down NW of Sault Ste Marie. The aircraft Scorpion 5853 with a crew consisting of Pilot, 1st Lt F.R. Monola, and Radar Observer 2nd Lt R. Wilson, was scrambled from Kinross Air Force Base at 1822 EST on a routine flight. Radio and radar contact with Scorpion 5853 was lost at 1955 EST, position 4800N 8649W. Prior to the loss of radio and radar contact with the Scorpion, the pilot had received and acknowledged a steer to base of 150°T and a new track to fly of 030°Magnetic. At the time of take off the aircraft had an hour and forty-five minutes fuel aboard. The aircraft is a twin-engine jet all weather fighter with the rear fuselage curved up, giving it the appearance of a Scorpion. The aircraft was silver in colour with American markings. The only emergency equipment carried by the crew of the aircraft was a one-man dingy for each member.

INITIAL ACTION

2 The normal communications checks were carried out by Selfridge Rescue with negative results. The Ontario Provincial Police were alerted and information placed with radio stations in Sault Ste Marie, Mich, and Sault Ste Marie, Ont. The Ontario Department of Lands and Forests made a communications check of their own radio stations in the probability area with negative results.

3 Due to the extremely bad weather existing between Trenton and Kinross on the evening of 23 Nov 53, the SAR Dakota from 102 C&R Unit carrying the searchmaster, assistant searchmaster and para rescue team was unable to take off until the following morning. The same weather situation affected the departure time of the additional search aircraft from Stn Centralia.

ORGANIZATION

4 Search headquarters was set up at Kinross USAF Base at 1219 EST 24 Nov 53 with F/L F. Campbell, 102 C&R Flight Trenton as Searchmaster

and T/O B.R. Ketcheson, RMC TCHD as assistant. Coordination of the search, prior to the arrival of the RCAF Searchmaster was provided by Captain Mayer of Selfridge Air Base, USAF. This officer remained at Kinross as liaison officer until 26 Nov when he was replaced by Capt Innesport from Selfridge, who remained at Kinross until completion of the search.

SEARCH PLAN

5 Prior to the arrival of the RCAF Searchmaster and search aircraft, the United States Coast Guard provided one SAL6 and one surface vessel. The 49th Air Rescue Squadron provided two SAL6's. These aircraft and the surface vessel carried out an expanding square search in the area of 4800N 8649W during the night of the 23 Nov and the following day. Additional aircraft were not dispatched by the Searchmaster on 24 Nov because of poor weather and the unknown position of the SAL6 executing a square search in the probability area.

6 The initial search blocks were laid out to cover 60 miles west of the last reported position the Datum Line along 090° true and the remaining squares covering the area to the east. It was the opinion of the other jet crews from Kinross who were interviewed that normally the missing pilot's first move at any sign of trouble would have been to turn on his homing of 150°. With this probability in mind, further search blocks were out to the east, south, and south-east.

7 Except for the initial night search, no additional night search was carried out because of bad weather and the lack of emergency equipment carried by the crew of the missing Scorpion.

8 The areas covered were searched from 1000' using 2 miles visibility. Coastline searches were carried out at 500' and 1/2 mile visibility along the east and north shore of the Lake from Sault Ste Marie to Simpson Island (4850N 8743W) and return, to Marquette (4633N 8723W) and return.

WEATHER

9 Generally, the weather conditions throughout the search period were poor. Crews were constantly hampered with low ceilings and reduced visibility. On the afternoon of 25 Nov and the morning 26 Nov 53 operations were seriously delayed by the search aircraft being laden with ice on the ground.

COMMUNICATIONS

10 W/T and R/T contact was maintained by the majority of aircraft with the Ontario Department of Lands and Forests' ground stations. All other aircraft maintained contact, when possible, with radio stations at Houghton, Grand Marais, and Sault Ste Marie.

AIRCRAFT

11 Aircraft were provided by the 49th Search and Rescue Squadron in the form of two SAL6s, four C47s and a B25; Kinross provided 1 C47 and one Helicopter. US Coast Guard at Traverse City provided 1 SAL6, the Civilian Air Patrol provided 1 Cessna 140, the RCAF provided 3 C47s from Centralia and 1 C47 from Trenton.

GROUND REPORTS

12 Numerous ground reports were received, the majority of which upon investigation were discounted. An overheard radio transmission discussing aircraft wreckage was traced to its origin in South Bend Indiana. The wreckage referred to was that of another missing aircraft which was eventually located in that area.

INDEX OF TABULAR MATERIAL

- A Orders Directing the Investigation
- B List of Personnel Participating in the Investigation
- C Statistical Data
- D Missing Aircraft Report, Preliminary Report, Search Discontinuance Report
- E Form 114, Pilot's Flight Records, Radar Observer's Flight Record
- F Pilot's Activities Prior to Flight
- G Scramble Clearance, Weather
- H Statements, Ground Controller's Report
- I Accident Board Proceedings ~~NOT RELEASABLE~~
- J Area Map with Boney's and Interceptor's Positions Plotted
- K Aircraft Engineering Data

APPENDIX "A"
TO 976-2 (SCAT/14)
DATED 18 DEC 53

WEATHER SITUATION ALONG THE ROUTE OF THE MISSING AIRCRAFT

1 The weather conditions existing over Eastern Lake Superior at the time contact was lost with the missing P59, was forecast to be the following. A generally solid deck of Stratocumulus base from 2-3000 and top at 6-7000 feet. A broken Altostratus layer, base 10,000 top 14-15000 feet. The visibility was generally 10-12 miles falling to 1-2 miles in isolated snow showers. The freezing level was at the surface to the west, rising to 800 - 1000 feet in the east. Analysis of the Sault Ste Marie Radio Sonda Run for 2100Z (1600Z) indicates that moderate to heavy icing could occur from the cloud base to 7000 feet. The air was quite stable and rime ice should have predominated. No turbulence or other hazard would have been encountered. The winds were light south-easterly at the surface shifting to west aloft.

APPENDIX 17B
TO 976-3(SOAT/ATA)
DATED 18 DEC 53

SEARCH PLAN

1 The following Datum Points and Datum Lines were used to plot search areas:

<u>AREA</u>	<u>DATUM POINT</u>	<u>DATUM LINE</u>
RED	48:00N 87:47W	090° (T)
BROWN	46:15N 85:15W	090° (T)
BLUE	48:00N 85:15W	090° (T)
GREEN	46:15N 87:47W	090° (T)

APPENDIX "C"
TO 970-3 (SGAT/ATA)
DATED 18 DEC 53

AIRCRAFT EMPLOYED

1 USAF AIRCRAFT

057	Dakota	Kinross
5286	SA16	Selfridge
7167	SA16	Selfridge
0849	B25	Selfridge
7163	C-5	Selfridge
1620	C45	Osare
1616	C45	Osare
913	C45	Osare
3961	H-5 (helicopter)	Kinross

2 US COAST GUARD AIRCRAFT

SA16 Traverse City

3 NGAF AIRCRAFT

653	Dakota	Tranton
641	Dakota	Centralia
641	Dakota	Centralia
658	Dakota	Centralia

4 CIVIL AIRCRAFT

Cessna 140 Civilian Air Patrol, Sault Ste Marie, Mich.

SURFACE CRAFT EMPLOYED

1 US COAST GUARD

USCG "WOODRUSH" Sault Ste Marie, Mich.

CS
(SOAT/ATA)
DEC 53

APPENDIX "D"
TO C76-2 (SOAT/ATA)
DATED 18 DEC 53

DAILY SEARCH COVERAGE AND FLYING TIMES

<u>DATE</u>	<u>COVERAGE</u>	<u>SEARCH</u>	<u>TRANSIT</u>
24 Nov 53	3,000 sq mi	14:00	10:15
25 Nov 53	6,000 sq mi	31:55	4:20
26 Nov 53	600 sq mi	3:00	NIL
27 Nov 53	13,500 sq mi	39:05	10:25
28 Nov 53	6,500 sq mi	30:25	NIL
TOTALS			
	29,600 sq miles	113:25	25:00

APPENDIX 5E
IN THE MATTER OF THE
ESTABLISHMENT OF A
DATED 18 DEC 53

BREAKDOWN OF FLYING TIMES BY AIRCRAFT

1 **NAME**
DORVILLE 11:35
GAGNÉ 21:00
SALES 18:25
PES 3:20
MIS 3:00
Total 57:20

2 **US CLASS GUARD**
SAGE 14:00
Total 14:00

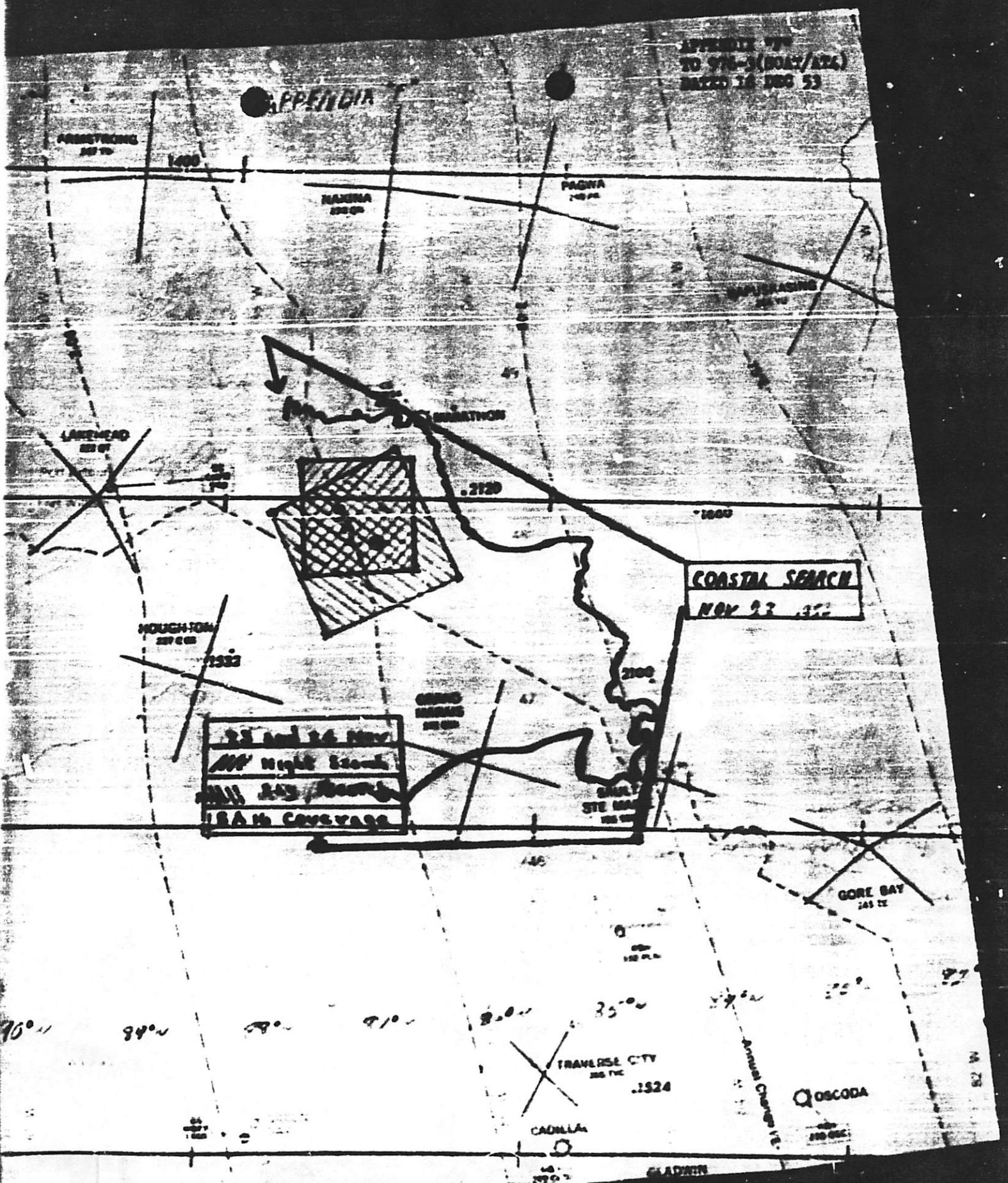
5 **NAME**
BAROYAS 69:35
Total 69:35

4 **CIVIL**
CESKA 140 2:30
Total 2:30

GRAND TOTAL 143:25

APPENDIX 17
TO 978-3 (DOL/ATL)
DATED 18 DEC 53

APPENDIX



23 and 24 Nov
1000 Night Search
2400 2400 Search
1800h Coverage

COASTAL SEARCH
NOV 23 53

FRANSE CITY
240 FT
.1524

OSCODA
240 FT
.1800

90

94

98

100

104

108

112

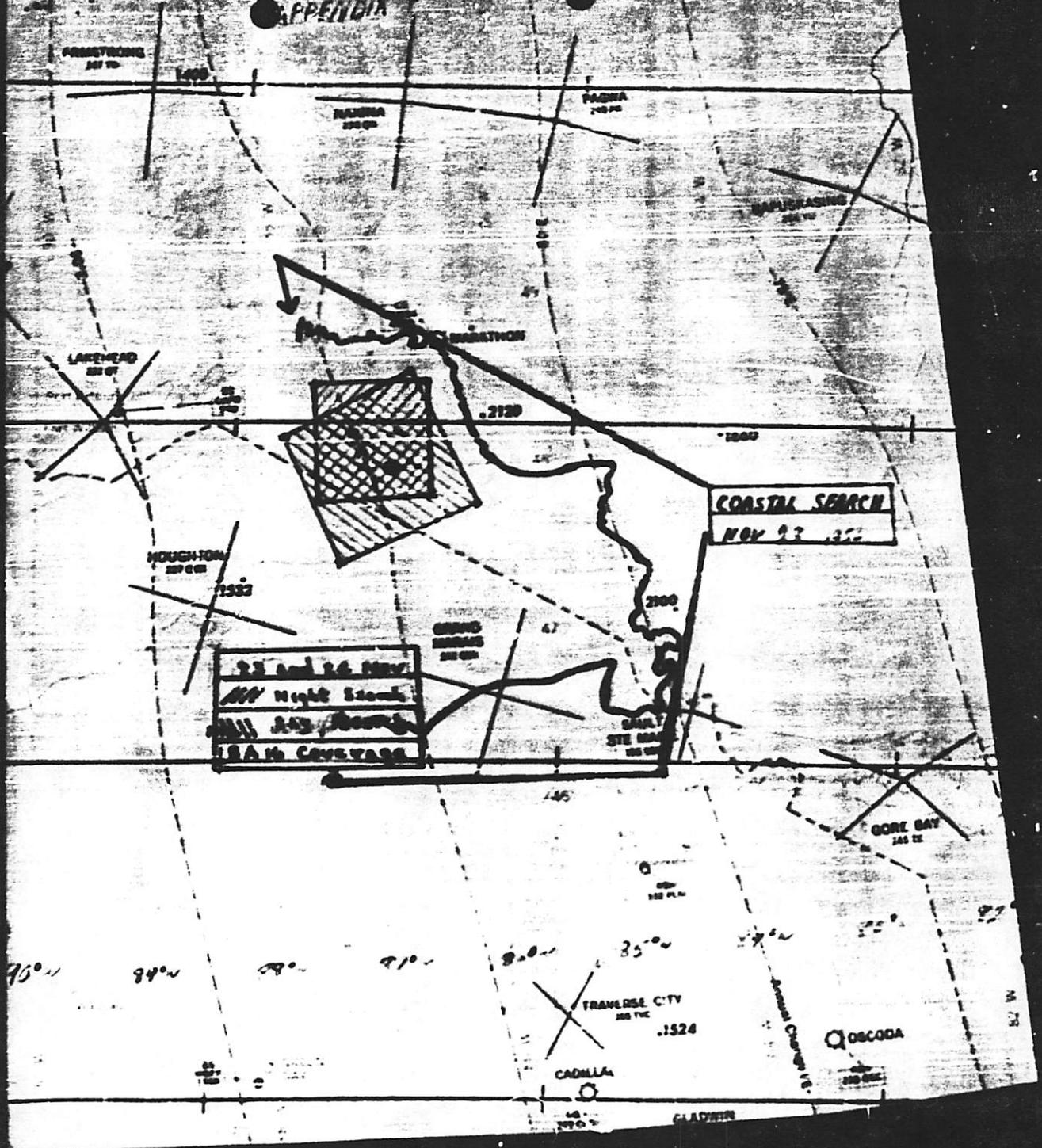
116

120

Annual Coverage

APPENDIX 77
TO 976-3 (DOCS/ATA)
DATED 16 DEC 53

APPENDIX



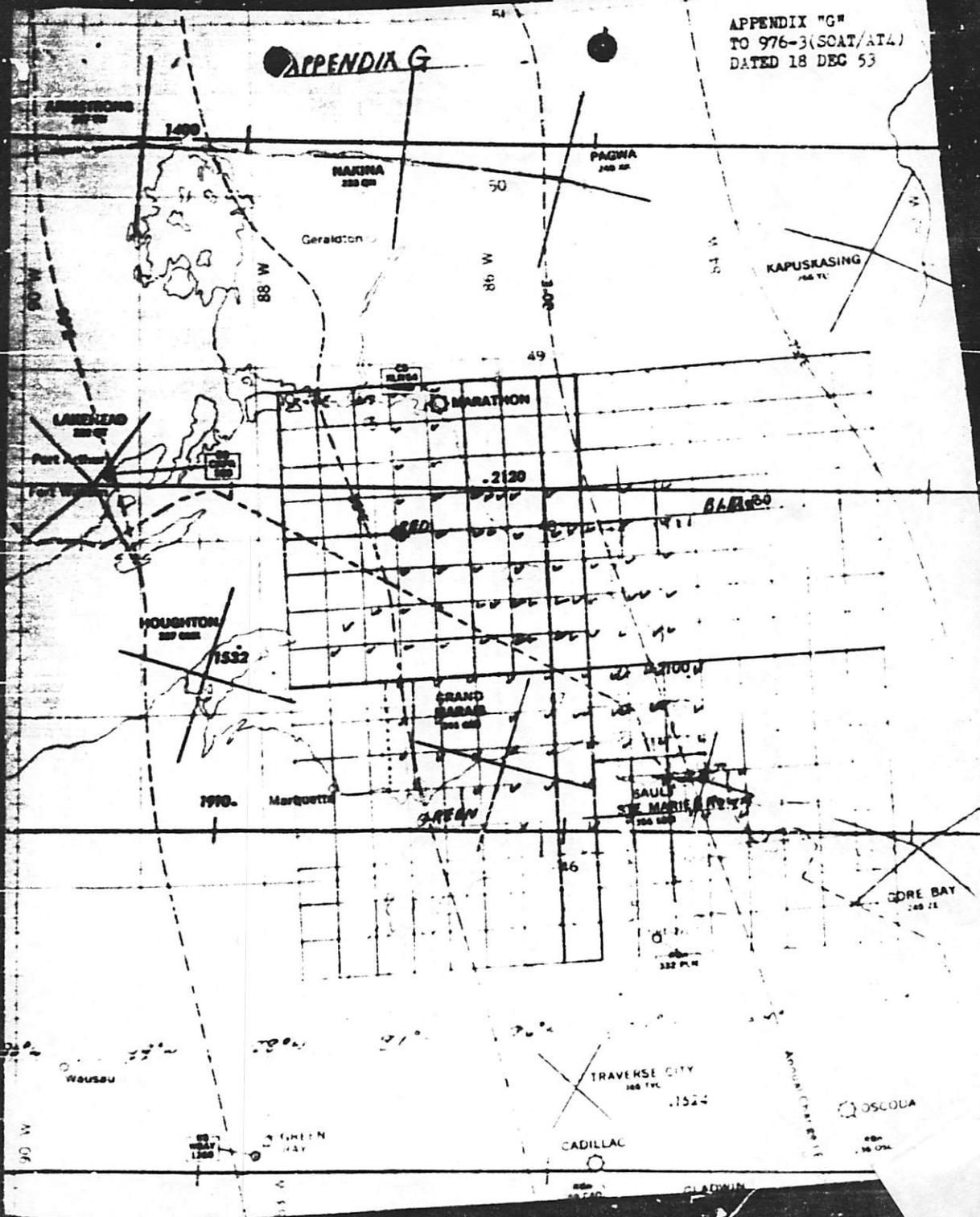
23 and 24 Nov.
1952 Night Search.
2300-0100.
1800 Coverage.

COASTAL SEARCH
NOV 22 1952

95
94
93
92
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89
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87
86
85

APPENDIX G

APPENDIX "G"
TO 976-3(SCAT/AT4)
DATED 18 DEC 53



Section E - RATED PERSONNEL AT OTHER SET OF DUAL CONTROLS (Only for Control No. 1)

LAST NAME (OR INITIALS)		FIRST NAME	MIDDLE NAME	GRADE	COMPONENT SOCIAL NO.	NATIONALITY AND RACE	YEAR OF BIRTH
NONE							
A. ASSIGNED BASE	MAJOR COMMAND	SUBCOMMAND	AF WING	GROUP NO. AND TYPE	SQUADRON OR UNIT		
B. ATTACHED BASE FOR FLYING	MAJOR COMMAND	SUBCOMMAND	AF WING	GROUP NO. AND TYPE	SQUADRON OR UNIT		
C. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		CURRENT AERONAUTICAL RATING AND DATE RECEIVED		D. PRIMARY DUTY ASSIGNMENT			

FLYING EXPERIENCE (Including Location)

7. TYPE OF INSTRUMENT CLASS	EXPIRATION DATE	11. LIST BY TYPE AND MODEL: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C EXPERIENCE IN OTHER AIRCRAFT (e.g., B-24, P-51, etc.)
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS		FMS to items below if instrument and Night Experience of Operator was rated in Section C
9. TOTAL 1ST PILOT HOURS		
10. TOTAL HOURS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C (Check applicable one)		12. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS
11. PILOT HOURS LAST 90 DAYS		13. TOTAL 1ST PILOT INSTRUMENT GOOD HOURS
12. 1ST PILOT HOURS LAST 90 DAYS		14. 1ST PILOT INSTRUMENT (Weather and Good) HRS. LAST 6 MONTHS
13. HOURS LAST 90 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C		15. 1ST PILOT INSTRUMENT (Weather and Good) HRS. LAST 90 DAYS
14. PILOT HOURS LAST 90 DAYS		16. TOTAL PILOT HOURS LAST 6 MONTHS
15. TOTAL PILOT HOURS THIS MODEL (B-24, P-51, etc.)		17. 1ST PILOT HOURS LAST 6 MONTHS
16. 1ST PILOT HOURS THIS MODEL		18. NIGHT HOURS LAST 6 Mos., <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C
17. HOURS THIS MODEL, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C		19. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS
18. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS		20. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS
19. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS		21. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS
20. HOURS THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C		22. NIGHT HRS. THIS MODEL LAST 90 DAYS, <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C

Section F - DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE NATURE OF DAMAGE TO THE AIRPLANE, ENGINE, AND PROPELLER	2. CHECK PROPER DAMAGE CLASSIFICATION
MISSING	None Minor Substantial Destroyed
3. <input type="checkbox"/> PLANE OR WRECKAGE WAS RETURNED TO AN AF BASE <input type="checkbox"/> PLANE OR WRECKAGE WAS LEFT AT SCENE OF ACCIDENT	7. Give below a condensed estimate of cost of this accident to the Air Force
4. IS PLANE DAMAGED BEYOND ECONOMIC REPAIR? <input type="checkbox"/> Yes <input type="checkbox"/> No	COST OF DAMAGE TO AIRCRAFT \$ 873,075.00
5. IF PLANE IS TO BE REPAIRED, GIVE ENGINEERING OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR: _____ MAN-HRS.	COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY \$.00
6. WAS PRIVATE PROPERTY DAMAGED? <input type="checkbox"/> Yes <input type="checkbox"/> No	COST OF DAMAGE TO PRIVATE PROPERTY \$.00
IF "YES," DESCRIBE DAMAGE ON SEPARATE SHEET.	COST OF INJURY \$ 100,000.00
	COST - OTHER (Explain) Cost of Search \$ 5,000.00
	TOTAL ESTIMATED COST OF ACCIDENT \$ 978,075.00

Section G - SPECIAL EQUIPMENT

1. Check items of special equipment which affected the accident.
<input type="checkbox"/> RADAR <input type="checkbox"/> ALTIMETER <input type="checkbox"/> DE-ICE <input type="checkbox"/> EQUIPMENT FOR CLEAR VIEW FROM COCKPIT <input type="checkbox"/> INSTRUMENTS <input type="checkbox"/> FIRE EXTINGUISHERS INSTALLED IN PLANE <input type="checkbox"/> JATO <input checked="" type="checkbox"/> UNKNOWN
2. DESCRIBE BRIEFLY HOW THE USE, NONUSE, MISUSE, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT
Unknown

Section H - WEATHER (At time and place of accident)

1. WEATHER	VISIBILITY	WIND DIRECTION	TEMP.	DEW POINT	OTHER WEATHER CONDITIONS
Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
If weather other than unfavorable wind conditions for takeoff, landing, or taxiing was a factor in the accident, attach statement of weather officer describing conditions and how they probably contributed to accident.					

Section I - CHECK LIST FOR ATTACHMENTS

<input checked="" type="checkbox"/> FORM 1	<input type="checkbox"/> CLEARANCE	<input type="checkbox"/> PHOTOGRAPHS	<input type="checkbox"/> FORM 14C
<input checked="" type="checkbox"/> FORM 1A	<input type="checkbox"/> COPY MEMORANDUM STATEMENTS	<input checked="" type="checkbox"/> FORM 1A	<input type="checkbox"/> FORM 14D
<input checked="" type="checkbox"/> LIST OF T.O.'s NOT C/W	<input type="checkbox"/> WRECKAGE STATEMENTS	<input checked="" type="checkbox"/> FORM 14B	<input type="checkbox"/> FORM 14E
<input checked="" type="checkbox"/> See cover sheet for complete index			

Section G - DESCRIPTION OF ACCIDENT

Tell in narrative form, in as much detail as necessary, everything that is known about the accident. Make certain that items checked on reverse side are justified by this narrative. If fire was involved in accident, explain in detail its origin and progress and steps taken to extinguish it.

Aircraft took-off at 2322 Zebra 23 Nov 53 on an active Air Defense Mission to intercept an unknown aircraft approximately 160 miles Northwest of Kinross Air Force Base. The aircraft was under radar control throughout the interception. At approximately 2352 Zebra the last radio contact was made by the radar station controlling the interception. At approximately 2355 Zebra the unknown aircraft and the F-39 merged together on the radar scope. Shortly thereafter the IFF signal disappeared from the radar scope. No further contact was established with the F-39.

An intensive aerial search has revealed no trace of the aircraft. The aircraft and its crew is still missing.

RECOMMENDATIONS for action to prevent similar accidents:

[REDACTED]

[REDACTED]

F

Section F - AUTHENTICATION (Each investigating board member must sign below)

<input type="checkbox"/> PERSONNEL RESPONSIBLE FOR THIS ACCIDENT HAVE BEEN OFFERED OPPORTUNITY OF REPLY <input checked="" type="checkbox"/> NO REPLY REC'D <input type="checkbox"/> REPLY STATEMENT(S) ATTACHED		
7 PERSONNEL RESPONSIBLE NOT AVAILABLE BECAUSE OF: <input type="checkbox"/> DEATH; <input type="checkbox"/> CRITICAL ILLNESS; <input checked="" type="checkbox"/> OTHER (Explain) Personnel Missing		
NAME SUBMITTING REPORT KINROSS AFB, MICHIGAN	MEMBER (Name and Grade) <i>[Signature]</i> FOREST F. PARRAN, MAJOR	MEMBER (Name and Grade) <i>[Signature]</i> DANIEL W. SERR, CAPTAIN
MEMBER (Name and Grade) <i>[Signature]</i>	MEMBER (Name and Grade) <i>[Signature]</i>	MEMBER (Name and Grade) <i>[Signature]</i>

SUMMARY OR CIRCUMSTANCES

F-89C, Serial No. 51-5853A, assigned to the 433rd Fighter-Interceptor Squadron, Truax Field, Wisconsin, was reported missing over Lake Superior at approximately 2000 Eastern Standard Time (EST) on 23 November 1953. The aircraft was scrambled from Kinross Air Force Base, Michigan, to participate in an Active Air Defense Mission. The aircraft and aircrew had not been located as of 1 January 1954.

On 23 November 1953, F-89C, Serial No. 51-5853A, was scrambled by "Naples" GCI to intercept and identify an unknown aircraft flying over Lake Superior. The interceptor became airborne from Kinross Air Force Base, Michigan, at 1822 EST. Original radar control of the aircraft was maintained by "Naples" GCI and at 1841 EST control was transferred to "Pillow" GCI. The aircraft was flying at 30,000 feet at this time. At 1847 EST, at the request of "Pillow", the aircraft descended to 7,000 feet to begin the interception. Location of the aircraft was then approximately 150 miles northeast from Kinross AFB and over northern Lake Superior. At 1851 EST, the interceptor pilot was requested to turn to a heading of 20 degrees to the cut-off vector. After the turn was completed, the pilot was advised the unidentified aircraft was at 11 o'clock, 10 miles distant. Radar returns from both aircraft were then seen to merge on "Pillow's"

ME2A 022

RR CA4A

DE ME2A 42

R 242215Z 7NJ

FM COMDR 520TH AD GP TRUAX FLD MADISON WIS

TO COMDR 534TH AD GP KIMROSS AFB MICH

/R ~~XXXXXXXXXX~~ P/TXOPS 4050

REQ YOU ACCEPT RESP FOR INVES OF A/C ACFT INVOLVING F-89C 51-5853

UNDER PROV PAR 19A CNA AFF 62-14. A/C FORMS REC FOR YOUR INVES W/B FWDD
WITHIN 24 HRS OF REC OF YOUR ACKMT.

24/2330Z NOV ME2A

23 November 1953 A/C NO 51-5853A Lt. Moncla

AIRCRAFT INSPECTION AND MAINTENANCE RECORD—Part II

PAGE 1
OF 1 PAGES

10. DATE 23 Nov 53	11. CREW CHIEF Crimmins, R A/2C	12. ORGANIZATION 433rd F.I.S.	13. LOCATION Kinross AFB Kinross Mich	14. AIRCRAFT DATA TYPE, MODEL AND SERIES F-89 C		SERIAL NO. 51-5853A	15. INSPECTION STATUS NEXT MAJOR INSPECTION DUE NO.		
16. STATUS TODAY							TYPE	DATE	COMPLETED
							PREFLIGHT		22 Nov 53
17. EXCEPTIONAL RELEASE							POSTFLIGHT		22 Nov 53
							(7) PED	237:05	
18. CALENDAR INSPECTION STATUS							TYPE		DATE DUE
							INTERMEDIATE		
							MAJOR		

ASSIGNMENT - ADC **C/G AB #1, ADP II** IS TIME Possession - ADC **C/G**

TIME SINCE NEW OR D. I. R.	AIRCRAFT	ENG NO. 1	ENG NO. 2	ENG NO. 3	ENG NO. 4	ENG NO. 5	ENG NO. 6	ENG NO. 7	ENG NO. 8	APU
	219:10	16:05	16:05	10:20	10:20					
HOURS TODAY										
TOTAL HOURS										
DEL. CHANGE FILE		E/C	E/C	N/A	N/A					

19. FUEL (GALLONS)			20. OIL (QUARTS)												21. COOLANT CHECKED		22. OXIDATION CHECKED		23. SERVICED	
GRADE	SERVICED	IN TANKS	NO. 1		NO. 2		NO. 3		NO. 4		NO. 5		NO. 6		NO. 7		NO. 8		BY	STATION
			SER.	IN	QTS.	IN	SER.	IN	SER.	IN										
1. JP-4		1570	13	13																
2. JP-4	882	1570	13	13															Custer	Kinross
3.																			Dahlis E	Kinross
4.																				
5.																				
6.																				
7.																				
8.																				
9.																				

14. SYSTEM	15. P/F	16. PILOT'S AND MECHANIC'S REMARKS (PRINT ONE DEFECT ON ONE LINE)	17. CORRECTIVE ACTION	18. TIME	19. SIGNATURE
		Confidential Equipment Inspected			
15	—	(20 Sept 53) Compass Spring o/D			
6	—	(1 Nov 53) Small Canopy (Chain Removed)			
16	—	(17 Nov 53) Radio Compass Turns 120 KC Lower than it reads from both cockpits	Set Replaced	1:00	Beckeg, R.
2	R	A/C Preflight	Completed 23 Nov 53	1:30	Hogan A.A.

23 November 1953 A/C NO 5853A Lt. Moncla

14 SYSTEM 15 SYM

16 PILOT'S AND MECHANIC'S REMARKS (PRINT ONE DEFECT ON ONE LINE)

17. CORRECTIVE ACTION

17A. TIME

18. SIGNATURE

PLT # 106 R H Schuman 1st Lt

THIS IS A GUARANTEED TRUE COPY OF THE ORIGINAL. FORM 1 PART II
David G. Collins
DAVID G. COLLINS
Captain, USAF
Aircraft Accident Investigating Officer

DELAYED CORRECTION DISCREPANCY LIST—Part III			AIRCRAFT TYPE, MODEL, AND SERIES F-89C	AF SERIAL NO. 51-5853A	
28. SYSTEM NO.	29. SYM-BCL	31. DISCREPANCY	32. ENTRY APPROVED BY	33. DATE FROM PART II	34. DATE TO PART II
17		(21 Apr 53) TO 01-1-476 Insp. Replacement Exchange of Type B-3 Stick Grips N/1/S	Richards, R.	21 Apr 53	
14	M	(5 May 53) TO 1-15FD-100 Mod of Starting Circuit N/1/S	Richards, R.	5 May 53	1 Jul 53
7	D	(5 May 53) TO 2B-105C-46 Mod of 8th Stage Stator Vane Ring Assy (Depot Overhaul)	Richards, R.	5 May 53	20 Oct 53
7	D	(14 May 53) TO 2E-105C J-27 Replacement of Ice Indicator SW N/1/S	Richards, R.	14 May 53	20 Oct 53
7	G	(14 May 53) Lead Seal Miscing; of L.H. Eng Air Screen Accumulator N/1/S	Richards, R.	14 May 53	20 Oct 53
17	S	(20 May 53) Lower Lt. Gun feeder heater connection broke N/1/S	Richards, R.	20 May 53	9 Oct 53
17	D	(3 Jul 53) TO 11-1-111 Insp of Mod of Clover Leaf SW Assy Control Stick (No Equip)	Richards, R.	3 Jul 53	9 Oct 53
3		(3 Jul 53) TO 01-15FD-1 Not in A/C	Richards, R.	3 Jul 53	
3	G	(25 Aug 53) TO 01-1-614 Insp Adj & Rpl of Shoulder Harness Reel N/1/S	Richards, R.	25 Aug 53	18 Sep 53
		(25 Aug 53) TO 021-1-17 Compounding the ignition system N/1/S	Richards, R.	25 Aug 53	
8	M	(25 Aug 53) TO 01-15FD-193 Modif of Sump Tank Drain Line waiting insp	Richards, R.	25 Aug 53	26 Aug 53
7	G	(25 Aug 53) TO 2B-105C-47 Inst Cushions on Comp Air inlet screen N/1/S	Richards, R.	25 Aug 53	20 Oct 53
17	S	(25 Aug 53) TO 391-5BA-22 Relocation of Bracket on 20mm 284 n285 waiting insp	Richards, R.	25 Aug 53	26 Aug 53
3	D	(25 Aug 53) TO 01-1-618 Moisture Proofing Fuel Valve Act N/1/S	Richards, R.	25 Aug 53	13 Oct 53
16		(25 Aug 53) TO 01-15FD-172 R.O's interphone cutout SW install N/1/S	Richards, R.	25 Aug 53	
3	M	(25 Aug 53) TO 01-15FD-200 Insp of Wing Spare Caps awaiting insp	Richards, R.	25 Aug 53	13 Oct 53
7-1	D	(25 Aug 53) Head Broken on A/B P1 Pressure Probe N/1/S	Richards, R.	27 Aug 53	20 Oct 53

13 Two clues - - one obtained on the 25 Nov and the other on 27 Nov, were considered reliable. The first from a mail carrier who claimed he thought he saw the wreckage of an aircraft in the water in the Cut River Bridge area (455730N 8457W). Michigan state police searched the area three times and discounted his sighting as rocks. The second clue was reported as the sighting of wreckage of an aircraft on the side of a mountain on the eastern shore of the lake about 80 miles north of Kinross (472330N 844110W). This area was searched exhaustively by an Expeditor, a Dakota, a B25 and finally a Helicopter with negative results.

CONCLUSION

14 Because of the inability to determine the cause of the aircraft's disappearance the search was expanded to cover all possibilities, but was greatly hampered by bad weather and icing conditions.

15 Despite intensive aerial search and the careful check of all ground reports, no trace of the missing aircraft could be found. After a conference with USAF authorities and with their concurrence active search was suspended the evening of 28 Nov 54.

16 The co-operation shown to the Searchmaster, his assistant and the Canadian crews, by the USAF authorities at Kinross Air Force Base was exceptionally good.

R.H. Strouts
(R.H. Strouts) S/L
for AOC, TC.

Wednesday, July 21, 1999

Joel Carpenter

Home Address Removed

Hi Joel,

Sorry for the delay in getting this material off to you as I previously promised.

Please find enclosed a copy of the Kinross Moncla Aircraft Accident Investigation Report. Sorry about the legibility. I tried to make the best copy I could from the slick paper of the microfilm printouts provided by AFSA. I also tried to enlarge the pages a little for added legibility. If you find these illegible, I will try to make a another copy.

Thank you,

A handwritten signature in black ink that reads "Jim Klotz". The signature is written in a cursive style with a large, sweeping flourish at the end of the word "Klotz".

Jim Klotz

Home address removed