## REART OF AF AIRCRAFT ACCID

Use this form is accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Levestigators' Haudbook." Fill in all issues myriceints. If additional source is needed, use additional sheet(s) and identify by proper section letter and subsection number.

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FELIX F. MONCLA JR. A0-1858910. RADAR OPSERVER:

210 54 HOSERT L. WILSON AG-3005692.

- TOPE AIRGRAFT: F-89C.

3. AIRCHAFT NUMBER: 51-5353.

4. HOME BASE OF AIRCRAFT: TRUAK AFT MADIJON WISCONSIN.

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#### WEATHER SUMMARY

23 November 1953

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

A low centared 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
test generally 6000 ft to the West 10000 ft to the Cast. Tops 12000 - 14000 ft
scattered Cirus at 18 - 20000 ft was observed in the area. Visibilities
corrally 8 - 10 miles over entire area.

Scattered snow showers were moving thru the area causing locally, ceilings as 74 as 500 ft and visibilities 1 - 2 miles in light snow.

Analysis of the radiosonde taken at Sault Ste Marie at approximately 1630E stated moderate to heavy iceing in all clouds. The air being quite stable. ....cates Rime iceing to predominate and generally little or no turbulance.

Vinds from the surface to 20000 ft were generally Westerly,  $260^{\circ}/10 \text{ kts}$  =  $5000 \text{ ft} - 260^{\circ}/30 \text{ kts}$  at  $10000 \text{ ft} - 270^{\circ}/35 \text{ kts}$  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:

- 173ØE) CMX E28#35- 929/35/28\$\$£14/927/\$B58
  INR 38666ØG9 986/34/31\$E5/945
  GMI 286E1886288G15+ 988/33/31\$9/342
- 183ØE) CMX S1 E2002S- 919/32/32SSE12/924 INR E4000000 000/35/30SE10/949 GMI 2000100015+ 976/33/30SSE3/940
- 193ØE) SMX S2 P5X1S- 919/32/31SSE8/924 INR M2700 991/35/32SE10/947 SMI 2000100015+ 947/30/31510/903

A CERTIFIED TRUE COPY OF HOW LY WEATHER;

MARCLU A. VAID Weed

Captain, "CAF

Asputy Detactment ermander

Detachment 17, little ther Squestioness are, Kinross, Mich

# CERTIFICATE

I certify that the F-69 aircraft humber 51-56511 listed as missing on 23 November 1953 was on an active Air Defense Hission and in accordance with ADC Regulation 55-28 dated 14 Feb, 1952. A DD Form 175 or a similar flight alearance form was not required.

DAVID C. COLLINS Captain, USAF

Aircraft Accident Investigating Officer

- Le The following Technical Orders were noted on Part III of the Form Las not complied with few 2-89C St-5053Le

  - be T.O. 01-1500-1 Hot in A/C.
    - c. T.O. 02B-1-17 |compounding the Ignition System.
    - d. T.Q. Ol-15FDC-172 Installation R.O's Interphone cutout Sw.
      - 6. T.O. 02B-1050-73 Removal of Latch-

DAVID C. COLLING

Aircraft Accident Investigating Officer



Aircraft 51-57524 was given a thorough preflight inspection at approx. 07:30 on 23 How 53. He discrepancies yere found during this inspection.

The A/C was immediately sarried and spot checked for worn tires,

Sleared engine inteles, oils hydraulic tank levels, caygon, nitrogen.

All servicing caps and covers were securely replaced and the A/C was

towed into the alars hangin where it was returned to number one air-traft on 5 minute alert status.

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

> A RATHOND C. RICHARDS 7/Set, 1713162361 MODIC Libra FIS

A CER. IFTED TRIBE (YEVY)

DAVID C. COLLINS

Captain, Aircraft Assident Investigating Officer

## AIRCRAFT ACCIDENT RUPORT

# Aircraft F-896, Number 51-5853A, Pilot - 1st Lt Felix E. Loncla Jr:

## Date: 23 November 1953

- A. IWK with authority to investigate accident
- B. Missing aircraft report
- C. TWX suspending search for missing aircraft
- Preliminary report
- El Air Perce Form 11:
- F. Air Force Form MA
- G. Air Force Form 113 (Lt. Moncla) | Medical Data H. Air Force Form 14B (Lt. Milson)
- I. Pillow (665th ACEN SQ) Controllers statement
- Statement by Capt Eridges
- Statement by Capt Mingenbach
- I. Statement by Lt. Nordeck
- M. Weather Forecast and Weather sequences for Minross (IMM) Houghton (CCM) and Grand Maria (CMI)
- Statement on weather by pilot of aircraft being intercepted WITHHELD
- 0. Accident investigation Board procedings WITHHELD
- F. 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. Laintenance report on aircraft
- V. Overlay Napo

23 November 1953 A/C NO 51-5853A Lt Noncle

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

OPS 6-11

& 8 MAY 1954

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

Objective. AP 5853/F-69/Moncia/Kinross/Alert Scramble/Unk/UHF/1822E/Unk/1 plus 45/3-2/9.

Date of Suspension. 23 Yry 1954.

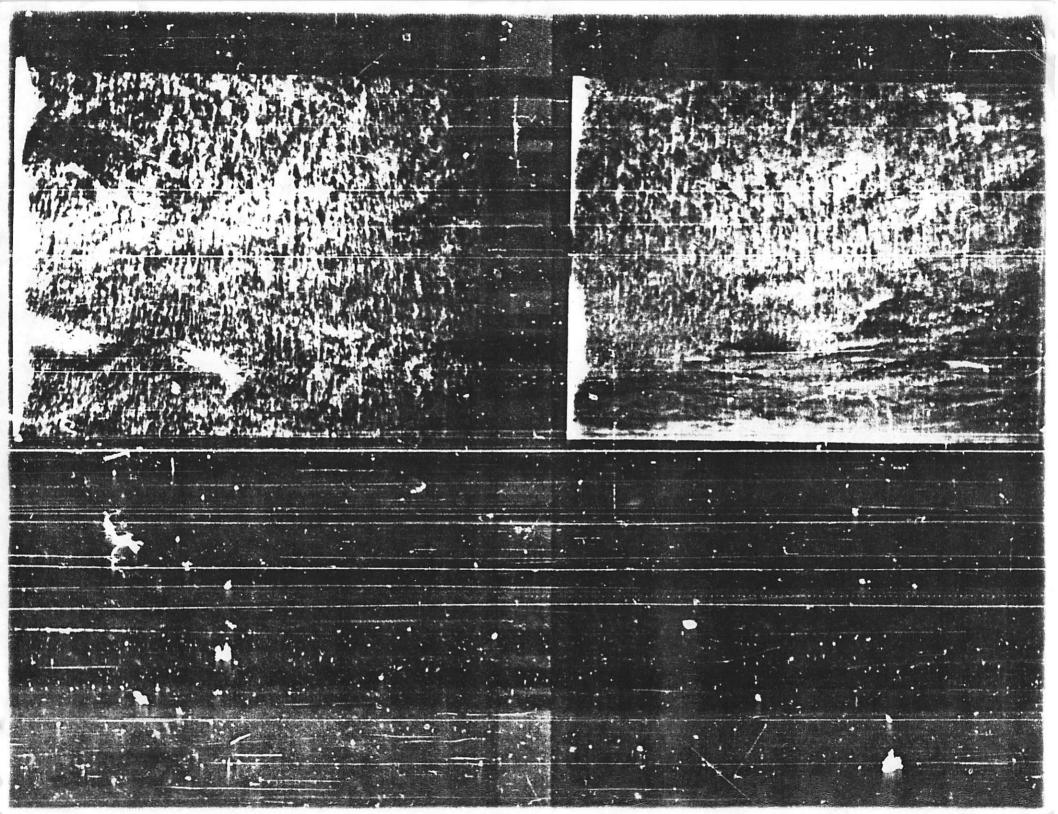
Scurce and Time of Initial Alert. Headquarters, 5th Air Rescue Group at 09502, at April 1954.

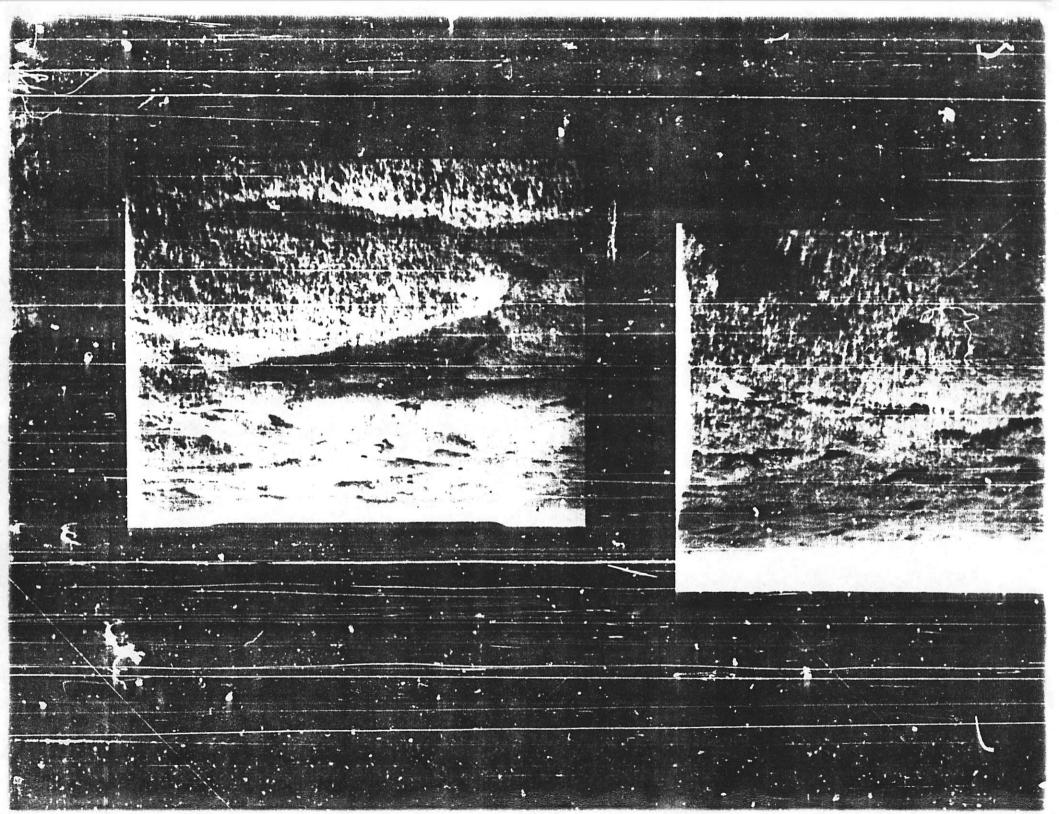
Date and Time of Initial Dispatch of ARS Facilities. S1-16 AF 7167 airported at J757L, 13 May 1954, for snow reconnaissance.

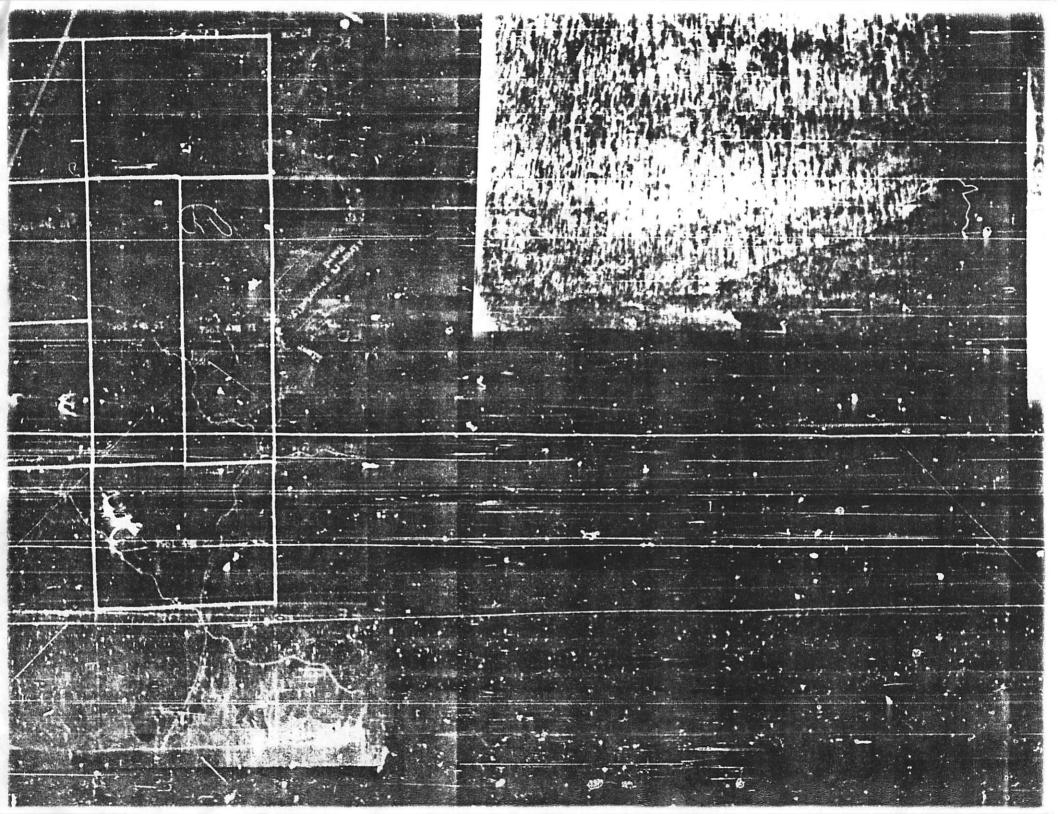
Synopsis: It 0950L, 16 April 1954, the Operations Officer of Head-quarters, 5th Air Rescue Group, called relating that new leads had been uncovered on this mission by the missing radar operator's father, Mr. R. O. Filson. The information had been forwarded to this Squadron through channels requesting recovering of the mission based on reports of a low flying aircraft in the virinity 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 circraft stated he may have been mistaken in the time.

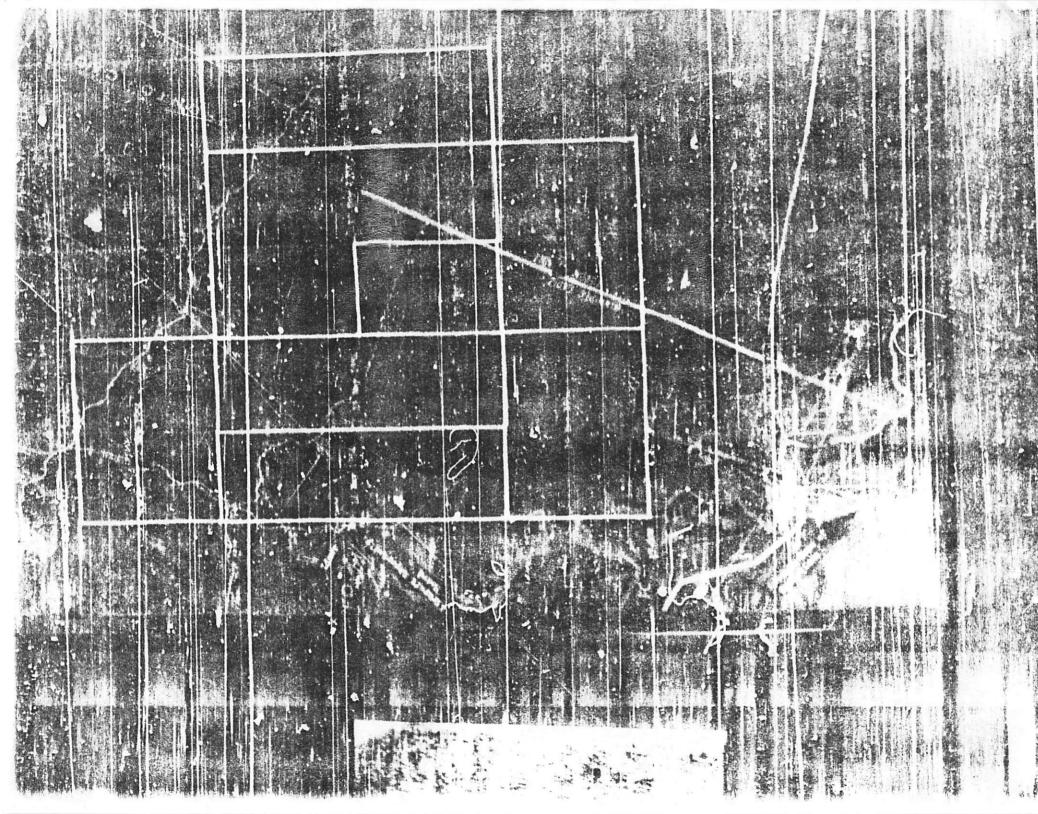
The information was received by this Squadron on 6 May 1954, and positive search action was planned for on or about 10 May 1954 with the advanced base to be located at Kinross AFB, Michigan. In the meantime, information on the snew conditions in the proposed search area were obtained from Canadian sources. The anew condition on 16 April 1954, was reported from two (2) to four (4) feet deep with an estimated date of 10 May 1954, when snew would disappear. Arrangements were also made with the Royal Canadian Air Force Search and Rescue Centre, I onton, Ontario, Canada, to reopen the mission and to over fly Canada. Mir. 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 minimum in the search area on the estimated date of recpening, 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 show and the lakes were novered with ice, but with rising temperatures should be clear within four (4) or five (5) days.









# IN VIDUAL FLIGHT RECO

# AIRCRAFT OBSERVER

(1) SHEET NO. 8

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#### OPERATION NAR SCORPION

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18 Dec 53

# Accordings.

\*A" Reather Situation at the time of the Interception carried out by the Sissing Aircraft 23 Nov 53.

"B" Search Plan

oca Aircraft Reployed

"De Daily Search Coverage and Flying Times

"E" Breakdown of Plying Time by Aircraft

" Photograph of the Search Area

"G" Photograph of the Search Area

#### GENERAL SITUATION

The Eastern Area RCC was alerted by the 49th Air Rescue Squadrom, 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 air-craft Scorpion 5°53 with a crew consisting of Pilot, 1st Lt F.R. Monela, and Radar Observer 2nd Lt R. Wilson, was scrambled from Kinross Air Force Hase at 1822 EST on a routine flight. Radio and radar contact with Scorpion 5853 was lost at 1855 EST, position 4800M 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 CCC Magnetic. At the time of take off the aircraft had an hour and forty-five minutes fuel aboard. The aircraft is a twin-engined jet all meather fighter with the rear fusélage curved up, giving it the appearance of a Scorpion. The aircraft was silver in colour with american markings. The only emergency equipment carrie by the crew of the aircraft was a one-man dingy for each member.

#### INITIAL ACTION

- 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.
- Due to the extremely bed weather existing between Trenton and Kinross on the evening of 23 Nov 53, the SAR Dakota from 102 CAR Unit marrying the seaschmaster, essistant 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 micraft from Stm Centralia.

#### ORGANIZATION

Sourch headquarters was set up at Kinross USAF Base at 1219 RSF 24 Mrs 53 with F/L F. Comphell, 102 Cell Flight Trenton as Searchmaster

and 7/0 B. S. Lobbinson, MDS TCHD as negligible the proprinction of the energy, prior () the arrival of the ACAF Stageholdton was provided by Captain Seyer of Saltridge Air Resons have, URAF. This officer ventined at Kinyose or History officer until 26 Nov then he was replaced by Capt Samesport from Salfridge, the retained at Kinyose until completion of the search.

#### STARCH PLAN

- Frior 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 Research Squadron provided two SAL6's. These aircraft and the surface vessel carried out an expanding square search in the area of 4800M 8649M during the night of the 23 Nov and the following day. Additional aircraft were not dispatched by the Searchmanter on 24 Nov because of your wereher and the unknown position of the SAL6 amounting a square search in the probability area.
- The initial search blocks were laid out to sever 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 provide ity 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 Sippson Island (4850% 8743%) and return, to Marquette (4633% 8723%) and return.

#### REATHER

Generally, the weather conditions throughout the search period twee poor. Grees 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 N/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 bench and Rescus Squadron in the form of two SAl6s, four C45s and a B25; Kinsons provided 1 C43 and one Telicopter. US Coast Guard at fraverse City provided 1 SAl6, the Civilian air Batrol provided 1 Cessna 140, the RCAF provided 3 C47s from Centralia and 1 C47 from Frenton.

#### 250"ND REPORTS

Memorias ground reports were received, the majority of which upon investigation were discounted. An overheard redio trenemission discussing aircraft wreckage was traced to its origin in South Rend Indiana. The wreckage referred to was that of another missing aircraft which was eventually located in that area.

#### DADLE CO TABULA MATERIAL

- A Orders Directing the Investigation
- 3 List of Personnel Participating in the Investigation
- C Statistical -ata
- Missing Aircraft Report, Freliminary Report, Search Discontinuan Report
- From Min, Pilotis Flight Records, Sadar Comercer's riight decord
- 2 Marie totivities Frior to Fight
- G Scrable Clearance, Weather
- B Statements, Ground Controller's Report

I ACCIDENT BOARD PROCEDINGS NOT RELGASANCE

- J. Assa Kap with Boyey's and Intercepter's Fositions Plotted
- K Aircraft Engineering Data

SPENDIX \*A\* 10 976-3(8047/.T4) DATED 18 DEC 53

#### REALISE SITUATION ALCHO THE ROUTE OF THE HISSING ATROPAGE

at the time contact was lost with the missing FE9, has forecast to be the following. A generally solid deck of Stratocumulus base from 2-3000 and top at 6-7000 feet. A broken Altostrutus layer, base 10,000 top 14-15000 feet. The visibility was generally 10-12 miles falling to 1-2 miles in icolated show showers. The Pressing level was at the surface to the mest, rising to 800 - 1000 feet in the east. Analysis of the Sault Ste Marie Radio Sonde Run for 21003 (1600E) 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.

# SPIRCH PLAN

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

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DE CLAY GUARD

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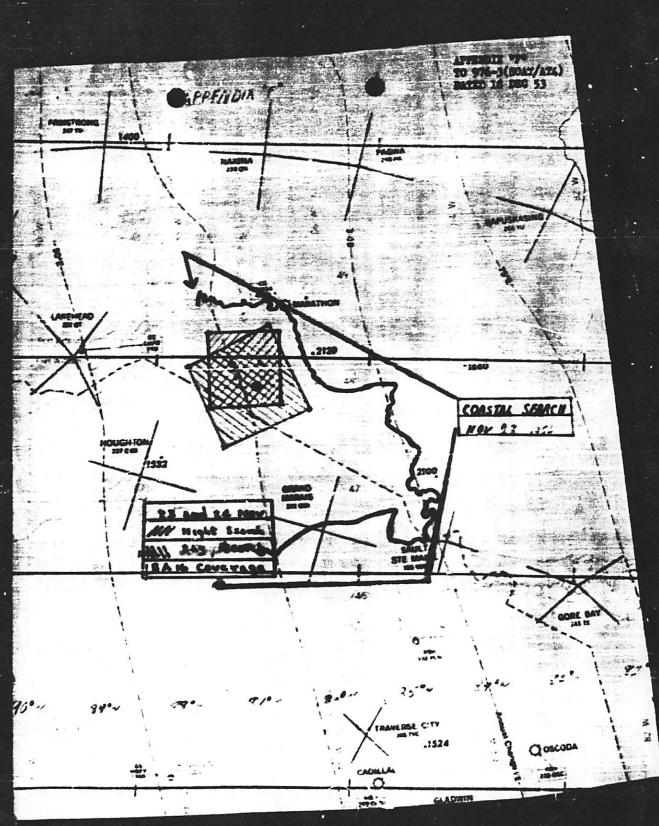
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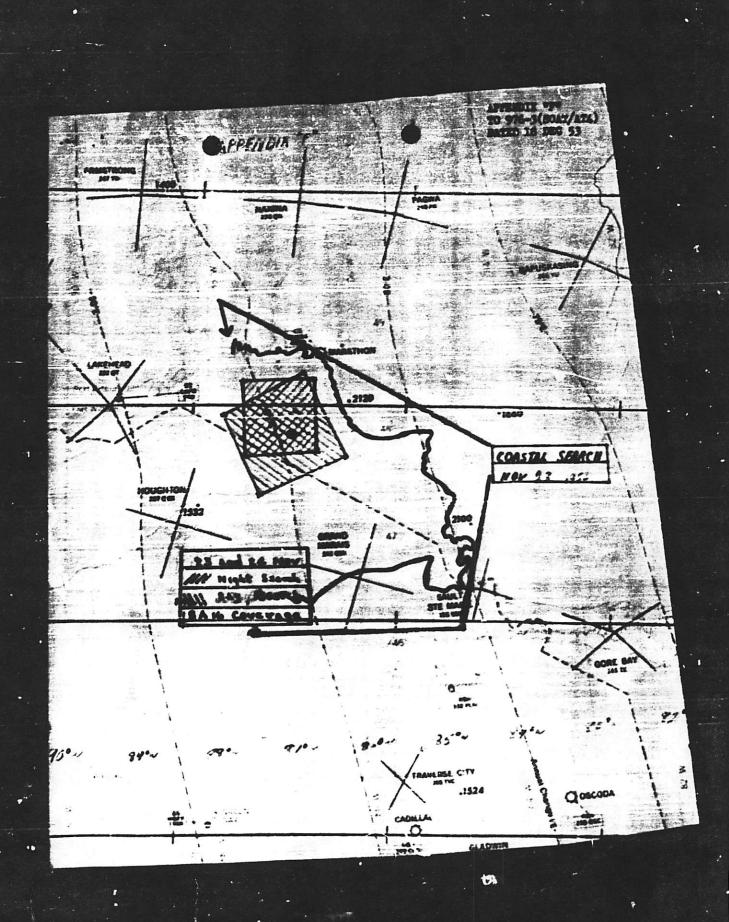
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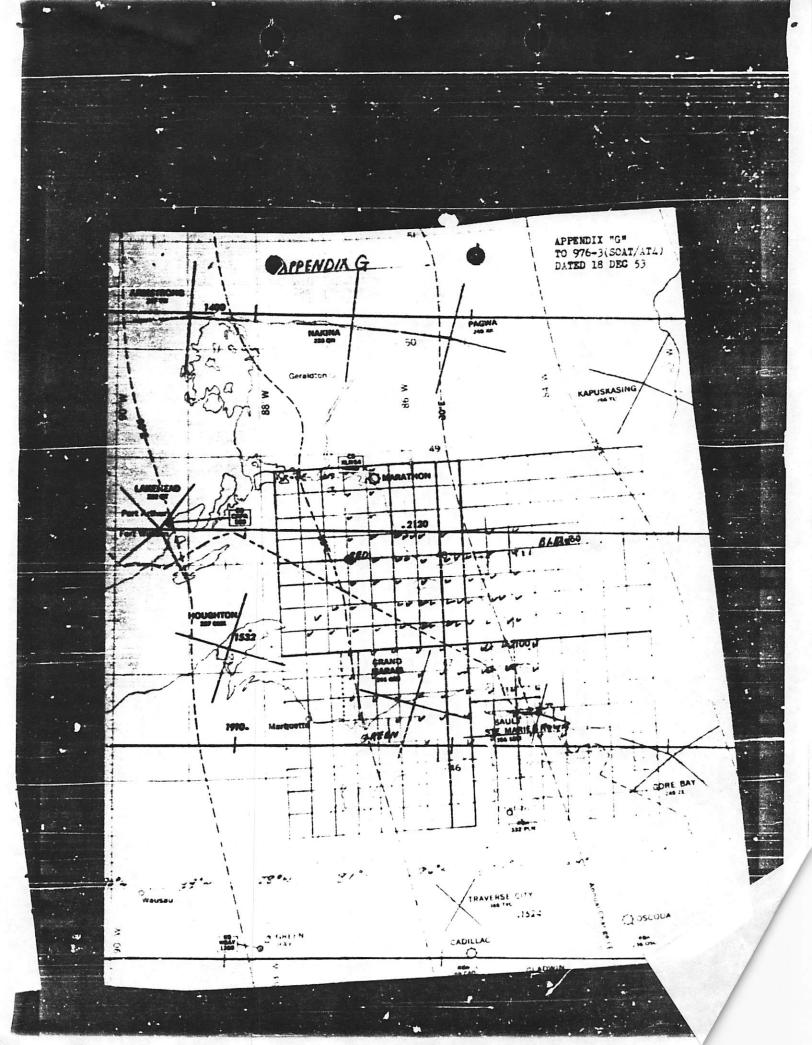
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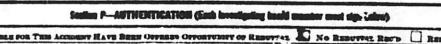
#### Seesso O - DESCRIPTION OF ACCIDENT

Tell in narrative form, in at much detail as necessary, everything that is known on about the accide rhecked on reverse side are justified by this narrative. If fire was involved in accident, explain in detail its origin a stere taken to extinguish it.

Aircraft took-oil at 2322 Zebra 23 Nov 53 on an active Air Defense Massion to intercept an unknown aircraft approximately 160 miles Northwest of Kinross Air Force Dase. 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 LFF signal disarpared from the radar scope. No further centact was established with the F-89.

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

RECOMMENDATIONS for action to prevent similar accidents:



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#### 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"

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17	1	(21 Apr53) TO 01-1-476 Insp. Replacement Exchange of	Richards, E.	21mpr53	-
		Type B-5 Stick Carips N/1/8			
14	M	(Slay53) TO- V-LEFD-100 Med of Starting Circuit N/1/S	Richards, R.	5141753	13.12 5
0-	D	(50ay53) TO-2B-1050-46 Med of 8th Stage Stator Vane	Richards, R.	5May 53	20 Oct
	_	Ring Assy (Depot Overhaul)			
7	D	(1h May53) 10.2E-105C J-27 Replacement of Lee N/1/S	Richards, Re	114 tay53	20 Oct
7	A	(likay53) Lead Soul Missing of NoHe Eng Air Screen W1/8	Richards, Hi.		20 Oct5
17	8	(20May53) Lewer Li. Gun fedder heater connection Broker N/1/8	Richards, Re.	201ey53	Oct 5
17	D	(3 Jul53) TO-lled-ill Insp 6 Med of Clover Leaf Sw Assy	Richards, R.	3 Jul53	Oat 5
-		Con rol Stick (No Equip)			
	/	(3.5053) 79,CR-15FDC-1 Not in E/C	Richards, R.	3 Jul 53	
3	1	(25Ang51) TO. Ol-1-614 Insp Adj & Rpl of Shoulder Harness Heal	Richards, R.	25Aue53	Lisep 5
9	/	(25Aug53) TO.021-1-17 Compounding the ignition system N/1/8	Richards, R.	25Aug53	
8	A	(25Aug53) TO.CL-1570-193 Medif of Sump Tank Drain line	Richards, R.	25 Aug 53	26 Aug
_1_	0	(25Aug53) T0.28-J.050-47 Inst Cushions on Comp Air inlet seroon	Richards, E.	25 Aug53	200ct
.17	0	(25Aug53) TO.391-5BA-22 Relegation of Braket on 20mm 2Et m2m5	Richards, R.	25iAug53	26Aug
3	D	(25Ang53) 10.01-1-618 Meisture Proofing Fuel Valve Act N/1/8	Richards, R.	254ug53	13 Oct
16	4	(25Aug53) 10.00-15FDC-172 R.O's interphone cutout 51 install	Richards - R.	2;iAug53	
3	N	(25Aug53) TG-GL-15/D-200 Inst of When Spare Cape awalling	Richards, R.	Ming 53	13 00%
7-4		(25Aug53) Bird Broken on A/B Pl Pressure Probe N/1/8	Richards, R.	27 ng 53	20 Oct

CAR COMMENT 13 200 clues - - one obtained on the 25 Nov and the other on 27 How, 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 (45573UN 8457H). hichigan state police Reserves the area three times and discounted his sighting as rocks. The second clue was reported as the sighting of wreckage of an alreraft on the side of a mountain on the eastern shore of the lake about 80 miles north of Kinross (4723308 844110%). This area was searched exhaustively by an Expeditor, a Dakota, a 825 and finally a Helicopter with negative results. CONCLUSION Because of the imbility to determine the cause of the aircraft's disappearance the search was expanded to cover all possibilities, but was greatly hampered by be'l weather and icing conditions. 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 cearch was suspended the evening of 28 Nov 53. The co-operation shown to the Secretimastor, his assistant and the Canadian crews, by the USAF authorities as Elimoss Air Porce Base was exceptionally good. 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.

Jun Klots

Thank you,

Jim Klotz

Home address removed