



Skyline Ranch™ Reid Moynihan receives the Montana National Guard Patriot Medal from Montana adjutant general Brigadier General John Walsh during a ceremony at the Bomber Command Museum of Canada in Nanton June 22, 2011
Sheena Read photo, Nanton



F-106A 57-2460

TOP STORY

Rancher presented with patriot medal

By Sheena Read Nanton News

Southern Alberta rancher Reid Moynihan was presented the Montana National Guard Patriot Medal in a ceremony by the Montana National Guard at the Bomber Command Museum of Canada in Nanton June 22, 2011.

For the past 34 years, Moynihan has kept a monument at the site of a jet crash site on the ranch forestry lease land at Lookout Butte in the Porcupine Hills.

On June 9, 1977, a F106 Delta Dart crashed in the Porcupine Hills during maneuvers.

The jet was loaded with four live sidewinder air-to-air missiles.

The pilot, Lt. David L. Denning, 28, was killed when the plane hit the ridge, missing the forestry fire lookout tower by less than 100 meters.

Brigadier General Bradley Livingston remembered that Denning as a man who "was full of energy, who was living his dream."

Livingston was 22 when he met Denning. One of his jobs was to test pilots, and Denning was more focused on his flying than other areas, and he'd asked for a proctored exam. Livingstone said he was impressed by Denning, by his energy and commitment. Their meeting was the day before Denning's death.

In the '70s, the U.S. military always did their training exercises in June, and often over southern Alberta. During the exercise, Denning was ordered to attack a mock enemy plane, Livingstone said.

The cockpit monitor was linked to NORAD attack headquarters in the U.S.

Although the mock enemy plane was intended to be at 35,000 feet, Denning's monitor indicated an attack altitude of 6,000 feet.

The controller confirmed that Denning dropped to 10,000 feet from 20,000, where he had intercepted and destroyed a first mock enemy plane. Denning had questioned the altitude, but a NORAD controller checked and confirmed the altitude.

"After Denning told the controller he was ready to attack from the rear, he disappeared from radio contact," said Livingstone.

The crash altitude was about 5,980 feet. It took 12 hours for the U.S. military to locate Denning.

Because of this crash, U.S. military changed protocols so that the lowest permissible altitude for exercises over southern Alberta and northern Montana would be set at 14,000 feet.

"That night, as soon as there was word of a downed aircraft, all aircraft taking part in the exercise would have taken part in the search," said Col. Bryan Fox.

There were 50-60 aircraft taking part in the maneuver, he said.

It was during the Cold War, so "the scenarios were that the Russians were going to attack by coming over the North Pole," he said.

Canadian and U.S. forces took part in the exercises.

Because it was the Cold War, and a U.S. military aircraft that had crashed, little information was released about the crash. Rumors flew around the hills about the crash.

The crash site was kept off-limits for weeks, while the U.S. military cleaned up the site.

Although the rocket motors did explode in the crash, the four warheads were recovered, Fox said.

Local rumors included stories of possible radiation contamination, but Fox said that this was not the case, although the aircraft was capable of carrying nuclear warheads.

For Moynihan, who was seven at the time of the crash, years have not lessened the importance of the crash. For years he searched for more information on the crash, and searched for the pilot's name.

There were so many rumors, so many theories," he said.

Finally in 2008, he found a clipping in the Lethbridge Library from the Lethbridge Herald, naming Denning.

He drove back to his ranch, repeating the name over and over.

That day, he contacted the woman who manned the forestry lookout, and "for the first time in five years, we found some wreckage."

"I didn't think I was doing anything outstanding," Moynihan said. "This man needed to be known."

Moynihan eventually located members of Denning's family. Last year, they visited the Skyline Ranch to see the crash site and monument.

"It's truly an honor to have someone who would take the step forward, to remember," said Walsh, and to bring closure to the Denning family.

The crash site will be remembered as a site of friendship between two families, between Alberta and Montana, and between Canada and the U.S., said Livingston.

Advertisement

Article ID# 3185118

June 9, 1977 Skyline Ranch (Read 4,984 times)

ranchoutlaw

F-106 Qualified



Currently: **Offline**

Posts: 11

Location:

Joined: August 2008

[Send PM](#)

Aug 14, 2008 at 12:31am

I live on a Ranch in the Porcupine Hills of Alberta Canada. I understand and regret that on June 9, 1977 a F-106 delta dart crashed in our forestry where our Cattle graze. Leaving Cold Lake CFB enroute to Montana or maybe Idaho. I understand the pilot did not survive.

I was only a 7 year old kid at the time on the Ranch and the army would not let us anywhere near for obvious reasons. The site is still there and new trees are growing . On a beautiful ridge with a forestry fire lookout tower right beside it.

I have always wanted to know more about it, more about him and more about/meet his wingman from that night. I want to preserve and honour the site. All American veterans whom have ever hunted Elk and Mule deer here on our Ranch (guided by my Dad and I) are asked to sign the American flag of mine, I have a growing collection of signatures.

I would like to find his Wingman from that Night to sign this flag and have the lost pilots name written as well. Let me know if anyone knows, I really want to learn more as well. In the 1960's a small aircraft crashed with 4 people filming elk in the same valley and all perished. Our forestry is called lookout butte and the natives called it phantom ridge.

Thank you everyone, I mean well. I want to know who it was and all search engines have nothing of the event on the internet. The Lethbridge library supposedly has microfesh from old articles. I want my flag signed and I want to preserve and remember. Cheers.

Reid Moynihan

Skyline Ranch Alberta Canada

ranchoutlaw@hotmail.com

Aug 14, 2008 at 12:57am

Jim

Global Moderator



WELCOME, OUTLAW NOT ONLY TO OUR SITE, BUT ALSO AS A MEMBER...

YOU ALONG WITH SOME OTHER CANADIANS

(<http://pilotspeak.net/Another-nice-P-51-Story.html>)



THE IRISH ONE

Currently: **Offline**
Posts: 6,605
Location: Payson AZ
Joined: March 2004
Retired: USAF
[Send PM](#)



SEEM TO HAVE A WAY OF EXPRESSING YOUR RESPECT FOR WE AMERICANS.....MANY YEARS AGO,WE WERE FORCED TO LAND AT EDMUNSTON AIRPORT WITH AN ENGINE OUT ON OUR C-119....WE WERE THERE 4 DAYS WAITING FOR AN ENGINE TO COME UP FROM THE STATES.....THE 12 OF US WERE GUESTS OF THE ENTIRE TOWN!!!!!!! WE COULDN'T HAVE SPENT A DIME -EVEN IF WE WANTED TO..... :-*YOU WILL PROBABLY GET A RESPONCE FROM PAT PERRY AND ERV SMALLEY, AND PERCHANCE SOME HELP FROM MARTY ISHAM...THESE THREE PROBABLY KNOW MORE OF THE SIX HISTORY THAN ANYONE.....AGAIN, FRIEND, WELCOME TO OUR FORUM..... BEER INA GREEN BOTTLE SALUTE TO YOU....
The Old Sarge

Since light travels faster than sound, some people appear bright until you hear them speak

Aug 14, 2008 at 5:28am

pat perry

Administrator



"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."

Currently: **Offline**
Posts: 3,151
Location: Flower Mound, TX (DFW)
Joined: March 2004
[Send PM](#)



Hi RanchOutlaw,
June 9, 1977. According to Erv Smalley's web site this would be F-106 # 57-2460. See his lineage web page here www.convairf-106deltadart.com/572460Page.html

On Pat McGee's database the fate date shows June 9, 1979. There may be a transcribing error on one of the two sites?

On the Jbaugher site it also shows a fate date of June 9, 1979.

home.att.net/~jbaugher/1957.html

This aircraft was last assigned to the 186th FIS at Great Falls Montana which would put it in your neighborhood. The 3 other crashes in 1977, two were in Florida and one in Colorado.

Maybe Erv can clear this up on the date and we might ask him to see if Marty Isham knows the name of the pilot we lost.

I did a Google search on "Jet crash Alberta Canada June 9, 1977" and on "F-106 crash Alberta Canada June 9, 1977" and reviewed 300 items and found nothing on this crash.

Thanks,
Pat P.

456th FIS

PS: There are thousands of American air passengers who will not forget the hospitality of Canadians when they were forced to land there on Sept 11, 2001. THANKS! aye

Visit The Main F-106 Website www.f-106deltadart.com/

Visit the 456th FIS pages here www.f-106deltadart.com/456fis.htm

Erv Smalley (deceased)

F-106 Qualified



Founding Member



RIP Erv

Currently: **Offline**
Posts: 13
Location: Colorado Springs CO
Joined: April 2004
[Send PM](#)

Aug 14, 2008 at 12:34pm

I believe 09 Jun 77 is the correct crash date for 57-2460. According to a 16 Mar 01 Class "A" mishap data sheet I have from Marty, it only shows the date of 09 Jun 77 and City of Lethbridge, Alberta, Canada as the crash site of a F-106A. (No other information is on the data sheet). Some other sources do list 09 Jun 79 as 57-2460's crash date but I believe them to be incorrect. The "ranchoutlaw's account" confirms to me that 09 Jun 77 is the correct date.

Sorry Mr. Moynihan, that I don't readily have anymore information available for you right at this moment. If you'd like to pursue your quest for this information, it can be done but it is a long and laborious process, something akin to finding Joe Stalin's dental records. My e-mail is e_s_smalley@sprynet.com Cheers.....Erv Smalley

ranchoutlaw

F-106 Qualified



Currently: **Offline**
Posts: 11
Location:
Joined: August 2008
[Send PM](#)

Aug 14, 2008 at 12:53pm

Thank you very much. I have wanted to know for so long and it is amazing and touching to see 57-2460 in the two photos. I am sure there has been a few guys fly her. I have some pictures to post but I am having problems, i will keep trying though.

I took pictures of the ridge and the beautiful view. It is beautiful to say the least. It is so kind the comments I got so far and the help is fantastic. Rumors are rumors in a small town and no one knew anything of substance, so i am glad i found you guys.

My Dad figured it was 1977 and lori who works at the tower(present) stated it was such. 0100 hours aprox. The forestry ranger at the time was told to leave because of

radiation concerns he told me over the phone. When they asked why he was there the Old Englishman stated he was looking for survivors all night before the army was there and was escorted from the scene. He says there was a wingman whom doubled back to the scene during the night of the tragedy I may never know the truth, but I would love to know if it carried a Genie or a Falcon. That most likely would be classified beyond the ears of a Cowboy, but there were hundreds of soldiers here at the time. They were here for a week looking for ordanance and demolished one item on a logging road at the time I was told.

I would love to meet the guys that flew with him and see his patch. Mr. Bones may have been his call sign. Thank you again for the help, i never thought of a alumni group such as this. Unreal and very interesting.

I was nervous it was a touchy subject, but I really wanted to put a face to the man. Our home is very special and we would love to know and pay tribute to someone laid to rest here. I will post some pictures of the mountain but not of the scene itself for respect.

I offer and invitation to those who flew with him to visit our Ranch one day and I will be happy to show the spot. Anyone who knows who it was i would be thrilled to talk with you. Where he was from, name ect. Thanks again. Also I am pleased with the comments about my fellow Canadians, it means alot.

In this world it is something to be said to have a border with damn good friends on the other side. I really do not think there is another place in the world where two nations are such good friends. I know that Glacier/Waterton National park is the only park in the World shared by two nations as a friendship gesture.

I was in San Diego for a couple days before the 9/11 for a Redskin/Chargers game. I am sure some Americans would have taken me in had I been stranded at the airport.

I understand it would be hard to find his name, but I will keep trying. Very Cool website and I love that you guys keep the plane alive.

The crash site is west of Claresholm, 35 kms into the Porcupine Hills at around 6000 feet above sea level, at the south end of our Ranch. Lethbridge would be the nearest CFB base at the time and major newspaper, but it is a good hours drive from the Ranch. Thanks

Aug 15, 2008 at 12:15am



"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."

Currently: **Offline**
 Posts: 3,151
 Location: Flower Mound, TX (DFW)
 Joined: March 2004
[Send PM](#)



Thanks for the date confirmation Erv!

Last night I emailed 7 officers from the 186 FIS who were listed on Pat McGee's alumni data base. I figured some of the officers were pilots who may have known the pilot and wingman. I will let you know if I get any replies.

email text:

Subject: Question on F-106 # 57-2460

John Daday, Henry Holt, Jack Mason, Howard Plouffe, Paul Rogers, Paul Rogers; John Stephens; Rex Tanberg

Gentlemen, I'm Patrick Perry, one of the moderators on the F-106 Forum

forum.f-106deltadart.com

One of our posters left this question and I'm trying to research it. Do any of you remember if this aircraft crashed in Alberta Canada on June 9, 1977? If so, do you remember the pilot's name? His wingman's name?

Hope these email addresses are still good.

Thanks,
 Pat Perry

Note: Thus far Gen. Rex Tanberg's address was invalid.



Visit The Main F-106 Website www.f-106deltadart.com/

Visit the 456th FIS pages here www.f-106deltadart.com/456fis.htm

Aug 15, 2008 at 11:35pm

ranchoutlaw

F-106 Qualified



Currently: **Offline**
 Posts: 11
 Location:

Thanks again everyone, sorry about the rumor mill I added, but I passed on as much info as possible to be processed by you folks. I hope the fellas name can be found for it will not be forgotten there after if I can help it, and I will plant the American flag on the spot, with his name and bird serial number.

I am emailing pictures of the ridge to Erv and maybe he can repost them for you all to see. This the spot 110% positive and I bet he was a COL. because i remember seeing that exactly on a peice even as a kid. I most likely am wrong on that but I do remember seeing those letters

Joined: August 2008
[Send PM](#)

daoleguy A.J.
Hoehn
(deceased)

Top 3 Senior Leader



RIP AJ

Currently: **Offline**
Posts: 516
Location: Washington, DC
(Arlington VA)
Joined: August 2007
[Send PM](#)

on a small piece. This is the spot
49 degrees53'22.23 N
114 Degrees00'24.80 W

I thank everyone once again. I am proud to have you guys flying over our Ranch and making our home safe from what could have been. This is the least I can do to Honour that. Thanks again and you are all welcome here.

Aug 16, 2008 at 1:40am

This might be repetitive, but I found this:
Most sources list the Fate Date of 57-2460 as 1979, however Erv Smalley and Marty Isham are in possession of a 16 Mar 2001 Class "A" mishap data sheet that shows an F-106A crashed on 09 Jun 77 in the City of Lethbridge, Alberta, Canada, which does validate an F-106 Forum members account ("ranchoutlaw") of an F-106 crashing in the forest of his Ranch in the Porcupine Hills, Alberta Canada on 09 Jun 77.

AJ

PS: Looked at your website, good rates.

ranchoutlaw

F-106 Qualified



Currently: **Offline**
Posts: 11
Location:
Joined: August 2008
[Send PM](#)

Aug 16, 2008 at 2:07am

It was 1977 for sure. I am off to Lethbridge to NAPA and then to the Library to pull up old articles. I will pass it on. The plane was destroyed hands down. There are spruce trees up there 400 years old. It clipped the highest ridge up there as in the photos I sent erv. I will not post the site itself without permission from family. It IS the spot, on my mothers grave. I hope I can pass on more info tonight.

ranchoutlaw

F-106 Qualified

Aug 16, 2008 at 5:53am

Lt. David L. Denning, age 28. Did not Survive. At the



Currently: **Offline**
 Posts: 11
 Location:
 Joined: August 2008
[Send PM](#)

Library in Lethbridge in archive vault at this moment, sorry about the spelling. photo copied the June 9, and June 10 1977 newspaper for the info. Major Gary Hindoien of the US National Guard made comments about it. NORAD exercises with our VooDoo's at the time. The first night they thought he got out in time but did not.

120th Fighter Interceptor group of the National Guard. David got his wings in 1973. Operations were conducted at night to avoid commercial air traffic. National Guard spokesman- Colonel Emmett Whalen NORAD spokesman Lt. Colonel Fred Judd said jets carry 'live' warheads flying over Alberta. Judd confirmed two jets in area of crash 0030. Will post articles when I get home. Rest in peace David. I am sure many knew, but I did not, till now. I am going to have a beer now.

Aug 16, 2008 at 7:32am

pat perry
 Administrator



"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."

Currently: **Offline**
 Posts: 3,151
 Location: Flower Mound, TX (DFW)
 Joined: March 2004
[Send PM](#)



Hi Reid Moynihan,
 Great job on the research work! I have not heard any reply's yet from the 186th Officers. But since you got the name I did some more looking and found the following.

Google searching on "David L. Denning" I found this www.rcgroups.com/forums/showthread.php?p=4543465

Text from Rob Mueller, Alberta Canada, RC modeling blog posting Nov 4, 2005 w/picture:
 "Back in June 9 of 1977 a F-106 from Malstrom AFB in Montana crashed into the Porcupine Hills of southern Alberta missing the fire lookout tower by less than 100 meters. I was flying a patrol in August of this year and snapped this photo. You can still see the Triangular shaped impact zone near the tower. It had 4 live sidewinder missiles that were retrieved by the US Military, as our crews extinguished the fire. Unfortunately pilot David L. Denning did not eject in time."

Click on pic to go to site then click on "Full Size" in the upper right corner

Maybe Rob knows where the family is located?

Also of interest:
www.airforcememorial.org/heroes/leavetribute.asp Leave a tribute to a hero

www.airforcememorial.org/heroes/tributes.asp Shows

tributes that have been submitted. Tributes are ordered by latest date with no search capability.

Once we get all the details we may add something to the tribute pages. There may be plenty of others we have lost that we want to leave a tribute for as well.

Thanks,
Pat Perry
456th FIS

Visit The Main F-106 Website www.f-106deltadart.com/

Visit the 456th FIS pages here www.f-106deltadart.com/456fis.htm

Aug 16, 2008 at 10:01am

ranchoutlaw

F-106 Qualified



Currently: **Offline**
Posts: 11
Location:
Joined: August 2008
[Send PM](#)

Thanks, I will fax or email what I had printed off at the Library. Quote from the Lethbridge Herald. 'It was earlier reported that Denning survived the Crash, when two emergency signals were detected about 20 miles from the crash site. It was thought the signal originated in an emergency transmitter located in the pilots seat which would have been ejected if denning had bailed out".

Major Gary Hindoien, base spokesman, said a team of investigators had been flown to the scene to examine the wreckage. But "we have no idea what caused the crash". It carried four air to air missiles with conventional high explosive warheads. Dave Preikshot, Canadian armed forces spokesperson. "there were no Nuclear missiles involved".

Forestry officials and RCMP were the first to the scene. Rescuers found dennings body near the wreckage after the forest fire caused by the crash was brought under control. Hindoien said the smashed parts of the aircraft will be examined at the site and sent to various logistics depots in the USA for detailed inspection.

'The Plane was pretty much destroyed" Hindoien said. "It took two walk throughs by experienced pilots to find the seat".

That is what I found. I will continue to research and find out more. Thanks again. Still want to find his wingman.

Aug 18, 2008 at 2:46am

pat perry
Administrator

Thanks to Reid Moynihan for supplying more pictures. We



"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."

Currently: **Offline**
Posts: 3,151
Location: Flower Mound, TX (DFW)
Joined: March 2004
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will add to the collection as more information becomes available.

Thanks,
Pat P.
456th FIS

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Visit the 456th FIS pages here www.f-106deltadart.com/456fis.htm

ranchoutlaw

F-106 Qualified



Currently: **Offline**
Posts: 11
Location:
Joined: August 2008
[Send PM](#)

Aug 19, 2008 at 2:11pm

Well, thanks for everything Pat. Everyone has been so kind, even the Montana National Guard. I found out alot more. I was mailed the Alberta Forestry report and have some articles which stated the offical incident.

The report which was released under the US freedom of information act, says pilot Lt Dave Denning was instructed during NORAD defence excercises to attack a mock enemy plane flying at 6000 feet when he crashed into dense bush in the Porcupine Hills. His Crash Altitude was 5,980 feet. U.S Military officials are unable to explain why Denning-a 28 year old Great falls car salesman flying for the air national guard-was not given the actual target altitude of 35,000 feet.

The report says the guardsman was following a cockpit monitor linked to NORAD attack headquarters in the United States.

After Intercepting and destroying one mock enemy plane at 20,000 feet, Denning was given a second target t 12:18 am, 45 minutes after his f-106 fighter armed with four conventional warheads left Malstrom Air Force base, near Great Falls.

Although the intended alttitude of his second target was 35,000 feet, the pilots monitor indicated an attack altitude of 6000 feet.

The USAF reports says Denning questioned the alttitude

and a NORAD controller checked and confirmed the altitude.

The report states Denning dropped to 10,000 feet from 20,000 feet before receiving confirmation of the 6000 foot target altitude. After the guardsman told attack coordinators he was preparing to attack the target from the rear, NORAD controllers lost radio and Radar contact.

Meanwhile US Military officials have since then ordered that the lowest permissible altitude for future exercises over Southern Alberta and Northern Montana would be set at 14,000 feet. What Norad saw was the forestry lookout tower and banked away last milli-second and crashed.

-Forestry had George Hames living at the tower (with Wife Marilyn that night) and claims the last second bank saved them.-according to Alberta Forestry report. an F-105 was flying nearby and aided in the search. The beacon giving false reports was a helicopter 20 miles away.

Aug 19, 2008 at 11:36pm

Jim

Global Moderator



THE IRISH ONE

Currently: **Offline**
Posts: 6,605
Location: Payson AZ
Joined: March 2004
Retired: USAF
[Send PM](#)



Thanks outlaw for your diligence in this, your search an answer , and for sharing your findings.....The Lt questioned his target's altitude and NORAD confirmed that your fire tower was flying at 6000- best I recall this confirmation should have included the tower's air speed.....Wonder who got charged with the accident????????? The Old Sarge asks that you keep in touch.....Thanks, and may Oh Canada be sung loud and clear....

Since light travels faster than sound, some people appear bright until you hear them speak

Aug 20, 2008 at 12:13am

ranchoutlaw

F-106 Qualified



I am not a Military man, just a Cowboy, just passing on what I had found. I do not know what became of it, nor do I have the knowledge to question the Military. Very sad for sure though. We are going to put something there for him. I will send Pat everything I have.

Currently: **Offline**
Posts: 11
Location:
Joined: August 2008
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Jim

Global Moderator



THE IRISH ONE

Currently: **Offline**
Posts: 6,605
Location: Payson AZ
Joined: March 2004
Retired: USAF
[Send PM](#)



Aug 20, 2008 at 2:34am

Will contribute- let me know and again THANKS COWBOY for living up to the old time meaning of the name..... The Old Sarge

Since light travels faster than sound, some people appear bright until you hear them speak