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### ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM:

[Redacted]

O/AA/DDA

[Redacted] Key

EXTENSION

3844

NO.

DATE

26 September 1975

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1.

Mr. Blake

26 SEP 1975

7

2.

*Registry (file)*

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

Attached is a memo from [Redacted] setting forth all information currently available on the missing Volpar.

[Redacted]

APPROVED FOR RELEASE [ ] DATE: 04-May-2009

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25 SEPTEMBER 1975

MEMO FOR THE RECORD

THE FOLLOWING INFORMATION WAS PROVIDED BY [ ] OF [ ] ON 24 SEPTEMBER 1975 AND AUGMENTS THE LIMITED DETAILS HE ORIGINALLY PROVIDED ON 23 SEPTEMBER REGARDING THE PROBABLE LOSS OF VTB [ ]

VTB [ ] PILOTED BY [ ] WAS ONE OF THREE AIRCRAFT THAT [ ] WAS FERRYING IN A GROUP FROM TAINAN, TAIWAN TO ROSWELL, NEW MEXICO. THE OTHER TWO AIRCRAFT IN THIS GROUP WERE TWIN OTTER [ ] PILOTED BY [ ] (PRESIDENT OF [ ]) AND VTB [ ] PILOTED BY [ ] THE ABOVE THREE AIRCRAFT LEFT MIDWAY FOR ADAK ON 22 SEPTEMBER 1975; [ ] DEPARTING AT 0639L WHILE [ ] AND [ ] DEPARTED AT 0720L AND 0725L RESPECTIVELY. WEATHER AT THE TIME OF TAKEOFF WAS REPORTED TO HAVE BEEN GOOD. PER [ ] [ ] HAD EXPERIENCED GARBLED TRANSMISSIONS WHILE ON THE GROUND AT MIDWAY BUT SINCE THE RADIOS HAD BEEN FUNCTIONING PROPERLY UP TO THAT POINT, THE PILOT PROBABLY ATTRIBUTED THIS TO THE RADIO EQUIPMENT BECOMING DAMP DURING A HEAVY RAIN THE NIGHT BEFORE AND FELT THAT AFTER IT HAD HAD AN OPPORTUNITY TO "BAKE OUT" FOR AN HOUR OR SO WOULD FUNCTION PROPERLY.

IT WAS NOT UNTIL THE THREE AIRCRAFT WERE APPROXIMATELY HALF WAY INTO THE FLIGHT THAT ALL VOICE COMMUNICATIONS WITH [ ] WERE LOST BUT NEITHER OF THE OTHER TWO PILOTS BECAME TOO ALARMED AS [ ] HAD A HABIT OF SHUTTING DOWN HIS RADIOS IN FLIGHT FOR VARYING LENGTHS OF TIME WHEN HE BECAME TIRED OF WEARING HIS HEADSET. [ ] STATED THAT HE HAD "CHEWED OUT" [ ] ON SEVERAL OCCASIONS FOR DOING THIS BUT ALSO SAID THAT "YOU ARE NOT GOING TO CHANGE THE FLYING HABITS OF A PILOT WITH AS MANY HOURS AS [ ] HAD".

IT WAS NOT UNTIL APPROXIMATELY ONE HOUR AFTER VOICE COMMUNICATIONS WITH [ ] WERE INITIALLY LOST THAT EITHER [ ] OR [ ] BECAME OVERLY ALARMED WITH THEIR INABILITY TO ESTABLISH CONTACT. AT THIS POINT [ ] DID HEAR [ ] INTERMITTENTLY KEYING HIS ELT AND WAS ABLE TO MONITOR THESE SIGNALS UNTIL [ ] WAS APPROXIMATELY 75 MILES OUT OF ADAK AT WHICH TIME THESE SIGNALS FADED OUT. [ ] AND [ ] PROCEEDED ON INTO ADAK AND LANDED AT 160LL AND 1757L RESPECTIVELY.

[ ] STATED THAT WEATHER IN ROUTE WAS SUCH THAT HE LOGGED APPROXIMATELY FOUR (4) HOURS INSTRUMENT TIME AND ALTHOUGH HE HIMSELF WAS ABLE TO MAINTAIN HIS PLANNED COURSE THROUGHOUT THE ENTIRE FLIGHT, [ ] AT ONE POINT WAS APPROXIMATELY 130 MILES OFF COURSE AND HAD TO MAKE THE APPROPRIATE CORRECTIONS.

WEATHER AT ADAK AT THE TIME OF ARRIVAL WAS VFR AND [REDACTED]  
LANDED WITH APPROXIMATELY THREE HOURS RESERVE FUEL ABOARD WHILE  
[REDACTED] HAD BETTER THAN FOUR HOURS RESERVE FUEL.

COMBINED SEARCH AND RESCUE (SAR) OPERATIONS WERE LAUNCHED  
BY THE AIR FORCE, COAST GUARD AND NAVY ON SEPTEMBER 23RD UNDER  
THE DIRECTION OF CMDR. E. G. HIMES AND LT. RICHARD CARVER  
BUT PRODUCED NO RESULTS. THESE EFFORTS WERE RESUMED ON THE  
24TH USING SIX FIXED WING AIRCRAFT AND ONE HELICOPTER BUT AS OF  
1130L THEY AGAIN HAD PRODUCED NOTHING. SAR EFFORTS WILL  
CONTINUE AND [REDACTED] WILL KEEP US ADVISED OF WHAT DEVELOPS.

[REDACTED]

[REDACTED]