

1-20

DATE

TOP SECRET

ROUTING		
1	Idea	9
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TO :  
FROM :  
ACTION:  
INFO :

IN: 63259

TO

INFO

CITE

TOP SECRET 241334Z CITE [ ]

25X1

IMMEDIATE [ ]

[ ]

[ ] SENDS:

1. BEEN A BUSY DAY. DIVERS STARTED WORK 0600L RECOVERING WRECKAGE. CRANE ARRIVED 0630 AND HAD ENGINE ABOARD LCV AT 0930. ALL MAJOR PORTIONS OF WRECKAGE ON BOARD LCV BY 1500. MAJOR PIECES TAIL SECTION WITH TAIL PIPE, ENGINE ARE CLEAN. QUICK LOOK AT FIRST STORAGE COMPRESSOR LOOKS LIKE POSSIBLE SLOW ROTATION OF THIS SECTION PRIOR TO IMPACT. ALL COMPONENTS BROKEN OFF ENGINE.

2. RIGHT WING IN TWO SECTIONS, ABOUT 15 FT. EACH. LEFT WING IN ONE PIECE BROKEN TIP AND ROOT. COCKPIT SECTION IN SHREDS, WIND SCREEN AND PART OF INSTRUMENT PANEL INTACT. ENGINE INSTRUMENTS THAT WERE RECOVERED INDICATED ENGINE STOPPED. HACK WATCH RECOVERED WITH FACE BROKEN, STOPPED AT 1637 [ ] AIRSPEED STOPPED AT APPROX 220 KNOTS.

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TOP SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

25X1

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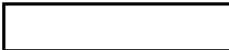
T O P S E C R E T

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3. RECOVERED ALL SPECIAL EQUIPMENT WITH EXCEPTION OF THE OS AND SOME PARTS OF THE B-2. PORTION OF THE B-2 THAT WERE RECOVERED WERE BADLY DAMAGED AND WIDELY SCATTERED. SPECIAL EQUIPMENT LOCATED IN SECURED COMPARTMENT ABOARD SHIPS, ACCESS CONTROLLED BY AP.

4. AT 1600 TODAY, RENTED LOCAL FISHING BOAT AND FISHERMEN TOOK US DIRECTLY TO THE EJECTION SEAT. THE SEAT WAS RECOVERED ABOUT 1/4 MILE WEST OF WRECKAGE, IN ABOUT THE SAME LOCATION BODY WAS RECOVERED. ALSO RECOVERED HALF OF THE SEAT PACK (PART WITH OXYGEN BOTTLE) AT SAME SPOT EJECTION SEAT LOCATED.

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5. THROUGH HAND SIGNALS, FISHERMAN INDICATED HE WITNESSED ACCIDENT AND DESCRIBED TO  AND I HOW CANOPY PARTIALLY SEPARATED AND EJECTION SEAT STRUCK FRONT EDGE OF CANOPY PRIOR TO ITS CLEARING THE AIRCRAFT. HE ALSO INDICATED, AGAIN BY HAND SIGNALS, THAT HE HEARD TWO EXPLOSIONS (POSSIBLY CANOPY AND THE SEAT INITIATORS. HIS TESTIMONY, ALTHOUGH NOT VEREAL, WAS VERY CONVENCING. PARTICULARLY IN VIEW OF THE CONDITION OF THE BROKEN CANOPY. I EXAMINED THE CANOPY AND FOUND THE FRONT EDGE OF THE FRAME MISSING AND THE MAJORITY OF THE BROKEN GLASS IN THE FRONT PORTION OF THE CANOPY. THE CANOPY HAD BEEN FIRED AND INITIATORS THAT WERE FOUND HAD WORKED. BOTH STRIKER PADS ON THE CANOPY ARE MISSING. WILL INTERROGATE FISHERMAN DESCRIBED ABOVE TOMORROW, USING THE SERVICES OF AN INTERPERTER.

6. EXAMINATION OF THE EJECTION SEAT REVEALED SOME COMPRESSION BUCKLING OF THE SEAT IN THE AREA BEHIND THE PILOTS HEAD.

T O P S E C R E T

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[REDACTED]

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7. I HAVE GONE INTO CONSIDERABLE IN THIS REPORT BECAUSE I FEEL WE MAY HAVE A SERIOUS ERROR IN THE INTERGRITY OF SEQUENCING OF THE EGRESS SYSTEM OR FAILURE OF THE STRIKERS PAD MOUNTS THAT COULD AFFECT THE FLEET. TO FURTHER FORTIFY THIS CONCLUSION, MY DISCUSSION WITH [REDACTED] LAST PM INDICATED THAT THE

25X1

[REDACTED]

STAT

8. STILL HAVE ABOUT A HALF DAYS WORK REMAINING IN RECOVERY OF BITS AND PIECES. SHOULD HAVE WRECKAGE INTO PORT BY TOMORROW EVENING AND COMMENCE OFF LOADING BOAT BY 2100. SHOULD DEPART LATE TOMORROW EVENING BY C-124. INCIDENTALLY REQUESTED C-124 HAD NOT ARRIVED [REDACTED] AS OF 24/2115.

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9. WILL SEND DEPARTURE MESSAGE TOMORROW EVENING. EXCELLENT SUPPORT RECEIVED FROM [REDACTED]

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T O P S E C R E T TOR: 241452Z JUN 66