

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

0725Z 18 FEB 66

SECRET

1	5
2	10
3	15
4	20
5	25
6	30
7	35
8	40
9	45
10	50

TO : DIRECTOR

FROM : [REDACTED]

ACTION:

INFO :

25X1

25X1

PRIORITY

25X1

IN 88935

TOR: 0814Z 18 FEB 66

OSA 1-20

*Am*

TO PRIORITY [REDACTED]

INFO PRIORITY [REDACTED]

CITE [REDACTED]

FROM [REDACTED]

25X1

REF A: [REDACTED]

25X1

REF B: [REDACTED]

SUBJECT STATUS REPORT 372 ACCIDENT.

1. TEAM DID NOT RETURN TO ACCIDENT SITE 18 FEB SINCE MAJOR PORTION OF MORNING UTILIZED IN COORDINATING [REDACTED] POSITION RE WHETHER OR NOT [REDACTED] DESIRED EXPEDITED ACTION. IMMEDIATELY AFTER POSITION ESTABLISHED TEAM DEPARTED FOR [REDACTED] BUT G-47 GROUND ABORTED AND REPAIRS OR REPLACEMENT AIRCRAFT COULD NOT BE PROVIDED IN SUFFICIENT TIME TO MAKE EFFECTIVE USE OF REMAINING DAY LIGHT HOURS AT SITE. TEAM NOW SCHEDULED TO DEPART [REDACTED] EARLY MORNING 19 FEB. FOLLOWING ACTIONS ARE PLANNED:

- (A) BEGIN CLEARING AWAY BRICK, CEMENT, AND RUBBLE FROM BENEATH, ON, AND AROUND AIRCRAFT. [REDACTED] HAVE BEEN MADE AVAILABLE AND WILL BE UTILIZED PER [REDACTED] INSTRUCTIONS.
- (B) ADDITIONAL PHOTOS WILL BE TAKEN. (C) DEPENDING UPON ACCESSIBILITY, FUEL, OIL, HYDRAULIC FLUID, AND OXYGEN SAMPLES

(CONT'D)

SECRET

GROUP 1  
EXCLUDED FROM AUTO.  
DOWNGRADING  
AND DECLASSIFICATION

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MOR/CDF

[REDACTED] IN 88935)

S E C R E T

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WILL BE TAKEN. (D) UNTIL CLEAN UP IS ACCOMPLISHED IMPOSSIBLE TO REMOVE CLASSIFIED SYSTEMS AND EQUIPMENT. PRESENTLY PLAN TO LEAVE EQUIPMENT INSTALLED AS IS UNDER GUARD AND REEVALUATE FEASIBILITY OF ATTEMPTING REMOVAL PRIOR TO MOVING AIRCRAFT.

APPEARS NOW THAT BEST POSITION MAY BE TO REMOVE SYSTEMS AFTER

AIRCRAFT FUSELAGE RETURNED [REDACTED] (E) REQUIREMENTS AND 25X1

AVAILABILITY OF SALVAGE EQUIPMENT FROM [REDACTED] 25X1

WILL BE ESTABLISHED. OTHER EQUIPMENT WILL BE IDENTIFIED AND

MOVED FROM [REDACTED] (F) LOCATION AND IDENTIFICATION OF ADDITIONAL 25X1

WITNESSES AT [REDACTED] INCLUDING BRIEF OR TRANSCRIPT 25X1

OF UHF TRANSMISSIONS ON [REDACTED] 25X1

2. GENERAL CLEANUP IN AREA WILL REQUIRE APPROXIMATELY ONE DAY. AFTER CLEANUP AIRCRAFT WILL BE RETAINED IN PRESENT CONFIGURATION UNTIL VIEWED BY INVESTIGATION TEAM. WILL ATTEMPT TO TAKE CONCERNED TEAM MEMBERS FROM [REDACTED] FOR VIEW OF SITE 25X1 ON SUNDAY AFTERNOON AND RETURN, IF THEIR ARRIVAL TIME PERMITS. SALVAGE OPERATIONS COULD THEN COMMENCE ON MONDAY AND PROBABLY BE COMPLETED TUESDAY. DELAYING THE ABOVE ACTIONS UNTIL TEAM ARRIVES WOULD PROBABLY EXTEND COMPLETION OF SALVAGE UNTIL AT LEAST NEXT THURSDAY.

3. HAVE REQUESTED BY SEPARATE MESSAGE LATEST [REDACTED] AND 25X1 WRIGHT PATTERSON FUEL REPORT ON BATCH 41A WHICH WAS USED EXCLUSIVELY FROM 4 FEB THROUGH 16 FEB.

4. CAUSES OF REPORTED OVER TEMP WHICH LEAD TO SHUT DOWN REMAIN UNKNOWN AT THIS TIME. ALSO HAVE NO FACTUAL INFO TO SUPPORT WHETHER

(CONT'D)

S E C R E T

[REDACTED] (IN 88935)

S E C R E T

25X1  
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OR NOT ANY OTHER SYMPTOMS WERE NOTED. INSPECTION AND/OR TDR  
OF ENGINE AND ACCESSORIES SHOULD PROVIDE ANSWERS TO THE QUESTION.  
DETERIORATION OF WEATHER AT [REDACTED] AFTER FIELD WAS REPORTED 25X1  
"IN SIGHT AND GOING CHANNEL ONE" PROBABLY CAUSED PILOT TO  
DIVERT TO [REDACTED] REASON FOR ATTEMPTED FLAMED OUT APPROACH 25X1  
DOWN WIND AT [REDACTED] IS UNKNOWN. DISCUSSION WITH [REDACTED] 25X1  
TOWER PERSONNEL MAY SHED LIGHT ON THIS POINT.

5. NAMES OF CASUALTIES AND FATALITIES WITH FAMILY ASSOCIATION  
WILL BE VERIFIED AT THE SCENE NEXT VISIT. PROPERTY DAMAGE WILL  
ALSO BE FURTHER IDENTIFIED.

END OF MESSAGE

S E C R E T