

Executive Re

11-9008/a

10 NOV 1959

cash

Mr. C. H. Marek, Jr.

[Redacted]

STAT

Dear Mr. Marek:

Thank you very much for your letter of 3 November concerning airplane accidents and for the enclosed article from the Denver Post on the crash of an Air Force plane.

This is a subject which is not within the purview of the Central Intelligence Agency and I might suggest that you write to the Department of the Air Force about this matter. However, your courtesy in writing to us is indeed appreciated.

Sincerely,

Signed

[Redacted]

Assistant to the Director

STAT

STAT

O/DCI, [Redacted] bak(10 Nov. 59)

Distribution:

- Orig. - Addressee
- 1 - JSE
- 1 - AAB
- ✓ 1 - ER w/basic & encl.

DOCUMENT NO. 26
 NO CHANGE IN CLASS.
 DECLASSIFIED
 CLASS. CHANGED TO: TS S C
 NEXT REVIEW DATE:
 AUTH: HR 70-2
 DATE: 2482/1 REVIEWER: [Redacted]

STAT

M

Executive Registry

11-9008

STAT

November 3, 1959

STAT

I'm extremely interested in plane accidents for I think there is a possibility that the unidentified flying objects is the cause of many of these accidents. So I decided to send you a letter concerning this mystifying situation.

First of all, lets review the crash of the Piedmont Airlines DC3:

The Piedmont Airlines DC3, en route from Washington to Roanoke, Virginia, was last heard from at 8:24 p.m. on October 30, 1959, when Capt. George Lavrino, the pilot requested landing instructions at Charlottesville, Virginia. At that time the plane was believed to be about six minutes from touchdown. The wreckage 18 miles west of Charlottesville was not sighted until 8:30 a.m. Sunday.

The lone survivor E. Paul Bradley, of Clifton Forge, Virginia said the pilot never gave any indication there was anything wrong.

Also, the pilot's wife, Mrs. George Lavrino said she thought he would be O.K. because "He's flown this route so often."

Now, on February 13, 1955 a Belgian Airlines DC6 carrying 29 persons, including four Americans, was approaching Rome's Ciampino Airport, cleared for a routine landing. A few minutes before it was due at the field, the Belgian captain radioed that he had seen a "fireball" in the sky. Before he could finish his report, the radio went dead. Airport tower operators anxiously scanned the sky, but the plane did not appear.

During the search for the missing airliner a mysterious "orange spot in the sky" was reported near Rome.

Then, after a six-day search, the lost plane was found wrecked in the mountains, with all aboard dead.

Here we have two very similar plane accidents, except in the Belgian Airlines DC6 crash a "UFO was sighted."

There is something very weird going on the way so many planes are crashing

Enclosed is article from THE DENVER POST, concerning an Air Force F104 Starfighter that crashed minutes after taking off into a house in Dayton, Ohio, yesterday.

It is certainly very alarming they keep on crashing minutes before landing or taking off, exploding in flight, catching fire in flight, having structural failure in flight, and going out of control in flight, and this has been going on a long time.

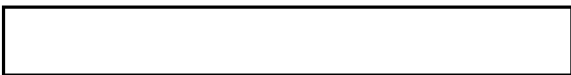
I will be looking forward in hearing from you for I would certainly appreciate having your opinion concerning these plane accidents.

Sincerely yours,

C. H. Marck Jr.

C. H. Marck, Jr.

STAT



Assistant to the Director
CENTRAL INTELLIGENCE AGENCY
Washington, D. C.



AP Wirephoto

CRASH SCENE AFTER F104 DEMOLISHED HOUSE AT DAYTON
Two children were killed and their mother was injured.

Jet Hits House; 2 Children Die

DAYTON, Ohio, Nov. 2.—(UPI)—An Air Force F104 Starfighter jet, one of the world's fastest airplanes, crashed into a house near here Monday, killing two children and injuring their mother. The pilot bailed out unhurt.

The plane crashed into the rural home of Mr. and Mrs. John H. Shoup. It crumbled the brick structure and set it afire.

Neighbors said the Shoup's children, Marie Lynn, 12, and Lori, 2, were inside the house and were killed.

They said Mrs. Shoup was outside of the house at the time, walking toward the garage. Her clothing caught fire. L. W. Allen, who lives across the street from the Shoup home, wrapped a cloth around the woman and doused the flames.

The plane crashed minutes after taking off from nearby Wright-Patterson Air Force Base.

Shortly after the plane crashed the pilot, Maj. James W. Bradbury, 34, telephoned the base to report he had ejected himself and was not injured.

Mrs. Marjorie Butts, who lives

in the home nearest the Shoup's, said the plane plowed into the Shoup's house.

"I was washing dishes," Mrs. Butts said. "I heard this terrible roar. There was an explosion. I rushed outside. The house was on fire.

Both Mrs. Butts and Allen said the Shoup children were killed.

The mother was taken to Miami Valley Hospital in Dayton.

The public information office said it did not know what caused the crash. It dispatched emergency crews to the scene.

The office said the plane was believed to be at an altitude of four to five thousand feet when Bradbury ejected himself from it.

The Starfighter holds world's speed and altitude records for planes in production. It has flown at speeds of 1,500 miles an hour and at altitudes in excess of 91,000 feet, the information office said.