

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

NOT CRIMINAL CASE

Use this form in accordance with AAF Reg. 63-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

ACTS	DATE	ACCIDENT NO. 50-1-26-3	TYPE, MODEL AND SERIES C-54-8
PRELIMINARY REPORT RECEIVED	1-30		
FORM 14 RECEIVED	2-1		
EVALUATED BY	THUX 3-2-50		
REVIEWED BY	9th 3-30		
CHECKED BY	72	No. AIRCRAFT INVOLVED	
COPIED BY	13th 1-30		

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Same.
Tulcan Territory

2. NEAREST ARMY AIRFIELD, Distance and Direction from Same.
Unknown

3. WAS COLLISION WITH OTHER AIRCRAFT?
☐ Yes ☒ No

4. AF NO. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft)
42-72469

5. DATE
26 Jan 50

6. HOUR AND TIME CONT.
Unk

7. DAY
Unk

Section B—AIRCRAFT

1. AIRCRAFT NO.
42-72469

2. TYPE
C

3. MODEL
51

4. HOME STATION
Biggs Air Force Base, Texas

5. AIR FORCE OR COMMAND
8th Air Force

6. WING
5th

7. GROUP NO. AND TYPE
2nd Strategic Support

8. SQUADRON
2nd SSS

9. DATE OF MANUFACTURE
18 Feb 45

10. TOTAL HOURS
4357

11. DATE LAST OVERHAUL
7 Aug 49

12. OVERHAULING DEPOT OR NON-DEPOT
Tempeco, Dallas, Texas

13. HOURS SINCE OVERHAUL
345

Attach detailed statement of each person having direct bearing on this accident which have not been compiled with. Describe where and give reasons for.

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME
McMICHAEL

2. FIRST NAME
Kyle

3. MIDDLE INITIAL
E

4. GRADE
1st Lt

5. BRANCH
USAF

6. ASN
AO-666565

7. SEX
M

8. AGE
28

9. ATTACHED STATION
Biggs AFB, Texas

10. AF OR COMMAND
SAC

11. DUTY STATION
8th AF

12. WING
5th

13. GROUP NO. AND TYPE
2nd Strategic Support

14. SQUADRON
2nd SSS

15. AIRCRAFT RATING
☒ Yes ☐ No

16. PRESENT RATING
Sr. Pilot 2-1

17. DATE RECEIVED
5 Jan 50

18. NORMAL DUTY STATUS
Pilot 1024

Section D—OPERATOR'S FLYING EXPERIENCE (including civilian)

1. FLYING TIME

2. TOTAL HOURS
1540

3. HOURS THIS TYPE
1249

4. HOURS THIS MODEL
1249

5. HOURS LAST 90 DAYS
183

6. HOURS LAST 30 DAYS
Unk

7. HOURS LAST 15 DAYS
Unk

8. ACTUAL COPILOT HOURS
00

9. OTHER PILOT OR OTHER ACCIDENT
042

10. PILOT IN COMMAND AND HOURS IF operator was accident in landing or failed pilot in CTR, OTU, etc.
Not Applicable

11. PHASE AND HOURS IN THIS PHASE
Not Applicable

12. INSTRUMENT RATING
Green 10 Mar 50

13. TOTAL INSTRUMENT
166

14. INSTRUMENT LAST 90 DAYS
58

15. INSTRUMENT LAST 30 DAYS
1

16. INSTRUMENT LAST 15 DAYS
67

17. NIGHT LAST 90 DAYS
7

18. NIGHT LAST 30 DAYS
0

19. NIGHT LAST 15 DAYS
0

20. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES
Jones Fld, Bonham, Texas
Perrin Fld, Sherman, Texas
Lake Charles Fld, Lake Charles, Louisiana
Photo School, Lowry AFB, Colo.
Tower Oper School Langley AFB, Va.

Section E—PERSONNEL INVOLVED (including operator and all other persons, whether in plane or not)

DOVT AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF ASST. (If any)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	AFSN (AAF Reg. 15-1)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	PARACHUTES
(1)	(2)	(3)	(4)	(5)	(6)	(7)	USED (8) SUCCESSFUL (9)
1P	McMICHAEL, KYLE E.	P	AO-666565	1/Lt USAF		1st SSS 8th AF	Unk
P	TISIE, MIKE	P	AO-240003	1/Lt USAF		2nd SSS 8th AF	Unk
CP	BRITAIN, JERALD F.	Sr P	5665A	Maj. USAF		1st SSS 8th AF	Unk
N	METZLER, JOSEPH W.	AO/N	AO-2077908	1/Lt USAF		1st SSS 8th AF	Unk
AO	Gibson, Clarence A.	AO/ROAF	11120690	S/Sgt USAF		1st SSS 8th AF	Unk
CE	Streitmann, Clyde A.	AO/E	AF-13012427	T/Sgt USAF		2nd SSS 8th AF	Unk
CE	McConagley, Harry W.	AO/E	AF-33109286	T/Sgt USAF		2nd SSS 8th AF	Unk
CE	Snow, Raymond H.	AO/E	AF-38627421	S/Sgt USAF		2nd SSS 8th AF	Unk

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state.)

1. TO AIRCRAFT

(14) 2 11 Missing

2. TO ENGINE

3. TO PROPELLER

4. TO PRIVATE PROPERTY (REPLACED OR ATTACHMENTS)

Unknown

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

1. DURATION OF FLIGHT SINCE LAST TAKE-OFF

HOURS

MINUTES

	(1)	(2)	(3)	(4)
2. ENGINE MODEL				
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DESIGN OR SUB-DESIGN PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, OR BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

Unknown

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY

Unknown

11. OBTAIN SIGNATURE OF FORM

ENGINEERING OFFICER (Name, Grade, and Station)

Unknown

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

1. DESCRIBE THE MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

Unknown

ENGINEERING OFFICER
(Name, Grade, and Station)



Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, ditching, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane.)

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS

Unknown

Section J—AIRPORT AND FACILITIES AND AIRWAY

(Use this section if the airport or the facilities and/or airway facilities were a contributing factor in the accident, or if, because of inadequacy, condition, or poor maintenance.)

1. EXPLAIN

Unknown

Section K—WEATHER (This must be signed by weather officer of the reporting station)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT? Weather over route was as follows: Clear to scattered over entire route except in immediate White Horse area where it was 7500 ft.
2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS
overcast, visibility 30 miles. Slight possibility of ice in vicinity.
XX MSG R 95 0 50 0 30 338/13/12 S SE 1 037 SC3AC7 BRKS HIR CLDS VSB.

WEATHER OFFICER
(Name, Grade, and Station)

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

UNKNOWN

2. WHAT WAS THE MESSAGE?

S-27

A

3. DID PILOT OCCUR UPON
EXAMINING?

Unk

☐ YES ☒ NO

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Unknown

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None

6. KIND OF CLEARANCE (Attach Form 20)

IFR

FROM

Elmendorf AFB

TO

Great Falls AFB

OR LOCAL

STATION OF LAST DEPARTURE

Elmendorf AFB, Alaska

7. IS THIS FORM BEING SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT. GIVE UN No. AND DATE

Not Applicable

8. REASON FOR AND ATTACK COST

Not Applicable

9. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 31-111

☐ YES ☒ NO

10. ARE PHOTOS ATTACHED?

☐ YES ☒ NO

Section M-DESCRIPTION OF THE ACCIDENT

1. Fill in Narrative Form, to as much detail as necessary, everything that is known about the accident. Be sure to cover everything that may have contributed toward the accident. Include recommendations for action to prevent similar accidents, and action taken.

AF-2469 C-54, was enroute from Elmendorf AFB, Alaska via Green eight (8) and Amber two (2) to Great Falls AFB. Last position given was over Snag Radio at 2309 Z. Nothing has been heard from aircraft since.

Air Rescue Service, Cravell Point, Washington 25, D.C. has been requested to submit a complete mission report on the search for C-54 42-72469. Upon receipt of this mission report, copies of said report will be submitted as a supplement to this report.

2. Recommendations All aircraft flying the Alaska run file an IFR flight plan and stay on airways at all times.
- That all crew members and passengers be briefed by the clearance officer at the port of embarkation on the route to be flown and survival procedure.
- That definite records be made by the clearing authority as to the survival equipment aboard the aircraft, oxygen, parachutes, and safety belts to be sufficient for crew members and passengers.
3. Action Taken All personnel flying Alaska runs have been briefed at this station. That this information be brought to the attention of all ports of embarkation and debarkation in the Alaska territory.

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: Biggs Air Force Base, Texas

NAME - PRESIDENT William B. Stull Jr.		NAME - MEMBER Wanda O. O'Leary		NAME - INTELLIGENCE OFFICER Albert W. Wright	
GRADE Lt Col	ORGANIZATION Hq Hq Sq, 97 Bn Wg	GRADE Major	ORGANIZATION Maint Sq 97 Stp Gp	GRADE 1st Lt	ORGANIZATION Hq 97th Bn Gp
NAME - MEMBER H. M. Tolan		NAME - MEMBER Spencer A. O'Brien		NAME - MEMBER Ernest M. Wells	
GRADE Capt.	ORGANIZATION 1st SSS	GRADE Lt Col	ORGANIZATION 97th Sta Med Gp	GRADE 1st Lt	ORGANIZATION Hq Hq Sq, 97th ABGp

1-26-3
C-54D

RESTRICTED

- | | | | |
|----------------------------|--------|-------------------|---|
| 1. Dolansky, Eldon V. | Mr. | Phileo Technician | CIV 2779 |
| 2. Espe, Joyce M. | Mrs. | Dependent) | M/Sgt Robert A. Espe, AF-6938044, 57th |
| 3. Espe, Victor E. | Infant | Dependent) | Air Installations Sq, Elmendorf, Alaska |
| 4. Faris, Jack P. | T/Sgt | AF-18306681, | 5039th Air Repair Sq., Ft Rich, " |
| 5. Ahearn, Robert | S/Sgt | AF-31097689, | 66th Ftr. Sq., Ft. Rich, " |
| 6. Lively, Burnis T. | S/Sgt | AF-39310115, | 5039th Equip. Rep. Sq, Air Depot Wing |
| 7. Mangold, Raymond G. | S/Sgt | AF-3947834, | 65th Ftr. Sq., Ft Rich, Alaska |
| 8. McDonald, John J. | S/Sgt | AF-11143723, | 64th Ftr. Sq., " " " |
| 9. Tompkins, Clinton D. | S/Sgt | AF-16036868, | 66th Ftr., Sq., " " " |
| 10. Asel, Ray L. | Sgt | AF-19018456, | 57th Motor Veh Sq. " " " |
| 11. Dagl, Donald W. | Sgt | AF-17191459, | 5039th A/c Repair Sq, FT Rich, Alaska |
| 12. Jones, Noel B. | Sgt | AF-18327079, | 57th Med Group, " " " |
| 13. Jones, Roy F. | Sgt | AF-14238775, | 58th Supply Sq. " " " |
| 14. Moore, Junior Lee | Sgt | AF-33770234, | 57th Ftr. Group " " " |
| 15. Noell, Harold R. | Sgt | AF-17179437, | 26th RO/M Sq., Comd. " " " |
| 16. Rhoads, Tommy E. | Sgt | AF-16263373, | 64th Ftr Sq., (Ftr Jet) " " " |
| 17. Thomas, Julian C. | Sgt | AF-14270037, | 66th Ftr Interceptor Wg " " " |
| 18. Baughman, Albie P. | Cpl | AF-18297317, | 57th Installations Sq. " " " |
| 19. Johnson, Jeff D. | Cpl | AF-12288547, | 57th Motor Veh Sq., " " " |
| 20. Kerehner, Henry S. | Cpl | AF-13163871, | 57th Installations Sq. " " " |
| 21. Motheny, Raymond H. | Cpl | AF-14258400, | 66th Ftr. Sq. " " " |
| 22. Portrey, Bernard (NMI) | Cpl | AF-17234462, | 5039th A/c Repair Sq. " " " |
| 23. Suggs, Richard L. | Cpl | AF-14273991, | 57th Installations Sq. " " " |
| 24. Young, Thomas J. | Cpl | AF-18332514, | 26th Comm Sq. " " " |
| 25. Chalopka, John A. | Pfc | AF-17255984, | 57th Supply Sq. (Ftr) " " " |
| 26. Cook, Charles W. | Pfc | AF-16263460, | 5039th A/C Repair Sq. " " " |
| 27. Cummins, Billie C. | Pfc | AF-15378738, | 57th Motor Veh Sq. " " " |
| 28. Hofer, Francis, D. | Pfc | AF-19307822, | 5039th Equip Sq., " " " |
| 29. Lawson, Herman L. | Pfc | AF-14262661, | 57th Med Gp., " " " |
| 30. Lowry, Loyd E. | Pfc | AF-13305907, | 79th Transport Co. Port of Whittier, Alaska |
| 31. Cranor, Wilham W. | Pfc | AF-16245959, | 57th Installations Sq, Ft Rich, Alaska |
| 32. Hiatt, Robert M. | Pvt | RA-17250713, | 807th EAV, Cold Bay, Alaska |
| 33. Maxwell, Blake F. | Pvt | AF-31232432, | 625th AC&W Sq, Ft Rich, Alaska |
| 34. Reitmeyer, Robert J. | Pvt | AF-17233382, | Hq & Hq Sq, 5020th Air Base Gp. Davis AFB, Aleutian Il. |
| 35. Gregory, Frank E. | Capt | O-1112732, | CO, Comm Sq, 813th Avn Engr Co. Elmson AFB, Alaska |
| 36. Dickerson, Jack E. | S/Sgt | AF-19259913, | 5010th Comp Wg., Elmson AFB, Alaska |

AAC C 342-4.5.7-29, 31, 33

RESTRICTED

(141) 5-

Restricted

C O P Y

ACTION COPY

P 091940Z

FM CG 8TH AF FORT WORTH TEXAS

TO CG 097TH BW BIGGS AFB TEXAS

AF GRNC

/RESTRICTED/ODO-1A 2152. REURTT ODA 0150, 7 MAR 50. TOPIC

2 OF TT THIS HQ ODO-1 2982, 23 FEB 50, STATED: "SEARCH FOR MISSING
C-54 ACFT IS DISCONTINUED EXCEPT FOR INVESTIGATING SPECIAL RPTS". REG
DATE SUBJ AFB REPEAT FORM 11 MAY BE EXPECTED IN THIS HQ.

ACTION COPY

Restricted

(141)

6

RE-1

RESTRICTED

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base, Texas

ABSO 360.33

17 MAR 1950

SUBJECT: Report of Major Aircraft Accident

TO: Directorate of Flying Safety
c/o 1002nd Inspector General Unit
San Bernardino, California

1. Transmitted herewith in compliance with Air Force Regulation 62-14 is original copy of AF Form 14, Report of Major Aircraft Accident, involving C-54 D 42-72469, which occurred in the Yukon Territory 26 January 1950.

2. Air Rescue Service, Gravelly Point, Washington 25, D.C. has been requested to submit a complete mission report on the search for C-54 42-72469. Upon receipt of this mission report copies of said report will be submitted as a supplement to this report.

FOR THE COMMANDING GENERAL:

1 Incl
AF Form 14, Report of
Major Aircraft Accident


PAUL E. JOHNSON, JR.
MAJOR USAF
ADJUTANT

RESTRICTED

(141) 7

RESTRICTED

ROUTING AND RECORD SHEET

FILED	
NOV	
1951	

(Reference) Report for information on Missing Personnel

Office of the Deputy Inspector General for
Statistical Information and Policy Studies Research
Personnel Service Division

1004 Personnel Service Division

Office, Director of Military Personnel, USAF

DATE RECEIVED

STANDARD NO. 2

OFFICIAL ACTION, YES

APPROVAL

Review of this document shows that the Air Force Personnel listed as missing
on 1 were reported due to the results of a B-29 aircraft accident on 25 January 1951
while enroute from Klamath Air Force Base, Alaska to Great Falls, Montana.
The accident is recorded as 25 January 1951.

[Signature]
Major General, USAF
Office, Director of Military Personnel

RESTRICTED

PAGE

RESTRICTED

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Unclassified) Request for Information on Missing Persons

TO: Personnel Services Division
Director of Military Personnel
DGS/P

FROM: Office of the Deputy Inspector General for
Technical Inspection and Flight Safety Research
Horton Air Force Base, California

DATE 15 February 1951

COMMENT NO. 1 (Contd)

Mrs. Dial/vt/7211/4152
AFCFS-4B

Name	Rank	ASN
Chalopka, John A.	Pfc	AF-17255984
Cook, Charles W.	Pfc	AF-16263460
Cummins, Billie G.	Pfc	AF-15378738
Hofer, Francis D.	Pfc	AF-19307822
Lawson, Herman L.	Pfc	AF-14262661
Lowry, Loyd E.	Pfc	AF-13306907
Granor, Wilham W.	Pfc	AF-16245959
Hiatt, Robert M.	Pvt	RA-17250713
Maxwell, Blake F.	Pvt	AF-31232432
Heltmeyer, Robert J.	Pvt	AF-17233382
Gregory, Frank E.	Capt	O-1112732
Dickerson, Jack E.	S/Sgt	AF-19259913

2. Request this office be advised as to the current status of the above-named individuals.

Joseph A. Maracchini
JOSEPH A. MARACCHINI
Major, USAF
Executive
Directorate of Flight Safety Research

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RESTRICTED

HEADQUARTERS
ALASKAN AIR COMMAND
APO 942, c/o PM, Seattle, Washington

JT/je

AASJA 150

SUBJECT: Espe vs United States

8 JUN 1950

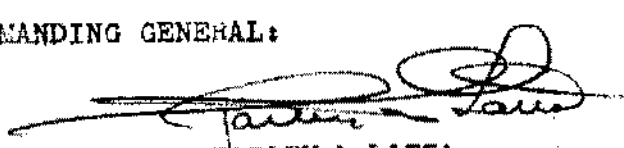
TO: Director of Flight Safety Research
Norton Air Force Base
San Bernardino, California

1. The husband of one of the passengers on the C-54 aircraft #2469, 8th Air Force, which was missing enroute from this station to Great Falls, Montana, on a flight begun on 26 January 1950, has filed a claim against the United States Government for \$25,000.00.

2. It is therefore necessary to make a full Claims Officer Report with reference to this incident. Among the items needed for making this report is a complete copy of the aircraft accident investigation. This headquarters is informed that the report is available from your headquarters. If it is available it is requested that it be forwarded to this headquarters, Attn: Staff Judge Advocate. The copy will be returned to you approximately one week after receipt by this headquarters.

3. If the report is not available at your station, it is requested that this headquarters be advised where this report may be secured.

FOR THE COMMANDING GENERAL:


FARLEY A. LATTA
Capt USAF
Asst Adj Gen

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RESTRICTED

Basic: Alaskan Air Command, 8 June 50, subj: Espe vs United States

AFCPB-4A 360.23

1st Ind

Directorate of Flight Safety Research, Norton Air Force Base,
San Bernardino, California, 20 June 1950.

TO: Commanding General, Alaskan Air Command, APO 942, o/o Postmaster,
Seattle, Washington. ATTENTION: Staff Judge Advocate.

1. Forwarded in accordance with your request of 8 June 1950 is photostatic copy of the report of aircraft accident which occurred 28 January 1950, and involved C-54D, Number 42-72469, piloted by 1st Lt Kyle E. McMichael.

2. In an effort to establish control of aircraft accident reports and the information contained therein, and to preclude the chance of the information getting into unauthorized channels, return of the AF Form 14 (Report of Major Accident) and attachments is requested.

BY COMMAND OF THE CHIEF OF STAFF:

05077

R. B. Payne
ROGER B. PAYNE
Major, USAF
Executive

16655-1-15
1 Incl:
Photostatic Copy
Accdt No, 50-1-28-3

RESTRICTED

6-8096

RESTRICTED

BASIC: Ltr, Hq, AAC, dtd 8 June 1950, Subject: Espe v United States

AASJA 150

2nd Ind

JT/jc

6 JUL 1950

HEADQUARTERS, ALASKAN AIR COMMAND, Elmendorf AFB, Fort Richardson, APO 942, U. S. Army

TO: Commanding General, 57th Fighter-Interceptor Wing, Elmendorf AFB, Fort Richardson, APO 942, U. S. Army
ATTN: Claims Officer

1. Forwarded for use in the Espe claim.

2. It is recommended that the claims officer make a certificate incorporating so much of the information as may be required for the Claims Officers Report on this matter and that the inclosed copy of report be returned to this headquarters.

BY COMMAND OF MAJOR GENERAL ARMSTRONG:

0 18542

1 Incl
n/c


FARLEY A. LATTE
Capt, USAF
Asst A. & Adj Gen

57HCL 150 (8 June 50)

3rd Ind

ISB/jc

HQ, 57TH FTR-INTCP WING, Elmendorf AFB, Fort Richardson, Alaska

TO: Commanding General, Alaskan Air Command, Elmendorf AFB, Fort Richardson, Alaska, ATTENTION: Staff Judge Advocate

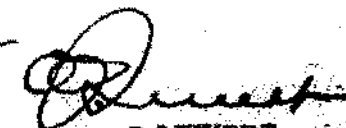
Paragraph 2, 2nd Indorsement complied with.

FOR THE COMMANDING GENERAL:

01479

1 Incl
n/c

150-58a-15a


O. J. TWEDT
Capt, USAF
Asst Adj

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file
KP
RESTRICTED

BASIC: Ltr, Hq, AAC, dtd 8 June 1950, Subject: Espe v.
United States

AASJA 150

4th Ind

24 AUG 1950 JT/jc

HEADQUARTERS, ALASKAN AIR COMMAND, APO 942, c/o Postmaster,
Seattle, Washington

TO: Director of Flight Safety Research, Norton Air Force
Base, San Bernardino, California

Photostatic copy of AF Form 14 (Report of Major Accident)
reference aircraft accident which occurred 26 January 1950,
involving C-54D, Number 42-72469, piloted by 1st Lt. Kyle E.
McMichael is returned as requested in Par. 2, 1st Indorsement.

FOR THE COMMANDING GENERAL:



1 Incl
n/c - *W/S*
Indorsement

JOHN W. GAFFNEY
Major, USAF
Asst Air Adj Gen

50-1-26-3

RESTRICTED

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base, Texas

ABBO 360.33

16 March 1950

SUBJECT: Report of Major Aircraft Accident

TO: Commanding Officer
1st Strategic Support Squadron
Biggs Air Force Base, Texas

1. Transmitted herewith for compliance with Air Force Regulation 62-14 are four (4) copies of AF Form 14, Report of Major Aircraft Accident, involving C-54 42-72469, which occurred in the Yukon Territory 26 January 1950.

2. Air Rescue Service, Gravelly Point, Washington 25, D.C. has been requested to submit a complete mission report on the search for C-54 42-72469. Upon receipt of this mission report copies of said report will be submitted as a supplement to this report.

BY COMMAND OF BRIGADIER GENERAL HUTCHISON:

1 Incl (4 copies)
AF Form 14, Report of
Major Aircraft Accident

Ernest J. Wells
ERNEST J. WELLS
Capt., USAF
Base Flying Safety Officer

14054

CTED

RESTRICTED

ABSO 360.33 (16 March 1950) 1st Ind
SUBJECT: Report of Major Aircraft Accident

1SSS

HQS, 1ST STRATEGIC SUPPORT SQUADRON, Biggs Air Force Base, Texas, 17 Mar 1950

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force
Base, Texas.

1. All crews have been briefed before each Alaskan mission that the Airways would be flown precisely and all reporting stations flown over while on the route. Instructions are that one of the pilots will monitor the radio range signal at all times to prevent wind shifts from drifting airplane off of range course and cooperation with navigator if course change is necessary to remain on course.

2. Crew members have been issued all arctic equipment necessary and required by all existing regulations for flights into the Arctic. Equipment for survival has been carried on each airplane in compliance with regulations, in addition a total of ten (10) cases of rations have been carried on all squadron airplanes on these missions.

3. Complete Arctic survival lectures, films and training have been accomplished regularly. These were conducted by personnel who have attended the Arctic Indoctrination School in Alaska and have actual experience on survival in the Arctic.

4. Sufficient numbers of oxygen masks, parachutes, safety belts, and all other items of equipment are carried on each airplane which departs on an assigned mission.

Avery Hall
AVERY HALL
Lt Col USAF
Commanding

RESTRICTED

RESTRICTED

ABDO 360.33 (16 March 1950) 2nd Ind
Subject: Report of Major Aircraft Accident

ODA 360.33
HQ, 97TH BOMB WING, MEDIUM, Biggs Air Force Base, Texas 22 MAR 1950

TO: Commanding General, Eighth Air Force, Carswell Air Force Base,
Fort Worth, Texas

This headquarters concurs with the recommendations and action taken
by the Aircraft Accident Investigating Board and the Commanding Officer
of the 1st Strategic Support Squadron.

1 Incl
a/s (3 cys)

D. W. Hutchison
D. W. HUTCHISON
Brigadier General, USAF
Commanding

ODO-1A 360 (16 Mar 50) 3d Ind

Headquarters Eighth Air Force, Fort Worth, Texas

31 MAR 1950

TO: Commanding General, Strategic Air Command, Offutt Air Force Base,
Nebraska

1. This headquarters concurs with the recommendations of the
Aircraft Accident Investigating Board.

2. Although there is no evidence of power plant failure, a
supplementary report has been requested from the 97th Bombardment
Wing relative to Section C of AF Form 14, to augment data avail-
able on this aircraft.

3. All additional information concerning the report of search
for this aircraft will be submitted to your headquarters upon receipt.

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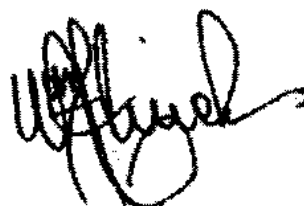
ODO-1A 360 (16 Mar 50)

SUBJECT: Report of Major Aircraft Accident

4. No further action is deemed necessary at this time in view of lack of additional information on this aircraft accident.

FOR AND IN THE ABSENCE OF THE COMMANDING GENERAL:

1 Incl
2 copies w/d



Wm. J. CLINCH
Colonel, USAF
Chief of Staff

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RESTRICTED

Ltr ABBO 360.33, Biggs AFB, 16 Mar 50, subj: Report of Major Aircraft Accident

SAC 360.33 (16 Mar 50)

4th Ind

DOORS

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska

12 APR 1950

TO: Directorate of Flight Safety Research, Norton Air Force Base, San Bernardino, California

1. This headquarters concurs with the recommendation of the Aircraft Accident Investigating Board and with action taken at this time as indicated.

2. Further information on this accident will be transmitted to your headquarters as it is received.

3. No action taken by this headquarters.

FOR THE COMMANDING GENERAL:

W/4 1 Incl--1

James C. Selver
J. B. MONTGOMERY
for. Brigadier General, USAF
Director of Operations

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57
76-2
MCHORD FLIGHT SERVICE CENTER
McChord Air Force Base
Tacoma, Washington
Operating Location 33-7

Date 30 January 1950

SUBJECT: Report of Aircraft Accident

TO: Field Office of The Air Inspector, Langley AF Base,
Virginia, ATTENTION: Flying Safety Division
Commanding Officer, Flight Service, Washington 25, D. C.
Commanding Officer, 10th Weather ^{SG} ~~AFW~~, 2101st Weather Group
McClellan Air Force Base, McClellan Field, California

1. Flight plan: See Inclosure No. 1.
2. Date, time, and location of accident: Not determined at date of this report.
3. Flight Service clearance: (~~Yes~~) (No) (If "Yes" indicate text of message. If "No" explain why) Cleared at Elmendorf AFB Operations.
4. ATC clearance: (Yes) (~~No~~)
5. Flight advisory issued: (~~Yes~~) (No) (If "Yes" indicate text of message. If "No" explain why) No hazardous conditions were foreseen to exist for the flight.
6. Position reports: Last position report over Snag, Canada, at 2309Z time, 26 January 1950.
7. Pertinent Weather: (See inclosure) No. 2.
8. Narrative summary of additional information: See Inclosure No. 3.

3 Incls

Earl J. Livesay
EARL J. LIVESAY

Lt. Col., USAF

Commanding

McChord Flight Service Center
McChord Air Force Base
Tacoma, Washington
Operating Location 33-7

SUBJECT: Report of Aircraft Accident

TO: Field Office of The Air Inspector, Langley AF Base,
Virginia, ATTENTION: Flying Safety Division
Commanding Officer, Flight Service, Washington 25, D. C.
Commanding Officer, 10th Weather Group, McClellan Air Force Base, McClellan Field, California
1. Flight plan: See Inclosure No. 1.

2.. Date, time, and location of accident: Not determined at date
of this report.

3. Flight Service clearance: (xxx) (No) (If "Yes" indicate text of message. If "No" explain why) Cleared at Elmendorf AFB Operations

4. ATC clearance: (Yes) (~~No~~)

5. Flight advisory issued: (xxx) (No) (If "Yes" indicate text of message. If "No" explain why) No hazardous conditions were foreseen to exist for the flight.

6. Position reports: Last position report over Enag, Canada, at
2309Z time, 20 January 1950.

7. Pertinent Weather: (See inclosure) No. 2.

8. Narrative summary of additional information:

See Inclosure No. B.

Inc1a

EARL J. LIVERBAT

Lt. Col. UDAY

Conclusion

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Inclosure No. 1, Report of Aircraft Accident, dated 30 January 1950

1. Flight Plan: AF 2469, a C-54, pilot 1st Lt. Kyle E. McMichael, home station Biggs Air Force Base, El Paso, Texas, departed Elmendorf Air Force Base, Anchorage, Alaska, at 2116Z time, 26 January 1950, on a flight plan indicating that flight was to be conducted Instrument Flight Rules eleven (11) thousand feet Green Airway number eight (8) to Northway, Alaska, Instrument Flight Rules ten (10) thousand feet Amber Airway number two (2) to Great Falls Air Force Base, Montana, estimated time enroute eight (8) hours thirty (30) minutes, thirteen (13) hours thirty (30) minutes fuel aboard, that the pilot held a green instrument card, Billings, Montana, was designated as alternate airport, highest rank aboard was a Major.

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Inclosure No. 2, Report of Aircraft Accident, dated 30 January 1950

7. Pertinent Weather:

a. Since time and scene of the accident are not known no weather reports for the scene of the accident one hour prior to and one hour following time of accident are available.

b. Sequence weather reports for the following stations are missing due to failure on the weather circuit from 2030Z, 26 January 1950, until 0030Z, 27 January 1950: Enag, Canada; Aishihik, Canada; Whitehorse, Canada; Watson Lake, Canada; Smith River, Canada; Fort Nelson, Canada; Beaton River, Canada; Fort St. John, Canada; Grande Prairie, Canada; Whitecourt, Canada; Edmonton, Canada; Penhold, Canada; Calgary, Canada; and Lethbridge, Canada.

c. The following available sequence weather reports are furnished for the route covering the period 2030Z, 26 January 1950, until 0630Z, 27 January 1950.

2030Z, 26 January 1950

Elmendorf Air Force Base, Alaska: Indefinite ceiling two (2) hundred feet, obscured, visibility one-fourth (1/4) mile, fog, temperature five (5) degrees, dew point zero (0) degrees, wind calm.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus six (6) degrees, dew point minus ten (10) degrees, wind calm.

Northway, Alaska: Measured ceiling six (6) thousand feet, thin overcast, lower thin broken, visibility thirty (30) miles, temperature five (5) degrees, dew point one (1) degree, wind east three (3) miles per hour. Estimated twenty (20) thousand feet thin overcast, ten (10) thousand feet broken overcast.

Cut Bank, Montana: Indefinite ceiling three (3) thousand feet, overcast, visibility two (2) and one-half (1/2) miles, light snow, temperature minus six (6) degrees, dew point minus ten (10) degrees, wind north northwest fourteen (14) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30 Jan 50 (Cont'd)

Great Falls, Montana, (Gore Field): Ceiling eight (8) thousand feet, overcast, visibility twelve (12) miles, light snow, temperature minus one (1) degree, dew point minus nine (9) degrees, wind north north-east thirteen (13) miles per hour.

Billings, Montana, (Alternate airport): Ceiling sixteen (16) thousand feet, overcast, visibility thirty (30) miles, temperature zero (0) degrees, dew point minus eight (8) degrees, wind north six (6) miles per hour.

2130Z, 26 January 1950

Elmendorf Air Force Base, Alaska: Delayed, missing.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus one (1) degree, dew point five (5) degrees, wind calm.

Northway, Alaska: Measured ceiling six (6) thousand feet, thin broken, lower broken, visibility forty (40) miles, temperature seven (7) degrees, dew point three (3) degrees, wind calm, Estimated twenty (20) thousand feet thin broken, four (4) thousand five (5) hundred feet scattered.

Cut Bank, Montana: Balloon measured ceiling four (4) thousand five (5) hundred feet, overcast, visibility three (3) miles, light snow, temperature minus seven (7) degrees, dew point minus eleven (11) degrees, wind north thirteen (13) miles per hour.

Great Falls, Montana, (Gore Field): Indefinite ceiling four (4) thousand feet, overcast, visibility three (3) miles, light snow, temperature minus two (2) degrees, dew point minus seven (7) degrees, wind south southwest seven (7) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling sixteen (16) thousand feet, overcast, lower scattered nine (9) thousand feet, visibility thirty (30) miles, temperature three (3) degrees, dew point minus three (3) degrees, wind north northeast seven (7) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

2230Z, 26 January 1950

Elmendorf Air Force Base, Alaska: Ceiling twenty (20) thousand feet, broken, visibility three (3) miles, smoke, temperature eleven (11) degrees, dew point six (6) degrees, wind calm.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature two (2) degrees, dew point minus one (1) degree, wind calm.

Northway, Alaska: Measured ceiling four (4) thousand feet, lower broken, visibility forty (40) miles, temperature nine (9) degrees, dew point five (5) degrees, wind east northeast four (4) miles per hour. Estimated five (5) thousand five (5) hundred feet broken deck.

Cut Bank, Montana: Garbled.

Great Falls, Montana, (Gore Field): Garbled.

Billings, Montana, (Alternate Airport): Ceiling sixteen (16) thousand feet, overcast, nine (9) thousand feet scattered, visibility thirty (30) miles, temperature two (2) degrees, dew point five (5) degrees, wind north northwest four (4) miles per hour.

2330Z, 26 January 1950

Elmendorf Air Force Base, Alaska: Clear, visibility ten (10) miles, temperature sixteen (16) degrees, dew point thirteen (13) degrees, wind southwest three (3) miles per hour.

Gulkana, Alaska: Estimated ceiling two (2) thousand feet, light scattered, visibility seventy (70) miles, temperature three (3) degrees, dew point zero (0) degrees, wind northeast two (2) miles per hour.

Northway, Alaska: Measured ceiling four (4) thousand five (5) hundred feet, thin broken, lower

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

broken, visibility forty-five (45) miles, temperature eleven (11) degrees, dew point seven (7) degrees, wind calm. Estimated twenty (20) thousand feet, light broken.

Cut Bank, Montana: Garbled.

Great Falls, Montana, (Gore Field): Indefinite ceiling twenty-nine (29) hundred feet, overcast, visibility three (3) miles, light snow, temperature minus three (3) degrees, dew point minus seven (7) degrees, wind south southeast five (5) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling sixteen (16) thousand feet, overcast, lower scattered, visibility thirty (30) miles, temperature one (1) degree, dew point minus five (5) degrees, wind north northwest eight (8) miles per hour.

0030Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Ceiling two (2) thousand feet, light scattered, visibility ten (10) miles, temperature fourteen (14) degrees, dew point ten (10) degrees, wind calm.

Gulkana, Alaska: Ceiling fourteen (14) thousand feet, light scattered, visibility seventy (70) miles, temperature four (4) degrees, dew point zero (0) degrees, wind calm.

Northway, Alaska: Estimated ceiling seven (7) thousand five (5) hundred feet, light broken, lower broken, visibility forty (40) miles, temperature nine (9) degrees, dew point five (5) degrees, wind calm. Estimated twenty (20) thousand foot, light broken overcast, lower scattered four (4) thousand five (5) hundred feet.

Snag, Canada: Estimated ceiling four (4) thousand five (5) hundred feet, overcast, lower broken, visibility forty (40) miles, temperature sixteen (16) degrees, dew point fifteen (15) degrees, wind north northeast one (1) mile per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Aishihik, Canada: Estimated ceiling nine (9) thousand five (5) hundred feet, broken, lower scattered twenty-five (25) hundred feet, visibility twenty-five (25) miles, temperature twenty (20) degrees, dew point nineteen (19) degrees, wind north eight (8) miles per hour.

Whitehorse, Canada: Estimated ceiling three (3) thousand five (5) hundred feet, overcast, visibility obscured one (1) and one-half (1/2) miles, light snow, temperature thirteen (13) degrees, dew point thirteen (13) degrees, wind calm.

Watson Lake, Canada: Estimated ceiling ten (10) thousand feet, overcast, visibility thirty (30) miles, temperature minus eleven (11) degrees, dew point minus fourteen (14) degrees, wind west three (3) miles per hour.

Smith River, Canada: Estimated ceiling nine (9) thousand feet, overcast, visibility thirty (30) miles, temperature minus eight (8) degrees, dew point minus eleven (11) degrees, wind south south-west fourteen (14) miles per hour.

Fort Nelson, Canada: Ceiling two (2) thousand five (5) hundred feet, scattered, lower scattered, visibility thirty (30) miles, temperature minus seventeen (17) degrees, dew point minus seventeen (17) degrees, wind calm.

Beaton River, Canada: Missing.

Fort St. John, Canada: Missing.

Grand Prairie, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twenty-seven (27) degrees, dew point minus twenty-seven (27) degrees, wind southwest three (3) miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus fourteen (14) degrees, dew point minus fourteen (14) degrees, wind west southwest four (4) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Edmonton, Canada: Missing.

Penhold, Canada: Missing.

Calgary, Canada: Missing.

Lethbridge, Canada: Missing

Cut Bank, Montana: Garbled.

Great Falls, Montana, (Gore Field): Special Weather Report Number 5: Indefinite ceiling two (2) thousand and nine (9) hundred feet, overcast, visibility three (3) miles, light snow, temperature minus five (5) degrees, dew point minus nine (9) degrees, wind south southeast seven (7) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling one (1) thousand feet, scattered, ten (10) thousand feet, overcast, visibility thirty (30) miles, temperature twelve (12) degrees, dew point zero (0) degrees, wind south southwest eight (8) miles per hour.

0130Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Missing.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature zero (0) degrees, dew point minus three (3) degrees, wind calm.

Northway, Alaska: Estimated ceiling eleven (11) thousand feet, thin broken, lower broken, visibility forty (40) miles, temperature five (5) degrees, dew point one (1) degree, wind calm. Estimated two (2) thousand feet, thin broken, six (6) thousand feet scattered.

Snag, Canada: Estimated ceiling four (4) thousand five (5) hundred feet, overcast, lower broken, visibility forty (40) miles, temperature fourteen (14) degrees, dew point fourteen (14) degrees, wind south southwest one (1) mile per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Aishihik, Canada: Estimated ceiling nine (9) thousand feet, overcast, four (4) hundred feet scattered, visibility fifteen (15) miles, temperature nineteen (19) degrees, dew point nineteen (19) degrees, wind north northeast ten (10) miles per hour.

Whitehorse, Canada: Special Weather Report Number 3: Precipitation ceiling two (2) thousand five (5) hundred feet, obscured, visibility three-fourths (3/4) miles, light snow, temperature thirteen (13) degrees, dew point thirteen (13) degrees, wind north northwest two (2) miles per hour.

Watson Lake, Canada: Estimated ceiling nine (9) thousand feet, overcast, visibility thirty (30) miles, temperature minus ten (10) degrees, dew point minus twelve (12) degrees, wind west four (4) miles per hour.

Smith River, Canada: Estimated ceiling nine (9) thousand feet, overcast, visibility thirty (30) miles, temperature minus six (6) degrees, dew point minus seven (7) degrees, wind south southwest ten (10) miles per hour.

Fort Nelson, Canada: Estimated ceiling twenty-five (25) thousand feet, thin broken, visibility ten (10) miles plus, temperature minus seventeen (17) degrees, dew point minus seventeen (17) degrees, wind northwest two (2) miles per hour.

Beaton River, Canada: Clear, visibility fifteen (15) miles plus, temperature minus sixteen (16) degrees, dew point minus sixteen (16) degrees, wind south southwest eight (8) miles per hour.

Fort St. John, Canada: Clear, visibility fifteen (15) miles plus, temperature minus eighteen (18) degrees, dew point minus eighteen (18) degrees, wind southwest six (6) miles per hour.

Grand Prairie, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twenty-eight

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

(29) degrees, dew point minus twenty-eight (28) degrees, wind northeast ten (10) miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twenty-six (26) degrees, dew point minus twenty-six (26) degrees, wind northwest two (2) miles per hour.

Edmonton, Canada: Special Weather Report Number 1: Clear, visibility four (4) miles with ice, fog, and smoke, temperature minus twenty-five (25) degrees, dew point minus twenty-five (25) degrees, wind south six (6) miles per hour.

Penhold, Canada: Clear, visibility fifteen (15) miles, plus, temperature minus thirty-two (32) degrees, dew point minus thirty-two (32) degrees, wind south southwest eight (8) miles per hour.

Calgary, Canada: Ceiling fourteen (14) thousand feet, scattered, three (3) miles visibility with smoke, temperature minus eighteen (18) degrees, dew point minus twenty-one (21) degrees, wind south eight (8) miles per hour.

Lethbridge, Canada: Precipitation ceiling four (4) thousand five (5) hundred feet, visibility restricted two (2) and one-half (1/2) miles, temperature minus fourteen (14) degrees, dew point minus fourteen (14) degrees, wind north northeast eleven (11) miles per hour.

Cut Bank, Montana: Missing.

Great Falls, Montana, (Gore Field): Indefinite ceiling three (3) thousand feet, broken, visibility ten (10) miles with ice crystals, temperature minus six (6) degrees, dew point minus ten (10) degrees, wind east northeast ten (10) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling ten (10) thousand feet, thin overcast, visibility thirty (30) miles, temperature seventeen (17) degrees, dew point six (6) degrees, wind south southwest eighteen (18) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

0230Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Ceiling two (2) thousand feet, thin scattered, visibility ten (10) miles, temperature four (4) degrees, dew point zero (0) degrees, wind calm.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus four (4) degrees, dew point minus ten (10) degrees, wind calm.

Northway, Alaska: Missing.

Snag, Canada: Estimated ceiling four (4) thousand feet, overcast, lower broken, visibility forty (40) miles, temperature thirteen (13) degrees, dew point thirteen (13) degrees, wind calm.

Aishihik, Canada: Estimated ceiling nine (9) thousand feet, overcast, four (4) thousand feet scattered, visibility fifteen (15) miles, temperature eighteen (18) degrees, dew point eighteen (18) degrees, wind west northwest nine (9) miles per hour.

Whitehorse, Canada: Precipitation ceiling two (2) thousand two (2) hundred feet, obscured visibility, three-fourths (3/4) mile, light snow, temperature fourteen (14) degrees, dew point fourteen (14) degrees, wind west northwest four (4) miles per hour.

Watson Lake, Canada: Ceiling measured ten (10) thousand feet, overcast, visibility thirty (30) miles, temperature minus ten (10) degrees, dew point minus twelve (12) degrees, wind calm.

Smith River, Canada: Garbled.

Fort Nelson, Canada: Garbled.

Beaton River, Canada: Clear, visibility fifteen (15) miles, plus, temperature minus sixteen (16) degrees, dew point minus sixteen (16) degrees, wind southwest six (6) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Fort St. John, Canada: Clear, visibility fifteen (15) miles plus, temperature minus nineteen (19) degrees, dew point minus two (2) degrees, wind calm.

Grand Prairie, Canada: Garbled.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty (30) degrees, dew point minus thirty (30) degrees, wind south four (4) miles per hour.

Edmonton, Canada: Clear, visibility twenty-one (21) miles with smoke, temperature minus twenty-eight (28) degrees, dew point minus twenty-eight (28) degrees, wind south six (6) miles per hour.

Penhold, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-five (35) degrees, dew point minus thirty-five (35) degrees, wind south seven (7) miles per hour.

Calgary, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twenty (20) degrees, dew point minus twenty-three (23) degrees, wind south nine (9) miles per hour.

Lethbridge, Canada: Missing.

Cut Bank, Montana: Estimated ceiling five (5) thousand feet, thin overcast, visibility seven (7) miles, light snow, temperature minus fifteen (15) degrees, dew point minus twenty (20) degrees, wind north northwest eight (8) miles per hour.

Great Falls, Montana, (Gore Field): Indefinite ceiling three (3) thousand feet, thin broken, visibility fifteen (15) miles in smoke, temperature minus seven (7) degrees, dew point minus eleven (11) degrees, wind north northeast five (5) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling twelve (12) thousand feet, thin overcast, visibility thirty (30) miles, temperature twenty-one (21) degrees, dew point eight (8) degrees, wind west southwest sixteen (16) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

0330Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Clear, visibility fifteen (15) miles plus, temperature three (3) degrees, dew point minus five (5) degrees, wind north northwest three (3) miles per hour.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus eleven (11) degrees, dew point sixteen (16) degrees, wind calm.

Northway, Alaska: Estimated ceiling twenty (20) thousand feet, thin broken, eleven (11) hundred feet scattered, visibility fifteen (15) miles plus, temperature minus two (2) degrees, dew point minus seven (7) degrees, wind south southwest two (2) miles per hour.

Snag, Canada: Estimated ceiling nine (9) thousand feet, broken, five (5) hundred feet scattered, visibility forty (40) miles, temperature fifteen (15) degrees, dew point fifteen (15) degrees, wind calm.

Aishihik, Canada: Estimated ceiling nine (9) thousand feet, overcast, four (4) thousand feet scattered, visibility fifteen (15) miles, temperature seventeen (17) degrees, dew point seventeen (17) degrees, wind north northwest eighteen (18) miles per hour.

Whitehorse, Canada: Precipitation Ceiling twenty-five (25) hundred feet, visibility obscured three-fourths (3/4) of a mile, light snow, temperature fourteen (14) degrees, dew point fourteen (14) degrees, wind northwest four (4) miles per hour.

Watson Lake, Canada: Measured ceiling seven (7) thousand five (5) hundred feet, thin overcast, visibility thirty (30) miles, temperature minus ten (10) degrees, dew point minus twelve (12) degrees, wind southwest two (2) miles per hour.

Smith River, Canada: Estimated ceiling nine (9) thousand feet, overcast, visibility fifteen (15) miles, light snow, temperature minus three (3) degrees, dew point minus four (4) degrees, wind southwest twelve (12) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30 Jan 50 (Cont'd)

Fort Nelson, Canada: Special Weather Report Number 1: Estimated ceiling one (1) thousand five (5) hundred feet, thin overcast, visibility fifteen (15) miles plus, temperature minus sixteen (16) degrees, dew point minus sixteen (16) degrees, wind southeast two (2) miles per hour.

Beaton River, Canada: Clear, visibility fifteen (15) miles plus, temperature minus sixteen (16) degrees, dew point minus sixteen (16) degrees, wind northwest six (6) miles per hour.

Fort St. John, Canada: Clear, visibility fifteen (15) miles plus, temperature minus sixteen (16) degrees, dew point minus seventeen (17) degrees, wind southwest twelve (12) miles per hour.

Grand Prairie, Canada: Ceiling eighteen (18) thousand feet, scattered, visibility fifteen (15) miles plus, temperature minus thirty-two (32) degrees, dew point minus thirty-two (32) degrees, wind northwest five (5) miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-three (33) degrees, dew point minus thirty-three (33) degrees, wind southwest two (2) miles per hour.

Edmonton, Canada: Clear, visibility one (1) and one-half (1/2) miles in ice, fog, and smoke, temperature minus thirty-one (31) degrees, dew point minus thirty-one (31) degrees, winds south eight (8) miles per hour.

Penhold, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-seven (37) degrees, dew point minus thirty-seven (37) degrees, wind south six (6) miles per hour.

Calgary, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twenty (20) degrees, dew point minus twenty-three (23) degrees, wind south seven (7) miles per hour.

Lethbridge, Canada: Estimated ceiling seven (7) thousand feet, thin overcast, lower broken, visibility five (5) miles, light snow, temperature minus fifteen (15) degrees, dew point minus fifteen (15) degrees, wind north northeast three (3) miles per hour.

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Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Cut Bank, Montana: Garbled.

Great Falls, Montana, (Gore Field): Estimated ceiling twenty (20) thousand feet, thin overcast, three (3) thousand feet scattered, visibility fifteen (15) miles in smoke, temperature minus eight (8) degrees, dew point minus thirteen (13) degrees, wind east seven (7) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling twelve (12) thousand feet, broken, visibility thirty (30) miles, temperature twenty (20) degrees, dew point six (6) degrees, wind south southwest thirty (30) miles per hour.

0430Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Special Weather Report number 20: Ceiling fifteen (15) thousand feet, thin scattered, visibility ten (10) miles, temperature one (1) degree, dew point five (5) degrees, wind northeast five (5) miles per hour.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus eleven (11) degrees, dew point minus sixteen (16) degrees, wind calm.

Northway, Alaska: Ceiling eleven (11) thousand feet scattered, visibility fifteen (15) miles plus, temperature minus eleven (11) degrees, dew point minus four (4) degrees, wind south southwest four (4) miles per hour.

Snag, Canada: Missing.

Aishihik, Canada: Estimated ceiling nine (9) thousand feet, broken, four (4) thousand feet scattered, visibility fifteen (15) miles, temperature twenty-six (26) degrees, dew point twenty-six (26) degrees, wind northwest twenty-four (24) miles per hour.

Whitehorse, Canada: Precipitation ceiling two (2) thousand four (4) hundred feet, visibility obscured three-fourths (3/4) of a mile, light snow, temperature fourteen (14) degrees, dew point fourteen (14) degrees, wind calm.

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Watson Lake, Canada: Measured ceiling seven (7) thousand five (5) hundred feet, thin overcast, visibility thirty (30) miles, temperature zero (0) degrees, dew point minus twelve (12) degrees, wind west northwest one (1) mile per hour.

Smith River, Canada: Special weather report number 2: Estimated ceiling nine (9) thousand feet, thin overcast, temperature minus three (3) degrees, dew point minus four (4) degrees, wind south fourteen (14) miles per hour.

Fort Nelson, Canada: Estimated ceiling twelve (12) thousand feet, thin overcast, lower broken, visibility fifteen (15) miles plus, temperature minus seventeen (17) degrees, dew point minus seventeen (17) degrees, wind south six (6) miles per hour.

Beaton River, Canada: Ceiling twenty (20) thousand feet, thin scattered, visibility fifteen (15) miles plus, temperature minus fourteen (14) degrees, dew point minus fourteen (14) degrees, wind south southwest five (5) miles per hour.

Fort St. John, Canada: Clear, visibility fifteen (15) miles plus, temperature minus twelve (12) degrees, dew point minus thirteen (13) degrees, wind south southwest twelve (12) miles per hour.

Grand Prairie, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-three (33) degrees, dew point minus thirty-three (33) degrees, wind west three (3) miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-five (35) degrees, dew point minus thirty-five (35) degrees, wind south two (2) miles per hour.

Edmonton, Canada: Clear, visibility one (1) and one-half (1/2) miles, ice, fog, and smoke, temperature minus thirty-one (31) degrees, dew point minus thirty-one (31) degrees, wind south seven (7) miles per hour.

Penhold, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-five (35) degrees, dew point minus thirty-five (35) degrees, wind south five (5) miles per hour.

RESTRICTED

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

Calgary, Canada: Special Weather Report Number 4: Clear, visibility fifteen (15) miles plus, temperature minus twenty-three (23) degrees, dew point minus twenty-five (25) degrees, wind south southwest six (6) miles per hour.

Lethbridge, Canada: Missing.

Cut Bank, Montana: Garbled.

Great Falls, Montana, (Gore Field): Ceiling twenty (20) thousand feet, thin broken, lower scattered at three (3) thousand feet, visibility fifteen (15) miles, ice crystals, temperature zero (0) degrees, dew point minus fourteen (14) degrees, wind east seven (7) miles per hour.

Billings, Montana, (Alternate Airport): Ceiling fourteen (14) thousand feet, broken, visibility thirty (30) miles, temperature twenty-two (22) degrees, dew point nine (9) degrees, wind south southwest ten (10) miles per hour.

0530Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Clear, visibility ten (10) miles, temperature minus one (1) degree, dew point minus eight (8) degrees, wind northwest three (3) miles per hour.

Gulkana, Alaska: Clear, visibility seventy (70) miles, temperature minus fourteen (14) degrees, dew point minus eighteen (18) degrees, wind calm.

Northway, Alaska: Ceiling fifteen (15) thousand feet, scattered, visibility fifteen (15) miles plus, temperature two (2) degrees, dew point minus three (3) degrees, wind northwest four (4) miles per hour.

Snag, Canada: Estimated ceiling ten (10) thousand feet, thin overcast, visibility forty (40) miles, temperature thirteen (13) degrees, dew point thirteen (13) degrees, wind calm.

Aishihik, Canada: Special Weather Report Number 1: Estimated ceiling nine (9) thousand feet, overcast, three (3) thousand feet scattered, blowing

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30 Jan 50 (Cont'd)

snow, temperature twenty-five (25) degrees, dew point twenty-five (25) degrees, wind northwest thirty-five (35) miles per hour.

Whitehorse, Canada: Precipitation ceiling two (2) thousand five (5) hundred feet, obscured, visibility one (1) mile, light snow, temperature thirteen (13) degrees, dew point thirteen (13) degrees, wind calm.

Watson, Lake, Canada: Measured ceiling five (5) thousand five (5) hundred feet, thin overcast, visibility thirty (30) miles, temperature minus seven (7) degrees, dew point minus eleven (11) degrees, wind west southwest six (6) miles per hour.

Smith River, Canada: Estimated ceiling ten (10) thousand feet, thin overcast, visibility thirty (30) miles, temperature minus two (2) degrees, dew point minus two (2) degrees, wind south fourteen (14) miles per hour.

Fort Nelson, Canada: Estimated ceiling ten (10) thousand feet, thin overcast, visibility fifteen (15) miles plus, temperature minus thirteen (13) degrees, dew point minus thirteen (13) degrees, wind south twelve (12) miles per hour.

Beaton River, Canada: Ceiling twenty (20) thousand feet, thin scattered, visibility fifteen (15) miles, temperature minus thirteen (13) degrees, dew point minus thirteen (13) degrees, wind southwest six (6) miles per hour.

Fort St. John, Canada: Ceiling twenty (20) thousand feet, thin scattered, visibility fifteen (15) miles, plus, temperature minus thirteen (13) degrees, dew point minus fifteen (15) degrees, wind southwest twelve (12) miles per hour.

Grand Prairie, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-five (35) degrees, dew point minus thirty-five (35) degrees, wind west four (4) miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles, temperature minus thirty-one (31)

RESTRICTED

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

degrees, dew point minus thirty-five (35) degrees, wind west two (2) miles per hour.

Edmonton, Canada: Clear, visibility two (2) miles, ice, fog, and smoke, temperature minus thirty-three (33) degrees, dew point minus thirty-three (33) degrees, wind west southwest six (6) miles per hour.

Penhold, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-five (35) degrees, dew point minus thirty-five (35) degrees, wind south five (5) miles per hour.

Calgary, Canada: Clear, visibility fifteen (15) miles, temperature minus twenty (20) degrees, dew point minus twenty-three (23) degrees, wind south southwest eight (8) miles per hour.

Lethbridge, Canada: Estimated ceiling twenty (20) thousand feet, broken, lower scattered at seven (7) thousand feet, visibility ten (10) miles, light snow, temperature minus nineteen (19) degrees, dew point minus nineteen (19) degrees, wind calm.

Cut Bank, Montana: Ceiling five (5) thousand feet, scattered, visibility ten (10) miles, ice crystals, temperature minus seventeen (17) degrees, dew point minus twenty-two (22) degrees, wind north northwest three (3) miles per hour.

Great Falls, Montana, (Gore Field): Ceiling twenty (20) thousand feet, thin scattered, visibility fifteen (15) miles, ice crystals, temperature minus ten (10) degrees, dew point minus ten (10) degrees, wind east ten (10) miles per hour.

Billings, Montana, (Alternate Airport): Estimated ceiling thirteen (13) thousand feet, scattered, visibility thirty (30) miles, temperature twenty-two (22) degrees, dew point nine (9) degrees, wind south southwest seventeen (17) miles per hour.

0630Z, 27 January 1950

Elmendorf Air Force Base, Alaska: Clear, visibility ten (10) miles, temperature minus five

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

(5) degrees, dew point minus eleven (11) degrees, wind calm.

Gulkana, Alaska: Ceiling twenty (20) thousand feet, scattered, visibility seventy (70) miles, temperature minus fourteen (14) degrees, dew point minus nineteen (19) degrees.

Northway, Alaska: Ceiling fifteen (15) thousand feet, scattered, visibility fifteen (15) miles plus, temperature minus fourteen (14) degrees, dew point minus nineteen (19) degrees, wind south southwest eight (8) miles per hour.

Snag, Canada: Estimated ceiling ten (10) thousand feet, thin broken, lower scattered at three (3) thousand feet, visibility forty (40) miles, temperature fifteen (15) degrees, dew point fourteen (14) degrees, wind southwest four (4) miles per hour.

Aishihik, Canada: Estimated ceiling ten (10) thousand feet, broken, lower scattered at three (3) thousand feet, visibility five (5) miles, blowing snow, temperature twenty-five (25) degrees, dew point twenty-four (24) degrees, wind northwest twenty-eight (28) miles per hour.

Whitehorse, Canada: Precipitation ceiling two (2) thousand five (5) hundred feet, obscured visibility fifteen (15) miles, temperature fourteen (14) degrees, dew point fourteen (14) degrees, wind calm.

Watson Lake, Canada: Estimated ceiling twenty (20) thousand feet, thin overcast, lower scattered at five (5) thousand feet, visibility thirty (30) miles, temperature minus eleven (11) degrees, dew point minus fourteen (14) degrees, wind west southwest fourteen (14) miles per hour.

Smith River, Canada: Estimated ceiling nine (9) thousand feet, thin overcast, visibility thirty (30) miles, temperature minus two (2) degrees, dew point minus two (2) degrees, wind south fourteen (14) miles per hour.

RESTRICTED

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Inclosure No. 2, Report of Aircraft Accident, dtd 30 Jan 50 (Cont'd)

Fort Nelson, Canada: Measured ceiling eight (8) thousand feet, overcast, visibility fifteen (15) miles plus, temperature minus eight (8) degrees, dew point minus eight (8) degrees, wind south twelve (12) miles per hour.

Beaton River, Canada: Estimated ceiling twenty (20) thousand feet, thin broken, visibility fifteen (15) miles plus, temperature minus ten (10) degrees, dew point minus ten (10) degrees, wind west southwest six (6) miles per hour.

Fort St. John, Canada: Estimated ceiling eighteen (18) thousand feet, thin broken, visibility fifteen (15) miles plus, temperature minus thirteen (13) degrees, dew point minus sixteen (16) degrees, wind southwest twelve (12) miles per hour.

Grand Prairie, Canada: Clear, visibility ten (10) miles, temperature minus thirty-four (34) degrees, dew point minus thirty-four (34) degrees, wind west three miles per hour.

Whitecourt, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-six (36) degrees, dew point minus thirty-six (36) degrees, wind calm.

Edmonton, Canada: Clear, visibility two (2) miles, ice, fog, and smoke, temperature minus thirty-one (31) degrees, dew point minus thirty-one (31) degrees, wind south southwest six (6) miles per hour.

Penhold, Canada: Special Weather Report number 1: Clear, visibility fifteen (15) miles plus, temperature minus thirty-seven (37) degrees, dew point minus thirty-seven (37) degrees, wind south southwest six (6) miles per hour.

Calgary, Canada: Clear, visibility fifteen (15) miles plus, temperature minus thirty-four (34) degrees, dew point minus twenty-eight (28) degrees, wind south southwest eight (8) miles per hour.

Lethbridge, Canada: Ceiling ten (10) thousand feet, scattered, visibility fifteen (15) miles,

RESTRICTED

Inclosure No. 2, Report of Aircraft Accident, dtd 30Jan50 (Cont'd)

temperature minus eighteen (18) degrees, dew point minus eighteen (18) degrees, wind south two (2) miles per hour.

Out Bank, Montana: Ceiling five (5) thousand feet, scattered, visibility fifteen (15) miles plus, ice crystals, temperature minus nineteen (19) degrees, dew point minus twenty-four (24) degrees, wind north northwest two (2) miles per hour.

Great Falls, Montana, (Gore Field): Clear, visibility fifteen (15) miles, light ice crystals, temperature minus ten (10) degrees, dew point minus fifteen (15) degrees, wind east eight (8) miles per hour.

Billings, Montana, (Alternate Airport): Missing.

RESTRICTED

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Inclosure No. 3, Report of Aircraft Accident, dated 30 January 1950

8. Narrative Summary of Additional Information:

At 0502Z, 27 January 1950, a message was received by Great Falls Base Operations from MATS Detachment, Elmendorf Air Force Base, Alaska, that AF 2469 was believed to have crash landed near Watson Lake, Canada. A communications search was started at this time.

At 0920Z, 27 January 1950, the Royal Canadian Air Force Rescue Center, Edmonton, Canada, reported AF 2649 still unaccounted for, at which time the Air Rescue Flight, McChord Air Force Base, Washington, was placed on a three (3) hour alert. Fuel was exhausted at 1045Z, 27 January 1950. The aircraft remained unreported for twenty-four (24) hours thereafter and was classified as an accident.

Further information has not been received as of this reporting date, 30 January 1950. Additional information will follow as it becomes available.

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Type, Model and Series

ACCIDENT TYPE		FLIGHT REFERENCE	
11	Collision with Other Aircraft	1	Contact
12	Collision with ground or water	2	Instrument (actual)
13	Collision, other	3	Instrument (simulated)
14	Stall	4	On Top
15	Hard Landing	5	Undetermined
16	Landing wheels up		PHASE OF FLIGHT
17	Groundloop	01	Engines running, not taxiing
18	Nose up or Nose over	02	Taxiing
19	Premature Ret. or Col. of L. G.	03	Takeoff
20	Fire on Ground	04	Pattern
21	Spin or Spiral	05	Final Approach and Landing
22	Abandoned Aircraft	06	Go around
23	Disintegration	07	Normal Flight
24	Explosion	08	Ground Gunnery Pass
25	N. E. C.	09	Aerial Gunnery Pass
26	Undetermined	10	Acrobatics
	WEATHER	11	Towing
1	Rain	08	N. E. C.
2	Fog	09	Undetermined
3	Dust, sand, smoke, or haze		FORMATION
4	Snow	1	In formation
5	Sleet or hail	2	Not in Formation
6	Wind		TIME OF ACCIDENT
7	Wing or propeller ice		
8	Thunderstorms	1	Day
9	Turbulence	2	Night
A	Clouds		
1	NOT A FACTOR		ALTITUDE OF FLIGHT
Y	N. E. C.	1	High Altitude
2	Undetermined	2	Low Altitude
		3	Normal Flight
		4	Ground or Pattern
		9	Undetermined

[illegible]**No. of Cards Required**

Evaluated by:

Checked by:

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NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER : 137

RECEIVED IN: RESTRICTED

PROCESSED BY: EC

PRECEDENCE: OPERATIONAL IMMEDIATE JAN 50 08 48

CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPERATIONS AT ELMENDORF AFB FT RICHARDSON ALASKA
TO: 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
DIR OF PLANS AND OPERATIONS, HQ USAF ATTN: OPERATION DIV.
C/S USAF WASH DC
1ST REGION INSPECTOR GENERAL UNIT LANGLEY AFB VA
CNTLD DIV MATS KELLY AFB TEXAS
GREAT FALLS AFB MONT
BIGGS AFB EL PASO TEXAS
INFO: CG 57 FTR INTERCEPTOR WG
CO PORT OF WHITTIER
ALASKAN AIR COMMAND FT RICHARDSON ALASKA
DAVIS AFB ADAK ALASKA
THORNBROUGH AFB FT RANDALL, ALASKA

REFERENCE MESSAGE [REDACTED] JAN 50 MISSING C-54 NUMBER 2469 SEARCH
RESULTS FOR PAST 24 HOURS NIL. WEATHER IMPROVING IN WHITEHORSE
AREA. SEARCH CONTINUING.

RESTRICTED

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27 FEB 01 12 18

Flt Sef

Med Sef

Amcst + Anad

✓ Bck + Stat

Saf Ed

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 145
RECEIVED IN: RESTRICTED
PROCESSED BY: APA
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

File

PAGE ONE OF ONE PAGE.

FROM BASE OPERATIONS AT ELMENDORF AFB FT RICHARDSON ALASKA
TO C/S USAF WASHDC
IG 1ST REGION LANGLEY AFB VA
CONTINENTAL DIV MIL AIR TRANSP SVC KELLY AFB TEX
GREAT FALLS AFB MONT
BIGGS AFB EL PASO TEX
INFO ALASKAN AIR COMD FT RICHARDSON ALASKA
DAVIS AFB ADAX ALASKA
THORNBROUGH AFB FT RANDALL ALASKA
EIELSON AFB MILE 26 ALASKA

NEGATIVE RESULTS FROM SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469.
SEARCH CONTINUING.

RESTRICTED

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RESTRICTED

20 FEB 02 11 31

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 9
RECEIVED IN: RESTRICTED
PROCESSED BY: FP
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPNS ELMENDORF AFB ALASKA
TO C/S USAF WASHDC DIRECTOR OF PLANS AND OPERATIONS
1ST REG INSP GEN USAF
CO 1701 ATW CNTLD MATS GREAT FALLS AFB MONT
INFO CG 57 FTR-INTCP WG ELMENDORF AFB
CO PORT OF WHITTIER ALASKA
CG ALASKAN AIR COMD FT RICHARDSON ALASKA
CO DAVIS AFB ADAK ALASKA
CO THORNBROUGH AFB FT RANDALL ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

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RESTRICTED

Fly Log

Met Log

Invol + Anal

✓ Reels + Stat

Log Ed

File

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 17
RECEIVED IN: RESTRICTED
PROCESSED BY: EC
PRECEDENCE: OPERATIONAL IMMEDIATE

[REDACTED]

CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPERATIONS AT ELMENDORF AFB, FT RICHARDSON ALASKA [REDACTED]

TO: C/S USAF WASH DC.
INSPECTOR GENERAL UNIT LANGLEY AFB VA
1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
CNTLD MATS KELLY AFB TEXAS
COM DESTROYER DIVISION 201 (N) .
BIGGS AFB EL PASO TEXAS
INFO: EIELSON AFB MILE 26 ALASKA
ALASKAN AIR COMMAND FT RICHARDSON ALASKA
57 FTR INTCP WG
CO PORT OF WHITTIER
DAVIS AFB ADAK ALASKA
THORNBROUGH AFB FT RANDALL ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469. NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER : 29

RECEIVED IN: RESTRICTED

PROCESSED BY: FP

PRECEDENCE: OPERATIONAL IMMEDIATE

CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPNS ELMENDORF AFB ALASKA
TO: C/S USAF WASH DC DIR OPNS AND PLANS
1ST REG INSP GEN LANGLEY AFB VA
CNTLD DIV MATS KELLY AFB TEX
1701 ATW CNTLD DIV MATS GREAT FALLS MONT
CO BIGGS AFB TEX
INFO: CG 57 FTR INT WG
PORT OF WHITTIER

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

Fly Log

Med Log

Insub + Amal

✓ Reels + Stat

Log Ed

File

RESTRICTED

Fly

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 40

RECEIVED IN: RESTRICTED

PROCESSED BY: FP

PRECEDENCE: OPERATIONAL IMMEDIATE 980 FEB 66 11 01

med

CLASSIFICATION: RESTRICTED

Invest & Anal

PAGE ONE OF ONE PAGE.

FROM: BASE OPNS ELMENDORF AFB ALASKA
TO: C/S USAF WASH DC DIR PLANS AND FORS HQ USAF OPRS
1ST REG INSP GEN LANGLEY AFB VA
CO 1701 ATW CNTLD DIV MATS GREAT FALLS MONT
CO BIGGS AFB TEX
INFO: CG ALASKAN AIR COMMAND FT RICHARDSON ALASKA
CG 57 FTR INTCP WING
CO PORT OF WHITTIER
CO THORNBROUGH AFB FT RANDALL ALASKA
CO DAVIS AFB ADAK ALASKA

Rede & Stat

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RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

File

RESTRICTED

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RESTRICTED

File Log

Tree Log

Index - Anal

✓ Reels - Stat

Log Ed

File

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 42

RECEIVED IN: RESTRICTED

PROCESSED BY: EP

PRECEDENCE: OPERATIONAL IMMEDIATE

CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPNS ELMENDORF AFB ALASKA
TO: C/S USAF WASH DC
DIR OF PLANS AND OPNS, HQ USAF ATTN: OPNS DIV
1ST REG INSP GEN LANGLEY AFB VA
CO 1781 ATW GREAT FALLS MONT
CO BIGGS AFB TEXAS
INFO: CG 57 FTR-INTCP WG ELMENDORF AFB ALASKA
CG ALASKAN AIR COMMAND FT RICHARDSON ALASKA
CO DAVIS AFB ADAK ALASKA
CO THORNBROUGH AFB FT RANDALL ALASKA
CO EIELSON AFB MILE 26 ALASKA
CO PORT OF WHITTIER

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

90 FEB 07 09 13

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 52
RECEIVED IN: RESTRICTED
PROCESSED BY: EC
PRECEDENCE: OPERATIONAL IMMEDIATE

CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPERATIONS AT ELMENDORF AFB ALASKA
TO: C/S USAF WASH DC
INSPECTOR GENERAL UNIT LANGLEY AFB VA
CNTLD MATS KELLY AFB TEX.
GREAT FALLS AFB MONT
BIGGS AFB EL PASO TEX
DIRECTOR PLANS AND OPRS ATTN: OPRT DIV HQ USAF
CO 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
INFO: CG 57 FTR INTERCEPTOR WGA
CO PORT OF WHITTIER
EIELSON AFB MILE 26 ALASKA
ALASKAN AIR COMMAND FT RICHARDSON ALASKA
DAVIS AFB ADAK ALASKA
THORNBROUGH AFB FT RANDALL, ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

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✓ *Bcd & Stat*

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NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 77
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

[REDACTED]

PAGE ONE OF ONE PAGE.

FROM BASE OPERATIONS AT ELMENDORF AFB ALASKA [REDACTED]
TO C/S USAF WASHDC
BIGGS AFB EL PASO TEX
CNTLD MATS KELLY AFB TEX
CG INSPECTOR GENERAL UNIT LANGLEY AFB VA
GREAT FALLS AFB MONT
DIR PLANS AND OPRS ATTN DIV HQ USAF
1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
INFO. CO PORT OF WHITTIER A
CG 57 FTR INTEP WG
EIELSON AFB MILE 26 ALASKA
THORNBROUGH AFB FT RANDALL ALASKA
DAVIS AFB ADAK ALASKA
ALASKAN AIR COMMAND FT RICHARDSON ALASKA

RESULTS OF SEARCH MISSING C-54 NUMBER 2469 NEGATIVE. SEARCH
CONTINUING.

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950 FEB 08 10 43

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 62
RECEIVED IN: RESTRICTED
PROCESSED BY: EC
PRECEDENCE: OPERATIONAL IMMEDIATE

Sweet + Deal
✓ Bede + Stuart
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM: BASE OPERATIONS AT ELMENDORF AFB FT RICHARDSON

TO: CO 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
DIRECTOR OF PLANS AND OPRS, ATTN: OPRS DIV HQ USAF
C/S USAF WASH DC
CG INSPECTOR GENERAL LANGLEY AFB VA
CNTLD MATS KELLY AFB TEX
GREAT FALLS AFB MONT
BIGGS AFB EL PASO TEX
INFO: CG 57 FTR INTERCEPTOR WG
PORT OF WHITTIER
EIELSON AFB MILE 26 ALASKA
ALASKAN AIR COMMAND FT RICHARDSON ALASKA
THORNBROUGH AFB FT RANDALL ALASKA
DAVIS AFB ADAX ALASKA
sup ER
File

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

20 FEB 10 08 58

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 88
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM BASE OPERATIONS AT ELMENDORF AFB ALASKA
TO DIRECTOR PLANS AND OPRS ATTN: OPRS DIV HQ USAF
CO 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
C/S USAF WASHDC
CG INSPECTOR GENERAL UNIT LANGLEY AFB VA
BIGGS AFB EL PASO TEX
CNTLD MATS KELLY AFB TEX
GREAT FALLS AFB MONT
INFO CG 57 FTR INTCP WG
CO PORT OF WHITTIER
EIELSON AFB MILE 26 ALASKA
DAVIS AFB ADAK ALASKA
ALASKAN AIR COMMAND FT RICHARDSON ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

90 FEB 13 10 57

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 105
RECEIVED IN: RESTRICTED
PROCESSED BY: ELG
PRECEDENCE: OP
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM ELMENDORF AFB FT RICHARDSON ALASKA
TO OFFICE OF FS LANGLEY AFB VA

ACTION DIR PLANS AND OPRS ATTN OPRS DIV HQ USAF
CO 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONTANA
INFO CG 57TH FTR INTERCEPTOR WG
CO PORT OF WHITTIER

246 JINE NEGATIVE.

SEARCH CONTINUING MISSION NEGATIVE SEARCH MISSION CONTINUING FOR
MISSING C-54.

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RESTRICTED

Fly Sof

Med Sof

Invest & Anal

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 102
RECEIVED IN: RESTRICTED
PROCESSED BY: EC
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

✓ Rch & Stat
Sof Ed

File

PAGE ONE OF ONE PAGE.

FROM BASE OPNS AT ELMENDORF AFB ALASKA

TO C/S USAF WASHDC
CG INSPECTOR GENERAL UNIT LANGLEY AFB VA
CNTLD MATS KELLY AFB TEX
GREAT FALLS AFB MONT
1701 ATW CNTLD DIV MATS GT FALLS AFB MONT
DIR OF PLANS AND OPERATIONS HQ USAF ATTN OPERATIONS DIV
BIGGS AFB TEX
INFO CG 57 FTR INTCP WC
CO PORT OF WHITTIER
THORNBROUGH AFB FT RANDALL ALASKA
EIELSON AFB MILE 26 ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

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Med Inf
950 FEB 13 16 45

Secret & Oral
✓ Recd & stat
1 of 2
File
RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: ¹⁰⁶~~818~~
RECEIVED IN: RESTRICTED
PROCESSED BY: FP
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED
[REDACTED]

PAGE ONE OF ONE PAGE.

FROM BASE OPNS ELMENDORF AFB ALASKA [REDACTED]

TO C/S USAF WASHDC ATTN DIR OF PLANS AND OPNS HQ USAF
1ST REG INSP GEN USAF LANGLEY AFB VA
CO 1701 ATW MATS GREAT FALLS MONT
CONT DIV MATS KELLY AFB TEX
BIGGS AFB TEXAS
INFO CG ALASKAN AIR COMD FT RICHARDSON ALASKA
CO 57 FTR-INTCP WG ELMENDORF AFB
CO PORT OF WHITTIER
CO ELMENDORF AFB
CO EIELSON AFB FT RANDALL ALASKA
CO DAVIS AFB ADAK ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

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Fly Sof
med Sof
Invest & Eval
RESTRICTED
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File

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 129
RECEIVED IN: RESTRICTED
PROCESSED BY: EC
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED
[REDACTED]

PAGE ONE OF ONE PAGE.

FROM BASE OPERATIONS AT ELMENDORF AFB ALASKA [REDACTED]

TO C/S USAF WASHDC
CG INSPECTOR GENERAL UNIT LANGLEY AFB VA
CNTLD MATS KELLY AFB TEX
GREAT FALLS AFB MONT
BIGGS AFB EL PASO TEX
DIRECTOR PLANS AND OPRS ATTN OPRS DIV HQ USAF
CO 1781 ATW CNTLD DIV MATS GREAT FALLS AFB MONT
INFO CG 57 FTR INTCP WG
CO PORT OF WHITTIER
ETIELSON AFB MILE 26 ALASKA
THORNBROUGH AFB FT RANDALL ALASKA

RESULTS OF SEARCH MISSIONS FOR MISSING C-54 NUMBER 2469 NEGATIVE.
SEARCH CONTINUING.

RESTRICTED

RESTRICTED

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Hy Sy

Med Sy

Inns + Anal

✓ Reels + Stat

Sy Ed

File

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 124
RECEIVED IN: RESTRICTED
PROCESSED BY: AA/FP
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

FROM BASE OPNS AT ELMENDORF AFB ALASKA
TO C/S USAF WASHDC
DIR OF PLANS AND OPNS HQ USAF ATTN OPERATIONS DIV
CO 1701 ATW CNTLD MATS GREAT FALLS AFB MONT
1ST REG INSP GEN LANGLEY AFB VA
CG ALASKAN AIR COMD FT RICHARDSON ALASKA
CG CNTLD DIV MATS KELLY AFB TEX
CO BIGGS AFB TEX
INFO CO PORT OF WHITTIER
CG 57 FTR INTCF WG ALASKA
CO EIELSON AFB MILE 26 ALASKA
CO THORNBROUGH AFB FT RANDALL ALASKA
CO DAVIS AFB ADAK ALASKA

REFERENCE MESSAGES OF MISSING C 54 NBR 2469. SEARCH RESULTS NIL,
SEARCH CONTINUING.

RESTRICTED

50-1-26-2

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RESTRICTED

Fly Log

Med Log

Innos & Anal

✓ Reck & Stat

Log Ed

File

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 117

PROCESSED BY: AA/TP

PRECEDENCE: OPERATIONAL IMMEDIATE

CLASSIFICATION: RESTRICTED

SAC-08

PAGE ONE OF TWO PAGES

FROM: BASE OPNS ELMENDORF AFB FT RICHARDSON ALASKA

TO: C/S USAF WASH DC DIR OF PLANS AND OPERATIONS

1ST REG INSP GEN LANGLEY AFB VA

INFO: OPNS DIV WASH DC

COMDR CNTLD MATS KELLY AFB TEX

CO 1701 ATW CNTLD GREAT FALLS AFB MONT

IN COMPLIANCE WITH AFR 60-6 INITIAL PRELIMINARY REPORT FOLLOWS:
TYPE OF ACFT C-54 NBR 45-72469, HOME BASE OF ACFT AND PILOT BIGGS AFB
EL PASO TEXAS. DEPARTED ELMENDORF AFB AT 26116Z. DESTINATION GREAT
FALLS. ROUTE GREEN 8 TO NORTHWAY, AMBER 2 TO GREAT FALLS. MISSION
S 27 PD ESTIMATED TIME ENROUTE 8 PLUS 30. LAST REPORTED OVER SNAG
AT 2309Z. WEATHER OVER ROUTE AS FOLLOWS: CLEAR TO SCATTERED OVER
ENTIRE ROUTE EXCEPT IN IMMEDIATE WHITEHOUSE AREA WHERE IT WAS 7500
FEET OVERCAST, VISIBILITY 30 MILES. SLIGHT POSSIBILITY OF ICE IN
CLOUDS OVER WHITEHORSE. BASE CONDUCTING SEARCH: UNITS FROM 1 AERO
RESCUE SQS AT LADD AFB AND ELMENDORF AFB WITH ROYAL CANADIAN AIR
FORCE RESCUE CENTER EDMONTON CANADA COORDINATING SEARCH. LIST OF
CREW AS FOLLOWS: 1ST LT KYLE E MCMICHAEL, 1ST LT MIKE TISIK,
MAJOR GERALD E BRITTAIN, 1ST LT JOSEPH W METZLE, S/SGT CLARENCE A
GIBSON, T/SGT HARRY W MCCONNELL, S/SGT RAYMOND A SNOW, M/SGT CLYDE A
STREITHANN. HOME BASE OF ALL CREW MEMBERS IS BIGGS AFB. LIST OF
PASSENGERS IS AS FOLLOWS: CAPT FRANK E GREGORY, S/SGT JACK E DICKERSON,
MR ELDON W DOLANSKY, MRS JOYCE M ESPE, M/SGT VICTOR B ESPE, T/SGT JACK
P FARIS, S/SGT ROBERT E AHEARN, S/SGT BURNIS T LIVELY, S/SGT RAYMOND
G MANCOLD, S/SGT JOHN I McDONALD, S/SGT CLIFTON D TOMPKIN, SGT
RAYMOND L ABEL, SGT DONALD W DADLE, SGT NOEL B JONES, SGT ROY E JONES,
SGT JUNIOR L MOORE, SGT HAROLD R NOELL, SGT TOMMY E RHOADS, SGT JULIAN
C THOMAS, CPL ALBIE P BAUGHMAN, CPL JEFF D JOHNSON, CPL HENRY S MERCHNER,
CPL RAYMOND W MATHENY, CPL BERNARD PORTHEY, CPL RICHARD L SUGGS, CPL
THOMAS J YOUNG, PFC JOHN G CHALOPKA, PFC CHARLES W COOK, PFC BILLIE C
CUMMINS, PFC FRANCIS D HOFER, PFC HERMAN L LAWSON, PFC LOYD E LOWRY,
PVT WILLIAM W CRANOR, PVT ROBERT H NIATT, PVT BLAKE F MAXWELL, PVT
ROBERT J REITMEYER.

60-126-3

60-126-3

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Say Ed
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NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 126
RECEIVED IN: RESTRICTED
PROCESSED BY: FP/AA
PRECEDENCE: OPERATIONAL IMMEDIATE
CLASSIFICATION: RESTRICTED
[REDACTED]

PAGE ONE OF ONE PAGE.

FROM BASE OPNS ELMENDORF AFB ALASKA [REDACTED]

TO C/S USAF WASHDC
DIRECTOR OF PLANS AND OPERATIONS HQ USAF ATTN OPNS DIV
CO 1701 ATW MATS GREAT FALLS AFB MONT
1ST REG INSP GEN LANGLEY AFB VA
COMTLD DIV MATS KELLY AFB TEX
GIBBS AFB TEX
INFO CG ALASKAN AIR COMD FT RICHARDSON ALASKA
CO 57 FTR INTC WG ALASKA
CO PORT OF WHITTIER ALASKA
CO DAVIS AFB ADAK ALASKA
CO THORNBROUGH AFB FT RANDALL ALASKA
CO EIELSON AFB MILE 26 ALASKA

REFERENCE MESSAGE [REDACTED] MISSING C 54 NUMBER 2469. WEATHER IN
AISHIHIK AND WHITEHORSE AREA RESTRICTED SEARCH MISSIONS PAST 24 HOURS.
SEARCH CONTINUING.

THE FOLLOWING RPT RELAYED FOR YOUR INFO QUOTE
FM MATS LIAISON OFFICER EDMONTON CANADA 102336Z
MATSLO-2-33 PD SIXTEENTH REPORT OPERATION MIKE PD THE GENERAL SEARCH
EFFORT IN THE WHITEHORSE AREA IS BEING LIMITED TO FOUR ENGINE ACFT
MAKING WIDE RADIO AND VISUAL SWEEPS PD THE VANCOUVER AND GT FALLS SEARCH
AREAS WERE HAMPERED BY POOR WEATHER PD THE GROUND RADIO SEARCH IN SOUTH-
ERN BC HAS SHOWN NIL RESULTS BUT IS CONTINUING PD DISTRESS SIGNALS ARE

CFN AFCS 64 3 WG 45F 070640Z F-80C 49500 102336Z MATSLO-2-33

PAGE TWO JEPGP 3

STILL BEING RECEIVED BUT TO DATE HAVE BEEN IMPOSSIBLE TO FIX PD
WEATHER HAS BEEN A CONSTANT HANDICAP PD THE GENERAL SEARCH EFFORT HAS
DECREASED IN ALL SECTORS PD SGD BRADY

10/2336Z

UNQUOTE

CFNEEE

CCC 1ST WC IN LAST LINE DECREASED RPT DECREASEE DECREASED
CFN 10/2336Z

RELAYED 13/1929Z

Supervisor - Brad + 1051 14 Feb 50

ARCH
UTH
RE

FM MATS LIAISON OFFICER EDMONTON CANADA 132355Z
MATSLO-2-48 PD SEVENTEENTH REPORT OPERATION MIKE PD FOR THE PAST FOUR
EIGHT HRS. LITTLE HAS EEEE DEVELOPED IN THE WAY OF NEW SEARCH AREA

CFN AFCFS 85 CG 3310TH 091455Z HE2-73 F-80A 44-85379 3 50 17332A
09/1622Z 132355Z MATSLO-2-48

PAGE TWO JEPBP 2

COVERAGE PD AT RESENT THE STUATION IN CANADA IS AS FOLLOWS PD CONCENTRATED CMA THAT IS UP TO TWO ZERO ZERO PERCENT CMA COVERAGE HAS BEEN OBTAINED FIVE ZERO MILES EITHER SIDE OF AMBER TWO AIRWAY FROM GT CALLS TO NORTHWAY PD ONE ZERO ZERO PERCENT COVERAGE HAS BEEN OBTAINED EAST OF THE AIRWAY BOUNDED BY A LINE FROM FT MCMURRAY ON THE ATHABASCA RIVER TO FT SIMPSON ON THE MACKENZIE RIVER THEN UP THE MACKENZIE TO THE ARCTIC OCEAN PD WEST OF THE AIRWAY EXTENSIVE COVERAGE HAS BEEN OBTAINED IN THE MOUNTAINS WEST OF WHITEHORSE-SNAG BUT THE WEATHER IN THE COASTAL MOUNTIREE MOUNTAINS TO SOUTH HAS RESTRICTED SEARCH AS FAR SOUTH AS VANCOUVER PD COVERAGE IN THE PROCESS HAS BEEN POOR SOUTH OF WHITEHORSE DUE ALSO TO WEATHER PD PROBABLE AREAS AROUND THE WHITEHORSE AREA HAVE RECEIVED ONE ONE ZERO ZERO PERCENT COVERAGE IN SOME CASES PD THIS INTENSIVE COVERAGE IS EXPLAINED BY THE RUGGED TERRAIN AND IN THE VALLEYS TO THE HEAVY TREE COVER PD WEATHER OVER THE WEEKEND HAS BEEN GENERALLY UNFAVORABLE FOR SEARCH IN BOTH NORTHERN AND SOUTHERN SECTORS PD RADIO DG SEARCHES HAVE TO DATE TURNED UP NO DEFINITE INFO PD A TEAM ARRIVED WHITEHORSE FROM MATS HQ ONE ONE ONE FEB WTEEE WITH PORTABLE HY/DF EQUIPMENT PD IT IS PLANNED TO BRING ANOTHER PORTABLE SET DOWN FROM ALASKA PD ONE DF STATION WILL BE SET UP AT FT ST JOHN AS SOON AS WEATHER PERMITS ITS TRANSFER FROM ALASKA PD THREE MOBILE DF SETS ARE

CF

PAGE THREE JEPBP 2

TO OPERATE IN THE JUNEAU AREA PD THIS EQUIPMENT WORKING IN CONJUNCTION WITH DF EQUIPMENT IN ALASKA AND ALONG THE WEST COAST PLUS THE AIR PORTABLE LF/DF WORKING ON FIVE ZERO ZERO KCS FROM KEE WHITEHORSE AND THE SEATTLE AREA SHOULD PRODUCE AN ANSWER BEFORE TOO LONG PD THE GREATEST AID IN THIS RESPECT IS THE CLEARING OF 8280 KCS DURING THIS PERIOD PD TOO MUCH CREDENCE SHOULD NOT BE PLACED ON BEARINGS OBTAINED DUE TO MOUNTAINOUS TERRAIN CMA TYPE OF EQUIPMENT AND THE PROBABILITY OF RECEIVING SKY WAVES RATHER THAN THE GROUND WAVE PD THE CURRENT FEELING OF THE RCAF IS THAT RESULTS OF THIS RADIO SEARCH WILL BE NIL BUT FEEL THIS IS IMPORTANT TO ASCERTAIN AT THIS TIME PD IF THE RADIO SEARCH PROVES FRUITLESS THE CURRENT QUESTION IN EVERYONES MIND HERE IS ARE WE JUSTIFIED IN CONTINUING PD SGD BRADY 13/2359Z

CFN 8280 13/2359Z

14/1902Z

90 FEB 10 16 20

JL-9

EJ95TT2
BP 24
RR JELIE

DE JEPER 4
R-101930Z

FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC
TO 1301ST INSPECTOR GENERAL UNIT LANGLEY AVEE AFB VA

AF GRNC

AFCEC 31 PD ATTN DIR/FLYING SAFETY PD THE FOLLOWING IS RELAYED OEEE
FOR YOUR INFO QUOTE
FM MATS LIAISON OFFICER EDMONTON CANADA 09 FEB 50
MAT LO-2-27 PD FIFTEENTH REPORT OPERATION MIKE PD SOS RADIO MSG RECD
ON EIGHT FEB FIVE ZERO BY BOB WAGNER CMA LEAD SOUTH DAKOTA CMA GIVING
POSITION OF 130W 60 N AND STATING QUOTE NAM OBOE FOX OBOE UNQUOTE PD
TWO LETTERS AFTER FOX OBOE WERE RECEIVED AND BELIEVED TO BE OBOE DOG PD
REPORT REACHED RCC NWAC AT TWO ONE ZERO ZERO MST AND WAS IMMEDIATELY
RELAYED TO WHITEHORSE PD WHITEHORSE COVERAGE FOR NINE FEB INDICATED WIDE
SWEEPS AROUND THE MACKENZIE MTS PD FOUR CHARLIE FOUR SEVENS RETURNING TO

CFR AFCEC 31 09 50 LO-2-27 130W 70// 60N

PAGE TWO JEPER

9.3 5- 2543 43
EPTING ABOVE LINE

HOME STAC WERE REQUESTED TO PERFORM A CHECK ON THE 130W 60N AREA ON
THEIR WAY FROM WHITEHORSE TO EDMONTON PD ON NINE FEB AN AMPLIFYING
REPORT ON BOB WAGNER'S RECEPTION WAS RECEIVED AND REASONABLE CONFIRMATION
NOW EXISTS THAT THE INITIAL REPORT WAS VALID PD NO DOUBT EXTENSIVE
SEARCH WILL BE MADE OF THE AREA ON ONE ZERO FEB WEATHER PERMITTING PD
WEATHER DURING THIS REPORTING PERIOD HAS BEEN CLEAR EXCELLENT FOR
SEARCH IN ALL SECTORS EXCEPT VANCOUVER VANCOUVER AREA BC AREA FL 200 BRAC
09/2310Z

CFR 130W 60N 09/2310Z

10/19452

HL-9

03081
EP 03
RE JELIG

DE JEPBP 3
R 031856Z

FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC
TO 1001ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF GRNC

RESTRICTED/AFCS 68 PD ATTN FLYING SAFETY PD THE FOLLOWING
ACDT RPTS ARE RELAYED FOR YOUR INFO

QUOTE

FM CO 1701ST ATW CNLTD MATS GFAFD MONTG031633Z
GFWCO-3-377 FROM MAJ GEN W D OLD CMA THE AIR INSP PD DAILY REPORT NUMBERS
FOUR AND FIVE PD FORM F OF SAC C-54 INDICATES THAT AIRPLANE WAS NOT
REPEAT NOT OVERLOADED PD INFORMATION FROM CAA INDICATES THAT C-54 RE-
PORTED POSITION AT ALL REQUIRED CAA CHECK POINTS FROM DEPARTURE TO SNAG
PD AIRPLANE PROBABLY ENTERED INSTRUMENT CONDITIONS AFTER LEAVING SNAG
PD WEATHER RESTRICTING SEARCH OPERATIONS PD RETURNED GREAT FALLS 0400
3 FEB 50 PD 03/1645Z

CFN AFCS 68 1701ST 031633Z GFWCO-3-377 C-54 C-54 0400 3 03/1645Z

PAGE TWO JEPBP 3

QUOTE FM MATS LIAISON OFFICER EDMONTON CANADA 030225Z
MATLO-2-7 EIGHTH REPORT OPERATION MIKE PD GENERAL CMA AFTER SIX
DAYS OF OPERATION SEARCH AIRCRAFT OPERATING FROM FT NELSONSAND GREAT
FALLS HAVE COVERED TWO CMA THREE TWO FIVE CMA EIGHT ZERO ZERO SQUARE
MILES AND FLOWN ONE TWO FOUR THREE HRS AND TWENTY FIVE MINUTES AS OF
ZERO EIGHT ZERO HOURS MST 2 FEB 50 PD SOME AREAS HAVE RECEIVED SEVEN
ZERO ZERO PERCENT COVERAGE NEAR VICINITY OF WHITEHORSE PD TO DATE
SEARCH IN THE NORTH AREA HAS BEEN CONCENTRATED IN THE WHITEHORSE
AREA AND ALONG AIRWAYS PD THE SEARCH IN THE SOUTHERN SECTOR HAS BEEN
LESS CONFINED AND MORE WIDE SPREAD PD FEW AREAS IN THE SOUTHERN SECTOR HAVE
RECEIVED OVER ONE FIVE ZERO PERCENT COVERAGE PD THE WEATHER IN THE
NORTHERN SECTOR IS FORECAST TO BE POOR FOR THE NEXT TWO HOURS WITH SNOW
CMA HIGH WINDS AND LOW CEILINGS CLOUD TOPS OVER THE MOUNTAINS WILL BE UP
TO FIFTEEN TO SEVENTEEN THOUSAND FEET PD THIS GENERAL SITUATION SHOULD
ENEE EXTEND DOWN AS FAR SOUTH AS EDMONTON PD SOUTHERN SECTOR WEATHER
EAST OF THE MACKENZIE RANGE WILL WASH OUT EFFECTIVE RESULTS OF THE PLANNED
RADIO SWEEP PD IN EVENT WEATHER CONDITIONS ARE TOO SEVERE SWEEP WILL
PROBABLY BE POSTPONED PD THE WHITEHORSE AREA WAS HINDRED TODAY BY
WEATHER AND NO REPEAT NO SEARCHING WAS ACCOMPLISHED PD THE SOUTHERN
SECTOR IS PREPARING FOR THE RADIO SWEEP PD NO DEFINITE NEWS

CFN 030225Z MATLO-2-7 2 50

PAGE THREE JEPBP 3

REPORT OTHER THAN THE USUAL SCATTERED GROUND AND RADIO REPORTS ALL
TRACED TO DATE HAVE BEEN FRUITLESS PD SIGNED BRADY 03/0225Z
FM CINCPAC TOKYO JAPAN 030831Z
ZERRA XRAY THREE SIX FIVE SEVEN SIX CASUALTY MSG AF TWO ONE ALFRED
R BRADY AO ONE NINE ZERO NINE FOUR FIVE SEVEN SECOND LT AF DIED
TWO FEB TWO MILES NORTH GRANDE ISLAND CMA SUEIC LAY CMA LUZON PI
PD INSTANTANEOUS DEATH INCURRED WHEN PLANE CRASHED IN TWO ZERO
FATHOMS OF WATER WHILE ON ROUTINE TRAINING FLIGHT IN LOCAL AREA PD
ANGLE FINAL PD FURTHER UPON RECEIPT PD MSG CONTAINS ONE NAME 03/0310Z

CFN 03/0225Z 030831Z 03/0310Z

HEXXX

JL-3

EN041 VBP 02
RR JELIG

DE JEPDP 2
R 061910Z

FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC
TO 1021ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF CRNG

AFCFS 71 PD ATTN DIR/FLYING SAFETY PD THE FOLLOWING ACFT RPT IS RELAYED
FOR YOUR INFO
FM MATS LIAISON OFFICER EDMONTON 060110Z
MATSLO 2-15 ELEVENTH REPORT OPERATION MIKE PD WEATHER STILL UNFAVORABLE
IN THE WHITEHORSE AREA FOR VISUAL SEARCHING PD FIVE BAKER TWO NIE
EEEE NINE FLEW FROM FAIRBANKS TO EDMONTON DOING A VISUAL SWEEP OF ONE
ZERO ZERO MILES WIDE PD AN ARMY SGT AT FORT WARREN WASHINGTON REPORTED
HAVING HEARD MAY DAY AND SOS AT 1320 CMA 1620 CMA 1720 PACIFIC TIME
FOURTH FEB 50 PD REPORTED THE SIGNALS TO THE US NAVAL STATION AT
SEABRIDGE ISLAND CMA SEATTLE WASHINGTON PD THE D/F STATION AT SEABRIDGE
TOOK A BEARING ON THE SIGNAL WHICH GAVE THE BEARING OF THREE THREE TWO
DEGREES TRUE PD SIGNAL WAS COMING FROM YUKON TERRITORY NEAR JUNEAU CMA
ALASKA PD THIS REPORT CONSIDERED ACCURATE AND RELIABLE PD
GREAT FALLS IS ASKING THE US COAST GUARD TO UTILIZE SPECIAL AIRBORNE
J/F EQUIPMENT TO CARRY OUT SWEEPS OVER THE PLOTTED AREA WEATHER PER-
MITTING PD SIGNED BRADY 06/0110Z PERRE

RELAYED 06/1910Z

MSG FROM ELENNDORF ALASKA ON JAN 312015Z AS FOLLOWS
PARA E IS AMENDED TO READ AS FOLLOWS CLN
RADIO OPERATOR CMA BRUNO J PRZYDZIAL REPEAT PRZYDZIAL CMA CPL
E.D

02/2129Z

RESTRICTED

AFCEJ-64

of 0221102

BRIDGE
C/O
SA

542

THE FOLLOWING ACFT RPTS WERE NOT INCLUDED IN YOUR CHECK LIST
QUOTE

PM MATS LIAISON OFFICER EDMONTON CANADA 222250Z APCP-64 0724/02
SEVENTH REPORT OPERATION MIKE PD GENERAL WEATHER IN THE NORTHERN SECTOR
HAS BEEN CLEAR FOR THE PAST TWO FOUR HOURS PD NO BASIC CHANGE FORESEEN
PD SEARCHES WERE CONCENTRATING ALONG AND NEAR THE AIRWAYS BOUNDED ON THE
EAST BY THE MACKENZIE RANGE AND THE CONTINENTAL DIVIDE ON THE WEST PD

PAGE TWO JEPBP 6

SOME AREA HAVE RECEIVED OVER FIVE ZERO ZERO PERCENT COVERAGE IN
THE WHITEHORSE AREAS WEATHER IN THE SOUTHERN SECTOR WAS GENERALLY FAIR
AND THE SEARCH EXPANDED TO FOUR ZERO ZERO MILES EAST OF AMBER TWO PD
SEARCH MASTER GREAT FLEEE FALLS HAS REQUESTED FURTHER MISSIONS FOR BAKER
TWENTY NINE AIRCRAFT PD NWAC RCC IS REQUESTING GREAT FALLS AIRCRAFT
TO CONDUCT RADION SWEEP OF THE AREA BOUND BY MACKENZIE MTS ARCTIC
COAST EASTERN TIP OF GREAT SLAVE LAKE AND EDMONTON TO THE SOUTH PD
HAM RADIO REPORTS IN THE PAST TWO FOUR HOURS STATING SIGNALS CALLING
FOR HELP HAVE BEEN PICKED UP PD ONE SOS REPORT CAME FROM A HAM IN
VANCOUVER AND ONE FROM EDMONTON PD IN MY OPINION THERE IS ONLY ONE
AREA OF POSSIBLE SURVIVAL LEFT UNSEARCHED PD THIS IS THE AREA EAST OF
THE MACKENZIE MTS AND WILL BE COVERED BY THE PLANNED RADIO SEARCH FROM
GREAT FALLS PD SEARCH AIRCRAFT HAVE COVERED ONE CMA SIX TWO THREE CMA
THREE TWO ZERO MILESEE MILES OF 31 JAN 58 PD SIGNED BRADY
FM LT COL STROUSE SEARCH OPNS WHITEHORSE 210625Z
RE ACCIDENT INVOLVING AF 1015 ON JAN 30 1958 IN THE VICINITY OF WHITE-
HORSE ALASKA PD ACCIDENT WAS DUE TO PILOT ERROR IN MISJUDGING HIS
ALTITUDE WHILE MAKING AN UP HILL TURN OVER RUGGED TERRAIN IN TURBULENT
AIR PD CREW STAYED WITH AIRCRAFT WHILE PILOT WALKED APPROX 4 MILES TO
HIGHWAY PD PILOT KNEW HIS POSITION AND WAS IN SIGHT OF ROAD AT ALL TIMES

PAGE THREE JEPBP 6

FM MATS LIAISON OFFICER EDMONTON CANADA 312322Z
MATCLO-1-57 31 JAN FINAL REPORT ON CHARLIE FOUR SEVEN NER ONE ZERO ONE
FIVE PD PILOT CHARLES ROGER HARDEN FIRST LT FIVE SEVEN FTR WG FIVE SEVEN
AF GROUP ELMENDORF TOOK OFF FROM WHITEHORSE ON SEARCH THREE ZERO JAN
ONE SEVEN ZERO SEVEN ZEBRA AND CRASHED INTO TREES ON THE SIDE OF A
MOUNTAIN DUE TO A DOWN DRAFT ABOUT THREE HOURS AFTER TAKEOFF PD
CRASH OCCURRED ABOUT TWO ZERO MILES SOUTH EAST OF WHITEHORSE PD MINOR
INJURIES SUSTAINED BY FIVE OTHER CREW MEMBERS PD PILOT WALKED OUT AND
LEAD GROUND SEARCH PARTY BACK IN TO CRASH PD ACFT TOTAL WRECK PD
THREE ZERO MILE VISIBILITY WITH TWO ZERO THOUSAND THIN OVERCAST CMA
WIND NORTH WEST TWO PD SIGNED BRADY MATS LIAISON OFFICER

31/2325Z JAN

EX-100 10 59

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RE JELIG

DE JEPBP 2
R 011900Z

FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC
TO 1001ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF CRNC

AFCFS 59 PD ATTN DIR/FLYING SAFETY PD FOLLOWING MSG FROM GEN OLD AT
FT RICHARDSON ALASKA 010320Z IS QUOTED FOR YOUR INFO
AAGCS-1023 DAILY REPORT NUMBER THREE PD SAC CHARLIE 54 PROCEEDED TO
ALASKA WITH SAC PERSONNEL TO ATTEND ARCTIC SURVIVAL SCHOOL PD INFORMA-
TION INDICATES CREW QUALIFIED AND PILOT POSSESSED GREEN CARD PD BOTH
PILOT AND COPILOT HAVE MADE PREVIOUS FLIGHTS TO ALASKA PD BRIEFING FOR
RETURN FLIGHT APPEARS INADEQUATE PD RESPONSIBILITY FOR CHECKING SURVIVAL
EQUIPMENT ON TRANSIENT AIRCRAFT RETURNING TO STATES NOT FIXED PD
RETURNING TO GREAT FALLS FIRST AVAILABLE TRANSPORTATION NO ADDITIONAL
INFORMATION ON SEARCH AND RESCUE OPERATIONS PD OLD 01/0320Z
CFN AFCFS 59 010320Z AAGCS-1023 54 01/0320Z

01/1925Z

50-1-26-2

126

50-1-26-3

RESTRICTED

JL5
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W 03

RR JELIG

DE JEPBP 3
R 301535Z

FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC
TO 1001ST INSPECTOR GENERAL UNIT LANGLLEY AFB VA
AF GRMC

/R E S T R I C T E D/ AFCEP 40 PD ATTN FLYING SAFETY PD THE FOLLOWING
IS BR
EF OF C-54 ACCIDENT CLN

MISSING PD DEPARTED ELMENDORF AFB ALASKA AT 2116Z 26 JANUARY 1956 PD
AIRCRAFT AND STATION C-54 45-72469 WCA SAC CMA BIGGS AFB TEXAS
AIRCRAFT DAMAGE MISSING
PILOT NAME 1ST LT KYLE E MCMICHAEL
PILOT STATION SAC CMA BIGGS AFB TEXAS
FOLLOWING PERSONNEL MISSING CLN

PILOT CMA LT MCMICHAEL
CREW MEMBERS CLN 1ST LT MIKE TISIK

PASSENGERS CLN

MAJOR GERALD F BRITTAIN
1ST LT JOSEPH W METZLE
S/SGT CLARENCE A GIBSON
T/SGT HARRY E MCOWERY
S/SGT RAYMOND A SNOW
M/SGT CLYDE A TREITMAN
CAPT FRANK E EGORY
S/SGT JACK F JACKERSON
MR ELDON W DOLANSKY
MRS JOYCE M ESPE
MASTER VICTOR R ESPE
T/SGT JACK P FARIS
S/SGT ROBERT E AHEARN
S/SGT BURNIS T LIVELY
C/SGT RAYMOND S MANGOLD
C/SGT JOHN J McDONALD
S/SGT CLIFTON S TOMPIERRE TOMPKIN
SGT RAYMOND L ASAL
SGT DONALD W DAGLE
SGT NOEL R JONES
SGT ROY F JONES
SGT JUNIOR L MOORE
SGT HAROLD R NOELL
SGT TOMMY E RHOADS
SGT JULIAN C THOMAS
CPL ALDIE F BAUGHMAN
CPL JEFF D JOHNSON
CPL HERBY C KERNICKER
EEEEEEEEEE RPT
CPL HENRY S KERNICKER
CPL RAYMOND H KATHENY
CPL BERNARD PORTNEY
CPL RICHARD L SUGG
CPL THOMAS J YOUNG
PFC JOHN C CHALOPHA
PFC CHARLES W COOK
PFC BILLIE E CUMMINS
PFC FRANCIS D HOVER
PFC HERMAN L LANSON
PFC LOYD E LOWRY
PVT WILLIAM W CRAMER
PVT ROBERT M HIETT

50-1-26-2

100130
1308

DESCRIPTION CLN PLANE DEPARTED ELMENDORF AFB CMA ALASKA AT 2116Z CMA 27 JAN 50 PD DESTINATION CMA GREAT FALLS CMA MONTANA PD ROUTE CMA GREEN 8 TO NORTH A RPT NORTHWAY CMA AMBER 2 TO GREAT FALLS PD ETC CMA 8.30 PD 13 HOURS FUEL ABOARD PD LAST REPORTED OVER SNAG AT 2309Z PD ESTIMATED FUEL WAS EXHAUSTED AT 1015Z CMA 27 JAN 50 PD WEATHER OVER ROUTE CLN CLEAR TO SCATTERED OVER ENTIRE ROUTE EXCEPT IN IMMEDIATE WHITEHORSE AREA WHERE IT WAS 7500 FT OVERCAST CMA VISIBILITY 30 MILES PD SLIGHT POSSIBILITY OF ICE IN CLOUDS OVER WHITEHORSE PD AT TIME PLANE REPORTED OVER SNAG CMA INDICATED HEAVY ICING CONDITIONS PD IN FLIGHT REPORT BY NORTH BOUND AIRCRAFT CONFIRMED HEAVY CEE ICING PD FLIGHT PLAN ALTITUDE OF PLANE WAS MINIMUM INSTRUMENT ALTITUDE OVER THIS REE ROUTE PD

THE PLANE GAVE ITS LAST POSITION REPORT OVER SNAG AT 1.09 PM CMA THURSDAY PD THE PLANE WAS AT AN ALTITUDE OF 10000 FT ON COURSE TO AISHIHIK AND WHITEHORSE CMA ITS NEXT 2 REPORTING POINTS AS IT PROCEEDED DOWN THE ALCAN ROUTE TO GREAT FALLS PD THERE WAS A STRONG TAIL WIND OF 50 TO 80 MPH CMA AND THE PLANE HAD JUST ENTERED AN OVERCAST WITH THE PILOT FLYING ON INSTRUMENTS PD THOSE ARE TE FACTS AS REPORTED WHEN AN OVERDUE MESSAGE WAS RECEIVED BY 10TH RESCUE THAT EVENING FROM GREAT FALLS PD RCAF RESCUE COORDINATION CENTRE ALERTED USAF RESCUE FACILITIES IN ALASKA AS SOON AS PLANE BECAME OVERDUE AT AISHIHIK PD EXTENSIVE COMMUNICATIONS SEARCHES WERE MAINTAINED THROUGHOUT TE EEE THE INITIAL PHASES OF THE SEARCH PD IN FLIGHT REPORTS WERE REQUESTED FROM ALL COMMERCIAL AND MILITARY PILOTS FLYING THE ROUTE DURING THIS PERIOD CMA AND PILOTS REPORTS REVEALED NO DEFINITE INFORMATION PD MSG FROM MATS LIAISON OFFICER CMA EDMONTON CMA CANADA STATES THAT INDICATIONS ARE THAT THE PLANE WAS FORCED DOWN DUE TO ICING IN THE GENERAL VICINITY BETWEEN SNAG AND FT NELSON PD

MSG FROM CC AAC FT RICHARDSON CMA ALASKA STATES CLN WITHIN 20 HOURS WE HAD 25 PLANES IN WHITEHORSE ON THE SEARCH MISSION PD THE NORTHWEST AIR COMD OF THE RCAF IS THE RESPONSIBLE AGENCY FOR CONDUCTING THE SEARCH PD THE RCAF HAD MANY OTHER AIRCRAFT ON THE SCENE CMA AND THE 4TH RESCUE SQ FROM MCCORD AFB CMA WASH CMA HAD PLANES SEARCHING FROM GREAT FALLS UP TO FT NELSON PD SEARCH HAS BEEN HAMPERED BY BAD WEATHER WITH LOW CEILINGS AND SNOW PD THE SNOW WILL UNDOUBTEDLY COVER MUCH OF THE DOWNED PLANE CMA MAKING IT DIFFICULT TO SPOT FROM THE AIR WHEN WEATHER CLEARS PD

MSG FROM NORTHWEST AIR COMD CMA HQ RESCUE COORDINATION CENTRE STATES CLN UPON FAILING TO REPORT OVER AISHIHIK AT 2339Z CMA DEPT OF TRANSPORT ADVISED NWAC RESCUE COORDINATION CENTRE THAT THE PLANE WAS OVERDUE PD NWAC RCC ALERTED WHITEHORSE CMA FT NELSON AND EDMONTON AND BEGAN AN EXTENSIVE COMMUNICATION SEARCH PD 10TH RESCUE SQ AT LADD AFB CMA 4TH RESCUE SQ AT MCCORD AFB WERE REQUESTED TO STAND BY FOR TAKE-OFF PD ALL AIRCRAFT FLYING IN THE GENERAL AREA OF SNAG AND FT NELSON TO BE ON THE LOOK OUT FOR THE OVERDUE PLANE PD ALL COMMERCIAL AND MILITARY COMMUNICATIONS IN THE NORTHWESTERN SECTION OF CANADA WERE PRESSED INTO SERVICE PD INVESTIGATIONS OF ALL REPORTS WERE CONDUCTED BY GROUND AS WELL AS AIR SEARCH PD THE EARLY HOURS OF THE SEARCH WERE EXPANDED PRIMARILY ON INVESTIGATION REPORTS IN THE GENERAL VICINITY OF SNAG TO FT NELSON PD DURING THE INITIAL PHASES OF THE SEARCH THERE WAS AN INDEFINITE CLOUD CEILING EXTENDING GENERALLY FROM SNAG TO WATSON LAKE PD THERE WERE ICING CONDITIONS REPORTED IN THE CLOUDS PD INEE IT WAS BELIEVED THAT LACK OF POSITION REPORTS FROM THE PLANE WAS CAUSED BY RADIO FAILURE DUE TO ICING AND THAT THE PILOT WOULD LAND THE PLANE AS SOON AS HE COULD SEE THE GROUND PD FAILING TO DO THIS CMA THE PILOT COULD VERY WELL CONTINUE ON HIS ORIGINAL FLIGHT PLAN AND LAND AT GREAT FALLS PD A SEARCHMASTER WAS APPOINTED IMMEDIATELY AT WHITEHORSE AND HE REQUESTED 10TH RESCUE SQ AT FAIRBANKS CMA ALS PD TO MAKE A 12 PLANE SWEEP ALONG AMBER 2 AIRWAY TO WHITEHORSE PD CO CMA 10TH RESCUE FLT AT FAIRBANKS ARRIVED AT WHITEHORSE EARLY MORNING ON 27 JAN 50 O TO COORDINATE THE USAF ACTIVITIES WITH THE WHITEHORSE MASTER PD AT THE END OF THE FIRST 24 HOURS OF SEARCH CMA THE COMBINED USAF AND RCAF AIRCRAFT STRENGTH AT WHITEHORSE TOTALED 26 AIRCRAFT PD AIRCRAFT WERE ALERTED FROM ALL ACROSS CANADA CMA ALASKA AND THE UNITED STATES PD TYPES INCLUDED SKI-JATO EQUIPPED C-47 NORTHSTARS C-54 CMA 9-29 CMA 9-50 CMA C-32 CMA OA-10 CMA L-17 CMA GLIDERS AND F-51 PD ON 27 JAN ACTUAL SEARCH OPERATIONS WERE HAMPERED IN THE WHITEHORSE AREA DUE TO POOR VISIBILITY AND CEILINGS ENVELOPING THE MOUNTAINS PD CAPABILITY REPORTS WERE RECEIVED BY NWAC RCC FROM 10TH RESCUE CMA ALS CMA 4TH RESCUE CMA MCCORD CMA MATS CMA GREAT FALLS CMA SAC CMA DNABA CMA RAECC RCAF CMAE IN FROM NWAC CMA CJATC/ATC TO PD ON 28 JAN ACTUAL SEARCH OPERATIONS WERE HAMPERED IN THE WHITEHORSE-SNAG AREA DUE TO POOR VISIBILITY AND LOW CEILINGS PD THE WATSON LAKE-FT NELSON AREA RECEIVED COVERAGE WITH GOOD VISIBILITY ALONG AMBER 2 AIRWAY TO 20 MILES REE EITHER SIDE PD DURING THIS PERIOD RCC NWAC WAS OBTAINING REPORTS ON REAF STATE SIDE SEARCH CAPABILITIES B-29 S AND B-50 S PD FROM SAC WERE REPORTED AS ALERTED PD C-54 AND C-47 S PD

12
FROM MATS STAGING BASE AT GREAT FALLS WERE REPORTED AS STANDING BY PD
IN ADDITION TO THE ABOVE CMA THE 4TH RESCUE SQ WAS CONSOLIDATING
WINTERIZED AIRCRAFT /RESCUE/ FROM THE STATE OF WASHINGTON TO THE EAST
COAST PD ON 28 JAN THE GENERAL CANADIAN SEARCH AREA FROM THE ALASKAN
BOUNDARY TO THE US BORDER WAS DIVIDED BY A NORTHEAST LINE THROUGH THE
FT NELSON RANGE STATION PD THE REEF AREA NORTHWEST OF THIS LINE WAS
DESIGNATED AS THE RESPONSIBILITY AREA FOR THE SEARCHMASTER AT WHITE-
HORSE PD THE CO 4TH RESCUE SQ WAS APPOINTED AS SEARCHMASTER NWAC FOR
THE AREA SOUTH OF FT NELSON PD HQS FOR THE SOUTHERN SEARCHMASTER IS
LOCATED AT GREAT FALLS PD WEATHER IN THE WHITEHORSE AREA SAW LITTLE
CHANGE DURING 28 JAN PD SNOW AND LOW CEILINGS STILL HAMPERED SEARCH
COVERAGE PD SWEEPS ALONG ANEEEEEE AMBER 2 AIRWAY FROM GREAT FALLS NORTH
TO FT NELSON WERE MADE DURING THE PERIOD COVERING 30 MILES ON BOTH
SIDES OF THE AIRWAY PD THE ONLY NEW DEVELOPMENT IN THE WHITEHORSE AREA
CONCERNED A REPORT BY MECHANIC AT CARCROSS-40 MILES SOUTH OF WHITEHORSE
THAT HE HEARD AN AIRCRAFT OVERHEAD AND SHORTLY AFTER A LARGE EXPLOSION PD
HIS REPORT CHECKS WITHIN 3 MINUTES OF THE LOST C-54 S ESTIMATED TIME
OVER WHITEHORSE ACCORDING TO HIS FLIGHT PLAN PD BAD WEATHER HAS HAMPERED
SEARCHING IN THE CARCROSS AREA BUT THIS IS A PRIORITY SECTOR AS SOON AS
WEATHER BREAK OCCURS PD 29 JAN SHOWS LITTLE CHANGE IN THE WEATHER
AROUND THE WHITEHORSE AREA PD ALL AVAILABLE AIRCRAFT ARE BEING PRESSED
INTO THE CLEAR AREAS OF BOTH NORTH AND SOUTH SECTORS PD THE SEARCHMASTER
AT WHITEHORSE NOW HAS 26 HEAVY AIRCRAFT AVAILABLE FOR SEARCHING IN THE
NORTHERN SECTOR PD THE SEARCHMASTER AT GREAT FALLS HAS 15 HEAVY AIRCRAFT
ABEEEE AVAILABLE FOR SEARCHING IN THE NORTHERN SECTOR PD TH
BUST THE ABOVE LINE
RPT

AVAILABLE PD IT IS EMPHASIZED THAT THE MAJORITY OF MOUNTAIN PEAKS IN
THE SOUTHERN YUKON AREA HAVE NOT BEEN SEARCHED AS THE BASE OF THE CLOUD
HAS BEEN BELOW MOUNTAIN TOP LEVEL PD SEARCHING THESE MOUNTAIN PEAKS IS
A PRIORITY OPERATION ONCE THE WEATHER HAS LIFTED PD /THIS REPORT IN-
CLUDED RESUME UP UNTI 2220Z CMA 29 JAN 50/ PD
MISSION TRANSPORTATION

THE ABOVE INFO WAS EXTRACTED FROM THE FOLLOWING REPORTS

FM BASE OPNS ELMENDORF AFB ANCHORAGE ALASKA DTD 292200Z /FLYING SAFETY
INCLUDED IN ADDRESS/

FM BASE OPERATIONS ELMENDORF AFB ALS DTD 272050Z /FLYING SAFETY INCLUDED
IN ADDRESS/

FM MATS LIAISON OFFICER EDMONTON CANADA DTD 292002Z MSG NR

MATSLO-1-40 /FLYING SAFETY LANGLEY NOT INCLUDED IN ADDRESS/

FM NORTHWEST AIR COMD HQ RESCUE COORDINATION CENTER 292359Z MSG NR

NIL 29 JAN /FLYING SAFETY LANGLEY NOT INCLUDED IN ADDRESS/

FM MATS LIAISON OFFICER EDMONTON CANADA DTD 272158Z MSG NR MATSLO 1-40

/FLYING SAFETY F LANGLEY NOT INCLUDED IN ADDRESS/

FM NORTHWEST AIR COMMAND EDMONTON ALBERTA CANADA DTD 280235Z

WHICH STATES SEARCH FOR USAF C54 AF 2469 HSD BRN VOFR EEEEE

HAS BEEN CODE NAMES QUOTE OPERATION MIKE UNQUOTE

28/0238Z

FM MATS LIAISON OFFICER EDMONTON ALTA CANADA 280239Z MSG NR MATS/LO

1-45 /FLYING SAFETY LANGLEY NOT INCLUDED IN ADDRESS/

FM MATS LIAISON OFFICER EDMONTON CANADA 280201Z MSG NR MATSLO 1-45 PD

2/FLYING SAFETY LANGLEY NOT INCLUDED IN ADDRESS/

FM ELMENDORF AFB ALASKA MSG NR 282200Z /FLYING SAFETY LANGLEY INCLUDED

IN ADDRESS/

FM CG AAG FT RICHARDSON ALASKA 290535Z /ATTN POLS GEN GORY SMITH DIR

OF PUBLIC RELATIONS AAFIO 0898 ADDRESSED TO HQ USAF WASH DC PD

FM OPNS GREAT FALLS AFB MONT 290701Z /FLYING SAFETY LANGLEY NOT INCLUDED

IN ADDRESS/

END

/R E S T R I C T E D/

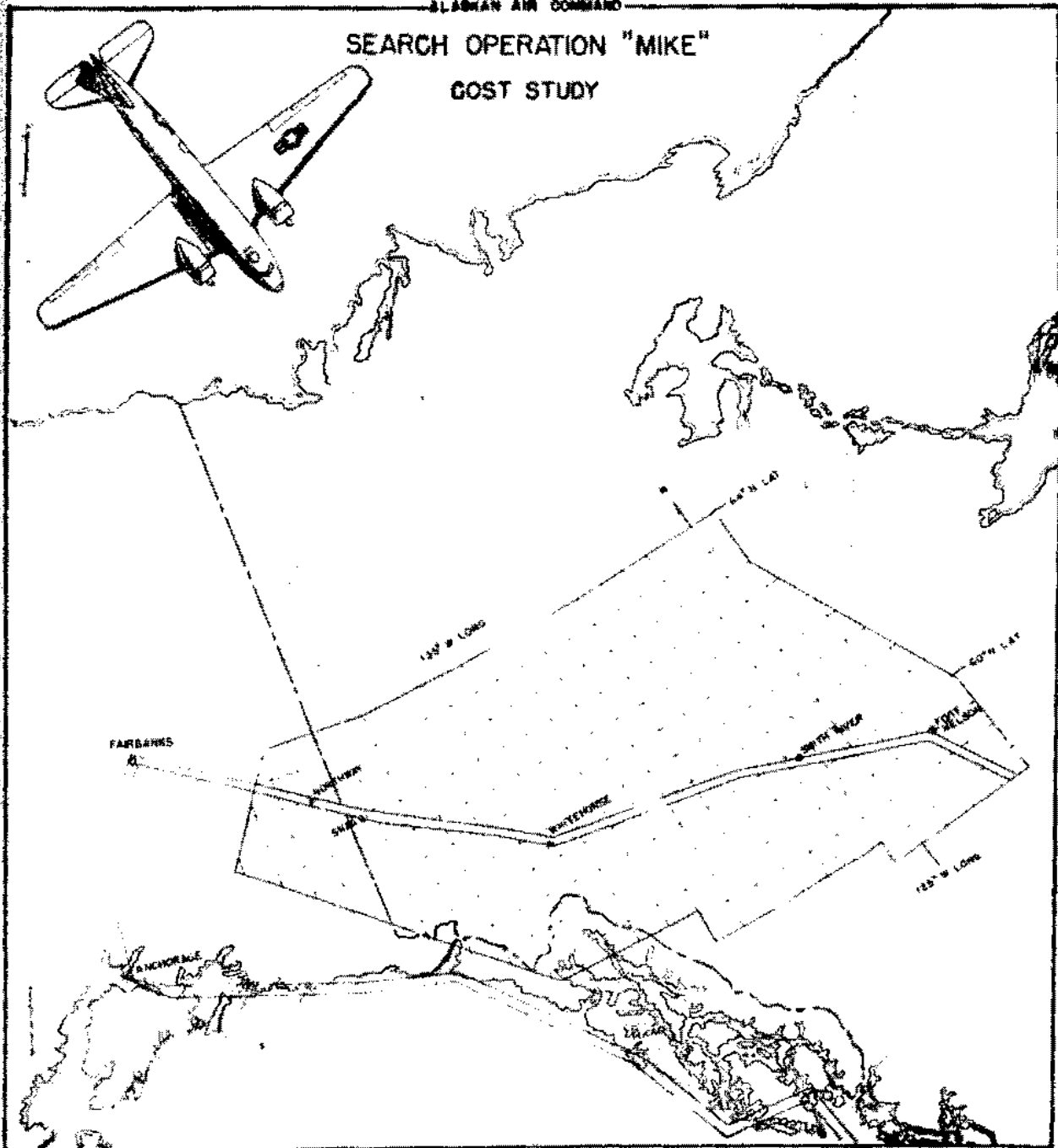
33/1713Z

INDEX OF INCLOSURES

1. Summary of Operation "Mike" (Prepared by West Control Branch, Alaskan Air Command)
2. The Effectiveness of the Joint Canadian-American Agreement for Conducting Search for Missing Aircraft in Canada (By Lt. Col. Strouse, Commanding Officer, Detachment "B", 10th Rescue Squadron)
3. Narrative Report of Operation "Mike" (Prepared by Headquarters 10th Rescue Squadron)
4. RCAF Searchmaster's Report (Prepared by Northwest Air Command)
5. 10th Rescue Squadron Headquarters Log (Kept by 10th Rescue Squadron Operations Officer)
6. Communications Log (Kept at Whitehorse Search Center)

ALASKAN AIR COMMAND

SEARCH OPERATION "MIKE" COST STUDY



PREPARED BY
D C/S COMPTROLLER

INTRODUCTION

1. Eighth Air Force G-54 No. 2469 was officially reported lost at 20:05 hours A.S.T. on 26 January 1950 on a routine flight from Ellsworth AFB to Great Falls, Montana. The 10th Rescue Squadron of the AAC, in cooperation with the RCAF, took immediate action and search aircraft and personnel were ordered to the area the same night.

2. Search headquarters was set up at Whitehorse, Y.T. on 27 January and a subordinate search was conducted from Ft. Nelson, B.C., for the first five days. Coverage from both stations is combined in this report. In addition, US and Canadian personnel and aircraft for Exercise Sweetbriar (at Whitehorse) took a substantial part in the search operation. Their presence made such facilities as CCA, Communications, Weather Service, and a considerable number of men and aircraft immediately available. The extent to which these facilities would have been utilized had they not been present at Whitehorse is problematical.

3. A total area of 354,135 square miles was searched during this operation. Although the geographic area involved was only 165,075 square miles, search techniques, verification of reports, and tracing of signals required considerable re-search of various areas. An effort was made to have ten scanners aboard each aircraft used in the search. The potential search location was laid out in box areas thirty miles square and aircraft covered each area by flying back and forth across it at 2-to 5-mile intervals. Search routes were laid out daily to trace clues and signals and to search contours at various levels.

4. This report covers the twenty-three days of active search conducted from the Whitehorse headquarters. Non-regulated participation by other stations and commands is not included.

COST STUDY

SEARCH OPERATION "MIKE"

1. PURPOSE

To determine the cost of the search operation conducted in the effort to locate 8th Air Force C-54 No. 2469, officially reported lost at 2005 A.S.T. on 26 January 1950, enroute from Elmendorf Air Force Base, Anchorage, Alaska to Great Falls, Montana.

2. FINDINGS

A. Total Costs. Cost of the twenty-three days of search conducted from Whitehorse, Y.T. is as follows:

(1) Flying operations, crews and extra crewmen	\$ 499,059.41
(2) Ground support	33,479.90
(3) Loss of two C-47 Aircraft	<u>150,000.00</u>
(4) Total Cost (Exh. IV)	\$ 682,539.31

B. Unit Costs.

(1) Cost per day (not including crashed aircraft)	\$ 23,154.57
(2) Cost per search per flying hour	346.48
(3) Cost per square mile of search coverage	1.03

3. REMARKS

A. Compilation of data:

- (1) Data on the number of participating aircraft and personnel were secured by direct contact with the officers in charge of the search operation at Whitehorse.
- (2) Flying hours were taken from Base Operations' logs.
- (3) Man days were tabulated by the officers in charge of the various functions.

B. Cost per flying hour was used as the basis in tabulating the cost of flight operations. Rates per flying hour were secured as follows:

- (1) Rates for small aircraft were supplied by the Civil Aeronautics Board and were taken from actual accounting records of local airlines operating such aircraft.
- (2) The rates for C-47 and C-54 aircraft were taken from MATS' reports for the 1949-Fiscal Year.
 - (a) C-47, \$162.64 per hour
 - (b) C-54, \$351.00 per hour
- (3) Rates for the B-17 were set at 10% less than the C-54; for the Lancaster 10% more than the C-54.

C. Cost per man day was used in estimating the cost of ground support and scanning. Man days were charged at the following rates which include administrative supply requirements per man.

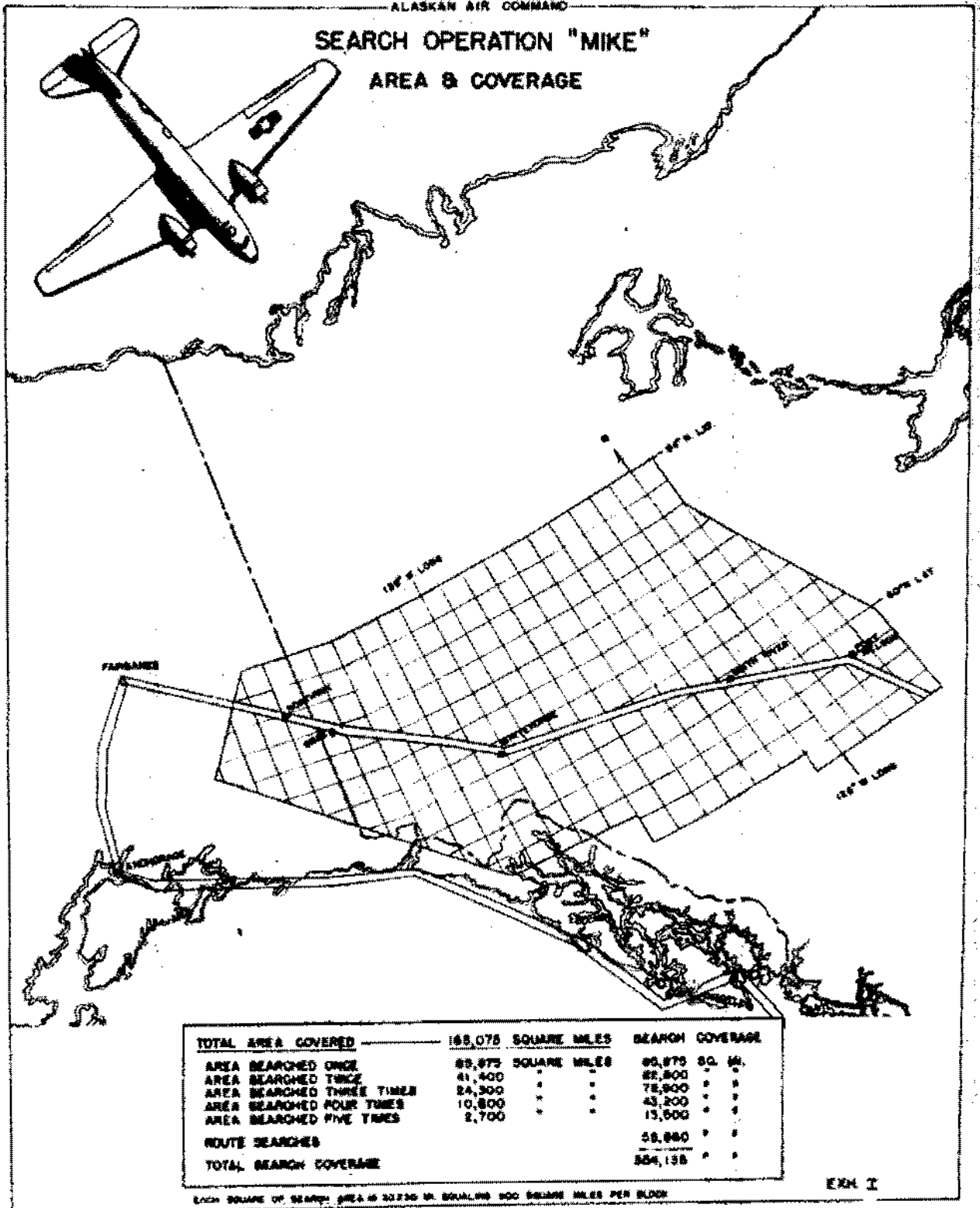
- (1) USAF Officers.....\$30.00 per man-day.
- (2) USAF Airmen.....\$20.00 per man-day.
- (3) RCAF Officers.....\$20.00 per man-day.
- (4) RCAF Airmen.....\$15.00 per man-day.

4. EXHIBITS

- I Search Area and Coverage
- II Aircraft Origin, Type and Date of Participation
- III Cost of Flying Operations
- IV Total Cost Recapitulation

ALASKAN AIR COMMAND

SEARCH OPERATION "MIKE" AREA & COVERAGE



EACH SQUARE OF SEARCH AREA IS 32,250 SQ. MILES OR 500 SQUARE MILES PER BLOCK

ALASKAN AIR COMMAND
SEARCH OPERATION "MIKE"
 AIRCRAFT ORIGIN, TYPE & DATE OF PARTICIPATION

DATE	NO	A/C
27	5	C-47
27	1	C-54
27	3	B-17
28	5	C-47
29	1	C-47
31	3	C-47
3	1	C-47
3	1	B-17
4	1	B-17
5	1	C-47
5	1	B-17
Total		23

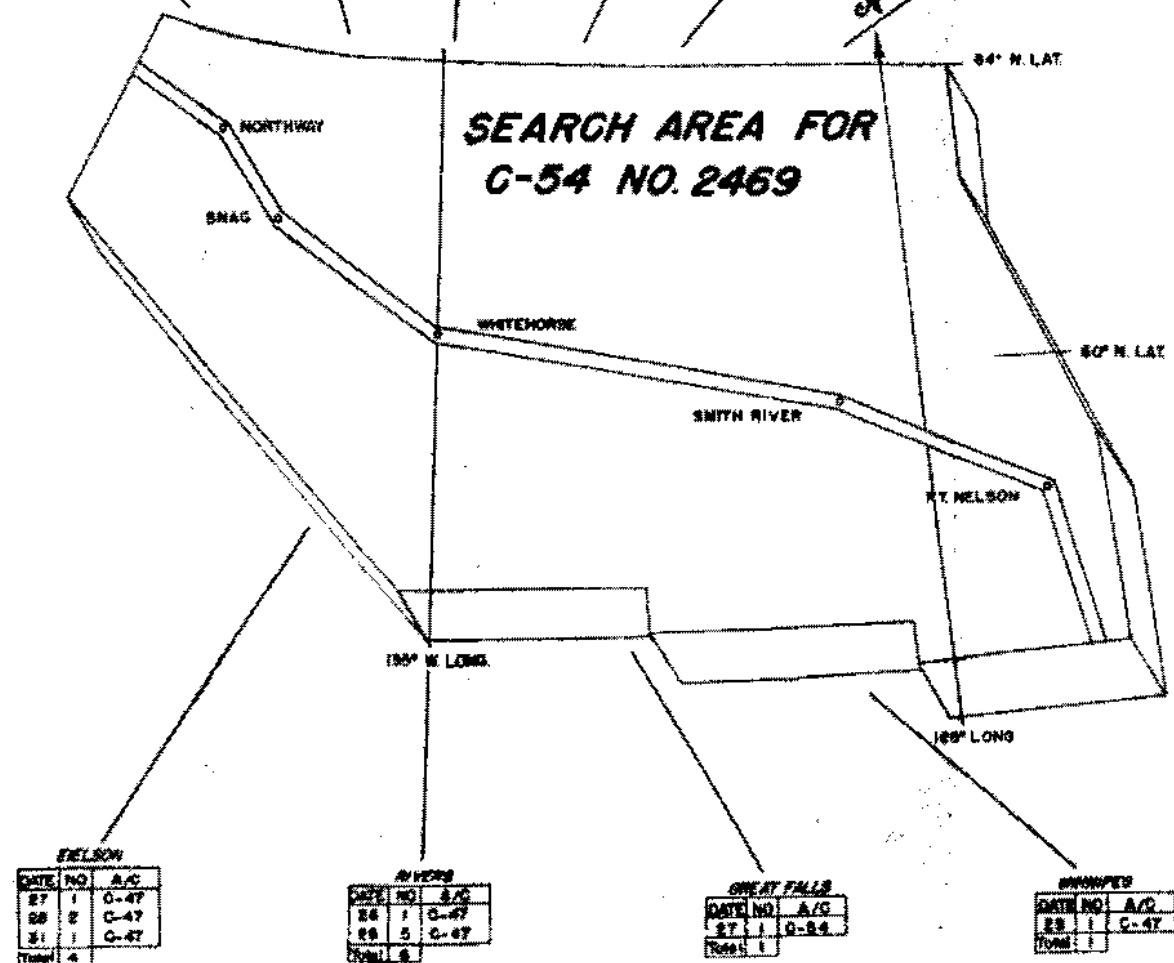
DATE	NO	A/C
28	3	C-47
28	2	C-47
4	1	LANC
5	1	LANC
9	1	LANC
12	1	LANC
Total		9

DATE	NO	A/C
30	1	C-47
31	1	C-47
9	2	C-47
10	1	C-47
Total		5

DATE	NO	A/C
27	1	C-47
27	1	C-54
27	1	C-47
28	1	C-54
Total		4

DATE	NO	A/C
27	8	C-47
28	5	C-47
28	1	L-17
10	1	HEPTR
27	1	C-54
Total		16

DATE	NO	A/C
27	1	L-5
28	1	LANC
29	1	LC-120
9	3	C-54
9	1	C-52
10	3	C-54
11	1	C-47
11	2	C-54
13	2	C-54
15	2	C-54
Total		17



ALASKAN AIR COMMAND

SEARCH OPERATION "MIKE"

COST OF FLYING OPERATION

AIRCRAFT		TOTAL HOURS	FLYING COST	CREW	SCANNERS	
NO.	TYPE				NO.	COST
31	C-47	1,085:01	\$176,466.00	626	562	\$9,700.00
3	C-54	60:20	21,083.70	30	18	340.00
8	D-17	344:12	108,707.51	225	193	3,490.00
1	L-17	25:53	1,021.20	10	-	--
1	Hepter	6:12	576.93	1	-	--
44		1,520:98	\$307,855.34	892	773	\$13,530.00

CANADA

AIRCRAFT		TOTAL HOURS	FLYING COST	CREW	SCANNERS	
NO.	TYPE				NO.	COST
11	C-47	481:03	\$78,234.71	184	162	\$2,605.00
2	C-54	112:36	2,393.95	32	30	420.00
1	C-45	30:35	1,214.00	14	15	225.00
2	Lances	16:50	5,775.00	13	6	90.00
16		640:14	\$87,617.66	240	213	\$3,340.00

SALESTIER

AIRCRAFT		TOTAL HOURS	FLYING COST	CREW	SCANNERS	
NO.	TYPE				NO.	COST
8	C-47	243:30	\$39,505.27	176	136	\$2,160.00
2	Lances	24:25	8,615.20	21	19	340.00
1	L-5	12:12	477.53	6	-	--
1	L-17	27:24	1,089.60	12	-	--
1	EC-126	8:11	231.30	6	-	--
12	C-54	93:00	32,642.00	78	63	1,165.00
1	C-82	1:25	481.51	4	-	--
26		409:27	\$83,051.41	303	218	\$3,665.00

GRAND TOTAL

86		2570:39	\$477,524.41	1435	1204	\$20,595.00
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ALASKAN AIR COMMAND

SEARCH OPERATION "XIXE"

TOTAL COST

ALASKAN AIR COMMAND	ROYAL CANADIAN AIR FORCE	EXERCISE SUPPORT	TOTAL
1521.34 \$24	840.14 \$24	409.17 \$17	2570.65
MAY DAYS	MAY DAYS	MAY DAYS	
292 \$307,855.34	240 \$97,617.66	303 \$93,051.41	\$479,524.41
773 13,530.00	213 3,340.00	219 3,665.00	20,535.00
1666 \$321,385.34	453 \$10,957.66	521 \$96,716.41	\$499,059.41
GROUND SUPPORT			
1. Search Headquarters	97 1,940.00	306 7,612.00	
2. Aircraft Maintenance	26 393.00	99 1,460.00	
3. Aircraft Supply	31 620.00	51 620.00	
4. Alert Crews & Line Service		477 7,993.00	
5. Tower Operation	28 420.00	28 420.00	
6. Communications		550 5,250.00	
7. Commercial toll calls (42)		247.90	
8. OCA - 87 Landings		.00	
9. Base Operations		29 420.00	
10. Weather		94 1,490.00	
11. Trail Crews	42 840.00	276 5,520.00	
12. Public Information Office		54 1,080.00	
TOTAL GROUND SUPPORT	355 8,590.00	151 2,997.90	1,080.00
TOTAL SEARCH OPERATION	2020 329,975.34	1269 21,810.00	35,497.90
LOSS OF AIRCRAFT INCIDENT TO SEARCH	160,000.00	1790 106,626.41	532,497.31
GRAND TOTAL	2020 479,975.34	705 804 25,956.56	148 1790 109,626.41
		165 4414	632,557.31

THE EFFECTIVENESS OF THE JOINT CANADIAN-AMERICAN
AGREEMENT FOR CONDUCTING SEARCH FOR MISSING USAF
AIRCRAFT IN CANADA

The search for the missing C-54 #2409 lost somewhere in the Canadian Yukon area, was suspended 20 Feb 1950. After the termination of the search an informal conference was held at Whitehorse and the Commander of the search, Air Vice-Marshal Dunlap, North West Air Command, Royal Canadian Air Force, recommended that a meeting be held between ANAC, RCAF and 4th, 5th, and 10th Rescue Squadrons, USAF. The purpose of this meeting would be to discuss the present joint Canadian-American agreement for search and rescue along the Alcan Highway, dated 10 May 1948. Air Vice-Marshal Dunlap's recommendation was made in order to take advantage of the experience gained during operation "Mike" and determine what specific parts of the agreement may need improvement for better control and workability.

My personal observations are as follows: In the event of large scale search operations involving USAF aircraft over Canadian territory it appears impractical for the Canadian Air Forces to be required to assume responsibility for the operational control. My assumption for this is based on the fact that approximately 75% of the personnel and equipment which participated in Operation "Mike" was from the U.S. Air Forces. RCAF officers are in most cases unfamiliar with our operational procedures on search and rescue and conversely their staff structures are unfamiliar to our personnel. Even such simple matters as billeting, feeding, and supply can become very confusing during a joint operation.

between two different air forces. The maintenance and logistical support of the equipment must be procured from U.S. Air Force bases and consequently drawn through USAF channels.

The RCAF does not have, at present, a full-time trained rescue organization charged exclusively with search and rescue. This means that if a situation arises in the Canadian territory, a Canadian officer who most likely is untrained and unfamiliar with specialized search operations and procedures assumes command of highly trained and skilled USAF personnel and equipment. This would appear to be unfair to both RCAF and USAF officers and men.

Fortunately, operation "Mike" was under the command of an outstanding Canadian officer, whose broad views and cooperative attitude by both himself and his staff assured the desired effectiveness. It can be readily visualized that under the present joint operational setup, friction can and may arise which could greatly hinder operations and perhaps even lead to erroneous decisions.

I personally believe this particular search was conducted in an efficient manner. The area was thoroughly covered and every possible effort exploited to locate the missing aircraft. It is not unlikely that the aircraft may yet be located after spring thaws have melted the snow from the hills and mountainsides.

Both the U.S. Air Force and Royal Canadian Air Force aircraft and crews performed admirably under the most adverse weather conditions and, in general, the search area comprised some of the most rugged terrain on the North American continent. In my opinion the loss of a

U S Air Force aircraft on the search, can be blamed on no one connected with the planning of the search and it is most fortunate that under the adverse circumstances encountered no lives were lost.

I wish to add my recommendation to that of Air Vice-Marshal Dunlap's for another meeting between USAF and RCAF personnel at which time the joint agreement could be reviewed and possibly revised on certain points.



EUGENE C. STROUSE
Lt. Col., USAF
10th Rescue Searchmaster

OPERATION "WING"

At about 2000 AEST on the evening of 26 January 1950, Headquarters, 10th Rescue Squadron at Elmendorf AFB, Fort Richardson, Alaska, received a phone call from Lt. Col. Eugene O. Strouse, Commanding Officer of Detachment B, 10th Rescue Squadron, Ladd AFB, Alaska, who requested information concerning the flight plan and loading list of C-54 #24, which departed Elmendorf AFB at 1116 AEST bound for Great Falls, Montana. By inquiry of the appropriate agencies it was determined after a brief delay that the missing aircraft carried a crew of eight and thirtyfour passengers and that after departing from Elmendorf AFB, it followed airway Green S reporting into Casilla, Sheep Mountain, and Jenkins at minimum instrument altitude of 11,000 feet at precisely the time estimated. At 2314 or 1351 local time the pilot reported over Northway, two minutes ahead of his ETA and at 10,000 feet, minimum instrument altitude on Amber 2 in that area. The last radio transmission from 2469 was received by Enay radio at 2314 at which time the aircraft's position was given as being over Enay at 2309Z cruising at 10,000 feet. The weather enroute had been mostly clear until reaching the vicinity of Enay where there was a broken to solid layer of clouds in which moderate turbulence and icing were reported. Winds aloft were reported to be about 50 knots from the northeast. When the C-54 failed to report over Minini, all the stations along the airway were alerted and an extensive communication check was run until one hour after the ETA at Great Falls. The Northwest Air Command immediately set up a search center at Whitehorse under the direction of Squadron Leader Arnold who contacted Lt. Col. Strouse to coordinate activities between the TCAF and the USAF in the pending search in accordance with the existing Search and Rescue Procedures along the flight route.

As soon as it became apparent that JCAF participation in the search was required, Lt. Col. Strouse took off from Ladd AFB with one C-54 and one C-47 for Whitehorse and dispatched a B-17 to Ft. Nelson to conduct the search from there. At the same time, about midnight of 26 January, one B-17 was dispatched from Detachment "A", 10th Rescue Squadron, to Ft. Nelson. Reports of flares in the vicinity of Watson Lake were received, investigated, and found to be irrelevant to the search.

The actual search was hampered by snow, low ceilings and visibilities on 27 January. However, the area between Enay and Whitehorse along the airway and the areas around Watson Lake and Ft. Nelson were covered lightly with a total of 56 flying hours spent on the search. The principal USAF activity on the 27th of January involved the dispatching of aircraft from Elmendorf, Ladd, and Watson Air Force Bases to Whitehorse and Ft. Nelson. Alaskan Air Command issued orders to all subordinate units instructing them to make all their serviceable aircraft, not essential to their immediate operational needs, available

to the 10th Rescue Squadron for assignment to the search. By nightfall 25 USAF aircraft had been sent out on the mission; and there were about 10 more standing by for take-off on the 28th. At Ft. Nelson a search center had been set up under the command of Capt. Negar, Detachment "B", 10th Rescue Squadron; and C-45, C-47, C-54, C-64, and B-17 type aircraft were assigned to it. Wing Commander Miller assumed the position of searchmaster at Whitehorse replacing W/L Arnold; and personnel involved in the search began filling up the quarters and messing facilities which had been set up to accommodate participants in Exercise "Sweetbriar", which was scheduled to begin about 13 February 1950, and was staged in the Whitehorse to Northway area.

Weather in the form of low visibilities caused by falling snow, which served the dual purpose of keeping searchers grounded and also covering visible evidence of the plane crash, frustrated efforts to conduct an active search in the Whitehorse area on the 28th of January. The weather was somewhat better at Ft. Nelson allowing a total of nearly 68 hours to be flown on the search from that base compared to only 44 flown by the major force at Whitehorse. There was a reorganization of the Search Control Centre at Whitehorse occasioned by the arrival of Air Commodore Costello as Search Coordinator with W/C Miller as Searchmaster and Lt. Col. Strouse as Deputy Searchmaster. Along with the change in command came the official designation of the mission as "Operation Mike"; and search headquarters at Whitehorse moved into the Air Forces Headquarters offices which had been set up for Exercise "Sweetbriar". At Elmendorf AFB, headquarters, 10th Rescue Squadron, was busy in the attempt to satisfy public information agencies by tracking down false reports of the discovery of the wreckage and arranging for transportation to the search area of authorized newspaper reporters. In the evening five aircraft were dispatched from Elmendorf to make a search of the area south of Enag at the request of Lt. Col. Strouse who had been working steadily for more than two days and nights in his capacity of USAF search coordinator at Whitehorse.

The 29th of January brought the first most favorable search weather since the beginning of the mission. RCAF and USAF aircraft flew a total of about 250 hours in searching from Whitehorse, Ft. Nelson, and Elmendorf. The entire route along airways from Gulkana to Ft. Nelson and roughly fifty miles on each side, with emphasis placed on the area south of airways, was covered under conditions of fair visibility and ceiling. Since many of the aircraft participating in the search had been away from their home bases for three days, maintenance and supply problems began to demand more attention. Major Oberly, commanding officer, Detachment "A", 10th Rescue Squadron, was placed in charge of maintenance and supply at Whitehorse and Capt. Clausen, 10th Rescue Squadron supply officer, was designated as supply coordinator at Elmendorf AFB. In order to avoid confusion and needless duplication of effort, all USAF requests for aircraft parts and other items

of supply were routed through the 10th Rescue Squadron supply representative at Whitehorse to the rescue supply coordinator at Elmendorf AFB who drew the items from the Alaska Air Depot and sent them out on the first available aircraft departing for the station from which the request originated. In order to speed up the maintenance on aircraft, specialists from Alaska Air Depot and 10th Rescue Squadron were requisitioned by both Whitehorse and Ft. Nelson. These men were selected and dispatched immediately and their assistance to the crew chiefs who flew with the aircraft on the search was responsible for maintaining the reasonably high rate of aircraft utilization in spite of the bitterly cold operating conditions of from 0° to -40° during most of the operation. During the entire search Col. Salonen and Capt. Savio of 10th Rescue Squadron headquarters were constantly in touch with the operation both in the search area and at the USAF bases in Alaska; and through their efforts a steady supply of aircraft, personnel, and equipment was furnished to support the search in the field; and the information as to the progress of the mission was passed on to other headquarters in the theater as it was requested.

Monday, 30 January, was the first of three consecutive days of good flying weather during which period nearly 40% of total flying time on the mission was logged and all the areas of primary probability were covered at least twice. On the 30th the search area was enlarged to cover the triangle and St. Elias ranges to the south of the supposed route. These areas were covered by 10th Rescue SB-17s from Elmendorf AFB. Two B-27s from Great Falls were requested to make a sweep north of airways to Enay and return by a route to the south of airways. That mission was flown for the primary purpose of checking for any radio distress signals, but none were detected. The search center at Ft. Nelson dispatched aircraft that flew a total of 70 hours brokering the coverage from there. The bulk of the flying performed was by aircraft stationed at Whitehorse which accounted for about 220 hours of low altitude searching. An unfortunate incident occurred on this day when a C-47 piloted by Lt. Charles Gardin from Elmendorf AFB crashed as a result of turbulence encountered while flying over rugged terrain at a low altitude. There were no fatalities although all occupants of the plane received injuries of some degree. After Lt. Gardin had walked about six miles through deep, loose snow to the Alcan. Highway and told rescue personnel of the location of the crash, a ground rescue party composed of ground force troops who were in the vicinity for participation in "Sweetbrier", made their way to the crash and evacuated the injured. To illustrate the difficulty of detecting an aircraft crash in the type of terrain being searched, only about 20% of the search crew actually dispatched to the general area of the C-47 crash could locate the plane in spite of the fact that the aircraft was almost intact and there was no heavy faller snow to camouflage it. The Gibson VHF emergency radio transmitter proved ineffective on this occasion since no distress signals were reported to have been received by anyone.

in spite of the fact that the people aboard the C-47 claimed to have operated it continuously. Notification of the appropriate persons in Alaskan Air Command and Elmendorf AFB of the details of the C-47 crash occupied personnel in Headquarters, 10th Rescue Squadron, during the evening of the day when the information came in. One of the very few instances of misunderstanding between agencies of the Alaskan Air Command occurred on 30 January when the 5001st Wing, Ladd AFB, attempted to withdraw its aircraft assigned to the search for the sake of rotating crews. This action was deemed unwise by Lt. Col. Strouse because of the excessive amount of time lost from the search by the ferry trip to and from Ladd AFB, and since 10th Rescue Squadron had been placed in operational control of all aircraft made available for the search, no planes were withdrawn from the operation at this time unless they required major maintenance or a 50 or 100 hour inspection. However, replacement crews were sent to Whitehorse on available aircraft by most of the organizations whose pilots were limited by Minimum Individual Training flying time restrictions since most of the crews engaged in the mission were averaging about 7 hours per day. Crews thus replaced returned to their home bases on planes going back for maintenance or on those aircraft being used to ferry supplies from Elmendorf and then return. All of these details added to the administrative burden being carried by 10th Rescue Squadron headquarters. With the improved visibility in the Yukon Territory and British Columbia and the extensive publicity being given the search, reports of low flying planes with engine trouble on 26 January and flares seen at night and smoke columns by day began pouring into all the headquarters involved in the search. All of the reports were investigated, but none supplied any tangible evidence as to the whereabouts of 2409.

31 January afforded the search crews an opportunity to fly about 260 hours from Whitehorse and Ft. Nelson with 19 C-47 planes and 24 USAF planes involved. The search was concentrated on the areas south of the airways on both sides of Whitehorse, and on the areas to the northeast of Whitehorse that had only been covered once. Reports of smoke signals and crashes continued to roll in, each one kindling a spark of hope in the minds of the search controllers only to leave them more disillusioned when further investigation proved fruitless. It is expected that when the snow has melted in the areas where the reports originated, another aerial search will be conducted to recede these reports, but in the meantime it can be firmly asserted that if any of the reports were factual, there were no survivors in the vicinity to attract the attention of search crews. In order to help morale among the search personnel, arrangements were made through their organizations in Alaska and by 10th Rescue Squadron to allow the men in Canada or their wives in Alaska, or both partially since they had been away from home nearly a week with no advance warning and there was no way of forecasting how much longer they might be away. Arrangements were also made with the American Red Cross to give assistance to these individuals temporarily in financial difficulties due to the nature of the

mission. Another problem that fell to the search authorities to handle was that of consoling and restraining relatives of the victims on duty. The best examples of this were the cases of the sergeant at Whittemore whose pregnant wife and infant son were aboard the G-54 and who was intent on going to Whittemore to assist in the search and the father and brother of one of the victims who arrived in Whittemore from the United States at their own expense to take an active part in the search. In these cases, after the officers in charge had given the individuals every possible assurance that the search was being conducted as efficiently and thoroughly as possible, they were given over to members of the Corps of Chaplains who gave the most comfort they could and prevented them from interfering with the mission.

The first of February marked the last day of "all out" search activity on the part of all USA and USAF organizations in the theater. A total of 117 hours were flown in Whittemore and 29 hours from Ft. Belson. The search was concentrated on the mountainous area to the west and northwest of Whittemore and along the airway to the east of Watson Lake. Since this was the third consecutive day of good weather, the aircraft had been using up the time until their next inspection rapidly and many of them came due for inspection. Because of the lack of facilities and personnel to perform major inspections on so many aircraft, it was necessary to send many of the search planes back to their home base after this day's flight. Plans were made by Col. Wilson to primarily reduce the number of USAF aircraft participating in the search as they went out of commission for maintenance and inspections and to leave just ten planes, all belonging to 10th Rescue Squadron, to conduct the more thorough grid search of the entire area. This plan was relayed to Whittier in command and to the search center at Whittemore and was concurred with in both places. There were fewer reports of hearing crashes and seeing smoke signals, but letters and telegrams began coming into search headquarters relaying messages received in dreams and from out-of-hours concerning the location and condition of the missing G-54. These messages could not be treated as having the same value as reports of observable phenomena; however, for lack of any concrete evidence of the fate of 2467, they were checked whenever practicable. A very scientific, but no more reliable lead, as continued investigation and conflicting reports clearly proved in this case, as to the location of the missing plane came in the form of radio signals heard on distress frequencies by everyone from search personnel to radio operators in southern United States. As it became increasingly apparent that the G-54 would not be found in the area of greatest probability, more and more attention was given to trying to pick up and trace down reliable signals.

On 2 February, the detachment at Ft. Belson completed the coverage of the area assigned to it and prepared to move back to Whittemore. On their last day of operation the crews at Ft. Belson flew 29 hours as compared with only 10 hours flown by Whittemore crews because of

constant instrument conditions over the entire area. Col. Balchen and Lt. Col. Strouse had a conference at Ladd AFB regarding the progress and future disposition of the search. The personnel who had been injured in the G-47 crash on 30 January were evacuated to their home base, Elmendorf AFB, where they were hospitalized. Major General Old, Inspector General USAF, was in the Theater investigating the circumstances surrounding the disappearance of 2469 and also the measures being taken to locate it. He discussed the operation with Col. Balchen on 1 February.

With all search activity being conducted out of Whitehorse a total of 85 hours were flown in the extreme northern part of the search area which offered the best weather for searching on 3 February. There were more reports of smoke signals and low flying planes the week before, but, as always, nothing resulted from the thorough check on these reports. A flight of ten G-29s made a sweep from Great Falls to Elmendorf covering the area to the north of airways for any distress signals of 500 or 8280 Kc's or any visual smoke signals that survivors of the missing plane could send up. By this date most of the USAF aircraft at Whitehorse were very nearly due for inspections since they had been on the search for almost a week, and 10th Rescue Squadron planes, which had been flying search missions in the Wrangle and St. Elias ranges from Elmendorf, but had had the required inspections completed within the preceding few days at Elmendorf, were dispatched to Whitehorse to take over the major portion of USAF participation in the operation in accordance with the plan decided upon on 1 February.

Bad weather and lack of serviceable aircraft at Whitehorse limited search activities to a total of only 30 hours for the 4th of February. The flight of ten G-29s which had come up the previous day returned to Great Falls on their radio search sweep. With the dispatching of all the 10th Rescue Squadron multi-engine aircraft to Whitehorse from Elmendorf and Ladd AFB's, there were only five pilots including Col. Balchen and Capt. Savio in headquarters to handle any routine mission that might have arisen in Alaska. Fortunately, none arose. Radio fixes on distress signals continued to pour in giving the location of the transmitter to be in such remote places as the Azores in mid-Atlantic. Because of the wide dispersion of radio fixes on distress signals, little credence could be given to most reports and only those which were within reason were checked.

The 5th of February, Sunday, afforded better flying weather and allowed the newly arrived rescue planes a chance to fly. The overall plan of the search was set up so that the lighter aircraft, G-47s, principally, would make another low altitude search of the area of greatest probability, a strip about 100 miles wide along the airway from Long to Whitehorse, while the heavier aircraft, B-17s, Lancasters, and G-24s, would cover the broad expanse of territory to the north to the

MacKenzie River and to the south into British Columbia. On this date about 80 hours were flown, mostly by the lighter aircraft.

6 February was a bright cold day in Whitehorse that made the starting of aircraft, particularly the B-17s and C-54s, difficult, but also permitted them to fly over 85 hours and do some very thorough searching once they were airborne. There was considerable difficulty encountered by the B-17 crews sent on routes to the north because of their inability to maintain radio contact with any agency capable of relaying position reports to the search center. Since it was strict policy not to remain out of radio contact with some relaying agency for more than thirty minutes at a time, several flights were forced to turn back when only about half of their route had been covered. The problem of long range communication on that part of the search was never completely solved, but better atmospheric conditions on certain days coupled with communication equipment on some of the aircraft that was superior to that on others, enabled the search of the vast and partially uncharted area to the north of Whitehorse to be completed safely during the ensuing two weeks. At this time the air forces to be involved in exercise "Sweet Briar" began to assemble at Whitehorse and take over the facilities that had originally been set up for them. The 66th Fighter Squadron from Pine Duff AB with its P-50s required some of the hangar space previously used by the search operation, and refueling of aircraft became more of a problem because previously all of the refueling units available had been used to service Operation "Ultra" planes. However, a spirit of willing cooperation existed throughout and no serious difficulty was experienced.

On 7 February the mission took on a dual nature when suddenly the air became full of distress signals that were picked up in all parts of western Canada, Alaska, and northwestern United States and apparently originated in the Whitehorse area. At first it was assumed that the signals were being sent by survivors of 2407 who had just got their "Gibson Girl" transmitter in operation, but as the day wore on, it became apparent that one of the search planes was not accounted for. Immediately upon the completion of a communication search which revealed that 2407, 11037, from Whitehorse was with it. Five air pilot and crew of nine others including five wind tunnel engineers, were missing, all search aircraft in the area that had sufficient fuel to remain in the air for several more hours were dispatched to the area that 1037 had been assigned to search. Other planes and crews that had finished the search were sent to the air for the day were sent out again. However, an overcast had formed over the entire area north of Whitehorse and although the search was still going on, it was not able to locate the plane. The day was over and the search of 2407 was finished. The search operation was then shifted to the search for 2407. The search organization was then shifted to the search for 2407. The search organization was then shifted to the search for 2407. The search organization was then shifted to the search for 2407.

was brought squarely into focus by the happenings of this day when everyone in the vicinity was picking up distress signals, but no one in the actual search had any equipment that could "home" on 2450 Mc's. Arrangements were being made to bring portable direction finding sets to Whitehorse by 10th Rescue Squadron headquarters; but these sets did not arrive until about four days later.

Every serviceable search aircraft at Whitehorse took off at day-break on 8 February to look for the two aircraft that were then missing. Before 0900 hours Capt. Goldstein flying a 10th Rescue Squadron C-47 spotted the wreckage of 1027 sitting about a hundred yards from the top of a 7,000 foot mountain ridge 85 miles NW of Whitehorse. Survivors were seen around the wreck, and by communication through orange notes and signs stamped in the snow it was determined that there were no fatalities, but that there was one man with a broken leg and several others with less serious injuries. Plans were immediately set up to evacuate the victims from the remote and inaccessible crash site by a ground party equipped with jeeps, supplies of food, firewood, medical equipment and a radio were dropped to the scene of the crash, but the Search Coordinator deemed it unnecessary to turn any paratroopers or a paramedic to assist the survivors at this time. The crash had been caused by the pilot's attempt to fly up a valley beneath an overcast which gradually lowered to the valley floor and left him with the sole alternative of trying to climb out over the top of the ridge to the north where clear sky was visible. When approaching the top of the ridge the plane encountered two severe down-drafts that forced it to stall into the side of the mountain snaring the landing gear, knocking off one engine and both propellers, but leaving the fuselage generally intact. The crew had built themselves shelters with parachute silk and snow and the seriously injured had remained inside the fuselage in spite of gasoline fumes. Once they knew they had been found and that rescue was on the way, the survivors' morale was high and they survived quite well for the ensuing few days until they finally were evacuated. 29 hours of flying time were logged on the searches on 8 February, most of it spent in systematically recovering the area already covered several times in the search for 4467.

The progress of the rescue party came to evacuate the C-47 crash victims held the center of attention on 9 February. The advance of the jeeps was impeded by the rugged terrain which caused three of them to throw their tracks and left only one to carry on. However, more jeeps were flown to Pon Lake in 4422s, and by the end of the day the ground party was reorganized and making real progress. When it became apparent that the ground party was not going to reach the crash that day, the Search Coordinator, W/L Costello, decided to jump a parateam composed of the USAF doctor, Major MacKenzie, 50th Fighter-Interceptor Wing, Standerford W/L, one 40th paratrooper and 3 Royal para rescue men. The rescue team reached the crash in the middle of the

afternoon after a hazardous jump onto the mountainside that sloped about 30 degrees and after a difficult ascent to the wreckage. The survivors were given medical care by Maj. Baczewski which included setting and splinting the radio operator's broken leg, and treating cuts, bruises, and infections that nearly all of the survivors had sustained. The problem of administering the treatment, especially the shots of penicillin and codeine, in twenty below zero weather was quite difficult, and required the utmost skill and ingenuity. As important as the medical treatment given the survivors was the assurance that the rescue party gave them that help was on the way and that none of them was seriously hurt. Only 47 hours were flown this day because of the new policy agreed upon by RCAF and USAF commanders in the Theater by which only 4 engine aircraft were to be utilized in the search because of their greater range and because of the danger of operating C-47s on a mission of this nature as evidenced by the loss of two such planes. In 10th Rescue Squadron Headquarters most of the activity had been centered around getting supplies on their way to Whitehorse as expeditiously as possible and relaying reports on the operation to appropriate offices in and under the Alaskan Air Command and forwarding such reports of distress radio signals and other items of concern to the search center at Whitehorse.

About 25 more hours were devoted to the search for the C-54 and 15 to the evacuation of the victims of the C-47 crash on 10 February. The weather lifted enough to allow two helicopters to take off from Pon Lake strip and fly to the valley near the crash site where one landed and evacuated all but one of the crash survivors to Pon Lake before nightfall by making three trips. This helicopter was one assigned to Detachment "B", 10th Rescue Squadron, which had been ferried to Whitehorse and was flown by Lt. Jackson. The other helicopter developed engine trouble and could not assist in the evacuation. The remaining crash survivor, a Canadian army man, and the para-rescue team returned to Pon Lake with the ground party which arrived in the late afternoon of 10 February at the foot of the mountain near the crash site. The trip down the mountain was quite an ordeal especially with the patient with the broken leg who had to be strapped to a padded door section from the C-47 and lowered by a rope down the icy slope. The cross country trip by weasel convinced Maj. Baczewski of the impossibility of attempting transportation of an injured man by that means because of the extreme jolting experienced. In an attempt to eliminate the confusion resulting from the jumble of signals received on distress frequencies, USAF Headquarters in Washington requested all agencies to refrain from using frequencies near the emergency frequency and to monitor those frequencies closely in an effort to get some definite, correlated fixes on the signals being reported. However, the effort was unproductive of anything except more conflicting and apparently unexplainable reports.

On the 11th of February the victims of the C-47 crash and their rescuers were all returned by air to Whitehorse thus closing the successful

rescue mission that had been conducted within the vastly larger and more frustrating operation that was becoming more hopeless with each passing day. About 39 hours were flown by long range aircraft doing route searches to the far north and into British Columbia. C-54s from the 8th Troop Carrier Squadron at McChord AFB, Washington, had taken over most of the flying because the 10th Rescue Squadron B-17s that had been handling the bulk of the long range flights had to return to Elmendorf AFB for inspections and other maintenance. Since Exercise "Sweetbriar" was very nearly underway and the air units participating in the defending force were assembled at Whitehorse, the Operation "Mike" personnel had to relinquish the office space they had been using, and the search mission began to assume secondary importance at the field. While no one involved in "Mike" was willing to concede that the search was hopeless and take the initiative to suggest closing down the activity at Whitehorse, still it was generally felt that every reasonable step had been taken to locate 2469 and that the chances of there being any survivors at this time, 17 days after its disappearance, were extremely slim. However, operations were being set up to continue the search indefinitely, and all 10th Rescue personnel who returned to Elmendorf and Ladd with a plane between the 10th and 15th of February, fully expected to be back at Whitehorse as soon as their aircraft was back in commission.

Sunday, 12 February, was the first day since the beginning of the operation that not a single aircraft took to the air on the search. Poor weather and lack of planes combined to effect this situation. At Elmendorf and Ladd AFB's maintenance crews were hard at work trying to get the planes ready to return to Whitehorse, but many unexpected complications, mostly due to the intensive utilization of the aircraft in the search under severe weather conditions, made it apparent that it would be several days before they could return to the mission.

On Monday, 13 February, Operation "Mike" swung into its last week with a skeleton force of aircraft and crews. Three C-54s from McChord AFB remained at Whitehorse until 16 February completing the long range route searches. The 10th Rescue Squadron left three serviceable aircraft, 1 C-47, 1 LC-120, and 1 H-5 helicopter in addition to 1 B-17 that was out of commission for the first part of the period because of engine trouble. These planes served the dual purpose of checking reports of the missing C-54 and providing air rescue coverage for Exercise "Sweetbriar". On the 13th control of the operation reverted back to W/C Miller from A/C Costello and Lt. Keel of Detachment "B" was left in charge of 10th Rescue Squadron activities at Whitehorse. On the 14th the attention of the RCAF was diverted to another major catastrophe involving USAF aircraft within their area of responsibility when a B-36 crashed along the coast of British Columbia and days of intensive activity were spent in locating and picking up survivors. On the 15th the extensive search routes planned a couple weeks previously were completed, and steps were being taken to officially close the operation.

The following day was featured by the first USAF crash in the vicinity when a Dakota engaged in exercise "Sweetbriar" crashed on takeoff from a lake near Wabag, but there were no casualties or difficulty involved in evacuating the personnel who had been aboard. Most of the activity in 10th Rescue Squadron Headquarters during this week revolved around getting the supplies and equipment at Whitenorse and Lt. Nelson returned to the proper agencies. 18 February brought a spark of hope of finding 2469 when an Indian trapper brought in a report of a fresh landelice near Purwash Landing over which scavenger birds had been observed for the past several weeks. Light aircraft with para-rescue personnel were sent to investigate the report on 19 February, but it proved to be as fruitless as all the previous clues, and on the following day, 20 February, the search center at Whitenorse officially closed. During the last week a total of 75 hours were flown, and every step had been taken to leave no possibility unchecked in the effort to locate survivors of USAF C-54, 2469, which was last seen on 26 January with 42 persons aboard.

CONFIDENTIAL

CL-2 (CO)

COPY NO:

DATED 22 FEB 50

REPORT ON SEARCH OPERATION "MINE" FROM WHITTHORSE COMMENCING 26 JAN 50

PREPARED BY SEARCHMASTER

APPENDICES:

- "A" Temporary organization chart
- "B" Permanent organization chart
- "C" Reduced organization chart
- "D" Search folder
- "E" Correspondence received
- "F" Weather Chart 26 Jan 50
- "G" Photo of grid search, final chart
- "H" Photo of radio and visual sweeps
- "I" Daily search coverage
- "J" Daily flying log and position reports
- "L" Search debriefing forms
- "M" Photos of crashed C-47's
- "N" Flying times

GENERAL SITUATION

1. A USAF, SAC aircraft type C-54 #2469 piloted by 1st Lt. Carl McMichael plus 7 crew and 34 passengers departed from Elmendorf AFB at 262116Z, flight planned IIR airways to Great Falls. Flight

plan time 8 hours 30 minutes, with 13 hours fuel aboard. Last heard at 262314Z when reported passing Enag at 262304Z giving ETA on Aishihik of 262337Z, cruising 10000 ft.

ORGANIZATION

2. -/L Arnold SFCO for operation Sweetbriar was appointed searchmaster by NWAC on 26 Jan 50. The next day w/C W.B. Miller, AFC, an umpire on Sweetbriar, was appointed searchmaster in place of w/L Arnold. Lt. Col. Strouse of the 10th Rescue Sqdn. USAF Fairbanks was appointed assistant searchmaster. On 27 Jan 50 Air Commodore L. H. Costello took over as chief co-ordinator and supreme command of the joint USAF-Canadian search effort with HQ's at Whitehorse, Y.T.

3. Three distinct organizations were set up during the life of the search (see appendices "A" "B" & "C"). "A" temporary or preliminary, "B" permanent organization for the main search, "C" reduced organization for the final winding up stage of the search.

4. The first HQ was set up in Sweetbriar signals section. The second day, 27 Jan, revealed that it would be necessary to enlarge the search HQ. This was accomplished by moving to the Umpires room across the hangar. With the appointment of w/C Costello still larger accommodation was found to be necessary. Sweetbriar Air Force HQ was commandeered for the purpose. This new location proved to be most adequate. On Friday 17 Feb after 22 days of intensive searching the decision was reached to reduce the intensity, number of aircraft participating and the size of the HQ. To accomplish this the HQ was moved back to the Umpires office with a staff of 3 USAF and 3 RCAF personnel.

SEARCH

5. From an analysis of all available information and study of the weather and terrain on the afternoon of 26 Jan, it was decided, unanimously, that the most probable area to search was that bounded by the airways from Snag to Whitenorse then south west to the 10000 ft. contour line on the NE slope of the St. Elias mountains. From this area the search was to spread south along the airway to Ft. Nelson. Finally the maximum coverage by both visual and radio search included an area bounded on the east by the Mackenzie river, north to Fairbairn's, west to the Pacific Ocean, south to Massett radio range station, east to Ft. St. John then north to the Mackenzie River.

6. The density of coverage was determined by the probability of the area concerned. The most probable areas were covered three to five times with contour runs of 1 mile visibility. Each grid square or sector required approximately 14 runs to complete a single coverage, (see appendix "C"). Areas less likely to produce were searched from 1 to 3 times with contour runs of 1 mile visibility. The outer sectors bordering the Mackenzie were covered with a 15 mile visibility and radio search. The mountains north and south of Whitenorse were flown by W-54's and Lancasters doing runs of 7 1/2 mile visibility and radio search, (see appendix "H").

7. Daily search coverage is shown in (appendix "D").

The final and total coverage is shown in appendix "G".

BRIEFING

8. At 0630 hrs daily a complete search briefing was given on alternate days by Lt. Col. Strouse and W/C W.R. Miller. All aircrew

and press participating in the days search were in attendance. The roll call was carried out in conjunction with the distribution of the daily search folders, which contained the following (Appendix "D").

- (A) Maps of area with search grids marked.
- (B) Radio information bulletin.
- (C) Photograph of man let down for whitehorse.
- (D) Description of the missing C-54.
- (E) Blank KCMC form -4B (flight plan).

9. The main briefing was followed by weather briefing of the Yukon area, with special emphasis on the particular section to be covered that day. Generally speaking the forecasts were accurate and clearly presented using attractive visual aids.

DeBRIEFING

10. On completion of each flight, crews reported to the Search HQ's where they were debriefed verbally, then captains filled out their search report form (see appendix "E"). The daily debriefing information and coverage was transferred to the master wall chart in pictorial form (see appendices "C" & "H"). This chart, in conjunction with the weather forecast, was the basis on which the following days operation was planned.

REMARKS

11. The overall weather picture, visibility and clouds in the search area, was anytime but helpful in carrying out a detailed and accurate search. During the first two and one half weeks there were only two days that could be described as excellent search weather. The remainder of the time produced fair to poor conditions which partially contributed to the two crashes which occurred during the search area.

appendix "M").

12. The weather chart for the 26 Jan 50, the day AF2469 failed to report in at Aishihik, is shown in (appendix "F").

WINTER OPERATION

13. Temperatures ranged from an average mean of -15° to an average mean high of -10° . There were two noticeable effects of the sub-zero temperatures on the progress of the search. The first was the increased time necessary to enable aircraft to become airborne from a cold start. On an average there was a delay of two hours, consisting of 1 to 1½ hours when engines were being heated with Herman Nelson heaters, plus 30 minutes to 1 hour boiling off delution after starting. The second and very severe handicap was encountered by the reduced visibility caused by constant ice fog and haze.

14. There were no reports of suffering by aircrew members from the cold. However, certain complaints were registered by scanners of freezing breath fogging windows in aircraft while searching.

15. The extreme temperatures combined with insufficient heated hangar space causing search aircraft to be parked outside, made it very apparent which types were more suitable for northern operations. The Dakota's proved to be the most versatile and capable of becoming airborne in less time than either the C-54, B-17 or Lancaster.

PARTICIPATING AGENCIES

16. The following agencies participated in the search:

- (A) Search and Rescue Whitehorse.
- (B) 414 Photo Sqdn. Rockcliffe.

- (C) 408 Photo Sqdn Rockcliffe.
- (D) 412 'T' Sqdn Rockcliffe.
- (E) 435 'T' Sqdn Edmonton.
- (F) Canadian Joint Training School Rivers
- (G) RCAF Stn Winnipeg Comm. Flight.
- (H) RCAF Stn Edmonton Comm. Flight.
- (J) Search and Rescue Ft. Nelson.
- (K) 10th Rescue Sqdn USAF LADD AFB.
- (L) Eielson AFB Alaska.
- (M) Ladd AFB Alaska
- (N) Elmendorf AFB Alaska
- (O) 8th Troop Carrier Sqdn McCord AFB
- (P) SAC aircraft from Offut AFB Omaha
- (Q) AACS Langley AFB V.A.
- (R) Service Support Unit Camp Carson
- (S) PFCLI Calgary
- (T) 5th Army USA Camp Mohan I.T.
- (U) RCAF Stn Whitehorse.

INTERNATIONAL CO-OPERATION

17. From the conception of the operation to the very finish, from Washington and Ottawa to the Pon Lake (detachment of 2 men), from Generals and Air Marshals, privates to airmen, co-operation, harmony, and good-will were apparent everywhere. The integration of the two air Forces into one smooth running and efficient search organization was clear proof of the future possibilities and latent strength underlying North American continental defence.

CONCLUSIONS

A. A USAF C-54 type aircraft disappeared on the afternoon or evening of 26 Jan 50. No trace of the missing aircraft has been found, and it is presumed that if the aircraft is down in the area covered by search aircraft out of Whitehorse, there are no survivors.

B. Although 100% visual coverage by air is impossible in terrain such as that in the Whitehorse area, it may be concluded that the area of greatest probability has been searched with as great ^{an} intensity as may be expected from the air. This does not preclude that the lost aircraft is not down in the area covered. However, experience shows that it is possible to pass over a crashed aircraft in mountainous and coniferous country many times without sighting the crash even when the location of the crash is known. It is also possible that the crashed aircraft is buried in deep snow.

C. The three days following the disappearance of the C-54 brought almost continuous snowfall. This in itself reduced the possibility of an early discovery, especially if there were no survivors.

D. While the areas which were contour-searched can be presumed to have been searched to the ultimate possible by air, those areas covered by route searches have been covered only to the extent that had there been survivors and radio distress signals, the crashed aircraft might have been found.

E. Although not impossible, it is highly improbable that any of the people aboard the missing aircraft can still be alive. The intense cold, shortage of food and the probable shock condition of any

survivors of the actual crash reduce the possibility of survival after such a length of time.

r. The method of search utilized is considered to have been the best possible both from the standpoint of expected results and operation control. It is agreed that the grid type search as used on Operation "Mike" has many advantages.

u. Although it is admitted that the type of aircraft (C-47) used most extensively on concentrated search during this operation, does not have sufficient visibility for an efficient search aircraft, there is, at the present time no other aircraft in sufficient quantity which would fulfill the requirement of a large scale search. The fact that C-47s were mainly used on this search has no doubt reduced the coverage factor more so than had an aircraft with better visibility been available.

RECOMMENDATIONS

1. That a system be set up at each CHQ enabling subsequent searches to establish a search HQ's within 3 hours of the appointment and arrival of a searchmaster.
2. It would be advisable to hold an international meeting, US and Canadian to finalize plans for future Arctic searches.
3. Searchmaster to be given a cash fund of \$500.00 for hiring of civilians such as guides, dog teams, etc.
4. That standard search grid for all of Canada similar to that used on Operation "Mike" be recognized and put into effect.
5. Complete blackout of radio band 50kc's either side of 8280kc's be requested immediately the search HQ is established.
6. At least 3 portable V/F sets be made available for immediate transportation to search area.
7. A V/F homing device in all search aircraft.
8. Imperative that a helicopter be made available to the searchmaster immediately the search commences.
9. Light aircraft are of extreme value in operations similar to "Mike", and should, if possible, be made available.
10. All aircraft proceeding on search to have extra 5-in-1 rations on board before leaving home base.
11. Future maintenance such as minor inspections, should be planned by CHQ immediately search commences.
12. The following equipment, essential for the setting up of a search HQ should be compactly stored at each ACC HQ. The containers

should be portable and of such dimensions as to be easily air-lifted immediately to the location of the Search HQ.

1. 50 sets of gridded maps covering areas controlled by the command.
2. 200 manilla folders
3. 200 large envelopes
4. 200 signal forms
5. 1000 sheets foolscap (bond)
6. 2000 sheets foolscap (flimsy)
7. 200 sheets carbon paper foolscap size.
8. 50 HB or H pencils
9. 5 grease pencils - black, green and blue
10. one bottle of ink
11. pen and nibs
12. one typewriter
13. one pair scissors
14. one stapling machine
15. 5 heavy Bulldog paper clips
16. 2 rolls of transparent acetate paper
17. 1 box of thumb tacks
18. 2 compasses 2 pair dividers 2 straight edges
19. 100 copies each of daily operating logs and PX forms
20. 2 RCAR forms 5-3 (signal office diary)
21. a standard briefing form
22. two pads of F-48's (flight plans)
23. 2 protractors
24. large roll of scotch tape

- 25. 3 folding tables - 6 ft.
- 26. 2 folding tables - 3 ft.
- 27. black boards
- 28. folding chairs
- 29. typewriter, if in an isolated spot.
- 30. 3 chairs folding
- 31. 1 wall tent

NARRATIVE REPORT ON OPERATION "MIAE"

Condensed version of the Daily Diary

26 Jan 50

At 270740Z S/L Arnold was named searchmaster by USAAC to supervise the job of searching for a lost USAF C-54 type aircraft with 42 persons on board, while enroute from Elmendorf, Anchorage, Alaska, to Great Falls, Montana, on the 26 Jan 50.

S/L Arnold immediately organized a search centre in the signals section at Whitehorse. At 270920Z, two B-17s were dispatched from Ladd AFB Alaska, to Ft. Nelson, one C-54 and two C-47s dispatched to Whitehorse. Lt. Col. Strouse and Capt. Nogar of the USAF Ladd AFB, arrived in Whitehorse on board the C-54 to assist S/L Arnold. Capt. Nogar proceeded to Ft. Nelson as searchmaster.

27 Jan 50

At 280400Z S/C W. H. Miller took over as searchmaster with F/L W. J. Mitchell as assistant and F/L W. M. Stuart as administration officer. The search centre was moved to a room on the west side of Hangar "A". Maps and charts were procured from operation Sweetbrier. De-briefing forms and search grids were drawn up by the searchmaster and staff.

All stations were alerted to stand-by and guard 2200 and 500kc's and all aircraft were warned to be on the look-out for flares, radio signals and fires.

It was decided that all reports would be investigated in the most suitable manner either by air or by ground party.

The route of the missing C-54 was plotted as filed and also as it would have been, had the pilot not taken the wind into consideration. These two routes were given highest priority.

28 Jan 50

At 281849Z W/C Costello was named as overall commander for Operation "Mike", between Ft. Nelson and the Alaskan boundary.

At 290100Z a meeting by all members of operation "Mike" drew up an organization chart and added more personnel to the staff.

29 Jan 50

The operations room was moved again from the west side of the hangar to the operations room of Sweetbriar so as to facilitate the rapid expansion of operation "Mike".

30 Jan 50

Total and greatest number of aircraft on search includes 17 RCAF and 24 USAF.

Today Lt. Col. Strouse requested that two B-29s be added to the search, this request was fulfilled and the B-29s did radio sweeps from Great Falls to Snag and return landing at Whitehorse for fuel on their return trip.

At 310400Z a further search was instigated to check the whereabouts of a USAF C-47 #1015 engaged in search operation from Whitehorse, now overdue at base.

At 310450- two truck drivers arrived at search and rescue HQ's Whitehorse with Lt. Harden, the captain of aircraft #1015. They state that they found Lt. Harden on the Carcross road 25 miles south

of Whitehorse. Lt. Harden stated that he crashed on a mountain when caught in a down draft air current, and that some of his crew were hurt but there were no fatalities. Lt. Harden could not give the time of the crash, but it is estimated at about 1045 hrs. local time. A ground party started out immediately for the scene of the crash. There were no signals heard from # 1015 although the Gibson Girl was operated continuously.

31 Jan 50

Numerous messages are now being received at search centre from all over the country. The job of running them down is tremendous. Most of these reports have been proved to come from imaginative sources, such as the numerous letters and telegrams received, requesting us to look in Dark Horse Canyon, or that the aircraft would be found at the junction of the Pelly and Liard River west of Great Bear Lake, (these two rivers do not intersect).

By noon the survivors from # 1015 were in military hospital in Whitehorse.

1 Feb 50

Unserviceability is now starting to rear its ugly head and we are finding it necessary to send aircraft to Calgary and Edmonton for periodic checks because of the lack of facilities at Whitehorse.

2 Feb 50

Smoke signals are being reported from every corner of the Yukon and British Columbia, these smoke puffs when investigated appear to be loose snow blown off the tops of mountains. However, each report is thoroughly checked by a special flight mission. The most persistent

reports of smoke have come from the Ton Lake area, but each report has been investigated with negative results.

Reports on signals being received on the 500kc band and the 3250kc band are now pouring in, - these signals are being checked by aircraft radio sweeps. It seems strange that these signals were not picked up earlier. It makes one wonder if imagination is having anything to do with the men operators who are receiving these SOS's. Like the radio taxi dispatcher in the USA who heard a call on his radio, quote: 'McKinley 54', unquote.

Received a call from a Mr. Joe Hawchuck at mile 936 Alcan highway stating that he saw an aircraft with either two, three or maybe four engines heading east along the highway at an altitude of 2000 feet at 1515 hrs. local time on the 26th of Jan. This report was checked by a special flight with negative results.

3 Feb 48

A report from Col. Guerrero (Allied Forces) states that his men at Ton Lake can see smoke signals just beyond Haines Junctions and on from the Alaskan highway out 10 miles. These puffs of smoke appeared to increase in intensity whenever aircraft is heard in the Ton Lake area. A thorough check was made by light aircraft with negative results. It is believed that these puffs of smoke are in reality snow blowing off the top of mountains.

Jan 24/2 did a radio sweep from Great Falls, Montana, to -mag. in return with negative results.

4 Feb 50

The missing C-54 was seen again today by a trapper in the Ft. Nelson area. If we had as many aircraft as have been sighted, this would be a very large air force. A telegram was received today from Norfolk, Arkansas, giving us the location of the missing aircraft. These letters and telegrams may be found in (Appendix "a").

No. 12 Group have also received the news on the crash; according to the populace of Natal, S.C., they saw an aircraft then heard it explode near Sheep Creek, S.C.

Today is signal day and it should be remembered by the wireless section for a long time to come. Since early morning people in all walks of life have been receiving distress signals on every frequency in the book. Some bearings have been able to be taken and they along with the "dreamers" have aircraft hidden in every valley from Anchorage to Great Falls. Among the fixes received was one picked up by 1003; when plotted the fix gave us the exact position of the Azores. Later 2409 (the missing aircraft) did not have sufficient fuel on board to reach mid Atlantic so a special search flight was not thought necessary.

The search area allotted to Ft. Nelson was completed today and the aircraft proceeded to Whitehorse.

5 Feb 50

Signals still coming in. The first one this morning giving us the position of Ringing, Denver.

6 Feb 50

A good day for the search, a goodly coverage, but with negative results.

7 Feb 50

At 1100 hrs. local time, search centre received the first of a multitude of distress signals, which were being picked up by every radio station on the continent and every aircraft in the N.W.T. The signals were on 8280kc's and appeared to be emitting from the Whitehorse area within a radius of 50 miles. We have no way of taking a fix on these bearings other than by an airborne aircraft using a true fade method which only gives us the approximate position of the signal transmitter. The Whitehorse area having a 10/10th's low overcast made it impossible for a visual search. An immediate check of all aircraft airborne convinced us that a search C-47 #1037 USAF was missing. Other search aircraft dispatched to the area allotted to 1037 reported that signal strength increased in that area.

8 Feb 50

With clearing skies search aircraft took to the blue on a double mission. At 082137Z Capt. Holdiman USAF, flying a C-47 found the lost search aircraft #1037 near the top of a 7000 ft mountain 85 miles WNW of Whitehorse. Capt Holdiman reports that five people can be seen walking around and that help will be needed to get them down the mountain. As there were 12 persons on board it is believed that the remainder will be injured. This cannot be confirmed until communication has been set up with a ground party.

Maj. Coraile USAF, at Fort Lake, is leaving for the scene of the crash of #1037 with a ground party of four weasels at 090130Z, via Aishihik road to the Aishihik River and West Creek fork.

9 Feb 50

Aircraft reports on the progress of the weasels proceeding to the scene of the crash, show that slow progress is being made because of scrub bush and windfalls. During the night two weasels lost their tracks and were put out of operation. Later another weasel threw its tracks, but the one machine left is continuing up the Aishihik Valley.

It was decided today to use only four engine aircraft for any further searching. This decision was reached because of the increased range of the larger aircraft.

In the afternoon a supply drop to replenish the weasels was successfully completed. At the same time a para rescue team of 3 RCAF para rescue men, 1 American Major (doctor) and 1 USAF Sgt. was dropped to the crashed aircraft #1037.

Two weasels were flown to Pon Lake to replace those ones with thrown tracks, and two more were trucked in during the night.

Two helicopters arrived at Pon Lake to assist in the evacuation. At the end of the day we had 6 weasels in service and 2 under repair, awaiting daybreak to move on to the crashed aircraft #1037.

Word was received from Washington that 3 portable L/F stations were being shipped to Whitehorse from Tacoma, this date.

10 Feb 50

Five weasels left for scene of crash at 0800 hrs. local, with the aid of a bulldozer borrowed from a NWHS camp to break trail and clear away windfalls.

Three Lancasters were dispatched from Rockcliffe for Whitehorse today to take the place of the Dakota's.

The helicopters were unable to land at the scene of the crash because of the steep slope of the mountain.

The ground party is moving very slowly, as the terrain is a lot rougher than at first thought.

11 Feb 50

The helicopter pilots figure that they will be able to evacuate all crash victims today, and take them to Pon Lake. At 120120Z a Dakota landed at Whitehorse from Pon Lake with all survivors of 1037.

12 Feb 50

A signal received from NNAC stating that all stations were to stop transmitting on frequencies between 8230 to 8330Kc's in an effort to trace SOS signals being received by D/F stations.

13 Feb 50

Today the command of search and rescue changed back from A/C Costello to W/C Miller.

It was suggested by CG at Elmendorf that the D/F stations installed at Teslin and Ft. St. John remain until the completion of Sweetbrier. This request was confirmed from Andrews AFH.

14 Feb 50

The day started out with a signal from NNAC to have Lancaster crews stand by for possible search for a B-36 believed to have gone missing during the night of Canada's west coast. In the afternoon one Lancaster was dispatched to Sea Island to assist in the search for the B-36 which by now has been declared lost. This search is to be called "Operation Baker".

15 Feb 50

All search area allotted to Whitehorse were completed today, and it has been suggested that Whitehorse HQ's move south to Prince George, but this was not recommended by NWAC because of the lack of messing and communications on that station.

16 Feb 50

Today brought another accident, RCAF Dakota 604 crashed on take-off from a lake about 15 miles N of Snag. We dispatched two USAF L-5s to evacuate the 7 personnel on board to Snag where a C-54 continued the evacuation to Whitehorse. The only casualty was one sprained ankle.

17 Feb 50

Search and rescue HQ's were again moved. This time to the west side of Hangar A.

A signal was received today from the US Ft. Richardson, Alaska, dated 150350Z. It read: cut down on operation "Mike"; token force only to chase down rumors and reports.

18 Feb 50

A report from Burwash landing on a statement made by an Indian trapper was investigated but little progress was made, because of weather.

19 Feb 50

A C-47 and a helicopter proceeded to Burwash landing to further investigate the rumour of a snow slide, around which scavenger animals and birds are gathering. The helicopter with two para rescue men proceeded to the scene guided by an Indian trapper. The slide was found to be in a small draw not big enough to hold a tiger walk; nevertheless, holes were dug in the snow slide with negative results.

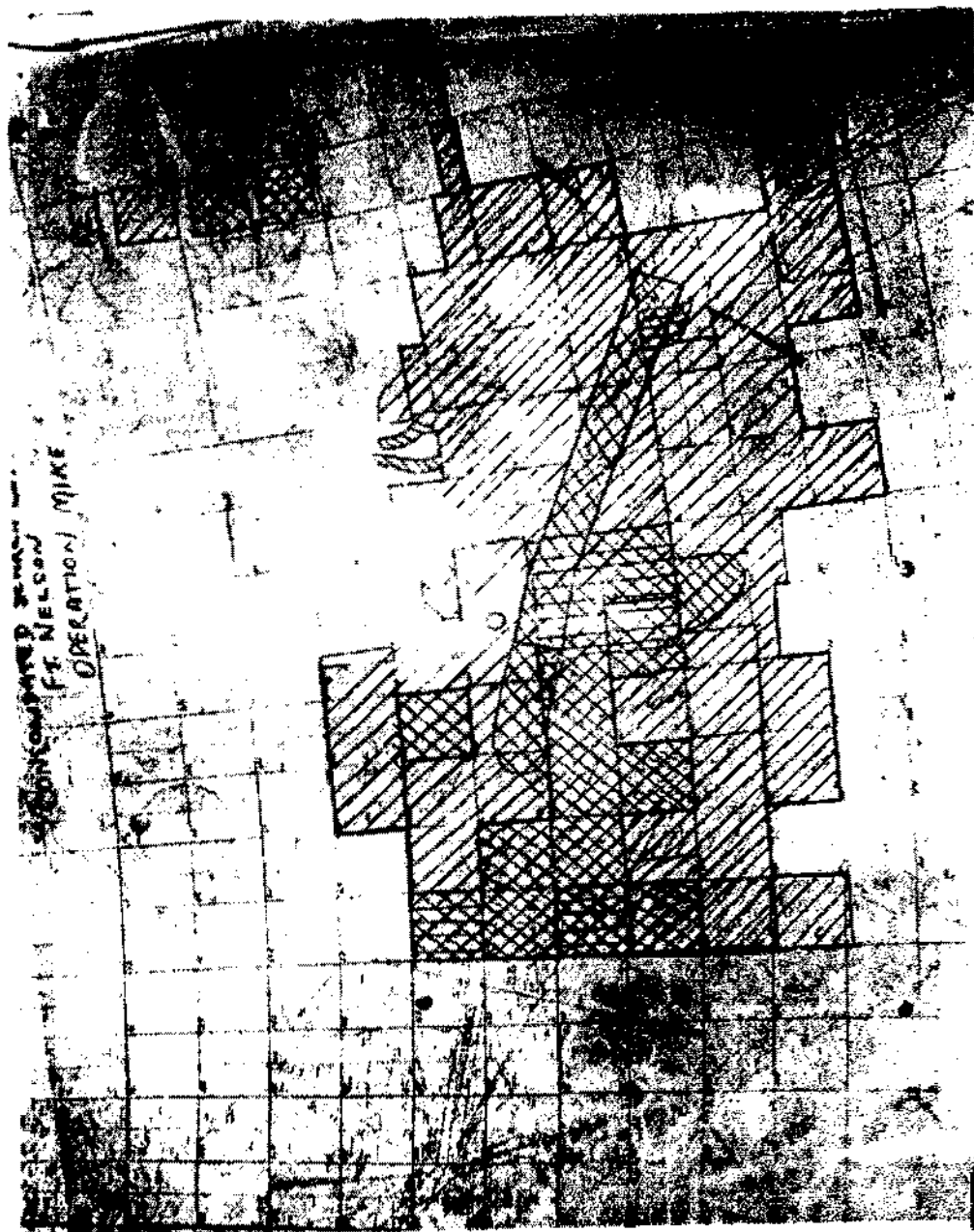
20 Feb 59

Today the final signal was dispatched to NWAC stating that search and rescue Whitehorse will investigate any special reports in this area. Operation "Mike" HQ's Whitehorse closed this date on orders from NWAC via signal AF 154, c/202122Z.

/s/ D. R. Miller

/t/(DRMiller) W/C
Searchmaster

A TRUE COPY



APPENDIX "D"
TO CL-2 (CO)
DATED 22 FEB 50

NOTE: In addition to the attached sheets this folder would normally hold the necessary map coverate in grided form, along with any other data necessary to carry out search duties.

APPENDIX "E"
TO CA-2 (CO)
DATED 22 FEB 50

APPENDIX "E"-7
TO C.A-2 (CO)
DATE: 22 FEB 50

Feb/2/50

Dear Sirs:

If you will search directly N.E. From White Horse, toward GREAT BEAR LAKE you will find the lost YUKON plane. Some place not far from the junction of the Kelly, and Laird Rivers.

At least some of them are alive, most of them I think, sheltered in the body of the plane but they are running very short of provisions.

PLEASE get this into hand of the air force personnel.

(Unsigned)

CERTIFIED TRUE COPY

/s/ G.W. Stuart c/L
/t/ (G.W. Stuart) c/L

APPENDIX "E" 3
TO CG-2 (CO)
DATED 22 FEB 50

Winnipeg, Manitoba

3rd February, 1950

Squadron Leader GE Nickerson
5000 Airbase Wing, RCAF
MPO 1315
Edmonton, Alta.

Dear Dick

At about 14:30 this afternoon, a French Canadian prospector by the name of M. Gauthier visited our Headquarters. This gentleman claims to have extra sensitive powers and says that he receives shock waves from various metal objects. Immediately after the C54 went missing, this prospector claims that he began receiving shock waves which persisted so consistently that he was convinced that he knew the location of the missing aircraft. He procured a map of G.C. and pointed out what he considered to be the position of the aircraft. This position is 34 miles from Watson Lake radio on a bearing of 141°T.

I know this sounds very far fetched and is probably not worth reporting, however, I am convinced of his sincerity so I am passing this on to you for what you may think its worth.

Don MacRae

CERTIFIED TRUE COPY

/s/ G. K. Stuart :/L
/t/ (G. K. Stuart) :/L

APPENDIX "E"-2
TO G.4-2 (CO)
DATED 22 FEB 50

TELEGRAM

FROM Norfolk, Arkansas
TO Airforce Whitehorse 4 Feb 50

Look in Dark Horse Canyon for missing # 54.
It was only a dream but please look.

Signed.

Mrs. Raymond Mangold

CERTIFIED TRUE COPY

/s/ G.M. Stuart F/L
/t/(G.M. Stuart) F/L

APPENDIX "E"-4
TO G.4-2 (CO)
DATED 22 FEB 50

Feb. 5th, 1950

Dear Commander Costello,

This will seem like a fantastic letter to you but after listening to the radio report of a lady having a dream as to where the missing plane from the Yukon might be found, I decided to write and tell you my story.

Last night for some unknown reason I was dreadfully restless and could not sleep. At 3 A.M. I came down stairs & tried to relax but at once seemed to become tense again.

Then came a feeling as if someone was trying to get a message through telepathically. The message was "Look for plane in bush near Revelstoke B.C. Don't know how long food will last - feet frozen (The name I am not sure of but made out John Kelenski - last name not sure of but definitely John for first).

I feel very foolish writing you like this but if this information helps in any way to locate the missing plane & save everyone's life I shall always be glad I sent it.

(Note: There was no signature
address on this letter)

CERTIFIED TRUE COPY

/s/ G. J. Stuart
/t/ W. M. Stuart/ r/l

APPENDIX "E"-6
TO CL-2 (CC)
DATED 22 FEB 50

Jarvis

Alta

Feb 6/50

Officer

Commanding

RCAP

Whitehorse

Dear Sir

Please excuse me for writing this letter.

I worry very much about the loss of the C 54 and crew. I study a great many maps and I know that Country pretty good and I have a hunch that the C 54 is lost in the vicinity or North of Mishihik Lake but I do not want to advise.

Thank.

(Unsigned)

UNRECORDED 1802 C FY

/s/ G.W. Stuart F/L
/t/ (G.W. Stuart) F/L

APPENDIX "E"-5
30 C.4-2 (X)
DATED 22 FEB 50

Montreal Feb 6 1950

Air Commodore Martin Costello

C/O C A R C

White Horse

Territory

Yukon

air

In connection with the disappearance of the C-54 missing since Thursday & since if the search are made about 10 or 15 miles south of DAWDINAGI. R. between Wrigley and the river 50 miles off Mackenzie River that's in the district of Mackenzie it may be worth trying

CAIS Montreal re

DAWDINAGI. R.

Wrigley

Mackenzie R.

CERTIFIED TRUE COPY

/s/ J.E. Stuart :/1
/t/ (J.E. Stuart) :/1

APPENDIX "E"-8
TO 04-2 (C)
DATED 22 FEB 50

Ponoka Alta

Feb 12th 1950

To- The Air force Personal O.C.

Dear Sir:

Several days ago we heard on the C.O.C.A. news Edmonton about an S.O.S. that was picked up in Sakota. It said "Out of food, near Watson Lake".

We are sending a post card of Waterton Lake, Alberta. And we couldn't help but wonder if the S.O.S. could have come from near Waterton Lake Alberta in stead of Watson Lake, Yukon.

Waterton Lake Alberta is near the Montana border.

Hoping that something will lead to the rescue of the lost 44 persons,

Yours Truly

Mr. and Mrs. G.E. Howland

CERTIFIED TRUE COPY

/s/ G. E. Stuart :/L
/t/ (G.E. Stuart) :/L

DECLASSIFIED
ON 04-21-00
DATE 02-22-99 BY

Rodney, Arkansas
 February 16th

Air Force Headquarters
White Horse, Canada

our wire,

I have listened at every news cast since the 0-34 have been missing, with my husband aboard. I know that most all the 44 persons are alive, and I know that your Air Force are doing what you can to locate them. All I ask of you is "Don't give up searching". I have prayed until I am almost blind, and I know that God will answer our prayers.

[illegible]

I had gone to my husband last Nov. and I wish I had. I'd rather be dead, than to go on living without my husband. But I have my two very small children to think of. It has been 21 months since I last saw my husband.

It is so heart breaking, sometimes I think I cant stand it any longer. There have not been one word said about the missing plane over the radio since last Monday. It looks awfully dark sometimes.

But I'm not giving up. I know the Air Force are going to find them soon. There would never be a person in all the World that will be as happy as I am going to be, when I hear the good news, and I know it will come soon, I truly hope and pray that it will.

I would give my eye sight for my husband back, I would give up just anything. Please keep doing the wonderful things that you can do for them, as you did finding the 17 men that jumped from the B-36 I am so happy you found them all alive.

May God be with you in the search, for my husband and the other 43.

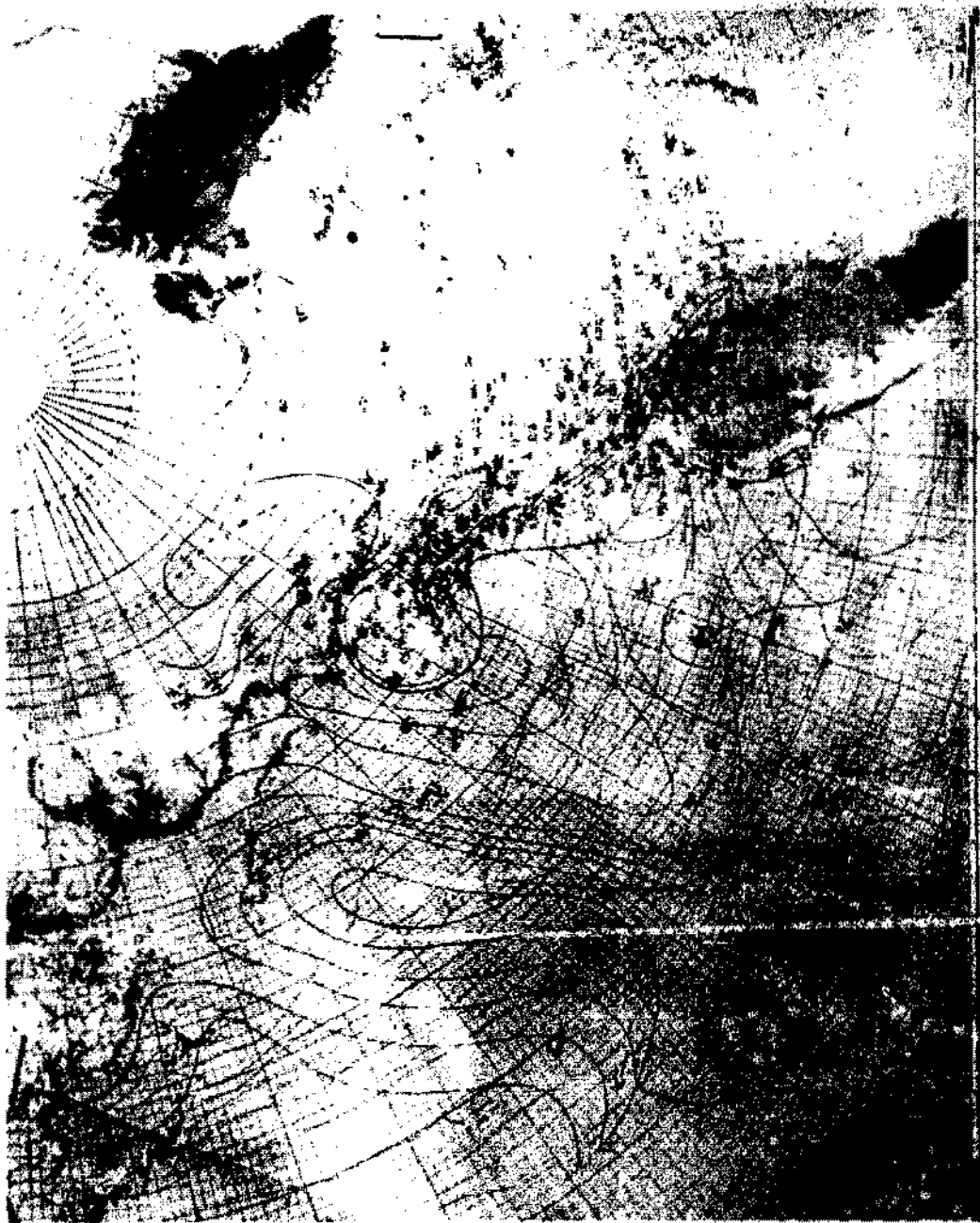
Thank you

Mrs. W. Arnold

CERTIFIED TRUE COPY

/s/ S.M. Stuart F/L
(S.M. Stuart) F/L

APPENDIX 1
TO C-2 (CO)
PAGE 22 FEB 50



[illegible]

APPROX. 100
100-2 (00)
21700 22 218 50



18 Jul 50

APPENDIX "A"
TO CA-2 (CO)
DATED 22 FEB 50

CAPTAIN'S
SEARCH REPORT FORM

TO BE FILLED OUT IN DETAIL AND RETURNED TO SEARCH OPERATIONS ON COMPLETION
OF SEARCH.

DATE..... TIME Z.....

CAPTAIN..... AIRCRAFT TYPE & NO.....

TAKE OFF Z..... LANDED Z.....

SEARCH AREA..... TIME OVER SEARCH AREA.....

PERCENTAGE COVERED.....

DETAILS OF COVERAGE.....

.....

.....

.....

WEATHER CONDITIONS IN SEARCH AREA.....

.....

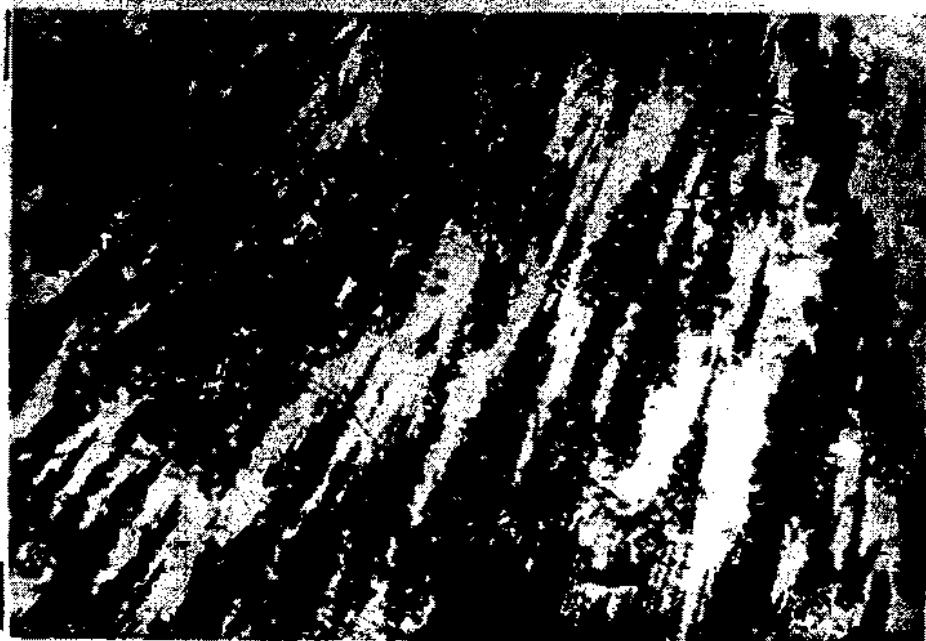
.....

NARRATIVE REPORT:-

SIGNATURE.....

TIME.....

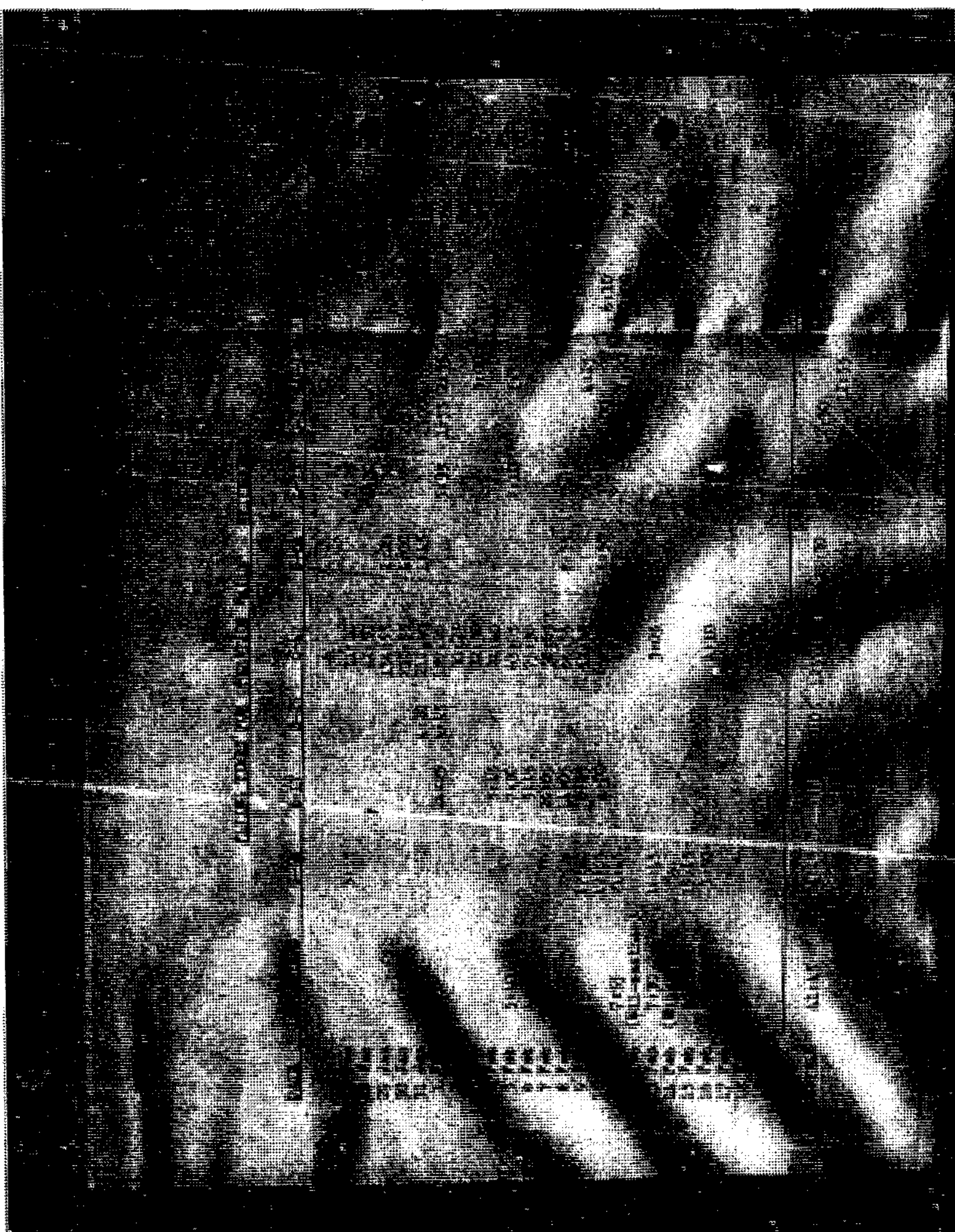
AF 1015
01-12-1 (C)
01-12-12 10



AF 1015



AF 1037



APPENDIX "N"
TO C-119-100
DATED 22 FEB 50

FLYING TIMES FOR OPERATION "MIKE" - PT NELSON

DATE	LANCASTERS	C-45	C-54	B-17	B-29	C-47	C-64	L-17	L-5	LC-126 HELICOPTER	TOTAL	
											Hours	Mins.
27 Jan		0:00	0:00	11:19		0:00	0:00				11	19
28 Jan		2:55	6:45	35:35		20:15	2:25				67	55
29 Jan		7:25	6:10	39:05		19:57	6:30				79	07
30 Jan		7:35	0:00	35:35		22:25	4:00				69	35
31 Jan		3:00	0:00	25:00		3:19	1:10				32	29
1 Feb		7:50	7:50	7:45		28:20	5:00				56	45
2 Feb		3:40	0:00	9:00		26:10	0:00				38	50
TOTALS		32:25	20:45	163:19		120:26	19:05				356	00

HEADQUARTERS

10TH RESCUE SQUADRON

/st

Operations

LOG OF OPERATION "JULIE"

26 January 1960

- 20:05 Lt Col Strouse called from Inad Air Force Base; one (1) C-54, 20469, departed Elmendorf Air Force Base 2135Z (116 13T) for Grant Falls. Last known position aircraft was over Snag at 2500Z (1300 15T). Royal Canadian Air Force at White Horse has information that lights or flares have been observed 21 miles West-North West of Teton Lake. Lt Col Strouse is standing by for further information or requests from the Royal Canadian Air Force. He desires further information from Base Operations, Elmendorf Air Force Base, in regards to aircrafts' flight plans and number of persons carried.
- 20:15 Contacted Major Mason, Base Operations, who informed Colonel Balchen that missing aircraft's home station was at 5th Air Force, Travis Air Force Base, Texas. The aircraft has a crew of five (5) and carries two (2) passengers.
- 20:25 This information forwarded to Lt Col Strouse. Instructed him to stand by for additional information from the Canadians; inform Colonel Balchen.
- 20:50 Major Mason informed Colonel Balchen that first information on missing aircraft was incorrect. Military Air Transport Service at Elmendorf Air Force Base has information Major Mason that aircraft carries a crew of eight (8) and thirty four (34) passengers, including one woman with a child.
- 20:55 This new information forwarded by telephone to Lt Col Strouse. Instructed him to contact Colonel Grady at Edmonton, Canada, with request to convey this information to North West Air Command, Royal Canadian Air Force, and to ask for further instructions from that organization.
- 22:30 Colonel Balchen received call from Lt Col Strouse; North West Air Command, Royal Canadian Air Force at Edmonton, Canada, requests the 10th Rescue Squadron to take over the search operations for the missing aircraft. Lt Col Strouse will depart for Chitochana shortly after 0100Z with one C-54 and one C-17. He will direct search and rescue activities from there. One C-17 from Detachment "B" will depart for Fort Belcher to search over there. Colonel Balchen will dispatch all available aircraft from Detachment "A" to Fort Belcher. For further dispositions Lt Col Strouse will coordinate with the headquarters.

LOG OF OPERATIONS "TINKER", CONT'D

- 22:50 Colonel Valchen informed Colonel Keen of the above message.
- 23:00 Colonel Valchen contacted Duty Officer of Detachment "A", 10th Rescue Squadron, and had him alert B-17 and contact Major Ackery, Commanding Officer of that Detachment.
- 23:10 Captain Moldovan informed Colonel Valchen that B-17 will depart for Fort Nelson in about two hours so as to be on station for search at daylight. Gas truck has been requisitioned at 23:15 for fueling B-17. This vehicle did not arrive until 00:40, and had repeated delays from this source before.
- 23:20 Colonel Valchen informed Colonel Keen of the above message.

27 January 1950

- 03:15 Lt Jackson, Detachment "A", called and requested all available aircraft from Elmendorf Air Force Base. Present status: at Fort Nelson, two (2) B-17s; at Whitehorse, 1 B-17 and 1 C-47; weather at Whitehorse, ceiling 2,000, visibility 2 miles in snow, Lake clear. Fort Nelson, Ceiling and visibility unlimited.
- 03:45 Major Baron, Alaskan Air Command, informed Colonel Valchen that 10th Rescue Squadron would send 1 B-17 aircraft. 10th Rescue Interceptor Wing informed of request.
- 04:30 Captain Jackson, 4th Bomber, informed Captain Davis that he would send 2 B-17s or 1 B-17, the latter to be a spare plane.
- 06:15 Lt Col Warner, 1-2, 57th Fighter Interceptor Wing, received 2 B-17s with crews.
- 10:00 Captain Davis went to base, called to check out on ground crew in the search area. The reported weather was: at Whitehorse 10,000 feet overcast, visibility 1 mile, snow falling to snow, 10,000 overcast, visibility 1 mile, weather improving to 2,000 feet overcast, visibility 1 mile, 11:00 snow, at the south airways, improving with ceiling ceiling at 10,000 feet to clear sky.
- 10:15 Instructed Captain Warner (Detachment "A") to pick up B-17 in east of Donat at 13:00. He is to proceed to Whitehorse to assist in the search.
- 11:15 Major Ducklow, Alaskan Air Command, called and advised Davis to assist in search of the missing aircraft for the B-17 to the relief of search area to Whitehorse. Major Ducklow advised

LOG OF OPERATIONS "WAKE", CONT'D

"Operations" that he would dispatch 2 C-47s today. He is sending wire to all Air Force bases, requesting available aircraft for the search. They will be advised to notify nearest 10th Rescue Squadron Detachment of type and number of aircraft operating for "Whitchorse", so as to have information on remaining aircraft. Greater access as to facilities for such a large number of aircraft at "Whitchorse". "Operations" consulted Colonel Nelson, and Captain Davis cannot see any apparent reason for lack of facilities there are at Fort Nelson. Both bases are medium in size.

11:25 Alaskan Air Command advised "Operations" two (2) C-47s will depart for "Whitchorse" at about 12:00.

11:45 Base Operations advised this Headquarters six (6) C-47s operating for "Whitchorse".

12:00 Captain Moldisen, Operations Officer, Detachment "A", advised one (1) C-54 and one (1) C-47 missing near McGrath. Preliminary communication search started to locate missing aircraft. That search revealed missing C-54 at Nome; C-47 still missing.

12:30 Missing C-47 located at Nome by communications search.

13:55 Colonel Wilcox advised he was proceeding to "Whitchorse" as instructed.

13:40 Received wire from Lt Col Strauss, searchmaster at "Whitchorse"; results of search negative.

14:00 Complete status and number of aircraft operating in search area has been compiled. There are 12 C-47s (25) aircraft in the area and/or ordered to take-off. Radio communication with land field in line or vice; all messages will be transmitted by telephone, if absolutely important.

14:10 Airways and the Communications Service advised they were going to "Whitchorse" to provide the necessary communications. Colonel Wilcox advised he will also call to headquarters.

14:20 In addition to the C-47s in contact with the Alaskan Air Command, 12 C-47s will be dispatched to the 10th Rescue Squadron Detachment in the area. Aircraft will be in contact with the 10th Rescue Squadron until the search is completed.

14:50 Captain Wilcox, Public Information Officer of the 10th Rescue Squadron, advised he will be in contact with the 10th Rescue Squadron until the search is completed.

LOG OF OPERATIONS "XIFER", CONT'D.

an explosion alledged to have taken place 90 miles east of Whitehorse near Brooks Range; no confirmation at this headquarters; Captain Sloan so informed.

15:30 Wire from Whitehorse, requesting tow bar for moving of B-17 aircraft. Called Captain Holdiman to get tow bar on the next available aircraft.

15:45 Numerous calls have been received in reg rds to personnel on board missing aircraft.

15:55 Emergency warning on Stinson, en route to Ruby. Last position report was at 10:59, 10 miles south of Tanana. It was decided to wait for a period of time to confirm the actual emergency.

16:40 Captain Sloan requested information on the search; negative; so informed.

16:50 Long distance telephone call was placed to Lt Col Strauss, Whitehorse, to inquire on latest status of the mission. Could not be located. Attempt will be made to contact Lt Martin to discuss mission and the latest developments at a later hour.

18:55 Contacted Whitehorse by telephone. Lt Marcum advised negative results through the day. The mission will be discontinued tonight due to bad flying weather at Whitehorse. Requested this headquarters be kept informed of all developments since calls for information on the mission are continually being received. It was estimated that bad flying weather extended up to 50 to 60 miles North of Whitehorse. Several areas could not be searched due to bad flying weather on 27 January. An attempt will be made to cover these at daybreak, weather permitting.

19:05 Called Colonel Balcher and informed him of status of mission.

19:40 Received wire from Airways and Air Communications Service on emergency warning cancellation on AC 40013, overdue at Ruby; mission closed. Informed Lt Col Strauss that no additional aircraft will be dispatched, unless he requests otherwise, in order to prevent congestion of the search area.

20:30 Captain Davis called Chaplain Baldwin, requesting that the Chaplain see Sgt Aspe, whose wife and child are on the missing aircraft. The Chaplain will make an attempt to contact Sgt Aspe somewhere, and explain the efforts being made to locate the missing aircraft.

20:30 Colonel Balcher received call from Lt Col Strauss. Search area around Whitehorse was discussed. Lt Col Strauss informed that he

LOG OF OPERATION "MIKE", CONT'D

Balchen that the area extending 50 miles north of the airways from Aishihik to Whitehorse has been covered for about 50 to 60 percent.

28 January

- 08:30 Captain Savio made weather check at Base Weather. No improvement indicated. Low ceilings and scattered snow flurries restricting visibility to 1-2 miles in the Whitehorse area.
- 09:30 North West Air Command advised this headquarters by wire that the search will be known as "Operations Mike". Air Commodore Costello will be in charge under the joint A.R.S. policy outlined for "Operation Sweetbriar".
- 10:00 "Operations" Alaskan Air Command has one (1) C-47 standing by for take-off. They were requested to stand by until further notice.
- 10:30 Another call from Captain Sloan requesting space for newspaper men on aircraft bound for the search area. Approval was requested from Alaskan Air Command. Colonel Thompson advised this Headquarters that they would be permitted to go provided there was space available. They are not to interfere in the conduct of the search in any way whatsoever. Captain Sloan so advised. He will brief the members of the party and the newspaper men and will make it clear that North West Air Command is in charge of the operation.
- 11:10 Checked the weather on the route as far as Fort Nelson - Snag 12,000 overcast; Aishihik, 12,000 scattered, 6,000 broken; Whitehorse 1400, 3/4 snow; Teslin Lake 20,000 overcast; Watson Lake 20,000; Smith River 13,000, snow; Fort Nelson 3500, 10 mile, snow; Beaton River 4,500 overcast, 3/4 snow; Saint John 18,000 overcast.
- 11:45 Search initiated for rumored message concerning an explosion, reported near Aishihik. Could not locate message which originated in Colonel Wilcox office. Called Colonel Wilcox. He informed this headquarters that report was sent to Ladd and telephoned to him. A radio query was sent to Detachment "B" by this Headquarters, "Operations".
- 12:45 Captain Savio informed Colonel Balchen of the above message.
- 14:15 Detachment "B" advised that message could not be located in Fairbanks, nor at Ladd Air Force Base. Civil Aeronautics Administration at Fairbanks made direct call to Aishihik to confirm message.

LOG OF OPERATIONS "MIKE", CONT'D.

Aishihik replied that a message of that nature did not originate at their station. Message declared a rumor.

- 14:30 Captain Gray of Base Operations advised that he was being detained by newspaper men. This headquarters issued orders that nothing was to interfere with the operation. Deadline for take-off was originally set for 15:00, but due to bad flying weather at Whitehorse, take-off was postponed until tomorrow, 29 January.
- 16:45 Checked weather at Whitehorse. Snag 12,000 overcast; Aishihik 3,500 broken; Whitehorse 3,000 overcast 6V snow Teslin 12,000 overcast, 30 visibility; Watson broken 23,000; Fort Nelson 4,000 overcast 2 visibility snow.
- 17:45 Operational Priority from Colonel Strouse requesting search be started from Elmendorf AFB along airways to Whitehorse.
- 20:00 Dispatched 5 aircraft to Gulkana to search parallel to 62° north latitude and along south-east leg of Snar Radio. Captain Holdiman will be in control plane. Search pattern over area will be designated after visual reference of weather in the area.
- 20:45 Lt Col Strouse advised of the above by message which was hand-carried to airways and Air Communication Service.
- 22:35 Chaplain Baldwin called in regards to one of the passengers on the missing aircraft. Confirmed that passenger's name was on the list of names, submitted to this headquarters.

29 January

- 01:35 Message received from Captain Nogar, requesting parts necessary for extensive maintenance for an indefinite period for types B-17 and C-47 aircraft. Requests also the assignment of specialists to keep aircraft in operation.
- 05:40 Message received requesting two carburetors.
- 09:00 Advised Major Buckley and Colonel Heffner that status of search is still negative.
- 10:00 Alerted Mr. Clausen, Supply Officer, to procure all parts requested. Mr. Clausen was instructed to consolidate all parts at Hangar D-13.
- 11:00 Colonel Salchen informed of latest developments.

LOG OF OPERATIONS "MIKE", CONT'D.

- 11:15 Lt Col Strouse was informed by wire of the cancellation of one aircraft departure to Whitehorse. Three (3) C-47s and 1 B-17 in search area.
- 11:35 Checked weather. Very favorable forecast for this day. 20,000 and 30,000 overcast at Snag with possibility of fog in valleys south of Airways and Sang.
- 12:00 Position report from B-17 #3595; reported in search area.
- 12:10 Supplies for Fort Nelson are being consolidated by Detachment "A" Technical Supply by Mr. Clausen and Sgt Fry.
- 14:00 C-47 #5895 piloted by Captain Brock returned from search. Reported 100% thorough coverage of his assigned area. Aircraft flew 6:20 hours on the search. Weather very good.
- 14:20 Aircraft 47-5979, piloted by Captain Latta returned from the search. Negative results. 100% coverage of his assigned area. Aircraft flew 6:20 hours in the search. Reported turbulence, with clear sky and 70 plus miles visibility.
- 14:30 Called Captains Nogar and Ross regarding supplies they need. Aircrafts 595 or 5894 will depart Elmendorf AFB for Fort Nelson on 30 January, with all supplies requested.
- 14:45 Contacted Air Depot Duty Officer, requesting specialist, which he is going to furnish for maintenance of aircraft at Fort Nelson. Estimated departure for Fort Nelson 30 January.
- 15:00 Major Thomas called. Offers his assistance in any way necessary for procuring supplies for Operation "Mike".
- 17:00 Made final arrangements to fly supplies and personnel to Fort Nelson. Briefed Depot personnel on their job assignment at Fort Nelson and Whitehorse.
- 23:30 Received request for more supplies. They will be sent on supply aircraft departing this morning.

30 January

- 08:00 Made check on supplies and flight to Fort Nelson at Hangar D-13.
- 08:30 Major Witman, Alaskan Air Depot, has one aircraft, C-47, AF 1055 available for the search. Aircraft will be sent to Whitehorse as replacement when needed.

LOG OF OPERATION "MIKE", CONT'D

- 09:00 Made weather check. Weather very good. Ceilings reported 20,000 high thin clouds with small patches of stratus in mountains.
- 10:00 Alerted Alaskan Air Command on possible use of C-47. They were instructed to stand by.
- 10:30 Two (2) C-47s departing for Fort Nelson and Whitehorse today.
- 10:45 Colonel Balchen received phone call from Major Ackerly at Whitehorse requesting supplies, 1 graflex camera and replacement aircraft for one (1) C-47 and one (1) C-54. Two replacement C-47s departing this station as replacements for C-47s.
- 11:00 Detachment "B" was instructed by wire to send Lt Schoeman and payroll to Elmendorf AFB and then to Whitehorse.
- 14:00 Received wire from Detachment "B"; weather prohibits sending a LC-128 with Lt Schoeman and payroll to Elmendorf Air Force Base.
- 15:15 Received wire from Lt Col Strouse, requesting action be taken to secure more cooperation in search from 5001st Wing.
- 15:45 Visited Alaskan Air Command to discuss this telegram. AAC has advised 5001st Wing that they will put aircraft under operational control of the 10th Rescue Squadron, and has brought to their attention wire they sent concerning search and control of aircraft.
- 16:00 Captain Trost called; wants to postpone flight of 10:55 until January 31. Was ordered to proceed as directed.
- 16:50 Advised Lt Col Strouse by wire that aircraft is under 10th Rescue Squadron control until released by that organization. Sent him copy of telegram ordering all available aircraft to be dispatched to the 10th Rescue Squadron.
- 19:30 Cancellation of Weather Group aircraft due to bad flying weather. Unable to complete test flight. They were instructed to take-off tomorrow morning to transport supplies.
- 20:00 Was notified that C-47, # 1015 is three (3) hours overdue.
- 20:10 Called Colonel Balchen for confirmation and instructions. He advised Captain Savio that aircraft has been reported missing, and that it is an Alaskan Air Command aircraft.
- 20:30 Captain Sloan called; quoted wire he had received from Whitehorse.

LOG OF OPERATIONS "MIKE", CONT'D.

Aircraft was Elmendorf Field Base Operations C-47 AF 1015, Pilot Hardin. Pilot and civilian passenger reported safe with serious injury to some members of the crew. Pilot walked out to the highway and stopped a truck that drove him to Whitehorse for assistance. Rescue parties are at the aircraft evacuating injured personnel.

- 20:45 The following people were called by telephone and notified of the C-47 accident:
- Maj Buckley - Alaska Air Command
Maj Tillie - Alaska Air Command
Maj Mason - Base Operations, Elmendorf Field
- 20:50 Col Puegg called and was given the few details concerning the C-47 accident, and given Col Balchen's home phone number.
- 22:00 Call by Maj Buckley, requesting space aboard aircraft 839 C-47, for 3 persons as replacement crew for Alaska Air Command aircraft at Whitehorse.
- 22:05 Additional information on C-47 crash: aircraft crash-landed 17 miles south of Whitehorse, 5 persons aboard, 3 hurt seriously, but not critically. Cause of accident: aircraft hit down draft.
- 22:05 Arranged for AF Reg 62-14 be made available on next aircraft for Whitehorse for Col Strouse information and necessary action on the accident.
- 23:15 Received message describing details of C-47 accident. Instructed duty officer to read contents to Col Balchen. Instructed duty officer to set up B-17 for search in the morning.
- 23:20 Called Major Mason and gave official confirmation of accident of C-47 for his flash report to Operations, Washington, DC.

31 January

- 08:05 Copy of Alaska Air Command Reg 62-5 on Command Investigations, sent to Col Strouse for compliance. An attempt is being made to procure AF Reg 62-14 for Lt Col Strouse's guidance in submitting Form 14. Extra copies of Form 14 are being sent to Whitehorse.
- 08:30 Advised Major Buckley, A-3 Section, Alaska Air Command, that transportation for replacement crews for his aircraft is available on C-47 departing today.

LOG OF OPERATIONS "MIKE" CONT'D.

equipment and personnel were on their way from Tacoma, Washington. They will advise rescue of action taken.

17:30 Called Col Balchen and advised him of difficulties from various organizations. Col Balchen returning to Headquarters to expedite matters.

17:40 Lt Col Heffner arrived this office and discussed the emergency. He stated that in his opinion the C-54 is down between Snag and Ashinik Ranges, in Wrangle Mt area. I informed him that such has been 10th Rescue's opinion also, and immediately showed him the grid search map and the coverage given this entire area. Also told him of number of aircraft in that area and that plans have already been formed to cover the entire area shown on grid search map once again on low contour search. The SOS signals were then discussed. Operations advised him we have had reports of numerous SOS signals; they were all investigated. We reasoned out the SOS strong signals as being from the C-47 missing since this morning. Lt Col Heffner wanted to send four (4) C-54s to Yakutat area at 0900 to pick up strong signals reported out of Yakutat.

18:30 Col Balchen arrived this office after being contacted by telephone. A discussion was conducted of the mission and Lt Col Heffner's plans for sending the C-54s.

18:40 A call was put in to Lt Col Strouse at Whitehorse. Col Balchen asked if he needed more aircraft and the reply was negative. What he needed was Herman Nelsons and DF equipment. Col Balchen then advised Lt Col Heffner his C-54s were not needed. The conclusion of the discussion was the cancellation of the C-54s of Base Operations. Col Balchen also acquired the information requested by Gen Hutchinson, and Lt Col Heffner was to advise the General.

19:00 CWO Clausen throughout the evening was trying to procure 30 Herman Nelsons all over the base. He was unable to do so due to the lateness of the hour. Plans were made between Supply and Operations for tomorrow. It was decided to make an all-out effort in the morning. Operations will get as many aircraft as possible for shuttling of supplies, Herman Nelsons and 2 replacement aircraft.

9 February

19:00 Called SAC directly and all of staff, Operations, to get aircraft for supply run to Whitehorse and replacement for 5th and 10th. Requested four aircraft from them, two for replacement, and two for supply run, to transport supplies

LOG OF OPERATIONS "MIKE", CONT'D.

12:10 Checked with AAC for one additional aircraft for supply run.

13:00 AAC has another aircraft available, but does not have a crew. Operations making effort to get a crew.

13:10 CAA reports long dash and have alerted DF station AACs to try to get bearing.

13:20 Check made with Detachment Operations to see if aircraft are being properly loaded.

13:30 Sent wire to 4th Rescue Sq Flight C at McCord, requesting status of DF equipment and personnel; extreme emergency.

13:45 Arranged for crew for AAC aircraft 5829. Contacted 6th Radar, Capt Peniup will take flight. 6th Radar has been very cooperative.

14:00 All arrangements made for four aircraft for replacement and supply. Operations appears to be running normally.

14:30 CAA reports woman overheard airplane overhead with engine sputtering on 2 Feb and red light sighted west of Skagway on mountain. Delayed to Lt Col Strouse. (7 Feb)

15:00 Called Lt Col Heffner as instructed by Col Halchen to advise of C-47.

16:00 Advised by 2107th Air Weather Group, Lt Kepner, C-47 1019 did not check out on test hop; feathered engine would not unfeather. He will take off tomorrow as scheduled.

19:45 ETA B-17 3787 2013. Met aircraft at L-13 and arranged for transportation for crew.

20:30 Met 3787 and arranged for transportation for crew.

20:35 Received wire from Whitehorse requesting not to send any more rations or heaters.

9 February

08:00 Briefing of developments of Whitehorse search by Major Loughlin.

08:30 Call by Capt Mathews regarding flight to Whitehorse on supply run.

09:00 Called AAC, DCS Operations, and released their two C-47s.

09:45 Called Lt Kepner, C-47 1019, and released his aircraft.

LOG OF OPERATIONS "MINE", CONT'D.

Advised him of status of aircraft in search area.

- 09:50 It was decided to release the 4 C-47s obtained 8 Feb due to Whitehorse cancellations of supply request on rations and heaters. Also, all C-47s are returning from the search area and being released. There still remain 1 C-47 engine to be taken to Ft Nelson. Possibility of C-54 5632 coming in status on 10 Feb which will transport a C-47 and a C-54 engine to Ft Nelson.
- 13:05 Met 3595 B-17 to see if they have any information on search.
- 14:00 Received wire requesting 4 Herman Nelsons after they refused the remaining portion of heaters we had here and returning eight on the same aircraft we sent them to Whitehorse.
- 15:00 Received message from Mr. Carroll at CAA regards to message he received from "ham" operator, Mr. Wanger. Message No. 1, 9 Feb at 1500. Sent exact duplicate to Searchmaster.
- 15:10 Received message from CO McCord AFB requesting disposition of DF equipment and personnel. Sent reply that it was urgent 4th Rescue airlift DF and personnel to Whitehorse, Canada.
- 15:20 Called Mr. Jack Carr to procure one harness assembly ignition C-435-11, 1 each, 4719-E 686-19DAR. He was not in. Will call back.

10 February

- 01:30 Call from CAA regarding message received from Ohio state patrol, "At 0500 reported OHLEW by XI radio dispatcher x msg. picked up between 8250 8260" SOS McKinley, Alaska, C-54". Advised CAA operator at Merrill Field to relay to Whitehorse.
- 02:10 Mr. Carroll, CAA, called in regards to same message. In conversing with Mr. Carroll I questioned him on the possibility of such message having any value. We decided that it was possible to receive, but highly improbable. Mr. Carroll reassured me that the message was relayed to Whitehorse.
- 04:00 Call from Officer of the Day concerning same message.
- 08:30 Received message from C13CGD "EDF Reports bearing 344 Charlie Carrier Strength VWO THREE on 8250-60". Call put in to AAC to Flight Officer Gray for pin pointing C13CGD to enable Operations to relay bearing to Whitehorse.
- 09:30 Flight Lt Gray advised this Headquarters C13CGP Headquarters

LOG OF OPERATIONS "MIKE", CONT'D.

at Seattle, Washington. Delayed Info to Searchmaster, Whitehorse, Major Douglas' request.

10:00 Advised by Mr. Jack Carr to contact Dave Friend in regards to Harness ignition for L-5 aircraft. Mr. Dave Friend is ill and not at work.

10:30 Received a call from Lt Paulnock, 5251, Base Flight Engineer for ETD of engine for 0655 C-47 at Ft Nelson. Advised Lt Paulnock ETD for engine was Feb 11 or 12. Will advise Lt Ketchum at Ft Nelson. Base Flight requested one man and mail to accompany engine to Ft Nelson.

11:50 Contacted Mrs. Rayworth at Air Depot 444 to procure Ignition Harness at Air Depot Supply as instructed by Mr. J. Carr.

13:30 A Mr. McKane phones. Several years ago he had his back broken and his wife had a severe stomach ache at the exact time the accident happened. Shortly after that he was involved in another accident and his wife had the same pain in the stomach. At precisely 1732 on the 26 Feb, she had another pain and suggested that the accident of the C-54 of 2409 was the cause of the peculiar pain. It happens that a dear friend of the family was aboard the aircraft and that there may be a possibility of timing the two incidents together. It was suggested by Mr. McKane to plot the aircraft's last position report which was at 1309 using the ground speed and time to the time his wife had the stomach ache and perhaps the aircraft could be located.

13:45 AACG called at 1330 and said that Searchmaster at Whitehorse would not accept the message sent relative to position reporting of aircraft quoted in radio this m.f. Radio being returned to the 10th Rescue Co unable to make out contents of message. Reference message was sent out of this Headquarters as an exact duplicate of the message received from AACG. AACG sending inquiry of message and will advise this Headquarters of corrections. Message was sent exactly as received.

13:50 B-17 Departing Whitehorse for Elmendorf at 1715 Capt Harrah AF 3470.

14:00 Advised Searchmaster at Whitehorse Estimated Time Departure B-17 3787 for Whitehorse.

14:25 Mrs. Rayworth advised there is no Ignition Harness in stock at Air Depot. Advised CM Clausen of this.

14:30 Incoming Clear Message from COMALBAPRO: Quote

LOG OF OPERATIONS "MINE", CONT'D.

Aircraft was Elmendorf Field Base Operations C-47 AF 1015, Pilot Hardin. Pilot and civilian passenger reported safe with serious injury to some members of the crew. Pilot walked out to the highway and stopped a truck that drove him to Whitehorse for assistance. Rescue parties are at the aircraft evacuating injured personnel.

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31 January

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LOG OF OPERATIONS "MIKE", CONT'D.

09:00 Another report received, requesting supplies; request turned over to CPO Clausen who has made arrangements to ship the supplies today.

1 February

09:30 Worked on supplies and regulations all morning.

13:00 Aircraft 5890, Weather Group, departed for Whitehorse. All supplies requested by search area to date are aboard aircraft.

13:00 Two Base Operations C-47s departed for search of Wrangel Mountains.

14:00 Col Balchen briefed Operations on future plans for the continued search. Plans are to decrease the number of aircraft to ten (10), with rescue personnel and equipment. The search plan will be a thorough grid search over the entire area once again. The number of aircraft will be slowly decreased as maintenance inspection difficulties occur, with the exception of rescue aircraft.

15:00 Instructed Captain Holdiman to send a B-17 to cover Wrangel Mountains on high altitude search.

17:00 Awaiting word from air depot on Capt Harrah's B-17. Aircraft will not be ready until the morning due to 100 hour inspection on oxygen system.

17:15 It was decided to plan the search for the aircraft from Gulkana to Whitehorse at a high altitude and send two B-17s to conduct search. Capt Harrah was instructed to take-off as soon as his aircraft became available.

09:30 Sent wire to Lt Col Strouse advising him to return B-17 505 to Bismarck today.

09:45 Talked to Col Wilcox about 500 kc signals received and released one of his C-47s on standby so that he could check all AACB facilities monitoring that frequency.

10:00 Talked to Lt Col Meffner about status of base aircraft in search and informed him that planes will probably begin being released from search Friday.

10:15 Made check. Capt Harrah's aircraft still not available. B-17 595, Lt Casto, took-off at 0900 for search area. Capt Harrah being dispatched as soon as his aircraft is available.

10:30 AF 5505, B-17, 6th Fader, returned from Whitehorse 1000 hr inspection due on aircraft.

LOG OF OPERATIONS "MIKE" CONT'D.

11:00 Reported signals on 500 kc in vicinity of Smith River area.
 They are being investigated.

11:00 B-17 595, Lt Casto departed for Whitehorse at 0800 for high
 altitude search.

13:00 Coordinated with Capt Holdiman Col Balchen's plan for future
 operation on search.

14:30 Checked to see if all personnel participating in search are
 on competent orders to be at Whitehorse and Ft. Nelson.

17:00 Lt Casto returned from Whitehorse; reported several signals
 en route to Whitehorse; could not locate or get a bearing of
 origin.

2 February

08:00 Supply request from search area consolidated; supplies will
 be taken to Whitehorse today by B-17.

09:30 Telephone conversation with Lt Col Strouse with the follow-
 ing results:

 a. They will return 6 patients to Fairbanks. Col Balchen
 going to Fairbanks to meet Lt Col Strouse on his arrival.
 B-17, 595, will take Col Balchen. Patients will be
 brought back to Almdorf by AF 595.

 b. B-17, 457, dispatched to Whitehorse with 3 extra pilots
 aboard as replacement crews to prevent pilot fatigue.
 30 oxygen masks being sent to Whitehorse. 200 cases of
 rations have been procured, 25 of which are aboard B-17
 457, and 50 more are on 595 to Fairbanks for Lt Col
 Strouse to return to Whitehorse. The remaining 125
 cases will be sent with next available aircraft.

10:00 Telephone: Captain Weisinger at Ladd, Detachment "B",
 advised him of Col Balchen's arrival at 1700 and Lt Col
 Strouse advised him to have replacement for Lt Kohl and
 Sgt Goeff (Radio Oper). Lt Grassfield to go to Whitehorse
 with Lt Col Strouse to have 2 radio operators, 4 Thermos
 (jugs) and 2 cases of cigarettes for Whitehorse.

11:00 Lt Compton: paycheck to be delivered to him at Whitehorse.

13:00 Advised by Capt Holdiman 12 B-29s from the Zone of Interior
 for search. 10th Rescue may be responsible for briefing of
 the crews on the search and to be prepared to do so.

LOG OF OPERATIONS "MIKE" CONT'D.

13:30 Message sent to Whitehorse for instruction on search area to assign to B-29s. Requested Whitehorse to give areas they have searched so we may plan our searches from this end.

14:00 Repercussions developing from PIO once again on releases.

14:30 B-17 595 with Col Balchen aboard took off for Fairbanks.

15:45 B-17 457 returned to Elmendorf. Landing gear would not retract. Being put in hangar for retraction test.

17:05 Message requesting magneto harness assembly; relayed to CWO Clausen.

21:30 Aircraft 595 arrived from Fairbanks with patients of C-47 accident at Whitehorse. Aircraft was met by two ambulances which transported patients to Base Hospital. Aircraft was also met by members of the press. Received thorough briefing from Major Douglas also made available a grid map being utilized by searchmaster at Whitehorse. Pictures of C-47 crash are also available here at present.

3 February

06:32 B-17 457 departed for Whitehorse to take part in search and will remain until further notice. Aircraft has additional supplies and rations for searchmaster at Whitehorse. Three additional pilots were aboard aircraft as crew replacements.

08:30 C-47 5894 advised ready for test hop. Test hop delayed due to high winds. B-17 595 put into hangar for landing gear retraction and replacement of brakes, also repair of flaps.

09:00 Received wire from Whitehorse requesting more parts; relayed to CWO Clausen for action.

10:00 Major Douglas advised Operations of B-29s arriving this station and to prepare for briefing of B-29 crews for search. Coordinated with Capt Holdiman; made available to him grid search pattern, photos of C-47 accident and messages. On B-29 arrival Capt Holdiman will give briefing.

13:05 Advised by Major Douglas we would not do the briefing; Capt Holdiman so informed.

13:15 Instructed Capt Harrah to stand by with B-17 470 until one of his aircraft on the Aleutian Chain comes back in commission. Capt Davio recommended keeping one B-17 aircraft here until one comes back in commission on the Chain.

LOG OF OPERATIONS "MIKE" CONT'D.

14:00 B-17 595 scheduled for flight to Whitehorse 4 Feb at 0600. Instructed to carry additional supplies and rations.

15:05 C-47 unable to make test hop due to winds.

14:30 Lt G.P. Cox, pilot of B-29, AF 7783, reported signals on 500 kcs. Coordinates given by navigator, Lt T.H. Marvill; coordinates were in the area of Ft Good Hope at 66° N L 131° 15' W. They reported definite CW signals but very weak. A definite fix was recorded. There was a 8° spread on bearings 48° and 24° were given. They were making good a track of 130° 5' 64° 27' at 1930 2 point of origin. 131° 26' 65° 40', 131° 05' 65° 50', 130° 32' 66° 15' 131° 02' 65° 48'. A line drawn from 2 sides of angle intercepting or crossing track will give position on track when bearings were taken. All this information relayed to Lt Col Strouse at Whitehorse by telephone.

16:10 Advised to disregard briefing for B-29 crews, Lt Col Haffner was to do the briefing on their route.

16:40 Maj Buckley called and indicated that 10th Rescue was to do the briefing and attempt is being made to properly coordinate this problem. Called Lt Col Haffner who informed Capt Savio that Col Paul Blair was CO of B-29s and Col Blair had advised him that he was to report to Rescue. Presently it is 1820 and no member of the B-29 flight has reported to this headquarters.

17:30 Called Capt Holdiman and advised him of status of briefing.

18:00 Effort is being made to contact Major Mason who seems to be key figure with details on briefing.

18:05 B-29 aircraft are to be briefed at hangar #2 at 0430 in fighter group briefing room. Still no further information of rescue participating in briefing.

18:10 B-29s are under control of search master at Whitehorse and will return to ZI tomorrow 4 February.

19:00 Major Mason telephoned. He advised that the briefing would be held in hangar #2, Fighter Group Briefing Room, and that Rescue was not needed for the briefing because they had their orders for search proceedings out of Great Falls, and they were to return on those orders. The briefing concerned is required in AAC Reg 60-8 concerning the route, clothing, customs, airfields, etc.

19:15 Called Capt Holdiman and advised him to disregard briefing.

02:30 Received telephone from duty officer, Lt Dell, regarding Emergency Warning of B-29 AF 7321 out of Eielson AF Base

LOG OF OPERATIONS "MIKE" CONT'D.

7 hours overdue since last position report. Advised him to call Col Balchen and Capt Holdiman to initiate extended communications search. Takeoff 0100Z from Nielson. Last heard 0500Z at 70° N.

02:50 Major Douglas called. He will call Operations upon arrival at Whitehorse. Gave him info from Lt Col Strouse as follows: Searched from "pass" on course from Gulkana to Northway at the 10,000 foot level on the south side of the airways and the north slope of the mountains on the way to Whitehorse. At 2030 Col Balchen called Capt Holdiman.

04:15 Capt Holdiman called advising emergency on B-29 cancelled. Extended communications search discovered aircraft.

09:00 Received request from Whitehorse for Mr. Dickerson, father of S/Sgt Dickerson, to participate in search on a USAF aircraft.

09:15 Called Maj Tillie, AAC, in regards to request of Mr. Dickerson. AAC disapproved request on the basis that search flying involves more risk than normal flying.

10:00 Sent wire to Lt Col Strouse, disapproving request of Mr. Dickerson, stating reasons for disapproval (refer to wire).

10:15 Received radio from Det C: B-17 5581 in status and standing by for further instructions.

10:30 Called Operations Detachment "A" and was advised B-17 595 departed for Whitehorse at 0716.

10:30 Called Detachment "A" on status of ski pilots to help support Detachment "B" at Fairbanks. Lts Hill, King, Griffin, Capt Savio and Col Balchen are remaining pilots.

10:45 Capt Holdiman called, stating C-47, being test flown, will be ready for departure to Whitehorse.

11:00 Col Ruegg called Col Balchen and he was informed that we are ready to conduct briefing. He was informed that this would be a route briefing and not one on rescue procedure.

11:30 Called Keisinger to advise him that LaRose will return to Fairbanks. Col Balchen will advise Lt Col Strouse by phone.

13:00 Reported to hanger to have discussion with Capt Holdiman on aircraft departing for Whitehorse. C-47 and B-17 470

LOG ON OPERATIONS "MIKE", CONT'D.

will depart for Whitehorse at 1430 today. C-47 being test hopped today.

13:15 Checked weather at Whitehorse 5,000 overcast to broken with snow. Temperature -12, low point -13.

13:30 Numerous requests for transportation have been denied. All aircraft departing are loaded to capacity.

13:45 All supplies requested to this hour have been procured and are at Whitehorse, or are on B-17 470 and C-47 5894, departing today.

14:30 Wind blew open door on C-47; delayed to repair blister in fuselage.

14:45 B-17 470 has not taken off; inquiry will be made.

15:00 Received radio from Detachment "C" advising B-17 505 would be in status at about 1400. Plans are being formulated to bring B-17 581 to Elmendorf.

15:30 C-47 5894 cancelled due to heavy load on skis with icing conditions prevailing at Whitehorse. Have set up 0700 takeoff for Whitehorse.

15:35 Received message from Lt Col Strouse requesting C-47 and B-17.

15:40 B-17 470 cancelled take-off due to frozen brakes. Attempts are being made to free the brakes.

16:00 Capt Narran cancelled flight to Whitehorse today. Weather existing there today and tonight discouraged the flight. Instructed B-17 470 and C-47 to proceed to Whitehorse at 0700 take-off tomorrow.

16:05 Sent message to Lt Col Strouse advising him of the arrival of B-17 and C-47 on 5 February.

16:15 C-47 and B-17 hangared for early take-off.

16:30 Lt Prior called. I advised him to return to Ladd earliest possible time, with Lt LaRose due to the critical need of ski-pilots.

16:40 Capt Holdiman instructed to advise Operations on all available aircraft at Whitehorse on his arrival there. In several cases aircraft have returned to Elmendorf without Operations knowledge. Therefore, aircraft dispatch sheet is incomplete.

LOG ON OPERATIONS "MIKE" CONT'D.

I have no knowledge of the exact number of aircraft in Whitehorse.

- 17:45 Received call from duty officer, relaying message from Whitehorse. Contents were they needed B-17 badly. C-47 and B-17 departing 5 Feb at 0700 take-off.
- 18:00 Placed a call for Lt Col Strouse. He was not available at the time, so made appointment for 2130.
- 18:10 Called Capt Holdiman and advised him to search en route south of airways at 10,000 feet and to check peaks en route to Whitehorse.
- 22:00 Lt Col Strouse still not available to advise him of cancellation of aircraft for today and to discuss future plans. Operator was advised to cancel the call because of wire sent earlier.
- 21:30 Called Col Balchen and advised him of status of B-17 and C-47 cancellations.

5 February

- 00:30 Detachment "A" CC called, read wire regarding bearings taken in Washington. Advised him to make a duplicate copy of wire for Capt Holdiman to take to Whitehorse at 0700. Wire originated in Northwest Air Command in Edmonton.
- 07:00 Capt Holdiman called about wire received last night. I advised Capt Holdiman to search to Whitehorse at 10,000 feet the inland route and check the peaks on the 10,000 level. Instructed Capt Holdiman to send Capt Hurrell down the coastal route to south of Juneau area and to conduct search all the way, including communications.
- 08:05 Capt Holdiman and Capt Hurrell B-17 AF 470 off the ground for Whitehorse; two different routes, one inland one coastal. Capt Holdiman has copy of bearings contained in wire last night.
- 12:00 Picked up message at Detachment "A" and went to AAGS and sent answer to Lt Col Strouse. He requested to know if C-54 2469 had oxygen when he took off at Elmendorf. Made check at MITS and Base Maintenance. They had no knowledge of oxygen equipment and oxygen supply. Notified Lt Col Strouse of same. While at Base Operations check was made of all Elmendorf aircraft at Whitehorse. All pilots returning to Elmendorf should have been instructed at Whitehorse

LOG OF OPERATIONS "MIKE" CONT'D.

to report in to this Headquarters to enable this Headquarters to keep a more accurate list of equipment at Whitehorse involved in search. It would be of assistance for the overall planning from this Headquarters. At present time one aircraft will be needed to transport supplies to Whitehorse.

6 February

- 08:50 A call was made to Whitehorse to get latest developments of search Sunday. Negative results to date. Temperature has dropped to -30° . Difficulty is being encountered on aircraft due to low temperatures. 1 B-17 out of 5 took to the air; maintenance troubles are hindering the search slightly at present. They requested engine for C-54 at Whitehorse. Action initiated to procure same. The engine for C-47 is presently being built up and should be ready Wednesday, this week. It will be sent down immediately. Advised no aircraft at Ft Nelson. The entire operation is now at Whitehorse with the exception of 1 C-47 at Ft Nelson with engine change.
- 09:30 A check was made at Base Operations on aircraft at Whitehorse on search. It was discovered that 21 P-80s had departed for Whitehorse on 4th and 5th to get into the search. A check was made with Col Balchen and this matter had not been coordinated with this Headquarters. (Sweetbriar).
- 13:00 Received message from Lt Col Strouse requesting we search 50 miles each side of Amber 2 from Snag to Big Delta; assuming 2469 C-54 had electrical and mechanical failure simultaneously, pilot would return to area of known good weather.
- 13:20 Put in call to Whitehorse to advise Lt Col Strouse that no aircraft were available here. He advised me that all aircraft other than rescue have returned to their home bases with the exception of 2 C-47s remaining for engine change. Col Balchen advised Operations to stand-by on requested search on Amber 2. Col Balchen also advised that Operations "Mike" will possibly move their Headquarters to Fairbanks.
- 14:00 A consolidation of aircraft under Lt Col Strouse compiled and it was noted he has released a total of 25 aircraft and has a total of 9 rescue aircraft under his operational control. He has 1 C-47 from Base Operations and 1 C-47 from 6th Radar there for engine change.
- 14:35 Received call from Capt Steinberg regarding 6 men on duty with Operations "Mike" at Whitehorse. Requested their

LOG OF OPERATIONS "MIKE" CONT'D.

return by 10 February because their orders expire on that day.

19:30 Received a call from CQ regarding wire from Whitehorse giving status of aircraft.

7 February

08:30 Recorded same.

09:30 Meeting at AAC at 13:30 in regard to emergency equipment.

13:30 Picked up two messages at AAC regarding SOS signals being transmitted on 8280 KC, one bearing 031° from Bainbridge in Washington. AACCS Elmendorf 278° CAA Anchorage 85° (White Court) Fairbanks 278° Nome 305° -125°.

14:00 Bainbridge, Elmendorf, CAA, Anchorage and Fairbanks bearings indicate area about 100 miles NW of Edmonton. L.O.P. drawn through this point with 100 miles spread from Fairbanks and Elmendorf intercept with Bainbridge bearing (bearing from Bainbridge was very good, as reported).

14:50 The above info was called to Lt Col Strouse who was questioned on the C-54 engine. He requested we do not ship until further orders. Ref wire no 35.

15:00 Various calls made all over the field to Communications on the field regarding SOS signals on 8280. They informed this Headquarters all bearings were being relayed to searchmaster at Whitehorse.

15:15 Made long distance phone call to 4th Rescue Operations and spoke to 1st Lt Lopsot, requesting he send Grosley Suit-Case Set, DF equipment and three operators. Advised me they would take action and will wire this Headquarters immediately of their action.

16:10 Received message from CAA that SOS signals coming through again and AACCS DF has been alerted for a bearing on the signals. CAA reports SOS signals with long dash as though they were holding key. Signal is coming in very good.

16:40 Gen Hutchinson called and wanted to put at our disposal C-54s to help home-in on signal being sent out.

17:00 Advised of C-47 missing in search. Numerous calls came in regarding it. Called Lt Col Strouse. He requested 30 Herman Nelsons for operation in the morning. Lt Col Strouse stated he could not disclose the number of the missing aircraft. Operations also advised Lt Col Strouse that DF

LOG OF OPERATIONS "MIKE" CONT'D.

equipment and personnel were on their way from Tacoma, Washington. They will advise rescue of action taken.

17:30 Called Col Balchen and advised him of difficulties from various organizations. Col Balchen returning to Headquarters to expedite matters.

17:40 Lt Col Heffner arrived this office and discussed the emergency. He stated that in his opinion the C-54 is down between Snag and Ashihik Ranges, in Wrangle Mt area. I informed him that such has been 10th Rescue's opinion also, and immediately showed him the grid search map and the coverage given this entire area. Also told him of number of aircraft in that area and that plans have already been formed to cover the entire area shown on grid search map once again on low contour search. The SOS signals were then discussed. Operations advised him we have had reports of numerous SOS signals; they were all investigated. We reasoned out the SOS strong signals as being from the C-47 missing since this morning. Lt Col Heffner wanted to send four (4) C-54s to Yakutat area at 0900 to pick up strong signals reported out of Yakutat.

18:30 Col Balchen arrived this office after being contacted by telephone. A discussion was conducted of the mission and Lt Col Heffner's plans for sending the C-54s.

18:40 A call was put in to Lt Col Strouse at Whitehorse. Col Balchen asked if he needed more aircraft and the reply was negative. What he needed was Herman Nelsons and DF equipment. Col Balchen then advised Lt Col Heffner his C-54s were not needed. The conclusion of the discussion was the cancellation of the C-54s of Base Operations Col Balchen also acquired the information requested by Gen Hutchinson, and Lt Col Heffner was to advise the General.

19:00 GEO Clausen throughout the evening was trying to procure 30 Herman Nelsons all over the base. He was unable to do so due to the lateness of the hour. Plans were made between Supply and Operations for tomorrow. It was decided to make an all-out effort in the morning. Operations will get as many aircraft as possible for shuttling of supplies, Herman Nelsons and 2 replacement aircraft.

9 February

19:10 Called and verbally briefed of Staff, Operations, to get aircraft for supplies run to Whitehorse and replacement for 3000 and 1000. Requested four aircraft from them, two for replacement, one for supplies run, to transport supplies

LOG OF OPERATIONS "WIFE", CONT'D.

and parts and 30 Herman Nelson heaters.

- 08:10 Col Salchen advised Operations of telephone conversation with searchmaster at Whitehorse at 0815. He was advised the search area for C-47 was grid 418. He has only 15 Herman Nelsons. He will give us a check on number of aircraft there at Whitehorse.
- 08:30 AAC advised to stand by for aircraft.
- 09:00 Weather check was made: Snag 3,000 overcast 30% * Ashihik 2 5,000 overcast 5500 scattered 20% * Yakutat overcast 800 1 V.
- 09:15 Capt Mathews, Base Operations, called. He has C-47 5074 for supply run, so was instructed to load up his aircraft at hangar D-13 with supplies and equipment and take-off. He is to return to Elmendorf today and make another trip tomorrow.
- 09:30 Lt Kepner reported in with C-47 of 2107th Air Weather Group. The same instructions were given. He will be one of the replacement aircraft and he was instructed to get clothing for about 5 days.
- 10:00 advised Lt Kepner aircraft will have to be test flown; estimated take-off at 1500 today.
- 11:00 Received message No. 1, notifying this Headquarters of 1027 located on Ion Lake (dated 2 February, refer to file).
- 11:15 advised AAC aircraft 1027 located.
- 11:25 Called Col Taylor; obtained extension on specialist personnel on loan from Air Depot to the 11th of Feb if needed.
- 11:30 Air Depot was called; they had C-47 departing for Whitehorse. All aircraft departing Elmendorf will be loaded before departure. The Operations officer of the Air Depot Elmendorf advised that AF 1027 was "plugged" and they could not load it. He was instructed to go to hangar D-13 for rationing and supplies and get it ready to depart empty.
- 11:40 Called Lt Griffin at hangar D-13 and advised him to load AF 1027, if possible, with supplies and rationing aboard.
- 11:45 Only 4 aircraft at hangar D-13.

LOG OF OPERATIONS "MINE", CONT'D.

12:10 Checked with AAC for one additional aircraft for supply run.

13:00 AAC has another aircraft available, but does not have a crew. Operations making effort to get a crew.

13:10 CAA reports long dash and have alerted DF station AACs to try to get bearing.

13:20 Check made with Detachment Operations to see if aircraft are being properly loaded.

13:30 Sent wire to 4th Rescue Sq Flight C at McCord, requesting status of DF equipment and personnel; extreme emergency.

13:45 Arranged for crew for AAC aircraft 5889. Contacted 6th Radar, Capt Penlup will take flight. 6th Radar has been very cooperative.

14:00 All arrangements made for four aircraft for replacement and supply. Operations appears to be running normally.

14:30 CAA reports woman overheard airplane overhead with engine sputtering on 2 Feb and red light sighted west of Skagway on mountain. Delayed to Lt Col Strouse. (7 Feb)

15:00 Called Lt Col Heffner as instructed by Col Salchen to advise of C-47.

16:00 Advised by 2107th Air Weather Group, Lt Kepner, C-47 1019 did not check out on test hop; feathered engine would not unfeather. He will take off tomorrow as scheduled.

19:45 ETA B-17 3787 2013. Met aircraft at D-13 and arranged for transportation for crew.

20:30 Met 3787 and arranged for transportation for crew.

20:35 Received wire from Whitehorse requesting not to send any more rations or heaters.

9 February

08:00 Briefing of developments of Whitehorse search by Major Douglas.

08:30 Call by Capt Mathews regarding flight to Whitehorse on supply run.

09:00 Called AAC, DCS Operations, and released their two C-47s.

09:45 Called Lt Kepner, C-47 1019, and released his aircraft.

LOG OF OPERATIONS "WINE", CONT'D.

at Seattle, Washington. Delayed Info to Searchmaster, Whitehorse, Major Douglas' request.

10:00 Advised by Mr. Jack Carr to contact Dave Friend in regards to Harness ignition for L-5 aircraft. Mr. Dave Friend is ill and not at work.

10:30 Received a call from Lt Paulnock, 5251, Base Flight Engineer for ETD of engine for 0655 C-47 at Ft Nelson. Advised Lt Paulnock ETD for engine was Feb 11 or 12. Will advise Lt Ketchum at Ft Nelson. Base Flight requested one man and mail to accompany engine to Ft Nelson.

11:50 Contacted Mrs. Rayworth at Air Depot 444 to procure Ignition Harness at Air Depot Supply as instructed by Mr. J. Carr.

13:30 A Mr. McKane phones. Several years ago he had his back broken and his wife had a severe stomach ache at the exact time the accident happened. Shortly after that he was involved in another accident and his wife had the same pain in the stomach. At precisely 1732 on the 26 Feb, she had another pain and suggested that the accident of the C-54 AF 2469 was the cause of the peculiar pain. It happens that a dear friend of the family was aboard the aircraft and that there may be a possibility of timing the two incidents together. It was suggested by Mr. McKane to plot the aircraft's last position report which was at 1309 using the ground speed and time to the time his wife had the stomach ache and perhaps the aircraft could be located.

13:45 AACB called at 1:30 and said that Searchmaster at Whitehorse would not accept the message sent relative to position reporting of aircraft quoted in radio this a.m. Radio being returned to the 10th Rescue Co unable to make out contents of message. Reference message was sent out of this Headquarters as an exact duplicate of the message received from AACB. AACB sending inquiry of message and will advise this Headquarters of corrections. Message was sent exactly as received.

13:50 E-17 Departing Whitehorse for Elmendorf at 1715 Capt Harrah AF 3470.

14:00 Advised Searchmaster at Whitehorse Estimated Time Departure E-17 3727 for Whitehorse.

14:25 Mrs. Rayworth advised there is no Ignition Harness in stock at Air Depot. Advised CM Clausen of this.

14:30 Incoming Clear Message from COMALBAPK: Quote

LOG OF OPERATIONS "MIKE", CONT'D.

Advised him of status of aircraft in search area.

- 09:50 It was decided to release the 4 C-47s obtained 8 Feb due to Whitehorse cancellations of supply request on rations and heaters. Also, all C-47s are returning from the search area and being released. There still remain 1 C-47 engine to be taken to Ft Nelson. Possibility of C-54 5632 coming in status on 10 Feb which will transport a C-47 and a C-54 engine to Ft Nelson.
- 13:05 Met 3595 E-17 to see if they have any information on search.
- 14:00 Received wire requesting 4 Herman Nelsons after they refused the remaining portion of heaters we had here and returning eight on the same aircraft we sent them to Whitehorse.
- 15:00 Received message from Mr. Carroll at CAA regards to message he received from "ham" operator, Mr. Wanger. Message No. 1, 9 Feb at 1500. Sent exact duplicate to Searchmaster.
- 15:10 Received message from CO McCord AFB requesting disposition of DF equipment and personnel. Sent reply that it was urgent 4th Rescue airlift DF and personnel to Whitehorse, Canada.
- 15:20 Called Mr. Jack Carr to procure one harness assembly ignition O-435-11, 1 each, 4719-E 626-1974R. He was not in. Will call back.

10 February

- 01:30 Call from CAA regarding message received from Ohio state patrol, "At 0500 reported OHM by XI radio dispatcher x mag. picked up between 8250 8260" SOS McKinley, Alaska, C-54". Advised CAA operator at Merrill Field to relay to Whitehorse.
- 04:10 Mr. Carroll, CAA, called in regards to same message. In conversing with Mr. Carroll I questioned him on the possibility of such message having any value. He decided that it was possible to receive, but highly improbable. Mr. Carroll reassured me that the message was relayed to Whitehorse.
- 04:00 Call from Officer of the Day concerning same message.
- 08:30 Received message from CLECCD "EDF Reports bearing 344 Charlie Carrier Strength VWO THPEE on 8250-60". Call put in to AAC to Flight Officer Gray for pin pointing C13cgp to enable Operations to relay bearing to Whitehorse.
- 09:30 Flight Lt Gray advised this Headquarters C13CGP Headquarters

LOG OF OPERATIONS "WINE", CONT'D.

Air Force Wash request maximum monitoring effort 8280KC next 24 hours on West coast attempt intercept signals from crashed C-54 Alaska. If possible, requests you attempt obtain bearings from Castroville. Any information should be reported to CG Great Falls AFB, Montana. Attn Air Rescue Service Searchmaster.

14:35 An attempt is being made to contact Mr. Carroll at Com Ex. 82 to coordinate message, same as above.

15:00 Phoned CAA and contacted a representative of Mr. Carroll due to Mr. Carroll's illness. Read above message to him and he is alerting all Vane stations along the entire coast line to Seattle for an all-out effort to intercept SOS that may be transmitted and to try to get a bearing on any transmission on 8280KC.

15:45 AACCS called with correction of message on query requested by Capt Savio. Corrections being forwarded to Searchmaster for his information.

10 February

16:30 Message from AACCS giving information on SOS signals; messages are very difficult to read; a call will be made to see if it is at all possible to get these messages more accurately. At times it is very difficult to interpret these messages due to misspelling, etc.

16:45 Correction called in by AACCS reads as follows:
Following wire received TOT following wire received from USCG 17th District. TOT USCG 13th District. Following received from FIC SEA. Ham Operator Greemerton Washington picked up SOS signals on C RTN 8250 no 8250 at 1355 and 1405 PST today. Night of Feb 9th same operator heard SOS signals PLMD by numbers 1-7 or 127 West 24 or 27 minutes. Followed by C-54 Unquote Bainbridge Navy HP/DE. Picked up same signal 1514 PST today. WCT OAK Francisco 110043 WCT. Refer to Message No. CN 22.

19:00 Sgt Shirley called. Advised Yakutat picking up steady carrier at 0444 and EDE got bearing of 90° at 1926, series of V's and reported that home, Marks at E, had a bearing of 140° class 2 at 0445.

19:10 Mr. Carter of CAA called and reported Yakutat reporting steady carrier lasting for approximately 4 minutes. Yakutat unable to get bearing due to lack of equipment.

19:20 Called DE station on the base and spoke to the operator who

LOG OF OPERATION. "MIKE", CONT'D.

got fix of 97° on the steady carrier. He also reported carrier being off a few minutes duration.

20:00 Sgt Shirley called again advising to disregard bearing given by Nume, Marks AFB. Bearing they submitted was on a Ham Operator. It is apparent that Ham Operators are interfering and causing considerable difficulty.

20:00 Departed for the office. It is evident that there will be several calls due to the all-out effort on the part of CAA along coastal route.

20:30 another call from Mr. Carter of CAA to report that at least five Ham Operators have reported hearing SOS signals on 1722 Kc in the U.S. a check was made with the F.C.C. to determine who was authorized to transmit on that frequency and it was learned that a U.S. unit stationed in Hawaii had this frequency assigned to them. Also some one in British West Indies was assigned to this frequency.

20:45 Close vigilance will be kept through out the night with Mr. Carter. It will be interesting to note the results of the various reports being submitted by Ham Operators.

22:30 Sgt Shirley of AACCS called at home phone of Capt Savio to advise of receiving a series of "V"s for duration of several minutes. Also call from Mr. Carter on Ham operators picking up signals.

11 February

01:45 Call from Detachment "A" radio tower to relay AACCS Message received on 8280Kc a true bearing of 111° Class 2 on a steady carrier at 1100.

02:45 Message CAA Ham Operator overheard three SOS signals on 8280Kc.

05:00 CAA called regarding signals repeatedly being reported by Ham Operator.

09:00 AACCS called advised Talketna picking up steady carrier on 8280 Kc; advised DP station to enable them to try for a bearing on signal.

09:00 B-17 9581 departed Adak at 0145 enroute Cold Bay to evacuate patient arriving Cold Bay aboard USS Funston 11 Feb 50.

09:45 Detachment "A" Operations called; advised that 787 LTD for Whitehorse Monday 0600. This headquarters will wire Whitehorse request Search area for 787.

10:00 Major Kason called from Base Operations to check status of

LOG OF OPERATIONS "MIKE", CONT'D.

the C-54 mission to enable him to submit the necessary reports due daily in Washington, D.C. Operations advised him results all negative to date and that the search was being continued.

- 10:30 Emergency wire received on grounded boat on Chilang Point transmitting SOS on 500 KC. Need assistance immediately. Action being taken. Located Chilang Point - Hong Kong, China.
- 10:45 Capt Brinegar returned from AACS with several garbled messages and reassured me that AACS is definitely sending copies of all messages direct to Whitehorse. Also, the garbled messages received this Headquarters from AACS are sent over immediately and they request repeats and immediately relay corrected copies to this Headquarters. Reason given for garbled messages is to allow this Headquarters to use information that may be of assistance with the corrected copy following.
- 11:00 Advised by Detachment "A" Operations 1040 due Elmendorf 1400 today with Capt Holdiman pilot. Advised 6th Radar their aircraft arriving Elmendorf.
- 11:10 Detachment "A" engineering advised estimated date for completion of inspection on B-17 3595 is Wednesday, 15 Feb.
- 11:30 Emergency warning wire relayed to KODIA SEA FRONTIER for action. Emergency cancelled. Chilang Point found to be in the Hong Kong area.
- 11:45 So Radio received from Capt Lewis on radio as follows: U-504 KC regard your A. No. 22 report forwarded TAX at 2100Z this date Lewis sends.
- 13:15 Arrived at the Hangar D-13 to check with crews returning from Whitehorse. Capt Holdiman in 1040 arrived at 1440 and 457 arrived same time with Lt. Castro. All aircraft have returned from Whitehorse for inspections and maintenance. Estimated time for completion of inspections on aircraft as estimated by engineering section was Wednesday or Thursday this week on all aircraft that have returned to date.
- 14:00 Test hop on 5632 C-54 on Sunday 12 Feb. 12 anticipated aircraft set up for 0600, takeoff Monday 13 Feb. Will deliver C-47 engine to Lt Nelson and return same day. Aircraft to return due to extremely low temperature at Whitehorse. Capt Holdiman and Lt. Grishby will take aircraft. Advised Capt Holdiman to return Depot personnel as agreed with Col Tyler of Depot.

LOG OF OPERATIONS "WIFE", CONT'D.

- 15:00 B-17 3787 will be ready for test hop on Sunday 1300. Lt Hugins in 3787 will depart for Whitehorse early Monday.
- 16:00 Capt Holdiman advised that Searchmaster at Whitehorse was concerned with estimated time of return of all aircraft. Long distance phone call to Major Ackerly advising him of estimated time of completion of all aircraft. Major Ackerly stated that it was embarrassing not having Rescue aircraft in search. Everything possible will be done to expedite return of aircraft including requesting assistance from Air Depot.
- 16:00 Emergency warning--C-54 overdue at Eielson AFB. Cancellation followed approximately 1 1/2 hrs later.
- 18:00 Duty Officer (CWO Clausen) called to advise of emergency on 9-36 Message received as follows: From CAA Gustavus AF 2061 Position 40 miles west of Gustavus 0524Z advises instruments frozen only flight instruments gyro compass. Advises one engine feathered may have to feather another. Will proceed to Seattle area if possible. Alert all coast stations. Cannot land Gustavus or Wnette due to frozen instruments. Contacted at 0545Z and advised was still in flight and OK and ETA Seattle 4 plus 40. Contact at Gustavus has been on Baker Channel VHF only unQuote CCGD. Thirteen fags to 12th Group ICAF. Advised Duty Officer to relay same to CCG Juneau, and Seattle ARS. Cancellation of the above Emergency at 1017Z aircraft landed at McCord.

12 February

- 11:00 Arrived at Hangar D-13 to check status of the two aircraft departing for Whitehorse on the 13th. Upon arrival it was discovered that the aircraft had additional discrepancies to be cleared before test-hop. Personnel working feverishly to complete the maintenance. Estimated time of completion of the two aircraft was 1400.
- 14:00 At 1400 aircraft was flown on test hop and found only minor discrepancies. Crew chief reassured that the aircraft would be ready for 0600 take off the following morning.
- 14:45 Personnel at Base Maintenance were contacted in regards to the two additional maintenance personnel they requested we send to Ft Nelson to assist in the engine change on C-47 0655. They were notified of the estimated time of take-off of C-54 5632 which was 0600 the following morning. Base maintenance personnel were to be at Hangar 13 at that time.
- 18:00 Mr. Carter CNA called and advised that Kodiak was receiving SOS signals on 8280. Milton Island also picking up some signals on 8280 SOS.
- 18:35 Called local DF station to advise them of the SOS signals

LOG OF OPERATIONS "MIKE", CONT'D.

presently being picked up by Kodiak and Milton Island. DF was standing by and they were not receiving the signals. They made effort to pick-up signals for a possible bearing.

13 February

08:15 Contacted Detachment "A" for definite take-off on B-17 3787 and C-54 5632 and was advised that both aircraft had not taken off. Both aircraft were to have taken off before noon.

09:00 Following received from GAA Woody Island. Quote. Notam Anchorage Misel Peak SOS heard on 8280 KCS. Bearing unreliable due to interference. Request all Transmissions on 8280 KCS be held to emergency use only until further notice. Unquote 080300Z

09:15 Received from Searchmaster Whitehorse status of aircraft currently stationed at Whitehorse for 11 Feb 1950.

B-17 5661 Zero hours unserviceable parts
LC 126 1952 one hour and thirty five minutes serviceable
H-5 9551 three hours unserviceable fifty hour inspection
C-47 9523 Four hours and five minutes unserviceable hydraulic system.

10:30 Advised by Detachment "A" that 3787 departed for Whitehorse. C-54 having starter trouble on No. 4 engine. Advised if the aircraft does not come in before noon they will abort flight and depart on 14 Feb.

11:00 Advised by Detachment "A" Radio tower they were picking up SOS on 8220 Mc they immediately alerted the DF station to find out if they have received the signals.

11:00 Advised that the DF station had not received the SOS signals and did not obtain a bearing on the signals reported by Detachment "A".

13:00 Advised Detachment "A" B-17 3787 aborted flight to Whitehorse due to mechanical trouble. Lost two carburetors and had to return to Elmendorf. The intentions of 3787 was to fly a communications search to Gustavus and thence to Whitehorse.

13:30 Detachment "A" advised engineering personnel presently working on 3787 should be able to depart to Whitehorse this afternoon.

13:35 Weather at Whitehorse unfavorable for search today. Improvement very unlikely. Base weather reports. Whitehorse

LOG OF OPERATIONS "MIKE", CONT'D.

3,000 ft. * blowing * Alshinik reporting 2500 overcast
5V L*.

- 14:00 It was reported by someone in Wing Headquarters that a member of that organization had a dream that the missing aircraft was 300 miles SW of Whitehorse.
- 15:00 Capt Kessler from Coast Control called requesting information on search not available in this Headquarters. He requested total flying time expended by the 10 B-29s that made the communications sweep and the total time by aircraft of the search aircraft from Elmendorf. It was suggested that he contact Searchmaster at Great Falls for the total time of the B-29s. The B-29 aircraft were based at Great Falls and were briefed there and would have the information. Information as to the total time flown on the mission from Elmendorf into the search area will be made available to him in computing the cost of the mission.
- 15:45 Notified base operations of the latest status of the search. Advised them of the negative results and that the search is continuing. This information is needed for base operations to submit daily report to Washington, D. C.
- 16:30 Detachment "A" advises C-54 departing for Whitehorse 0600 14 Feb. Supercharger not available at depot; however, there is one available at Adak. Question arises on available aircraft to transport to Elmendorf. Supercharger is needed for F-17, 595, which returned from the search area without supercharger.
- 18:50 Advised that F-17, 3787, will not be ready until tomorrow afternoon due to carburetors. Status of other aircraft not given.

14 February

- 08:15 Did not receive any messages from Whitehorse regards to the status of search or any parts or equipment needed there.
- 10:00 Elmendorf Tower called. Advised F-54, 5642, returning to Elmendorf, reported over Tulamee at 10:00 with rough engine at 11000 ft en route to Whitehorse.
- 10:15 Saw 2 F-54 on the ground at 10:15. Aircraft returned to Elmendorf due to rough engine.
- 15:45 Report from detachment "A" that the C-54 will not be ready until tomorrow. Aircraft will be made to make the engine

LOG OF OPERATIONS "MIKE", CONT'D.

transported by another organization if possible. Detachment "A" advised 54th Troup Carrier unable to transport engine to Ft Nelson due to lack of aircraft. Base Operations presently has two C-82 aircraft out on a supply run but were due in at Elmendorf tonight. If at all possible, he will furnish one aircraft for this mission.

16:00 Detachment "A" advises message received from Whitahorse with the information that survivors of C-47 1037 are returning to Elmendorf via C-47, 5894, for hospitalization. Estimated Elmendorf at 16:52. List of survivors given.

16:30 Called AAC for an aircraft and Major Tilley stated they had to cancel flight today due to lack of aircraft. Agreement made for Operations to call AAC again in the morning and check available aircraft.

16:45 Major Ditman called and advised that two men working for Alaska Airlines stated that they had some valuable information regarding the C-54 missing since the 26 of Jan. It was agreed to meet the two persons at this Headquarters this evening. The two men arrived this Headquarters to discuss the mission. The two men had previously flown this route and stated their theory on what may have happened to cause the disappearance of the aircraft. Their theory was that the aircraft in question was between Snag Radio and Aishihak Radio range in the Wrangle Mts. taking into consideration the strong winds that were prevailing the day of the accident, and the possibility of tuning the radio to Yakutat Radio and flying at the altitude of 10,000 feet would not clear the Mountains which range to 19,000 ft between the Snag radio and Yakutat radio. It was evident that the two men knew what they were talking about. However, their theory coincides to the theories of the 10th Rescue Squadron.

15 February

08:15 AAC has no aircraft we can use for transporting C-47 engine to Ft Nelson. Base Operations is a possibility, provided the two C-82 they had on supply run are in this morning.

08:30 Detachment "A" called to give status of the remaining aircraft. It was reported that E-17, 595, which Depot was to give assistance in completing the 50 Inspection, was still in the same place that Rescue parked it when delivering it to them.

The C-54 5632 returned yesterday with rough engine, and it was discovered that several hydraulic leaks along the nose wheel had developed. It was very doubtful if the

LOG OF OPERATIONS "MIKE", CONT'D.

aircraft could be ready to make the flight to Ft Nelson today.

Following wire was received from Whitehorse Status of Aircraft there at the present time.

14 Feb 50

B-17 5661 0 hr. Unserviceable parts.

LC-126 1952 0 hr. Serviceable.

H-5 9551 0 hr. Serviceable.

C-47 9523 0 hr. Serviceable.

- 07:30 Sent wire to Col Strouse, requesting the return by first available aircraft of Alaska Air Depot personnel.
- 09:45 Col Malchen advised Operations that no aircraft will be dispatched to Whitehorse. Steps have been taken to suspend the C-54 mission.
- 10:20 Capt Flicker from Eielson AFB called in regards to alert on 6480 kcs. This station not alerted on 6480 kcs., and continues monitoring of 500 kc and 8280 kc for missing C-54. To date no bearings were taken to help in the search for B-36. Advised Capt Flicker this station not alerted on 6480 kcs.
- 10:50 Detachment "A" called advising Base Operations may have C-82 available this afternoon for transporting engine to Ft Nelson and return Alaska Air Depot personnel.
- 10:55 The additional maintenance personnel, requested by Ft Nelson, will be coordinated with Capt Hart, Base Maintenance Officer.
- 13:20 Provided Base Operations furnishes C-82 for supply run, they will be requested to airlift C-54 engine to Fairbanks in addition to a C-47 engine to Ft Nelson. Reminded Detachment "A" to send magnetos for B-17, 661, grounded at Whitehorse for parts, and to return whatever supplies they may gather in search area to Elmendorf.
- 13:30 Col Taylor, WAB, informed of the return of his personnel by first available aircraft.

16 February

- 08:00 C-54, No. 5632, was set up to take C-47 engine to Ft Nelson and return personnel and supplies to Elmendorf.
- 10:30 Flight cancelled due to brake malfunction.
- 12:30 C-54, No. 5632, set up to transport C-54 engine to Ladd AFB.
- 14:00 Flight cancelled due to hydraulic trouble.

LOG OF OBSERVATIONS "Vista", 1971.

10:30 5632 set up again for OPIK take-off on 17 Feb for Lt Nelson with engine.

17:45. Received message from Lt. Col. at Whitehorse informing this Headquarters of the return of personnel and equipment to Detachment "A", Alendorff.

17 February

0800 Received message from Whitehorse on 21 via CF aircraft for Detachment "B" there.

H-17 1661	0 hrs, Unserviceable parts.
LC-176 1952	0 hrs, Serviceable.
H-5 9351	0 hrs, Serviceable.
C-47 1565	7:10 hrs, Serviceable.

08:15 Mess-ge received from Whitehorse stating personnel returning to Alameda via NTS this date. Equipment aboard 7-2, & 7-31 returning to Alameda this date. They request 50 lbs of parts for F-17 5001.

0413. advised 4-24 1992 took off for Whitehorse and Lt Nelson with 7-47 engine and memo to for 8-17 No. 101.

10:30 Discussed supply situation at Ft Nelson and Redoubt with Major Asherly; both are well under control. After delivery of engine and magnets for R-11. Major Asherly estimated that the C-54 can return all the required supplies in one trip.

1100. went to base operations, checked aircraft 544, 741 to make sure all parts and supplies were removed from the aircraft; were assured that the crew were removed by rescue personnel. Checked on possible trip to Chitina.

11:25 The only remaining item is an order for 1000 lbs. of milk. All orders of transportation have been checked and the order will be taken to load by 11:00 AM. It is at this time that the unreliable truck driver should be contacted to return to this station as soon as possible, arranged with Mack.

1. The first of these is the fact that the majority of the population of the United States is now living in urban areas. This is a result of the process of urbanization, which has been going on since the beginning of the 20th century. The majority of the population of the United States is now living in urban areas. This is a result of the process of urbanization, which has been going on since the beginning of the 20th century.

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... ..

LOG OF OPERATIONS "MIKE, CONT'D.

the North West Air Command and the Alaska Air Command.

09:15 All rescue equipment and personnel are being evacuated from the search area as soon as practical.

09:30 The operations log for the 10th Rescue Squadron Headquarters is being closed at this time. This Headquarters feels that every reasonable measure has been taken to locate the missing aircraft, C-54 2469. This Headquarters awaiting official notification of the suspension of "Operations Mike" from the Alaska Air Command, until such time as rescue service can be continued under more favorable conditions.

COMMUNICATIONS LOG -- OPERATION MIKE

27 January 1950

0740

West Air Command instructed Squadron Leader Arnold to search Searchmaster for missing C-54, AF 2469.

0750

Arnold, Meteorological Officer, instructed to report to Weather officer and obtain meteorological forecasts for Northway to Great Falls, Amber 2. Also to obtain all sequences Anchorage Green 8, Northway Amber 2, Great Falls over four from 262200 Z to 271100 Z.

0800

Whitehorse Range requested obtain exact times all fixes passed by 2469 from departure Anchorage to last PX over Snag.

0810

Search Center being set up in Signals.

0820

Conversation long distance between Squadron Leader Arnold and Lt. Colonel Strouse, Commanding Officer, Detachment B, 10th Rescue Squadron, Fairbanks. Connection not good. Twelve aircraft departing from Fairbanks and Anchorage on search, six to Whitehorse and six to Fort Haseon sweeping route from Northway south as weather permits.

0830

Whitehorse range reports 2469 reported over Northway at 2251 Z at 10,000 ETA Snag at 2309 Z, also over Snag at 2309 Z at 10,000 ETA Aishihik at 2337. Snag read latter report at 2314 Z.

0840

Whitehorse range reports 2469 reported to Kasilla at 2132 Z climbing ETA Sheep Mountain 2150 Z. Also over Sheep Mountain at 2150 Z 11,000 ETA Gulkana at 2214 Z. Also over Gulkana at 2214 Z 11,000 ETA Northway 2253 Z.

0920

AF 2469 still unaccounted for. Squadron Leader Arnold at Whitehorse. Tenth Rescue assisting with 12 aircraft. Confirm type of winterized equipment.

0943

ATC advises truck driver reported southbound aircraft at mile 351 at 0130 Z.

1059

Aircraft immigration and customs OK.

1100

CAP Flight 24 reports fire 15 minutes north Haseon radio. Flight 24 investigated but could not see for patch of cloud. Fire appears to be light on airways.

COLLECTIONS 100
OPERATION WICK
Page 12

- 31 January 0190 19T phoned from Whitehorse and reported that the operator at Atlin was informed by a Mr. S. R. Craft that at about 3 pm Thursday 26 January he had heard what he thought a big plane west of Atlin about 10-15 miles. He waited to see if this aircraft would come through the area as they usually do, but this one did not. Man knows country very well and says if an aircraft would land at Atlin and pick him up he would show him the spot.
- 30 January 0190 C-35 495 100% of 495.
- 31 January 0149 C-47 927 100% of 927.
- 0320 Ft. Nelson report on work done 30 January.
- 0430 Watson Lake reports no aircraft at Pine Lake. All people along highway alerted to report any unusual activity.
- 0535 Advise if space available for two T-29s at Whitehorse.
- 0640 F 5661 reports at 1950, on 30 January heard F1015 strength 4 on frequency 4400 colline Whitehorse signals. 5661 called 1915 but received no reply. 5661 in 445 at time.
- 0505 Lt. Watson Lake reports to today that a truck driver from Atlin area near rocks rock at night Thursday night in about the same place mentioned in earlier report. This statement the driver thought he saw smoke in the same area. Search operations asked to go to query Watson Lake for this man's name.
- 0456 Two truck drivers, Leroy Watson and Bill Watson, came into Search and we can operations with Lt. Atlin, pilot of lost aircraft 1015. They found him on a grassy field about 21 miles south of Whitehorse. Lt. Watson's limping and had many facial cuts. He stated that he was searching a valley 20 miles south of Whitehorse when he got caught in a down-draft and crash-landed in the trees. He says all crew men are alive, but did not know the extent of their injuries. He walked 4 miles to the road from the crash in 7 hours. Before he left the aircraft a C-54 flew overhead.
- 0500 Lt. Watson's flight plan put on file.
- 0564 Leroy in 1950 reports 20 miles E. and 30 miles W. of Atlin, second report the pilot's signals they are lights on the ground.
- 0616 No more space at Whitehorse for T-29s.
- 0630 Two T-29s requested to be found within, turned down. They will be at Whitehorse for refueling.

CC UNIFICATION 103
 OPERATION NINE
 Page 13

31 January 1947 Press Releases.

0400 Operational control for 10th Rescue Squadron.

0605 Confirm refueling of two B-29s 31 January underway on HI-32.

0607 Request action for pay from India 78.

0639 Confirmation on press rel 0609.

0639 Follow in message received by Mr. Macdonald, Receiver of
 1000 meters per second at 1320. (1330) No faintly detectable
 31 (break in reception) zero.

0400 at 11:00 at 11:00 11:00.

0626 Signal from General Arnold.

0608 Report on day's activity.

0744 Signal on crashed aircraft.

0800 Lt. Nelson report on Operation Mike for 31 January.

1310 Lt. Nelson report from Camp. He notified operations that second
 party arrived at wreckage 1015 at 1010. Two men in serious
 condition and three ok. Expect to reach highway at 1500.
 Message received by radio at 1000.

1415 Report on Operation Mike night search.

1700 Shift III replacing Shift II.

1830 Col. Norratt, 10th Air Group, called again at 18:00
 the aircraft in the area. He advised the search in which the
 aircraft reported. Inform pilot to line himself up with
 sun or. Set zero, fly 10-15 miles, which will be in
 vicinity of 1000. No attack reported at present time. Air-
 craft in area have been contacted.

1845 1-47 170 report negative results on night search at
 1000.

1855 1-47 0800 reports from 10th Air Group receiving broadcast from
 1000 at 11:00.

1857 1-47 100 report negative results on night search.

1901 10th Air Group, 10th Air Group, 10th Air Group, 10th Air Group,
 10th Air Group, 10th Air Group, 10th Air Group, 10th Air Group,
 10th Air Group.

Page 14

31 January 1963 Pilot Officer J. E. Morrison, pilot of 101, reported that Lieutenant Archer was in duty operations, West III.

2037 Investigation report by Flight Lieutenant ...
 concerning statement by P. L. ... into ...
 home on the afternoon of 26 January heard aircraft ... first
 the ... it was a small aircraft ...
 more closely ... it was a larger craft. Then he saw it
 at about 3,000 feet in a blue-black cloud in S. W. direction.
 It was about 3 miles away.
 After being home for 2-3 minutes his ...
 first thought it was an explosion in ...
 all in case ...
 could be the cause of the ...

1 February 1963 The ... (1962, 1963) from Great ...
 ... on 31 January.

0017 ... report ...
 ... in difficulties between 1800 and 1900 local
 time on ... It went over to ...

0031 ... on 31 January ...
 ... that ... 1500 hours local on ...
 ... The engine noise ... quite loud,
 ... sudden noise ... The noise was not like
 ... being throttled back or ...
 ... 1,000 feet above highest
 ...

0047 ... 1000 of 10 and 1000.

0056 ... 1000 of 10 and 1000.

0060 ... took over.

0077 ... 1000 on 10 and 1000.

0087 ... 1000 of 10 and 1000.

0100 ... 1000 of 10 and 1000, ...

1- ...

Abstract

71 January 1950 2-17 1950 100' 10' 10'.

... ..

[illegible]

1. The first step is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

1. H_2O 2. H_2O 3. H_2O 4. H_2O 5. H_2O 6. H_2O 7. H_2O 8. H_2O 9. H_2O 10. H_2O

$\frac{d}{dt} \left(\frac{\partial L}{\partial v^j} \right) = \frac{\partial L}{\partial x^j}$

THE UNIVERSITY OF CHICAGO PRESS

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1875 1876 1877 1878 1879 1880 1881 1882 1883 1884 1885 1886 1887 1888 1889 1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

1. The first of these is the fact that the Government has not yet decided whether it will accept the offer of the United States to purchase the rights in the atomic energy field. This is a matter of great importance, and it is one which the Government should decide as soon as possible. The Government should also decide whether it will accept the offer of the United States to purchase the rights in the atomic energy field. This is a matter of great importance, and it is one which the Government should decide as soon as possible.

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$$Q_{\text{eff}} = \frac{Q}{1 + \frac{1}{\alpha} \left(\frac{1}{\beta} + \frac{1}{\gamma} \right)}$$

77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains. The number of transformed cells was determined by the number of colonies obtained on the selective medium. The results are the mean of three independent experiments. Error bars represent standard deviation.

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1. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

1 February 0125 C-47 990 100% of 29B and 30B.
0145 C-47 5995 100% of 13B and 25B.
0125 C-47 830 100% of 18A and 19A.
0310 C-47 6438 75% of 34A, 15% of 41A.
0245 C-47 5543 75% of 35A, 60% of 27A.
0200 C-47 200 100% of 31A and 32A.
0135 C-47 160 100% of 48A and 49A.
0115 C-47 0655 100% of 62B, 63B, and 64A.
0130 C-47 1112 100% of 65B and 66B.
0230 C-47 2766 100% of 30D and 29E.
0700 Signal to Ft. Nelson.
0445 1 February operations from Ft. Nelson (proposed).
0515 Signal from GFAB: "Report of Daylight Search Operations."
0730 Message to Capt. Nogar.
0900 31 January report on Operation Mike.
0610 To Capt. Nogar: Authority to order own supplies.
0615 To 10th Rescue Sqdn: Authority for Capt. Nogar to order own supplies.
0830 Report for 1 February operations.
0835 Request from Capt. Nogar answered re areas covered.
0835 Two C-47s arrived, both serviceable, 6 in each crew, 1037 & 661.
0855 Major Lokerly phoned regarding the daily report on search activities to NWAC. Be sure to include visibility distance used and total flying time.
1000 Maintenance coordinating officer reported aircraft are unserviceable because crewmen and crew chiefs in some cases are not standing by their aircraft, and not pulling daily inspections. He requests that crew chiefs cooperate on the matter, and states that no flights should be made without a crew chief. This is a matter of concern primarily on night flights when the aircraft is flown by a different crew.

COMMUNICATIONS LOG

OPERATION MIKE

Page 17

- 1 February 1300 Radio operator on C-54 2566 enroute Whitehorse to Nelson distinctly heard a clear but weak signal on 500 KCs while aircraft was in immediate vicinity of Smith River at 30,000'. Signal heard within 2-4 KCs of 500 KCs. These facts were sent to Whitehorse and Ft. Nelson by their radio operator, but no acknowledgement received.
- 1445 Maj. Crabtree called Capt. Nogar at Ft. Nelson and asked him to send an aircraft out to monitor the Smith River area.
- 1700 Shift III taking over.
- 1900 Request for press releases is forwarded NWAC promptly.
- 1906 Proposed operations for Mike for 1 February, from Nelson.
- 1921 Resumé of past and future rescue plans in Alaska requested by North West Air Command.
- 2034 Signal from Nelson requesting separate operating frequencies for each area.
- 2200 Offer of flying services by W/O Jack Hone, The Pag. Man.
- 2208 Bus driver named McNab driving through Haines Junction reported that smoke signals were seen repeatedly across the mountains in S. W. direction. Reported that planes were searching area but never went far enough over mountain.
- 2338 Three Anster and three L-5 aircraft enroute Edmonton-Whitehorse require fuel at Prophet River and Hard River.
- 2 February 0022 B-17 3595 recalled to Elmendorf to conduct operation in the area.
- 0023 Signal from NWAC inquiring if additional aircraft are needed for Mike.
- 0100 Shift I took over.
- 0026 Coverage of off-airways by B-28a.
- 0021 Request from Ladd for total flying time.
- 0200 Teslin radio range reports that bursts of smoke are being seen coming up from behind a hill south of the west side of station. The smoke has now formed a small cloud. They are unable to determine the distance from the station as the west of the fire is not in the line of sight.

COMMUNICATIONS LOG

COMMUNICATIONS MINE

1951

- January 1911 Signal from FOC North West Air Command ref to our MI-43.
- 1800 Report to Flying Officer Moore on what signals he heard on 500 KCs.
- 1821 Report on aircraft from Dog Creek.
- February 2005 Report from USA pilot.
- February 2054 From Great Falls, work to be done
- 2200 B-27 3593 covered Mt. Logan.
- February 0003 B-47 221 95% coverage of 20A and 27A.
- February 0044 1217 8944 50% of 51B.
- February 0047 B-47 8245 60% of 7D.
- February 0020 L-5 4992 Questioned people at Atlin.
- 0035 C-47 969 100% of 16A.
- 0200 C-47 150 100% of 26B and 27B.
- 0230 C-47 1037 100% of 39B and 4D.
- February 1903 IC 125 1952 Mir.
- February 0230 B-47 1044 100% of 34A.
- 0240 C-47 8766 85% of 32A and 33A.
- 0414 Message from Capt. Roger information on aircraft picking up 500 KCs.
- 0535 From Nelson requesting information on C-64 2475.
- 0514 From Nelson report on signal picked up by aircraft on 500 KC. (Ref. 020419)
- February 2234 From NWAC to Flight Lieutenant Malaren, re request to let press fly over search area.
- February 0025 From HQ, NWAC, coverage of Amber #2 and cutting out of some aircraft.
- 0212 Stations guarding 3105, 4355, and 4560 KCs.
- 0103 From NWAC request when we resume search activities.

COMMUNICATIONS LOG
OPERATION MIKE
Page 19

2 February 0255 Request clarification of our MI-51.
0307 Report from Nelson on 1 February operations.
0252 Report from Nelson to Air Force one Postells on way to base.
0515 Signal answer to Nelson.
0517 Telephone conversation, King Commander Miller to flight commander White at Smith River re signals on 500 FCS. Smith has no station but Smith River ER is guarding 500 FCS.
0535 C-47 564 100% of 70B, 50% of 71B.
0455 B-17 3590. No report on coverage.
0510 C-47 9529 90% of 31A and 35A.
0605 C-47 422 75% of 56A, 25% of 5D.
0120 C-47 990 100% of 18A and 19A.
0150 C-47 1050 100% of 41A, 30% of 47A.
0200 C-47 827 100% of 39A and 47A.
0210 C-47 551 50% of 18A.
0139 C-47 511 100% of 31A and 24A.
0206 T-17 covered Pon Lake area.
0220 C-47 100% of 24A, 15% of 31A.
0150 C-47 122 75% of 42A.
0155 C-47 5674 40% of 252, 10% of 145.
0210 C-47 7969 100% of 41B, 50% of 42B.
0210 C-47 441 95% of 32A, 35% of 33A.
0235 B-17 3595 100% of 30A, 55% of 33A.
0235 C-47 8230 100% of 3E.
0150 B-17 5661 95% of 22A, 35% of 15A.
0231 C-47 200 100% of 25A and 26A.

2 February 0259 0047 330 100% of 44 and 58.
0325 C-47 1045 50% of 39A and 40A.
0500 Report to NWAC on Operations 1 February.
0630 To AMC report on aircraft.
0735 Report to NWAC on operations for 2 February.
0810 Report from Nelson on 500 KOs.
0822 Report of coverage from Elmendorf.
0638 Report from Nelson on 2 February operations.
0820 Query from Ft. Richardson re safety report.
0432 Report from Great Falls on Operation Mike.
1055 Report from NWAC on 500 KO signals.
3 February 1700 Shift III took over.
4 February 2020 Alaskan search plans and coverage already completed requested by NWAC.
2037 Report from Ft. Nelson re movements of aircraft.
2039 Report from Ft. Simpson re unintelligible signals heard on 500 KOs.
2142 Aircraft reported over Beaver Lake 0300Z 27 January. 12 group searching area.
2045 Message from NWAC indicates signal heard on 500 KO emanated from commercial shipping firm.
2836 NWAC "K" Flight agrees to handle one aircraft at a time on rotational basis, rather than two (minor inspections).
2241 Ability of NWAC "K" Flight and 10 RD to handle minor inspections.
2306 VC 827 landed Ft. Nelson due to loss of airspeed indicator.
2309 Query on ability of Whitehorse to handle minor inspections; also, what amount of extra material possibly required.
2315 Authority granted for minor inspection of Dakota at 10RD by AMC.

COMMUNICATIONS LOG
OPERATION MIKE
Page 21

2 February 2325 Immediate priority given on inspections and maintenance of all Dakota aircraft on search and rescue operations.

3 February 0012 No 10 RD prepared to make minor repairs on C-47 aircraft; 3 or possibly 4 every 8 day period.

0010 Report from Ft. Nelson. Search accomplishments 2 February.

2 February 22250 Operations from Great Falls.

2330 C-47 6695 searched north leg of Watson radio.

2325 C-47 790 search E. and W. leg of Smith River RR negative results.

2350 C-47 7269 E. and W. leg Watson Lake RR.

2053 C-47 221 NE leg of Watson Lake RR.

3 February 0200 Mr. Kawchuck (Jac) Mile 936 at about 1515 hours, 26 January, saw an aircraft from the NW going SE at about 200' altitude. Red wing tips. At least two engines, visibility 200-400' snowing. Aircraft disappeared.

0330 Signal to NWAC from Air Commodore Costello.

0400 To NWAC on work done 2 February.

0256 Report from Searchmaster at Great Falls, information only.

0257 Work to be done 3 February at Great Falls.

0542 Work to be done at Nelson 3 February.

0630 Work to be done at Whitehorse.

0730 Call from Col. Sherred (Allied Forces), he reports that his men at Pon Lake see smoke signals just beyond Haines Junction and SW from the Alcan Highway about 18 miles. Smoke seems to increase in intensity whenever aircraft seen or heard in area.

1415 Aircraft 200 enroute Calgary, constant watch maintained on 200 HQ. All signals received. Weather did not permit spotting.

1700 Shift III took over.

1819 Signal from Flying Officer Shearer in Dakota 200 arrived OK.

1819 Sutton, return tape recorder being dispatched Whitehorse by 10th Rescue Squadron.

1940 Report from 12 Group re areas covered 2 February.

COMMUNICATIONS LOG
OPERATION WILK
Page 22

February 2841 Query from NWAC comm. flight re Dakota arriving for minor inspections.

February 0800 Shift 1 took over.

0115 Signal from NWAC re search by B-29s.

0030 Signal from Nelson re C-64 and C-45.

0200 Wessel at Haines Junction picked up an unreadable signal on 500 Kcs at 1330 hours, local. At 1420 hours local the same wessel picked up a repeated signal on 500 Kcs as follows: VCB

0300 Signal to "K" Flight NWAC re 80 hour inspection.

0145 C-47 6210 85% of 73B.

0133 C-47 112 100% of 73B.

February 1937 C-47 1037 Nil weather.

1741 C-47 5695 did IFR search on 500 Kcs.

February 1155 LG-196 1952 75% of 49B.

0315 Message received from Whitehorse tower: AF 2565 heard a message on 500 Kcs at 040305Z. It was an automatic series of dit and dashes. Position at that time was 30 miles SE of Snag.

0330 Tower: Ajak via 463 heard distress signals from aircraft 5064 on 6280. Later at 0320 heard further signal on 8280. Sounded like P310 VC47 (Last figure 7 not sure).

February 2354 C-47 221 100% of 11A.

2349 C-47 990 100% of 9A.

2358 C-47 441 15% of 23A.

2223 C-47 511 100% of 2B.

2155 C-47 666 Nil weather.

February 0351 Tower: Snag Radio received the following message from AF2465 (at the time 2465 was half way between Snag and Aishihik, 8280 Kcs) time 040315: DK - CZ - VKI - HU - 5084 - V310 - 734 - CIT - RO - O - OLD - LDN - VQUAOR - LWS - LWS - CIT - 14 - YH - ROTTER - TEF.

0037 From NWAC re revamping of search.

4 February 0529 Ten B-29s in search 3 February.

0315 Return flight of B-29s.

0317 VC-827 returning to Rockcliffe.

0500 Telecom with NWAC re numbers of B-29 reported leaving Great Falls. Edmonton checking.

0600 VC-827 to return to Whitehorse.

0555 Signal on work done by ICAF.

0033 C-47 8245 100% of 16A.

0325 C-47 7969 100% of 10A.

3 February 2325 C-47 1050 100% of 14A.

4 February 0110 C-47 1045 100% of 13A.

0100 C-47 1043 100% of 12A.

0127 C-47 969 100% of 16A.

0614 Signal from Nelson on work done.

0830 Signal to NWAC on work done.

0942 Message to Nelson requesting proposed search areas.

1045 Signal from Nelson saying all aircraft enroute Whitehorse except three having maintenance done.

0855 Signal from NWAC on SOS reports.

1700 Shift III took over.

2000 Report from Nelson concerning sighting of aircraft by Indian trapper and request to search specified areas.

2020 Message from 414 Sqdn. concerning flying time of search aircraft.

2021 Signal to Ft. Nelson in the negative concerning their request to search specified areas.

2345 Signal to NWAC requesting that all search headquarters be included in any messages concerning Operation Mike: 12 Group HQ, Searchmaster Great Falls, Searchmaster Whitehorse, and NWAC Rescue Center.

COMMUNICATIONS LOG
OPERATION MIKE
Page 23

- 4 February 2335 Message from 12 Group re flying completed 3 February. Also report of explosion in the Salmo B.C. area at 2330 PST, 26 Jan.
- 2330 Message from Norfolk, Arkansas re location of missing aircraft C-54 2469 (dream).
- 2332 Signal from 12 Group concerning plane sighted on 26 January in the NATAL BC area and explosion heard on 26 January in the Sheep Creek BC area.
- 2335 Message from 12 Group re flying done 3 February. Also reported explosion and smoke signals.
- 2337 Message from Great Falls on flying for 3 February.
- 2341 Message from Alaskan Air Command re disapproval of request from dependents to fly in USAF aircraft on search operations.
- 2347 Signal heard at Watson Lake on 6280 KCs from 2209 to 2212 Z on 3 February.
- 2349 Message from Norman Wells re radio range operations and frequencies guarded 26 January.
- 2352 Signal from 12 Group re IOW signal heard on 5240 strength 3-4 between 0628 - 0633 PST 4 February.
- 2357 Signal from NMAC re SOS signal heard between 0925 and 0928 PST 4 February on 6280 KCs. Signal believed to emanate from interior of BC.
- 5 February 0001 Message from Searchmaster, Great Falls re bearings picked up by Seattle Coast Guard ships, also Civil airline interception of signal on 500 KCs in the Comox area.
- 0007 Message from RCC NMAC requesting prompt forwarding of messages concerning Operation Mike.
- 0009 Signal from Elmendorf re the alerting of D/F and airlines to monitor distress frequencies.
- 0012 Message from 12 Group re SOS picked up by radio station at Bainbridge position 4735N 12231 W.
- 0014 Request from 12 Group for call sign of lost aircraft.
- 0015 Message from NMAC indicating call sign of lost C-54 to be last four numbers.
- 0100 Shift I took over.

COMMUNICATIONS LOG
OPERATION MIDE
Page 24

5 February 0200 Signal to IORB re 511 inspection.

0215 Message from ROCS, they picked up a position report, the latitude and longitude indicated it was from an aircraft over the Azores.

0220 Tower reports, Juneau says message from Yakutat saying they received distress signal at 0210Z on 9280. All they got was "AFZ".

0155 From Great Falls, re signals and ranges standing by on 500 Kcs.

0206 C-47 departed Elmendorf 5 February for Whitehorse.

0245 To Elmendorf re B-17 and C-47.

0400 Phone call from D.O.E. RR. Seattle overseas radio requested two FAA aircraft to monitor 8220 - 8280 Kcs as Bainbridge Naval Station has for the past 3 hours heard broad signals between those frequencies. Have heard 3 calls each about 20 minutes after the hour. First in voice, and second in CW. A bearing taken seems to be in Juneau area on line between Juneau and Snag.

0405 Phone call from D.O.T. RR report that a bearing from Bainbridge bears 332.

0303 From NMAC, check on S.O.S.

0415 Message from Seattle Radio ATC.

0037 C-47 511 100% of 23A.

0025 C-47 7969 100% of 1B and 2B.

0210 C-47 9565 100% of 3B and 50% of 4B.

4 February 2313 C-47 9457 5% of route sweep.

5 February 0412 C-47 3893 100% of 17A.

1427 Signal from Great Falls, re message on 500 Kcs.

0507 Signal from Great Falls, re message on 500 Kcs.

0700 Report to NMAC re work done 4 February.

0705 Report to NMAC re work to be carried out 5 February.

COMMUNICATIONS LOG
OPERATION WIKS
Page 25

5 February 0708 From 12 Group, position of Waldo.
0519 Correction on fix at Waldo.

4 February 1825 For Col. Brett re SAC aircraft.

5 February 1700 Received from tower on SKD "F" Edmonton. ATO advises that 3 to 5 B-29s standing by in Seattle for takeoff at 0745 MST, and wish permission to join search. Wish to do a radio search at 90,000'.
1700 Reply sent to above on SKD "F". B-29s at Seattle may search parallel tracks from coast inland at whatever distance is most effective north to parallel 60° (Wakon Border).
1705 Several wires received between midnight and 8 a.m. See incoming signal file.
1700 Shift III took over.
1820 Report from 12 Group concerning air operations and frequencies monitored.
1840 Message from DOT, signal on 8280 picked up at 1712L. OXZ sent by hand key strength 5, received by CAM, Juneau. Message was passed to 422 for them to listen out and check with Juneau range for further information. Later reports indicate signal came from Lingby, Denmark.
1858 GAA Haines, Alaska, at 1820L heard a weak C: signal on 8280 KC a signal was a series of 2's which could have been miss-keying of Gibson Girl SOS.
2359 Shift I took over on new schedule.
2701 Report from Great Falls on 50° KCs.
2154 Report from Great Falls on 8280 KCs.

6 February 0045 Summary 12 Group activities, ending 5 February.
0120 From Higgs JEB, missing C-54 equipped with Type C-2 auxiliary power unit.
0041 7-17 3595 90% of route search.

5 February 2355 C-47 330 60% of 29D and 60% of 28D.
2306 C-47 366 10% of 317, 50% of 27..

COMMUNICATION LOG
OPERATION ALICE
Page 25

5 February 2344 C-47 482 40% of 55A.
2306 2206 C-47 990 100% of 31B.
6 February 0018 C-47 160 25% of 48A and 33% of 25A.
0031 C-47 9585 15% of 41B, 100% of 13B.
5 February 2137 C-47 1050 100% of 39A.
2352 C-47 5593 45% of 1B and 74B.
2220 LC-126 1952 100% of 49A.
6 February 0340 C-47 9523 50% of 77B and 76B.
0319 Report from civilians at Salmo.
0343 Number of aircraft from 18 Group.
0359 Signal on bearings heard on 500 and 8220 Kcs.
0500 Report to HMC on searches 5 February 1950.
0510 Report to HMC on search areas for 6 February.
0527 Report from B. C. Police.
1500 Shift III took over on new schedule. Capt. Noger, P/L Mitchell, P/C Morrison, and L/C Sacker.
1930 Signal from HMC starting disposition and time to next inspection of three Dakotas.
1932 Message from HMC proposing to clear civilian transients for flights over HMC and inquiring as to our concurrence.
2130 Shift I took over.
2336 Signal on a report from Iethbrides.
5 February 311 Message from B. C. Police.
6 February 1915 Message from B. C. Police.
1715 Reference to SAC aircraft.
5 February 2258 No oxygen on 2489.
0843 Message from Navy D/V station.

February 0020 Signal from NMAG requesting all signals on 500 KCs.
0135 To 10th Rescue Sqdn., Elmendorf, re USAF aircraft at Whitehorse.
0210 To NMAG re signals received by us relayed to them.
0225 Two aircraft for inspection Calgary and Edmonton.
6 February 0105 C-47 130 5% of 32A.
7 February 0130 C-47 1040 75% of 7D and 25% of 9D.
0125 C-47 525 100% of 42A and 41A.
0315 C-47 1037 100% of 18D and 5% of 17D.
0100 C-47 9595 100% of 49A.
0105 C-47 9523 60% of 43A and 55A.
0100 C-47 200 5% of 59A and 30% of 32A.
6 February 2359 B-17 9457 covered 385, negative result.
7 February 0055 C-47 5996 100% of 55A and 50% of 56A.
0035 C-47 990 100% of 40A.
6 February 2350 C-47 969 100% of 33B.
7 February 0137 NMAG 217 route search.
0255 B-17 3470 contour search.
0419 USCG aircraft conducting sweep from Seattle to Whitehorse.
0500 Report on operations for 6 February.
0515 Report on operations to be done 7 February.
0307 Oxygen on board 2439.
0510 Work done by 12 Group
1500 Shift II took over.
2200 Shift I took over.
1930 Signal from 12 Group re signal of 503 on 500 KCs.
0120 From Astor Lake.

COMMUNICATION LOG
OPERATION MINE
Page 28

7 February 2151 Princeton radio report SOS.

2137 From YK, ATC signal on 8280 reads SOS.

2233 From N/AC reference their aircraft 143.

2306 Telephone conversation with Watson Lake regarding SOS signals.
Fairbridge 031 T 380 8280 KCs 2142A 2142.30Z 2158Z 2158.70Z
2159Z Nome 305° SOS 280 KCs
Aircraft 5893 search area 37° heading 320° M heard 80° right of
heading on radio compass right of Watson Lake from 37°.
Signal came from 340° M.

2315 Lead Field reports bearing received at Fairbanks, 290° T on
SOS, class 3 bearing.

2318 Anchorage received SOS on 8280 at 2342Z received through
CAA, Haines, Alaska. It was an SOS repeated then a long dash,
typical of a Gibson Girl.

2320 At 2125Z 7 February, signals received from Seattle SOS Good
031° T, Nome SOS Class 3 305° T, Fairbanks SOS 270° T.

2250 Signal re receiving SOS signals.

2355 Distress signal heard again at 2344Z on 4 February on 8280
KCs. Signal was weak from CAA at Juneau.

2356 Signal to N/AC re SOS signals.

2315 Signal from Wripby N/AC re SOS signals on 8280 KCs.

2355 Signals from Watson Lake re signals received at Watson Lake
on 8280 KCs.

8 February 0210 To KCC N/AC re report on missing AF 1037.

0243 Requesting confirmation on 1037.

0400 To N/AC aircraft to Edmonton for inspection.

0345 From Nome bearing on signals of 8280 KCs.

0234 Lancaster 218 route search.

0342 C-47 200 route search.

0335 Report on Dakota aircraft 1037.

0130 Lancaster 217 route search.

COMMUNICATION LOG

OPERATION LIX

Page 29

6 February 0015 C-47 666 98% of route search.

7 February 2350 C-47 939 route search.

8 February 0115 C-47 330 30% of 38A and 100% of 12A.

0130 C-47 5693 30% of 37A.

0110 C-47 2291 90% of 26A.

7 February 2200 C-47 5894 80% of 39A.

2330 C-47 654 100% of 38A.

2226 B-17 3595 contour search.

8 February 0425 Route search B-17 9371

0300 B-17 3470 route search.

0527 Report from Dog Creek.

0440 All stations to monitor 8280 KCs.

0506 All D/F stations standing by.

0720 Report to NMAC work done 7 February.

0730 Report to NMAC work for 8 February.

0810 Report to Hqs, USAF, Office of Flying Safety, Washington, D. C. Report on aircraft 1037.

1500 Shift II took over.

1730 Message from Nielson AFB enumerating the quantity and type of emergency equipment aboard C-47 1037.

1813 Signal from NMAC concerning control of Washington based aircraft.

1831 Paradoctor, Capt. McDonald of the PPCII, if required, may be obtained by contacting Military Hospital, Whitehorse. Lt. Potts, PPCII, will arrange for paras, and medical equipment, if contacted through the Adjutant PPCII.

1840 Report from 12 Group concerning air activity for 7 February.

1855 Message from NMAC Rescue Coordination Center concerning actual distress messages received.

1906 Signal from NMAC concerning radio sweeps carried out by B-29a.

- 8 February 1921 Signal from IADD AFB concerning replacement for C-47 7869 unserviceable at Northway. No replacement required.
- 2137 Message from C-47 5894 flown by Capt. Moldimen. Aircraft 1037 found on hillside approximately 7000 feet altitude. Position 6100 N 157.35 W., four or five survivors, dropping note. Aircraft 9457 reports 5894 is over aircraft. There are survivors, dropping message from aircraft to signal if any casualties. No room for small aircraft to land. 1037 on a high slope."
- 2145 Report from aircraft 5894 that there are injured aboard 1037. Five people walking around, no doubt need help to get down hill. We will stand by area until further advised.
- 2148 Further message from 5894. 1017 dropping messages.
- 2149 From C-47 5894. Present weather OK, thin layer of stratus forming at 8000 feet, murky, stay as long as possible.
- 2152 Report from 12 Group concerning SOS signals heard at Fort Hardy, Karmi, Princeton, Annetta, Sandspit, Juneau, and Point Grey radio between the times 2141-2200Z 7 February.
- 2130 Shift I took over.
- 1725 From Alaska AFB, loading report on 1037.
- 2110 Tentative D/F plot on SOS.
- 2215 Report from Skagway.
- 2210 Message received from Haines, weather observer at Skagway.
- 2140 From Penttiction re Edmonton blocking 2280 KCo.
- 2057 Information from Norman Wells.
- 2237 Information on signal blocking.
- 2242 As soon as possible NMAC wants information on signals sent by 1037.
- 2300 Report on aircraft heard at 327.
- 2331 Concerning telephone conversation between Colonel Nelson and Colonel Brady.
- 2358 Report from CAA Haines, Alaska.

9 February 0004 Report from Embarras and McMurray.

0037 Request from CAA on 1037.

0038 Report from CAA Haines.

0025 Phone call from Major Gornily at Pon Lake. He states that his party is leaving Pon Lake between 0030 and 0200Z 9 February. Planned route Aishihik road to Aishihik River and west fork. They will remain overnight at this point and will continue to crash area in morning.

0005 From 12 Group if we need mountaineering experts.

0135 To 10th Rescue, Elmendorf AFB, Alaska, re 1037 transmitting on distress, 7 February.

0140 To 12 Group, we do not need experts.

0155 Signal to 10RD.

0210 To 414 Sqdn. re 160.

8 February 2350 From McMurray report on 8200 KCs and 500 KCs.

2245 From Air Commodore Carscadden to Air Commodore Costello re number of aircraft available.

9 February 0437 Signals received by ham operator.

0500 To XNAC re aircraft inspections.

0020 C-47 969 route search.

8 February 2252 C-47 664 100% of 48A.

9 February 0013 C-47 441 95% of 26A.

8 February 1930 C-47 330 70% of 49A.

9 February 0040 E-17 3767 50% of 40A and 95% of 34A.

0100 E-17 9467 5% of 34A and 50% of 48A.

0115 C-47 7827 100% of 37B and 50% of 25B.

0145 C-47 1040 75% of 40A.

0210 C-47 9583 80% of 35A.

COMMUNICATION LOG
OPERATION MIKE
Page 32

9 February 0530 Report to NMAC on work done 8 February.

0250 From Air Commodore Costello to Air Commodore Carscallen re aircraft requirements.

0630 Flight Lieutenant Mitchell took over.

0630 Report from 12 Group on work done 8 February.

0800 Report to NMAC on work to be done 9 February.

0730 Phone message from Col. Sherard concerning progress of ground party in Ashihik Lake area.

1814 Message from NMAC re search area 60N 130W.

1650 Answer to NMAC re search area 60N 130W.

1930 Message from 5894 over downed aircraft.

1930 Same as above re vessels.

8 February 1830 Report from Great Falls on operations completed 7 February.

0038 Report on D/F bearing from Bainbridge.

9 February 2009 Great Falls plan of operations for 8 February.

8 February 1927 Report from 12 Group on Coast Guard search.

9 February 0816 Report of 303 picked up by radio ham giving area 60N 130W as ref.

1935 Message from 5894 re vessel progress.

1900 Message from 5894 re vessel progress.

2038 Report on operations 8 February from Great Falls.

1834 Future plans: to use 4-engine aircraft. Lockcliffe aircraft to return to base. Rivers aircraft to return Sweetbriar. Request 4 planes.

1712 C-47 160 returning Whitehorse.

2130 Shift I took over. Cpl. Reynolds to report on Shift II.

2210 From Great Falls to NMAC re signals picked up by ham operator.

2240 Signal to NMAC re return of aircraft to Lockcliffe.

2315 From LeChord AFS re signals received by ham operator.

0151 From 12 Group, 303 signal heard.

COMMUNICATION LOG
OPERATION MIXE
Page 35

10 February 0001 Paratroopers dropped to 1037 on mountain, ground party with four weasels proceeding up mountain, have not made contact with 1037 yet.

0000 Supplies consisting of stove, petrol, 6 sleeping bags, and food, furnished by Allied Forces. Aircraft took off to drop supplies at 0038Z.

0100 Signal to NNAQ re activities on search rescue.

9 February 2225 From Fort Richardson re portable D/F radio equipment.

10 February 0135 Called Major Gormlie at his O.P. 10 miles up Mishibik road, to inform him that two weasels would arrive on Lake 0150Z. Two other weasels were dispatched by truck and would arrive late tonight. Major Gormlie informed me that three of the original weasels engaged in the trek, had broken down, one had continued on toward crash. He said that he had repaired one other weasel and that it was going up East Creek about 8 miles to set up another base camp.

0330 To CC Alaska Air Command re release of C-47s from search.

0137 From 10th Rescue Sqdn. re ham at Iadd received signals on 500 KCs.

0226 From Ft. Richardson, Alaska, re D/F sets.

0550 To Alaskan Command re C-47 aircraft.

0530 Operations carried out at Hitchman 9 February.

9 February 2137 Message from weasels enroute to 1037 re ground to air signals.

10 February 0630 Phone call from Lt. Jackson at Pon Lake; he states that weather permitting he can get airborne at 0900 local and evacuate six men at a time from the bottom of the mountain via Mishibik river and possibly make two trips (12 people).

0425 Report on operations done at 12 Group 9 February.

0007 Major Crestree to Major Gormlie. Earlier this morning, two helicopters at Pon Lake standing by if weather breaks. How many weasels have reached you. Supplies were dropped to your forward weasel. Suggest you keep a log of these calls and your operations in case of your absence.

COMMUNICATION LOG
OPERATION MIKE
Page 34

- 16 February 0530 Message cont. Major Gormlie to Major Crabtree, that there are 8 weasels in all, 6 in commission, one 2 miles in with a thrown track, one deadlined at first base camp. Experts to move out at 0800 with five weasels, all have 399 at the telephone. Capt. Hamlin at telephone, he is sick with cold. Lt. Jones radio officer will repair weasel with thrown track. Highway system foreman is helping by sending a bulldozer coming from Burwash or vicinity. When it arrives it will follow weasel and assist if necessary in helping break through heavy timber and dead falls.
- 0225 Three portable D/F sets being sent Whitehorse from Tacoma immediately.
- 0157 SOS message picked up by ham operator in South Dakota on 8 megs. Position of SOS given as 130W 60N.
- 0330 Flight Lieutenant Weir called from Great Falls stating 3 D/F sets were enroute Whitehorse.
- 1845 Received call from General Montgomery re signal heard by ham in South Dakota, which is believed to be from 2469 in Watson lake area. He is sending 2 D/F sets from Watson lab, New Jersey.
- 1830 Received call from SAC H., Omaha, regarding signal heard by ham operator at Leads, B. D.
- 1710 Maj. Gormlie contacted. States ground party have left base camp with 8 weasels at 1700Z. They are to catch up with forward weasel and push on to crash. They have food to last until tomorrow night. There is an ambulance standing by at base camp.
- 1635 N. S. Highway system called in regard to the bulldozer to help in breaking trail for the weasels trying to reach crash. They wanted to be sure that the use of the equipment was desired by Searchmaster.
- 9 February 2115 More information received on ham operator at lead, South Dakota, received three SOSs followed by 130 00 N, more SOSs followed by NC70 -- time received 1200 MST 9 February.
- 10 February 1800 Message to WAC requesting debriefing information from crews reaching Watson lake area enroute Montan.

10 February 1818 Message from ATC H., Ottawa. Three Lancasters departing Rockcliffe 1300Z 11 February. Request confirmation of need for Herman Nelsons.

1930 Received call from Sgt. Foster at NW 140 stating that S/Sgt. Mines who was traveling the highway from Burwash to Whitehorse, saw a dark object in a swail in the mountains about 10 miles west of the road and a couple of places in the snow that looked like something had bounced hard. He examined the objects through glasses also. He travels this route 2 or 3 times a week and claims this object was not there before. He was between Mile 1022 and top of the summit when he saw the object.

2000 Message to ATC H. with information to NWAC Rescue Coordination Center, Great Falls Searchmaster, 12 Group H., stating situation not considered sufficiently critical to warrant transportation of Herman Nelsons from Rockcliffe.

2005 Phone call from 10th Rescue H. saying that both Nome and Elmendorf were getting strong signals on 8280 holding on 139° and 60N.

1906 Received message from C-54 2659, VFR, at 64:49N, 140:36E, stating that two scanners reported seeing what appeared to be an air flare. Investigating.

2000 Message from C-54, 2659, at 65:53N, 140:28E, 7000 feet, VFR. Resumed course, unable to find anything.

2035 Message from 992 stating that two helicopters unable to land at scene of crash. One helicopter landed in valley. One helicopter returned to Pon Lake due to oil leak in engine. Injured personnel expected to be in valley in two hours.

2044 Message from 992 re helicopters.

2100 Shift I took over.

1900 Signal from NWAC re our MI-136.

1915 Signal to Watson Lake re search area.

2235 Message from 992, advise party seems to be moving slowly. Recommend Whitehorse be prepared to drop 15 bed rolls and wood supply in case they are not evacuated tonight.

2250 Signal to NWAC in reference to their Aircraft 180.

COMMUNICATION LOG
OPERATION MIKE
Page 38

10 February 2323 From Menzies radio, Major Goralis and two vessels are above the river bed going up the mountain, the other vessels are below him.

2233 Movement of portable D/F stations.

11 February 0005 No work done by 12 Group 10 February.

0145 From Bainbridge, bearing on 8250.

0230 From Weisinger, 10th Rescue.

0238 From Blamendorf re Capt. Mirzakh's arrival.

0430 To NMAC re work done at Whitehorse 10 February.

0435 To NMAC re work to be undertaken at Whitehorse 11 February.

10 February 1832 Sea Hornet at Watson Lake now serviceable suggest it be employed on search, from NMAC.

1848 From Great Falls, report on daylight operations for 10 Feb.

1955 Hornet U/S. All other fighters to be concentrated in area as soon as weather improves. From Watson Lake.

2033 From 12 Group, following message received from B. C. police: Mr. Sollows of Bridge Lake reported picking up distress signals for two days, details to follow.

2054 Report from Seattle through 10th Rescue Squadron of D/F bearings.

2215 From NMAC, do not consider single-engine fighters should be used on search unless in emergency.

11 February 0130 From Army search operations, report from Coast Guard that ham operator in Bremerton, Washington, picked up SOS on CW between 8250 and 8340 KHz at 1355 and 1405 PST on 10 Feb. Night of 9 February, same operator heard SOS signals followed by numbers 127 or 137 at 24 or 27 minutes followed by C-54. Bainbridge D/F picked up same message today at 1512 PST.

0005 No search aircraft departed Vancouver this date because of weather. 53 available 11 February, weather permitting.

0057 From 10th Rescue Squadron, 8-17 3787 LTD 10 February.

11 February 0713 From NWAC, report of messages received from Service Radio, N. D. State Police picked up S.O.S. on 1722 Mcs. Seattle then reports same thing on 1722 Mcs at 0351Z. Bremerton reports same signal at 0535Z.

0754 Denver reports SOS on 1722 Mcs at 0515Z. Sounds like Gibson Girl. Detroit Lakes, Minnesota, received same since 2005 CST. Fargo received same at 0638Z.

2130 Shift I took over.

11 February 2214 Signal from 611 Sqdn. re navigator.

? Message from 3470, injured being taken down hill, 7 men helping injured. Moved approximately 300 yards. Helicopter advises that he will be able to evacuate all personnel today.

11 February 0057 From 10th Rescue, aircraft harnesses for 1-5 not available.

? 3470 report on survivors' progress.

? 3470 report on first vessel.

? Helicopter awaiting to evacuate personnel.

2145 3752 departing Richardson, requests search area.

12 February 0820 936 arrived with the last of the survivors from 1007.

0400 Signal to NWAC re work done at Whitehorse and work for 12 Feb.

1715 Signal to Iadd re aircraft status.

2010 Signal to K, 10th Rescue, re Operations and Engineering. Mechanics to Fort Nelson for engine installation of 0655.

2020 R. McElair was contacted at 11 329 regarding a steady, dim, amber colored light he saw at 0730Z from the highway by the Carcross road junction. States that because of the light's peculiarity, and that he had never seen it before he reported the incident.

13 February 0330 Report of work done by 12 Group.

0400 Report to NWAC re work to be done 15 February from Whitehorse.

11 February 01010 Message received on 105 Mcs re ship aground.

11 February 1119 To Searchmaster re 803 on 500 Kcs.

10 February 2233 From Andrews Field re movement of D/F equipment.
2217 Survival equipment.
? To Searchmaster re cost of search.

12 February 1940 11 stations to stop transmissions on 2230 to 2330 Kcs.
1747 Suggestion for D/F sweep.
1209 Search completed from Great Falls, 10 February.
1110 Summary of search for 11 February, 12 Group.

11 February 2225 Message from W. C. police re ex. location.
2233 Message from Hasset D/F station.
2004 Report on stations picking up signals on 2250 Kcs.

12 February 0900 From W. C. re closing of all D/F stations to listen on 2250 to 2350 Kcs.
1443 From W. C. to W. C. re signals on 2250 Kcs.
1657 Intended daylight operations from Great Falls re 12 Feb.

13 February 1756 From 12 Group re interference on 500 Kcs.
1746 From Great Falls re daylight operations 12 February.
1810 From W. C. re closing down of stations broadcasting on 2230 to 2330 Kcs.
1830 Messrs report from ham operator on 2250 Kcs.
2045 Signals to Washington re D/F set-up.
1924 Report on SOS from 12 Group, Vancouver.
1940 From Nelson, BC re crew of 1037.
1950 Aircraft accident investigation.
145 From Washington re closing all stations of least 500 Kcs either side of 2250 Kcs.

14 February 0801 From 1037 re a re limited assemblies.

15 February 231 From 1037 re the Com. after Miller to 1037 from in Com. re Castella.

COMMUNICATIONS LOG
OPERATION MIKE
Page 2

- 27 January 1149 C-54 2469 enroute Elmentorf Great Falls IFM last reported over
3mag. Search has been on since 0020 Z. Fuel exhausted at
1015 Z. No definite clues.
- 1159 Copies all search reports forwarded to Ladd Field.
- 1158 One aircraft to do square search at 3 miles visibility where
fire sighted by CP. 24. Second aircraft to do square search
at 3 miles visibility commencing where flames reported.
- 1212 5932 reports no saw lights but appeared to be electric, no
flames or fires. 5932 reported he saw nothing in the way
of fires.
- 1526 Squadron Leader Arnold searchmaster at Whitehorse. All
stations to guard 5985 MCs.
- 1540 Captain Meyer has copies of search grids and will assign
search areas for all aircraft operating out of Watson.
- 1625 Dakota 539 to search 40 North from Watson until blocked by
weather, then to 10 miles south of airway then return to
Watson.
- 1652 Request RCAF be asked to notify all highway traffic to keep
lookout for C-5469. All aircraft to utilize 5985 and
5440 MCs.
- 1727 Truck driver Mort Lynn advises he saw silver aircraft at mile
354 with one steady white light flying south following highway,
estimated height at 2,000 feet. Driver stated visibility was
good, saw aircraft at 1700 local time.
- 1730 Three C-54's and three C-47's searching area between 108
and Whitehorse. One C-47 searching Whitehorse-Caslin route
as far as 132° W. Expect text fly helicopter this AM. Two
RCAF and three US 7 rescue aircraft at Whitehorse. C-47 559
carrying out search of airway 11 (San. 1347) - Watson Lake.
Sea Hornet and Firefly carrying out square searches about two
sightings reported last night near Watson Lake. One RCAF
jump took at Watson with 559.
- 1737 If possible use Dr. Stanley's operational research report
number four. Not to use C-47 or 450 Squadron Dakotas
allotted to Sweetbrier unless necessary.
- 1755 Strategic Air Command advise Mexico to assist in search.
- 182 Fourth Squadron at Tacoma Air Force Base has one C-47 and
two C-10 aircraft winterized and ready for search. Aircraft
on 3-hour stand-by.

- January 1947 Report from Mile 836 Johnson Dressing through Tealin that
aircraft believed four engine sighted through overcast at
1300 YST 20 January,
- 2030 Hornet searched area 59:25 N. to 60:35 N., 127:40 W. to
128:40 W. negative results; Firefly searched 60:05 N.
125:30 W. north to 60:30 N. west to 130:10 W. south to
60:20 N. west to 130:35 W. south to 60:05 W. except for
approximate area 10 miles radius centered at 60:20 N.,
130:35 W. covered by cloud 40-50 feet, negative results.
- 2103 3477 searched FI (Fish Lake?) - Watson Lake 1320 Long. to
126° Long. for 30 minutes on search 1 hour 15 minutes --
negative results.
- 2118 Report to Commander of MTS by MTS Liaison Edmonton.
- 2240 Mr. Dalziel, bush pilot of Watson Lake, offers search aircraft -
type of skills.
- U. S. co-operation center to be set up at Great Falls by
Major Smith of 4th Rescue Flight, Mac Chord Field.
- 2306 Coordination center at Great Falls is sending rescue method
of setting up search grids 100 miles each side of A E.
- 2321 B-17 search Watson Lake 2320 L, 126° W., 60:30 N.
- 2404 Seven Dakotas departing Wiers for Sweet Prior to be used on
search for C-54.
- 0438 Search for U.S.F C-54 .F 2469 has been code named "Operation
like."
- 0300 Second report on Operation like forwarded by U. S. Liaison
Officer at Edmonton to Commander of MTS, Andrews MTF.
- 0005 Suggest overall control of area search revert to MTS upon
completion of present preliminary route search.
- 0200 Temporary search grids to be drawn up on scale maps 1-1,000,000.
- 0400 Took over searchmaster at 0400 L on 27 January 1950. Examined
search office and found it unsatisfactory because of signals
noise, crowd, and space. Moved to umpire's office in a
hangar. Appointed Flight Lieutenant R. J. Mitchell assistant
searchmaster. (Mitchell from West Coast Search and Rescue
Flight and qualified navigator.) Mitchell informed at 0420 L.

25 January 0400, cont. Twelve C-47's and crane team reported in. Briefed as to accommodations, etc. Briefing 1500 - 25 January. Flight Lieutenant J. M. Stuart, 412 Squadron Lockcliffe, pilot, reported in as search administrative officer 0530. Lt. Col. Strode, C.O. 10th Rescue Squadron, Ladd Field, sent to bed 0605. I had been working 48 hours steady. Flight Lieutenant Bischoy, C.O. Watson Lake, phoned searchmaster at 0700 and a phone call from Bob Ballard of Carcross. He reported an explosion which occurred at 0020 on 25 January in a northeasterly direction from the airstrip at Carcross. The explosion was sufficiently pronounced to cause him to look at his watch. Ballard is an experienced mechanic who has been working with aircraft for a number of years. At 0715 the searchmaster phoned Mr. Ballard to confirm the report personally. T. S. radio station at Whitehorse have two receivers on 500 MCs, but have heard nothing.

0605 Only available copies of 344 contour grids for Yukon area forwarded via CPA Flight 23 tonight.

0719 615 pounds emergency equipment on board AF 2469.

0830 Report on areas searched from Ft. Nelson on January 27.

1125 From WAC, form to follow when making daily progress reports.

1550 Checked weather, poor north to Snow. Low cloud, visibility 1-5 in snow, improving to the south.

1600 Decided to send Flight Lieutenant Smith in Dakota 859 to Snow on weather check. Lt. Smith in 1947 9555 departed for Minto on weather check and to investigate reports from local inhabitants that an explosion occurred south of Minto. Five C-47's dispatched to Snow. C-47 1514 Barnett sent to res 1512, 1040 all sent to res 15, 8655 Gilbert to 1512.

1849 Major Smith to take over as Canadian searchmaster for Operation Mike in accordance with standing arrangements for clean route.

1949 Air Commodore Costello will assume overall control for Operation Mike between Fort Nelson and Whitehorse.

2007 Report on pilot of AF 2469.

1930 An order to organize a ground party to investigate report from Carcross. Colonel Fowler, U. S. Army, contacted and agreed to organize one immediately and in fact. With three ground parties to do a reconnaissance of three prominent peaks in the immediate vicinity of Carcross.

COMMUNICATIONS LOG
OPERATION MIKE
Page 5

28 January 2115 Flight Lieutenant Durnin returned from weather check and reports
Whithorse area poor but improving.

2045 R. F. Warren, USAF, returned to base after covering 10% of the
Ocarross area, remainder of area covered with low cloud and
snow.

2326 7969 flew over areas allotted. Most of area was overcast to
scattered.

29 January 0121 New progress reports for NMAG.

0129 Six C-47's on way to help in search.

0100 Meeting held by all members of Operation Mike, new men added
to the force, organization chart drawn up, new methods and
suggestions were added.

0230 Message sent to 10th Rescue Co, Elmendorf Field, re search
Snow area.

0040 C-47 Shoop covered 35% of his search area, snow and low ceiling.

0130 C-47 Gardner covered 30% of allotted area, low ceiling.

0200 C-47 Whitmer covered 100% of search area.

0315 C-47 Kinney 100% covered, low ceiling, but good visibility.

0400 Visit from Air Commodore Costello, gave constructive criticism
and praise for work accomplished.

0710 Six Dakotas arrived from Edmonton searching area all the way
within 10 miles each side of RR legs, negative results.

0723 Reply to message sent 10th Rescue Co.

0650 Report from Nelson.

0647 Request coverage from range stations of 2469 Flight.

0830 Report to Edmonton 28 January coverage and proposed coverage
for 29 January.

1720 Message to Biggs AFB to confirm wing and tail marking of 2469.

2200 In reference M107 negative reports were received from Teslin,
Northway, Big Delta, Fairbanks, Idd AFB, Beaton River, and
Whithorse.

COMMUNICATIONS LOG
OPERATION LINE
Page 6

29 January 1700 Shift III on duty. Major Maul, Flight Lieutenant Archer, Flight Lieutenant Mitchell.

1655 Four weather ships departed between 1630 and 1700 to check weather in search areas. One aircraft (2734) aborted with one engine feathered.

1745 Signal received from Army Signals: "Fort Hoodhope heard intermittent erratic long dashed on 500 KC at 1002 Z pure DC note strength 3."

1927 Thirteen aircraft now airborne in search.

2100 At 1700 Z Flight Lieutenant Cameron left by motor transport to check report on the lost aircraft. This officer proceeded 40 miles down the highway and contacted the person who had turned in the report. On investigation the lead was considered to be unreliable. The person who originally supplied the information was Paul Norisette of MacIntosh.

2142 Three more RCAP C-47's reported in for search. All from TSS Air Bases, Manitoba.

2300 Operations room for Search and Rescue moved from the old location to the operations room for Sweetbriar. This move provides more adequate space for Search operations.

2350 Two aircraft reported in: C-47 9529 and L-17B 5979. The captain of 9529 reported that his radio operator picked up a continuous carrier wave on 380 KCs and also 8270. The operator believes his set is out of phase and that the signal might have been 500 KC to 1000 KC. His set will be checked tonight. Both pilots reported 100% coverage of their areas. Areas were 2 D, 7 D, and 25A, 26 A.

30 January 0040 C-47 6210 reports areas 50 B and 51 B were thoroughly searched, negative results. C-47 990 reports 90 and 190 100% covered. C-47 1112, 100% coverage of 40 A, 30% of 47 A, 15% of 39 A.

0100 Shift IV relieved by shift I. Major Sliney, Flight Lieutenant Stuart, Flight Lieutenant Cameron, Sgt. Irvins.

0115 C-47 7969, 100% coverage area 49.

0115 C-47 1023, 100% coverage of areas 47A, 41A, 42A.

0120 L-5, 33% of 62 B.

ADMINISTRATIONS 100

OPERATION MIKE

Page 7

30 January 0125 C-47 8246, 90% of 34 A and 33 A.
 0510 C-47 359, 50% of area 31 A, 90% of 32 A.
 0125 C-47 8066, 100% of 41 A, 42 A.
 0135 C-47 5895 covered 100% of 9 D, 19 D, 63 B.
 29 January 2352 C-54 2469, red wings and tail assembly.
 30 January 0150 C-64 495, 95% coverage of area 62 B.
 0210 C-47 5543, 33% of area 7 D, 33% of 8 D, 120% of 18 D,
 0135 C-47 1043, 100% of area 64 B, 20% of 52 B.
 0210 C-47 9563, 50% of area 61 B, 10% of 56 A.
 0135 C-47 1043, 100% of 64 B, 20% of 52 B.
 0210 C-47 9563, 50% of area 61 B, 10% of 56 A.
 0245 C-47 1050, 100% of 25 B and 35 A.
 0245 C-47 441, 25 % of 20 D.
 0230 C-47 5674, 92% of 8D and 18D.
 0230 C-47 422, 100% of 79 B, 50% of 40 B.
 0230 C-47 1045, 40% of 1 B.
 0245 C-47 330, 100% of 55B and 65B.
 0330 C-47 655, 100% of 10D.
 0215 Report on flight plan of 2469 by Director of Transport.
 0237 Report on Operation Mike for 29 January from Ft. Nelson.
 29 January 2359 Report from NMAG on weather during 2469 flight, and steps taken to locate aircraft.
 30 January 0337 Aircraft to be put on search 30 January at Ft. Nelson.
 0312 Proficiency of Navigator on 2469.
 0425 Report from Mr. Wyatt Mancho that he heard a crash south of Satson Lake.

COMMUNICATIONS LOG
OPERATION MIKE
Page 8

30 January 0615 Report to NWAC on Operation Mike re days searched areas.

0700 Air Commodore Costello gave press conference.

0710 Flying Officer Hill from Rockcliffe reported for duty with C-47 511. Flying Officer Avert reported from Winnipeg with C-47 684.

0730 Report to NWAC on aircraft and areas to be searched by Whitehorse and Nelson on 30 January.

0800 C-47 Flying Officer Shearer from Rockcliffe arrived. C-47 Flying Officer Ledbetter from Rockcliffe arrived.

0700 From Captain Nogar, Ft. Nelson, to Lt. Col. Strouse on aircraft spares.

29 January 2359 Narrative report on Operation Mike.
Shift I relieved by Shift II.

30 January 1530 Morning briefing for all captains of search aircraft. Thirty crews present. Pilots assigned search areas and aircraft started taking off with first light. Thirty-five aircraft here for search, with five of these U.S.

1845 Telephone call received by Wing Commander Miller, Searchmaster, Whitehorse: Cpl. Spall attached to Army Signals in town area of Whitehorse stated that in conversation with a civilian store keeper from Mile 1016 of the Alcan Highway. This storekeeper was speaking to one of the residents of an experimental farm located at Mile 1022. Farmer reported that a large aircraft flew low over the farm with its landing lights on sometime on Wednesday night. After passing over the farm, the aircraft switched off its lights and proceeded on out of sight.

This matter was checked by the Searchmaster by phone, and it was found that the aircraft flew over the farm on Thursday night, not Wednesday night, which establishes the date as the date the aircraft searched for was lost.

It is suspected that the aircraft reported is one of the search aircraft, and all search pilots who flew that night will be interrogated, especially Flight Lieutenant Durbin.

Mrs. Hamilton said that in the evening 0615 aircraft almost hit her house. Believed private plane.

1930 Telephone report to Searchmaster, Whitehorse: Mr. Goodwin of Canyon Creek repeater at Mile 996, 17 miles south of strip. No. 7 called saying he was reporting for Mr. Harvard Merrin, a hotel keeper who said that at 0400 L he saw an aircraft with landing lights on south of his position heading east. He did not hear the engine. This is thought to be a search aircraft also.

COMMUNICATIONS LOG
OPERATION MIKE
Page 9

30 January 2100 Personal report from Mr. Cherry working for the Territorial Government. On Thursday 28 January between 3:30 and 4:30 PST between Dog Grove Lake on Dawson Trail, 49 miles from Whitehorse, heard aircraft circling just before dark. A Mr. Leo Proctor heard what he thought to be a large plane not too high; there was heavy snow falling and visibility was approximately 150 feet. Proctor was walking at this time.

2230 C-47 1112 returned with engine trouble, reported 100% of 27 B, 60% of 28 B, negative results. C-47 5674, 100% of 26 A, negative results. C-64 495 95% of 52 B, negative results.

2330 Lt. Col. Ritcher called Lt. Col. Strouse at 1405 PST and stated that between 1800 and 1830 PST hours last night he was driving a jeep from McRae to Whitehorse. At a point about 8 miles south of the Alcan junction he observed a flare to the northwest between his position and Golden Horn Mountain. He stated that the flare was white and hung in the air for some time. He was uncertain of the distance it was from the mountain. Either was CAVU.

2350 1400 hours PST, a call from Brooks Brook Mile 830, Alcan Highway. Army foreman from Mile 816 observed smoke from a position 20 miles NE of Mile 816.

2351 C-47 969, 100% of 63 B and 64 B. L-5 4922 35% of 62B. All negative results.

0030 C-47 441 100% of 41A and 42A.
C-47 9496 100% of 14B and 15B.
C-47 8246 100% of 30B and 40B.
C-47 6210 90% of 49B and 51B.
C-47 664 100% of 42A and 55A.
6210 took a photo of area 60°23' N. - 154°53' W. not thought to be important, but photo being developed and given to search operations.

31 January 0100 Shift I took over duty.

0110 From Teslin - Bowers, truck driver's report on fires between Frook's Brook and Johnson Creek.

0100 C-47 P134, 100% of 29 B and 30 B.

0045 C-47 3695, 100% of 53 B and 80% of 41 B.

30 January 1704 From N/A/C requesting daily flying times.

31 January 0054 C-47 1045, 100% of 35A and 30% of 25 B.

COMMUNICATIONS LOG

OPERATION MIKE

Page 10

31 January 0001 C-47 9565, 100% of 49A and 56A.

0120 C-47 800, 90% of 28A, 60% of 13B.

0130 C-47 1043, 100% of 51A and 32A.

0130 C-47 990, 100% of 6D, 7D, and 49A.

0130 C-47 5543, 100% of 38A and 39A.

0225 Flying Officer Booth reported that Cpl. Johnson saw a column of smoke 5-6 miles west of Haines Junction. Smoke was definite. Near Mt. Desolei.

0001 Col. Strouse called Col. Brady at NWAC requesting two B-29's.

0225 Message from NWAC to Great Falls requesting two B-29's as per above request.

0200 From Col. Strouse - called Capt. Warren at Big Delta in reference to his trip to Edmonton and Fox Lake.

0200 C-47 539, 100% of 21A, 25% of 1B.

0145 C-47 8766 90% of 5D, 100% of 16D.

0150 C-47 1050 100% of 9D, 40% of 6D.

0140 C-47 1023 75% of 24A and 25A.

0126 C-47 8066 100% of 10D, 90% of 20D.

0144 C-47 422 10% of 34A, 100% of 35A.

0215 C-47 7976 100% of 19A and 20A.

0250 C-47 511 100% of 43B and 52B.

0210 C-47 330 100% of 40A and 47A.

0216 C-47 9529 100% of 15B and 26B.

0240 Signal from Flight Lieutenant Esralake, captain of C-47 from Rockcliffe.

011 To Col. Strouse on aircraft spares.

1015 From NWAC a correction on a signal number.

- 31 January 0800 Telephone from Wing Commander Sutherland stating a man at Haines Junction reported intermittent puffs of smoke off hills north of Haines Junction about 10 miles. During the afternoon. Phone Mr. Jackson, NW 119 B or K.
- 0305 Brooks Brook, phone call from Watson Lake. People saw two engine aircraft flying very low on opposite side of Tealin Lake at 1500 YST below level of surrounding mountains, too far away to see.
- 0400 From Whitehorse tower, aircraft searching from Ft. Nelson in area 44B was in contact with 1015 at 1955Z.
- 0400 From Watson Lake, Squanga Lake strip checked negative.
- 0315 To Squadron Leader Arnold from Control Tower: Tower intercepted a message from Watson Lake to Edmonton stating that a truck driver at Mile 64 saw a flash of light at 1/4 way up mountain on opposite side of Tealin Lake just above timber line.
- 0327 Phone call to Squadron Leader Arnold: Edmonton ATC reported they checked all towers and RR stations and air to ground stations from Edmonton to Snag with no results. All communications stations in Edmonton ATC area, Great Falls ATC, and Vancouver area and Alaska area (Fairbanks ATC), have been checked with no results. McChord AB also checked and Winnipeg ATC area. Hangar and Tarmac searched at Ft. St. John and Ft. Nelson with negative results. Hangar search at Edmonton. Edmonton ATC reports 1015 was heard by a Ft. Nelson aircraft at 1955Z. 1015 was in area 44B at 0332Z. Squadron Leader Arnold called McRae, repeater station and arranged to have all emergency strips from Nelson to Snag checked. At 0338 Z McRae repeater station stated that Constable Martin reported from Haines Junction that smoke signals were seen west of Haines Junction. Re Haines Junction report, tower advises heavy smoke seen 5-6 miles west of Haines Junction behind Mt. Decolei near Pon Lake.
- 0409 McRae repeater station advises that Pon Lake and Burwash Landing strips were checked negative. Also the Alcan from Whitehorse to the border was checked. Watson Lake checking highway from Nelson to Whitehorse. Heavy smoke still reported west of Haines Junction and now appears to be coming in gusts as if someone was trying to signal.

COMMUNICATION LOG
OPERATION MIKE
Page 39

- 14 February 0033 To Commanding General, Hq. AAGS, Andrews AFB, Maryland, suggesting that D/F stations at Tedlin and Ft. St John remain until after Sweetbrier.
- 13 February 2340 Cameo Aircraft re: use in search.
- 13 February 2359 Confirming telecon Atkins/Hazlett 13 February 1950.
- 14 February 0305 To RCC NWAC re telecon with J/C Timmerman re tie-in of search coverage in southern B.C.
- 14 February 0430 To RCC NWAC re operation for 13 February 1950.
- 14 February 0500 To RCC NWAC re proposed operation for 14 February 1950.
- 14 February 0525 From D/F station at Juneau re D/F stations in operation at Juneau and Gustavus.
- 14 February 0253 From 1804th AAGS Gp., Anchorage, re keeping D/F stations until after Sweetbrier.
- 14 February 1515 From Edmonton to stand down Lancaster crews for possible search for B-36 off west coast.
- 14 February 0037 From NWAC re temporary search grids.
- 14 February 0535 Information on distress signals heard by civilian at Dawson.
- 14 February 0733 Search activities from 12th Group for 13 February 1950.
- 14 February 1623 From Great Falls re proposed operations for 13 February 1950.
- 14 February 1610 From Great Falls re operations completed at Great Falls 13 February 1950.
- 14 February 1900 From Eielson AFB, Alaska, requesting statements from Canadian personnel aboard AF 1037 at time of accident.
- 14 February 1930 To Ladd AFB re pay records of Captain Gaby.
- 14 February 1803 From Ft. St John re telecon, Miller/Boston.
- 14 February 2250 To Ladd AFB, Alaska re aircraft daily status.
- 15 February 0002 To Elmendorf AFB, Alaska re transportation of AF 1037 patients to Elmendorf on AF 5294.
- To RCC NWAC re LANG 212 to Sea Island.
- 0345 To RCC NWAC re operation Mike report for 14 February 1950.
- To RCC NWAC re proposed operation for 15 February 1950.

- 14 February 1900 Accuracy of D/F stations at Tedlin
- 15 February 1700 From 18th Group requesting Lancaster be diverted to Port Hardy.
- 1930 From NAC re LANC at Port Hardy.
- 14 February 1900 From Nielson AFB, Alaska, requesting statements from Canadian personnel aboard AF 1037.
- 15 February 2310 To Nielson AFB, Alaska, re statements of Canadian personnel aboard AF 1037.
- 0500 From Juneau re bearings from Juneau.
- 0311 From ??? re correction on signal AC308.
- 0325 From Juneau re rates at Juneau for personnel.
- 0055 From NAC re Prince George as base of operation not recommended.
- 14 February 2222 From NAC re forwarding of messages on the two searches.
- 15 February 0239 From NAC re telegram NAC and /C Thompson
- 1450 From Great Falls re report on daylight operations 14 February 1950.
- 0325 To Col. Strouse re cost of living at Juneau.
- 14 February 2139 From Nielson AFB, Alaska, re accident board.
- 15 February 2300 From NAC re search carried out by three (3) AC 9's enroute KC.
- 2322 From 10th Rescue re return of specialists by next available /G.
- 16 February 0125 List of D/F stations installed giving position and type.
- 0345 To NAC re work completed at Whitehorse 15 February 1950. This completes coverage of areas allotted to Whitehorse.
- 0550 From Great Falls re operations completed at Great Falls 15 February 1950.
- 1230 To 14th AFB, Alaska, re daily status of Det "B" aircraft at Whitehorse.
- 2200 Tel con re sending three (3) ski-equipped L-5's to base of crashed KC-47 Dakota 654
- 2230 Mes G-2 re F/L Dunning pilot on Dakota 654

COMMUNICATIONS LOG

OPERATION MIKE

Page 42

15 February 2205 Sig from Ft. St John re AF 7831 to stop at XY.

17 February 0020 G-34 7239 departed from XY for Snag to pick up survivors of RCAF Dakota 664.

15 February 2235 Two (2) L-5's departed from Burwash to scene of crashed Dakota 664 to evacuate personnel to Snag.

17 February 0309 G-54 7239 off Snag with survivors of RCAF VO 664, seven (7) in all, one man with a sprained ankle. A/C 664 crashed on take-off from a lake at 52/31 North, 140/39 West. USAF G-47, 9565, was the first aircraft to give assistance by leading two (2) L-5's into the scene from Snag.

0840 Sig to 10th Rescue, Elmendorf, re equipment aboard G-82.

0335 A/C at Whitehorse (USAF)

1900 Search and Rescue office once again moved their office, this time back to the west side of Hanger "A" into one (1) small room.

15 February 0350 Message from Commanding General, AAC, Fort Richardson, Anchorage, Alaska to A/V/N Dunlap re cut down on operation "Mike". Taken force only to chase down rumors and reports.

17 February 1655 Sig to Cat. Mirzoff re returning of some D/F stations to states.

1955 Sig from C.O. 1804th AACB designating Lt. Guthrie as C.O. D/F stations in Whitehorse area.

2158 Sig from ATC Rockcliff re return of five (5) navigators to 414 and 415 Sqn.

1955 Sig from Ft. St John re smoke column seen sw of mile 188 Alcan highway.

2330 To ATC re four (4) navigators returning Rockcliff.

15 February 0115 From Ft. St John requesting Ft Nelson acft search area about Ft St John when enroute from Whitehorse 18 February 1950.

0035 From NIAC re signal clearance band 8280 to 8330 kcs no longer required.

0510 Sig pertaining to position of G-54 from Seattle-Naval Base.

1830 Sig to Colonel Strouse re to sig from Seattle 160310Z.

1800 Kael to 10th Rescue re acft daily status report.

0900 From 12Gropp report on Operation "Baker".

1850 Phone call from Constable Deer at Burwash Landing, stating that an Indian reported to him that weather caused a snow slide in his

area at the time the C-54 went missing, and that now the snow birds are circling the area. The Indian states that this is very unusual. This is the first time the Indian has been out of the bush since before the crash and did not know about the missing aircraft.

18 February 0030 C-47, 9565, Lt. Keel, dispatched to Burwash landing to pick up Constable Deer and Indian guide; then proceed to scene of snow slide reported near Burwash.

2307 Signal from Lt. Keel stating that he could not get close enough to slide because of turbulence and low visibility, and that he has dispatched two (2) light aircraft to the scene with instructions to contact Searchmaster after mission completed.

19 February 0100 Capt. Jackson, Light aviation section, phoned from Burwash landing stating that he was unable to reach scene of snow slide because of low visibility.

0110 Sig to A/C Corscadden re future operations "Mike".

0130 Sig to 10th Rescue, Iadd AF, re daily report status.

0030 Sig from 12 Grp re message received from Cranberry Lake police on C-54.

0130 Sig to HQAS re report on operations 18 February 1950 and proposed operations for 19 February 1950.

1900 Sig from Lt. Keel in AF 9565, Helicopter has just landed at Burwash, the trooper reported the slide and they are proceeding to scene of slide with the trooper. The Indian trooper also reported an explosion on approximate date of C-54 crash and also a vehicle was "Whiskey Jacks" and Wolverine tracks at scene.

1917 Message from AF 9565, Lt. Keel and Helicopter returning to Burwash to pick up para-rescue personnel and refueling. 9565 will land in 07 minutes and helicopter in 20 minutes; trooper reports did not actually see slide but knows where it is.

1155 Sig from 12 Grp re search areas for 19 February 1950.

0940 From 12 Grp re snowshoes received by Mr. L. L. Loomis.

0925 From 12 Grp re search covered for 18 February 1950.

0145 From 12 Grp report on C-45, 105, Investigating Central, B.C.

20 February ~~XXXX~~

0058 From Washington; Civil Air Patrol to check report in B.C.

0100 Sig to 10th Rescue re daily status report

0210 Report on operations for 19 February 1950.

COMMUNICATIONS LOG

OPERATION MIKE

Page 43

30 February 1927 Sig from NWAC re signal from 808 Sqn requesting release of
Lane 214.

0235 Sig from McChord re investigation in B.C. to be carried out from
Outbank.

1140 Sig from 12 Op re C-45 not dispatched to Lethbridge because of
weather.

1830 Sig to NWAC re closing of Search and rescue Hq., Whitehorse, closed
effective this date.