

# RE-WRITTEN AND ANALYZED

BY: JON HARRIS

**CLEARLYJON@PROTON.ME**

DISCORD - @APOXIED

TWITTER - @APOXIED

When I learned about this flight and its crew, I was surprised that I had never heard of it before. I was immediately overwhelmed by the original document-many pages were difficult to read, and none were in a copy-and-paste format. I spent days researching the events and analyzing the original 219-page PDF. Through this process, I came to a realization: if the document were reconstructed, perhaps fewer people would feel as overwhelmed as I did. And maybe then, more would be inclined to help and provide insight.

To create this document, I used LibreOffice (an open-source writing program) to reconstruct the pages. I also used ChatGPT and Grok to help analyze sections that were difficult to read and to assist in transcribing some of the contents.

There may be a few inaccuracies due to being unable to properly read certain words and or numbers. If you notice any mistakes, please send me an email and let me know what I need to correct and I'll send you the corrected version.

I hope my efforts prove useful and inspire others to take a closer look.

- Jon

**REPORT OF MAJOR ACCIDENT**

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigators Handbook" issued by Office Of Flying Safety Headquarters, AAF.

Fill in all spaced except where otherwise indicated.

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

FIELD OFFICES—DO NOT USE THIS SPACE	<b>ACTION</b>	<b>DATE</b>	TYPE, MODEL AND SERIES C-54-D	ACCIDENT NO. 50-1-26-3
	Preliminary Report Received	1-30		
	Form 14 Received	3-21		
	Evaluated By <i>MIX</i>	3-23		
	Verified By <i>gib</i>	3-30		
	Checked By	3-22		
Coded By		No. Aircraft Involved		

<b>Section A — GENERAL INFORMATION</b>	
1. Place of Accident—State, County, Nearest Town, Distance and Direction From Same. <b>Yukon Territory</b>	Nearest Army Airfield, Distance and Direction From Same <b>Unknown</b>
2. Was Collision With Other Aircraft? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>UNK</b>	AF Noe. Of Aircraft Involved (File separate Form 14 for each Aircraft) <b>42-72469</b> ✓ Date <b>26 Jan 50</b> Hour And Time Zone <b>UNK</b> <input type="checkbox"/> Day <input checked="" type="checkbox"/> Night

<b>Section B — AIRCRAFT</b>				
1. Aircraft No. <b>42-72469</b>	2. Type Model Series <b>C 54 D</b>	3. Home Station <b>Biggs Air Force Base, Texas</b>		
4. Air Force or Command <b>SAC SAC</b>	Subcommand <b>8th Air Force</b>	Wing <b>97th Bomb Wg</b>	Group No. And Type <b>2nd Strategic Support</b>	Squadron <b>2nd SSS</b>
5. Date of Manufacture <b>18th Feb 45</b>	Total Hours <b>4387</b>	Date Last Overhaul <b>7 Aug 49</b>	Overhauling Depot or Sub-depot <b>Tempco, Dallas, Texas</b>	Hours Since Overhaul <b>345</b>
6. Attach detailed statement of tech orders having direct bearing on this accident which have not been compiled with. Describe orders and give response for Noncompliance.				

<b>Section C — OPERATOR (Person at controls at time of accident)</b>							
1. Last Name <b>McMichael</b>	First Name <b>Kyle</b>	Middle Initial <b>E.</b>	Grade <b>1st Lt</b>	Branch <b>USAF</b>	ASN <b>AO-666565</b>	Sex <b>M</b>	Age <b>28</b>
2. Attached Station <b>8540</b>	AF or Command <b>SAC</b>	Subcommand <b>8th AF</b>	Wing <b>97th BM</b>	Group No. And Type <b>2nd ZX</b>	Squadron <b>2nd ZX</b>		
3. Assigned Station <b>Biggs AFB, Texas</b>	AF or Command <b>SAC</b>	Subcommand <b>8th AF</b>	Wing <b>- - - -</b>	Group No. And Type <b>- - - - - - - -</b>	Squadron <b>1st SSS</b>		
4. Aeronautical Rating? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Present Rating <b>Sr. Pilot 2-1</b>	Date Received <b>5 Jan 50</b>	Normal Duty Status <b>Pilot 1024</b>				

<b>Section D — OPERATOR'S FLYING EXPERIENCE (Including civilian)</b>							
Flying Time	1st Pilot or Solo Student	Other Pilot Or Other Student	Fill in items 8 and 9 only if operator was student in training or rated pilot in C18, OTU, etc.		10. AAF Schools Previously Attended and Dates		
1. Total Hours	<b>1540</b>	<b>942</b>	8. Trainee Class No. And School, OTU, CCTS, Etc. <b>Not Applicable</b>		<b>Jones Fld, Bonham, Texas Perrin Fld, Sherman, Texas Lake Charles Fld, Lake Charles LA Photo School, Lowry AFB, Colo. Tower Oper School Langley AFB, VA.</b>		
2. Hours This Type	<b>1249</b>	<b>111</b>	9. Phase And Hours in This Time Phase				
3. Hours This Model	<b>1249</b>	<b>111</b>	Phase <b>Not Applicable</b>	Dual or Copilot <b>Not Applicable</b>			
4. Hours Last 90 Days	<b>183</b>	<b>00</b>	11. INSTRUMENT RATING		If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in items 12 through 17.		
5. Hours Last 30 Days	<b>14</b>	<b>00</b>	Type <b>Green</b>	Date <b>10 Mar 50</b>	Hours	1st Pilot	Other
6. Hours Last 24 Hours	<b>Unk</b>	<b>Unk</b>	Last Check Station <b>Biggs AFB</b>	Date <b>6 Jun 49</b>	13. Total — Instrument	<b>166</b>	<b>27</b>
7. Actual Combat Hours	<b>00</b>	<b>00</b>	12. Was operator on instruments at time of Accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		14. Instrument - Last 6 Months	<b>58</b>	<b>0</b>
					15. Instrument - Last 30 Days	<b>1</b>	<b>0</b>
					16. Night - Last 6 Months	<b>67</b>	<b>0</b>
					17. Night - Last 30 Days	<b>7</b>	<b>0</b>

<b>Section E — PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)</b>											
Duty At Time Of Accident (1)	NAME (Last Name First) (2)	Type Of Aero Rating (Symbols) (3)	SERIAL No. (4)	GRADE AND BRANCH OF SERVICE (5)	Pers. Class, Symbol (AAF Reg. 15-1) (6)	ORG. Assignment— Air Force or Command Group Number and Type Station (7)	Fatal Major Minor None Missing Unknown (8)	PARACHUTES			
								Used (9)		Successful (12)	
								Yes (9)	No (10)	Yes (11)	No (12)
LP	McMICHAEL, KYLE E.	01 Sr P	AO-666565	1/Lt USAF		1st SSS 8th AF	Missing			UNK	
P	TISIK, MIKE	05 P	AO-840003	1/Lt USAF		2nd SSS 8th AF					
CP	BRITTAIN, GERALD F.	12 Sr P	5665A	Maj. USAF		1st SSS 8th AF					
N	METZLER, JOSEPH W.	AO/N	AO-2077908	1/Lt USAF		1st SSS 8th AF					
RO	Gibson, Clarence A.	AO/RO	AF-14120690	S/Sgt USAF		1st SSS 8th AF					
CE	Streitmann, Glyde A.	AO/E	AF-13012427	M/Sgt USAF		2nd SSS 8th AF					
CE	McConegley, Harry W.	AO/E	AF-33109286	T/Sgt USAF		2nd SSS 8th AF					
CE	Snow, Raymond H.	AO/E	AF-38627421	S/Sgt USAF		2nd SSS 8th AF					

### 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 fatally wrecked, so state)

1. To Aircraft

**Missing**

2. To Engine

1.

2.

3.

4.

3. To Propeller

1.

2.

3.

4.

4. To Private Property (Explain on 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. Depot or Sub-depot Performing Overhaul				
6. Total Engine-Hours				
7. Propeller Model				
8. Propeller-Hours Since Major Overhaul				

9. Statement of Operator, if Available, on Behavior of Power Plant And Manipulation of Controls Immediately Before Failure

**Unknown**

10. Statement of Engineering Officer, Maintenance, and Others as to What Failed and Probable Reasons Why

**Unknown**

11. Octane Rating of Fuel

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 this 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, dinghies, 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 It's Results

**Unknown**

**Section J — AIRPORT AND FACILITIES AND AIRWAYS**

(Use this section of the airport or blank facilities or airways facilities were a contributing factor in this accident, either 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 following: Clear to scattered over entire route except in immediate Whitehorse 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.  
xq snag E 95 4 50 0 30 338/13/12 S SE 1 037 SQ3AC7 BRKS HIR CLDS VSB.**

The weather is overcast with good visibility of 30 miles and a slight possibility of ice nearby. Winds are coming from the north-northwest (338°) at 13 knots, with some stratocumulus and altocumulus clouds present, though breaks in the clouds are observed. The barometric pressure is high (1037 mb), indicating stable conditions, but pilots should be cautious of potential icing at altitude.

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 Mission? **S-27 A**

3. Did Fire Occur Upon Crashing?  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 73) **IFR** From **Elmendorf AFB** To **Great Falls AFB** Or Local Station of Last Departure **Elmendorf AFB, Alaska**

7. If UR Form 54 Has Been Submitted on Any Feature Involved in The Accident, Give UR No. and Date **No. Not Applicable** Date

EXPLAIN FULLY AND ATTACH COPY

**NOT APPLICABLE**

8. Are Copies of AAF Forms 1, 1A. Attached Hereto As Required by AAF Regulation 62-16?  Yes  No

9. Are Photos Attached?  Yes  No

**Section M — DESCRIPTION OF THE ACCIDENT**

1. Tell in Narrative Form, in 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-2409 G-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, Gravelly Point, Washington 25, D.C. has been requested to submit a complete mission report on the search for G-54 42-72469. Upon receipt of this mission report, copies of said report will be submitted as a supplement to this report.

1. 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 debarkation 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.

2. 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: <b>Biggs Air Force Base, Texas</b>			
Name—President <i>Willard B. Atwell Jr.</i> <b>Willard B. Atwell Jr.</b>		Name—Member <i>Ward A. Lloyd</i> <b>Ward A. Lloyd</b>		Name—Intelligence Officer <i>Albert W. Wright</i> <b>Albert W. Wright</b>	
Grade <b>Lt Col</b>	Organization <b>Hq&amp;Hq Sq, 97 Bm Wg</b>	Grade <b>Major</b>	Organization <b>Maint Sq 97 Sup Gp</b>	Grade <b>1<sup>st</sup> Lt</b>	Organization <b>Hq 97<sup>th</sup> Bm Gp</b>
Name—Member <i>Harold M. Tate</i> <b>Harold M. Tate</b>		Name—Medical Officer <i>Spencer A. O'Brien</i> <b>Spencer A. O'Brien</b>		Name—Recorder <i>Ernest J. Wells</i> <b>Ernest J. Wells</b>	
Grade <b>O.J.T (ON JOB TRAINING)</b>		Grade <b>Lt Col</b>	Organization <b>97<sup>th</sup> Sta Med Gp</b>	Grade <b>Sgt</b>	Organization <b>Hq&amp;Hq Sq, 97<sup>th</sup> ABGp</b>

1-26-3  
C-54-D

PASSENGER LIST

RESTRICTED

1. Dolansky, Eldon V.	Mr.	Philco Technician
2. Espe, Joyce M.	Mrs.	(Dependent) Wife of M/Sgt Robert A. Espe AF-6938044, 57th
3. Espe, Victor E.	Infant	(Dependent) Air Installations Sq, Elmendorf
4. Faris, Jack P.	T/Sgt	AF-18306681 5039th Air Repair Sq., Ft. Rich
5. Ahearn, Robert	S/Sgt	AF-31097689 66th Fighter Sq., Ft. Rich
6. Lively, Burnis T.	S/Sgt	AF-39310115 5039th Equip. Repair Sq., Air Depot Wing
7. Mangold, Raymond G.	S/Sgt	AF-3947834 65th Fighter Sq., Ft. Rich, Alaska
8. McDonald, John J.	S/Sgt	AF-11143723 64th Fighter Sq.
9. Tompkins, Clinton D.	S/Sgt	AF-16036868 66th Fighter Sq.
10. Asel, Ray L.	Sgt	AF-19018456 57th Motor Vehicle Sq.
11. Dagle, Donald W.	Sgt	AF-17191459 5039th A/C Repair Sq., Ft. Rich, Alaska
12. Jones, Noel B.	Sgt	AF-18327079 57th Medical Group
13. Jones, Roy F.	Sgt	AF-14238775 58th Supply Sq.
14. Moore, Junior Lee	Sgt	AF-33770234 57th Fighter Group
15. Noell, Harold R.	Sgt	AF-17179437 26th HQ/A/C Sq. Command
16. Rhoads, Tommy E.	T/Sgt	AF-16263373 64th Fighter Sq. (Ftr Jet)
17. Thomas, Julian G.	Sgt	AF-14270037 66th Fighter Interceptor Wing
18. Baughman, Albie P.	Cpl	AF-18297317 57th Installations Sq.
19. Johnson, Jeff D.	Cpl	AF-12288547 57th Motor Vehicle Sq.
20. Kerchner, Henry S.	Cpl	AF-13163871 57th Installations Sq.
21. Matheny, Raymond H.	Cpl	AF-14258400 5039th A/C Repair Sq.
22. Portrey, Bernard (NMI)	Cpl	AF-17234462 5039th A/C Repair Sq.
23. Suggs, Richard L.	Cpl	AF-14273991 26th Communications Sq.
24. Young, Thomas J.	Cpl	AF-18332514 26th Communications 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 G.	Pfc	AF-15378738 57th Motor Vehicle Sq.
28. Hofer, Francis D.	Pfc	AF-19307822 5039th Equipment Sq.
29. Lawson, Herman L.	Pfc	AF-14262661 57th Medical Group
30. Lowry, Loyd E.	Pfc	AF-13305907 79th Transport Co., Port of Whittier
31. Cranor, William W.	Pfc	AF-16245959 57th Installations Sq., Ft. Rich, Alaska
32. Hiatt, Robert M.	Pvt	RA-17250713 507th EAV, Cold Bay, Alaska
33. Maxwell, Blake F.	Pvt	AF-31232432 625th AC&W Sq., Ft. Rich, Alaska
34. Reitmeyer, Robert T.	Pvt	AF-17233382 HQ & HQ Sq., 5020th Air Base Gp., Davis AFB, Aleutian II
35. Gregory, Frank E.	Capt	O-1112732 CO, Comm Sq., 813th Avn Engr Co., Eielson AFB, Alaska
36. Dickerson, Jack E.	S/Sgt	AF-19259913 5010th Comp Wg., Eielson AFB, Alaska

RESTRICTED

**RESTRICTED**

C O P Y

ACTION COPY

P 091940Z

FROM: CG 8TH AF FORT WORTH TEXAS

TO: CG 097TH IW BIGGS AFB TEXAS

AF GENC

/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 14 MAY BE EXPECTED IN THIS HQ.

ACTION COPY

**RESTRICTED**

# RESTRICTED

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

ABBO 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 the original copy of AF Form 14, Report of Major Aircraft Accident, involving C-54 D 42-72469, which occurred in the Yukon Territory on 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

  
PAUL E. JOHNSON, Jr.  
MAJOR USAF  
ADJUTANT

1 Incl  
AF Form 14, Report of  
Major Aircraft Accident

# RESTRICTED

# RESTRICTED

TALLY NO.	
FILE NO.	

HEADQUARTERS UNITED STATES AIR FORCE  
ROUTING AND RECORD SHEET

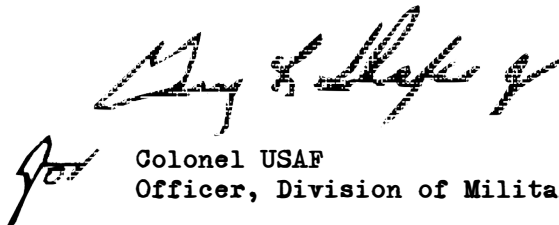
SUBJECT:  
(Unclassified) Request for Information on Missing Persons

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

DATE: FEB 21 1950

FROM: Personnel Services Division  
Director of Military Personnel  
DCS/P

The first indication concerning this lost Air Force Personnel listed in Enclosure 1 was received at this headquarters at 1040L, 27 January 1950, from the Air Force Base at Elmendorf. The aircraft was on a flight from Elmendorf Air Force Base, Alaska, to Great Falls, Montana, and was last reported in the vicinity of Snag, Canada, at 2309Z, 26 January 1950.



Colonel USAF  
Officer, Division of Military Records

# RESTRICTED

# RESTRICTED

HEADQUARTERS UNITED STATES AIR FORCE

## ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	368.33

SUBJECT:  
(Unclassified) Request for Information on Missing Persons

<b>TO:</b> Personnel Services Division Director of Military Personnel DCS/P	<b>DATE:</b> 15 February 1951  <b>COMMENT NO.</b> 1 Mrs. R. Dial/vt/7211/4152 AFCFS-4B
<b>FROM:</b> Office of the Deputy Inspector General for Technical Inspection and Flight Safety Research Norton Air Force Base, California	

1. Records-this headquarters indicate that the following persons were reported missing in a C-54D type airplane on 26 January 1950 by the 97th Bombardment Wing (M), Biggs Air Force Base, Texas, and since that time no further information has been received:

<u>Name</u>	<u>Rank</u>	<u>ASN</u>
McMichael, Kyle E.	1st Lt.	AO-666565
Tisik, Mike	1st Lt	AO-840003
Brittain, Gerald F.	Maj	5665A
Metzler, Joseph W.	1st Lt.	AO-2077908
Gibson, Clarence A.	S/Sgt	AF-14120690
Streitmann, Clyde A.	M/Sgt	AF-13012427
McConegley, Harry W.	T/Sgt	AF-33109286
Snow, Raymond H.	S/Sgt	AF-38627421
Dolansky, Eldon V., Mr.	Civ	Philco, Technician
Espe, Joyce M., Mrs., and Espe, Victor E. (Infant)	Civ	Dependents of M/Sgt Robert A. Espe, AF-6938044, 57th Air Install Sq, Elmendorf, Alaska
Paris, Jack P.	T/Sgt	AF-18306681
Ahearn, Robert	S/Sgt	AF-31097689
Lively, Burnis T.	S/Sgt	AF-39310115
Mangold, Raymond G.	S/Sgt	AF-3947834
McDonald, John J.	S/Sgt	AF-11143723
Tompkins, Clinton D.	S/Sgt	AF-16036868
Ase], Ray L.	Sgt	AF-19018456
Dagl, Donald W.	Sgt	AF-17191459
Jones, Noel B.	Sgt	AF-18327079
Jones, Roy F.	Sgt	AF-14238775
Moore, Junior Lee	Sgt	AF-33770234
Noell, Harold R.	Sgt	AF-17179437
Rhoads, Tommy E.	Sgt	AF-16263373
Thomas, Julian C.	Sgt	AF-14270037
Baughman, Albie P.	Cpl	AF-18297317
Johnson, Jeff D.	Cpl	AF-12288547
Kerehner, Henry S.	Cpl	AF-13163871
Motheny, Raymond H.	Cpl	AF-14258400
Portrey, Bernard (NMI)	Cpl	AF-17234462
Suggs, Richard L.	Cpl	AF-14273991
Young, Thomas J.	Cpl	AF-18332514

# RESTRICTED

# 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  
DCS/P

DATE: 15 February 1951

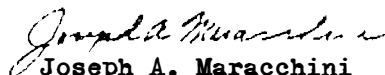
COMMENT NO. 1 (Cont'd)  
Mrs. R. Dial/vt/7211/4152  
AFCFS-4B

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

1. Records-this headquarters indicate that the following persons were reported missing in a C-54D type airplane on 26 January 1950 by the 97th Bombardment Wing (M), Biggs Air Force Base, Texas, and since that time no further information has been received:

<u>Name</u>	<u>Rank</u>	<u>ASN</u>
Chalopka, John A.	Pfc	AF-17255984
Cook, Charles W.	Pfc	AF-16263460
Gummins, Billie G.	Pfc	AF-15378738
Hofer, Francis D.	Pfc	AF-19307822
Lawson, Herman L.	Pfc	AF-14262661
Lowry, Loyd E.	Pfc	AF-13305907
Cranor, Wilham W.	Pfc	AF-16245959
Hiatt, Robert M.	Pvt	RA-17250713
Maxwell, Blake F.	Pvt	AF-31232432
Reitmeyer, 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  
Major, USAF  
Executive  
Directorate of Flight Safety Research

# RESTRICTED

# RESTRICTED

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

AASJA 150

SUBJECT: Espe vs. United States

8 JUN 1956

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 en route 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

RESTRICTED

# RESTRICTED

Basic: Alaskan Air Command, 8 June 1950, subj: Claim vs. United States

AFCE3-4A 369.33

1st Ind

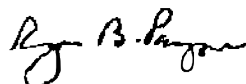
Directorate of Flight Safety Research, Norton Air Force Base,  
San Bernardino, California, 20 June 1960.

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 a photostatic copy of the report of aircraft accident which occurred on 26 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



ROGER B. PAYEE  
Major, USAF  
Executive

Incl:

Photostatic Copy

Accdt No. 50-1-25-3

# RESTRICTED

RESTRICTED

BASIC: Ltr, HQ, AAG  
DATE: JUNE 8TH 1950  
SUBJECT: Espe vs. United States  
AASJA 150

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  
ATTENTION: Claims Officer

1. Forwarded for use in the Espe claim.
2. It is recommended that the claims officer make a certificate incorporating as much of the information as may be required for the Claims Officer's Report on this matter and that the enclosed copy of the report be returned to this headquarters.

BY COMMAND OF MAJOR GENERAL ARMSTRONG:

0 18542



FARLEY A. LATTA  
Capt, USAF  
Asst Adj Gen

21 AUG 1950

57BCL 150 (June 8<sup>th</sup> 1950) 3<sup>rd</sup> Ind  
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 endorsement complied with.

FOR THE COMMANDING GENERAL:

01479



O.J. TWEDT  
Capt. USAF  
Asst Adj

RESTRICTED

RESTRICTED

BASIC: Ltr, HQ, AAG  
DATE: JUNE 8TH 1950  
SUBJECT: Espe v. United States

AASJA 150

4th Ind

24 AUG 1950

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, 1<sup>st</sup> Indorsement.

FOR THE COMMANDING GENERAL:



JOHN W GAFFNEY  
Major, USAF  
Asst Air Adj Gen



**INFO**

RESTRICTED

# RESTRICTED

HEADQUARTERS  
97TH BOMBARDMENT WING, MEDIUM  
Biggs Air Force Base, Texas  
March 16<sup>th</sup> 1950

ABBO 360.23

MARCH 16<sup>TH</sup> 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-54D, Number 42-72469, which occurred in the Yukon Territory on 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-54D, Number 42-72469. Upon receipt of this mission report, copies 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  
Capt, USAF  
Base Flying Safety Officer

INFO

# RESTRICTED

# RESTRICTED

ABBO 360.33 (16 March 1960) 1st Indorsement  
SUBJECT: Report of Major Aircraft Accident

1SSS

HQS, 1<sup>ST</sup> STRATEGIC SUPPORT SQUADRON, Biggs Air Force Base, Texas, March 17<sup>th</sup> 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 aircraft off course and cooperation with navigator if a 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 LADD  
Lt. Col. USAF  
Commanding

**INFO**

RESTRICTED

# RESTRICTED

ABBO 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 MARCH 1950

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

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

1 Incl  
n/c (3 cys)



D.W. HUTCHISON  
Brigadier General, USAF  
Commanding

ODO-1A 360 (16 March 1950)

3rd Ind

Headquarters Eighth Air Force, Fort Worth, Texas

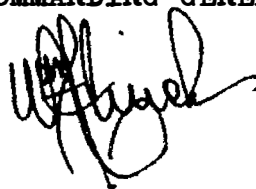
31 MARCH 1950

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

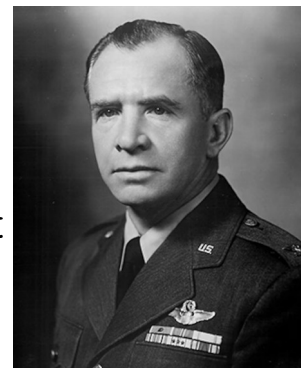
1. This headquarters concurs with the recommendations of the Aircraft Accident Investigating Board.
2. Although there is no evidence of power plant failure, a supplementary report has been requested from the 97th Bombardment Wing regarding Section G of AF Form 14 to augment data available on this aircraft.
3. All additional information concerning the report of the search for this aircraft will be submitted to your headquarters upon receipt.
4. No further action is deemed necessary at this time in view of the lack of additional information on this aircraft accident.

FOR AND IN THE ABSENCE OF THE COMMANDING GENERAL:

1 Incl  
2 copies w/d



WILLIAM. J. CLINCH  
Colonel, USAF  
Chief of Staff



# RESTRICTED

INFO

# RESTRICTED

Ltr ASSO 360.33, Biggs AFB, 16 Mar 50  
SUBJECT: Report of Major Aircraft Accident

SAC 360.33 (16 Mar 50)

4th Ind

DOOFS

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

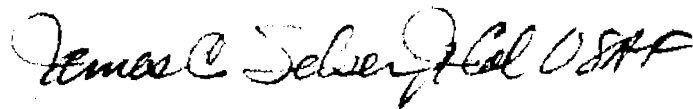
12 APR 1950

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 the actions taken at this time as indicated.
2. Further information on this accident will be forwarded to your headquarters as it is received.
3. No action taken by this headquarters.

FOR THE COMMANDING GENERAL:

w/d 1 lnol-1



*for*  
J.B. MONTGOMERY  
Brigadier General, USAF  
Director of Operations

# RESTRICTED

# RESTRICTED

MCCHORD FLIGHT SERVICE CENTER  
McChord Air Force Base  
Tacoma, Washington  
Operating Location 33-7

Date: 30 January 1950

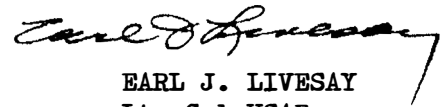
SUBJECT: Report of Aircraft Accident

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 Wea Sq, 2101st Weather Group \_\_\_\_\_ McClellan Air Force Base, McClellan  
Field, California

1. Flight plan: See Enclosure 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 enclosure) No. 2.
8. Narrative summary of additional information: See Enclosure No. 3.

3 Incls

  
EARL J. LIVESAY  
Lt. Col USAF  
Commanding

# RESTRICTED

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.

RESTRICTED

# RESTRICTED

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 the 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: Snag, 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.

RESTRICTED

## RESTRICTED

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

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 northeast 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 hundred (4,500) feet scattered.

Cut Bank, Montana: Balloon measured ceiling four (4) thousand five hundred (4,500) 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.

## RESTRICTED

# RESTRICTED

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

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

# RESTRICTED

# RESTRICTED

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

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 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 feet 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.

# RESTRICTED

## RESTRICTED

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

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 southwest 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.

Beatton 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.

RESTRICTED

# RESTRICTED

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

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 6: Indefinite ceiling two (2) thousand 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.

# RESTRICTED

## RESTRICTED

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

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.

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

RESTRICTED

# RESTRICTED

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

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 fog, frost, 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.

# RESTRICTED

## RESTRICTED

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

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.

RESTRICTED

## RESTRICTED

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

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 southwest sixteen (16) miles per hour.

RESTRICTED

## RESTRICTED

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

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) thousand 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.

## RESTRICTED

# RESTRICTED

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

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, wind 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.

RESTRICTED

# RESTRICTED

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

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

# RESTRICTED

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

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 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, dated 30 January 1950  
(Continued)

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

# RESTRICTED

# RESTRICTED

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

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.

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

RESTRICTED

## RESTRICTED

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

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

RESTRICTED

## RESTRICTED

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

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

# RESTRICTED

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

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

RESTRICTED

# RESTRICTED

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

Cut 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

# RESTRICTED

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 2469 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 1046Z, 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.

RESTRICTED

# BASIC CODE SHEET

0	0	1	2	6	0	0	3
---	---	---	---	---	---	---	---

-	-	C	-	5	4	D
---	---	---	---	---	---	---

Accident Number

GENERAL INFORMATION

Type: Model and Series

ACCIDENT NUMBER		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	9	Undetermined
16	Landing, wheels-up	<b>PHASE OF FLIGHT</b>	
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
98	N. E. C.	09	Aerial Gunnery Pass
99	Undetermined	10	Aerobatics
	<b>WEATHER</b>	11	Towing
1	Rain	98	N. E. C.
2	Fog	99	Undetermined
3	Dust, sand, smoke, or haze	<b>FORMATION</b>	
4	Snow	1	In formation
5	Sleet or hail	2	Not in Formation
6	Wind	<b>TIME OF ACCIDENT</b>	
7	Wing or propeller ice	1	Day
8	Thunderstorm	2	Night
9	Turbulence	<b>ALTITUDE OF FLIGHT</b>	
A	Clouds	1	High Altitude
B	NOT A FACTOR	2	Low Altitude
Y	N. E. C.	3	Normal Flight
Z	Undetermined	4	Ground or Pattern
		9	Undetermined

### CAUSE FACTORS

UNSAFE ACTS			UNSAFE CONDITIONS				Undet.	
Pers.	Major	Specific	Viol.	Major	Specific	Minor	Defects	Seq.
								Z

Suspense Date for Additional Information: \_\_\_\_\_

No. of Cards Required: <u>2</u>
Evaluated by: <u>[Signature]</u>
Checked by: <u>[Signature]</u>

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 137  
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

TO: 1701 ATW CNILD 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

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

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

PAGE ONE OF ONE PAGE.

-----  
FROM: BASE OPERATIONS AT ELMENDORF AFB FT RICHARDSON ALASKA

TO:  
C/S USAF WASH DC  
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 ADAK 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

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

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

PAGE ONE OF ONE PAGE.

-----  
FROM:  
BASE OPNS ELMENDORF AFB ALASKA

TO:  
C/S USAF WASH DC 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

RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

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

PAGE ONE OF ONE PAGE.

-----

FROM: BASE OPERATIONS AT ELMENDORF AFB, FT RICHARDSON, ALASKA

TO: C/S USAF WASH DC  
INSPECTOR GENERAL UNIT LANGLEY AFB VA  
1701 ATW CNILD 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  
GO 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

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 40  
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 PLANS AND OPNS HQ USAF OPNS  
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

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: 42  
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 OF PLANS AND OPNS, HQ USAF ATTN: OPNS DIV  
1ST REG INSP GEN LANGLEY AFB VA  
CO 1701 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

# RESTRICTED

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.

# RESTRICTED

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 77  
PRECEDENCE: OPERATIONAL IMMEDIATE  
CLASSIFICATION: RESTRICTED

PAGE ONE OF ONE PAGE.

---

FROM: BASE OPERATIONS AT ELMENDORF AFB ALASKA

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.

# RESTRICTED

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

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

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 103  
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.

# RESTRICTED

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

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

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 WG  
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

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 106  
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 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

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 109  
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 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 1701 ATW CNTLD DIV MATS GREAT FALLS AFB MONT

INFO: CG 57 FTR INTCP WG  
CO PORT OF WHITTIER  
EIELSON AFB MILE 26 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: 128  
RECEIVED IN: RESTRICTED  
PROCESSED BY: FP/AA  
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 HQ USAF ATTN: OPNS DIV  
CO 1701 ATW MATS GREAT FALLS AFB MONT  
1ST REG INSP GEN LANGLEY AFB VA  
CNTLD DIV MATS KELLY AFB TEX  
BIGGS 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: MISSING C-54 NUMBER 2469. WEATHER IN AISHIHIK AND WHITEHORSE AREA RESTRICTED SEARCH MISSIONS PAST 24 HOURS. SEARCH CONTINUING.

# RESTRICTED

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 117  
PROCESSED BY: AA/FP  
PRECEDENCE: OPERATIONAL IMMEDIATE  
CLASSIFICATION: RESTRICTED

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 FOLS:  
TYPE OF ACFT C-54 NBR 45-72469, HOME BASE OF ACFT AND PILOT BIGGS AFB EL PASO TEXAS. DEPARTED ELMENDORF AFB AT 261167. DESTINATION GREAT FALLS. ROUTE: GREEN 8 TO NORTHWAY, AMBER 2 TO GREAT FALLS. MISSION IS 27 PD. ESTIMATED TIME ENROUTE 8 PLUS 30. LAST REPORTED OVER SNAG AT 2392Z. WEATHER OVER ROUTE AS FOLS: CLEAR TO SCATTERED OVER ENTIRE ROUTE EXCEPT IN IMMEDIATE WHITEHORSE AREA WHERE IT WAS 7500 FEET OVERCAST, VISIBILITY 30 MILES. SLIGHT POSSIBILITY OF ICE IN CLOUDS OVER WHITEHORSE. BASE CONDUCTING SEARCH UNITS FROM: AERO RESCUE SQ'S AT LADD AFB AND ELMENDORF AFB WITH ROYAL CANADIAN AIR FORCE RESCUE CENTER EDMONTON CANADA COORDINATING SEARCH. LIST OF CREW AS FOLLOWS: 1LT KYLE E. MCMICHAEL, 1ST LT MIKE TISIK, MAJOR GERALD F. BRITAIN, 1ST LT JOSEPH W. METZLER, S/SGT CLARENCE A. GIBSON, T/SGT HARRY W. MCCONEGLY, S/SGT RAYMOND H. SNOW, MSGT CLYDE A. STREITMANN. HOME BASE OF ALL CREW MEMBERS IS BIGGS AFB. LIST OF PASSENGERS IS AS FOLLOWS: CAPT FRANK E. GREGORY, S/SGT JACK E. DICKERSON, ELDON V. DOLANSKY, MRS. JOYCE M. ESPE, VICTOR E. ESPE (INFANT), T/SGT JACK P. FARIS, S/SGT ROBERT E. AHEARN, S/SGT BURNIS T. LIVELY, S/SGT RAYMOND G. MANGOLD, S/SGT JOHN J. MCDONALD, S/SGT CLINTON D. TOMPKINS, SGT RAY L. ASEL, SGT DONALD W. DAGLE, SGT NOEL B. JONES, SGT ROY F. JONES, SGT JUNIOR L. MOORE, SGT HAROLD R. NOELL, SGT TOMMY E. RHOADS, SGT JULIAN C. THOMAS, CPL ALBIE P. BAUGHMAN, CPL HENRY S. KERCHNER, CPL JEFF D. JOHNSON, CPL RAYMOND H. MATHENY, CPL BERNARD PORTREY, CPL RICHARD L. SUGGS, CPL THOMAS J. YOUNG, PFC JOHN A. CHALOPKA, PFC CHARLES W. COOK, PFC BILLIE C. CUMMINS, PFC FRANCIS D. HOFER, PFC HERMAN L. LAWSON, PFC LOYD E. LOWRY, PFC WILLIAM W. CRANOR, PVT ROBERT M. HIATT, PVT BLAKE F. MAXWELL, PVT ROBERT T. REITMEYER.

# RESTRICTED

# RESTRICTED

NINTH AIR FORCE COMMUNICATIONS CENTER (29TH COMMUNICATIONS SQ)

MESSAGE NUMBER: 128  
RECEIVED IN: RESTRICTED  
PROCESSED BY: FP/AA  
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 HQ USAF ATTN: OPNS DIV  
CO 1701 ATW MATS GREAT FALLS AFB MONT  
1ST REG INSP GEN LANGLEY AFB VA  
CNTLD DIV MATS KELLY AFB TEX  
BIGGS 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: MISSING C-54 NUMBER 2469. WEATHER IN AISHIHIK AND WHITEHORSE AREA RESTRICTED SEARCH MISSIONS PAST 24 HOURS. SEARCH CONTINUING.

# RESTRICTED

# RESTRICTED

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 SOUTHERN  
BC HAS SHOWN NIL RESULTS BUT IS CONTINUING PD DISTRESS SIGNALS ARE

CFN AFCFS 84 3 WG 45F.070640Z F-80G 45500 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

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

RELAYED 13/1929Z

# RESTRICTED

RESTRICTED

FM MATS LIAISON OFFICER EDMONTON CANADA 132355Z  
MATSLO-2-40 PD SEVENTEENTH REPORT OPERATION MIKE PD FOR THE PAST FOUR  
EIGHT HRS LITTLE HAS BEEN DEVELOPED IN THE WAY OF NEW SEARCH AREA

CFN AFCFS 85 CG 3310TH 091455Z HE2-73 F-80A 44-85379 3 50 17332A  
BD/1622Z 132355Z MATSLO-2-40

RESTRICTED

# RESTRICTED

PAGE TWO JEPBP 2

COVERAGE PD AT PRESENT THE SITUATION 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 FALLS 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 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 HEAVIER TREE COVER PD WEATHER OVER THE WEEKEND HAS BEEN GENERALLY UNFAVORABLE FOR SEARCH IN BOTH NORTHERN AND SOUTHERN SECTORS PD RADIO DF SEARCHES HAVE TO DATE TURNED UP NO DEFINITE INFO PD A TEAM ARRIVED WHITEHORSE FROM MATS HQ ONE ONE ONE FEB WITH PORTABLE HF/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 SET 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 EVERYONE'S MIND HERE IS ARE WE JUSTIFIED IN CONTINUING PD SGD BRADY 13/2359Z

CFN 8280 13/2359Z

14/1902Z

# RESTRICTED

950 FEB 10 16 20

JL-9

EJ95TTZ  
BP 04  
RR JELIG

DE JEPBP 4  
R 1019302  
FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC  
TO 1001ST INSPECTOR GENERAL UNIT LANGLEY AVEE AFB VA

AF GRNC

AFCFS SI PD ATTN DIR/FLYING SAFETY PD THE FOLLOWING IS RELAYED OEEE FOR  
YOUR INFO QUOTE:

FM MATS LIAISON OFFICER EDMONTON CANADA 09 FEB 59  
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 60N 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

CFN AFCFS 3: 09 50 LO-2-27 130W 70//60N

PAGE TWO JEPBP 4

9.3 5 - 2343 43  
RPTING: ABOVE LINE

HOME STAGE WERE RESTRICTED TO PERFORM A CHECK ON THE 130W 60N AREA ON  
THEIR WAY FROM WHITEHORSE TO EDMONTON PD ON NINE FEB AN AMPLIFYING  
REPORT ON HOW WAGNERS RECEPTION WAS RECEIVED AND REASONABLE CONFIRMATION  
NOW EXISTS 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 THE REPORTING PERIOD HAS BEEN CLEAR EXCELLENT FOR  
SEARCH IN ALL SECTORS EXCEPT VANCOUVER VANCOUVER ADN SC AREA CV ...FOR  
BRADY

CFN 130w 50n 09/2313Z

10/1945Z

JL-5  
EJ861  
BP 3  
RR JEL1G

DE JEPP3P 3  
R 031658Z  
FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC  
TO 1801ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF GRNC

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

FM CO 1701ST ATW CNTLD MATS GFAFB MONTS31633Z  
GFWCO-3-377 FROM MAJ GEN W D OLD CMA THE AIR INSP PD DAILY REPORT NUMBERS  
FOUR AND FIVESPD 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 0408  
3 FEB 50 PD 03/1545Z

CFN AFCFS 68 1701ST 031633Z GFWCO-3-377 C-54 C-54 0400 3 50 03/1645Z

PAGE TWO JEPP3P 3

QUOTE FM MATS LIAISON OFFICER EDMONTON CANADA 030025Z  
MATSLO-2-7 EIGHTH REPORT OPERATION MIKE PD GENERAL CMA AFTER SIX  
DAYS OF OPERATION SEARCH AIRCRAFT OPERATING FROM FT NELSONS AND 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  
ONCE 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 HINDERED TODAY BY  
WEATHER AND NO REPEAT NO SEARCHING WAS ACCOMPLISHED PD THE SOUTHERN  
SECTOR IS PREPARING FOR THE RADIO SWEEP PD NO DEFINITE NEW

CFN 033025Z MATSLO-2-7 2 50

PAGE THREE JEPP3P 3

REPORT OTHER THAN THE USUAL SCATTERED GROUND AND RADIO REPORTS ALL  
TRACED TO DATE HAVE BEEN FRUITLESS PD SIGNED BRADY 03/0325Z  
R CINCPAC TOKYO JAPAN 033031Z  
ZENA RAY THREE SIX FIVE SEVEN SIX CASUALTY NO AF TWO ONE ALFRED  
R DAILY AC ONE NINE ZERO NINE FOUR FIVE SEVEN SECOND LT AF DIED  
TWO FEB TWO MILES NORTH GRANDE ISLAND CMA SUBIC BAY CMA LUZON PI  
ED INSTANTANEOUS DEATH INCURRED WHEN PLANE CRASHED IN TWO ZERO  
PATCHES OF WATER WHILE ON SOUTH TRANSITION FLIGHT IN RCA CMA F  
ANGLE FINAL PD FURTHER UPON RECEIPT PD HAS CONTAIN CTF NAME 03/0312Z

CFN 03/0025Z 030831Z 03/0910Z

# RESTRICTED

JL-8  
EJ041 VBP 02  
RR JEL1G

DE JEBP 2  
R 061910Z  
FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC  
TO 1801ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF GRNC

AFCFS 71 PD ATTN DIR/FLYING SAFETY PD THE FOLLOWING ACDT 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 NINE  
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  
BAINBRIDGE ISLAND CMA SEATTLE WASHINGTON PD THE D/F STATION AT BAINBRIDGE  
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/T EQUIPMENT TO CARRY OUT SWEEPS OVER THE PLOTTED AREA WEATHER PER-  
MITTING PD SIGNED BRADY 06/0110Z FEB

RELAYED 06/1916Z

# RESTRICTED

MSG FROM ELMENDORF 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

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

FM MATS LIAISON OFFICER EDMONTON CANADA 020252Z  
SEVENTH REPORT OPERATION MIKE PD GENERAL WEATHER IN THE NORTHERN SECTOR  
HAS BEEN CLEAR FOR THE PAST TWO FOUR HOURS PD 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 AREA'S 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 FALLS HAS REQUESTED FURTHER MISSIONS FOR BAKER TWENTY NINE  
AIRCRAFT PD NWAC RCC IS REQUESTING GREAT FALLS AIRCRAFT TO CONDUCT RADIO  
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  
MILES OF 31 JAN 50 PD SIGNED BRADY

FM LT COL STROUSE SEARCH OPNS WHITEHORSE 010625Z  
RE ACCIDENT INVOLVING AF 1015 ON JAN 30 1950 IN THE VICINITY OF  
WHITEHORSE 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  
MATSLO-1-57 31 JAN FINAL REPORT ON CHARLIE FOUR SEVEN NBR ONE ZERO ONE  
FIVE PD PILOT CHARLES ROGER HARDEN FIRST LT FIVE SEVEN FTR WG FIVE SEVEN  
AB 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

31/2322Z JAN

JL8  
EJ77  
WP 02  
RR JELIG

DE JEPBP 2  
R 011900Z  
FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC  
TO 1001ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF GRNC

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  
INFORMATION 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  
GEN AFCFS 50 010320Z AAGCS-1023 54 01/0320Z

01/1905Z

JL5  
EJ39  
WP 03  
RR JELIG

DE JEPBP 3  
R 301535Z  
FM DIRECTORATE OF FLYING SAFETY WASHINGTON DC  
TO 1001ST INSPECTOR GENERAL UNIT LANGLEY AFB VA

AF GRNC

/R E S T R I C T E D/ AFCFS 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 1950 PD  
AIRCRAFT AND STATION C-54 45-72469 HCA 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  
MAJOR GERALD F. BRITTAIN  
1ST LT JOSEPH W. METZLER  
S/SGT CLARENCE A. GIBSON  
T/SGT HARRY W. MCCONEGLY  
S/SGT RAYMOND H. SNOW  
M/SGT CLYDE A. STREITMANN

PASSENGERS CLN:

CAPT FRANK E. GREGORY  
S/SGT JACK E. DICKERSON  
MR. ELDON V. DOLANSKY  
MRS. JOYCE M. ESPE  
MASTER VICTOR R. ESPE  
T/SGT JACK P. FARIS  
S/SGT ROBERT E. AHEARN  
S/SGT BURNIS T. LIVELY  
S/SGT RAYMOND G. MANGOLD  
S/SGT JOHN J. MCDONALD  
S/SGT CLINTON D. TOMPKINS  
SGT RAY L. ASEL  
SGT DONALD W. DAGLE  
SGT NOEL B. JONES  
SGT ROY F. JONES  
SGT JUNIOR L. MOORE  
SGT HAROLD R. NOELL  
SGT TOMMY E. RHOADS  
SGT JULIAN C. THOMAS  
GPL ALBIE P. BAUGHMAN  
GPL JEFF D. JOHNSON  
GPL HENRY S. KERCHNER  
GPL RAYMOND H. MATHENY  
GPL BERNARD PORTREY  
GPL RICHARD L. SUGGS  
GPL THOMAS J. YOUNG  
PFC JOHN A. CHALOPKA  
PFC CHARLES W. COOK  
PFC BILLIE G. GUMMINS  
PFC FRANCIS D. HOFER  
PFC HERMAN L. LAWSON  
PFC LOYD E. LOWRY  
PFC WILLIAM W. GRANOR  
PVT ROBERT M. HIATT  
PVT BLAKE F. MAXWELL  
PVT ROBERT T. REITMEYER

DESCRIPTION: The plane departed Elmendorf AFB, Alaska, at 2116Z, 26 January 1950. Destination: Great Falls, Montana. Route: Green 8 to Northway, Amber 2 to Great Falls. ETD: 8:30. 13 hours of fuel aboard. Last reported over Snag at 2309Z. Estimated fuel was exhausted at 1015Z, 27 January 1950. Weather over route: Clear to scattered over the entire route except in the immediate Whitehorse area, where it was 7,500 ft overcast. Visibility: 30 miles. Slight possibility of ice in clouds over Whitehorse. At this position, the plane reported over Snag, indicating heavy icing conditions. Flight plan altitude of the plane was minimum instrument altitude over this route.

The plane's last position report was over Snag at 1:09 PM Thursday. The plane was at an altitude of 10,000 ft on course to Aishihik and Whitehorse, its next two reporting points as it proceeded down the Amber route to Great Falls. There was a strong tailwind of 60 to 80 mph, and the plane was just entering an overcast with the pilot flying on instruments. These are the facts as reported when an overdue message was received by the 10th Rescue and Rescue at Great Falls. RGC Rescue Coordination Centre alerted USAF rescue facilities in Alaska as soon as the plane was reported due at Aishihik. Extensive communications searches were maintained throughout the initial phase of the search. In-flight reports were requested from all commercial and military pilots flying the route during this period, and pilots' reports revealed no definite information.

Message from MATS Liaison Officer, Edmonton, Canada, states that indications are the plane was forced down due to icing in the general vicinity between Snag and Fort Nelson.

Message from ACT RCAF Whitehorse, Alaska, states that within 20 hours, 25 planes were in Whitehorse on the search mission. The Northwest Air Command of the RCAF is the responsible agency for conducting the search. The RCAF had many other aircraft on the scene, and the 10th Rescue Squadron from McChord, Washington, had planes searching from Great Falls up to Fort Nelson. Search efforts have been hampered by bad weather with low ceilings and snow. The snow will undoubtedly cover much of the downed plane, making it difficult to spot from the air when the weather clears.

Message from Northwest Air Command to Rescue Coordination Centre states that upon failing to report over Aishihik at 2339Z, the Department of Transport advised HQC Rescue Coordination Centre that the plane was overdue. HQC RGC alerted Whitehorse, Fort Nelson, and Edmonton and began an extensive communication search. The 10th Rescue Squadron at Ladd AFB and the 4th Rescue Squadron at McChord AFB were requested to stand by for takeoff. All aircraft flying in the general area of Snag and Fort Nelson were asked to be on the lookout for the overdue plane. All commercial and military communications in the northwestern section of North America were pressed into service. Investigations of all reports were conducted by ground as well as air search.

During the early hours of the search, efforts were expanded primarily based on investigation reports in the general vicinity of Snag to Fort Nelson. During the initial phases of the search, there was an indefinite cloud ceiling extending generally from Snag to Watson Lake. There were icing conditions reported in the clouds, and it was believed that the lack of position reports from the plane was caused by radio failure due to icing. It was also thought that the pilot would land the plane as soon as he could see the ground. If unable to do so, the pilot could very well have continued on his original flight plan and landed at Great Falls.

A Searchmaster was appointed immediately at Whitehorse, and he requested the 10th Rescue Squadron at Fairbanks to make a 12-plane sweep along the Amber 2 airway to Whitehorse. On 28 January, the 27th Rescue Flight at Fairbanks arrived at Whitehorse early in the morning to coordinate USAF activities with the Whitehorse Master. At the end of the first 24 hours of the search, the combined USAF and RCAF aircraft strength at Whitehorse totaled 26 aircraft. Aircraft were alerted from all across Canada, Alaska, and the United States.

Aircraft types included ski-JATO equipped C-47s, Northstars, C-54s, C-29s, B-50s, C-82s, C-10s, L-17s, Gliders, and F-51s. On 27 January, actual search operations were hampered in the Whitehorse area due to low cloud visibility and ceilings enveloping the mountains. Capability reports were received by HQC RGC from the 10th Rescue at Ladd AFB, Rescue at McChord, MATS at Great Falls, SAC at Omaha, HAF RCAF, and others.

On 28 January, the Snag operations were hampered in the Whitehorse-Snag area due to poor visibility and low ceilings. The Watson Lake search area received coverage with good visibility along the Amber 2 airway to 20 miles either side. Whitehorse Rescue RGC has obtained the latest White State Aid search capabilities. B-29s and B-50s from SAC were reported as alerted. C-54s and C-47s were also dispatched.

FM MATS Staging Base at Great Falls was reported as standing by. In addition to the above, the 4th Rescue Squadron was consolidating materialized aircraft/rescue/ from the state of Washington to the East Coast. On January 28, the general Canadian search area from the Alaskan boundary to the U.S. border was divided by a northeast line through the Fort Nelson range station. The relief area northwest of this line was designated as the responsibility area for the Searchmaster at Whitehorse. The 4th Rescue Squadron was appointed as Searchmaster NWAC for the area south of Fort Nelson. Headquarters for the Southern Searchmaster is located at Great Falls. Weather in the Whitehorse area saw little change during January 28. Snow and low ceilings still hampered search coverage. Sweeps along Amber 2 airway from Great Falls north to Fort Nelson were made during the period, covering 30 miles on both sides of the airway.

The only new development in the Whitehorse area concerns a report by a mechanic at Carcross, 40 miles south of Whitehorse, who stated that he heard an aircraft overhead and shortly after, a large explosion. His report aligns within three minutes of the lost C-54's estimated time over Whitehorse according to his flight plan. Bad weather has hampered search efforts in the Carcross area, but this remains a priority sector. As soon as a weather break occurs, the search will intensify. As of January 29, little change has been noted in the weather around the Whitehorse area. All available aircraft are being deployed to search clear areas of both north and south sectors. The Searchmaster at Whitehorse now has 26 heavy aircraft available for searching in the northern sector. The Searchmaster at Great Falls has 15 heavy aircraft available for northern sector operations.

BUST THE ABOVE LINE

REPORT: It is emphasized that the majority of mountain peaks in the southern Yukon area have not been searched, as the base of the cloud layer has been below mountain-top level. Searching these mountain peaks is a priority operation once the weather lifts. This report includes information up until 2220Z, January 29, 1950.

MISSION: TRANSPORTATION

The above information was extracted from the following reports:

- FM Base Operations Elmendorf AFB, Anchorage, Alaska, DTD 292200Z /Flying Safety included in address/
- FM Base Operations Elmendorf AFB ALS, DTD 272058Z /Flying Safety included in address/
- FM MATS Liaison Officer, Edmonton, Canada, DTD 292000Z MSG NR MATSLO-1-40 /Flying Safety Langley not included in address/
- FM Northwest Air Command 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 1-48 /Flying Safety Langley not included in address/
- FM Northwest Air Command, Edmonton, Alberta, Canada, DTD 282355Z /High States Search for USAF C-54 AF 2469 HSD BRRN VOFR EEEEE has been code-named "Operation Mike"/
- 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, 282021Z MSG NR MATSLO 1-45 /Flying Safety Langley not included in address/
- FM Elmendorf AFB, Alaska, MSG NR 282200Z /Flying Safety Langley included in address/
- FM CG AL Ft. Richardson, Alaska, 290535Z /ATTN DIR GEN Sory Smith, Dir of Public Relations, addressed to HQ USAF Wash DC/
- FM Great Falls, 2908T 290701Z /Flying Safety Langley not included in address/

RESTRICTED

33/1713Z

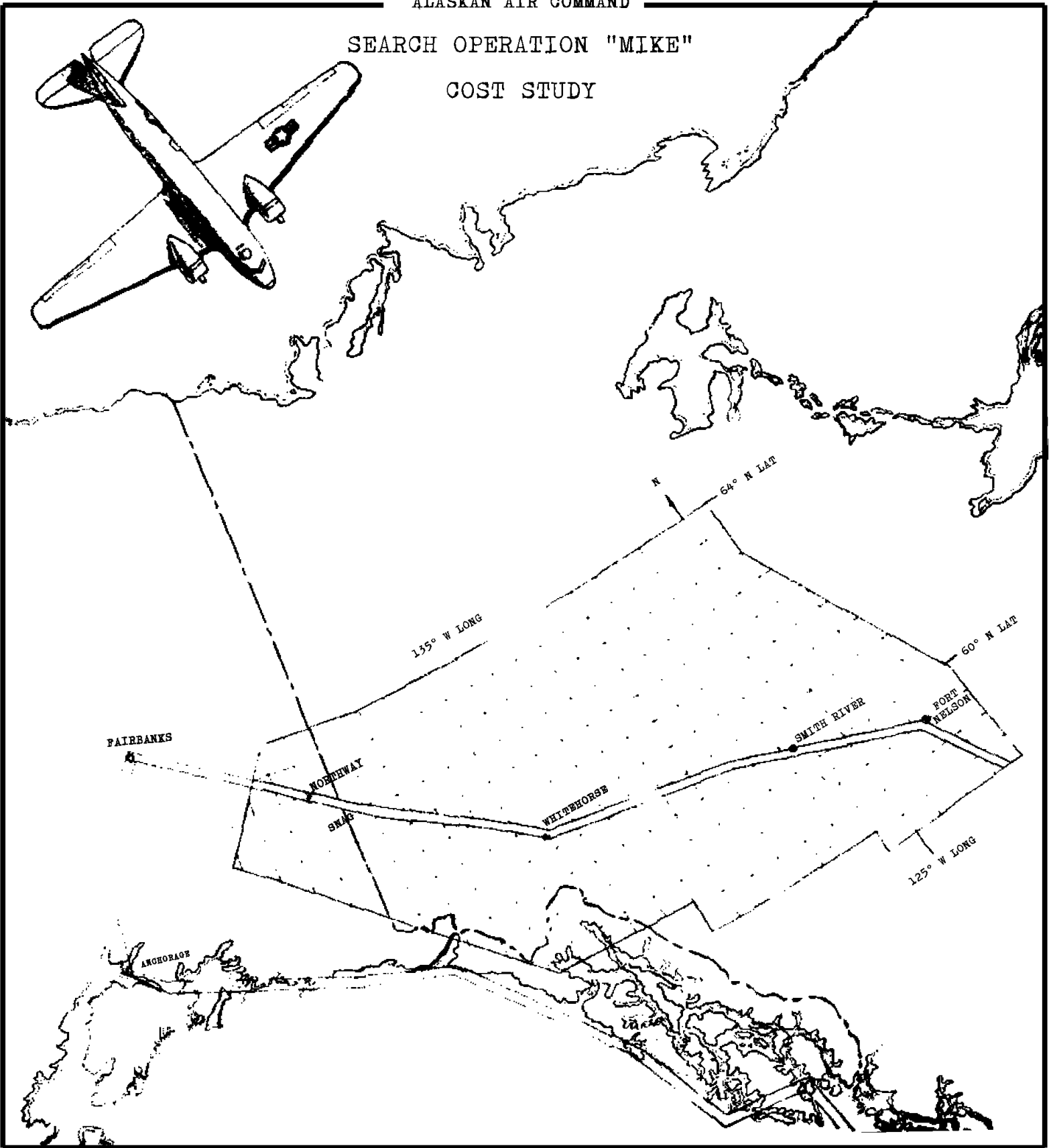
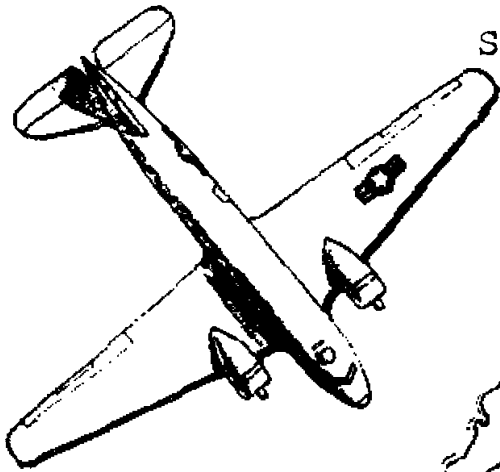
## INDEX OF ENCLOSURES

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 C-54 No. 2469 was officially reported lost at 20:05 hours A.S.T. on 26 January 1950 on a routine flight from Elmendorf 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 of 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 G-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 G-47 aircraft .....	\$150,000.00
(4) Total Cost (Exh. IV) .....	\$682,557.31

B. Unit Costs.

(1) Cost per day (not including crashed aircraft) .....	\$25,154.57
(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.

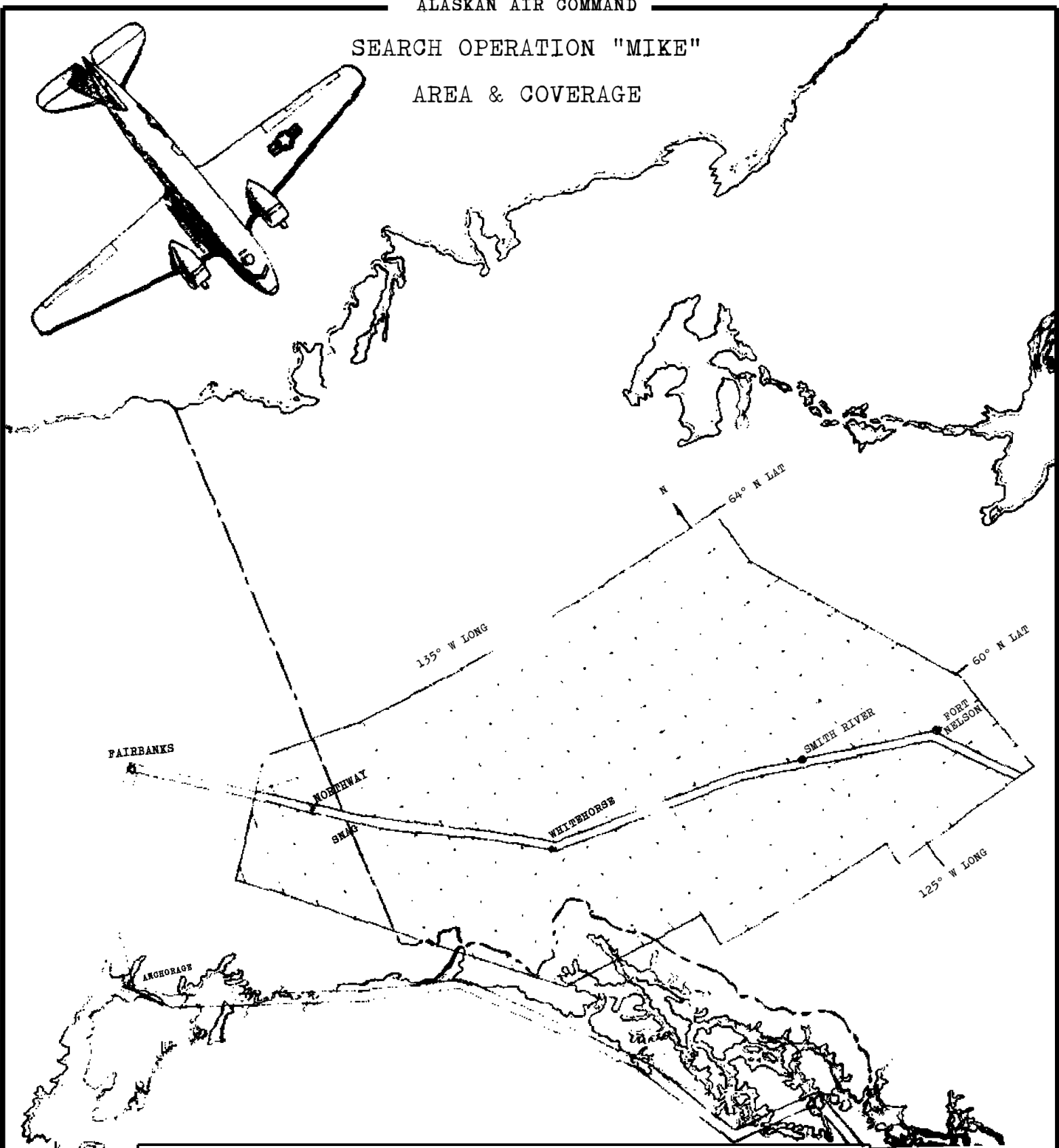
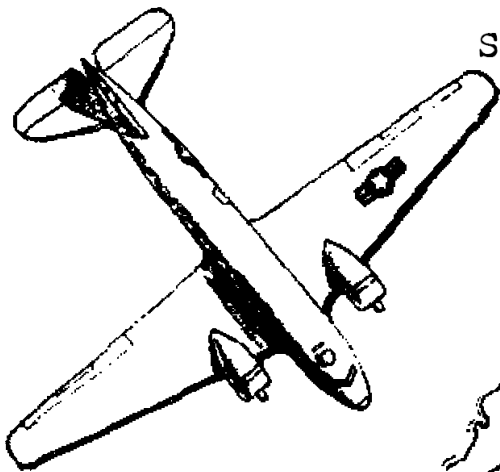
#### C. Cost per man day was used in estimating the cost of ground support and scanning. Man days were charged at the following rates which include administrative supply requirements per man:

- (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

SEARCH OPERATION "MIKE"  
AREA & COVERAGE



TOTAL AREA COVERED	165,075 SQUARE MILES		SEARCH COVERAGE
AREA SEARCHED ONCE	85,875	SQUARE MILES	85,875 SQ. MI.
AREA SEARCHED TWICE	41,400	" "	82,800 " "
AREA SEARCHED THREE TIMES	24,300	" "	72,900 " "
AREA SEARCHED FOUR TIMES	10,800	" "	43,200 " "
AREA SEARCHED FIVE TIMES	2,700	" "	12,500 " "
ROUTE SEARCHES			56,860 " "
TOTAL SEARCH COVERAGE			354,135

EACH SQUARE OF HEAVY AREA IS 30 X 30 MI. EQUALING 900 SQUARE MILES PER BLOCK

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

**ELMENDORF**

DATE	NO	A/G
01/27	5	G-47
01/27	1	G-54
01/27	3	B-17
01/28	5	G-47
01/29	1	G-47
01/31	3	G-47
02/03	1	G-47
02/03	1	B-17
02/04	1	B-17
02/05	1	G-47
02/05	1	B-17
<b>TOTAL</b>	<b>23</b>	

**ROCKCLIFFE GFB**

DATE	NO	A/G
01/29	3	G-47
01/31	2	G-47
02/04	1	LANC
02/05	1	LANC
02/09	1	LANC
02/13	1	LANC
<b>TOTAL</b>	<b>9</b>	

**EDMONTON GFB**

DATE	NO	A/G
01/30	1	G-47
01/31	1	G-47
02/09	2	G-47
02/10	1	G-47
<b>TOTAL</b>	<b>5</b>	

**WHITEHORSE GFB & FORT NELSON**

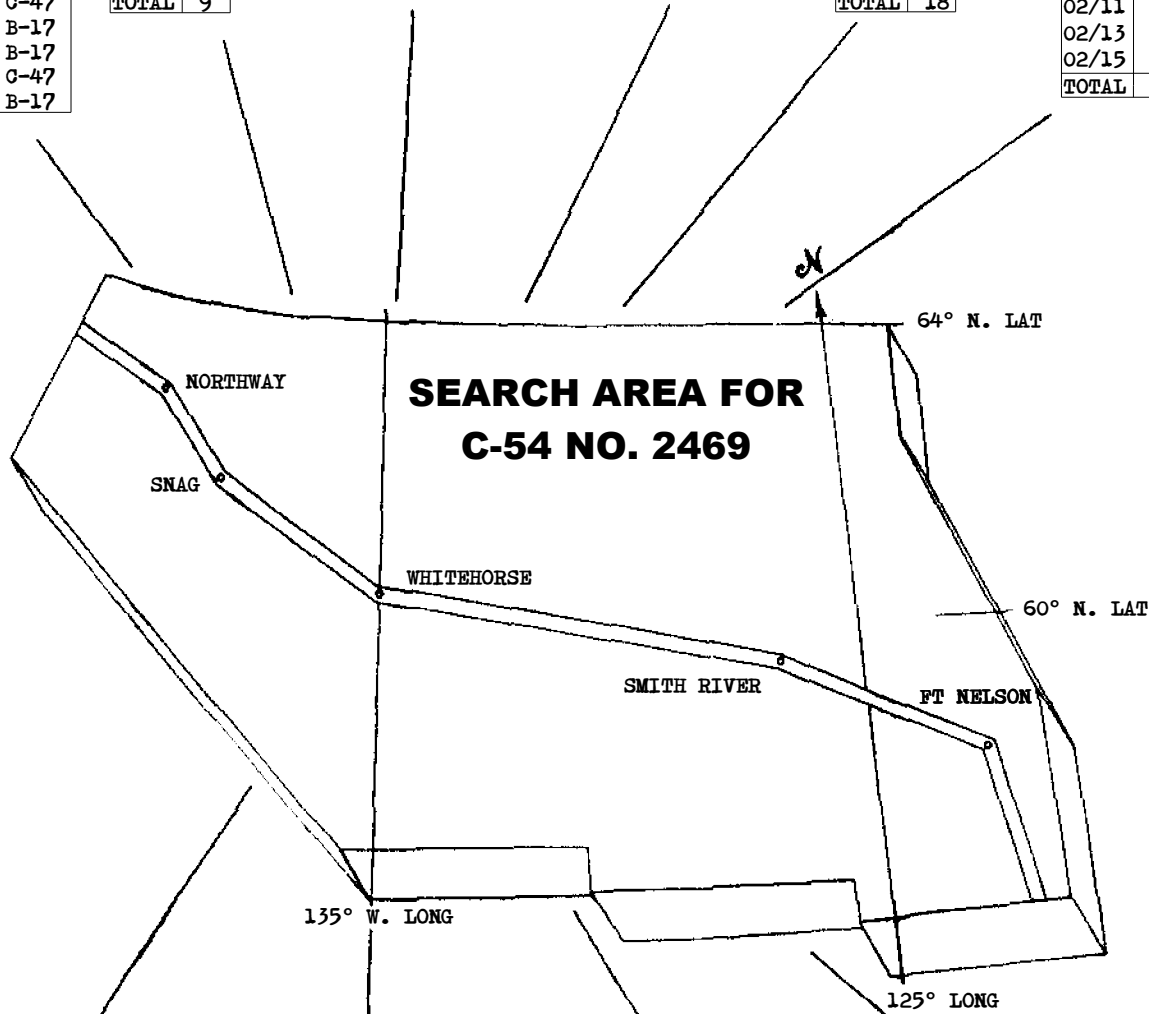
DATE	NO	A/G
01/27	2	G-47
01/27	1	G-54
01/28	1	G-64
<b>TOTAL</b>	<b>4</b>	

**LADD AFB**

DATE	NO	A/G
01/27	7	G-47
01/28	8	G-47
01/28	1	L-17
02/10	1	HGPTR
02/27	1	G-54
<b>TOTAL</b>	<b>18</b>	

**SWEETBRIAR (JOINT EXERCISE)**

DATE	NO	A/G
01/27	1	L-5
01/28	1	LANC
01/29	1	LG-126
02/09	3	G-54
02/09	1	G-82
02/10	3	G-54
02/11	1	G-47
02/11	2	G-54
02/13	2	G-54
02/15	2	G-54
<b>TOTAL</b>	<b>17</b>	



**EIELSON AFB**

DATE	NO	A/G
01/27	1	G-47
01/28	2	G-47
01/31	1	G-47
<b>TOTAL</b>	<b>4</b>	

**RIVERS**

DATE	NO	A/G
01/28	1	G-47
01/29	5	G-47
<b>TOTAL</b>	<b>6</b>	

**GREAT FALLS**

DATE	NO	A/G
01/27	1	G-54
<b>TOTAL</b>	<b>1</b>	

**WINNIPEG**

DATE	NO	A/G
01/29	1	G-47
<b>TOTAL</b>	<b>1</b>	

ALASKAN AIR COMMAND

SEARCH OPERATION "MIKE"

COST OF FLYING OPERATION

AMERICA

<u>AIRCRAFT</u>		<u>TOTAL HOURS</u>	<u>FLYING COST</u>	<u>CREW</u>	<u>SCANNERS</u>	
<u>NO.</u>	<u>TYPE</u>				<u>NO.</u>	<u>COST</u>
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	B-17	344:12	\$108,707.51	225	193	\$3,490.00
1	L-17	25:53	\$1,021.20	10	-	-
1	HCPTR	6:12	\$576.93	1	-	-
44		1,520:98	\$307,855.34	892	773	\$13,530.00

CANADA

<u>AIRCRAFT</u>		<u>TOTAL HOURS</u>	<u>FLYING COST</u>	<u>CREW</u>	<u>SCANNERS</u>	
<u>NO.</u>	<u>TYPE</u>				<u>NO.</u>	<u>COST</u>
11	C-47	481:03	\$78,234.71	184	162	\$2,605.00
2	C-64	112:36	\$2,393.95	32	30	\$420.00
1	C-45	30:35	\$1,214.00	14	15	\$225.00
2	LANC	16:50	\$5,775.00	10	6	\$90.00
16		640:14	\$87,617.66	240	213	\$3,340.00

SWEETBRIAR

<u>AIRCRAFT</u>		<u>TOTAL HOURS</u>	<u>FLYING COST</u>	<u>CREW</u>	<u>SCANNERS</u>	
<u>NO.</u>	<u>TYPE</u>				<u>NO.</u>	<u>COST</u>
8	C-47	243:30	\$39,505.27	176	136	\$2,160.00
2	LANC	24:23	\$8,615.20	21	19	\$340.00
1	L-5	12:12	\$477.53	6	-	-
1	L-17	27:24	\$1,089.50	12	-	-
1	LC-126	8:11	\$231.30	6	-	-
12	C-54	93:00	\$32,643.00	78	63	\$1,165.00
1	C-82	1:25	\$489.51	4	-	-
26		409:27	\$83,051.41	303	218	\$3,655.00

GRAND TOTAL

86		2570:39	\$478,524.41	1,435	1,204	\$20,535.00
----	--	---------	--------------	-------	-------	-------------

ALASKAN AIR COMMAND  
SEARCH OPERATION "MIKE"  
 TOTAL COST

	ALASKAN AIR COMMAND		ROYAL CANADIAN AIR FORCE		EXERCISE SWEETBRIAR		TOTAL
1. Hours Flown	1521.39	859	640.24	409.27			2570.79
	MAN DAYS	COST	MAN DAYS	COST	MAN DAYS	COST	
2. Flight Operations Cost Including Normal Crews	892	\$307,855.34	240	\$97,617.66	303	\$93,051.41	\$478,524.41
3. Search Scanners and Extra Flight Personnel	773	\$13,550.00	213	\$3,340.00	219	\$3,665.00	\$20,535.00
<b>TOTAL FLIGHT OPERATIONS</b>	<b>1665</b>	<b>\$321,385.34</b>	<b>453</b>	<b>\$90,957.66</b>	<b>521</b>	<b>\$86,715.41</b>	<b>\$499,059.41</b>
<b>GROUND SUPPORT</b>							
1. Search Headquarters	209	\$5,670.00	97	\$1,940.00	306	\$7,610.00	
2. Aircraft Maintenance	73	\$1,460.30	26	\$399.00	99	\$1,950.00	
3. Aircraft Supply	31	\$620.00			31	\$620.00	
4. Alert Cross & Line Service			477	\$7,890.00	477	\$7,890.00	
5. Tower Operation			28	\$420.00	28	\$420.00	
6. Communications			350	\$5,250.00	550	\$5,250.00	
7. Commercial toll calls (42)				\$247.90			
8. GCA - 97 Landings						\$0.00	\$0.00
9. Base Operations			25	\$480.00	29	\$480.00	
10. Weather			94	\$1,680.00	84	\$1,680.00	
11. Trail Crews	42	\$840.00	276	\$5,520.00	318	\$6,360.00	
12. Public Information Office			54	\$1,080.00	54	\$1,080.00	
<b>TOTAL GROUND SUPPORT</b>	<b>355</b>	<b>\$8,590.00</b>	<b>151</b>	<b>\$2,997.90</b>	<b>1775</b>	<b>\$21,910.00</b>	<b>\$33,497.90</b>
<b>TOTAL SEARCH OPERATION</b>	<b>2020</b>	<b>\$329,975.34</b>	<b>604</b>	<b>\$93,955.56</b>	<b>4914</b>	<b>\$108,626.41</b>	<b>\$532,857.31</b>
LOSS OF AIRCRAFT INCIDENT TO SEARCH		\$150,000.00					\$150,000.00
<b>GRAND TOTAL</b>	<b>2020</b>	<b>\$479,975.34</b>	<b>705</b>	<b>\$93,255.56</b>	<b>146</b>	<b>109,628.41</b>	<b>\$682,557.31</b>

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

The search for the missing C-54 #2469 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 NWAC, 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 US Air Forces. NWAC officers are in most cases unfamiliar with our operational procedures on search and rescue and conversely their staff structures are unfamiliar to our personnel. However 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.

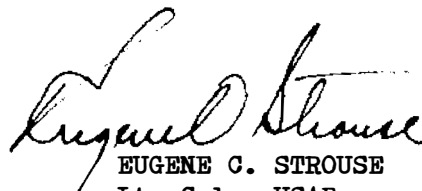
The RCAF does not have, at present, a full-time trained rescue organization charged exclusively with search and rescue. This means that if a situation arises in the Canadian territory, a Canadian officer who most likely is untrained and unfamiliar with specialized search operations and procedures assumes 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 US 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 "MIKE"

At about 2000 AST 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 C. Strouse, Commanding Officer of Detachment 8, 10th Rescue Squadron, Ladd AFB, Alaska, who requested information concerning the flight plan and loading list of C-54, #2469 which departed Elmendorf AFB at 1116 AST 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 thirty-six passengers and that after departing from Elmendorf AFB, it followed airway Green 8 reporting into Casilla, Sheep Mountain, and Gulkana at minimum instrument altitude of 11,000 feet at precisely the time estimated. At 2251Z 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 Snag radio at 2314Z at which time the aircraft's position was given as being over Snag, cruising at 10,000 feet. The weather enroute had been mostly clear until reaching the vicinity of Snag 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 Aishihik, 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 RCAF and the USAF in the pending search in accordance with the existing Search and Rescue Procedures along the Alcan Route.

As soon as it became apparent that "Joint" 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 Snag 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 Eielson 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. Noyes, 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 S/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 visibility caused by falling snow, which served the dual purpose of keeping searchers grounded and also covering visible evidence of the plane's 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 for 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 Office which had been set up for Exercise "Sweetbriar". At Elmendorf AFB, Headquarters, 10th Rescue Squadron, was busy in the attempt to satisfy the public information agencies by tracking down false report 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 Snag 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 W.C. Erly, Commanding Officer, Detachment "A", 10th Rescue Squadron, was placed in charge of maintenance and supply at Whitehorse and Lt. Col. 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 personnel for aircraft parts and other items

of supply were routed through the 10th Rescue Squadron supply representative at Whitehorse to the search supply coordinator at Elmendorf AFB who drew the items from the nearest 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 Ladd 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°F to -40°F during most of the operation. During the entire search Col. Balchen 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; handling their efforts to supply 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 two-thirds of total flying time on the mission was large. All the areas of primary probability were covered at least twice. On the 30th the search area was enlarged to cover the ranges to the south of the supposed route. These ranges were covered by 10th Rescue SB-17s from Elmendorf AFB, two B-29s from Great Falls were requested to make a sweep north of airway to Snag and return by a route to the south of airway, that mission was flown for the primary purpose of checking for any radio distress signals but none were selected. The search center at Ft. Nelson dispatched aircraft that flew a total of 70 hours broadening 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 pilot, Lt. Charles Hardin 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. Hardin had hiked about six miles through deep, loose snow to the Alcan Highway, he was able to alert rescue personnel of the location of the crash. A ground rescue party, consisted of ground force troops who were in the vicinity for participation in "Sweetbriar," 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 dispatched to the general area of the C-47 crash could locate the plane despite the fact that the aircraft was almost intact and there had been no newly fallen snowfall to camouflage it. The "Gibson Girl" 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 dissemination of the details of the C-47 case 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 Soviet "Wing" Ladd AFB, attempted to withdraw its aircraft assigned to the search for the same 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 and 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 acted to improve the administrative burden being carried by 10th Rescue Squadron Headquarters. Its value 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 column 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 2469.

31 January afforded the search crews an opportunity to fly about 260 hours from Whitehorse and Ft. Nelson with 17 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 review 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 safety organizations in Alaska and by the 10th Rescue Squadron to ensure that the men in Canada or their counterparts in Alaska were rotated periodically, since many had been away from home for nearly a month with no concrete results. Due to the difficulty of forecasting, now that the longer daylight hours had arrived, efforts were also made with the "Gibson Girl" emergency radio transmitter to provide assistance to any individuals temporarily in isolated locations. However, no further reports had been received.

Another problem that fell to the search authorities to handle was that of consoling and restraining relatives of the victims on 2469, the best examples of this were the cases of the sergeant at Elmendorf whose pregnant wife and infant son were aboard the C-54 and who was intent on going to Whitehorse to assist in the search, and the father and brother of one of the victims who arrived in Whitehorse 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 the Mothers of the Corps of Chaplains who gave them what 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 USAF and other organizations in the theater. A total of 227 hours were flown from Whitehorse, and 57 flying Ft. Nelson. The search was concentrated on the mountainous area to the west and northwest of Whitehorse and along the airway to the east of Watson Lake. Since this was the third consecutive day of poor 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 Whitehorse to reduce the number of USAF aircraft participating in the search. As they went out of commission for maintenance, instructions were given to leave just ten planes, all belonging to 10<sup>th</sup> rescue squadron, to conduct one more thorough grid search of the entire area. A message was relayed to mission air command and to the search center at Whitehorse and was concurred within both places. There were few reports of hearing crashes and seeing smoke signals, but letters and telegrams began coming into search headquarters relaying messages received in dreams and from Ouija-Boards concerning the location and condition of the missing C-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 Flight 2469, they were checked whenever practicable.

A more scientific but no more reliable lead, as compared to investigation and conflicting reports, clearly proved in this case, as to the readings taken of the radio signals heard by everyone from search squadrons and radio operators in southern United States. As it became increasingly apparent that the C-54 would not be found in the area of highest probability. More and more attention was given to trying to pick up and track down reliable signals.

On 2 February, the detachment at Ft. Nelson conducted the coverage of the area assigned to it and prepared to move back to Whitehorse. On their last day of operation, the crews at Ft. Nelson flew 39 hours as compared with only 30 hours flown by Whitehorse crews because of constant instrument conditions over the entire area. Col. Salehen 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 C-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 2409 and also the measures being taken to locate it. He discussed the operation with Col. Zahnen 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 O-29s made a sweep from Great Falls to Elmendorf, covering the area to the north of airways for any distress signals on 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. The 10th Rescue Squadron planes, which had been flying search missions in the Wrangell and St. Elias ranges from Elmendorf, had completed the required inspections within the preceding few days at Elmendorf and 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 low of only 30 hours for the 4th of February. The flight of ten B-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's multi-engine aircraft to Whitehorse from Elmendorf and Ladd AFB, there were only five pilots, including Col. Saleen and Capt. Savio, in headquarters to handle any routine missions that might have arisen in Alaska. Fortunately, none arose. Radio fixes on distress signals continued to pour in, giving locations of the transmitter in remote places, such as the Azores in the 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, primarily C-47s, would make another low-altitude search of the area of greatest probability—a strip about 100 miles long along the airway from Snag to Whitehorse. Meanwhile, the heavier aircraft, such as SB-17s, Lancasters, and C-54s, would cover the broad expanse of territory to the Mackenzie River and to the south into British Columbia. On this date about 70 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 25 hours and do some very thorough searching once they were airborne. There was considerable difficulty encountered by the B-17 crews sent out 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 relay 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 in 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 areas to the north of Whitehorse to be completed safely during the ensuing two weeks. By this time the air forces to be involved in exercise "SweetBriar" began to assemble at Whitehorse and take over the facilities that had originally been set up for them. The 66th Air Rescue Squadron from Elmendorf AFB, with its F-80's 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 "Mike" planes. However, a spirit of willing cooperation existed throughout and no serious difficulty was experienced. On 7 February the mission took on a final nature when suddenly the air column of distress signals that were picked up in all parts of western Canada and northwestern United States were pinpointed and apparently originated in the Whitehorse area. The first it was announced that the signals were being sent by survivors of 2469 who had just got their "Gibson Girl" transmitter in operation, but as they were on, it became apparent that only the search planes were not accounted for incidentally upon completion of a communication search, which revealed that C-47, 1037, from Neilsen AFB, as pilot and crew of Rivers focusing five valid land scanners, all search aircraft in the area that had sufficient fuel to remain in the air for several more hours were maintained to search. This decision was because the pilot and crew of 10 miles away from where the last search plane had been, it was not accidental. A C-47 from Elmendorf AFB was scrambled with a crew of four, including Lt. George Carvill, to investigate. The search aircraft in the area that had sufficient fuel to remain in the air for several hours were immediately scrambled to join in the search, and by noon, the missing B-17 had been sighted by Lt. Carvill's plane, but it was too far for the day to be sent out and located all overcast in the area north of Whitehorse and all day. The weather was very bad, but the search was continued the next day and by noon, the B-17 was found. The crew was safe; the pilot, co-pilot, navigator, and engineer were all found alive.

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 "hone" on 8250 fc's. Arrangements were being made to bring in table 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 daybreak on 8 February to look for the two aircraft that were then missing. Before 0900 hours Capt. Holman flying a 10th Rescue Squadron C-47, spotted the wreckage of 1037 sitting about 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 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 the ground party, equipped with Weasels, supplies of food, firewood, medical equipment and a radio were rushed to the scene of the crash, but the search coordinator deemed it unnecessary to jump 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, snearing 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, and 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 were finally evacuated. 89 hours of flying time were devoted to the searches on 8 February, most of it spent in systematically recovering the area already covered several times in the search for C-54-D.

The progress of the rescue party came to indicate the two crash victims held the center of attention on 9 February. The advance of the Weasels was impeded by the rugged terrain which caused three of them to throw their tracks and left only one to carry on, however, more Weasels were flown to Ron Lake, and by the end of the day, the ground party was reorganized and making good progress. When it became apparent that the ground party was not going to reach the crash that day, the search coordinator, Major Vostelic, decided to jump a para-team composed of the USAF doctor, Major Laczesri, 57<sup>th</sup> fighter interceptor wing, Elemendorf AFB, one paratrooper and 3 RCAF para-rescue men. from the 10th Rescue Squadron, 57th Fighter Interceptor wing, and record-trained paratrooper 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. Bacsewski, 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 to 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 inadvisability 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 inexplicable 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-12b, 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 A/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 RCAF crash in the vicinity when a Dakota engaged in exercise "Sweetbriar" crashed on takeoff from a lake near Snag, 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 Whitehorse and Ft. 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 landslide near Burwash 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, though it proved to be as fruitless as all the previous clues, and on the following day, 20 February, the search center at Whitehorse 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 44 persons aboard.

CONFIDENTIAL  
G4-2 (GO)  
COPY NO.  
DATED 22 FEB 50

REPORT ON SEARCH OPERATION "MIKE" FROM WHITEHORSE, 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
- "J" Daily search coverage
- "K" Daily flying log and position reports
- "L" Search debriefing forms
- "M" Photos of crashed C-47's
- "N" Flying times

GENERAL SITUATION:

1. USAF, SAC aircraft type C-54 #2469 piloted by 1st Lt. Kyle McMichael plus 7 crew and 36 passengers departed from Elmendorf AFB at 262116Z, flight planned IFR airways to Great Falls. Flight plan time 8 hours 30 minutes, with 13 hours fuel aboard. Last heard at 262314Z when reported passing Snag at 262309Z giving ETA on Aishihik of 262337Z, cruising 10000 ft.

## ORGANIZATION

2. S/L Arnold SFCO for operation Sweetbriar was appointed searchmaster by NWAC on 26 Jan 50. The next day, F/C L.K. Miller, AFC, an umpire on Sweetbriar, was appointed searchmaster in place of S/L Arnold. Lt. Col. Strouse of the 10th Rescue Sqdn, USAF Fairbanks was appointed assistant searchmaster. On 27 Jan 50 Air Commodore A.C. 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 lift 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 A/C Costello still larger accommodation was found to be necessary. Sweetbriar Air Forces 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 Whitehorse then southwest to the 10,000 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 Fairbanks, 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 "G"). 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 Whitehorse were flown by C-54's and Lancasters doing runs of 1/2 mile visibility and radio search, (see appendix "H").

7. Daily search coverage is shown in (appendix "J"). 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 F/C L.K. 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 A/C let down for Whitehorse.
- (D) Description of the missing C-54.
- (E) Blank RCAF form -48 (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 H.Q.'s where they were debriefed verbally, then captains filled out their search report form (see Appendix "L"). The daily debriefing information and coverage was transferred to the master wall chart in record time (see Appendices "J" & "H"). This chart, in conjunction with the weather forecast, was the basis on which the following day's operation was planned.

#### WEATHER

11. The overall weather picture, visibility, and icing in the search area, was anything 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 classified as excellent search weather. The remainder of the time produced fair to poor conditions partially contributed to the accidents which occurred during the search.

appendix "H").

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  $-15^{\circ}$  to an average mean high of  $-1^{\circ}$ . 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  $1\frac{1}{2}$  hours when engines were being heated with Herman Nelson heaters, plus 30 minutes to 1 hour boiling off dilution 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 Dakotas 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 Offutt AFB Omaha.
- (Q) AACS Langley AFB V.A.
- (R) Service Support Unit Camp Carson.
- (S) PPCLI Calgary.
- (T) 5th Army USA Camp McRae Y.T.
- (U) RCAF Stn Whitehorse.

#### INTERNATIONAL CO-OPERATION

17. From the conception of the operation to the very finish, from Washington and Ottawa to 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 defense.

## 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 on 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.

F. 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.

G. 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 CHC enabling subsequent searches to establish a search HQ 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 U/F sets be made available for immediate transportation to search areas.
7. A U/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 CHC immediately search commences.
12. The following equipment, essential for the setting up of a search HQ should be compactly stored at each RCC 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 manila 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 of 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 computers, 2 pair dividers, 2 straight edges
19. 100 copies each of daily operating logs and PX forms
20. 2 RCAF forms J-5 (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. Blackboards
28. Folding chairs
29. Typewriter, if in an isolated spot.
30. 3 folding chairs
31. 1 wall tent

NARRATIVE REPORT ON OPERATION "MIKE"  
Condensed Version of the Daily Diary

26 Jan 50

At 270740Z F/L Arnold was named searchmaster by NWAC to supervise the job of searching for a lost USAF C-54 type aircraft with 44 persons on board, while enroute from Elmendorf, Anchorage, Alaska, to Great Falls, Montana, on the 26 Jan 50.

F/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 F/L Arnold. Capt. Nogar proceeded to Ft. Nelson as searchmaster.

27 Jan 50

At 280400Z F/C W.H. Miller took over as searchmaster with F/L WJ 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 Sweetbriar. De-briefing forms and search grids were drawn up by the searchmaster and staff.

All stations were alerted to stand-by and guard 8280 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 F/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 19 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 310450Z two truck drivers arrived at search and rescue H.Q. 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 3220kc 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 ham 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 Huwcnuack at mile 936 Alcan Highway, stating that he saw an aircraft with either two, three or maybe four engines heading SE 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 50

A report from Col. Shierrerd (Allied Forces) states that his men at Pon Lake can see smoke signals just beyond Haines Junction and on from the Alaskan highway out 16 miles. These puffs of smoke appeared to increase in intensity whenever aircraft is heard in the Pon Lake area. A thorough check was made by 11 aircraft with negative results. It is believed that these puffs of smoke are in reality snow blowing off the top of mountains.

Ten C-47's did a radio sweep from Great Falls, Montana, to Snag, 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 men on the crash; according to the populace of Natal, B.C., they saw an aircraft then heard it explode near Sheep Creek, B.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 FCAF; when plotted the fix gave us the exact position of the Azores. But 2469 (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 Hanoi, Denmark.

6 Feb 50

A good day for the search, a good 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 8280 kc'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 south 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. Gornale USAF at Pon 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 engined 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 D/F stations were being shipped to Whitehorse from Tacoma, this date.

10 Feb 50

Five weasels left for the scene of the crash at 0800 hrs, local, with the aid of a bulldozer borrowed from a NWHS camp to break train 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 NWAC 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 CC at Elmendorf that the D/F stations installed at Teslin and Ft. St. John remain until the completion of Sweetbriar. This request was confirmed from Andrews AFB.

14 Feb 50

The day started out with a signal from NWAC to have Lancaster crews stand by for possible search for a C-36 believed to have gone missing during the night off 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 areas 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 664 crashed on take-off from a lake about 15 miles NW of Snag. We dispatched two USAF L-5's 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 GC, 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 L-17 and a helicopter proceeded to Burwash Landing to further investigate the rumor 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 Moth; nevertheless, holes were dug in the snow slide with negative results.

20 Feb 50

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

CONCENTRATED REMAINS  
FT. NELSON  
OPERATION MIKE



APPENDIX "D"  
TO G4-2 (GO)  
DATED 22 FEB 50

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

APPENDIX "E"-7  
TO C.4-2 (CO)  
DATED: 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 Pelly 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. M. Stuart) F/L  
/t/ (G. M. Stuart) F/L

APPENDIX "E"-3  
TO C4-2 (CO)  
DATED: 22 FEB 50

Winnipeg, Manitoba  
3rd February, 1950

Squadron Leader G.E. Nickerson  
5000 Airbase Wing. RCAF  
MFO 1315  
Edmonton, Alta.

Dear Nick

At about 14:30 this afternoon, a French Canadian prospector by the name of A. Quatron 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 B.C. and pointed out what he considered to be the position of the aircraft, this position is 39 miles from Watson Lake radio on a bearing of 141°r.

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 it's worth.

Don McRae

Certified True Copy

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

APPENDIX "E-2"  
TO C4-2 (CO)  
DATED: 22 FEB 50

TELEGRAM

FROM: Norfolk, Arkansas

TO: Airforce Whitehorse                      4 Feb 50

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

Signed,  
Mrs. Raymond Wangold

CERTIFIED TRUE COPY

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

APPENDIX "E-4"  
TO C.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 downstairs & 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 Kelenaki - 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. M. Stuart  
/t/ (G. M. Stuart) F/L

APPENDIX "E-6"  
TO C4-2 (CO)  
DATED: 22 FEB 50

Jarvie, Alta  
Feb 6/50

Officer  
Commanding  
RCAF  
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 Aishihik Lake but I do not want to advise.

Thanks.

(Unsigned)

CERTIFIED TRUE COPY

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

APPENDIX "E-5"  
TO C.4-2 (GO)  
DATED: 22 FEB 50

Montreal, Feb 6, 1950

Air Commodore Martin Costello

C/O C.A.H.C

Whitehorse

Territory

Yukon

Sir,

In connection with the disappearance of the C-54 missing since Thursday, I think if the search is made about 10 or 15 miles south of Dahadinni River, i.e. between Wrigley and the river 50 miles off Mackenzie River flats in the district of Mackenzie, it may be worth trying.

CX13 Montreal

CERTIFIED TRUE COPY  
/s/ V.K. Stuart F/L  
/t/ (V.K. Stuart) F/L

Dahadinni

Wrigley

Mackenzie R.

APPENDIX "E"-8  
TO C4-2 (CO)  
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.J.C.A. news Edmonton about an S.O.S. that was picked up in Dakota. It said "Out of food, near Watson Lake".

Am 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 instead 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. J.A. Rowland

CERTIFIED TRUE COPY

/s/ G. M. Stuart, F/L  
/C/ (G. M. Stuart) F/L

APPENDIX "E"  
TO C4-2 (CO)  
DATED: 22 FEB 50

Rodney, Arkansas  
February 18th

Air Force Headquarters  
White Horse, Canada

Dear Sirs,

I have listened to every news cast since the C-54 has been missing, with my husband aboard. I know that most all the 44 persons are alive, and I know that your Air Force are going west. You can't locate them. All I ask of you is "Don't give up searching!"

I have prayed until I am almost blind.

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 can't 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/ G. M. Stuart, F/L  
(G. M. Stuart) F/L

APPENDIX "F"  
TO G4-2 (GO)  
DATED: 22 FEB 50





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

CAPTAINS  
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.....

.....

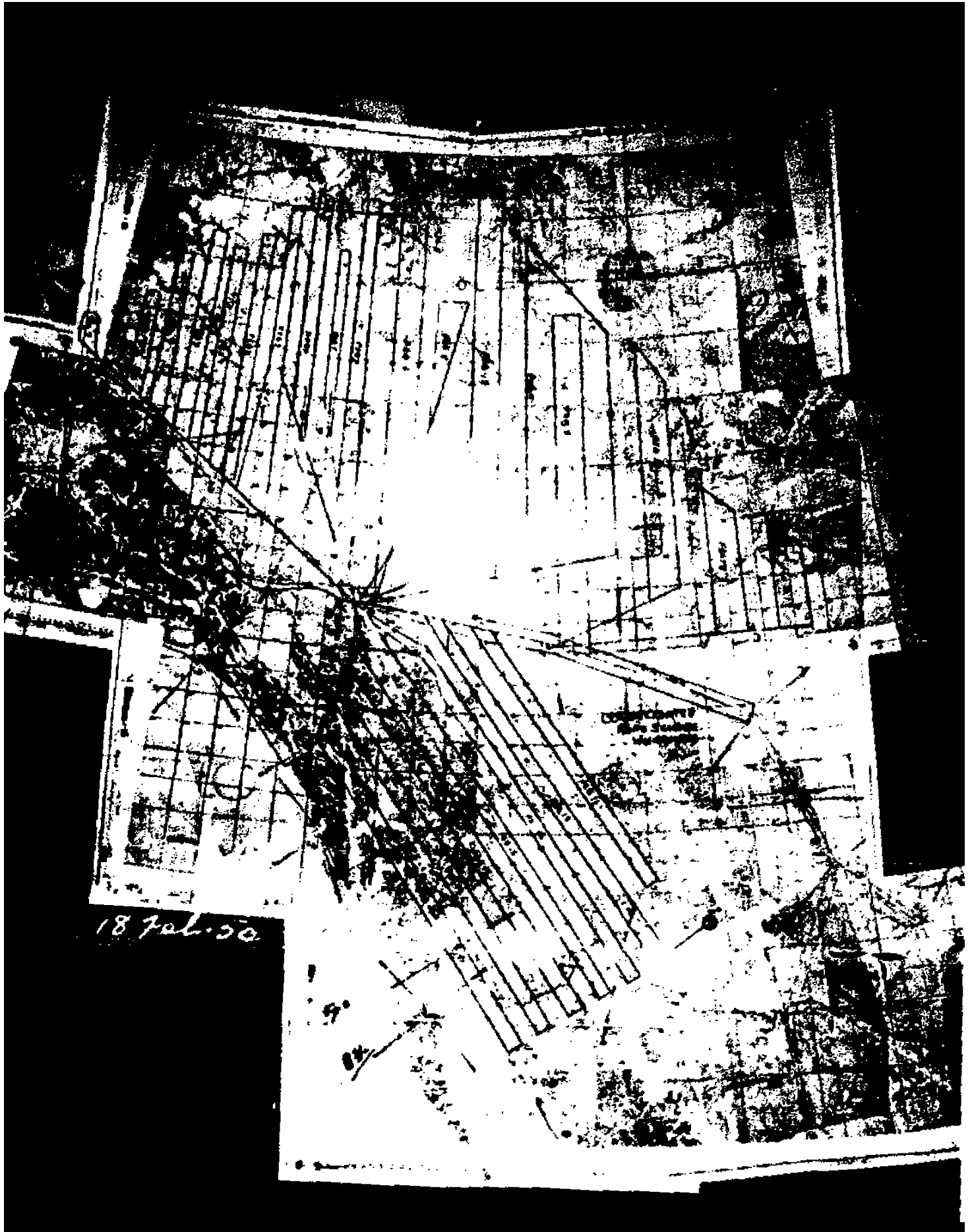
.....

.....

NARRATIVE REPORT:-

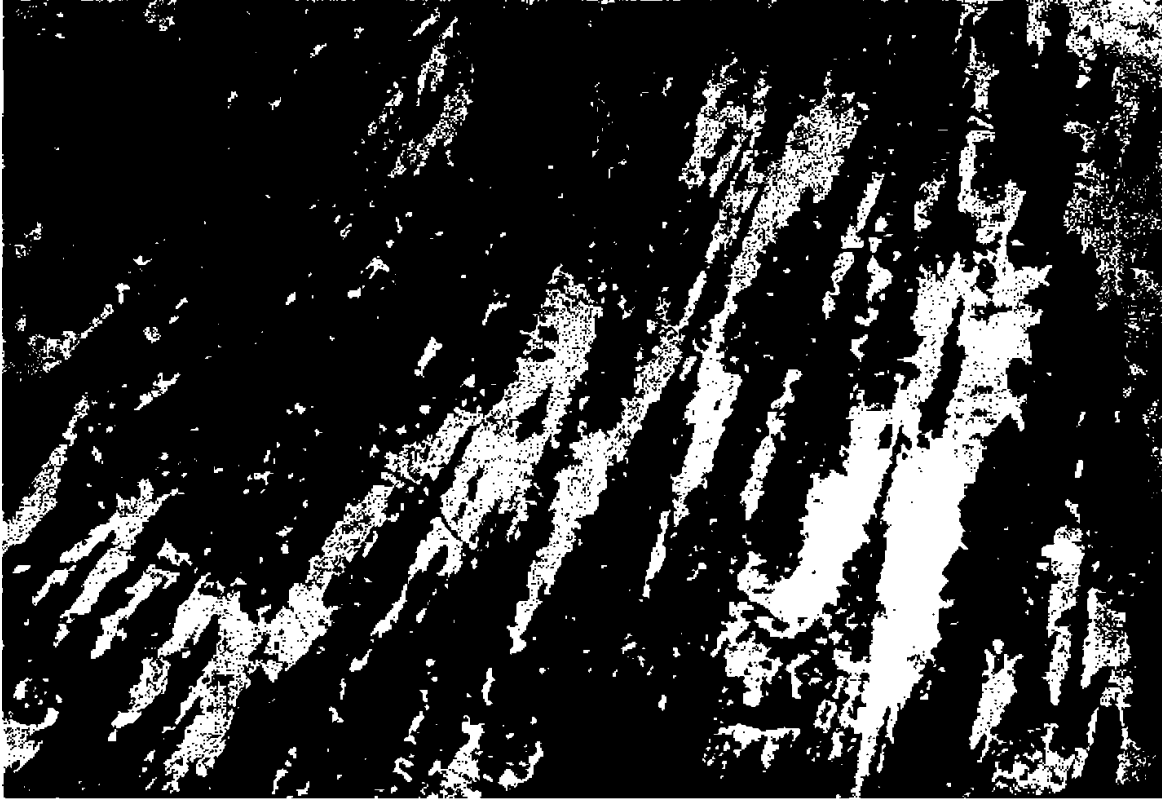
SIGNATURE.....

TIME.....



18 Feb 50

COUNCIL OF THE STATE OF MARYLAND



AP 1015



AP 1037

APPENDIX "N"  
TO C4-2 (GO)  
DATED: 22 FEB 50

FLYING TIMES FOR OPERATION "MIKE" - FT. 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
<hr style="border-top: 1px dashed black;"/>													
TOTALS		32:25	20:45	163:19		120:26	19:05					356	00

HEADQUARTERS  
10TH RESCUE SQUADRON  
Operations  
LOG OF OPERATION "MIKE"  
26 January 1950

- 20:05 Lt Col Strouse called from Ladd Air Force Base; one (1) C-54, #2469, departed Elmendorf Air Force Base 2116Z (116 AST) for Great Falls. Last call from aircraft was over snag at 1509Z (13:09 AST). Royal Canadian Air Force at White Horse has information that lights or flares have been observed 25 miles west-northwest of Watson Lake. Lt Col Strouse is standing by for further information or requests from the Royal Canadian Air Force. No details on weather information from Base Operations, Elmendorf Air Force Base, in regards to aircraft flight plan and number of persons onboard.
- 20:15 Contacted Major Mason, Base Operations, who informed Colonel Palchon that missing aircraft from home station was at 9th 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 Palchon.
- 20:50 Major Mason informed Colonel Palchon that first information on missing aircraft was incorrect. Military Air Transport Service at Elmendorf Air Force Base has informed 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 Brady at Edmonton, Canada, with request to convey this information to North West Air Command, Royal Canadian Air Force, and be ready for further instructions from that organization.
- 22:35 Colonel Palchon received a call from Lt Col Strouse; North West Air Command, Royal Canadian Air Force at Edmonton, Canada, reports that 10th Rescue Squadron to take over the search operations for the missing aircraft. Lt Col Strouse will depart for Whitehorse shortly after arrival with one C-54 and one C-17. We will direct search and rescue activities from there. One C-17 from Detachment "?" will depart for Fort Nelson to search from there. Colonel Palchon will direct all available aircraft from Detachment " " to Fort Mackenzie for further instructions Lt Col Strouse will coordinate with this headquarters.



LOG OF OPERATIONS "MIKE", CONT'D

"Operations" that he would dispatch 2 C-47s today. He is confirming to all Air Force Bases, requesting available aircraft for the search. They will be advised to notify nearest 10th Rescue Squadron Detachment "?" time and number of aircraft entering on Whitehorse, so as to track information on departing aircraft. Questions arose as to facilities for such a large number of aircraft at Whitehorse. "Operations" consulted Colonel Palchen, and Captain Savio concerning the current region or lack of facilities there or at Fort Nelson. Both bases are medium in size.

- 11:25 Alaskan Air Command advised "Operations" two (2) B-17s will depart for Whitehorse at about 18:00.
- 11:45 Base Operations advised this headquarters six (6) C-47s departing for Whitehorse.
- 12:00 Captain Holdman, Operations Officer, Detachment "?", 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 home; C-47 still missing.
- 12:30 Missing C-47 located at home by communications search.
- 13:35 Colonel Wilcox advised he was proceeding to Whitehorse as instructed.
- 13:40 Received wire from Lt. Col Strouse, searchmaster at Whitehorse; results of search negative.
- 14:00 Complete status and number of aircraft operating in search area reported. There are twenty five (25) aircraft in the area and/or prepared to take off. Radio communication with land field is inoperative; all messages will be transmitted by telephone, if significantly important.

LOG OF OPERATIONS "MIKE", CONT'D.

An explosion alleged 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 regards 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 Strouse, 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 Palchen and informed him of status of mission.
- 19:20 Received wire from Airways and Air Communications Service on emergency warning cancellation on AC CCl3, overdue at duty; mission closed. Informed Lt. Col. Strouse that no additional aircraft will be dispatched unless he requests otherwise, so as to prevent congestion of the search area.
- 20:30 Captain Savio called Chaplain Baldwin, requesting that the Chaplain see Sgt. Espe, whose wife and child were on the missing aircraft. The Chaplain will make an attempt to console Sgt. Espe sometime, and explain the efforts being made to locate the missing aircraft.
- 20:30 Colonel Palchen received call from Lt. Col. Strouse. Search area around Whitehorse was discussed. Lt. Col. Strouse informed (?????)

LOG OF OPERATIONS "MIKE", CONT'D

Balchen that the area extending 80 miles north of the airways from Aishihik to Whitehorse has been covered for about 50 to 60 percent.

26 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 3800, 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 from Lt. Colonel Wilcox's office. Called Colonel Wilcox. He informed this headquarters that the 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 Snag 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 type 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. Lt. Clausen was instructed to consolidate all parts at Hanpar D-13.
- 11:00 Colonel Balchen informed of latest developments.

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 Snag 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 type 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. Lt. Clausen was instructed to consolidate all parts at Hanpar D-13.
- 11:00 Colonel Balchen informed of latest developments.

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. Sohoeman and payroll to Elmendorf AFB and then to Whitehorse.
- 14:00 Received wire from Detachment "B", weather prohibits sending a LC-126 with Lt. Sohoeman 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 Frost 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 flights. 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 Ruegg 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 downdraft.

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, 1-3 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 at this office and discussed the emergency. He stated that in his opinion the C-54 is down between Snag and Aishihik 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 the number of aircraft in that area and that plans have already been formed to cover the entire area shown on the 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 and was 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 they 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 C20 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 5 replacement aircraft.

8 February

- 08:00 Called the Deputy Chief of Staff, Operations, to get aircraft for supply run to Whitehorse and replacement for (???) (???) (???), 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 GAA 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 Feniup will take flight. 6th Radar has been very cooperative.
- 14:00 All arrangements made for four aircraft for replacement and supply. Operations appear to be running normally.
- 14:30 GAA reports woman overheard airplane overhead with engine sputtering on 2 Feb and red light sighted west of Skagway on mountain. Relayed to Lt Col Strouse. (7 Feb)
- 15:00 Called Lt Col Heffner as instructed by Col Balchen 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 "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 cancellation of supply request on rations and heaters. Also, all C-47s are returning from the search area and being released. There still remains 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 regarding a 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 GO McCord AFB requesting disposition of DF equipment and personnel. Sent reply that it was urgent 4<sup>th</sup> 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 686-19D4R. He was not in. Will call back.

10 February

- 01:30 Call from CAA regarding message received from Ohio State patrol, "At 0500 reported OHEM 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.
- 02:10 Mr. Carroll, CAA, called in regards to same message. In conversing with Mr. Carroll I questioned him on the possibility of such a 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 CleCCD "BDF Reports bearing 344 Charlie Carrier Strength WHO THPEE on 8250-60". Call put in to AAC to Flight Officer Gray for pin pointing. Cl3cgp to enable Operations to relay bearing to Whitehorse.
- 09:30 Flight Lt. Gray advised this Headquarters Cl3CGP. Headquarters at Seattle, Washington. Relayed Info to Searchmaster, Whitehorse, Major Douglas' request.

LOG OF OPERATIONS "MIKE", CONT'D.

- 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. Faywoth at Air Depot 444 to procure Ignition Harness at Air Depot Supply as instructed by Mr. J. Carr.
- 13:30      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 linking the two incidents together. It was suggested by Mr. McKane to plot the aircraft's last position report which was at 1309 hours, the ground speed and time to the time his wife had the stomach ache and perhaps the aircraft could be located.
- 13:45      AACS called at 1-30 and said that Searchmaster at Whitehorse would not accept the message sent relative to position reporting of aircraft noted in radio lists. Radio being returned to the 10th Rescue or unable to make out contents of message. Reference message was sent out of this Headquarters as an exact duplicate of the message received from AACS. AACS 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 of Departure B-17 3787 for Whitehorse.
- 14:25      Mrs. Raynorth advised there is no Ignition Harness in stock at Air Depot. Advised Capt. Clausen of this.
- 14:30      Incoming clear Message from COMAISRAFRCK: Quote

LOG OF OPERATIONS "MIKE", CONT'D.

09:00 Another report received, requesting supplies; request turned over to GRO 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 Wrangell 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 Wrangell 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 Elmendorf 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 AACS facilities monitoring that frequency.

10:00 Talked to Lt Col Heffner 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 Gaeto, took off at 08:00 for search area. Capt Harrah being dispatched as soon as his aircraft is available.

10:30 AF 5505, B-17, 6th Radar, 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 following 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 Elmendorf 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 Brassfield 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 Lt B-29s from the Zone of Interior for search. 10th Rescue may be responsible for briefing the crews on the search and must 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 tire briefing; Capt Holdiman so informed.
- 13:15 Instructed Capt Harrah to stand by with B-17 47C until one of his aircraft on the Aleutian chain comes back in commission. Capt Savio 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. Mervill; 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 an 8° spread on bearings, 48° and 21° were given. They were making good a track of 130° 5' 64' 27 at 1930 Z 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 simple 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 Heffner 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 Heffner 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.

4 February

- 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 Eielson. 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 regard 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 Weisenger to advise him that LaRose will return to Fairbanks. Col Balchen will advise Lt Col Strouse by phone.
- 13:00 Reported to hangar to have discussion with Capt Holdiman on aircraft departing for Whitehorse. C-47 and B-17 470.

LOG OF 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-17 595 would be in status at about 1400. Plans are being formulated to bring B-17 581 to Elmendorf.
- 15:30 C-47 5894 canceled 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 canceled take-off due to frozen brakes. Attempts are being made to free the brakes.
- 16:00 Capt Harrah canceled 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 OF 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 Harrah down the coastal route to south of Juneau area and to conduct search all the way, including communications.
- 08:05 Capt Holdiman and Capt Harrah 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 AACS 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 MATS 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 to 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  $-30^{\circ}$ . 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 number 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 CG 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. AACS 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 Lt Lopsot, requesting he send Crosley 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 AACS 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 G20 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 replacement aircraft.

9 February

09:00 Called the Deputy Chief of Staff, Operations, to get aircraft for supply run to Whitehorse and replacement for (???) (???) (???), requested four Aircraft from them, two for replacement, and two for supply run, to transport supplies.

LOG OF OPERATIONS "MIKE" CONT'D.

and parts and 30 Herman Nelson heaters.

- 08:10 Col Balchen advised Operations of telephone conversation with searchmaster at Whitehorse at 0015. He was advised the search area for C-47 was grid 41B. 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 & 5,000 overcast 2,500 scattered 20V \* Yakutat overcast 800 l V.
- 09:15 Capt Mathews, Base Operations, called. He has 1 C-47 5674 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. His will become 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 rescue No. 1, notifying this Headquarters at 1037 located on Pon Lake (dated 9 February, refer to wire...).
- 11:05 Advised no aircraft 1037 location.
- 11:25 Called Col Taylor; obtained extension on specialist personnel on loan from Air Depot to the 14th 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 at Elmendorf advised that AF 1st Air was "plunk" and could not load it. He was instructed to (?????????) B-13 for rations and supplies instead, then proceed to Whitehorse empty.
- 11:40 Called Lt (?????) at (?????)--(????), and advised (????) (?????) AF (?????), of (?????), (?????) supplies and rations aboard
- 11:45 Only 1 aircraft was to transport supplies

LOG OF OPERATIONS "MIKE" CONT'D.

- 12:20 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 GAA 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, 50 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 Peniup will take flight. 6th Radar has been very cooperative.
- 14:00 All arrangements made for four aircraft for replacement and supply. Operations appear to be running normally.
- 14:30 GAA reports woman overheard airplane overhead with engine sputtering on 2 Feb and red light sighted west of Skagway on mountain. Relayed to Lt Col Strouse. (7 Feb)
- 15:00 Called Lt Col Heffner as instructed by Col Balchen 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 B-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 "MIKE" CONT'D.

at Seattle, Washington, Delayed info to Searchmaster, Whitehorse, Major Douglas's 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. Raywoth at Air Depot 444 to procure Ignition Harness at Air Depot Supply as instructed by Mr. J. Carr.
- 13:30      A Mr. McShane 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 suspected that the accident of the C-54 # 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 linking the two incidents together. It was suggested by Mr. McShane 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      AACS 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 as unable to make out contents of message. Deference message was sent out of this Headquarters as an exact duplicate of the message received from AACS. AACS 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. Raywoth advised there is no Ignition Harness in stock at Air Depot. Advised Cpl Clausen of this.
- 14:30      Incoming clear message from COMALFSAIR: 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 remains 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 regarding 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 to 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-B 686-19ND4R. He was not in. Will call back.

10 February

- 01:30 Call from CAA regarding message received from Ohio state patrol, "At 0500 reported OHBA 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.
- 02:10 Mr. Carroll, CAA, called in regards to same message. In conversation 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.
- 09:30 Received message from CleCCD "BOF Reports bearing 344 Charlie Carrier Strength TWO THREE on 8250-60." Call put in to AAC to Flight Officer Gray for pin pointing Cl3CGP to enable Operations to relay bearing to Whitehorse.
- 07:30 Flight Lt Gray advised this Headquarters Cl3CGP Headquarters.

LOG OF OPERATIONS "MIKE" CONT'D.

Air Force Wash request maximum monitoring effort 8280KC next 24 hours on West Coast. Attempt to intercept signals from crashed C-54 Alaska. If possible, request you attempt to obtain bearings from Castroville. Any information should be reported to CO Great Falls AFB, Montana, Attn Air Rescue Service Searchmaster.

- 14:35 An attempt is being made to contact Mr. Carroll at CAA Ext. 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 large stations along the entire coastline 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 AACS 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 AACS 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 AACS reads as follows:
- Following wire received LOT following wire received from USCG 17th District. LOT USCG 13th District. Following received from FCC SEA. Ham Operator Bremerton, Washington picked up SOS signals on C RTN 8250, no 8350, at 1355 and 1405 PST today. Night of Feb 9th, same operator heard SOS signals FLUID by numbers 1-7 or 137 West 24 or 27 minutes. Followed by C-54 Unquote Bainbridge Navy HF/DF. Picked up same signal 1514 PST today. ICT San Francisco 110049 UCCT. Refer to Message No. CN 22.
- 19:00 Sgt. Shirley called. Advised Yakutat picking up steady carrier at 0444 and DF got bearing of 97° at 1926, series of V's, and reported that Nome, Marks AFB, had a bearing of 120° close 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 DF equipment.
- 19:20 Called DF station on the base and spoke to the operator who...

LOG OF OPERATIONS "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 Nome, Marks AFB. Bearing they submitted was on a Ham Operator. It is apparent that Ham Operators are interfering and causing considerable difficulty.
- 20:10 Departed for the office. It is evident that there will be several calls due to the all-out effort on the part of GAA along coastal route.
- 20:30 Another call from Mr. Carter of GAA to report that at least five Ham Operators have reported hearing SC: 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, someone in British West Indies was assigned to this frequency.
- 20:45 Close vigilance will be kept throughout 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 AACS 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 AACS message received on 8280KC a true bearing of 111° Class 2 on a steady carrier at 1100.
- 02:45 Message GAA Ham Operator overheard three SOS signals on 8280KC.
- 05:00 GAA called regarding signals repeatedly being reported by Ham Operator.
- 09:00 AACS called, advised Talkeetna picking up steady carrier on 8280 KC; advised DF 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 ETD for Whitehorse Monday 0600. This Headquarters will wire Whitehorse request search area for 787.
- 10:00 Major Mason 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 at 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.
- 12:30 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 Adak as follows: D-504, AG regard your R. No. 22 report forwarded TAX at 2100Z this date Lewis sends.
- 13:15 Arrived at Hangar D-13 to check with crews returning from Whitehorse. Capt Holdiman in 1040 arrived at 1400 and 457 arrived same time with Lt. Gasto. 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 Ft Nelson via return same day. Aircraft to return due to extremely low temperature at Whitehorse. Capt Holdiman and Lt. Grigsby will (???) aircraft. Advised Capt Holdiman to return Depot personnel as agreed with Col Taylor of Depot.

LOG OF OPERATIONS "MIKE", CONT'D.

- 15:00 B-17 3787 will be ready for test hop on Sunday 1300. Lt Hagins 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 B-36. Message received as follows: From CAA Gustavus AF 2081, position 40 miles west of Gustavus 05242 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 Annette due to frozen instruments. Contacted at 0545Z and advised was still in flight and OK and ETA Seattle 4 plus 20. Contact at Gustavus has been on Baker Channel VHF only unquote CCGD. Thirteen Fags to 12th Group: CAF. Advised Duty Officer to relay same to CGC Juneau, and Seattle ARS. Cancellation of the above emergency at 1017Z; aircraft landed at McGord.

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 CAA called and advised that Kodiak was receiving SOS signals on 8280.  
Milton Island also picking up same 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 task 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 KC. 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. Case weather reports. Whitehorse.

LOG OF OPERATIONS "MIKE", CONT'D.

3,000 24V \* blowing \* Aishihik 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 NW of Whitehorse.
- 15:00 Capt Kessler from Cost Control called requesting information on search not available in this Headquarters. He requested total flying time expended by the 10 F-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 B-17, 595, which returned from the search area without supercharger.
- 16:50 Advised that B-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 of any parts or equipment needed there.
- 10:00 Elmendorf Tower called. Advised C-54, 5042, returning to Elmendorf, reported over Vulcan at 2030 with power. Engine at 11,000 ft en route to Whitehorse.
- 10:15 C-54 (???) on the ground at 1040. Aircraft returned to Elmendorf due to (????) engine.
- 10:45 Weather front statement "A" that the C-54 will not be ready until tomorrow. (?????) will be made to (????) (????) 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 Whitehorse 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 26th of Jan. It was agreed to meet the two persons at this Headquarters this evening. The two men arrived at 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 Aishihik Radio range in the Wrangell 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 with 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 B-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.

- 09:30 Sent wire to Col Strouse, requesting the return by first available aircraft of Alaska Air Depot personnel.
- 09:45 Col Balchen 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, AAC, 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 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 North West Air Command instructed Squadron Leader Arnold to (??????) Searchmaster for missing C-54, AF 2469.
- 0750 M?????al, 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 every hour from 262200 Z to 271100 Z.
- 0800 Whitehorse Range requested obtain exact times all fixes passed by 2469 from departure Anchorage to last PI 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 Nelson 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 Wasilla 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 Watson radio. Flight investigated but could not see for patch of cloud. Fire appears to be alright on airways.





31 January 1953 Flight Officer J. A. Morrison, pilot 1st Lt. of 110th, replaced by 1st Lieutenant Archer in duty Operations, West III.

2037 Investigation report by Flight Lieutenant Martin, concerning statement by R. J. Smith into. While flying home on the afternoon of 26 January heard aircraft. At first thought it was a small aircraft and flying low. As it came closer he realized it was a larger craft. Then he saw it at about 3,000 feet in a blue-black cloud in S, S. direction. It was about 3 miles away. After being home for 6-10 minutes he thought he had first thought it was an explosion in cloud and investigated. All in case of. They remembered aircraft then and thought it could be the cause of the thud. Found no sound by others in town.

31 February 1953 The 1-25 (1953, 7233) from Great Falls received Hitchhiker 2057 at 2000 on 31 January.

0017 Mr. Smith while 915 report as Italian at 2000 hours heard explosion apparently in difficulties between 1800 and 1900 local time on 31 Jan. It went over to and like a fall and was not heard again.

0031 1-25 on 31 January 11:20, report at this reported to it. Miller that at approximately 1500 hours local on 31 January 1953. The engine noise was quite loud, but all of a sudden noise stopped. The noise was not like engine being throttled back or disappearing in the distance. Height estimated plus not more than 1,000 feet above highest terrain. Johnny Williams, pilot of 110th, confirmed story.

0047 1-27 1953 1000 of 110th and 110th.

0050 1-27 1953 1000 of 110th and 110th.

0300 3:10 I took over it.

0317 1-27 1953 1000 of 110th and 110th.

0327 1-27 1953 1000 of 110th and 110th.

0340 1-27 1953 1000 of 110th and 110th, 110th, 110th.

31 Jan 1953 1-27 1953 1000 of 110th and 110th.



COMMUNICATIONS LOG

OPERATION MIKE

Page 16

4 February

0125 C-47 990 100% of 29B and 30B.

0145 C-47 5895 100% of 25B and 78B.

0183 C-47 330 100% of 18A and 19A.

0310 C-47 8496 75% of 34A, 15% of 41A.

0245 C-47 5543 75% of 35A, 60% of 27A.

0800 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 64B.

0130 C-47 1112 100% of 65B and 66B.

0830 C-47 8766 100% of 30D and 23B.

0700 Signal to Ft. Nelson.

0445 1 February operations from Ft. Nelson (proposed).

0513 Signal from GFAB: "Report of Daylight Search Operations."

0730 Message to Capt. Nogar.

0700 31 January report on Operation Mike.

0810 To Capt. Nogar: Authority to order own supplies.

0815 To 10th Rescue Squadron: Authority for Capt. Nogar to order own supplies.

0830 Report for 1 February operations.

0835 Request from Capt. Nogar answered regarding areas covered.

0835 Two C-47s arrived, both serviceable, 5 in each crew, 1037 and 661.

0855 Major Ackerly 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 2565 en route Whitehorse to Nelson distinctly heard a clear but weak signal on 500 KCs. while aircraft was in immediate vicinity of Smith River at 10,000'. Signal heard within 2-4 KCs of 500 KC. These facts were sent to Whitehorse and Ft. Nelson by their radio operator, but no acknowledgment 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 release to be forwarded NWAC promptly.

1906 Proposed operations for Mike for 1 February, from Nelson.

1921 Resume past and future rescue plans in Alaska requested by North West Air Command.

2054 Signal from Nelson requesting separate operating frequencies for each area.

2200 Offer of flying services by W/C Jack Hope, The (???), 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 mountains.

2338 Three Auster and three L-5 aircraft en route Edmonton-Whitehorse require fuel at Prophet River and Liard River.

2 February

0022 B-17 3595 recalled to Elmendorf to conduction operation instructions.

0023 Signal from NWAC inquiring if additional aircraft are needed for Mike.

0100 Shift I took over.

0026 Coverage of off-airways by B-29s.

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 rest of this fire is not in the line of sight.

COMMUNICATIONS LOG  
OPERATION MIKE  
Page 18

February 1911 Signal from RCG North West Air Command ref to our MI-43.  
1300 Report to Flying Officer Moore on what signals he heard on 500 KCs.  
1821 Report on aircraft from Dog Creek.

February 2005 Report from NWAC pilot.

February 2052 From Great Falls, work to be done.  
2255 ETA 3595 toward Mt. Logan.

February 0003 G-47 221 95% coverage of 20A and 27A.

February 2052 LC17 8944 50% of 61B.  
2341 G-47 8246 60% of 7D.

February 0020 L-5 4992 questioned people at Atlin.  
0035 G-47 969 100% of 16A.  
0200 G-47 150 100% of 26B and 27B.  
0230 G-47 1037 100% of 39D and 4B.

February 1905 LC 126 1952, (???)

February 0255 G-47 1084 100% of 34A.  
0240 G-47 8786 85% of 32A and 33A.  
0414 Message from Capt. Nogar information on aircraft picking up 500 KCs.  
0335 From Nelson requesting information on G-64 2476.  
0314 From Nelson report on signal picked up by aircraft on 500 KC. (Ref: 020414).

February 2234 From NWAC to Flight Lieutenant McLaren, re request to let press fly over search area.

February 0026 From RCG, NWAC, coverage of Amber #2 and cutting out of some aircraft.  
0818 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.  
0507 Report from Nelson on 1 February operations.  
0252 Report from Nelson to Air Commodore Costello on work to.  
0515 Signal answer to Nelson.  
0517 Telephone conversation, Wing Commander Miller to Flight White at Smith River re signals on 500 KCs. Smith has to station but Smith River RR is guarding 500 KCs.  
0335 C-47 664 100% of 70B, 50% of 71B.  
0455 B-17 3580 no report on coverage.  
0810 C-47 9529 90% of 31A and 55A.  
0205 C-47 422 75% of 65A, 25% of 5D.  
0120 C-47 990 100% of 18A and 19A.  
0130 C-47 1050 100% of 41A, 30% of 47A.  
0200 C-47 827 100% of 39A and 49A.  
0210 C-47 661 50% of 48A.  
0139 C-47 511 100% of 31A and 24A.  
0206 L-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 25B, 10% of 14B.  
0210 C-47 7969 100% of 41B, 50% of 42B.  
0210 C-47 441 95% of 32A, 35% of 53A.  
0235 B-17 3595 100% of 30A, 55% of 33A.  
0235 C-47 6210 100% of 3A.  
0150 B-17 5661 95% of 22A, 35% of 13A.  
0231 C-47 200 100% of 25A and 26A.

COMMUNICATIONS LOG  
OPERATION MIKE  
Page 20

2 February 0259 C-47 330 100% of 4A and 5B.  
0325 C-47 1045 50% of 39A and 40A.  
0600 Report to NWAC on Operations 1 February.  
0630 To AMC report on aircraft.  
0735 Report to NWAC on operations for 2 February.  
0510 Report from Nelson on 500 KCs.  
0522 Report of coverage from Elmendorf.  
0638 Report from Nelson on 2 February operations.  
0320 Query from Ft. Richardson re safety report.  
0432 Report from Great Falls on Operation Mike.  
1055 Report from NWAC on 500 KC signals.

3 February 1700 Shift III took over.

2 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 KCs.  
0742 Aircraft reported over Beaver Lake 0300Z 27 January. 12 group  
searching area.  
2045 Message from NWAC indicates signal heard on 500 KC emanated  
from commercial shipping firm.  
2236 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 LCRD 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 2-day period.
- 0010 Report from Ft. Nelson. Search accomplished 2 February.
- 2 February 2250 Operations from Great Falls.
- 2330 C-47 5695 searched north leg of Watson radio.
- 2325 C-47 990 search K. and W. leg of Smith River RR negative results.
- 2330 C-47 7969 E. and W. leg Watson Lake RR.
- 2053 C-47 221 SE leg of Watson Lake RR.
- 3 February 0200 Mr. Kawchuck (Jao) 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. Shered (Allied Forces), he reports that his men at Pon Lake see smoke signals just beyond Haines Junction and SW from the Nelson Highway about 16 miles. Smoke seems to increase in intensity whenever aircraft seen or heard in area.
- 1415 Aircraft 200 enroute Calgary, constant watch maintained on 500 KGs. All signals received. Neither did not permit spotting.
- 1700 Shift III took over.
- 1819 Signal from Flying Officer Shearer in Dakota 200 arrived OK.
- 1819 Button, return tape recorder being dispatched Whitehorse by 10th Rescue Squadron.
- 1940 Report from 13 Group re areas covered 2 February.

COMMUNICATIONS LOG

OPERATION MIKE

Page 22

- 3 February 2241 Query from NWAC comm. flight re Dakota arriving for minor inspections.
- 4 February 0800 Shift I took over.
- 0115 Signal from NWAC re search by B-29s.
- 0030 Signal from Nelson re C-64 and C-45.
- 0200 Weasel at Haines Junction picked up an unreadable signal on 500 KCs at 1330 hours, local. At 1480 hours, local, the same woman picked up a repeated signal on 500 KCs as follows: VGB.
- 0300 Signal to "K" Flight NWAC re 80 hour inspection.
- 0145 C-47 6210 85% of 75B.
- 0133 C-47 112 100% of 73B.
- 3 February 1937 C-47 1037 Nil weather.
- 1741 C-47 5895 did IFR search on 500 KCs.
- 3 February 1155 LC-136 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 2463 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).
- 3 February 2334 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.
- 2153 C-47 556 Nil weather.
- 4 February 0351 Tower: Snag Radio received the following message from AF2463 (at the time 2463 was half way between Snag and Aishihik, 8280 KCs) time 040315: DK - CZ - DKL - HU - 5084 - V310 - 734 - CIT - HO - O - OLD - LDN - VQUALOR - LWS - LWS - SIT - JA - NYN - ROTTER - FEF.
- 0037 From NWAC re revamping of search.

COMMUNICATIONS LOG

OPERATION MIKE

Page 23

4 February 0529 Ten B-29s in search 3 February.

0315 Return flight of B-29s.

0317 VC-827 returning to Rockcliffe.

0500 Telecon with NWAC, numbers of B-29s reported leaving Great Falls, Edmonton airbase.

0600 VC-827 to return to Whitehorse.

0556 Signal on work done by ICEF.

0033 C-47 8246 100% of 18A.

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 18A.

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 en route 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 on the negative concerning their (??????) to search specified areas.

2345 Signal to NWAC requesting that all headquarters be included in any messages concerning Operation Mike: 10 Group (???), Searchmaster Great Falls, Searchmaster Whitehorse, and Main Rescue Center.

COMMUNICATIONS LOG

OPERATION MIKE

Page 33

- 4 February 2325 Message from 12 Group re flying completed 3 February. Also report of explosion in the Salmo B.C. area at 2350 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.
- 2349 Signal heard at Watson Lake on 8280 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 ICW signal heard on 5240 strength 3-4 between 0628 - 0633 PST 4 February.
- 2357 Signal from NWAC re SOS signal heard between 0925 and 0928 PST 4 February on 8280 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 Comax area.
- 0007 Message from RCC NWAC 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 12231W.
- 0014 Request from 12 Group for call sign of lost aircraft.
- 0015 Message from NWAC indicating call sign of lost C-54 to be last four numbers.
- 0100 Shift I took over.

COMMUNICATIONS LOG

OPERATION MIKE

Page 34

- 5 February 0200 Signal to IORD re 511 inspection.
- 0215 Message from HOCS, 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 8280C. All they got was "AFZ".
- 0155 From Great Falls, no 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.F. RR. Seattle overseas radio requested two PAA aircraft to monitor 8220 - 8280 KCs as Bainbridge Naval Station has for the past 3 hours heard broad signals between these 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.C.T. RR report that a bearing from Bainbridge bears 332.
- 0303 From NWAC, 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 5893 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 NWAC re work done 4 February.
- 0705 Report to NWAC re work to be carried out 5 February.

COMMUNICATIONS LOG

OPERATION MIKE

Page 25

- 5 February 0708 From 12 Group, position of Waldo.  
0519 Correction on fix at Waldo.
- 5 February 1825 For Col. Brett re SAC aircraft.
- 5 February 1700 Received from tower on SKD "F" Edmonton. ATC 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° (Yukon Border).  
1705 Several wires received between midnight and 8 a.m. See incoming signal file.  
1700 Shift III took over.  
1880 Report from 12 Group concerning air operations and frequencies monitored.  
1840 Message from DOT, signal on 8280 picked up at 1712Z. OXZ joint by hand key, strength 5, received by CAA, Juneau. Message was passed to 482 for them to listen out and check with Juneau range for further information. Later reports indicate signal came from Lingby, Denmark.  
1858 CAA Haines, Alaska, at 1820Z 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.  
2134 Report from Great Falls on 8280 KCs.
- 6 February 0045 Summary 12 Group activities, ending 5 February.  
0120 From Biggs AFB, raising C-54 equipped with Type D-F military power unit.  
0041 B-17 3595 90% of route search.
- 5 February 2355 C-47 330 60% of 29D and 50% of 38B.  
2300 C-47 666 10% of 617, 50% of 27A.

COMMUNICATIONS LOG

OPERATION MIKE

Page 26

5 February 2344 C-47 482 40% of 55A.  
2206 C-47 990 100% of 31B.

6 February 0018 C-47 160 25% of 48A and 33% of 25A.  
0031 C-47 9565 15% of 41B, 100% of 13B.

5 February 2137 C-47 1050 100% of 39A.  
2359 C-47 5893 45% of 1B and 74B.  
2220 LC-126 1952 100% of 49B.

6 February 0340 C-47 9523 50% of 77B and 76B.  
0319 Report from civilians in Salmo.  
0343 Number of aircraft from 18 Group.  
0359 Signal on bearings heard on 500 and 8280 KCs.  
0500 Report to NWAC on searches 5 February 1950.  
0510 Report to NWAC on search areas for 6 February.  
0527 Report from B.C. Police.  
1500 Shift III took over on new schedule. Capt. Nogar, F/L Mitchell, W/C Morrison, and L/C Tucker.  
1950 Signal from NWAC starting disposition and time to meet inspection of three Dakotas.  
1952 Message from NWAC proposing to clear civilian transients for flights over (?????) and inquiring as to our cooperation.  
2130 Shift I took over.  
1838 Signal on a report from Lethbridge.

5 February 0311 Message from B.C. Police.

6 February 1915 Message from B.C. Police.  
1736 Reference to SAC aircraft.

5 February 2356 To oxygen on 2468.  
2943 Message from Navy D/F station.

COMMUNICATIONS LOG

OPERATION MIKE

Page 27

7 February 0020 Signal from NWAC requesting all signals on 500 KCs.  
0155 To 10th Rescue Sqdn., Elmendorf, re USAF aircraft at Whitehorse.  
0210 To NWAC re signals received by us relayed to them.  
0225 Two aircraft for inspection Calgary and Edmonton.

5 February 8105 C-47 150 94% of 32A.

7 February 0130 C-47 1040 75% of 7D and 25% of 8D.  
0125 C-47 555 100% of 42A and 41A.  
0315 C-47 1037 100% of 18D and 5% of 17D.  
0100 C-47 9565 100% of 49A.  
0105 C-47 2523 60% of 48A and 55A.  
0100 C-47 200 55% of 39A and 20% of 32A.

6 February 2359 B-17 9457 covered 38B, 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 83B.

7 February 0137 LAAC 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.  
0531 Work done by 12 Group.  
1500 Shift II took over.  
2200 Shift I took over.  
1930 Signal from 12 Group re signal of SOS on 500 KCs.  
2120 From Watson Lake.

COMMUNICATIONS LOG

OPERATION MIKE

Page 28

- 7 February 2151 Princeton radio reports SOS.
- 2137 From VR, ATC signal on 8280 reads SOS.
- 2233 From NWAC reference their aircraft 143.
- 2300 Telephone conversation with Watson Lake regarding SOS signals.  
Bainbridge 031° T SSO - 8280 KC, 2142.30Z, 2156Z 2158.30Z.  
2159Z Nome 305° SOS 8280 KCs.  
Aircraft 5895 search area 37B, heading 320° N, (?????) 20° right of  
reading on radio compass right of Watson Lake from 37B.  
Signal came from 340° N.
- 2315 Ladd Field reports bearing received at Fairbanks, 277° T on  
SOS, class 3 bearing.
- 2316 Anchorage received SOS on 8280 at 2242Z received through  
CAA, Haines, Alaska. It was an SOS repeated that a long dash,  
typical of Gibson Girl.
- 2320 At 2125Z 7 February, signals received from Seattle SOS Good  
031° T, Nome SOS class 3 305° T, Fairbanks SOS 278° T.
- 2250 Signal re receiving SOS signals.
- 2355 Distress signal heard again at 2344Z on 4 February on 3280  
KCs. Signal was weak from CAA at Juneau.
- 2356 Signal to NWAC re SOS signals.
- 2315 Signal from Wrigley XNT re SOS signals on 8280 KCs.
- 2355 Signals from Watson Lake re signals received at Watson Lake  
on 8280 KCs.
- 8 February 0210 To RCG NWAC re report on missing AF 1037.
- 0243 Requesting confirmation on 1037.
- 0400 To NWAC aircraft to Edmonton for inspection.
- 0345 From Nome bearing on signals of 8280 KCs.
- 0934 Lancaster 218 route search.
- 0348 G-47 200 route search.
- 0335 Report on Dakota aircraft 1037.
- 0130 Lancaster 217 route search.

COMMUNICATIONS LOG

OPERATION MIKE

Page 29

8 February 0015 C-47 556 98% of route search.

7 February 2350 C-47 939 route search.

8 February 0115 C-47 330 205% of 38B and 100% of 17A.  
0130 C-47 5893 305% of 37B.  
0130 C-47 2221 90% of 25B.

7 February 2200 C-47 5894 80% of 39A.  
2330 C-47 634 100% of 38A.  
2225 B-17 3595 contour search.

8 February 0425 Route search B-17 9571.  
0500 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 NWAC work done 7 February.  
0730 Report to NWAC work for 8 February.  
0810 Report to HQS, USAF, Office of Flying Safety, Washington,  
D. C. Report on aircraft 1037.  
1500 Shift III took over.  
1730 Message from Nelson AFB enumerating the quantity and type  
of emergency equipment aboard C-47 1037.  
1813 Signal from NWAC concerning control of Washington based  
aircraft.  
1831 Paradoctor, Capt. McDonald of the PPGII, if required, may be  
obtained by contacting Military Hospital, Whitehorse. Lt.  
Potts, PPGII, will arrange for parts and medical equipment,  
if contacted through the Adjutant PPGII.  
1843 Report from 12 Group concerning air activity for 7 February.  
1855 Message from NWAC Rescue Coordination Center concerning  
actual distress messages received.  
1906 Signal from NWAC concerning radio sweeps carried out by B-29s.

COMMUNICATIONS LOG

OPERATION MIKE

Page 30

- 8 February 1921 Signal from LADD AFB concerning replacement for C-47 7969 unserviceable at Northway. No replacement required.
- 2137 Message from C-47 5894 flown by Capt. Holdiman. Aircraft 1037 found on hillside approximately 7000 feet altitude. Position 6100 N 137.35 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. 10 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, Kermi, Princeton, Annette, Sandspit, Juneau, and Point Grey radio between the times 2141-2200Z 7 February.
- 2130 Shift I took over.
- 1726 From Alaska AFB, locating 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 Pentiction re Edmonton blocking 8280 KCs.
- 2057 Information from Norman Wells.
- 2237 Information on signal blocking.
- 2242 As soon as possible NWAC wants information on signals sent by 1037.
- 2300 Report on aircraft heard at SEY.
- 2331 Concerning telephone conversation between Colonel Nelson and Colonel Brady.
- 2358 Report from CAA Haines, Alaska.

COMMUNICATIONS LOG

OPERATION MIKE

Page 31

- 9 February 0004 Report from Haberras and McMurray.
- 0038 Request from CAA on 1037.
- 0036 Report from CAA Haines.
- 0025 Phone call from Major Gorimly at Pon Lake. He states that his party is heading 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.
- 0115 Signal to LORD.
- 0210 To 414 Sqdn. re 160.
- 8 February 2350 From McMurray report on 8280 KGs and 500 KGs.
- 2245 From Air Commodore Garscallen to Air Commodore Costello re number of aircraft available.
- 9 February 0437 Signals received by ham operator.
- 0500 To NWAC re aircraft inspections.
- 0020 C-47 969 route search.
- 8 February 2252 C-47 664 100% of 49A.
- 9 February 0013 C-47 441 95% of 25A.
- 8 February 1930 C-47 330 70% of 49A.
- 9 February 0040 B-17 3787 50% of 40A and 95% of 34A.
- 0100 B-17 9457 5% of 24A 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 9585 80% of 35A.

COMMUNICATIONS LOG

OPERATION MIKE

Page 32

- 9 February 0530 Report to NWAC 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 NWAC on work to be done 9 February.
- 0730 Phone message from Col. Sherard concerning progress of ground party in Aishihik Lake area.
- 1814 Message from NWAC re search area 60N 130W.
- 1850 Answer to NWAC re search area 60N 130W.
- 1930 Message from 5894 over downed aircraft.
- 1930 Same as above re vessels.
- 8 February 1850 Report from Great Falls on operations completed 7 February.
- 0036 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 SOS 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. Rockcliffe aircraft to return to base, Rivers aircraft to return Sweetbriar. Request H Jones.
- 1713 C-47 150 returning Whitehorse.
- 2130 Shift I took over. Cpl. Reynolds to report on Shift II.
- 2210 From Great Falls to NWAC re signals picked up by ham operator.
- 2240 Signal to RTC re return of aircraft to Rockcliffe.
- 2115 From McChord AFB re signals received by ham operator.
- 2151 From 12 Group, SOS signal heard.

COMMUNICATIONS LOG

OPERATION MIKE

Page 33

- 10 February 0001 Paratroopers dropped to 1037 on mountain. Ground party with four weasels proceeding up mountain. Have not made contact with 1037 yet.
- 0200 Supplies consisting of stoves, petrol, 6 sleeping bags, and food, furnished by Allied Forces. Aircraft took off to drop supplies at 0038Z.
- 0100 Signal to NWAC re activities on search rescue.
- 9 February 2225 From Fort Richardson re portable D/F radio equipment.
- 10 February 0135 Called Major Gormile at his O.Pl 10 miles W Aishihik 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 Gormile informed me that three of the original weasels engaged in the track, had broken down, one had continued on toward crash. He said that he had repaired one other weasel and that it was going up west Creek about 8 miles to set up another base camp.
- 0330 To C.O. Alaska Air Command re release of C-47s from search.
- 0137 From 10th Rescue Sqdn. re ham at Ladd received signals on 500 KGs.
- 0226 From Ft. Richardson, Alaska, re D/F sets.
- 0650 To Alaskan Command re C-47 aircraft.
- 0530 Operations carried out at Whitehorse 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 Aishihik River and possibly make two trips (10 people).
- 0425 Report on operations done at 12 Group 9 February.
- 0033 Major Crabtree to Major Gormile. (?????) (???) tomorrow, 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.

- 10 February 0530 Message cont. Major Gormile to Major Crabtree, that there are 8 weasels in all, 6 in commission, one 8 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. Heminway 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 deadfalls.
- 0226 Three portable D/F sets being sent Whitehorse from Tacoma immediately.
- 0157 SOS message picked up by ham operator in South Dakota on 8 mags. Position of SOS given as 130W 60N.
- 0330 Flight Lieutenant Weir called from Great Falls stating 3 D/F sets were on 990 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 12, Omaha, regarding signal heard by ham operator at Leads, B.D.
- 1710 Maj. Gormile contacted. States ground party have left base camp with 5 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.W. 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 130W 60 N, more SOSs followed by NCFO - time received 1700 MST 8 February.
- 10 February 1800 Message to NWAC requesting debriefing information from crews reaching Watson Lake area enroute Edmonton.

COMMUNICATIONS LOG  
OPERATION MIKE  
Page 35

- 10 February 1618 Message from ATC HQ, 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. Haines who was traveling the highway from Burwash to Whitehorse, saw a dark object in a swell in the mountain 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 HQ with information to NWAC Rescue Coordination Center, Great Falls Searchmaster, 12 Group Hq, stating situation not considered sufficiently critical to warrant transportation of Herman Nelsons from Rockcliffe.
- 2995 Phone call from 10th Rescue Hq. saying that both Nome and Elmendorf were getting strong signals on 8280 holding on 139W and 60N.
- 1906 Received message from G-54 2659, VFR, at 64:49N, 140:36W, stating that two scanners reported seeing what appeared to be an air flare. Investigating.
- 2000 Message from G-54, 2659, at 65:53N, 140:28W, 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 re, 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.

COMMUNICATIONS LOG

OPERATION MIKE

Page 36

- 10 February 2320 From McHue radio, Major Gormile and two weasels are above the river bed going up the mountain, the other weasels are below him.
- 2233 Movement of portable D/F stations.
- 11 February 2005 No work done by 12 Group 10 February.
- 0145 From Bainbridge, bearing on 8250.
- 0230 From Heisinger, 10th Rescue.
- 0258 From Elmendorf re Capt. Mirzawf's arrival.
- 0430 To NWAC re work done at Whitehorse 10 February.
- 0435 To NWAC re work to be undertaken at Whitehorse 11 February.
- 10 February 1832 Sea Hornet at Watson Lake not serviceable suggest it be employed on search, from NWAC.
- 1848 From Great Falls, report on daylight operations for 10 Feb.
- 1955 Hornet U/S. All other fighters to be accelerated 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 NWAC, 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 Bramerton, Washington, picked up SOS on air between 8280 and 8340 KCs at 1355 and 1405 PST on 10 Feb. Night of 9 February, same operator heard SOS signals followed by numbers 127 or 137 - 24 or 27 minutes followed by C-54. Bainbridge D/F picked up same message today at 1510 PST.
- 0005 No search aircraft departed Vancouver this date because of weather. 56 available 11 February, weather permitting.
- 0057 From 10th Rescue Squadron, B-17 3787 DTD 11 February.

COMMUNICATIONS LOG

OPERATION MIKE

Page 37

11 February 0713 From NWAC, report of messages received from Penvince radio, N.D. State Police picked up S.O.S. on 1722 KCs. Seattle ham reports same thing on 1722 KCs at 0351Z. Bremerton reports same signal at 0535Z.

0754 Denver reports SOS on 1722 KCs at 0515Z. Sounds like Gibson Girl. Detroit Lakes, Minnesota, received same since 2005 CST. Fargo received same at 0638Z.

2130 Shift I took over.

12 February 1214 Signal from (???) 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 weasel.

???? Helicopter waiting to evacuate personnel.

2145 3787 departing Richardson, requests search area.

12 February 0020 936 arrived with the last of the survivors from 1037.

0400 Signal to NWAC re work done at Whitehorse and work for 12 Feb.

1715 Signal to Ladd re aircraft status.

2010 Signal to HQ, 10th Rescue, re Operations and Engineering. Mechanics to Fort Nelson for engine installation of C655.

3020 Mr. McNair was contacted at ???229 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 has never seen it before he reported the incident.

13 February 0330 Report on work done by 12 Group.

0400 Report to NWAC re work to be done 10 February from Whitehorse.

11 February 0101 Message received on 500 KCs re D/F (??????) (??????).



COMMUNICATIONS LOG

OPERATION MIKE

Page 2

- 27 January 1149 C-54 2469 enroute Elmendorf Great Falls IFR last reported over Snag. 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 flares reported.
- 1215 5532 reports seeing lights but appeared to be electric. No flares or fires. 5932 reported he saw nothing in the way of fires.
- 1525 Squadron leader Arnold searchmaster at Whitehorse. All stations to guard 5785 KCs.
- 1540 Captain Nogar has copies of search grids and will assign search areas for all aircraft operating out of Nelson.
- 1525 Dakota 559 to search AC 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 F 2469. All aircraft to utilize 5785 and 8440 KCs.
- 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 Snag and Whitehorse. One C-47 searching Whitehorse-Testing route as far as 132° W. Expect test fly helicopter this AM. Two RCAF and three ?S-7 rescue (???????) at Whitehorse. C-47 559 carrying out search of airway FM (???????????) - (???????) Lake, Sea Hornet and Firefly carrying out square searches about two sightings reported last night near Watson Lake. One RCAF jump team at Watson with 559.
- 1737 If possible use Dr. Stanley's operational research report number four. Not to use (?????) or 435 Squadron Dakota's allotted to Sweetbriar unless necessary.
- 1755 Strategic Air Command advise anxious to assist in search.
- 182? Fourth Squadron at Tacoma Air Force Base has one B-17 and two B-10 aircraft winterized and ready for search. Aircraft on 3-hour standby.

COMMUNICATIONS LOG

OPERATION MIKE

Page 3

- 27 January 1945 Report from mile 836 Johnson Crossing through Teslin that aircraft believed four engine sighted through overcast at 1300 YST 26 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 130:55 W. south to 30:05 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 2477 searched FI (Fish Lakes) - Watson Lake 132° long. to 126° long. for 30 minutes on search 1 hour 15 minutes -- negative results.
- 2118 Report to Commander of MATS by MATS liaison Edmonton.
- 2240 Mr. Dalziel, bush pilot of Watson Lake, offers search aircraft - (????) (??) skis. U. S. co-operation center to be set up at Great Falls by Major Smith of 4th Rescue Flight, McChord Field.
- 2306 Coordination center at Great Falls is sending rescue method of setting up search grids 100 miles each side of AFB.
- 2321 B-17 search Watson Lake 2320 Z, 128° W., 60:30 N.
- 28 January 0004 Seven Dakotas departing Rivers for SweetBriar to be used on search for C-54.
- 0238 Search for USAF C-54 AF 2469 has been code named "Operation Mike."
- 0300 Second report on Operation Mike forwarded by U. S. Liaison Officer at Edmonton to Commander of MATS, Andrews AFB.
- 0005 Suggest overall control of area search revert to NWAC upon completion of present preliminary route search.
- 0203 Temporary search grids to be drawn up on scale map 1-1,000,000.
- 0400 Took over searchmaster at 0400 Z on 27 January 1950. Examined search office, and found it unsatisfactory because of signals noise, crowd, and space; moved to umpire's office in at a hangar. Appointed Flight Lieutenant K. J. Mitchell assistant search master. (Mitchell from East Coast Search and Rescue Flight and qualified navigator.) Mitchell informed at 0420 Z.

## COMMUNICATIONS LOG

## OPERATION MIKE

Page 4

- 28 January 0400 Twelve C-47's and crews USAF reported in. Briefed as to accommodations, etc. Briefing 1600 - 28 January. Flight Lieutenant G. M. Stuart, 413 Squadron Rockcliffe, pilot, reported in as search administrative officer 0530 Z. Lt. Col. Strouse, C.O. 10th Rescue Squadron, Ladd Field, sent to bed 0505 Z; had been working 48 hours steadily. Flight Lieutenant Bieshy, C.C. Watson Lake, phoned searchmaster at 0700 Z re a phone call from Rob Dallard at Carcross. He reported an explosion which occurred at 0020 Z, 26 January in a northeasterly direction from the airstrip at Carcross. The explosion was sufficiently pronounced to cause him to look at his watch. Dallard is an experienced mechanic who has been working with aircraft for a number of years. At 0715 Z the searchmaster phoned Mr. Dallard to confirm the report personally. U.S. radio station at Whitehorse have two receivers on 500 KCs, but have heard nothing.
- 0605 Only available copies of SAR contour grids for Yukon areas forwarded via CPA flight 23 tonight.
- 0719 815 pounds emergency equipment on board AF 2469.
- 0630 Report on areas searched from Ft. Nelson on January 27.
- 1125 From NWAG, form to follow when making daily progress reports.
- 1550 Checked weather, poor north to Snag, low cloud, visibility 1-5 in snow, improving to the south.
- 0600 Decided to send Flight Lieutenant Durnin in Dakota 550 to Snag on weather check. Lt. Whitney in C-47 9565 departed for Minto on weather check and to investigate reports from local inhabitants that explosion occurred south of Minto. Five C-47's dispatched to ??????. C-47 1014 Bennett ???? to Res 17 S, 1040 all ???? ?????? 17 N, 5665 Gilbert to 11 N.
- 1849 Major Smith to take over as Canadian searchmaster for Operation Mike in accordance with standing instructions for scan route.
- 1349 Air Commodore Costello will resume overall control for Operation Mike between Fort Nelson and Alkan Highway.
- 0007 Report on object of AF 2469.
- 1800 In order to continue ground parties to investigate a report re: Carcross. Colonel ??????, U.S. Army, has contacted to proceed to operation immediately ?????? ??????? ?? ????? ?????? ground parties to do a ?????????????? ?????? of ?????? prominent tasks in the immediate vicinity of Carcross.

COMMUNICATIONS LOG

OPERATION MIKE

Page 5

28 January 2118 Flight Lieutenant Durnin returned from weather check and reports Whitehorse area poor but improving.

2045 R. F. Warren, USAF, returned to base after covering 16% for the Carcross area, remainder of area covered with low cloud and snow.

2326 7969 flown over areas allotted. Most of area was overcast to scattered.

29 January 0121 New progress reports for NWAC.

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 the 10th Rescue Hq., Elmendorf Field, re search Snag area.

0040 C-47 Shoop covered 35% of its 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 Hqs.

0650 Report from Nelson.

0647 Request coverage from range stations of 2469 Flight.

0850 Report to Edmonton 28 January coverage and proposed coverage for 29 January.

1720 Message to Biggs AFB to confirm wing and tail markings of 2469.

2200 In reference MIO7 negative reports were received from Teslin, Northway, Big Delta, Fairbanks, Ladd AFB, Beatton River, and Whitehorse.

COMMUNICATIONS LOG

OPERATION MIKE

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 dashes on 500 KC at 1002Z, 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 a 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 Morisette of McClintock.
- 2142 Three more RCAF C-47's reported in for search. All from TSS Air Rivers, 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 8979. 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 B D, 7 D, and 25A, 26 A.
- 30 January 0040 C-47 5210 reports areas 50 B and 51 B were thoroughly searched, negative results. C-47 990 reports 90A and 190, 100% covered. C-47 1112, 100% coverage of 40 C, 30% of 47 A, 15% of 39 A.
- 0100 Shift IV relieved by Shift I. Major Sliney, Flight Lieutenant Stuart, Flight Lieutenant Cameron, Sgt. Higgins.
- 0115 C-47 7969, 100% coverage of area 49A.
- 0115 C-47 1023, 100% coverage of areas 47A, 41A, 42A.
- 0120 L-5, 33% of 62B.

COMMUNICATIONS LOG  
OPERATION MIKE  
Page 7

30 January 0125 G-47, 90% of 34A and 33A.  
0510 G-47 359, 50% of area 51A, 90% of 32A.  
0125 G-47 8056, 100% of 41A, 42A.  
0135 G-47 5895, covered 100% of 9D, 19D, 63B.

29 January 2332 G-54 2469, red wings and tail assembly.

30 January 0150 G-64 1965, 95% coverage of area 62B.  
0210 G-47 5543, 33% of area 7D, 33% of 8D, 100% of 18D.  
0135 G-47 1043, 100% of area 64B, 20% of 52B.  
0210 G-47 9565, 50% of area 61B, 10% of 56A.  
0135 G-47 1043, 100% of 64B, 20% of 52B.  
0210 G-47 9565, 50% of area 61B, 10% of 56A.  
0245 G-47 1050, 100% of 85B and 35A.  
0245 G-47 441, 25% of 20D.  
0230 G-47 5674, 95% of 8D and 18D.  
0230 G-47 428, 100% of 79B, 50% of 40B.  
0230 G-47 1045, 40% of 1B.  
0245 G-47 330, 100% of 53B and 65B.  
0330 G-47 665, 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 NWAC on weather during 2469 flight, and steps taken to locate aircraft.

30 January 0537 Aircraft to be put on search 30 January at Ft. Nelson.  
0318 Proficiency of Navigator on 2469.  
0425 Report from Mr. Wyatt, Muncho, that he heard a crash south of Watson 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-47 664.
- 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, this 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 associated for was lost.
- It is suspected that the aircraft reported is one of the search aircraft, and all search pilots who flew the night will be interrogated, especially Flight Lieutenant Durnin. Mrs. Hamilton said that in the evening 0615 aircraft almost hit her house. Believed private plane.
- 1830 Telephone report to Searchmaster, Whitehorse: Mr. Goodwin of Canyon Creek reported at Mile 996, 17 miles south of strip. No. 7 called saying he was reporting for Mr. Harvard Perrin, a hotel keeper who said that at 0400Z he saw an aircraft with landing lights on south of his position heading east. He did not hear the engines. 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 26 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. 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 26 B, negative results. C-47 5674, 100% of 26 A, negative results. C-54 495, 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 McKee to Whitehorse. At a point about 6 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 mountains. Weather 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 4992, 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 6246 100% of 30B and 40B.  
C-47 6210 90% of 49B and 61A.  
C-47 664 100% of 48A and 55A.  
6210 took a photo of area 60°23' N., 134°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 Brook's Brook and Johnson Creek.
- 0100 C-47 P134, 100% of 29B and 30B.
- 0045 C-47 3895, 100% of 53B and 80% of 41B.
- 30 January 1704 From NWAC requesting daily flying times.
- 31 January 0054 C-47 1045, 100% of 35A and 30% of 25B.

COMMUNICATIONS LOG

OPERATION MIKE

Page 10

31 January 0001 C-47 9565, 100% of 49A and 56A.

0120 C-47 200, 90% of 28A, 60% of 13B.

0130 C-47 1043, 100% of 31A and 32A.

0130 C-47 990, 100% of 5D, 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.

0235 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 Pon Lake.

0800 C-47 859, 100% of 21A, 25% of 13A.

0145 C-47 8766, 90% of 5D, 100% of 16D.

0150 C-47 1050, 100% of 9D, 40% of 8D.

0140 C-47 1023, 75% of 24A and 25A.

0125 C-47 8066, 100% of 10D, 90% of 20D.

0144 C-47 422, 10% of 34A, 100% of 35A.

0215 C-47 7978, 100% of 19A and 20A.

0850 C-47 511, 100% of 43B and 52B.

0210 C-47 330, 100% of 40A and 47A.

0216 C-47 9529, 100% of 16B and 28B.

0240 Signal from Flight Lieutenant Kerslake, captain of C-47 from Rockcliffe.

0011 To Col. Strouse on aircraft spares.

1015 From NWAC a correction on a signal number.

COMMUNICATIONS LOG

OPERATION MIKE

Page 11

- 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.
- 0385 Brooks Brook, phone call from Watson Lake. People saw two-engine aircraft flying very low on opposite side of Teslin 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, Squange Lake strip checked negative.
- 0315 To Squadron Leader Arnold from Control Tower: Tower intercepted message from Watson Lake to Edmonton stating a truck driver at Mile 849 saw a flash of light about  $\frac{3}{4}$  of the way up mountain on opposite side of Teslin Lake, just above timber line.
- 0327 Phone call to Squadron Leader Arnold at 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, TC, and Vancouver area, and Alaska area (Fairbanks RTC), have been checked with no results. McChord AFB 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. 0338Z 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 McRea 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 rising 5 miles west of Haines Junction and now appears to be coming in gusts as if someone was trying to signal.

COMMUNICATIONS LOG  
OPERATION MIKE  
Page 39

- 14 February 0035 To Commanding General, Hq. AACS, Andrews AFB, Maryland, suggesting that D/F stations at Teslin and Ft. St. John remain until after Sweetbriar.
- 13 February 2340 Canso aircraft re: use in search.
- 13 February 2359 Confirming telecon Atkins/Hazlett 13 February 1950.
- 14 February 0305 To RGC NWAC re telecon with J/O Timmerman re tie-in of search coverage in southern B.C.
- 14 February 0430 To RGC NWAC re operation for 13 February 1950.
- 14 February 0500 To RGC 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 AACS Op., Anchorage, re keeping D/F stations until after Sweetbriar.
- 14 February 1515 From Edmonton to stand down Lancaster crews for possible search for B-36 off west coast.
- 14 February 0027 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 1510 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 1950 To Ladd AFB re pay records of Captain Shay.
- 14 February 2003 From Ft. St. John re telecon, Miller/Easton.
- 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 5894.
- To RGC NWAC re LANC 212 to Sea Island.
- 0345 To RGC NWAC re Operation Mike report for 14 February 1950.
- To RGC NWAC re proposed operation for 15 February 1950.

COMMUNICATIONS LOG

OPERATION MIKE

Page 40

- 14 February 1900 Accuracy of D/F stations at Teslin.
- 15 February 1700 From 12th Group requesting Lancaster be diverted to Fort Hardy.
- 1930 From NWAC re LANC at Port Hardy.
- 14 February 1900 From Eielson AFB, Alaska, requesting statements from Canadian personnel aboard AF 1037.
- 15 February 2210 To Eielson AFB, Alaska, re statements of Canadian personnel aboard AF 1037.
- 0500 From Juneau re bearings from Juneau.
- 0311 From ??? re correction on signal ?0308.
- 0325 From Juneau re ????? at Juneau for personnel.
- 0055 From NWAC re Prince George's base of operation not recommended.
- 14 February 3222 From NWAC re forwarding of messages on the two searches.
- 15 February 0239 From NWAC re telecon NWAC and J/O Timmerman.
- 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 Eielson AFB, Alaska, re accident board.
- 15 February 2300 From NWAC re search carried out by three (3) ATC D 9 '9's enroute RC.
- 2322 From 10th Rescue re return of specialists by next available A/C.
- 16 February 0135 List of D/F stations installed giving position ??????????.
- 0345 To NWAC re task 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 Ladd AFB, Alaska, re daily status of ??? "?" aircraft at Whitehorse.
- 2200 Telecon re sending three (3) ski-equipped L-5's to scene of crashed ACAF Dakota 664.
- 2230 Message to F/L Durnin re pilot on Dakota 664.

15 February 2205 Sig from Ft. St John re AF 7831 to stop at XY.

17 February 0020 C-54 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 C-54 7239 off Snag with survivors of RCAF VC 664, seven (7) in all, one man with a sprained ankle. VC 664 crashed on take-off from a lake at 62/31 North, 140/39 West. USAF C-47, 9565, was the first aircraft to give assistance by leading two (2) L-5's into the scene from Snag.

0240 Sig to 10th Rescue, Elmendorf, re equipment aboard C-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 Hangar "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." Token force only to chase down rumors and reports.

17 February 1655 Sig to Col. Mitroff re returning of some D/F stations to states.

1935 Sig from C.O. 1804th AACS designating Lt. Guthrie as O.C., 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.

18 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 NWAC re signal clearance band 8280 to 8330 KCS no longer required.

0510 Sig pertaining to position of C-54 from Seattle Naval Base.

1830 Sig to Colonel Strouse re to sig from Seattle 180510Z.

1800 Kael to 10th Rescue re soft daily status reports.

0900 From 12 Group report on Operation "Baker."

1850 Phone call from Constable Deer at Burwash Landing, stating that an Indian reported to him that smoke caused a snow slide on his Area at the time the C-54 went missing...

and that now the 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 2030 C-47, 956 5, 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 instruction 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.
- 0120 Sig to A/C Corscullen re future operations "Mike."
- 0130 Sig to 10th Rescue, Ladd AFB, re daily acft status.
- 0200 Sig from 12 Grp re message received from Cranbrook police on C-54.
- 0130 Sig to NWAC 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 trapper's cabin, the trapper reported the slide and they are proceeding to scene of slide with the trapper. The Indian trapper also reported an explosion on approximate date of C-54 crash and also says there are "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 10 minutes; trapper reports did not actually see slide but knows where it is.
- 1155 Sig from 12 Gp re search areas for 19 February 1950.
- 0540 From 12 Gp re snowshoes received by Mr. Malcolm.
- 0925 From 12 Gp re search covered for 18 February 1950.
- 0145 From 12 Gp 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

- 20 February 1727 Sig from NWAC re signal from 808 Sqn requesting release of  
Lanc 214.
- 0255 Sig from McChord re investigation in B.C. to be carried out from  
Cutbank.
- 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.