

These are my comments from the Canadian file on the accident. I read through them and noted anything that may help in the search for AF 2469. Nothing was highlighted in the report, so I added it where I thought something was interesting.

Please note the spelling and grammar are directly from the report.

Page 3, Para 8: "During the first two and one-half weeks, **there were only two days that could be described as excellent search weather.**"

Page 3, Para 10: "However, certain complaints were registered by scanners of **freezing breath fogging windows in aircraft while searching.**"

Page 4, Para 20: "The fact that **mainly C47s** were used on this search has no doubt **reduced the coverage factor** more than had an aircraft with much better visibility been available."

Page 6, 0020Z 27 Jan: "...**USAF C54 AF2469 had not given a position report since over Snag at 262309Z.**"

"AF2469 - 054 - pilot McMichael - Elmendorf - eleven thousand Green 8 to Northway - ten thousand Amber 2 to Great Falls -Speed 160 knots, radio normal with VHF - departed at 2116Z - time en route 8 hours and 30 minutes - fuel 13 hours...AF2469 had a crew of seven and thirty-seven passengers and that C54 2469 was operated by Strategic Air Command."

0130Z: "RCC contacted the Flying Control and SAR officer for Operation Sweet Briar, who was in Whitehorse, and advised him to stay on duty and assist in preliminary checking action...**possibility of AF2469 having radio failure due to antenna icing.**"

Page 7: 0345Z: "**ATC advised RCC that aircraft are reporting icing conditions in the Snag to Teslin area.**"

0447: "All stations on amber 2 airways were advised to listen out on **500 and 8280 kcs** for distress calls until further notice."

Page 9: 27 Jan, 0745Z: "...**SUGGEST MOST PROBABLE AREA IS IN AREA OF BAD WEATHER NORTH OF WATSON LAKE.**"

Page 10: 27 Jan, 1055Z: "Canadian Pacific Airlines Flight 24 southbound **reported a small fire 15 minutes north of Watson Lake.**"

Page 11: 27 Jan, 1830Z: "RCC investigated type and quantity of **survival equipment** aboard LF2469. This equipment totaled 815 pounds and later was found to include 48 parachutes, 3 emergency water cans, 4 E-18 kits, 3 first aid kits, 4 smoke grenades, 1 emergency radio and 40 blankets,"

1940Z: "**Received report from mile 836 (near Johnsons Crossing) of an aircraft believed to be 4-engined sighted at 0100Z 27 Jan.**"

Page 14: 28 January, Para 2: "**It was decided that the most probable area was in the Aishihik - Whitehorse region because of the adverse weather conditions at the time AF2469 failed to report.**"

Para 3: "It was decided to name the search for the missing C54 Mike" after the name of the aircraft captain, in order to simplify communications."

Page 17: 29 January, Para 5: "**Received information from McChord AFB that AF2469 definitely had red wing and tail markings.**"

Page 18, 29 January, Para 9: "**Examination of the flight of AF2469 from Elmendorf to Snag, considering the upper winds, existing weather and the five perfect ETAs between Elmendorf and Snag indicated that AF2469 did not follow airways or fly at the altitude filed. Some pilots believe in shortcuts and flight plan otherwise.**"

Page 19, 30 January, Para 4: "Advised Searchmaster Whitehorse that three photographic Lancasters would be arriving at Whitehorse this PM to participate in Sweet Briar. **Suggested that he make full use of those aircraft to carry out special photography in extremely rugged areas** where visual searching was difficult." *[Where are those photographs?]*

Page 21, 31 January, Para 4: "...It is noteworthy that **although the crew of AF1015 operated the emergency transmitter continuously no signals were received** by any one of the numerous radio stations monitoring 500 and 8280 kcs."

Para 7: "At 1730Z Searchmaster Whitehorse and Search Coordinator Edmonton discussed by telephone **all the latest information and theories regarding AF2469**. Searchmaster Whitehorse advised that he had double checked on the weather for PM 26 Jan and it has been confirmed that the weather was clear as far south as Snag also that the pilot of VC559 (en route Whitehorse to Snag at the time AF2469 went missing) reported the winds were as forecasted. This pilot found the winds to be 32 degrees at 45 knots. **Searchmaster Whitehorse advised that all position reports made by AF2469 were well received by radio range except the last one which was made to Snag and which was poorly received**. Searchmaster Whitehorse requested that we confirm the report from WATS pilot Elliot (**southbound three hours behind AF2469**) regarding his estimated wind of from 200 degrees at 45 knots. Gave the Searchmaster the RCC's former theory that **the pilot of AF2469 could have become confused on the turn from Green 8 onto Amber 2 airways (over Northway)**. If the winds had shifted considerably at this point, **it is conceivable that the pilot of AF2469 could have followed the wrong leg of the range and with poor radio reception become lost**. The Searchmaster was taking this and other similar possibilities into consideration when planning search activity. The Searchmaster stated that after weighing up all information **he believes AF2469 had not gotten farther south than the southern edge of the bad weather area (near Teslin)**. He stated that search aircraft the day before (30 Jan) had reported bright reflections on Mt Logan (19,850 ft)."

Page 22, 31 January, Para 8: "RCC checked into the report by MATS pilot Elliot and received confirmation from Great Falls that Elliot (who was **three hours behind AF2469**) had experienced a **20 degree drift to the left** indicating a wind from 180 to 200 degrees. Another MATS pilot, Capt Qualls reporting over Snag five hours after AF2469 failed to report, experienced a wind from 352 degrees at 45 knots. The conclusion reached was that the winds over Snag and Aishihik at the time AF2469 failed to report were as forecasted."

Page 24, February 1, Para 1: "It was considered that the rescue phase of Operation Mike was quickly passing and would soon become one of search alone. It was the opinion of most search personnel that **AF2469 had crashed in the mountains of southern Yukon** and that it was entirely possible that no trace of the aircraft would be found by air search due to the exceptionally rugged terrain, snow slides and heavy snowfall since the aircraft disappeared."

Para 4: "Reports in "Distress" calls being received by "ham" operators, government radio stations and ordinary civilians are increasing in number. None of those reports received to date have contained an actual "SOS" or recognizable call sign but were, in fact only unintelligibly morse being transmitted on a distress frequency. There are not enough D/F stations in the area to successfully fix any one or more transmissions. **None of the transmissions made to date were originated by an emergency transmitter such as was carried in AF2469.**"

Para 6: "Dog Creek Radio Range (central southern B.C.) reports receiving three separate reports of a very low flying heavy aircraft heard in Beaver Lake area (north of Dog Creek) approximately 0500Z 27 Jan. Investigation indicated Canadian Pacific Airlines flights 21 was in this area at approximately that time. Pilot of Flight 21 was contacted for verification. He stated he passed 30 miles west of Beaver Lake area at approximately 0625Z 27 Jan. B.C. police investigated and found the three separate observers were reliable citizens and firm in their reported information. **It was felt that the pilot of AF2469 may have encountered radio trouble and decided to abandon his flight plan in favor of a flight direct from Snag/Aishihik to Great Falls.** If this were the case AF2469 could easily have been over the Beaver Lake area at 0500Z 27 Jan."

Page 27, February 2, Para 2: "It is normal for coastal stations or ships to make radio contact with a desired station or ship using 500 Kcs at times other than during **the silent periods from 15 to 18 and 45 to 48 minutes after the hour.**"

Para 4: "Numerous reports from stations throughout the North West state that weak unintelligible signals are being heard on 500 Kcs...If those signals are being originated by AF2469 it seems strange that they were not picked up earlier."

Para 5: "Smoke signals were reported from numerous locations in the Yukon and Northern B.C. Each report was investigated by a special mission and all appeared to be loose snow being blown off the tops of mountains and ridges. All results were negative."

Page 27, February 2, Para 10: "Four OA10's (CGansos) and one Lancaster did a contour search of 3,960 square miles centered in the Beaver Lake area using ½ to 1 mile visibility and flying a total of 30 hours and 55 mins. Results were nil. Further investigation into the sighter report from this area indicated that the observers were still firm in their minds as to their report. One observer stated an aircraft had passed over his house, shook same aid was heard very prominently above the noise of his light plant and radio. BC police report this man very honest and not subject to hallucinations. 12 Gp to continue searching."

Page 29, February 3, Para 2: "It was considered that the possibility of finding survivors from AF2469 did not justify continuing the search on the present scale."

Para 3: "A report was received from Crescent Valley radio (Southern B.C.) that a series of three smoke signals were seen by a forestry official on **2 Feb in the vicinity of Elko Montana.** B.C. Police chartered a local aircraft and investigated on 3 Feb with nil results."

Para 7: "Seven ARS aircraft searched 14 areas in the mountains west of Calgary and Lethbridge and an area at 4853N 1224W from where a sighter report had been received. 15,120 square miles were covered and 40 hours 35 minutes logged. Nil results."

Page 31, February 4, Para 1: "Up until this date, and it is felt rightly so, the search has been concentrated in the main on finding the actual aircraft or its wreckage. As a result the most probable area, that is the Amber two airway and vicinity, had been well searched considering the terrain and weather. It was now felt that a certain percentage of aircraft should be diverted from this intense close contact type of search to a type which would cover a much wider area using a greater height and visibility distance. It was felt that there was even yet a chance that out of the 44 people aboard AF2469 a very few may have survived who could make smoke and other visual or radio signals. If this was so, then searchers should be looking and listening for those signals primarily and for the aircraft itself secondly."

Para 5: "Requested Searchmaster Great Falls to give more and closer coverage to the Fernie BC and Salmo area, as reports of smoke signals seen recently and aircraft being heard on 26 Jan were still coming in to RCC."

Para 6: "Received numerous reports of signals being picked up on 500 kcs and 8280 kcs. Some of those signals were actual SOS's but did not include any other intelligence...Conditions were such that the signals could have originated almost anywhere in the Northwest."

Page 33, February 5, Para 1: "Reports of distress signals being received by every time of radio station in the NW portion of the continent are still arriving the RCC."

Para 2: "Received report from Bainbridge D/F and San Diego D/F that "Mayday" and "SOS" was heard on 8280 kcs strength 4. On plotting the bearings taken on this signal and on plotting bearings taken previously by Elmendorf the RCC obtained a thin concentration of **bearings in the Alaska panhandle area south of Juneau**. 10th Rescue Elmendorf were requested to dispatch aircraft without delay to conduct a radio and visual search of this area. The search results were nil."

Para 4: "Received three separate reports from the Sheep Creek B.C. area (490815 1171530W) to the effect that an explosion was heard on the evening AF2469 was missing. BC Police investigated and verified reports."

Page 33, February 6, Para 3: "Searchmaster Great Falls was requested to organize a radio sweep along the line from Seattle to Whitehorse utilizing aircraft fitted with specialized D/F equipment. This sweep would be approximately along the SOS bearing of 332 degrees true obtained by Bainbridge Radio. He was also requested to organize a sweep by two of Spokanes B29's, one on each side of a line joining Spokane and Whitehorse. This sweep would cover several likely areas in the interior and northern portion of B.C."

Page 37, February 7, Para 2: "From 2120Z to 2324Z sixteen radio stations and airborne aircraft from Seattle to Fairbanks and as far east as Ft Nelson were picking up definite SOS signals and dashes all on 8280 Kcs. The majority of bearings when plotted, passed through southern Yukon Territory. All information was passed to Searchmaster Whitehorse for action."

Para 3: "All stations were again requested to ensure that full information regarding those apparently phantom signals was passed to the RCC Edmonton. The information most urgently needed was the type

of modulation, frequency and the precise times of any fading or build up in signal strength. This information was necessary for Watson Laboratory specialists to work out the most probable area from which the signals were being originated."

Page 38, February 8, Para 2: "It was believed that the large number of distress received on 7 Feb (see paragraph 2 for 7 Feb) would probably be originated by AF1037. This belief was later found to be almost a definite fact as the crew of AF1037 operated their emergency transmitter continually from the time of crash until found."

Page 38, February 8, Para 3: "Watson Laboratory specialists believe that if the signals being received on 500 and 8280 are being originated in any part of Western Canada, the most likely location of the transmitter would be either on the plateau between the Coast Range and the Rockies or in the Continental Trench area."

Para 4: "Bainbridge Radio (Seattle) was requested to broadcast the following message on 8280 kcs immediately following the reception of the next good strength distress call. Quote: "This is Seattle radio calling missing airforce 2469 identify yourself and pass time of crash." unquote. This was to be sent on CW and voice alternately for a period of 5 minutes. This transmission did not produce any results."

Page 40, February 9, Para 2: "Received a report from a ham operator in Lead South Dakota that at 1700 MST 9 Feb he had picked up a series of SOS's followed by the coordinates **130 West 60 North** then the letters NO FO. The signal then faded out. It was received on the 8 megacycle band. Although the message did not include any call signs and may be a hoax, it was passed to Searchmaster Whitehorse for investigation. Searchmaster Great Falls was requested to arrange a personal interview between the ham operator and some person in authority at Lead South Dakota in an attempt to gain further information and check the validity of the message."

Page 41, Para 7: "Two C47's en route Whitehorse to Calgary for maintenance searched an area 40 miles square centering on 60N 130W which was the position received by the ham operator in South Dakota. 3 hours 10 minutes searching in this area produced nil results."

Page 43, February 11, Para 3: "The signals specialist doing a local check on radio and sighter reports in the central and southern BC area reported he had heard no distress calls but had received numerous sighter reports in the Sheep-Cuck Salmo area. These reports had already been passed to Great Falls for investigation."

Para 6: "Three bearings received from Bainbridge, Fairbanks, and Anchorage when plotted enclosed an area approximately 150 miles west of Carcross and approximately 150 miles south of the airways between Snag and Aishihik."

Page 50, February 16, Para 1: "There are no new leads to date, The RCC felt that further search effort was not justified unless to investigate reports received from ground or air observers.

Para 2: "Since no reports have been received by the newly established D/F stations or by other radio stations, hope of there being any survivors aboard AF2469 has almost vanished."

Page 51, February 17, Para 3: "Forest Ranger at Fort St John reported seeing single column of smoke rising from the top of a ridge 10 miles SSW of mile 188 on Alcan Highway. No habitation in the area. One C64 from Fort Nelson investigated the area with nil results."

Page 51, February 17, Para 3: "A report was received from the B.C. Police at Cranbrook, B.C. to the effect that on 2 Feb 50 a resident of Waldo, B.C., had spotted three definite large smoke puffs repeated at intervals all afternoon. The puffs were observed on Gold Mountain, southwest of Waldo and near the International boundary. This was in the area from which three other reports were received regarding heavy low flying aircraft on the night of 26 Jan. One C45 was ordered to land at Cranbrook, pick up the person who had spotted the smoke and carry out a detailed search of the area, The mission was cancelled due to adverse weather."

Page 53, February 19, Para 2: "A report was received from Burwash Landing, Y.T. (just west of Whitehorse) stating that an Indian had sighted what he believed to be a land and snow slide on a mountain in the Klune Lake area near Burwash. Large numbers of carrion birds had gathered around the slide. One S51 helicopter and one C47 with a para-rescue team aboard were dispatched to investigate. Subsequent close investigation disclosed the slide to be very small, not large enough to cover a C54. Surrounding area was searched with nil results."

Page 58, February 20, Para 1: "...search operations for AF 2469 were to be curtailed except for that necessary to investigate special reports. Operations Mike HQ at Whitehorse were closed effective 20 Feb 50."

Para 3: "All participating units and agencies assisting in Operations Mike were stood down."

Page 59-60, Weather Summary 26 Jan 50, Para 9: "In summary, the route weather was:

Elmendorf to Sheep Mountain – Clear

Northway area - Patchy low cloud, intermittent instrument weather

Snag to Aishihik - Flight at 10000 feet would have been underneath a layer of Altocumulus, if heights of clouds were correctly estimated by the ground observers.

Aishihik to Teslin - Instrument conditions, Icing in the clouds.

Teslin to Smith River - Flight path underneath a layer of Altocumulus based at 12,000 msl.

Smith River to Great Falls – Clear"

Page 74, INVESTIGATION INTO PERTINENT REPORTS, Para 1: "On 21 Feb RCC received a report that Indians near Fort McLeod B.C. (55N 123W) had heard a large explosion on the night of 26 Jan 50, One C45 carried out a close search of the area with nil results."

Para 2: "On 28 Feb, 4th Rescue Squadron advised RCC that one Cub and one Cessna of CAA at Libby, Monina had searched the area near Cranbrook where smoke signals had been spotted...This area could not be searched sooner due to adverse weather, Nothing was sighted."

Para 3: "On 28 Feb one SA10 of 4th Rescue Squadron searched an area centered by 4810N 12140W. Reports had been received that a fire had been sighted in that area. Results nil."

Para 4: "On 8 Apr 50 a USAF C54 northbound reported spotting an object resembling an aircraft on the south banks of the Peace River where Amber two airway crosses the river. It was getting too dark to investigate further. One northbound USAF aircraft and one southbound RCAF aircraft checked this report on morning of 9 Apr 50 with nil results."

END OF REVIEW.