

FOIA MARKER

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Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: Cabinet Affairs

Series/Staff Member: Thurgood Marshall Jr

Subseries:

OA/ID Number: 19081

FolderID:

Folder Title:

John F. Kennedy, Jr. Crash Folder 2 [1]

Stack:

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Row:

25

Section:

2

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5

Position:

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Dan Kleidman

310-586-2221

until 7pm

Ann ^{Ken} ~~Bas~~
Komblatt

DOD/USN
-email

① Hall // R Carl

② EMK

CONF
CALL

MATRIX
- FRIDAY

Angus King

Atif Hardin

Ben Binswanger

Ken Burke

Brian Dabey

Ken
NYC
Adv.
Ter

7-692-7000

CABLES

7:00

Band 65113
W.E. 66594

Call list

Edhaverste

Sosink

Siewest

Palmisi

TM

Tarney

Maloney-?

Shesol-?

① Did not come up
- check
② Last time
- check
Wides-Ford
Pup
T.R.
New wing
- check
- check

Ekel
Sen
Tatu



U.S. Department of
Transportation

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

FAX TRANSMISSION COVER SHEET

Date: 8/20/99

2:00 pm
2nd Transmission

To: Thurgood Marshall Jr.

Fax: 456-7067

From: CDR Manson K. Brown
Military Assistant to the Secretary

Office: (202) 366-5742

Fax: (202) 366-7952

Number of pages including cover: 2

Comments: Re: JFK Jr Incident Summary Requested Thru Judi Gold.
There exists no consolidated report of the
Search and recovery efforts. The best summary
so far is the attached Commendation which
was presented by Secretary Slater on
July 30, 1999. Manson

08/19/99 13:28

8

The Commandant of the Coast Guard takes pleasure in presenting the
COAST GUARD UNIT COMMENDATION to:

**THE UNIFIED COMMAND ESTABLISHED FOR THE
SEARCH, RESCUE, AND RECOVERY OF AIRCRAFT NUMBER 9253N**

for service as set forth in the following

CITATION:

"For exceptionally meritorious service from 17 July 1999 to 23 July 1999 in the search for and recovery of the downed aircraft carrying John F. Kennedy, Jr.; his wife, Carolyn Bessette Kennedy and her sister, Lauren Bessette. Members of the unified command distinguished themselves during this complex operation with their professional expertise and poise. After receiving the initial report that the aircraft was missing between Fairfield, New Jersey, and Martha's Vineyard, First Coast Guard District and Air Force Rescue Coordination Center personnel launched a well-coordinated search. This initial effort evolved into an unified command comprised of a remarkable array of multi-agency assets, and forged an effective team of key representatives from the Department of Transportation, FAA, NOAA, the U.S. Navy, the U.S. Air Force, the National Transportation Safety Board, and state and local agencies. Unified command personnel demonstrated tremendous compassion to the Kennedy and Bessette families, resolutely protecting their privacy in the face of intense international and media interest. The careful balance among operational issues, family needs, and public information demands was especially evident when the operation shifted from search and rescue to search and recovery, and when searchers succeeded in locating the victims and the plane's wreckage. The effectiveness of the search and recovery operations provided a sense of closure for the families, facilitated investigations into the cause of the accident, curtailed unwarranted speculation, and precluded unsafe and unauthorized private salvage efforts. The numerous operational and media briefings throughout the operation significantly raised the visibility of all responders among administration and congressional leaders and elicited many complimentary notices from the American public. The professionalism, pride, and devotion to duty displayed by all responding units are in keeping with the highest traditions of the United States Coast Guard."

The Operational Distinguishing Device is authorized.

James M. Loy
Admiral, U.S. Coast Guard
Commandant

FAX 212
921
8362

- IA Caucus

- 25/vote

- Dole/McCain]

Bush
claimed //
50%

Soft #, etc

Thurgood Marshall, Jr.
Tarmy
Marge
Maria Echeveste
Jake Siewart
Malone, Hune, Hallahan – Transportation
Monty Belger – FAA
Admiral Richard Larabie
Chairman Hall – NTSB
Karag – USCG

Marshall: On the call schedule, Maria, do you have a preference, today or tomorrow?

Maria: Barring any late-breaking news, let's set a time for tomorrow.

--: I propose we do a call every day at around this time.

Hall: Dan Bower and John Clark worked through the evening and came up with new targets for the Navy to look at. The Navy dived the first target at around 2:00. I let the Admiral take care of the dives.

Larabie: The info gave us a much more accurate splash point. The CG Cutter Willow and side scanner discovered an object with aircraft-like characteristics. They dived, but because of technical difficulties, weren't able to get any information. But using hand-held sonar, they are very confident that they have an accurate position of what we are looking for. The dive is in progress, though, so I can't say anything really about that.

Hall: We have continued to do the routine things that we would do in any investigation: background on the aircraft, pilot, etc. We are hopeful that we will be successful in this location. A great deal of time and effort has been spent by the Medical Examiner's office in coordination with the family in making decisions that may be required and making sure that the family is aware of the decisions that may have to be made if we have a successful recovery. Of course there are so many variables that we are looking at. The Admiral and I have been in constant contact today. We have done the morning shows, and have had no other press contact other than the planned 5:00 event which we plan on going ahead with.

Marshall: Admiral, can we get a summary of the dive attempts?

Larabie: With the timing of this phone call, I'm really unable to give you a summary of today's activities because today's activities have not ended. There were ten targets identified yesterday, one was determined to be a boulder. That left nine. We took five for today; two were discounted, we are currently looking at three.

--: How wide square footage area are we looking at?

Larabie: I'd really be guessing. It's within the 24 square mile area that we began with. We have a very accurate picture, we feel very confident that we are in the right spot.

--: Mr. Chairman, have we re-examined the temporary fly restrictions as well as water zones.

Hall: The Admiral can discuss that.

Larabie: We are comfortable with the aviation restrictions, and I am not aware of any violations. Regarding exclusion, we are looking at legal technicalities about that. We have two ways of excluding people: using a security zone, and using a safety zone. The law is very clear on security zones, they are only to protect national security. We are currently using a safety zone. We have determined that a reasonable distance is one mile. As far as we know, nobody has violated this, so that problem doesn't seem to have surfaced.

Marshall: Anything we can do to help with state police, press leaks . . . ?

Hall: We had a discussion about this . . .

. . .

--: The source on this is someone who said they went to the state police, and the police neither denied or confirmed. The registration has not come up on the breach. To my knowledge, we have not had any infractions of the public affairs roles on the state police since we put the clamps on.

Hall: The Admiral and I both had a conversation and the gentleman told us that he was going to control it. So, unless the Admiral has checked that thing out, I'm not aware of anything else.

Marshall: So no state police will go out unless you have cleared it?

Hall: That is correct.

. . .

--: We can have extra people at the briefing, as long as we don't have contradictions, and people know what they are going to say.

--: So we'll do what we did yesterday and I'll emcee and we'll try to keep all questions for the Admiral and [???].

--: Jake, are you comfortable with the arrangement of the A role and the B role?

Siewart: Yes.

--: Mr. Chairman, its good to hear you say that because I know you will debrief your people on what to speak on and what to defer on.

Hall: It's amazing how we're ready to cooperate.

--: What's next?

Marshall: FAA

Belger: We have nothing new to report.

Marshall: Any additions?

Larabee: I want to plant a seed, because I think it will come up today or tomorrow. Unlike the search-and-rescue phase, the search-and-recovery phase is not something that the NTSB or USCG usually does. So, we need an exit plan. Here's what I propose. We put together an area that we think is most likely. We search the area. When we finish, we put a matrix together with all the factors, and we feel that the benefit of continued search outweighs the costs, just like we did with the search-and-rescue phase.

Echeveste: I think it is good to think of an exit strategy, and what you have outlined is good. But at the same time, I know I'm not at the receiving end from the press, but I want to caution that just because the press is asking is a reflection . . . they wouldn't be asking for an average citizen because they wouldn't be there. The question is the answer. The safety reason – with treasure hunters being everywhere – is a good reason for why the Federal government is organizing the search in an orderly way. I'm spoken with Jack Lew on how to pay for this.

--: The one thing you've done for me is to give me the confidence to give what we feel is a relatively good, rational answer.

Marshall: Whatever the outcome, we will be relying heavily on the USCG recommendations because the bounty hunter folks will descend on the area, and there are safety implications we need to discuss, but down the line, not on this call.

Siewart: I don't know how explicit we have to be, we should just say this is the right thing for many reasons, this is an extraordinary event, and we have taken extra steps, and the White House is comfortable with this.

--: The next call at the same time tomorrow, 4:00, unless Goody and Jake determine there is some pressing need.

--: Mr. Secretary, can you reach out to Admiral Larabie; I think it would be more reassuring coming from you.

Slater: I can.

Marshall: That includes other costs, as well, for Commerce too.

Jerry: The Commerce issue is resolved, in terms of asking USCG for reimbursement.

Marshall: But whether they need authorization or request from Secretary or above to have these NOAA vessels there is the issue. These are vessels that are not normally there.



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Chief of Staff

400 Seventh St., S.W.
Washington, D.C. 20590

FAX TRANSMISSION COVER SHEET

DATE: 8/4/99

TO: MR. Thurgood Marshall, JR.

FAX NO: Cabinet Affairs

1. SAR cost estimates
2. Investigation update

FROM: **Jerry L. Malone**
Chief of Staff
Office: (202) 366-1103
Fax: (202) 366-3956

Number of pages transmitted, including cover sheet: 17

Message:

- 1) The only change that the Coast Guard has made to the cost estimates I shared with you on 21 July was to revise the Search and Rescue costs incurred by the Coast Guard downward from \$516K to \$287K. The Search and Recovery costs by CG decreased to \$256K (it had been \$283K).
- 2) Also the Navy/NOAA costs during both phases are estimated by CG to be \$386K. I am sending copies of the prior faxes.
- 3) Also included is the latest report on the crash and the on-going investigation. (P.S. Navy/NOAA spoke of costs around \$3.2 million - we have not tried to challenge these numbers.)

Draft - Draft - Draft - Draft - Draft - Draft - Draft
Cost of USCG Search and Rescue Effort
Overdue Aircraft - JFK Jr.
17-18 July 1999

Background: There are many ways to compute Coast Guard standard costs. Generally, nearly all costs are "sunk costs" in that the agency is funded to provide a service to the American people to the extent possible. Existing resources must be managed to ensure an appropriate response to all requests for services. This cost model discounts the fact that all resources would have cost generally the same amount whether they sat in port, in the hanger, or flew the mission. The cost reported here reflects the cost of fuel, depreciation, and maintenance, plus the salaries of the respective crews.

Unit type	SAR Hours	Cost/Hr*	Cost	Source
RH/UTL Boat	97	186	18,042	Grp WH
Utility Boat	90	541	48,690	Grp WH, LIS, Mor
Motor Lifeboat	47.8	466	22,275	Grp WH
87' PB	36	404	14,544	Woods Hole, MA
82' PB	36	404	14,544	Montauk, NY
110' PB	16	535	8,560	Woods Hole, MA
225' WLBR	16	1747	27,952	Newport, RI
HU 25 Jet	7.4	4262	31,539	A/S Cape Cod
HH 60 Helo	21.3	4238	90,269	A/S Cape Cod

One time procurements to establish a temporary information center 10,987

Total \$ 287,402 ←

* - cost computed from "Direct Cost" which is (personnel costs + share of operating expenses) from Standard Rates (COMDTINST 7310.1F)

Post-Net Fax Note	7871	Date	7/23/99
To	Bill Schulz	From	M. LAPINSE
Subject	257 A	Re	USCG
Phone		Phone	7-1933
Fax	66337	Fax	7-4307



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Chief of Staff

400 Seventh St., S.W.
Washington, D.C. 20590

FAX TRANSMISSION COVER SHEET

DATE: 7/21/99

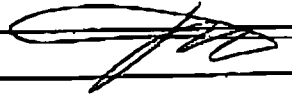
TO: MR. Thurgood Marshall, JR.

FAX NO: Cabinet Affairs

FROM: **Jerry L. Malone**
Chief of Staff
Office: (202) 366-1103
Fax: (202) 366-3956

Number of pages transmitted, including cover sheet: 4

Message:

The Attached cost information is provided
on a very close hold basis.


U.S. Department of
TransportationMilitary Assistant
to the Secretary

7/21/99

Re: ESTIMATED COSTS FOR JFK INCIDENT

1. Attached is the CG's product summarized as follows:

	SAR	RECOVERY	TOTAL
CG	\$516K	\$283K	\$799K
NAVY/NOAA	\$60K	\$326K	\$386K

2. It is critical to note that the CG did not approach NOAA/Navy for this info. Estimates are based on comparable CG assets. Therefore, this info should not be used for reimbursement purposes.

3. This estimate was not prepared on a "per day" basis since hours worked on one day were different from the next.

V/R, Manson
P.S. I thanked CAPT Venuto for you.

DEPARTMENT OF
TRANSPORTATION
U. S. COAST GUARD
CG-4229 (Rev. 6-90)

DIGEST

APPROVAL: ☐SIGNATURE: ☐INFORMATION: ☐

FROM: G-CBU

21 July 1999

To: G-CRC *D7/21*

RE: KENNEDY SAR/SALVAGE COSTS

1. Enclosed is the detailed data requested from the Department concerning the cost of the Kennedy Case. The cost information is based on the Coast Guard standard rates published by G-CFS. The total cost to the Coast Guard to date is \$857K. The total cost including estimated Navy/NOAA costs is \$1.2M. The following specific information was requested:

- a. Total Coast to the Coast Guard for SAR: \$516K
- b. Total cost to the Coast Guard for Recovery Operations: \$283K
- c. Total estimated cost to Navy/NOAA for SAR: \$60K
- d. Total estimated cost to Navy/NOAA for Recovery Operations: \$326K

2. This information is based on data provided by the Incident Command Staff (ICS) Finance Cell at ISC Boston for the Kennedy Case with the exception of the costs for the NOAA assets. The ICS used the standard rate for a WLB-225 to approximate the NOAA ship costs. Based on the approximate tonnage of the employed NOAA vessels, I used the WLM-175 and WPB-110 standard rates to approximate the NOAA costs. This creates a \$200K difference.

3. G-CFM will continue to work with the ICS to refine and update the cost figures until otherwise directed.


J. M. HASS, IV

SIGNER'S COMMENTS

Sir, costs were through yesterday (7/20/99) from

D1 SAR/SALVAGE COSTS FOR THE KENNEDY CASE AS OF 7/20/1999 2400Q

	SAR	RECOVERY	TOTAL
USCG	\$ 515,920	\$ 282,663	\$ 857,340
NAVY/NOAA	\$ 60,480	\$ 326,076	\$ 386,556
COMBINED	\$ 576,400	\$ 608,739	\$ 1,243,896

Asset	SAR Hours		Recovery Hours		Total Hours	Std Rate	SAR Total	Recovery Total	Total
	17-Jul	18-Jul	19-Jul	20-Jul					
COAST GUARD									
WLB-225		16	24	24	64	\$ 3,683	\$ 58,928	\$ 176,784	\$ 15,712
WPB-110		16	24	30	70	\$ 1,010	\$ 16,160	\$ 54,540	\$ 10,700
WPB-82/87	24	48	24		96	\$ 790	\$ 56,880	\$ 18,960	\$ 15,840
ANB				8	8	\$ 357	\$ -	\$ 2,856	\$ 2,856
MLB	37.3	20.5	4.2		52	\$ 969	\$ 46,318	\$ 4,070	\$ 70,318
UTB	38.6	51.4	3.2		93.2	\$ 1,334	\$ 120,060	\$ 4,269	\$ 14,315
RIB	39.7	57.3		3.7	100.7	\$ 442	\$ 42,874	\$ 1,635	\$ 14,509
HH-60	12.1	9.2	1.3	1.8	24.4	\$ 6,306	\$ 134,318	\$ 19,549	\$ 53,842
HU-25	3.8	3.6			7.4	\$ 5,457	\$ 40,382	\$ -	\$ 10,311
Misc-applied to total cost									
Auxiliary									\$ 1,231
Logistics Support									\$ 57,471
meals/supplies									
NAVY									
GRASP				18	18	\$ 5,438	\$ -	\$ 97,884	\$ 37,833
equivalent to WHIC-378 based on tonnage									
Support/salvage costs							\$	30,000	\$ 30,000
NOAA									
WHITING		10	24	24	58	\$ 3,119	\$ 31,190	\$ 149,712	\$ 180,900
equivalent to WLM-175 based on tonnage									
RUDE	5	24	24	24	77	\$ 1,010	\$ 29,290	\$ 48,480	\$ 77,770
equivalent to WTB-110 based on tonnage									



OFFICE OF ACCIDENT INVESTIGATION

JUL 29 1999

Note to AVR-1/2

SUBJECT: John F. Kennedy, Jr. Accident
Briefing Book

Attached are two additions to the briefing book. The first is an updated briefing paper on the PA-32. This replaces the current PA-32 briefing paper under the "PA-32 Information" tab.

The second is a transcript of an Airport Terminal Information Service (ATIS) transmission. This is to be inserted under the "Weather" tab.

Please contact me if you need further information.

WD

Harold W. Donner

Attachments

cc: AOA (3)
ADA (1)
ATS (1)
AAT (1)
APA (1)
Mort Downey, S-2
Jerry Malone, S-1
Bill Schulz, A-2

Briefing Paper
Piper PA-32R-301 Saratoga II HP Accident
N-number: N9253N

ISSUE: July 16th Piper Saratoga, N9253N accident involving John F. Kennedy Jr.

BACKGROUND: John F. Kennedy Jr., his wife Carolyn Bessette Kennedy, and his wife's sister Lauren Bessette, were on board the airplane. The airplane was last reported to be on an approach to Martha's Vineyard airport Friday evening. Early indications are the airplane was in a very steep decent (4500 ft/min), 20 minutes out, when last seen on approach radar. Neither the airplane nor the occupants has been recovered. An intensive air/sea search is currently underway.

Updated as of July 23, 1999:

The airplane was found in 100 foot deep water approximately 7 miles west of the coast of Martha's Vineyard. All aboard have been confirmed dead.

The propeller was recovered from the wreckage on 7/22/99. It appears to have been under power when it struck the water. The propeller will be shipped to Hartzell Propeller, the manufacturer, in Vandalia, OH. The FAA will participate in the propeller teardown planned for early August.

The fuselage and engine are to be raised tonight. The engine should be shipped tomorrow to Textron Lycoming, the manufacturer, in Williamsport, PA for teardown inspection. The FAA will also participate in the engine teardown.

Updated as of July 26, 1999:

The propeller was confirmed to be under power at impact. One propeller blade was found to have cut into the engine. The engine is believed to have been at full (high) throttle at impact.

The airplane fuselage was heavily damaged and "accordioned" (telescoped) into a small piece.

Updated as of July 27, 1999:

To date, there have been no observations indicating airframe or system problems prior to impact. The observed failures exhibit characteristics normally attributable to static overload, presumably from a high-speed impact.

The engine had broken away from the fuselage and was only connected by the throttle and induction heat linkages. The wings and empennage were found separated from the fuselage and were broken into a number of pieces. Initial visual examination of one aileron stop did not show any evidence of flutter.

The engine cylinders and pistons appear to be in normal condition, based upon an external (through the spark plug holes) visual inspection. The FAA is participating in the detailed teardown inspection, already underway, at Textron Lycoming.

The propeller teardown inspection is now planned for next week, also with FAA participation.

Some of the particular airplane details and associated service history are as follows:

- The airplane is a Piper PA 32R-301 "Saratoga II HP". This model is a single engine, low wing, 7 place, all-metal, retractable landing gear, general aviation airplane that was FAA type certificated on May 26, 1993 under the CAR 3 with additional CFR Part 23 requirements added. The airplane powerplant includes a fuel injected, non-turbocharged, Lycoming IO 540-K1GS engine driving a Hartzell HC-13YR-1RF/F7663DR three blade constant speed propeller.
- Aircraft N9253N (Serial Number 3213100) was manufactured in 1995 by the New Piper Aircraft Company located in Vero Beach, Florida.
- The airplane is considered to be a complex high performance airplane, with retractable landing gear, a constant speed propeller, and an engine of over 200 hp. The airplane is considered to have docile stall characteristics with stall recovery being simple and straightforward.
- Mr. Kennedy previously owned and operated a Cessna 182 aircraft. The Piper PA 32R-301 "Saratoga II HP" aircraft has similar flying and operational characteristics. However, it is slightly faster (160 kts vs. 143 kts cruise), slightly heavier (3600 lbs vs. 2950 lbs mtow), and has retractable gear which the Cessna did not.
- The fuel system is comprised of two 51 gallon (usable) fuel tanks with an electric fuel boost pump that must be energized when selecting a different fuel tank. Fuel management is maintained by operation of a three-position fuel selector valve located between the front seats. The fuel valve has "off", "left", and "right" positions with a detented gate that must be overridden to select fuel "off". This feature reduces the probability that a pilot will inadvertently select the "off" position.
- The airplane will glide approximately 1.5 mile for every 1000-ft of altitude in no wind and best glide angle speed of 79 kts.
- AFM suggested speeds for normal approach: gear down at less than 130 knots, flaps extended below 108 knots, and normal approach flown trimmed at 93 knots.
- AOPA has done a Safety Study for a group of comparable high-performance, single-engine aircraft (which included Piper Saratoga/Lance aircraft). This studied reviewed the effects of pilot experience in terms of TOTAL flight time and TIME IN TYPE.

TOTAL TIME: This study compared the percentage of serious accidents experienced by pilots versus their TOTAL flight time using 200 hour intervals (0-200 hours, 200-400 hours, 400-600 hours, etc.). This study indicates the highest percentage of accidents for any 200-hour interval occurred between 200-400 hours of TOTAL flight time. It is important to note that more accidents occurred in this interval than either 0-200 hours or 400-600 hours.

TIME IN TYPE: This same AOPA study indicates pilots with 0-200 hours TIME IN TYPE experienced a large majority of the total accidents. In general, the percentage of accidents for each 200-hour interval decreased with increasing TIME IN TYPE.

Search of the available data regarding the service history of the airplane indicates that a total of 3 Airworthiness Directives (ADs) have been issued regarding this model of airplane, 9 ADs have been issued regarding the powerplant, and no ADs have been issued regarding the propeller. A summary of these ADs is shown below. This review of data has not included ADs regarding modifications made to the aircraft.

ADs issued regarding Piper PA-32R-301 Airplanes

Note: There are two models of PA-32R-301 airplanes: the "Saratoga II HP" and "Saratoga SP".

AD 95-26-13, effective 2/5/96, regarded engine oil cooler hose repetitive inspection (every 100 hours of operation) and eventual hose replacement (at 8 years or 1000 hours total Time in Service (TIS)). A total of 20 accidents and incidents have been reported over the last 20 years regarding these hoses on many different kinds of airplanes. The ruptured hoses have resulted in smoke in the cockpit, oil on the windshield, or both. Either problem degrades the pilot's ability to safely control the airplane. If allowed to persist, a total loss of engine oil could result in powerplant seizure. A total of 25,000 airplanes were effected, including the Piper Saratoga.

AD 96-10-03, effective 6/14/96, regarded one time inspection and modification of the airplane flap lever assembly. (Compliance required within 100 hours operation after AD issuance, or 2000 hours total TIS, whichever is later). There were reports of elongated attachment holes in the flap lever, which could, if unattended to, result in the inability to lower flaps for landing or could cause sudden flap retraction. A total of 30,000 airplanes were effected, including the Piper Saratoga.

AD 99-05-09, effective 3/19/99, regarded certain induction air filters manufactured by one manufacturer. The AD required replacement of the air filter (within 25 hours operation after AD issuance) to prevent ingestion of portions of the filter into the powerplant induction system. If unattended to, ingestion of the air filter could result in reduced or complete loss of output.

ADs applicable to Textron Lycoming IO-540-K1G5 engine issued 1993 (accident airplane TC date) and later

Note: The applicability of these AD's to aircraft N9253N is still under review. When we determine the serial number and maintenance history of the engine installed on the accident aircraft, this determination can be made.

AD 99-04-04, effective 2/25/99, required repetitive inspections (every 250 hours operation) and eventual replacement (2000 hours TIS) of magneto impulse couplings. A failure of the coupling could result in engine seizure.

AD 98-18-12, effective 9/28/98, required initial torque inspection (within next 10 hours operation) and repetitive torque inspection (every 50 hours operation) of high-pressure-fuel-pump-relief-valve-attaching screws. Fuel leaks resulting in possible engine failure and/or fire can result if adequate torque is not maintained.

AD 96-23-03, effective 12/17/96, required inspection (within 5 hours operation after AD issuance) and possible replacement of fuel pumps supplied with engines shipped from Textron Lycoming between 7/18/95 and 8/14/96. This is to preclude fuel pump failure that could result in engine shutdown due to fuel starvation.

The following ADs are probably not applicable to engines on the accident aircraft.

AD 98-17-11, effective 10/19/98, required inspection and/or replacement of crankshafts repaired by a specific repair facility between 2/1/95 and 12/31/97. (Compliance required within 10 hours operation after AD issuance.) Some crankshafts were repaired improperly which could result in engine failure. Engine model IO-540-K1G5 was not specifically identified in this AD.

AD 97-15-11, effective 8/12/97, required inspection (within 50 hours TIS) and possible replacement of piston pins supplied by Textron Lycoming in cylinder kits after 12/15/95. This is to preclude piston pin failure, which can result in engine failure. Because aircraft N9253N was manufactured in 1995, this AD is probably not applicable.

AD 96-09-10, effective 7/15/96, required the replacement of oil pump impeller and shaft in model IO-540-K1G5D engines. Oil pump failure can result in engine failure due to oil starvation or engine shutdown. This engine model was installed new only in one airplane serial number: 3213029. Therefore this AD is not applicable to the accident aircraft.

AD 95-26-02, effective 1/24/96, required an engine teardown, inspection, and possible replacement of components for engines installed in certain airplanes listed by N number. This is to preclude possible engine failure due to detonation. Tail number N9253N is not specifically identified in this AD.

AD 95-07-01, effective 4/12/95, required inspection and possible replacement of connecting rod bolts in engines overhauled after 2/15/94 using Superior Air Parts rod bolts. (Compliance required prior to next flight.) This is to preclude rod bolt failure, which could result in engine failure. Because aircraft N9253N was manufactured new in 1995, this is probably not applicable.

AD 93-02-05, effective 6/14/93, requires repetitive inspection and eventual replacement of fuel injection fuel lines in all Textron Lycoming fuel injected engines. This is to preclude fuel leaks in the engine compartment that could result in engine failure, fire, or both. For engines manufactured after this date, terminating action should have been incorporated during production. Therefore, this AD is probably not applicable to the accident aircraft.

The Service Difficulty Reports (SDR) for Model PA32 series aircraft (total of 11 different models) were reviewed for the years from 1974 through 1999:

- (1) There were approximately 30 electrical problems, of which 13 were due to alternator failures due to faulty wiring or faulty control units.
- (2) There were 27 main landing gear problems, 10 were due to trunnion failures.
- (3) There were 60 nose landing gear problems, these included actuator, downlock switch, or drag link failures.
- (4) There were approximately 6 airframe problems.
- (5) There was 1 flap control cable problem.
- (6) There was 1 trim tab cable problem.
- (7) There was 1 rudder problem.
- (8) There were 8 systems problems, the majority of which were due to hydraulic system failures.
- (9) There were 25 engine-mount cracking problems.
- (10) There were 61 engine problems, of which 18 were due to various magneto failures (unrelated to AD-99-04-04), and 3 due to fuel pump failures.

Service Bulletins and Service Letters

New Piper Aircraft Inc. has issued 127 Service Bulletins against the PA-32 series airplanes (for all 11 models). Six apply to the accident airplane. Piper has also issued 93 Service Letters against the PA-32 series airplanes and one applies to the accident airplane.

NTSB Recommendations and FAA Safety Recommendations

The Small Airplane Directorate has received no NTSB recommendations and three FAA Safety Recommendations (one on oil cooler hoses and two on an idler pulley). The Directorate has issued an AD for the oil cooler hose.

Accidents / Incidents

Accident numbers based on NTSB records for PA-32R-301 (which includes both the "Saratoga SP" model and the "Saratoga II HP" model involved in the current accident) and PA-32R-301T airplanes are summarized below:

Injury Severity	PA-32R-301		PA-32R-301T
	"Saratoga SP"	"Saratoga II HP" (model involved in accident)	"Turbo Saratoga" (Includes 'SP' and 'II TC' models)
Fatal	13	1	15
Serious	2	0	3
Minor	4	0	9
No Injury	17	1	25
Column Total	36	2	52

Note: The higher accident total for the SP model (certificated 1979) versus the HP model (certificated 1993) is attributed to a larger population with more time in service. The "Turbo Saratoga SP" (certificated 1979) and "Turbo Saratoga II TC" (certificated 1997) models use turbocharged engines. This database does not include foreign accident data.

PA-32R-301 (Includes "SP" and "HP") Summary Breakout of Fatal Accident Data

14 Fatal Accidents recorded since 1983

- 1) 5 Accidents occurred during approach/landing in IMC
 - a) First approach missed. Airplane struck trees before attempting second approach. Pilot had attained instrument rating just 3 months prior to the accident.
 - b) In heavy snow, the airplane reportedly made several circles, struck a tree then a residential building, and caught fire. Pilot had departed VFR and had only 2 hours actual instrument time.
 - c) Night instrument training flight. Pilot reported vacuum system failure. Erratic airspeed and headings observed. Suction cups were found over instruments, instruments functional.
 - d) Lost radar contact with airplane 7 miles out. Airplane found in an inverted, nose down position. VFR flight plan filed despite being advised that VFR not recommended. Pilot instrument rated, but following check ride, CFI recommended no IFR flights without additional time.
 - e) First approach missed. Airplane collided with trees before attempting second approach. IFR flight plan was filed.
- 2) 4 In-flight Breakups – Failures all attributed to overload, not fatigue.
 - a) Accident occurred during initial descent from straight and level flight in mountainous coastal area known for high turbulence.
 - b) Final approach maneuver in excess of Vne. Left wing & stabilizer separated upwards, Right wing and stabilizer separated downwards.
 - c) Right descending turn followed by rapid changes in heading and altitude. Airplane also reported to be 188 lbs. overweight, Cg out of range aft.
 - d) Right bank turn at night. [Note: Pilot was restricted from night flying when private certificate was issued.] Left wing separated downwards and struck Right wing.

- 3) One accident involved the forward baggage door opening on takeoff. Lost control of airplane.
- 4) One accident attributed to engine shutdown in flight. Engine was not restarted. Airplane landed in lake intact, pilot drowned, passenger swam to shore. Engine verified as operable and no airframe anomalies were found.
- 5) One accident occurred after airplane flew into icing conditions [model is not approved nor equipped for icing conditions]. First approach missed. Could not maintain altitude to attempt second approach and impacted terrain. Last weather update was previous night.
- 6) Airplane lost in the Atlantic between Bahamas and Florida. All aboard missing and presumed dead.
- 7) Ground support personnel walked into running propeller.

PA-32R-301T (All fatal accidents were model "Turbo Saratoga SP") Summary Breakout of Fatal Accident Data

15 Fatal Accidents recorded since 1983

- 1) 4 Accidents occurred during approach/landing in IMC.
 - a) First approach missed. Pilot initiated go-around. Lost control and dove into water.
 - b) VFR forecasted, IFR approach made. After missing IFR approach, pilot initiated return to departure airport. Contact lost. Pilot had instrument rating.
 - c) First approach missed. Entered abrupt 90° banking turn. Crashed in near vertical descent attitude.
 - d) Collided with power line on a ridge line. Ridge line reportedly obscured by cloud.
- 2) 4 In-flight Breakups – Failures all attributed to overload, not fatigue.
 - a) Cruising at 11,500 feet in IMC. Pilot not instrument rated. Started oscillations and rapid descent estimated at 15,000 fpm.
 - b) Lost control of airplane. Cause has not been determined.
 - c) Thunderstorms reported, heavy turbulence. Airplane observed rapidly changing altitudes. Wings failed in positive overload. Horizontal stabilizers failed downwards.
 - d) Non-certificated pilot attempted rapid descent from on top through opening in clouds in an attempt to stay VFR.
- 3) Two accidents involved loss of engine power on take-off.
 - a) Believed to be fuel starvation, fuel selector valve damaged
 - b) Found 16 oz of fuel in left tank, approximately 1 gallon in right tank. Fuel valve positioned to left tank.

- 4) Two accidents occurred during cruise in IMC.
 - a) Pilot not instrument rated. Flight started VFR.
 - b) Instrument rated pilot, vacuum system failed. Entered rapid descent and impacted in nose low attitude. [History of problems with engine driven vacuum pump.]
- 5) One accident occurred during approach/landing at night VFR. Airplane turned left after downwind segment and impacted trees.
- 6) One accident involved airplane striking power lines off the end of the field. Takeoff was performed from a field that was 700 feet shorter than specified in the AFM.
- 7) One accident involved in-flight engine compartment fire. Pilot did not shut down engine. Overshot runway during approach. Found a number of problems with the powerplant including a broken fuel injection line, and exhaust system abnormalities.

Airplane Flight Manual (AFM) Discussion of Over Water Operations

The AFM has no specific information for over water operations except:

- The AFM recommends that gear should be retracted prior to any emergency landing in water; and

when planning a flight over water, the pilot should allow for reduction in range and airspeed in the event of a hydraulic failure.

FAX COVER SHEET



FAA, PROVIDENCE ATCT, ATLANTIC HUB

464 Warwick Industrial Drive

Warwick, RI 02886-2418

Phone: 401-528-5013

Fax: 401-528-5393

Date: 7-28-99

TO: Tony James

FROM: Tricia Garrambone

Number of pages including cover sheet: 2

Message:

ATIS Transcript

marthas vineyard atis information oscar 0052 automated weather wind two six zero at seven visibility eight sky is clear below on two thousand temperature two three dew point on nine celsius altimeter three zero zero nine landing and departing runway two four i f r arrivals should expect the visual approach tower and ground control positions are combined on frequency one two one point four advise the controller on initial contact you have information oscar

MUY ATIS

July 17, 1999

0052 UTC

Beech Medals -

JAKE S. - FROM ANNE B.

DIRECTORATE FOR DEFENSE INFORMATION

QUESTION:

What are the Department of Defense's incremental costs associated with the John F. Kennedy, Jr. search and recovery operation?

ANSWER:

The incremental costs for the John F. Kennedy, search, recovery and committal at sea ceremony were \$183,800. For more information please contact the Directorate for Defense Information at 703-695-2528.

TMJ- FYI - I sent this over to Jake S.

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OFFICE OF THE MANAGING DIRECTOR

Q -

Here's what we've got
- we're still checking
to see if there's more -
Rey

To or From	Time	Chronological Events	JFK Phone Log USCG & AFRCC	Initials
T/F	0200	had received call from a concerned friend reporting		
T/F		that her friends old on a single engine A/C that		
T/F		left Caldwell Airport in Fairbairn Field NJ with		
T/F		3 P.B. R/S Carol Radwell? SOB 645-2697. R/S		
T/F		TRIED TO CONFIRM DEPARTURE AT AIRPORT BUT WAS UNABLE		
T/F		TO GET A TAIL OF PERSON SHE TALKED TO. PASSED # TO LYN TWR.		
T/F		TAIL # 529 JK	917-741-3321	
T/F		9253N		
T/F	0205	called R/S BACK. R/S ADVISED THAT A/C BELONG TO		
T/F		JFK JR & CAROLYNNE. CAROLYNNE called R/S OOA 2200		
T/F		AND STATED THEY WERE ON THEIR WAY TO THE AIRPORT.		
T/F	0210	CONTACTED DILLON OMC CENTER WILL ATTEMPT TO LOCATE		
T/F		WITH FAA.		
T/F	223	BRIEFED GCU OPS.		
T/F	235	SPOKE TO R/S. R/S SAID THAT TAIL # 529 JK WAS		
T/F		STILL IN HANGER. MUST BE 9253N. ADVISED HER THAT		
T/F		CG IS MAKING CONTACTS THROUGH FAA.		
T/F	0255	SPOKE TO R/S EXPLAINED WHAT WENT ON		
T/F	0305	SPOKE TO DAN SAMPSON, WILL CALL HIM BACK WITH UPDATE LATER		
T/F	0310	UPDATED BY DILLON.		
T/F	0328	FAA, CONTROL TWR, DI, AFRCC CONFERENCE CALL.		
T/F	411	DUKE'S COUNTY PD, FAA. Buddy 781-238-7001		
T/F		R/L - 781-238-7001		
T/F	0611	DILLON, NO NEW INFO. (COMDT called DILLON). DI		
T/F		Looking for possible search areas.		
T/F	0617	GCU OPS BRIEFED. WILL BRIEF CO.		
T/F	0700	BRIEFED GCU COMM.		
T/F	0855	LKP BY RADAR 41-18-25		
T/F	0857	DIRECTED STA NH TO LAUNCH 47 & 48 FROM MENEMSHA.		
T/F	0901	PASSED LAST POSITION TO 6021.		
T/F	0902	CGC Hammerhead Briefed. CUD WILL CALL OIC.		
T/F	0908	CGC Hammerhead OIC WILL MAKE CALLS TO SEE IF		
T/F		IF CAN BE RELOCATED		
T/F	0910	CGC Hammerhead CAN BE V/W BY 1030. COMMING RECALL		
T/F	0911	GCU OPS. RECALL HAMMERHEAD HAVE LT RIDDLE CALL		
T/F				

To or From	Time	Chronological Events	2
T/F	0914	Gen M/NAI/EC. Physic called with info. Passed to Dill/CC/	
T/F	0917	CO IN OPEN	
T/F	0919	Gen Dill/CC/ will have 47, 41 - conduct SS and TS	
T/F		Respectively. - will drift datum for Dill/CC/	
T/F	0922	TS .5 SS.	
T/F	0934	Passed Search Areas. 47(TS) 41(SS).	
T/F	0935	STA CCL will send Resouce. Will call back.	
T/F	0937	STA CCL 41372 will conduct (SS) from West Island	
T/F		Toward entrance of Buzz Bay with SAM TS.	
T/F	0939	Dill/CC/ Authorized Search with all GRV Resources	
T/F		in vicinity of Area.	
T/F	0945	Sta. Menemsha conducting TS. 3 NM Vis.	
T/F		Winds W 15-20 Seas 4-6	
T/F	0946	AMI - Curie Briefed	
T/F	1027	CCC will be at CSP 45	
T/F	1031	ORC Hammerhead Briefed	
T/F	1035	Dill/CC/ Briefed, GRV Woods Hole will check to see	
T/F		if shore party on MV has been established, GRV	
T/F		will concentrate efforts around LKP. Flight Plan was	
T/F		NOT ACTIVATED. CO Briefed.	
T/F	1042	Ducks County Island comm. Reg shore party conduct	
T/F		Search over land. Will try to get A/C from Middxborough.	
T/F	1130	Rec'd call fm Rick Silvia MEP able to	
T/F		assist if needed	
T/F	1136	CG 47238 at 3 BB Gooseberry Neck. Negres	
T/F	1138	Dill/CC/ says hold off on State Police	
T/F		aircraft due to numerous aircraft sorties	
T/F	1140	Notified Scott Holland, SP. will call him	
T/F		when we need them to search over land fm	
T/F		Gay's Head to Menemsha airport.	
T/F	1145	Passed Search Area to CCC Hammerhead.	
T/F	1155	Dill/CC/ faxed search Areas to Dill/CC/. Dill/CC/ will call back	
T/F	1206	Discussed future plans with CO and OPS.	
T/F	1212	Sta CCC UTB at CSP	
T/F	1213	Faxed PS A 6 to Brant Pt D.H.	
T/F	1213	NICK EMERD from OAK BLUFFS MONSTER SHANK TOURNEY	

To or From	Time	Chronological Events	3
T/F	1213(cont)	SAID THE F/V MAGIC LADY MONITORS CH-71 AND	
T/F		IS THE PATCOM FOR TOURNEY. NICK EMOND 617 502 693-6611	
T/F	1215	BRIEFED OIC HAMMERHEAD.	
T/F	1219	CAU OPS	
T/F	1215	CONTACTED BY LCDR STUBBS AND UNITED STATES NAVY RES.	
T/F		HQS 4 INSHORE BOATS (27' CAPABLE OF 35-40 KTS)	
T/F	1228	Faxed PS A-6 to Brant Pt.	
T/F	1230	CGC Hammerhead O/S Assumes OSC	
T/F	1234	Faxed Search Areas A-1 to A-6 to DI//cc//	
T/F	1234	Dillell updated	
T/F	1247	OIC STA NH WILL HAVE UNITS PASS AREAS COVERED TO OSC	
T/F	1255	Shirley Seale 693-1212. Lady on Beach found plane where	
T/F		and shoe. to CNR. Philbin Beach	
T/F	1301	CAU CO Briefed	
T/F	1325	CAU OPS /Dillell, Luggage FOUND ON Beach. Confirmed	
T/F		BY PAK NAME	
T/F	1335	O/S WX 15/240. 41337 JUST Completed search	
T/F		OSC SAID ITS AVAIL. NH WILL CALL BACK WITH UNIT (SEARCH	
T/F		UPDATE.	
T/F	1340	CAU OPS/CC Briefed.	
T/F	1342	21524 FOUND HEAD REST 41-18.18N 70-48.3W. TASKED	
T/F		21 WITH 1 TS CROCK 240.T. BMT MULTIPLE REPORTS.	
T/F	1345	CGC HH ADVISED TO Release 41337.	
T/F	1350	41-19.94, 070-44.7W CARPENTER. INSULATION.	
T/F	1351	ADVISED HH TO HAVE 41337 CONDUCT CS SOUYS	
T/F		OFFSHORE INM TS.	
T/F	1353	Passed PS A-7 to CG 6021	
T/F	1355	BRIEFED Dillell. ADVISED OF 41337 and 210524 searches.	
T/F	1400	STACR REPORTS MCR HAS FOUND MULTIPLE ITEMS IN H ₂ O.	
T/F	1400	CGC HH, ADVISED TO Release 47 ENR TO CONDUCT CS	
T/F		140 GAY head. START SNM OFFSHORE INM TS	
T/F		KEEP O/GOT	
T/F	1416	CG 6021 ADVISED THAT NAVY SH-53'S IN AREA.	
T/F		CG6021 ADVISED CAU THAT TOO MANY AIR ASSET.	
T/F	1405	Released 41 FROM STA CEC TO CONDUCT SEARCH NEAR GAY Head.	
T/F			

LATE CONTINUED

Controller:

Date:

COMM

DREC

CMM

EVENTS

BM/H. H. Hoff

To or From	Time	Chronological Events	Initials
T/F	1426	CGC HH Reports That 41337 is o/s Gray Head commencing CS. INM TS. 47238 will go to ASN	
T/F		41-7.2N 070-56 W FOR CSP 155T MAJOR AXIS, 5TS	
T/F		CRAMP TOWARD Gray Head.	
T/F	1500	CGC HH Reports 47 o/s conducting Search. Passed Area	
T/F		TO HH. CSP 41-19.3N 71-00.3W, TS, SNM 150T	
T/F		9NM leg, SNM X 10NM.	
T/F	1545	CG 41337 found debris in posn 41 16.4N	
T/F		070-54.8W	
T/F	1602	CG 41337 found debris (insulation) in	
T/F		posn 41-17.23N 070-44.84W.	
T/F	1635	DI//cc// reports that if bodies are recovered	
T/F		do not bring them ashore until DI//cc// has	
T/F		been notified	
T/F	1645	CG 41337 conducting "PS A-12	
T/F	1715	CGC Hammerhead reports large white object	
T/F		450-550' off Squibnocket Pt.	
T/F	1722	Directed CG 6021 to Squibnocket Pt.	
T/F	1814	DMB traveled 2416 yds on a bearing 027N 095°	
T/F		for 1.9 hrs	
T/F	1839	OSC having CG 41337 to conduct shoreline	
T/F		search from Squibnocket to Gray Head	
T/F	1939	OSC released CG 41372, CG 41491 o/s	
T/F	1956	Passing PS A-13 to Hammerhead	
T/F	2031	DI//cc// requests dive team be put on	
T/F		immediate stand by.	
T/F	2044	Called Hyannis F.D. for dive team	
T/F	2053	CGC Hammerhead at CSP	
T/F	2057	Passed PS A-14 to CGC Pt Wells	
T/F	2133	Hyannis dive team on stand by	
T/F	2223	Sanibel etr 1hr	
T/F	2331	CGC Pt. Wells o/s at CSP	
T/F	2336	DI//cc// reports H-60 fm Suffolk Co ANG	
T/F		rtb due to visibility. Available at 1st	
T/F		light. POC Lt Col Ravola (516) 288-7362	
T/F	0012	Gru CO called AN BH CGC Willow chopped	

[illegible]

To or From	Time	Chronological Events	Initials
T/F	1035	HAMMERHEAD RECOVERED WHITE/PURPLE BALLOONS PSN 41-14-14N 070-41-42W.	
T/F	1050	RCW HH-60 TO RELOCATE DMB FOR PSN UPDATE.	
T/F	1107	oil slick / Gas 41-25.10N - 076-51.06W 983 (C/130)	
T/F		ENT. TO quicks hole	
T/F	1111	CGC SANIBEL RPTD THAT THERE WAS A 25 FT PARKER C/C IN THE VICINITY OF THE GASOLINE SHEEN S. OF QUICKS HOLE. STA MENEMSHA TO REFUEL & INVESTIGATE.	
T/F	1123	P/C BRATMAN RPTD, Yellow bucket, paper, tin foil in PSN 41-25N 70-47.	
T/F	1145	BRIEFED DI ON "B" Searches & last DMB.	
T/F	1158	ANG 983	
T/F	1200	210524 O/S SITE OF GAS SHEEN, NO SIGN-OF SHEEN / checking area	
T/F	1201	COLONEL ^{CAUDERS} ARMS - 1-800-856-3573 K-7362/64 on	
T/F		516-288-7362 on. SMSGT BURKHARDT	
T/F	1204	Pillow H332/43878 401-742-4351 F/V Karen Ann	
T/F		small LL Bean Red flange pillow.	
T/F	1225	41-24N - 071-51W. oil sheen 524 / 6021 getting ¹⁵⁰⁰⁰ spike in 63 rd DEPTH of water	
T/F	1238	PT wells coop search - 100% accuracy THS 612-	
T/F	1240	Ang H/60 RTB For Fuel	
T/F	1250	USS GRASP U/W ETA 19 JUL 1230Z	
T/F	1312	ICS command center req Fuel samples from sheen be returned to airta ASAP for analysis.	
T/F	1320	Whitting Nova Rescues list	
T/F	1324	REQ POSITION OF P/U RUDEE 41-18N 070-57N AND PERMISSION TO CONTACT THEM FOR THEIR FUTURE INTENTIONS. DICE PASSED POSIT AND GAVE GREEN LIGHT TO CONTACT THEM.	
T/F	1330	6001 O/S W/ 210524 - Dropped sample kits.	
T/F		4021 BUBBLES IN SLUR 41-25.28N 070-48-38W	
T/F	1344	TH 18.2 / 70 55.4 Rudy	
T/F	1354	41-16.2N - 070-33.0W / PT. wells Passed search	
T/F	1424	sample ID Bole Tonnage 1200	
T/F	1426	ESP PT. wells. 13.5	

To or From	Time	Chronological Events	Initial
T/F	1424	ELT 41-16.96N - 070-37.68W - 121.5 Resc 983 C-130	
T/F	1436	210524 SPUN & PIGD DS/Adv. Brg. Thred.	
T/F	1523	Pass A/C PAIR in 1215 H60-6021 in 1215 983	
T/F	1533	Diverted Rudy TO POSN. Rudy 7 mi E	
T/F	1534	6021 POSN- 41-18.9N - 070-37.2W smoke	
T/F		FLAIL IN.	
T/F	1534	willow Diverted to TO MINNESOTA	
T/F	1544	ETA willow 40 min	
T/F	1608	ETA For willow TO MINNESOTA 1200.	
T/F	1613	213 983 RPTing RUTUBC R-STAR in edar 41-17.91N	
T/F		white TUBC shows like metal 070 35.76W	
T/F		41-17.81N	
T/F		070-36.25W	
T/F	1618	Rudy end of Hndy TO LRP. NTSUS & by hand ^{MANSON}	
T/F		on 13-nd	
T/F	1624	MR. RALPH radial of FALWUB 1NM w/airbit	
T/F		41-30.4N - 070-45.02W - RPTing POSS. INTEREST	
T/F		STA will Rspnd	
T/F	1634 (1753)	113 from RTB 2 mi E & west 2 lgs 13-7	
T/F		2020R	
T/F	1647	213 Resc 983 Dropped smoke in POSN.	
T/F		41-17.92N - 070-35.87W	
T/F	1645	41-33.7 no misget attempting 121.5	
T/F		LAP.	
T/F	1653	eye SPAN Bell o/s w/B smoke	
T/F		light bulb 41-17.5N - 070-34.9	
T/F	1703	Rescue 983 (C-130) completed Area B-2 w/ 1/2 NM TRACK	
T/F		SPACING, RECOVERED AREA w/ 1/4 NM TRACK SPACING. P/S	
T/F		ENR SUFFOLK ANGB.	
T/F	1700	6021 ABN-	
T/F	1730	Rescue 112 ABN from Suffolk. ETA B-7 2210Z	
T/F	1750	Released C4 41337.	
T/F	1806	Cap Passed 1215 IN 40. 41-29.2N - 070-35.5W	
T/F		Cap 192E ABN TO INVESTIGATE	
T/F	1840	CONDUCTED DEBRIEF OF ANG C-130 Rescue. ELT HEARD 3	
T/F		TIMES @ 1330G IN POSITIONS 41-23.5N 070-51.2W, 41-18.9N	

06/2

[illegible]

[illegible]

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
17 JUL 1999 0		0657	porterti	Received ALNOT from Bridgeport FSS at 0642z ALNOT N9253W LIMITED INFO FROM CONCERNED PARTY DEPARTED CDW TO MVY APPROX 170045Z. ESTIMATED MVY 170200Z 3 POB PILOT JOHN KENNEDY JR COLOR WHITE/RED COULD ALSO BE FLYING N529JK
17 JUL 1999 0		0701	porterti	Received an ALNOT update saying that the obj is definitely N9253N
17 JUL 1999 0		0703	porterti	NOTE: There is a first alert about 5 NM south of his route of flight 1B27055.. time was 0435z NP 0650z
17 JUL 1999 0		0704	porterti	First Alert: Site 1B27055 - 0446z 41-02.4N 072-29.0W 121.499 NP 0650
17 JUL 1999 0		0705	porterti	To Bridgeport FSS -JV- the acft is a Saratoga, white w/ red belly.. the concerned party is Carol Rasuwell (508-645-2697), she has been the one to pass the info so far.. she is involved because she was waiting for one of the passengers.. The passengers are: Caroline Bissett (wife of pilot) and sister Loraine Bissett.. the was a cell phone call from the acft right before takeoff.
17 JUL 1999 0		0711	porterti	From Pilot's Cousin (508-645-2697) -Carole Radziwill- she has also called the Coast Guard about this.. The cell phone number for one of the passengers, Caroline, is 917-741-3321, home phone number 212-226-3722.. she tried to call the cell phone several times, and each time it transfered directly to the voice mail.. she also tried them at home, and received only the answering machine.. she called the departure arpt (973-227-4567), and has a good confirmation that the acft had left.. he just got his license last year and broke his foot a couple of months ago, and just got his cast off yesterday.. the instructor that normally flies with him is Jay, and they will try to get a phone number for him.. He called his house in Hyannis (508-771-1233, Dan) and asked to be picked up at the arpt at 0200z.. Airbound aviation handles all maintenance for the acft and the hangar, and their number is 973-575-1883.. she doesn't know what his projected route of flight would be.. the number for Martha's Vineyard is (508-693-7022 or 1170).
17 JUL 1999 0		0726	porterti	To BOS CTR -- no answer
17 JUL 1999 0		0727	porterti	To CGD1 -Chief Conner- he didn't have any other useful info.. I asked him to send a vessel out to the coordinates of the first alert to check it out.
17 JUL 1999 0		0734	porterti	To BOS CTR -- busy
17 JUL 1999 0		0736	porterti	To NY CAP (518-458-4676) -- activated alert pager
17 JUL 1999 0		0736	porterti	To NY OEM (518-457-2200) -Shannon Greene- alerted of mission opening..
17 JUL 1999 0		0738	porterti	NOTE: since he was on an interstate flight and we cannot narrow it down to a single state, WE WILL BE THE AGENCY OVERALL IN CHARGE.
17 JUL 1999 0		0738	porterti	To BOS CTR -PR- the are working on ramp checks.. he will bring in a QA guy to start working on the NTAP.
17 JUL 1999 0		0753	porterti	From Pilot's Friend (508-771-1233) -Dan- he wanted to make sure we were working on it, I assured him we were working on it.. Caroline Bissett always calls right before takeoff to let someone know she is leaving.. he had no other info.
17 JUL 1999 0		0757	porterti	To NY CAP (516-588-4745) -Maj John Paeper- opened mission 99M1510.. passed location of ELT and general info at this time.. they will send someone to the ELT site and get on this right away.. I told him that we also need to get a FAMLO and a PA rep ASAP.
17 JUL 1999 0		0805	porterti	To NEADS (Northeast Air Defense Sector, RADES) (DSN 587-6311) -TSgt Palmer- opened mission.. passed all applicable info.. he will get someone in on this right away
17 JUL 1999 0		0810	porterti	To AFRCC Director (850-7755) -Maj Walker- I left a message

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE POSITION	TIME	NAME	REMARKS
17 JUL 1999 0	0813	porterti	To AFRCC Director (881-1294) -Maj Walker- Paged
17 JUL 1999 0	0814	porterti	To ACC PA (4-1555) -Capt Trober- passed all info.. and alerted them of the situation.. she asked us to keep her updated.
17 JUL 1999 0	0822	khanr	FROM: NEADS (Northeast Air Defense Sector, RADES) (DSN 587-6311) -TSgt Palmer- RECALLED 84TH RADES, THEY ARE ON THEIR WAY IN, 84TH RADES WILL CALL US WHEN THEY GET IN.
17 JUL 1999 0	0823	porterti	To Carole Radziwill (508-645-2697) -- she has already notified Senator Kennedy and gave him our number.. I passed to her what we have done so far.. she just got off the line with someone else who passed that JFK Jr was in a walking cast earlier today and the pilot he always flies with is Jay Biederman 212-564-4992, and Mr Biederman may have accompanied him on the flight this evening.
17 JUL 1999 0	0832	porterti	From ACC PA -Capt Trober- she wanted to know if there were any other people on board.. I passed the info that we have.
17 JUL 1999 0	0833	porterti	From Joe Kennedy (508-775-7177, 202-262-0854) -- passed him the info we had and assured him that we are doing everything possible right now.
17 JUL 1999 0	0845	khanr	FROM: BOS CG (CHIEF CONNER) SAID THEY HAVE ABOAT ON THE WAY OUT IT WILL BE ON SCENE IN 5 MIN.
17 JUL 1999 0	0852	porterti	From CGD1 -Chief Conner- they have a vessel underway to the coordinates of the first alert.
17 JUL 1999 0	0853	porterti	From NEADS/RADES -MSgt Rauch- passed info.. he will get right on it.
17 JUL 1999 0	0854	porterti	From Carole Radziwill -- The other instructor he could have flown with is Bob Morena and she is trying to get a phone number now.
17 JUL 1999 0	0856	porterti	From NY CAP -Maj Paeper- passed all acft info we have.. they have a grnd team on the way to the first alert coordinates and they are getting an acft up.. He is also going to contact NJ and CT CAP and have them call me.
17 JUL 1999 0	0900	khanr	FROM: ACC PA COMMANDER (COL MIKE PERINI) WANTED TO KNOW STATUS AND ALSO WANTS MAJOR WALKER TO CALL HIM AS SOON AS HE IS NOTIFIED AT H-766-1218. SAID FOR US TO REFER ANY MEDIA SOLICITS TO ACC PA ON CALL OFFICER (CAPT SANDY TROBER) HAVE THEM CONTACT HER THROUGH THE HQ ACC COMMAND CTR. IF WE NEED TO CALL HER WE CAN USE 877-7225-DO NOT PASS THIS NUMBER OUT BY THE COL'S ORDER.
17 JUL 1999 0	0901	porterti	To Jay Biederman (212-564-4992) -- left message to call me.
17 JUL 1999 0	0902	porterti	To 102 RQS (Gabreski Fld) (DSN 456-7416) -- no answer
17 JUL 1999 0	0905	porterti	To 102RQS/Gabreski Fld (DSN 456-7364) -- no answer
17 JUL 1999 0	0906	porterti	To Gabreski Field Security Police (516-288-7300) -- no answer
17 JUL 1999 0	0907	porterti	NOTE: Both Gabreski Field after duty hours numbers take me to a FAX machine.
17 JUL 1999 0	0908	porterti	From Carole Radziwill -- she just talked to someone that flies with the pilot, and she said that he usually follows the coastline in good weather and the weather there was good.
17 JUL 1999 0	0909	porterti	NOTE: I was trying to contact Gabreski Field to get a helo on stand by for tomorrow for a possible recovery.
17 JUL 1999 0	0910	porterti	Actions: - Contact NJ and CT CAP - OPLOT - Weather - Have someone talk to whoever was in the Tower at Caldwell last night to get better info if possible.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

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17 JUL 1999 0	0914	porterti	From NEADS/RADES -MSgt Rauch- they have a track squawking 1200 that left Caldwell arpt at 0059z and flew east.. the track ended at 0106z at 41-00.5N 073-52.9W (in the Hudson River).. there are no other possible tracks that could be him.. he will FAX us all of the info he has.
17 JUL 1999 0	0916	khanr	TO: RI CAP (LTC CHIN 401-434-3487) INFORMED THEM OF SITUATION. THEY ARE PUTTING A PLANE UP IN RELATION TO MISSION 99M1504, REQ THAT THEY KEEP A LOOK OUT FOR OTHER ELT'S THOUGH.
17 JUL 1999 0	0918	porterti	From Senator Kennedy's military advisor (202-387-0844) -Menda Fife- she wanted to know what she can do to help.. I told her to not bother us so we can do our job.. she said she will contact the DOD and ask them to give us any help they could.
17 JUL 1999 0	0920	porterti	From Joe Kennedy -- he wanted an update on the process for conducting this search.. I told him what I could, and he didn't seem satisfied with my answer
17 JUL 1999 0	0925	khanr	FROM: ACC/AXO (COL ELDER, VICE COMMANDER) WANTED TO KNOW IF WE KEEP THE ACC COMMAND CENTER UPDATED. TOLD HIM NO, WE ONLY INFORM ACC PA AND OUR DIRECTOR. HE JUST WANTED TO MAKE SURE THAT NONE OF THE GENERAL'S ARE CAUGHT BY SUPRISE. TOLD HIM STATUS OF MISSION.
17 JUL 1999 0	0926	porterti	From Carole Radziwill -- she just wanted an update.
17 JUL 1999 0	0927	porterti	To NY CAP (516-588-4745) -Maj Paeper- busy
17 JUL 1999 0	0929	porterti	To NY CAP (516-588-4745) -Maj Paeper- passed coordinates of possible LKP from the end of the radar track.. he will get right on it.. he is still trying to contact NJ and CT CAP and have them call us.
17 JUL 1999 0	0930	khanr	FROM: DAN SAMSON -FRIEND- VERIFIED THAT KENNEDY'S CAR WAS AT THE ARPT. AND SAID THAT HE WAS PERTY SURE THEIR WAS A FOURTH PASSENGER ON THE PLANE, AND HE IS PRETTY SURE HIS NAME IS JAY BIETERMAN OR IT MIGHT BE SOME OTHER GUY NAMED BOB ?.
17 JUL 1999 0	0933	porterti	From Gen Eberhart's Exec (DSN 547-1957) -Col Breedlove- he wanted an update on the situation.. I told him what we have so far.
17 JUL 1999 0	0948	porterti	From NY CAP -Maj Paeper- he wanted to know if we knew the altitude of the last hit.. I said no, but we will try to get it and send it to him.. he is moving his search base and will call us when he does.
17 JUL 1999 0	0952	khanr	FROM: RI CAP (LTC CHIN 401-434-3487) WILL HAVE PLANE UP IN ABOUT 1.5 HRS. WILL ALSO KEEP A LOOK OUT FOR OTHER ELTS ALONG THE COAST.
17 JUL 1999 0	0954	porterti	From BOS CTR, New England Region Duty Officer FAA (781-238-7001), and NTSB -- they were trying to get their ducks in a row, and they are trying to figure out what they will do with tracking the strips and running an NTAP.
17 JUL 1999 0	1000	khanr	FROM: 102ND FIGHTER WING COMMANDER (COL SAM SHIVER 508-420-7859 DSN-557-4386 FOR 24HR COMMAND POST) SAID HE WAS CALLED BY AN AIDE TO SEN KENNEDY, AND THAT HE WOULD LIKE TO BE THE GO BETWEEN FOR THE SENATOR AND HIS ASSOCIATES. HE SAID THAT HE WILL BE IN CONTACT WITH THE KENNEDY PERSONNEL.
17 JUL 1999 0	1000	porterti	From FAA Cmnd Ctr (202-267-3333) -Robert Corcoran- gave him a brief rundown on the search effort.
17 JUL 1999 0	1007	porterti	To NEADS/RADES (DSN 587-6866) -MSgt Rauch- he thinks the altitude of the last hit is 2400'.. he will check that and call me back.
17 JUL 1999 3	1007	kmullins	MERGE: 0956Z 41 32.2N 073 40.8W NP 1012/1116 SITE: 1B27195 NOTE: SITE PLOTS APPROX 30 MILES NORTH OF LAST NTAP HIT FROM RADES
17 JUL 1999 3	1009	kmullins	TO GABRESKI FIELD SECURITY FORCES (SGT COLLINS) -- DSN 456-7478 -- ASKED HIM TO CONTACT THE 106 RQG; SAID THEY ARE FLYING TODAY AND HE EXPECTS THEM IN ANY MINUTE NOW. ASKED HIM TO HAVE THEM CALL HERE ASAP TO BE PUT ON STANDBY FOR SAR.
17 JUL 1999 0	1013	khanr	TO: OTIS ANG (ARM CAMBRA DSN-557-4386) VERIFIED THAT COL SHIVER IS THE COMMANDER OUT THERE.
17 JUL 1999 0	1013	porterti	To MA CAP (781-447-4542) -LTC Slaney- no answer

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17 JUL 1999 0	1015	porterti	From CGD1 -Chief Conner- Their vessel has been in the area of the original first alert and has found nothing so far.
17 JUL 1999 0	1016	porterti	To MA CAP (781-553-2455) -LTC Slaney- paged
17 JUL 1999 0	1017	porterti	From Carole Radziwill -- she wanted an update.. and I passed that we were still working on it.
17 JUL 1999 0	1020	porterti	To NY CAP (516-588-4745) -Mrs Paeper- he has left already and is at 516-981-4010
17 JUL 1999 0	1022	khanr	FROM: AF DUTY OFFICER AT PENTAGON (MAJ GATE DSN-225-7220) AIDE FOR LT GEN EZMAN AF/XO, SAID THAT THE AF NOT MOVING QUICKLY ENOUGH ON THIS, INFORMED HIM OF ALL THAT WE HAVE DONE AND ALL THAT WE ARE PLANNING TO DO, HE SAID HE WILL PASS THIS INFO ON TO LT GEN EZMAN.
17 JUL 1999 1	1024	kmullins	TO MA CAP (SCHAFNER) -- 781-334-6478 -- GOT MACHINE; DIDN'T LV MSG TO MA CAP (SCHAFNER) -- 508-489-7890 -- ACTIVATED PGR
17 JUL 1999 0	1024	porterti	To NY CAP (516-981-4010) -- busy
17 JUL 1999 0	1027	porterti	To NY CAP (516-981-4010) -- busy
17 JUL 1999 0	1028	porterti	From NY CAP (516-981-4010 or 516-672-9639) -LTC Heinrich- the MC will be Heinrich.. briefed that PA concerns will be handled through ACC PA and FAMLO will be handled either here at the RCC or through Senator Kennedy's aides.
17 JUL 1999 3	1032	kmullins	NEG X 1, 1012 NP 1116/1117 SITE: 7195
17 JUL 1999 3	1036	kmullins	TO NJ CAP (COBERT) -- 888-995-6031 -- ACTIVATED PGR
17 JUL 1999 3	1040	kmullins	TO MA CAP (LORENZ) -- 508-398-1455 -- NO ANSWER TO MA CAP (LORENZ) -- 508-548-5800 -- GOT VOICEMAIL
17 JUL 1999 3	1043	kmullins	TO MA CAP (RIETHOF) -- 617-241-0384 -- NO ANSWER
17 JUL 1999 0	1044	porterti	From Col Schriver -- he just wanted to reaffirm that he will act as FAMLO.. I told him we would use him as such and will pass him any info we get.
17 JUL 1999 3	1045	kmullins	FM NY CAP (PAEPER) -- HE SAID THE NY STATE POLICE IS CHECKING OUT THE MERGE (SITE: 7195); HE HAS CALLED NY TRACON AND THEY ARE RUNNING AN NTAP. THEY HAVE LOWER ALTITUDE COVERAGE AND HE BELIEVES THE NTAP WE RECEIVED IS FROM RADAR THAT CANNOT SEE LOW ENOUGH.
17 JUL 1999 0	1046	porterti	To LTC Graham (868-0610, 988-4876 pgr) -- Capt Holmes briefed him on the istuation.
17 JUL 1999 3	1047	kmullins	TO 106 RQG () -- DSN 456-7416/7364 -- NO ANWER
17 JUL 1999 3	1048	kmullins	TO MA CAP (RIETHOF) -- 617-882-8067 -- ACTIVATED PGR
17 JUL 1999 0	1049	porterti	From MA CAP -Schafner- he cannot help because he is out to sea.
17 JUL 1999 0	1049	khanr	FROM: OSD LEGISLATIVE AFFAIRS (LINDA LEEMAN) HAS BEEN CALLED BY SENATOR KENNEDY AND WANTED TO KNOW STATUS, BRIEFED HER.
17 JUL 1999 3	1051	kmullins	TO MA CAP (COOKE) -- 508-949-1589 -- OPENED MISSION; PASSED DETAILS; WILL HAVE AN MC CALL US. TOLD HIM WE WANT THEM TO CONCENTRATE ON THE COAST AND THE AREA BETWEEN THE COAST AND MARTHA'S VINEYARD.
17 JUL 1999 0	1053	porterti	Received FAX from RADES.

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17 JUL 1999 0	1103	khanr	FROM: GENERAL MCGHEE, BRIEFED HIM ON THE STATUS OF THE MISSION, WANTS A CALL BACK AT 0900L ON STATUS OF MISSION, WANTS US TO CALL THE ACC COMMAND POST AND HAVE THEM PAGE HIM.
17 JUL 1999 3	1103	kmullins	FM MA CAP (BENOIT) -- 508-560-3351 -- WILL BE MC; PASSED ALL DETAILS; WILL START SEARCHING COAST AND AREA BETWEEN MARHTA'S VINEYARD; THE PH# IS A MOBILE AND CAN RECEIVE ALPHA PAGES
17 JUL 1999 0	1107	khanr	FROM: ADMIRAL JOHNSON, SENIOR MILITARY ADVISOR TO SECRETARY COHEN, BRIEFED HIM ON STATUS OF THE MISSION, WANTS A CALL BACK AT 703-692-7000 WHEN WE HAVE AN UPDATE.
17 JUL 1999 3	1110	kmullins	TO CT CAP (OPINSKI) -- 203-483-5516 -- OPENED MISSION; PASSED DETAILS; WILL BE MC FOR NOW; TOLD HIM WE WANT THEM TO FLY THE COAST. HE WILL KEEP US UPDATED
17 JUL 1999 0	1118	newcomba	FM NY CAP, MAJ PAEPER NEEDS A GOOD PHONE NUMBER FOR CT CAP, WANTS TO BE PAGED ASAP. PAGER NUMBER IS 1-800-943-6670.
17 JUL 1999 3	1119	kmullins	TO NJ CAP (COBERT) -- 732-905-0055 -- SPOKE TO WIFE, HE ISN'T THERE
17 JUL 1999 3	1121	kmullins	TO NJ CAP (SCHOBEL) -- 609-445-7621 -- ACTIVATED PGR
17 JUL 1999 0	1122	porterti	From Senator Kennedy -- he talked to the Governor of CT and asked him to get the CAP involved.. I tried to stress to him that this needs to be a coordinated effort and if we get a bunch of acft involved that it could become a safety problem.
17 JUL 1999 3	1124	kmullins	FM 106 RQG(LTC LANSO)PHONE 456-7362)F-456-7420)HE SAID THAT THEY HAVE A C-130 TAKING OFF AT 1000L, AND WILL PATROL THE STRAIGHT, BEFORE THEY DEPART ON THEIR MSN FOR THE DAY. THEY WILL ALSO TRY TO GET 2 H60 CREWS IN WITH PJ'S, AND HE SAID THEY COULD ALSO SEARCH IF WE NEED THEM TO. THEY SAID THEY COULD ALSO CHECK THE LONG ISLAND COAST LINE AND MAKE SURE THAT IT IS A DECONFLICTION WITH THE NY CAP.
7 JUL 1999 3	1125	kmullins	FM NY CAP(MAJ PAEPER)THEY HAVE AN ACFT SEARCHING THE ELT TO THE EAST, AND ONE TO THE NORTH. THEY HAVE THE STATE POLICE TRYING TO SEARCH FOR THE ELT IN THE HUDSAN. THEY WILL EITHER USE A VESSEL OR A HELO. I GAVE HIM THE # FOR THE 106 RQG SO THE CAN DECONFLICT WITH THEM. I TOLD THEM TO KEEP THEIR SEARCH IN THEIR STATE.
17 JUL 1999 3	1132	kmullins	FM NE AIR DEFENSE(COL CUMM) HE SAID THEY HAVE NO FURTHER INFO ON THE SEARCH, AND MAY NOT BE ABLE TO GET ANYTHING ELSE.
17 JUL 1999 2	1134	kmullins	FM CGD1 (LCDR ??) -- ASKED WHAT KIND OF ASSISTANCE WE ARE LOOKING FOR (THE COMMANDANT OF THE CG CALLED THEM). ASKED HIM ABOUT THE 1ST ALERT THEY LOOKED FOR EARLIER - A 41FT VESSEL CHECKED IT OUT WITH NEG RESULTS; THEY ARE LAUNCHING MULTIPLE ACFT SHORTLY TO SEARCH THE SOUND. TOLD HIM ABOUT 106 RQG AND CAP ACFT IN AREA TO DECONFLICT. THEY WILL KEEP US UPDATED. THEY ARE TREATING THIS WITH AIR FORCE AS PRIMARY RESPONSIBLE AGENCY
17 JUL 1999 4	1139	johnsont	1117z ELT SITE 1B27195 NEG X 3 SITE CLOSED.
17 JUL 1999 2	1141	porterti	From FAA New England Regional Supervisor -Buddy McDonald- : briefed situation and that we would like to funnel all information regarding this through the FAA command center in Washington. He agreed that would be best and said that he would get any info from them.
17 JUL 1999 0	1145	newcomba	FM CT CAP, CAPT OSBORNE(DSN 636-8539) PASSED INFO THAT WE ALREADY KNEW FM THE ALNOT THAT WAS SENT OUT. SAID THAT HE IS NOT THE MC BUT HE IS THE POC RIGHT NOW UNTIL HE GETS IN TOUCH WITH THE WING COMMANDER. WHEN YOU CALL, ASK FOR CHIEF OSBORNE.
17 JUL 1999 0	1146	newcomba	***NOTE: SAID THAT THERE WAS NO ELT ON THE ACFT****
17 JUL 1999 3	1148	kmullins	FM CT STATE POLICE (SGT SALVATORE) -- 860-543-1000 -- THEY WERE CALLED BY THE GOV OF CT TO LAUNCH CAP; TOLD HIM THE CAP WAS ALREADY ACTIVATED. THEY HAVE 2 STATE POLICE ACFT THEY CAN USE - TOLD HIM THAT WE COULD USE THEM, BUT I WANT HIM TO HAVE THEIR AIRCREW TALK TO CT CAP TO ENSURE SAFETY; PASSED HIM OPINSKI (CT CAP) AS A POC.

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17 JUL 1999	2	1150	MEEKD	FAXED WX REQUEST TO ACC WX SHOP
17 JUL 1999	2	1150	porterti	FM BOS CTR -WATCH SUP-: HE WILL WORK NTPAP FOR US ONCE WE HAVE A CONFIRMED TAKEOFF TIME FROM ESSEX COUNTY AIRPORT. UNTIL THEN, IT WILL BE DIFFICULT FOR THEM TO DO MUCH, ESPECIALLY IF THE OBJECTIVE HAD A MERE 1200 CODE. HE AND I DISCUSSED THE FAA'S INVOLVEMENT, WHICH RUNS FROM CTR TO REGION TO FAA TO SECRETARY DOT. WE AGREED TO FUNNEL ALL INFORMATION, EXCEPT THAT RELATING TO NTPAP, THROUGH THE FAA COMMAND CENTER AT (202)
17 JUL 1999	3	1151	kmullins	TO NJ CAP (SCHOBER) -- 609-546-0134 -- OPENED MISSION; PASSED DETAILS; WILL START SEARCHING AREA AROUND DEPARTURE AIRPORT AND BEGIN INTERVIEWING PEOPLE AT/AROUND AIRPORT; HE WILL BE MC FOR NOW
17 JUL 1999	2	1202	MEEKD	TO USMCC CHRIS - REQUEST O-PLOT FOR FA AND MERGES NW N42-07.47 W075-05.58 SE N40-01.98 W069-56.70. SHE WILL SEND THEM SOON
17 JUL 1999	3	1203	kmullins	FM CT STATE POLICE (SGT SALVATORE) -- THEY HAVE 2 C-172'S THAT THEY ARE GETTING IN TOUCH WITH CT CAP BEFORE THEY DO ANYTHING; THANKED HIM.
17 JUL 1999	3	1205	kmullins	FM 102 RQG(CAPT SEINGER)HE SAID THEY HAVE A H-60 AND A C-130 THAT CAN FLY, AND WILL COORDINATE WITH CGD1 AND DECONFLICT THE AREA OF SEARCH.
17 JUL 1999	2	1209	porterti	From MA CAP -Maj Benoit- he wanted to clarify some info.. they want us to have the Coast Guard search south and East of Martha Vinyard.. I tried to explain that we are overall in charge and then he wanted to talk to my supervisor, so I handed them to Capt Holmes.
17 JUL 1999	0	1212	johnsont	FM NEAD (LT JONES): THERE ARE 2 AIRPORTS IN THE VICINITY OF THE LAST HIT THEY GOT ON THE RADAR - STEWART INT'L, NEWBURGH NEW YORK AND DUTCHESS CO. IN POUGHKEEPSIE, NY. THEY HAVE CALLED STEWART AND THEY DIDNT HAVE ANY ACFT MATCHING THAT DESCRIPTION LAND AT THEIR FIELD. DUTCHESS CO. IS NOT OPEN YET. SAID THAT THEY ARE AT OUR DISPOSAL IF WE NEED ANYTHING. REQUESTED THEY RERUN THE NTPAP WITH A TAKE-OFF TIME OF 0038Z INSTEAD OF 0059Z. HE WILL DO IT.
17 JUL 1999	3	1215	kmullins	FM ESSEX CO TWR(BOB)THEY HAVE THE TAKE OFF TIME AS 17 0038.42.Z FM ESSEX CO. THE WAS VFR AND MADE A RIGHT TURN ON RUN WAY 22. HE ADVISED HE WOULD GO E BOUND AND N OF TETEBORO. HE WAS ON A 1200 CODE, AND THEY DID HAVE OTHER ACFT TAKE OFF AT 0059Z. TETEBORO TWR IS DOING A CHECK WITH THEIR TAPES TO SEE IF THEY WORKED HIM OR NOT.
17 JUL 1999	0	1216	newcomba	FM WKZP RADIO STATION IN BOSTON(??) SAID SHE WANTED TO CONFIRM SOME INFO ON THE MISSING ACFT. TOLD HER WE DIDN'T USUALLY HANDLE PUBLIC AFFAIRS BUT I TOOK HER NUMBER AND TOLD HER SOMEONE WOULD CALL HER BACK WITH THE INFO THAT SHE WANTED. HER NUMBER IS 617-787-7250. ASKED FOR A NAME AND SHE SAID JUST TALK TO THE FIRST PERSON WHO ANSWERS THE PHONE.
17 JUL 1999	0	1217	meekd	FM COL FAVA SUPERINTENDENT MA STATE POLICE - OFFERING ASSISTANCE IN SEARCH. PASSED HIM NUMBER FOR MA CAP AND ASKED HIM TO COORDINATE WITH THEM.
17 JUL 1999	0	1218	MEEKD	CG PA CHIEF HALL - 1-617-223-8515 - ASKING FOR A PA POC. STATES HE HAS NETWORK NEWS CALLING. ADVISED HIM I WOULD CALL HIM BACK WITH POC.
17 JUL 1999	3	1218	kmullins	FM CGD1(LT CMDR CLARK)HE REQUESTED A CONF WITH THE 102 RQG, BECAUSE HE WANTED TO KNOW IF THEY COULD RUN THE WATER SEARCH AND WE STILL RUN EVERYTHING ELSE, DUE TO THEY HAVE SOME PLANS THAT COULD WORK OUT WITH THE C130. PATCHED THEM TO 102 TQG AND CAPT STEINGER. AND THEY WILL WORK THE S PART OF THE LONG ISLAND SOUND UP TO MARTHAS VINYARD. WE AGREED WITH THEM RUNNING THE WATER SEARCH. THE C130 SAID THEY CAN CONTINUE TO SEARCH INTO TONIGHT IF NEED BE.
17 JUL 1999	2	1224	porterti	To ACC Intell duty officer (4-1555) -Maj Cooke- the info we need can be gained from the Intell Watch Center x4413
17 JUL 1999	3	1224	kmullins	FM BOS CTR - WL- RQ INFO ON RUNWAY OF DEPARTURE, HEADING AND TURN MADE. BRIEFED HIM IT WAS RUNWAY 22, WITH A RIGHT TURN. THE BEST HEADING WE HAD WAS THAT HE WAS GOING TO STAY NORTH OF TETERBORO.
17 JUL 1999	3	1225	kmullins	FM CBS NEWS (DIANNA QUINN) -- WANTED AN UPDATE; TOLD HER WE'D HAVE PA CALL HER BACK
17 JUL 1999	2	1225	porterti	To ACC Intell Watch Center (x4413) -Lt Bright- he is going to have a collection specialist come to the RCC and bring the JOG we need and will then find out what kind of info we need and try to get it.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

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17 JUL 1999 0	1226	MEEKD	TO CPT TROBER PA DUTY OFFICER - 877-7225 - ASKED HER TO REPORT TO AFRCC COMMAND POST IMMEDIATELY DUE TO CURRENT SITUATION. SHE SAID SHE WILL BE HERE ASAP.
17 JUL 1999 3	1230	kmullins	FM 102 RQG(LTC LANSO) THEY RECOMMEND THAT THE NYPD SEARCH THE AREA FM BRIDGEPORT TO NYC, DUE TO THE C130 WILL BE TO BIG FOR IT TO FLY IN THAT AREA. HE WE CONF IN CGD1 AND THEY DON'T WANT 102 TO FLY IN THAT AREA. JUST FM FIRE ISLAND TO MARTHAS VINYARD.
17 JUL 1999 0	1232	rgerald	FM WX:RECEIVED WX PACKAGE...
17 JUL 1999 0	1235	MEEKD	FM LINDA LEEMAN DUTY OFFICER FOR SECDEF ASKING FOR PHONE NUMBERS FOR INDIVIDUAL CAP UNITS. SHE STATED THAT SEN KENNEDY HAD REQUESTED THE INFORMATION. I EXPLAINED TO HER THAT THERE ARE SEVERAL STATES INVOLVED AND THAT WE ARE THE POC FOR CAP AND THAT INFORMATION REGARDING THE CURRENT SEARCH EFFORTS WERE BEST TO COME FROM THIS LOCATION AS THEY WOULD BE FASTER AND MORE UP TO DATE. SHE STATED THAT SHE UNDERSTOOD AND THANKED ME.
17 JUL 1999 3	1239	kmullins	TO CT CAP(MAJ OPINSKI)P-203-619-6514)PAGED...
17 JUL 1999 3	1240	kmullins	TO CGD1(ON1 ASHWELL)PASSED HIM THE NEW LAT AND LONG WE GOT FM 84 RADES, AND THEY ALREADY HAVE AN AIRCREW IN THE AREA, AND WILL CHECK IT OUT.
17 JUL 1999 0	1240	rgerald	FM CT CAP(KORN)203-469-1066) HE SAID HE WILL BE IN CHARGE UNTIL MAJ OPINSKI GETS THEIR AND THE ABOVE # IS TO THE MSN BASE. BRIEFED HIM ON THE CALL FM THE STATE POLICE AND TROOPER MCCULLOUGH(860-685-8190) AND THEY HAVE 2 HELOS THAT CAN SEARCH AND HE CAN CALL THEM AND COORDINATE WITH THEM.
17 JUL 1999 0	1243	johnsont	FM 84 RADES (MSGT RAUCH): HE HAS A NEW NTAP LKP: 41-18.5N 070-59.55, TIME 0139:46Z. HE WILL FAX ALL THE DATA TO US AS SOON AS HE HAS IT COMPILED IN A FORMAT THAT HE CAN FAX. IT MAY BE A LITTLE WHILE.
17 JUL 1999 0	1249	johnsont	FM LANT AREA (MR GARDNER, 757-398-6231): REQUESTED A BRIEF ON THE MSN TO UPDATE THE ADMIRAL. CAPT HOLMES GAVE HIM A COMPLETE BRIEF.
17 JUL 1999 0	1251	newcomba	FM NAT'L MILITARY COMMAND CTR, CMDR HAHN(DSN 227-6341) GAVE HIM A QUICK BRIEF OF SITUATION.
17 JUL 1999 1	1253	kmullins	FM HQ CAP (COL SALVADORE) -- HE WAS CALLED BY AF CMD POST BCZ PEOPLE (PENTAGON, ETC) ARE ASKING FOR CAP PH#'S; EXPLAINED SITUATION TO HIM AND THAT PEOPLE ASKING FOR CAP PH#'S DIDN'T KNOW WHAT THEY ARE ASKING FOR - WE ARE NOT GIVING THE #'S OUT. HE SUGGESTED THAT WE GET A REGIONAL CAP CHAPLAIN - TOLD HIM WE HAD A FAMILY POC IN A COLONEL AT OTIS ANG BASE. IF WE NEED HIM CALL HIM AT HOME: 334-365-4374
17 JUL 1999 3	1259	kmullins	FM 102 RQG(LTC LANSO)HE IS GOING TO LET HIS C130 FLY FM 020-030 DUE TO THE NY CAP IS GOING TO FLY AT 010. THE H-60 IS GOING TO STAY ON STAND BY.
17 JUL 1999 1	1301	kmullins	FM RI CAP (COL BLACKMAN) -- ELT AT WESTERLY IS SHUT DOWN; PASSED TO HIM WE WANT A COASTLINE SEARCH AND OTHER DETAILS OF OBJECTIVE; THEY ARE SPINNING UP MORE ACFT NOW; WANTED TO LET US KNOW WX IS 3 MILES OF VIS WITH HAZE AND FOG, BUT THEY CAN STILL FLY; ALSO, THERE ARE LARGE SCALE PARACHUTE JUMPS GOING ON TODAY AT RICHMOND, NEWPORT, DANIELSON, AND NORTH CENTRAL; THEIR PH# 401-737-8490
17 JUL 1999 0	1302	johnsont	FM LANT AREA COMMAND (MR GARDNER): REQUESTED INFO ON WHO REPORTED THE ACFT MISSING AND WHO IS ON BOARD.
17 JUL 1999 0	1304	johnsont	FM NEAD (LT JONES): CONFIRMING WE RECVD LATEST NTAP DATA - WE DID.
17 JUL 1999 1	1305	kmullins	FM NY STATE POLICE AVIATION (CPT RODGERS) -- 518-869-9812 -- THEIR GOV ASKED THEM TO GET INVOLVED; EXPLAINED WE HAD MORE THAN ENOUGH ACFT UP OR ON THE WAY UP RIGHT NOW. IF WE NEED ADDITIONAL AIR ASSETS OR OTHER ASSISTANCE, CALL THEM.
17 JUL 1999 1	1312	kmullins	FM CT CAP (OPINSKI) -- HE HAS AN ACFT UP FOR THE LAST 30MIN; ANOTHER RIGHT BEHIND IT AND ONE MORE AFTER THAT; ALSO THEY HAVE BEEN IN TOUCH WITH THE STATE POLICE WHO ARE BRINGING IN THEIR TWO C172'S; SAR BASE NUMBER 203-469-1066
7 JUL 1999 4	1319	johnsont	FM MA CAP (BENOIT): HE JUST RECVD FM CG THAT THERE IS A NEW LKP - PASSED TO HIM THE NEW COORDINATES WE RECVD FM 84 RADES.
17 JUL 1999 0	1320	newcomba	FM LANT AREA,LT CMDR WAKEFIELD SAID THAT HE CAUGHT THE RPT ON CNN AND THEY APPARENTLY HAD SOME MISINFORMATION ON AN ELT THAT THE CG WAS HEARING. THE CG IS NOT HEARING AN ELT RIGHT AS OF NOW SO WHEN ACC PA GETS HERE YOU MIGHT WANT TO

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE POSITION	TIME	NAME	REMARKS
			PASS THAT ON TO THEM.
17 JUL 1999 1	1326	kmullins	FM SEN KENNEDY'S OFFICE (AMANDA) - SHE IS THE AIDE FOR THE SENATOR AND WANTED AN UPDATE; SHE ASKED ABOUT THE BEACON THAT WAS IN THE AREA; TOLD HER THAT THE ELT WAS SHUT OFF AT AN AIRPORT IN RI; TOLD HER IT WAS NON-DISTRESS AND NOT RELATED TO THIS MISSION; CONFIRMED FOR HER THAT THE LKP IS THE NTAP TRACK; ALSO CONFIRMED FOR HER THE PHONE NUMBERS TO CALL US AT.
17 JUL 1999 0	1354	rgerald	TO ESSEX CO ARPT AIRBOUND(973-575-1883)NO ANSWER..
17 JUL 1999 4	1355	johnsont	FM BRAD WALL, (THE FLT INSTRUCTOR, JAY BEIETERMAN, ROOMMATE): MR BIETERMAN IS NOT ON THE ACFT, HE IS CURRENTLY IN SWITZERLAND. THE LAST THEY TALKED TO MR. KENNEDY, HE WAS GOING TO FLY THIS WITHOUT AN INSTRUCTOR. MR WALL IS ATTEMPTING TO CONTACT MR BIETERMAN IN SWITZERLAND. I REQUESTED THAT WHEN HE DOES REACH HIM TO HAVE HIM CALL US SO WE CAN GET ANY INFO HE MAY HAVE ON THE PILOTS HABITS, AND ABILITIES.
17 JUL 1999 0	1406	rgerald	FM NJ CAP(LTC SCHOBBER)THEY WILL DO A VFR ROUTE WITH THE ROUTE THE OBJ TOOK OFF WITH OUT OF ESSEX TO THE HUDSON RIVER THEN COORDINATE WITH THE NY CAP WITH THE SEARCH. THEY WILL ALSO DO A ROUTE SEARCH IN THE AREA OF THE ARPT.
17 JUL 1999 0	1413	rgerald	TO CT CAP(MAJ OPENSKI)COVERED FM RI BORDER TO NEW HAVEN, AND HAVE NOT BEEN GETTING ORDERS FM CGD1. THEY SAID IF THEY DON'T GET ANY SIGNAL THEY WILL GO HIGHER.
17 JUL 1999 0	1430	rgerald	FM 84 RADES(??)RECV SECOND FAX OF NTAP...
17 JUL 1999 1	1501	kmullins	FM ACC COLLECTIONS () -- THERE WERE NO ASSETS OVERHEAD SO THEY HAVE NO DATA TO ANALYZE; THEY ARE WORKING ON GETTING THEM OVERHEAD NOW, BUT DON'T EXPECT MUCH SINCE IT IS CONCENTRATING ON WATER.
17 JUL 1999 0	1502	rgerald	TO NY CAP(MAJ PAEPER)PAGED...
17 JUL 1999 1	1508	kmullins	FM CGD1 (LT WALKER) -- THEY HAD A CALL FROM AN INDIVIDUAL WHO HEARD AN "ACFT CRASH" LAST NIGHT AROUND 1030PM; HER NUMBER IS 781-293-6520 AND SHE IS IN PENBROKE, MA; NO OTHER DATA
17 JUL 1999 0	1510	rgerald	FM NY CAP(MAJ PAEPER)THEY GOT A REPORT AT 0130Z OF A TWA PILOT AND HIS WIFE ON MATTITUCK, LONG ISLAND THAT HEARD AN ACFT WITH PROBLEMS AND THEN A LOUD THUNDERING SOUND. HE IS GOING TO CHECK IT OUT.
17 JUL 1999 1	1511	kmullins	FM NY STATE POLICE (RODGERS) AVIATION: THEY STILL WANT TO HELP AND HAVE A COUPLE ACFT IN THE AIR; TOLD HIM TO CALL MAJ PAEPER AND PASSED HIS PAGER NUMBER; TOLD HIM IF NY CAP HAD AN AREA THEY NEEDED CHECKED THEY COULD WORK TOGETHER; HE'LL KEEP US UPDATED.
17 JUL 1999 0	1515	rgerald	TO 102 RQG(LTC LANSLO)HE SAID THAT THEY C130 COULD BE THE OSC AND HAVE THE HELO'S SEARCH THE AREA THAT THEY WERE IN.
17 JUL 1999 1	1518	kmullins	FM NY STATE POLICE (LT TALMON) -- THEY JUST WANTED TO LET US KNOW THAT IF WE NEED ANY GRD SEARCH ASSISTANCE THEY ARE AVAILABLE; PH#'S 516-728-3000 AND 516-756-3300; OR 516-457-6811; TOLD HIM WE'D CALL IF WE NEED THEIR HELP
17 JUL 1999 0	1518	rgerald	TO CGD1(LT CMDR CLARK)BRIEFED THEM THAT THE 102 RQG C130 IS GOING TO ACT AS THE OSC.
17 JUL 1999 1	1523	kmullins	FM CG LANTA (LT ??) -- SHE WAS CALLED BY AN INDIVIDUAL IN NC WHO HAS A COUSIN IN MANATUNK WHO SAW A FIREBALL FALLING OUT OF THE SKY LAST NIGHT; HIS NAME AND NUMBER IS JIM REID, 516-788-7969
17 JUL 1999 0	1524	rgerald	FM FAA NEW ENGLAND(JEN DONAHUE)THEY GOT A REPORT FM A MIKE NOVIA(401-783-7130) HE SAID AT 10-10:30 LAST NIGHT HE SAW A LOW SLOW ACFT AROUND MATTITUCK AND THEN MAKE A HARD LEFT TOWARDS CT.
17 JUL 1999 0	1528	rgerald	FM NY CAP(MAJ PAEPER)BRIEFED HIM ON THE THE SIGHTINGS OF THE EYEWITNESS REPORTS, AND HE WILL CHECK ON IT.
17 JUL 1999 1	1530	kmullins	NOTE: JUST RECEIVED REPORT OVER FAA AIS; A PILOT AT MONTAUK, LONG ISLAND SAID SOME FRIENDS OBSERVED A STRANGE GLOW OVER LONG ISLAND SOUND LAST NIGHT ABOUT 1100 PM LOCAL; CALL NY FSS FOR FURTHER INFO.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
17 JUL 1999	0	1530	rgerald	FM NY FSS(BT)THEY HAVE A PILOT REPORT FM MATTITUCK, LONG ISLAND THAT NEAR FORT POND BAY FRIENDS SAW A STRANGE GLOW OVER THE LONG ISLAND SOUND LAST NIGHT ABOUT 11 PM. ALLEN BURK WAS THE PILOT AND HIS # IS 516-688-9593.
17 JUL 1999	1	1548	kmullins	FM CT CAP (OPINSKI) -- ASKED WHAT ELSE THEY COULD DO; THEY HAVE 3 ACFT UP AND ARE COVERING THE ENTIRE CT COASTLINE AND SOME WATER; ADVISED HIM TO BE CAREFUL ABOUT THE WATER AS THE CG IS SEARCHING; ASKED HIM TO TAKE A CLOSE LOOK AT THE AREA DIRECTLY ACROSS FROM MONTAUK LONG ISLAND DUE TO SEVERAL WITNESS REPORTS OF FIREBALLS AND GLOWS IN THAT AREA.
17 JUL 1999	0	1553	rgerald	FM NJ CAP(MAJ SIROIS)973-644-9275)THEY CHECK THE ESSEX ARPT AND FOUND OUT THAT THE ACFT TOOK ON 62 GAL OF FUEL AND THAT THIS IS A NEW ACFT AND IS NOT SURE IF THE OBJ TRANSFERED THE WATER CROSSING GEAR, RAFT AND VEST OFF OF THE OLD ACFT ONTO THE NEW ONE. THEY SAID THEY ONLY REPORT THEY ARE GETTING OF A 4 POB WOULD HAVE BEEN THE INSTRUCTOR.
17 JUL 1999	0	1602	rgerald	**NOTE**NUMEROUS MEDIA CALLS HAVE BEEN TAKEN, AND THE NAMES AND # HAVE BEEN PASSED TO ACC PA.
17 JUL 1999	0	1605	rgerald	**NOTE**LATE ENTRY: BOS CTR CALLED AND PASSED A NEW LAT AND LONG AT 0138Z 41 21.52N 071 04 53W AT 026 ALT.
17 JUL 1999	0	1617	rgerald	TO 102 RQG(LTC LANSLO)THEY HAVE THE HELO AIRBORNE ON THE HOUR, AND A SECOND C130 THAT WILL BE ABLE TO FLY IN THE NEXT HOUR-1 1/2.
17 JUL 1999	1	1631	kmullins	FM SEN KENNEDY'S OFFICE (AMANDA FIFE) -- BRIEFED HER ON THE LATEST UPDATES; SHE WILL KEEP CHECKING BACK
17 JUL 1999	4	1632	holmesc	FM BOS CTR -WATCH SUPER-: FAXED NTAP RESULTS. UPDATED LKP IS NOW: 41 17.93N / 070 58.48W, TIME OF 0140:29Z. ACFT WAS AT 1800 FT, SSE-BOUND, IN A CASUAL DESCENT. HE IS ABOUT 75% CERTAIN THIS IS THE ACFT.
17 JUL 1999	0	1636	rgerald	FM NJ CAP(MAJ SIROIS)THEY ARE STILL SEARCHING THE AREA, AND HAVEN'T BEEN ABEL TO FIND OUT ANY OTHER DATA ABOUT IF THE EQUIPMENT FM THE OLD ACFT WAS TRANSFERED TO THE NEW ONE. HE SAID NTSB GOT A HOLD OF THE BOOKS, AND SAID THAT THE ACFT WAS IN COMPLIANCE. HE HAD 2 CAP PERSONNEL AT THE ARPT, BUT CANNOT GET IN TOUCH WITH THEM NOW. HE SAID THAT, THAT DOESN'T MEAN THAT THE ACFT HAD AN ELT ON IT. HE WILL CONTINUE TO TRY AND GET IN TOUCH WITH THE CREW THAT WAS AT THE ARPT.
17 JUL 1999	0	1638	rgerald	FM AIR SAFETY INVESTIGATERS, GABRESKI ACFT(CHRIS LOWBENSTBIN)203-913-8341) HE SAID AT 2325-2335Z HE HEARD A LOW FLYING ACFT AROUND BRIDGEPORT, CT AND IT WAS 3 MI ES OF BDR.
17 JUL 1999	0	1641	johnsont	FM MA EMA: REQUESTED THE MSN NUMBER, OPENED MSN WITH THEM.
17 JUL 1999	0	1645	rgerald	FM ACC INTEL(SGT COCHREN)THEY HAVE PUT IN A REQUEST FOR NOMINATION, AND AWAITING THE RESULTS, AND WILL NOTIFY IS IF THEY CAN BE USED.
17 JUL 1999	0	1647	rgerald	FM CT CAP(FRED HERBERT)THEY ARE STILL SEARCHING THE AREA, WITH NO RESULTS AS OF YET.
17 JUL 1999	0	1712	rgerald	FM NY CAP(MAJ PAEPER)ALL THE LEADS HEAD TO THE WATER NEAR MATTITUCK, SO THEY WILL CONTINUE TO SERCH IN THAT AREA. TEHY ALSO HAD A REPORTS OF BUBBLES OF OIL AROUND EDENS NECK. AND HE WILL CHECK ON IT.
17 JUL 1999	4	1715	holmesc	NOTE: HAD CONFERENCE CALL WITH CGD-1 -LCDR CLARK- AND 106 RQG -MAJ NYSE- TO DISCUSS CURRENT SEARCH OPERATIONS. BASED ON DEBRIS AND LKP OF RADAR, SMC NOW TRANSFERRED TO CGD-1 WITH AF ASSIST.
17 JUL 1999	0	1718	rgerald	FM USA COM(LTC DICKEY)BRIEFED ON THE STATATUS OF THE AIR ASSETS IN THE AREA AND IF WE GET ANY GOOD INFO TO CALL THEM.
17 JUL 1999	1	1719	kmullins	FM MA CAP (BENOIT) -- THEY HAD A CALL FROM A WOMAN WHO RECOVERED A SUITCASE ON GAYHEAD BEACH (WEST TIP OF MARTHA'S VINEYARD). THE SUITCASE HAD THE NAME OF LAUREN BISSET (JFK JR'S SISTER IN LAW) IN IT. THEY ARE DISPATCHING THE STATE POLICE TO TAKE POSSESSION OF IT.
17 JUL 1999	0	1731	rgerald	TO CGD1(LT CMDR CLARK)THEY HAVE TWO CG VESSELS IN THE AREA OF THE SUIETCASE SIGHTING, WITH A CG HELO CHECKING THE AREA. THEY STATE POLICE ARE GOING TO CHECK THE COAST LINE.
17 JUL 1999	0	1732	rgerald	FM NEW ENGLAND FAA(JENNIFER)A BRISTOL, CT RESIDENT(DAVID MARR 860-582-2978) REPORTED HEARING MORSE CODE ON CHANNEL 906.6375. WILL PASS THIS INFO TO CT CAP.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
17 JUL 1999	1	1733	kmullins	FM NJ CAP (SIROIS) -- THEY WERE ABLE TO CONFIRM WITH FBO THAT OBJ ACFT DOES HAVE AN ELT ON BOARD; MR KENNEDY HAD LIFE VESTS IN HIS PREVIOUS AIRPLANE BUT THEY ARE NOT POSITIVE THAT THEY WERE TRANSFERRED OVER.
17 JUL 1999	0	1735	rgerald	TO CT CAP(MAJ OPINSKI) BRIEFED ON THE REPORT OF THE SCANNER HEARING MORSE CODE. THEY WILL CALL THIS DAVID MARR (860-582-2978).
17 JUL 1999	1	1736	kmullins	FM MA CAP (BENOIT) -- HE TALKED TO THE SHER DEPT IN AREA AND TOLD THEM ABOUT THE SUITCASE WASHING ASHORE; THEY INFORMED HIM THAT A WHEEL AND PIECES OF THE FUSELAGE ARE WASHING ASHORE NOW.
17 JUL 1999	1	1737	kmullins	NOTE: PH# FOR SHER DEPT ON ISLAND WHERE PIECES ARE WASHING ASHORE IS 508-693-1212
17 JUL 1999	0	1754	rgerald	FM 84 RADES(??) REC'D # 3 NTAP.
17 JUL 1999	1	1756	kmullins	FM BRIDGEPORT FSS (RL) -- THEY HAD A CALL FROM AN INDIVIDUAL WHO HEARD A PLANE CRASH IN CT JUST NORTH OF NEW LONDON; HER NAME IS SANDRA BELISAL; 860-376-5730
17 JUL 1999	3	1813	HOLMESC	TO 106 RQG -MAJ NYSE-- BRIEFED THAT CG DESIRES HH-60 TO JOIN UP WITH CG H-60 TO SEARCH OFF OF GAY HEAD, USING HC-130 AS OSC. WILCO.
17 JUL 1999	3	1816	rgerald	TO NY CAP(MAJ PAEPER) PAGED...
17 JUL 1999	3	1818	rgerald	TO NJ CAP(MAJ SIROIS) BRIEFED HIM TO START CALLING HIS CREWS IN AT THIS TIME.
17 JUL 1999	3	1820	rgerald	FM NY CAP(MAJ PAEPER) BRIEFED HIM TO START HAVING HIS CREWS HEAD HOME.
17 JUL 1999	3	1825	rgerald	TO CT CAP(MAJ OPNISHI) BRIEFED HIM TO HAVE THE CREWS HEAD HOME SO WE CAN START CLOSING OUT.
17 JUL 1999	3	1831	rgerald	TO RI CAP(LT CHIN) BUSY....
17 JUL 1999	3	1834	rgerald	TO MA CAP(MAJ BENOIT) THEY ARE GOING TO HAVE AN ACFT LAND AT MARTHA'S VINYARD AND A GROUND CREW CHECK IN WITH THE STATE POLICE ON THE GAY HEAD BEACH AREA AND HELP THEM OUT ALSO WITH THE RECOVERY OF THEM PARTS THAT WASH ASHORE.
17 JUL 1999	3	1845	rgerald	TO RI CAP(LTC BLACKMAN) P-401-544-4024) PAGED...
17 JUL 1999	3	1852	rgerald	TO MA STATE POLICE(LT RICHARD) 508-820-2127) LEFT A MESSAGE...
17 JUL 1999	1	1856	kmullins	FM AN ANONYMOUS SOURCE -- HE SAID WE SHOULD LOOK FOR THE OBJ AT THE FOLLOWING COORD: 41-19.08N 070 44.53W HE DIDN'T SAY HOW HE GOT HIS INFO; PROBABLY A PSYCHIC.
17 JUL 1999	1	1859	kmullins	FM CT CAP (OPINSKI) -- ONE OF HIS ACFT THAT WAS RTB SIGHTED WHAT LOOKED LIKE WRECKAGE ON A REEF AT THE FOLLOWING COORD: 41-13.19N 072-13.48W WILL PASS TO USCG (SITE IS WET)
17 JUL 1999	1	1900	kmullins	TO CGD1 (PO ASHWELL) -- PASSED WRECKAGE/DEBRIS SIGHTING FROM CT CAP; THEY WILL LOOK INTO IT.
17 JUL 1999	0	1915	jamesj	TO MA CAP(MAJ BENOIT) HIS GROUND CREWS ARE HAVING PROBLEMS GETTING THERE, SO HE WILL FIND OUT WHERE THEY ARE AT AND CALL US BACK SO WE CAN HELP THEM GET OUT TO THE SITE.
17 JUL 1999	0	1923	jamesj	TO RI CAP(LT CHIN) P-401-482-6075) PAGED...
17 JUL 1999	0	1938	jamesj	FM PILOT INSTRUCTOR(JIM BETTERMAN) 212-226-3722) THE PILOT IS A GOOD PILOT IN THIS ACFT. THIS IS A REGULAR FLT FOR HIM, AND USUALLY FLYS BOTH WAYS DEPENDING ON HOW HE FEELS. WHEN HE FLYS COASTLINE HE FLYS VERY HIGH. THE ACFT WAS EQUIPED WITH AN ELT, GPS, DUAL VAV COMM, AN NO LIFE RAFT. HE SUGGESTED THEY CHECK THE 2 PONDS ON THE WEST END OF GAY HEAD.
17 JUL 1999	0	1955	jamesj	FM MA CAP(MAJ BENOIT) SAID THEY GOT A REPORT OF THE ACFT N8235L ON MSN 99M0909, THAT WAS REPORTED BEING LOCATED WITH TWO KIDS PLAYING IN A PARTIALLY BURNED ACFT AND THEY ARE GOING TO CHECK IT OUT. ALSO BRIEFED HIM THAT WE SPOKE TO THE MA

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
				STATE POLICE TO HEAD DOWN THE BEACH AND SPEAK TPO SGT SERL OF ENVIRONMENTAL POLICE.
17 JUL 1999	0	2057	williamd	FM: CT CAP -MAJ OPINSKI- PASSED 122, CLOSED MISSION.
17 JUL 1999	0	2059	williamd	FM: MA CAP -BENOIT- SAID THAT THE PILOTS AT GAY HEAD BEACH HAVE LOCATED SOME PAPERWORK BELEIVED TO BE FROM THAT AIRCRAFT WITH THE AIRCRAFT'S TAIL AND SERIAL NUMBER (N9253N/ SERIAL NUMBER 3213100).
17 JUL 1999	0	2110	williamd	TO: GCD1 (CMDR CLARK) PASSED THAT MA CAP HAS LOCATED PAPERWORK WITH TAIL NUMBER AND SERIAL NUMBER. ALSO ASKED CGD1 TO PASS REQUESTED ASSETS NEEDED FROM THE AFRCC FOR THE NEXT 12 TO 24 HOURS, THEY ARE WORKING UP A PLAN AT THIS TIME AND WILL CALL US BACK WHEN THEY HAVE ONE. THEY ARE ALSO REQUESTING A COPY OF OUR LOGS.
17 JUL 1999	0	2141	williamd	NOTE: ON CALL PERSON FOR HQ ACC PA IS CAPT TROEBER, PAGER 872-2503.
17 JUL 1999	0	2147	williamd	FM: NJ CAP -SIRIOS- PASSED 122, CLOSED MISSION.
17 JUL 1999	0	2203	williamd	FM: NY CAP -HIRCH- PASSED 122, CLOSED MISSION.
17 JUL 1999	2	2232	fullinl	FM RI CAP (LTC BLACKMAN 401-942-2384) TOLD HIM TO SEND EVERYONE HOME FOR TONIGHT AND WE WILL GIVE HIM A CALL TONIGHT AFTER WE TALK TO CG AND DECIDE IF THEIR ASSISTANCE WILL BE NECESSARY TOMORROW.
17 JUL 1999	0	2238	williamd	TO: NY OEM -SUE- BRIEFED THAT MISSION HAS BEEN CLOSED WITH NY CAP
17 JUL 1999	0	2239	williamd	TO: CT OEM -- NO ANSWER
7 JUL 1999	0	2319	williamd	FM: MA CAP -BENOIT- BRIEFED TO RETURN ALL CREWS TO MISSION BASE AND TO STAND DOWN FOR THE NIGHT. ALSO BRIEFED TO HAVE 2 AIRCREWS AND 2 GROUND CREWS ON STAND BY FOR TOMORROW. MISSION BASE WILL BE POEN UNTIL THEY TALK TO USE TONIGHT.
18 JUL 1999	3	0050	williamd	FM: CGD1 -LT KING- THE CGD1 WILL USE 1 H-60 WITH FLIR AND 1 C-130 FROM THE 106TH FOR TONIGHTS SEARCH. THEY WILL SEARCH UNTIL ABOUT 0800Z. THEY ARE ALSO USING A 1 H-60 AND 1 C-130 FOR TOMORROWS SEARCH.
18 JUL 1999	3	0132	holmesc	NOTE: INTEL COLLECTIONS CAME BY WITH RESULTS OF IMAGERY CHECK. THEY HAVE NUMEROUS POINTS OF INTEREST, BUT THEY ALL DATA FROM 1819Z. BASED ON THE CURRENTS AND WATER MOTION, WE AGREED THESE POINTS ARE MOST LIKELY NO LONGER AT THE COORDS SHOWN. AS SUCH, DON'T FEEL WE NEED TO PASS THESE ALONG, BUT WILL HOLD THEM FOR HISTORICAL PURPOSES.
18 JUL 1999	0	0140	williamd	TO: CGD1 -LT KING- THEY ARE REQUESTING 1- H-60 AND 1- 130 FROM THE 102, NOTHING REQUESTED FROM CAP AT THIS TIME.
18 JUL 1999	0	0141	williamd	TO: MA CAP -BENOIT- PASSED THAT CCD1 IS NOT REQUESTING ANY ASSETS FOR TOMORROW, THEY WILL CALL TO CLOSE THE MISSION WHEN EVERYONE IS HOME.
18 JUL 1999	3	0153	holmesc	TO ACC XO -MAJ GEN MACGHEE-: BRIEFED HIM ON THE SEARCH PLAN FOR TONIGHT AND TOMORROW USING 106 RQG H-60 AND HC-130. HE WOULD LIKE A BRIEF THE MINUTE ANYTHING SIGNIFICANT POPS UP. HE ALSO WANTS A BRIEF TOMORROW BETWEEN 0830-0900L AND 1530-1600L, WITH THE UNDERSTANDING THAT IF ANYTHING SIGNIFICANT OCCURS, WE CALL HIM IMMEDIATELY!
18 JUL 1999	3	0154	holmesc	NOTE: CONTACT MAJ GEN MACGHEE VIA ACC COMMAND CENTER, 4-1555.
18 JUL 1999	3	0158	holmesc	TO SECDEF SENIOR MILITARY ADVISOR REAR ADMIRAL JOHNSON (703) 692-7000: BRIEFED ADMIRAL'S EXECUTIVE SECRETARY ON SEARCH PLAN. SHE WILL PASS IT TO THE ADMIRAL AND MAY CALL IF THEY HAVE ANY QUESTIONS. SHE ASKED IF WE HAD HEARD ANYTHING ABOUT NAVY SALVAGE BEING REQUESTED; TOLD HER ONLY THING I'VE HEARD WERE NEWS REPORTS AND I HAVE NOT HEARD ANYTHING FROM MY CG COUNTERPARTS.
18 JUL 1999	3	0219	williamd	TO: RI CAP -LT COL BLACKMAN- CGD1 IS NO LONGER REQUESTING CAP ASSISTANCE, PASSED 122, CLOSED MISSION.

CONTROLLER'S LOG: INCIDENT: 99104245 (MISSION: None)

DATE POSITION	TIME	NAME	REMARKS
18 JUL 1999 0	0300	evansj	FM ATLANTIC CMD(MARK) WANTED TO CONFIRM REPORTS OF A HC-130 AIRCRAFT ON SCENE. PASSED THAT WE HAVE TASKED A HC-130 TO PERFORM C2 DUTIES AND AN HH-60 TO SEARCH WITH FLIR UNTIL 0400L. PASSED THAT THESE FOLKS ARE FROM THE 106TH.
18 JUL 1999 0	0328	evansj	FM MA CAP(BENOIT) PASSED 122 INFO. CLOSED MISSION WITH THEM DUE TO SEARCH AREA BEING OVER THE WATER.
18 JUL 1999 0	0339	evansj	LOG REVIEWED.
18 JUL 1999 0	0402	evansj	FM WOODS HOLE CGAS(PO GENGRAS) BRF THAT THE HH-60 HAS STOPPED SEARCHING DUE TO VISIBILITY. WANTED TO KNOW WHERE THEY LEFT OFF, SO THAT THEY COULD KNOW WHERE TO START IN THE MORNING. TOLD HIM THIS WAS THE FIRST I HEARD OF IT, BUT THAT I WOULD CALL THEM TO GET SOME INFO AND CALL THEM BACK.
18 JUL 1999 0	0408	evansj	TO 102RQS(MAJ TOWNSEND) INQUIRED ON STATUS OF HH-60 AND HC-130. HE STATED THAT THEY ARE ENROUTE BACK TO BASE. ASKED IF HE COULD HAVE SOMEONE CALL ME WITH WHERE THEY STOPPED THE SEARCH DUE TO VISIBILITY PROBLEMS. HE TOOK OUR NUMBER AND WILL HAVE SOMEONE CALL WHEN THEY RTB.
18 JUL 1999 0	0410	evansj	TO WOODS HOLE CGAS(PO GENGRAS, 508-457-3210) PASSED THE ABOVE INFO.
18 JUL 1999 0	0433	evansj	FM 102RQS(LTC RUVDE) REC'D SITREP FOR TODAY'S ACTIONS.
18 JUL 1999 0	0434	evansj	TO WOODS HOLE CGAS(GENGRAS) BRF THAT THE SITREP STATES THAT THEY WERE ONLY ABLE TO SEARCH ABOUT 25% OF THE SEARCH AREA UNTIL FOG/HAZE MOVED IN.
18 JUL 1999 0	0500	evansj	TO CGD1(LT KING) ASKED FOR THEM TO FAX US THE SEARCH PLAN FOR TODAY AND TOMORROW. THEY DO NOT HAVE THAT FINALIZED AS OF YET, BUT WHEN IT COMES IN THEY WILL FAX IT TO US.
18 JUL 1999 0	0505	evansj	FM 102RQS(TOWNSEN) HE HAS SOME MORE DETAILED INFO TO PASS. PASSED FAX NUMBER.
18 JUL 1999 0	0507	evansj	REC'D FAX FROM 102RQS.
18 JUL 1999 0	0516	evansj	TO WOODS HOLE CGAS(??) PASSED THAT AF RESCUE 112 (HH-60) STOPPED SEARCHING AT 41 19.2N 070 57.7W BEFORE THE HAZE FORCED THEM TO SUSPEND FOR THE NIGHT.
18 JUL 1999 2	0745	lawrenck	FROM NATIONAL PUBLIC RADIO/617)353-0714/-ANTHONY BROOKS-: HE REQ'D A CALL FROM THE PUBLIC AFFAIRS OFFICER.
18 JUL 1999 2	0749	lawrenck	TO PA/872-2503/-TROEBER-: PGR / MSG SENT.
18 JUL 1999 2	0751	lawrenck	FROM PA/-TROEBER-: PASSED ON THE NAME AND NUMBER FROM THE NATIONAL PUBLIC RADIO REPORTER.
18 JUL 1999 2	0810	lawrenck	FROM FOX NEWS CHANNEL/(212)301-3300/-VIVECA WOODS-: SHE REQ'D A CALL FROM THE PUBLIC AFFAIRS OFFICER.
18 JUL 1999 2	0812	lawrenck	TO PA/872-2503/-TROEBER-: PGR / MSG SENT.
18 JUL 1999 2	0814	lawrenck	FROM PA/-TROEBER-: PASSED THE NAME AND NUMBER FROM THE FOX NEWS CHANNEL REPORTER.
18 JUL 1999 0	0900	evansj	FM ACC/PA(TROEBER) REQ MORE DETAILS ON WHY THE SEARCH WAS STOPPED AND IF THEY PLAN ON GOING OUT TOMORROW. BRF THAT THE HC-130 AND HH-60 SEARCHED UNTIL APPROX 1145L, WHEN IT WAS DETERMINED THAT THE HAZY CONDITIONS WERE TOO DANGEROUS TO CONTINUE. THEY WILL BE GOING BACK UP AT AROUND 0800L TO SEARCH AGAIN.
18 JUL 1999 0	0903	evansj	FM JOINTS OPS CTR:ATLANTIC CMD(CMDR SCHMIDT) REQ INFO ON HOW THE MISSION WITH THE HH-60 AND HC-130 WENT. BRF TO HIM THAT THE ACFT SEARCHED UNTIL THE HAZY CONDITIONS BECAME TOO DANGEROUS, AROUND 1145L. PASSED THAT THEY WILL BE GOING OUT AGAIN AROUND 0800L TO SEARCH. HE ASKED IF THEY NARROWED THE SEARCH AREA AS A RESULT OF THE "NIGHT" MISSION. TOLD HIM THAT THEY DIDN'T DISCOVER ANY MORE CLUES THAT WOULD NARROW THE SEARCH AREA AND THAT THEY ARE STICKING WITH THE AREA AROUND 17NM OF MARTHA'S VINEYARD. ALSO TOLD HIM THAT THE CIVIL AIR PATROL HAS BEEN STOOD-DOWN SINCE THE SEARCH AREA IS NO FOCUSED OVER THE WATER.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
18 JUL 1999	2	0926	lawrenck	FROM WPI RADIO/(202)898-8111/-MYRA LOPEZ OR ROD BOWER-: REQ'D A CALL FROM THE PA OFFICER.
18 JUL 1999	2	0928	lawrenck	TO PA/872-2503/-TOEBER-: PGR / MSG SENT.
18 JUL 1999	0	0936	evansj	TO CGD1(PO1 ASHWELL) REQ, AGAIN, THE SEARCH PLAN FOR TODAY. HE STATED THAT THE SEARCH COORDINATION WILL BE RUN BY WOODS HOLE DUE TO THEIR PROXIMITY TO THE SCENE. ALSO, REQ OUR "CHRONOLOGY" FROM THE START OF THE MISSION. TOLD HIM THAT I WOULD FAX HIM THAT INFO.
18 JUL 1999	2	1024	lawrenck	FROM NY PUBLIC RADIO/(516)343-3495/-MICHAEL PECK-: REQ'D A CALL FROM THE PUBLIC AFFAIRS OFFICER.
18 JUL 1999	2	1036	lawrenck	TO PA/872-2503/-TOEBER-: PGR / MSG SENT.
18 JUL 1999	0	1044	evansj	FM MIKE PESCA(NY PAPER, 516-343-3495) REQ INFO. TOLD HIM THAT I WOULD PAGE THE PA PERSON. WILL HAVE HER CALL BACK.
18 JUL 1999	0	1047	evansj	PAGED ACC/PA(TROEBER).
18 JUL 1999	3	1152	holmesc	TO SECDEF CABLES (LO OFFICE) (703)692-7000 -RADM JOHNSON-: BRIEFED THIS MORNING'S SEARCH PLAN. HE WOULD LIKE AN UPDATE LATER ON IN THE DAY IF AND WHEN THINGS DEVELOP.
18 JUL 1999	4	1201	holmesc	TO 106 RQG -LTCOL ?-: REQ'D UPDATE. 1 JOLLY (H-60) AND 1 KING (HC-130) JUST NOW GETTING AIRBORNE. H-60 WILL COVER THE AREA ALONG THE WEST COAST OF MARTHA'S VINEYARD AND THE HC-130 WILL PROVIDE AIR REFUELING AND COMM RELAY SUPPORT.
18 JUL 1999	4	1211	holmesc	TO ACC XO -MAJ GEN MACGHEE- (VIA ACC COMMAND CENTER, 4-1555): BRIEFED THIS MORNING'S SEARCH ACTIVITIES.
18 JUL 1999	4	1212	holmesc	TO ACC PA -CAPT TROEBER- (872-2503): PAGED.
18 JUL 1999	4	1219	holmesc	FM ACC PA -CAPT TROEBER-: BRIEFED TODAY'S SEARCH EFFORTS.
18 JUL 1999	4	1225	holmesc	FAXED WX REQ FOR TODAY'S CURRENT AND FORECASTED WX VCNTY MARTHA'S VINEYARD.
18 JUL 1999	4	1230	holmesc	FM CGD-1 -LTCDR CLARK: REQ'D THE FOLLOWING: 1. COPIES OF OUR LOGS TO COMPLETE THEIR SEQUENCE OF EVENTS 2. CLOSE OUT TIME OF FIRST ALERT NEAR LONG ISLAND (BRIEFED HIM WE MAY NOT BE ABLE TO GET THIS AS IT WAS ONLY A FIRST ALERT) 3. ABOUT WHAT TIME WE VERIFIED FLIGHT INSTRUCTOR WAS NOT ON ACFT (WILL BE IN LOG). FAX INFO TO CGD-1 AT (617) 223-8117.
18 JUL 1999	4	1502	holmesc	NOTE: FAXED LOGS TO CGD-1.
18 JUL 1999	0	1955	rgerald	FM CGD1(??)PASSED HIM THE GRIDS AND AREA THAT WE SEARCHED FM THE 122'S CALLED IN LAST NIGHT.
18 JUL 1999	0	2030	rgerald	FM NEW ENGLAND FAA(BUDDY MCDONALD)THEY DID SOME MORE SEARCHING ON THE TAPES, ADN CAME UP WITH A NEW LKP. AT 17 0140.34Z THE LAT AND LONG IS 41 16 51.5N 070 58 27.1W AT 011 ALT. THAY IS THE LAST HIT THEY HAVE.
18 JUL 1999	0	2039	rgerald	TO CGD1(LT CMDR KEITH)PASSED HIM THE LKP FM THE NTAP DATA FM NEW ENGLAND FAA.
18 JUL 1999	0	2111	rgerald	FM ACC PA(CAPT TROEBER)BRIEFED HER ON THE NEW LKP FROM THE NEW ENGLAND FAA.
18 JUL 1999	0	2228	jamesj	FM ACC PA(CAPT TROEBER)BRIEFED THAT SHE HAD SPOKEN TO A PSYCHIC CALLING FM LAS VEGAS, NV. THE PSYCHIC'S NAME IS JOANNA MANFREDONIA(775-828-2521). SHE IS SEEING JFK JR LYING ON A SANDY BEACH, SLIPPING IN AND OUT OF CONSCIOUSNESS. SHE ALSO SEES BLOOD COMING FM OR SOMETHING WRONG WITH HIS RIGHT EAR. NEARBY THERE IS JFK JR'S WIFE'S HAIR FLOATING IN THE WATER. SHE STATED THAT JFK JR IS STILL ALIVE BUT ONLY FOR ANOTHER 24 HRS. THIS "VISION" FM MRS. MANFREDONIA CORRELATES WITH A

DATE POSITION	TIME	NAME	REMARKS
			"VISION" FM ANOTHER PSYCHIC THAT CALLED YESTERDAY STATING SIMILAR THINGS, TO INCLUDE SOME TYPE OF EXPLOSIVE ORDINANCE. COINCIDENTALLY NOMANS LAND IS IN THE AREA AND IT IS A PRACTICE BOMB RANGE FOR THE 104TH FW OUT OF BARNES ARPT, MA.
18 JUL 1999 0	2237	rgerald	TO CGD1(LT CMDR KEITH) ASKED IF THEY CHECKED NOMANS LAND, AND HE SAID YES BY SEA AND AIR. IT TOLD HIM WE HAVE GOTTEN 2 REPORTS FM 2 DIFFERENT PSYCICS WHO HAVE SEEN HIM ON A BEACH WITH BLOOD COMING FM HIS EAR, AND ONE OF THE PSYCICS REFERED TO THE ISLAND HAVING EXPLOSIVE ORDINACE NEAR IT. NOMANS LAND IS A RESTRICTED AREA FOR TARGET PRACTICE FOR THE 104 FW AT BARNES, MA. THERE WAS ALSO SOMETHING SAID ABOUT A TOWER WITH A BALL ON IT NEAR THE SIGHTING. HE SAID THEY HAVE CHECKED IT WITH NEG RESULTS.
18 JUL 1999 0	2352	rgerald	**NOTE**AFTER SPEAKING TO LTC WEBSTER WITH THE FL CAP, HE BRIEFED ME THAT WITH THERE HAND-HELD ELPES, THEY CAN PICK UP CARRIER ONLY ELT'S UNDER WATER. I TOLD HIM I WOULD NOTIFY CGD1 AND SEE IF THEY CAN USE IT OR WOULD LIKE THE CAP'S HELP.
18 JUL 1999 0	2355	rgerald	TO CGD1(LT CMDR KEITH)BRIEFED HIM ON THE INFO THAT LTC WEBSTER TOLD ME. HE SAID THEY HAVE HAND-HELD ELPERS, BUT THE ARE FAIRLY NEW EQUIPMENT TO THEM. HE TO ME TO CALL THE PLANNING BASE AT CGAS WOOD HOLE AND SPEAK TO LT CMDR PERRONE(508-457-321) AND LET THEM DECIDE IF THEY COULD USE THAT HELP.
19 JUL 1999 0	0000	rgerald	TO MA CAP(MAJ BENOIT)508-560-3351)HE SAID THEY HAVE THAT EQUIPMENT AND WOULD BE WILLING TO HELP IF THE CG WANTS THEM.
19 JUL 1999 0	0004	rgerald	TO CGAS WOOD HOLE(LT CMDR PERRONE)508-457-3210)BRIEFED HIM ON THE HAND-HELD ELPERS INFO AND HE SAID THEY WILL LOOK INTO IT AND CALL US BACK.
19 JUL 1999 0	0100	rgerald	FM 102 RQS(LTC RUVOLA)HIS CREW ARE BACK AND SAID THAT THE CG HAS STOOD THEM DOWN FM THE SEARCH AND SAID IF THEY NEED THEIR HELP THE WILL CALL.
19 JUL 1999 0	0101	rgerald	**NOTE**ON ENTRY 0100Z: LTC RUVOLA SAID THEY WILL DO THE SIT REP AND SEND IT OUT.
19 JUL 1999 0	0104	rgerald	TO CGD1(SR CHIEF WENTWORTH)HE CONFIRMED THAT THEY HAVE STOOD-DOWN THE 102 RQS AND DON'T NEED ANY FURTHER ASSISTANCE FM US AT THIS TIME DUE TO THEY ARE SUSPENDING ANY FURTHER ACTIVE SEARCH AT THIS TIME UNTIL FURTHER NOTICE.
19 JUL 1999 0	0108	rgerald	TO ACC PA(CAPT TROBER)PAGED...
19 JUL 1999 0	0108	rgerald	FM ACC PA(CAPT TROBER)BRIEFED HER ON CG STANDING DOWN THE 102 AND SAYING THEY DON'T NEED ANY FURTHER ASSISTANCE FM US AT THIS TIME. ALSO INFORMED HER THAT THEY ARE SUSPENDING ANY FURTHER ACTIVE SEARCHING UNTIL FURTHER NOTICE.
19 JUL 1999 0	0116	rgerald	TO US ACOM(RACHIPPI)836-5658)BRIEFED HIM THAT THE 102 HAS BEEN STOOD DOWN AND THAT THE CG SAID THEY NO LONGER NEED OUR ASSISTANCE.
19 JUL 1999 0	0124	rgerald	TO US ACOM(RACHIPPI)836-5658)BRIEFED HIM THAT THE 102 HAS BEEN STOOD DOWN AND THAT THE CG SAID THEY NO LONGER NEED OUR ASSISTANCE.
19 JUL 1999 0	0137	rgerald	TO HQ ACC CP(SGT STEWART)BRIEFED HER ON THE INFO WE GOT FM CG, AND REQUESTED SHE PASS THE INFO TO MAJ GEN MACGHEE OR HIS ADVISORS. SHE SAID THAT SHE WILL PASS THIS INFO TO HIS ADVISORS AND HE WILL GET THE UPDATE IN THE MORNING. I INFORMED HER THAT THIS MAYBE SOMETHING HE WANTS TO KNOW TONIGHT, AND SHE SAID OK, BUT THE ADVISORS PROBABLY WON'T GIVE HIM THIS UPDATE UNTIL THE MORNING.
19 JUL 1999 0	0409	evansj	FM JOACC(CMDR SCHMIDT) REQ UNIT INFORMATION ON ALL ACC ASSETS THAT FLEW ON THIS MISSION. PASSED THAT WE HAD AN HC-130 AND 2 HH-60S FROM GABRESKI ANG IN LONG ISLAND. TOLD HIM THAT WE HAVE STOOD DOWN AND BARRING ANY FURTHER DEVELOPMENTS TO THE CONTRARY WE WILL BE CLOSING THE MISSION SINCE IT HAS BE OFFICIALLY CHANGED FROM A SAR MISSION TO A RECOVERY MISSION.
19 JUL 1999 0	1114	medwards	FM GEN MCGEE: BRIEFED CURRENT INFORMATION W/ 106 STAND DOWN AND DISPATCH OF USS GRASP.
19 JUL 1999 0	1115	medwards	CORRECTION TO ABOVE ENTRY: CALL WAS FROM GEN MACGHEE**
9 JUL 1999 0	1408	medwards	FM CH 47 NEWS IN NEW JERSEY(MARI) 1-201-288-5408: WANTED CURRENT INFORMATION ON SEARCH. BRIEFED I WOULD CONTACT ACC PA OFFICER AND HAVE HER CALL BACK.
19 JUL 1999 0	1409	medwards	TO ACC PA(CAPT TROBER): PAGED 872-2503

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS												
19 JUL 1999	0	1411	medwards	FM ACC PA(CAPT TROBER): BRIEFED CALL FROM CH 47 NEWS AND PHONE NUMBER.												
19 JUL 1999	2	1450	holmes	FM NTSB ON-SCENE INVESTIGATOR -MR HENRY-: REQ'D OUR TAPES FOR THIS INCIDENT. TOLD HIM IT WOULD TAKE AWHILE AS WE HAD 4 CHANNELS ACTIVE FOR ALMOST 18 HOURS! THAT'S OK - HE WILL BE COMING DOWN TO VISIT MAYBE LATER IN THE WEEK, AND WILL BRING AT LEAST ONE MORE INVESTIGATOR. AT THAT TIME HE WOULD LIKE TO DO INTERVIEWS, OBTAIN COPY OF LOG AND TAPES. HE'LL CALL BACK LATER THIS WEEK ONCE HE GETS A SENSE OF THE TIMING INVOLVED.												
19 JUL 1999	3	1511	holmes	FM FAA LOS ANGELES FLIGHT SERVICES DISTRICT -JOHN FERDON- (310) 215-2150X112: ASKED IF WE WOULD LIKE HIS HELP IN RADAR ANALYSIS. HE BELIEVES HE CAN TRACK ACFT, USING PRIMARY TARGET DATA ALONE, BEYOND THE LKP WE'VE BEEN WORKING WITH. I TOLD HIM WE WOULDN'T REFUSE ANY OFFER OF HELP! HE WILL GO TO WORK AT CALL US BACK.												
19 JUL 1999	2	1538	holmes	FM FERDON: HE IS UNABLE TO GET SUPPORT FROM BOS CTR/NE REGION. WONDERING IF WE CAN HELP?												
19 JUL 1999	2	1545	holmes	TO BOS CTR -PETE PERKINS-: BRIEFED HIM ON FERDON'S REQUEST AND THAT HE WASN'T GETTING SUPPORT. PERKINS WILL TRY TO RUN IT DOWN AND SEE WHAT HE CAN DO.												
19 JUL 1999	3	1601	holmes	FM BOS CTR -PETE PERKINS-: PROBLEM WITH GETTING THE DATA RELEASED IS NOT AT CENTER, BUT AT THE NORTHEAST REGIONAL OFFICE. THE NUMBER IS (781) 238-7001, MARK OLSON.												
19 JUL 1999	3	1607	holmes	TO FAA NORTHEAST REGIONAL OPS CENTER (781 238-7001) -MARK OLSON-: LEFT VOICE MSG.												
19 JUL 1999	3	1719	holmes	TO FAA NORTHEAST REGION (781 238-7001): REQ'D PAGE OF MARK OLSON AS OLSON'S DIRECT NUMBER OF 781-238-7555 LEADS TO VOICE MAIL. WILCO.												
19 JUL 1999	1	1903	eubanksj	LOG REVIEWED												
19 JUL 1999	2	1925	holmes	FM JOHN FERDON: STILL HAS NOT REC'D DATA FROM FAA NORTHEAST REGION, DESPITE HEARING FM BUDDY MACDONALD THERE WHO HAD INDICATED HE COULD HELP. I WILL TRY TO SEE WHAT I CAN DO.												
19 JUL 1999	1	1925	eubanksj	TO 106 RQG (Maj Riley): Asked him if they had their totals compiled for this mission yet. They have not. A LtC Ruvola will be doing that this evening. I left our number to call us back when they get their numbers together.												
19 JUL 1999	2	1927	holmes	FM ACC OPS CTR -MAJ ?-: HIS TWO-STAR WANTS TO CONFER WITH RADM LARRABEE AND NEEDED NUMBER. PASSED HIM NUMBER TO CGD-1 (617 223-8555).												
19 JUL 1999	1	1931	eubanksj	FM 102 RQS (MSGt Hampton): He had the sorties and hours. The only thing they hadn't compiled was the number of reserve man-hours. Told him we didn't need that. Reported the following:												
				<table border="1"> <thead> <tr> <th>ASSET</th> <th>NUMBER</th> <th>SORTIES</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>C-130</td> <td>1</td> <td>4</td> <td>17.4 hrs</td> </tr> <tr> <td>HH-60</td> <td>2</td> <td>9</td> <td>26.1 hrs</td> </tr> </tbody> </table>	ASSET	NUMBER	SORTIES	HOURS	C-130	1	4	17.4 hrs	HH-60	2	9	26.1 hrs
ASSET	NUMBER	SORTIES	HOURS													
C-130	1	4	17.4 hrs													
HH-60	2	9	26.1 hrs													
				Total of 87 personnel. He didn't break it out by asset. CLOSED with the 102 RQS/106 RQG at this time. Told him to tell LtC Ruvola to disregard the message to call the AFROC back.												
19 JUL 1999	2	1934	jamesj	TO FAA NE REGION (781 238-7001) -POWERS-: BOTH MR. MACDONALD AND MR. TOM CARMODY, WHO COULD HELP GET DATA FOR FERDON, ARE IN A TELECON WITH FAA HQ AT THE MOMENT. HE WILL LEAVE MSG FOR THEM TO CALL ME ASAP.												
19 JUL 1999	2	2053	holmes	TO NE REGION FAA COMMAND CENTER (781 238-7001) -BUDDY MACDONALD-: HE UNDERSTANDS OUR REQUEST, BUT THE APPROVAL NEEDS TO COME FROM DC, MR TOM CARMODY. HE CAN BE REACHED VIA MR TONY MELLO, PAGER 1-888-937-4251.												
19 JUL 1999	2	2110	holmes	TO FAA HQ -TONY MELLO- 888-937-4251: PAGED.												
19 JUL 1999	2	2130	holmes	TO FAA HQ -TONY MELLO- 888-937-4251: PAGED.												

CONTROLLER'S LOG: INCIDENT: 99104245 (MISSION: None)

DATE	POSITION	TIME	NAME	REMARKS
19 JUL 1999	2	2135	holmes	FM FAA HQ -TONY MELLO-: BRIEFED HIM ON FERDON'S REQUEST. HE'LL GET RIGHT ON, GET APPROVAL, AND CONTACT FERDON DIRECT (PASSED HIM FERDON'S #). HE ALSO REQ'D I FAX HIM THE ONE PAGE FROM THE LOG IN WHICH BOS ARTCC SENT US THE NTAP, AND THEN ASKED WE SEND HIM THE ENTIRE THING TOMORROW. WILCO.
19 JUL 1999	2	2136	holmes	NOTE: FAX NUMBER TO TONY MELLO IS (202) 267-5681.
19 JUL 1999	2	2143	holmes	TO JOHN FERDON: BRIEFED HIM FAA HQ, TONY MELLO, SHOULD BE CALLING SHORTLY WITH THE DATA HE NEEDS. JOHN WILL THEN ANALYZE IT, AND CALL RCC WITH THE RESULT.
19 JUL 1999	1	2304	eubanksj	FM JOHN FERDON: Radar data has been dumped to paper, not a textfile. He can't get access to it until tomorrow. Numbers he can be reached at: (H) 310-838-0911 (P) 310-501-0958 (C) 310-283-6683 (W) 310-215-2150 ext 112
19 JUL 1999	1	2311	eubanksj	TO CG WOODS HOLE (508-457-3210, Chief Allen): Tried to pass the information that Ferdon can't get the radar data until tomorrow. He didn't seem interested. Said they've broken out their operation and FAA has their own number. Gave me 968-6650, but it wasn't a good number.
19 JUL 1999	1	2322	eubanksj	TO CGD1 (Lt Carton): Explained what Ferdon was doing for them and that Chief Allen tried to pass me off to the FAA. He gave me a better number 508-968-6648.
20 JUL 1999	1	0048	eubanksj	NOTE: Since we won't have the radar data from Ferdon until morning, I will not attempt to call the CG at the new number to explain and get them all confused. Capt Holmes can call them once he gets the lat/longs.
20 JUL 1999	1	0056	eubanksj	TO BRIDGEPORT FSS (ME): Briefed that the AF has officially suspended its portion of the search and the CG is handling all future leads.
20 JUL 1999	1	0100	eubanksj	TO BOS CTR (FP): Briefed that the AF has officially suspended its portion of the search, but that the CG is continuing in its efforts.
20 JUL 1999	1	0104	eubanksj	TO MA EMA (Anderson): Briefed AF is standing down while CG continues its search.
20 JUL 1999	2	1209	holmes	FM JOHN FERDON: JUST WANTED TO TOUCH BASE AND SEE IF WE COULD CONTACT TONY MELLO AGAIN TO ENSURE THE FAA HAS A SENSE OF URGENCY ON GETTING FERDON THE DATA.
20 JUL 1999	4	1317	holmes	FM JOHN FERDON: STILL HAS NOT RECEIVED DATA!
20 JUL 1999	4	1325	holmes	TO FAA HQ -TONY MELLO- 888-937-4251: PAGED.
20 JUL 1999	4	1430	holmes	FM JOHN FERDON: STILL DOESN'T HAVE ANYTHING. WILL HAVE TO CONTACT BOS CTR AND NE REGION AGAIN!
20 JUL 1999	4	1432	holmes	TO BOS CTR QA (603-879-6678) -ACKER-: PASSED ON FERDON'S REQUEST. HE IS RELUCTANT TO RELEASE ANYTHING JUST BASED ON A PHONE CALL. HE NEEDS APPROVAL FROM BUDDY MACDONALD OR MARK OLSON AT REGION IN ORDER TO MAKE THE RELEASE.
20 JUL 1999	4	1438	holmes	TO FAA NE REGION -MARK OLSEN- (781 238-7001): ASKED ABOUT FERDON'S REQUEST. SAID HE HAD PASSED REQUEST ON TO NTSB AS THEY ARE THE ONES WHO CONTROL THE DATA NOW. HE HAS NO PROBLEMS WITH FERDON WORKING IT, SO HE'LL CONTACT NTSB AGAIN TO SEE IF HE CAN'T GET SOME COOPERATION. HE ALSO REQ'D A COPY OF OUR LOGS TO DETERMINE HOW EXPEDITIOUSLY THE QA FOLKS GOT US RADAR INFO. WILL FWD THEM TO HIM AT HIS E-MAIL.
20 JUL 1999	4	1456	holmes	TO JOHN FERDON: BRIEFED SITUATION AND THAT HE SHOULD BE CALLED SHORTLY BY EITHER MARK OLSEN OR NTSB.
20 JUL 1999	4	1752	holmes	FM FAA NE REGION -MARK OLSEN-: STATED I WOULD HAVE TO CONTACT A BOB PIERCE WITH THE NTSB ON-SCENE IN ORDER TO OBTAIN THE NECESSARY RADAR DATA.
20 JUL 1999	4	1753	holmes	NOTE: MR OLSEN DID NOT HAVE A NUMBER TO BOB PIERCE, BUT SAID WE COULD CONTACT HIM THROUGH THE SAR BASE AT OTIS/WOODS HOLE.
20 JUL 1999	4	1826	holmes	TO SAR BASE JOINT INFO BUREAU (508 968-6690): THIS LEADS TO CG PUBLIC AFFAIRS. A BETTER NUMBER TO THE NTSB IS 508 968-6770.

CONTROLLER'S LOG: INCIDENT: 99I04245 (MISSION: None)

DATE POSITION	TIME	NAME	REMARKS
20 JUL 1999 4	1829	holmes	HAVE MADE NUMEROUS ATTEMPTS TO CALL THE SAR BASE, BUT LINE IS BUSY.
20 JUL 1999 4	1834	holmes	NOTE: STILL TRYING PHONE NUMBER, BUT STILL BUSY!
20 JUL 1999 4	1836	holmes	TO FAA NE REGION COMMAND CENTER (781 238-7001): ASKED FOR NUMBER TO NTSB AT OTIS ANGB. HE WILL RESEARCH AND CALL BACK.
20 JUL 1999 4	1838	holmes	FM FAA NE REGION COMMAND CENTER: NUMBER TO NTSB AT OTIS IS (508) 968-6770/6405.
20 JUL 1999 4	1844	holmes	TO NTSB ON-SCENE (508 968-6405): SPOKE TO AN NTSB REP, NAME UNKNOWN, WHO SAID MR. BOB PIERCE WAS UNAVAILABLE. I BRIEFED OUR REQUEST FROM FERDON. HE SAID THEY ARE VERY MUCH AWARE OF IT AND WILL GET TO IT WHEN THEY CAN.
20 JUL 1999 4	1847	holmes	TO JOHN FERDON (310 215-2150 x112): BRIEFED THE RIGHT PERSON AT NTSB HAS HIS REQUEST AND WILL GET BACK TO HIM WHEN HE CAN.
21 JUL 1999 2	1246	holmes	NOTE: NEWS BROADCASTS HAVE INDICATED OBJECTIVE HAS BEEN LOCATED. I CONTACTED CGD-1 FOR CONFIRMATION, BUT THEY HAVE NOT HEARD ANYTHING OFFICIALLY. I ASKED THEY CONTACT SAR BASE AND CALL US BACK WITH WORD. I ALSO CALLED ACC PA, BRIEFED MSGT FRABLE, AND BRIEFED ACC COMMAND CENTER, WHO WILL PASS WORD TO ACC XO EXECUTIVE TO PASS ON TO COL ELDER.
21 JUL 1999 0	1410	MEDWARDS	FM TINA HOLLINGSWORTH 1-540-459-2756: 1-540-459-2756: IN A DREAM SHE SAW THE PILOT IN THE ACFT. THE TWO FEMALE PASSENGERS ARE APPROX. 2 MILES SOUTH OF WHERE THEY FOUND THE FUELSLAGE AND 1 MILE IN LAND.**SEEMED PRETTY UPSET THAT LAST TIME SHE CALLED SHE WAS PASSED AROUND. CLAIMS SHE IS NOT CRAZY, JUST AN ORDINARY NURSE IN VIRGINIA.
21 JUL 1999 0	1415	MEDWARDS	TO JIB(1-508-968-6690): PETTY OFFICER COOK-BRIEFED INFORMATION FROM TINA HOLLINGSWORTH (IND FROM ABOVE ENTRY).
21 JUL 1999 0	1602	MEDWARDS	FM TINA HOLLINGSWORTH(REF 211410Z ENTRY): SHE HAD ANOTHER VISION-SHE SAID FOR THE CREWS TO BE CAREFUL WHEN LIFTING THE FUELSLAGE BECAUSE SOMEONE COULD BE UNDERNEATH IT. THE OTHER PERSON DRIFTED...
21 JUL 1999 0	1607	MEDWARDS	TO JIB(1-508-968) CHIEF OWNEY: BRIEFED ABOVE ENTRY FROM TINA HOLLINGSWORTH.
21 JUL 1999 0	1825	shipman	FM BRIDGEPORT FSS: WANTED TO KNOW IF WE WANTED TO CANX ALNOT-BRIEFED NOT UNTIL FURTHER WORD.
21 JUL 1999 0	1826	MEDWARDS	TO BRIDGEPORT FSS(): BRIEFED THEY NEED TO CONTACT MR. BOB PIERCE OF NTSB FOR FURTHER ACTION.
21 JUL 1999 0	1936	khan	FROM: CGD1 (P.O. ASHWELL) PASSED ACTUAL LOCATION OF THE ACFT AS.... 41 17 37.2N 070 58 39.2W DOES NOT HAVE ANY OTHER INFO ON PASSENGERS.
21 JUL 1999 0	2012	khan	FM TINA HOLLINGSWORTH 1-540-459-2756: 1-540-459-2756: WANTED US TO PASS HER NUMBER ALONG TO THE BISSETTS IF THEY GIVE US A CALL.
22 JUL 1999 0	0929	portert	Received ALNOT cancellation from Bridgeport FSS.

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Day/Month 17 JUL		CASE SUBJECT: OVERDUE A/C	
Day of Week: M T W T H F (S) SU		CONTROLLERS: (BC) MR SB PK TC RG CH RY	
		RR (PC) SB EA AT	
Time	Event	Remarks	
0213	(F) T	WH/ JAK JR. WIFE + FRIEND LEFT CALDWELL AIRPORT, FAIRFIELD, CT	
	F T	NJ, SUPPOSE TO BE ON VINEYARD, THEN TO HYANNIS	
	F T	SINGLE ENGINE PLANE, LEFT AT 2200. HAVE NOT	
	F T	SHOWN UP, NO FLT PLAN, TAIL # 529 JK / 9253 N	
	F T	CAROL RATOWELL ON VINEYARD IS REP SOURCE	
0222	F (D)	BOS CEN/ WILL CHECK IT OUT	
0233	(F) T	A.CITY/ MELVILLE FLT SVC FOR CALDWELL 1-600-	
	F T	WX BRIEF.	
0237	F T	WH/ 9253 N RCD BOTTOM WHITE TOP	
0243	(F) T	BOS CEN/ CAPE APPROACH ASKED ABOUT PLANE HAVE NOT	
	F T	WORKED FLT PLANE, ALNOT ISSUED	
	F T	BOS CEN/ 603-886-7666	
0321	F T	FAA/ BUDDY McDONALD BURLINGTON, MA + BOS CEN	
	F T	+ WH PATCHED TOGETHER	
0328	(F) T	AFRCC/ RESPONSABLE AGENCY, 0435Z SANSAT SWM	
	F T	OFF HIS FLIGHT, 41-02.4'N 072-29.0'W MATTAN	
	F T	TUCK, R AND LONG ISLAND. CAN YOU SEND A VSL/	
	F T	RGR WILL RESEARCH	
0337	F (T)	LIS/ MATT TUCK INLET, GAO WILL CALL BACK	
0351	F (T)	LIS/ BRIEFED WILL LAUNCH	
0429	F (T)	LIS/ 41 FT ENR ETA 25 MIN	
0444	F T	AFRCC/ 121.5 EPAB/FLT	
0537	(F) T	ADMIRAL LOY/ BRIEFED ON SITUATION REQ YOU NOTIFY	
	F T	ADMIRAL LARRABEE	
0538	F (T)	D/ BRIEFED, MAY HAVE DPA BRIEFED	
0546	F (T)	DPA/ BRIEFED	
0556	(F) T	FLAG/ SANTOGA SINGLE ENGINE, BRIEFED	
0602	F (T)	DCS/ BRIEFED, CONSIDER LAUNCHING A/C	
0611	(F) T	LIS/ 41 O/S, NEARS INITIAL SHORELINE CONDUCTING	
	F T	CREEP TOWARDS NORTH WITH FAX SEARCH	
0613	F (T)	BOS CEN/ AFRCC MOUNTING AIR SEARCH, NTSB ALERTED	
	F T	GATHERING INFO ALNOT STILL IN EFFECT	

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Day/Month 17 JUL		CASE SUBJECT: OVERDUE A/C
Day of Week: M T W T H F S S U		CONTROLLERS: <u>BC</u> MR SB PK TC RG CH RY _____ RR <u>PC</u> SB EA AT _____
Time		Remarks
0615	F T	AFRCC / A/C IS GETTING AIRBORNE
0616	F T	O / LEFT MSG
0618	F T	FLAG / PATCH D TO ADM LUY
0622	F T	FLAG /
0626	F T	D / SEN KENNEDY BRIEFED ADMIRAL LUY, D PATCHED
	F T	TO O WOULD LIKE SEN KENNEDY PHONE #
0632	F T	FLAG PLOT / REQ PHONE # FOR SEN KENNEDY
0634	F T	O /
0637	F T	OPR / RECALLED
0643	F T	PAGE / CON PHIBIN - 1-800-759-8888 PIN
	F T	891 4973 PUBLIC AFFAIR FOR COMDT STAFF
0715	F T	FLAG PLOT / PATCHED TO ADMIRAL LARABEE - NEED TO BE
	F T	AGGRESSIVE NOW THAT SHORESIDE SEARCH IS NEGLECTS - NEED
	F T	TO CALL SENATOR KENNEDY THIS MORNING WITH ACTION
	F T	PLAN
0727	F T	AFRCC / ANY FET PLAN FILED - NO FET PLAN ACTIVATED /
	F T	WHAT A/C DO YOU HAVE FLYING CAP IS FLYING
	F T	COASTLINE AND AFRCC IS TAKING OFF FM GABRIELLE
	F T	TO FL WILL DO TRACK DOWN LTR OF SOUNDS ON
	F T	WAY OUT / WE ARE GOING TO BEGIN SEARCH EFFORT
	F T	DO YOU WANT US TO TAKE CONTROL OF CASE /
	F T	NO BUT PROCEED W/ PLAN / RBR
	F T	FLAG PLOT / IF FOR KENNEDY (COMPANIES (508) 775-0345
	F T	OR 7177
0828	F T	AFRCC / REQ TO TAKE OVER WATER PORTION OF
	F T	SEARCH EFFORT - CAN 102ND SUPPORT / YES / WHAT IS
	F T	FAX (516) 288-7420
0838	F T	AFRCC / LKP BY NAVAL - 0139Z 41°18'13"N
	F T	070°59'55"W //
0855	F T	A.CC FWH / STAND DOWN HU-25, LAUNCH UTS TO
	F T	LKP - DIVING MH-60 TO LKP
	F T	

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR JF PC SB PK RG CH RY <u> </u> RR PC SB EA AT <u> </u>
0900	F (1)	AFRCC / LRP CAME FM 84TH Radar EVAL SQUAD /
	F T	WHY SO LONG? / HAD EST DEPART TIME - HAD TO
	F T	WAIT TILL TOWER CONTROLLERS CAME TO WORK TO
	F T	PULL TAPES / DED WE TRY TO GET THEM IN EARLIER /
	F T	DONT KNOW / HAVE TO GO / PLS CALL BACK / RGR
	F T	WHO IS DI COUNTERPART / MAJOR GENERAL
	F T	
0915	(1) T	MENDOTA FIFE (202) 387-0844 (DEF LEG ASST) /
0920	(1) T	SUFFOLK / AFRCC NOT PUTTING GREAT FAITH IN RADAR
	F T	INFORMATION EXPECT TO CONT SEARCH EFFORT /
	F T	RGR WILL PROCEED W/ CIRC SEARCH AND WILL
	F T	CONSIDER HELD SEARCH OF LIS
0935	F (1)	SUFFOLK / FAXED SEARCH AREA
0941	(1) T	WH / HAVE SURFACE ASSETS READY - RECALLING HAMMERHEADS
	F T	TO ACT AS OSC / RGR REQ YOU CONTROL SURFACE
	F T	RESPONSE TO LRP / CONSIDER IT DONE.
0950	(1) T	ADM UNABER / 202 267 3333 DOT PUBLIC AFFAIRS
	F T	COORDS BILL SHULTZ OTHER CAPT FAGERHOF
	F T	(202) 267-6399 LT JONE NEEDS TO CONTACT / RGR
	F T	LG HAS OVERWATER SEARCH
1020	(1) T	COR SAM DEBOW (NOM) / HAVE VLS AVAILABLE IF
	F T	NEEDED - MV RUAY IN BLOCK ISLANDS -
	F T	(301) 346-4457 (301) 774-5144
	(1) T	/ 1800 856 3573 EXT 7362/64
1124	(1) T	CANADIAN / 212 6 10-20 40 SWIRL IN POSN 40-59.5N / 67-45.34
1139	F (1)	A. E. CITY (1) (1)
1146	F (1)	SUFFOLK ANG / 516-288-7364 or 74K6 or 7362
1147	F (1)	ASCC / FAXED
1155	F (1)	LIS / PASSED INFO @ SHEEN / RGR WILL CHECK OUT //
1202	(1) T	SUFFOLK / 130-3818 UHF
	F T	GRN MGEE - 757-764-1555
1207	F (1)	ASCC / FREQU PASSED.

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR SB PK TC RG CH RY RR PC SB EA AT
1218	(F) T	MR. MADRERA/Heard Plane 1050PM Spinning Lower Mills, Milton Dorchester Area. 5085843331
1240	(B) T	AFRCC / IKP 0140Z 41-17.9N 070-58.48W (RED SQUARE) A/C @ 1800 FT SE BOUND CASUAL BECENT Tower closed 2208 A/C NOT TALK TO A/C SEA PATTERN IS APPROACH Fm SOUTH
1250	(X) T	WH / M/S TOLD POLICE HE WAS FISHING ON SQUAMPOSETT PT LAST NIGHT - LOOKING EAST SAW A/C DISAPPEAR AND WAS APPROACHING ISLAND - DID NOT LOOK HIGH ENOUGH TO CLIMB AHEADS //
1300	(B) T	Suffolk / NYPD, NASSAU CO, Suffolk Co are covering ENTIRE LIS BELOW 300 FT WITH HELICOPTERS - OIL SITCH ROTA WAS CHECKED OUT DROPPED 1 MAN LEFTAFT SEL. W/ ANCHOR TO MARIC POST - Suffolk Co POLICE WILL BEVE SHORTLY
1328	(B) T	CAPT HENDRICKSON (CAPT) MASS STATE POLICE Luggage on GAY HEAD BEACH / NAME CONFIRMED LT RICHARDS 508 F202300
1326	(F) T	WH / BRIEFED.
1331	(F) T	LT RICHARDS / MASS STATE POLICE PATCHED TO GRN WOODS HOLE / GAYHEAD NEAR PHILBY BEACH / CONFIRMED BY CAP AS PASSENGER. Cell 508-498-0077 LISA IANNUZZI CAP. WILL ARRIVE + SECURE PREA. NO VISUAL CONFIRMATION.
1336	(F) T	ASCC / GO TO GAYHEAD + COMMENCE SHORELINE SEARCH //
1340	(F) T	WH / BRIEFED
1345	(B) T	JANE GARVEY / REG XPORT OF 2 NTSB INVESTIGATORS EXPECT ARR (A) AIRSTA APPROX IN APPROX 2 HRS.
1350	(F) T	A.CC / TASCED W/ MISSION

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USCG DI Command Center

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR JF PC SB PK RG CH RY <u> </u> RR PC SB EA AT <u> </u>
Time	F T	Remarks
1351	F (1)	BRU WH / TASKED W/ XPORT OF INVESTIGATORS
	F T	FM AIRPORT
1357	F T	AFRCC / BRIEFED / STAYING THE COURSE W/ CURRENT
	F T	SEARCH UNTIL DEBRIS CONFIRMED // RGRU //
1400	(1) T	NOAA / DO YOU NEED RUA? YES - / RGR WILL BE U/W
	F T	(2) 1500 -- CAR SAM DEBOW ENR TO LOGAN
1404	F T	WH / HELO DIVERTED 21', 41' ENROUTE
	F T	LAWREN BISSETTE. // RGRU //
1412	F T	AFRCC / HH60 TO ASSIST CG60 INO GAY HEAD //
1413	F T	ASCC / BRIEFED
1425	F (1)	BOS CTR / REQ TFR OVER MIN / RGR TFR
	F T	IN EFFECT / THX
1425	F (1)	SUPPARK -
1429	F T	ASCC / HELO PREPARED TO SEARCH UNTIL 2200 (1) // RGRU //
1432	(1) T	GRU LIS / STOOD DOWN LIS ASSES // RGRU //
1436	F T	ASCC / 6021 PASSED TO AF / SWTOLK //
1442	(1) T	102 // RESCU → OIL SICK. N41-20-76 W071-04-61.
1450	F T	WM // PASSED
1457	(1) T	FAA BOS // TFR IN EFFECT. 24 15 NM SURFACE TO 3K
	F T	EXCEPT FOR OPS AUTHORIZED BY ATC. IN EFFECT UNTIL
	F T	CG AUTHORIZES
1518	(1) T	A102 / 40-15N, 070-45W. DICKINS / RUA TO WH //
1527	F T	NOAA CDR <u> </u> 301-346-4457 EN ROUTE DI
	(1) T	CAPT VERLAQUEZ / NOAA VSL RUDY / ETA 1900
	F T	Cell 757-615-6465 / 8 SQ MILES PER DAY // RGRU //
1533	(1) T	CDR GR CDR / 457-3221 //
1539	(1) T	CDR DEBOW - 202 482 6090 - ⁴⁰⁹¹ BARBARA. PUBLIC AFFAIRS OFFICER
1550	F T	WH / LOCATED: ADDITIONAL LUGGAGE + INTERIOR CABIN PRICE
	F T	O/B AT 41-16N 070-45W, 5.0 E PANEL SAILK
	F T	IN 41-15.62N 070-45.45W @ .5 KNOT
	F T	296° DRIFT. REQ PB + Buoy BUOYER SUPPLY.
	F T	

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR SB PK TC RG CH RY <u> </u> RR PC SB EA AT <u> </u>
1559	F (1)	SUFFOLK ANGB / CAPT STINGER / 516-288-7634 / 7416
	F T	REQ FLY A4 SEARCH / CALL SIGN AF 12
	F T	ETA 45 minutes // RGR //
1630	F (1)	WH / will call back // RGR //
1657	F (1)	PT WELLS / GRN MOR / CREW TRANSFER. ISSUE
	F T	w/ Rudy en route WH ADR. / SEARCH VSC
	F T	w/w // RGR //
1709	F (1)	NOAA Rudy / 1.5 - 2 hours on scene.
	F T	NEED TIME TO SETUP @ 1.5 hours. 4-6' seas.
1711	F (1)	MOR /
1717	F (1)	WH / BRIEFED.
1720	F (1)	CDR NOAA / will arrive LOGAN 630 PM
1715	F (1)	AFRCC / REQ CHRONO LOGS OR ACTIVITY LOGGED FOR
	F T	PERIODS 0200 - 0830 ALSO REQ INFO ON
	F T	ELT SITE (1) MATHEWICK INLET - WHEN AEA
	F T	SITE CLOSE / RGR
1814	F (1)	CAPT HOLMES / AFRCC / BRIEFED.
1839	F (1)	NOAA Rudy / PASSED LKP, POSITION OF oil shear /
	F T	will call @ 1 hr REGARDS SEARCH AREA / Rudy conducting
	F T	modeling ATT / RGR //
1908	F (1)	WH / 41-13N 070-43W Faint ELT S/E of
	F T	NORMANS HH 60 checking it out. PUTTING SEARCH
	F T	PATTERNS TOGETHER FOR TONIGHT. PT WELLS
	F T	STANBOL, HAMMERHEAD, 47', 41' MAWENSHA
	F T	& CCC 41'. What is DIRECTION FOR REASONABLE
	F T	SEARCH TONIGHT // RGR //
1935	F (1)	WH / BRIEFED @ NOAA OFFICE ARRIVING SUB, NEEDS
	F T	TRANSPORT TO Rudy / PASSED INFO CELL PHONE.
1941	F (1)	LTCOL LANDSILE 102 nd RESCUE SQUADRON
	F T	LTCOL RAVOLLA - 1820 856 3573 x 7364
	F T	516 288 7362
	F T	

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR JF PC SB PK RG CH RY — RR PC SB EA AT
1950	F	WH / Hamm, P W, and Ross Saibel,
	F T	CONCENTRATING ON SOUTH SIDE OF VINEYARD.
	F T	SUGGEST THAT GO STAY IN OF NORMANS WORK
	F T	EAST.
2030	F	WH / PUT DIVE TEAM IN IMMEDIATE AT STBY
	F T	TO RESPOND TO THE NOAA VSL RUDE / RGR
2037	F	MEA / MSG REQUESTED G SALVAGE SHIP WILL
	F T	BE SENT NOW - ESTIMATE APPROX 6 HRS
	F T	AFTER RCPT OF MSG. / RGR
2059	F	SUFFOLK ANG3 / BRIEFED @ AB SEARCH AND
	F T	AND ASSET REQUEST FOR Sunday 0800, 1200 + 1600 /
	F T	LTCOL RIVOLA 516-288-7362.
2115	F	WH / BRIEFED
2139	F	APRCC / BRIEFED @ 102 nd REQ for 18 July 99
2154	F	LTCOL RIVOLA / 0845 ON SCENE TIME 18 July // RGR
2206	F	WH // LT JARAMILLO // NO NOTIFICATION TO ANYONE
	F T	OTHER THAN THE DI CMACTR. NO PRESS, NO OTHER
	F T	UNITS.
2209	F	AIRSTA // LT WALKER // IF ANY BODIES RECOVERED -
	F T	NO NOTIFICATION TO ANYONE OTHER THAN DI (CC)
2215	F	WH / REQ VERIFY INTENTIONS FOR TOMORROW / RGR
	F T	DISCUSSAS /
	F	WH / only DEBRIS LOCATED ON Philbin Beach
	F T	N OF SWINGKICK BEACH. / FRAG for Hammerhead
	F T	2670 / RGR /
2254	F	WH /
2329	F	WH / STATE Police Divers / LT GERTZEL / JTA
	F T	MEVEMSHA / RGR //
2328	F	TORONTO / Cell Phone 416 712 2780 on Equip. Offer
	F T	WH / ANG3 UNABLE TO complete SORTIS due to LOW
	F T	visibility / RTB ATT / RESQ TASKING FOR AM // RGR //
	F T	

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR JF PC SB PK RG CH RY
Time		RR PC SB EA AT
2347	(P)	ADM L / PLS PASS TO COMMANDS
	F T	THAT PRESIDENT CALLED AND STATED
	F T	" I COULDN'T GO TO BED TONIGHT WITH OUT
	F T	CALLING AND THANKING ALL MEN + WOMAN OF
	F T	CG FOR WHAT THEY HAVE DONE TODAY. THIS
	F T	IS A SAD DAY FOR AMERICA" // RGR //
2349	(P)	ACC / PASSED.
	F T	WH / PASSED.
0009	(P)	BOS GEN / TEMP FIT RESTRICTIONS OVER MARATHA
	F T	VINEYARD EFFECTIVE UNTIL FURTHER NOTICE. //
	(P)	GEORGE KANE / ACCOUNTING LINE FOR SEARCH
	F T	2-1-901-101-30-0-W4-71101-OBJECT CLAS
	(P)	CGC Willow / RELEASED FROM CTU, SHIP ORDN
	F T	TACON TO GRN WOODS Hdr.
0357	(P)	WH / CGC Sanibel w/in 0140G completing
	F T	SEARCH AREA A17 // RGR //
0450	(P)	CDR Schmidt / 757 836 5586 / US ATLANTIC
	F T	CMO JOINT Command Center / REQ feel for
	F T	SIZE OF SEARCH AREA ATT? / 50-100 SQ NM // RGR //
0540	(P)	ISC / SUGGEST FOR WH? / CON MAY + CON CLAYTON WINT
	F T	THINK CAPT MENT, WILL BE MISSING Y DEP GRUCOM
	F T	THP AM TO DISCUSS SITUATION / RGR - RGR WOULD LIKE TO
	F T	GET A BRIEF FROM RISM FOLLO THIS AM IN7 WHAT
	F T	KENNEDY'S MIGHT BE GOING THROU / RGR - WILL CALL
	F T	CAPT FRENCH //
0607	(P)	CAPT FRENCH / BRIEFED.
	(P)	ASCC / AT 0610 DMB 41 17.4N 070 40.2
	F T	(DANE PIRCE - 973 2146243)
0704	(P)	A.CC / CAN WE CHANGE AIRSPACE? / YES - 2000 FT
	F T	SHOULD BE O.K. / RGR / RGR POS CTN - THIS TRAIL MENT
	F T	DUAN RIT @ 3000 - WILL RE-EVALUATE LEVEL + CALL DATA RGR //
	F T	

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Day/Month 18 Jun 99		CASE SUBJECT: Downed A/c - JFK JA	
Day of Week: M T W T H F S (SU)		CONTROLLERS: BC MR SB (PK) TC RG CH RY	
		RR PC SB EA AT	
Time	F T	Remarks	
0749	(F) T	GMSP/GMSP call (757) 563-0862, LAMAR 0118241536363	
	F T	ETA? / ROUTELY 192000Z // NA - PACE 7. WANTS INFO FOR LAMARIS //	
0900	(F) T	CAA / U/LW 1200 TODAY FM Hampton RAS ETR	
	F T	TUES MORNING WELL UPDATE ENR - TWO	
	F T	EE SALVAGE SUPERVISOR ENR (1 GOING TO M/V	
	F T	THE OTHER LEAR JEFF STETLER ENR WH)	
0908	(F) T	ASCC / GINSEW OVER COORDINATING AMERICA NRO TO	
	F T	FLY / RGK / BASED ON OPS COMMS SUPPORT / RGK	
1020	(F) T	A.CC / FAA FLT ARRIVING APPROX 1300 w/ CHAIRMAN	
	F T	OF NTOB O/B TO SPEAK TO HIS COMMAND POST / FYI	
1024	(F) T	WH / DIRECTED TO PROVIDE SECURE COMMS	
	F T	RADIO TO R/V RUDE AND RPT WHEN COMPLETED	
1042	(F) T	BESSET FATHER / SPOKE TO RADM	
1046	(F) T	WH / STAYS IN / BRFD O ON DIVE CAPABILITIES	
1104	(F) T	ACC / ADM TRANSPORT WILL NOW BE 5	
	F T	PEOPLE, INSTEAD OF 4 - 11RAN //	
1138	(F) T	WH / IMB WFO - 1613Q (DROPPED) POSN 41-15N	
	F T	070-45W - 1804Q POSN 41-14.9N 070-43.4W	
	F T	180600Q POSN 41-17.4N 070-40.2W	
	F T	STILL IN WATER - FALLON TO RELOCATE	
	F T	MESSAGE FOR 3 SEARCHES SO FAR TODAY	
	F T	B-1 H025 127 SQ	
	F T	B-2 HC130 61 SQ (ANB)	
	F T	B-3 HH-60 42 SQ (ANB)	
	F T	B-4 WILLOW 26.2 SQ (AT NOON)	
	F T	B-5 HHEAD 10 SQ	
1144	(F) T	Sen Kennedy office windy Fife called to tell us msabc	
	F T	is rptng CB responding to rptd gas slick in search area.	
	F T	She wanted confirmation, will call back when we	
	F T	have further info.	
1153	(F) T	CDR STIER / # ICS SPOD UP - #1. 508-968-6688	

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Day/Month 18 JUL 99		CASE SUBJECT: DO JFK - A/C							
Day of Week: M T W T H F S (SU)		CONTROLLERS: BC MR JF PC SB PK RG CH RY RR PC SB EA AT							
Time	F T	Remarks							
	F T	AND 6648							
1230	F (T)	WH OPS / UPDATE - SAVIBEL IS OSC AND WILL KEEP							
	F T	THROUT THE MAY / 01 PIECE OF NEW DEBRIS							
	F T	(A HEADREST) POSN 41-17.4N 070-36.4W							
	F T	APPROX 30M S OF MLV / HC-130 AND SPOTTED							
	F T	AN OIL SLICK VIC QUICKS HOLE AND PASSED							
	F T	POSN VIA CH 21 (NOT SECURE) - S.WH LOCATED							
	F T	SHEEN AND IS INVESTIGATING / A PILLOW							
	F T	WAS ALSO FOUND IN POSN 41-15.7N 071-03.2W							
	F T	BUT BELIEVED TO BE UNRELATED - OUT OF AREA.							
	F T	UPDATE POSN OF OIL SPILL 41-25.1N 070-51.06W							
	F T	OIL SAMPLING KIT FOR VIA HH-60 FOR TEST							
	F T	BY 21' / WH DIRECTED TO PROVIDE 30 MIN							
	F T	UPDATES VIA STU-III UNLESS NEWER							
	F T	CRITICAL INFO COMES UP / RGR / PASSED							
	F T	TO WH XO TO ENSURE PLAN REMAINS TO							
	F T	EXPEDITE DELIVERY OF DIVERS TO SCENE							
	F T	IF WRECK IS LOCATED / RGR.							
	F T	TOTAL TRACK MILES FOR WH UNITS:							
	F T	A SEARCHES: 2597 SQ							
	F T	B SEARCHES: 1708 SQ							
	F T	4305							
1338	F (T)	WH OPS / CUMULATIVE POS FOR B SEARCHES (4)							
	F T	IS 95% / DOES NOT INCLUDE WILLIAM YET.							
1403	F (T)	WH OPS / HH60 RPTD THIN SHEEN W/ BUBBLES							
	F T	IN POSN 41-25.28N 070-48.38W							
	F T	ALSO JUST BUBBLES IN POSN 41-25.16N 070-49.2W							
	F T	LOCAL F/V SAY NOT USUAL / S.WH INVESTIGATING							
1432	F (T)	SEN KENNEDY / PATCHED THRU TO CAPT CHAPMAN TO							
	F T	DISCUSS BETW/ ACTUAL FACTS TO FAMILY							
1433	F (T)	ROBERT HEVLY (UTSB) / UTSB WILL BE REQUIRING ANY AND							
	F T	ALL UNIF / PHONE / ETC TAPES (ORIGINALS) PLS HOLD							

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Day/Month 18 Jul 99		CASE SUBJECT: JFK							
Day of Week: M T W T H F S <u>SU</u>		CONTROLLERS: BC MR JF PC <u>SB</u> PK RG CH RY —							
		RR PC <u>SB</u> EA AT —							
Time	F T	Event							
	F T	FOR NTSS AT RQST OF NTSS CHAIRMAN / FM							
	F T	BEGINNING OF CASE TO ACTSUS / ALL UNITS							
1500	<u>F</u> T	WH / CORRECTION TO RQTS OF OIL SPILL - INITIAL							
	F T	RPT BY C-130 NEVER LOCATED - AREA CLEAR /							
	F T	SECOND RPT BY HH-60 CONFIRMED AND TESTED							
	F T	CAPT DOPKO DOES NOT BELIEVE TO BE ALC FUEL							
	F T	BY SMELL AND LOOK / WILL GO TO COIL - POSS							
	F T	RESULTS TOMORROW / 21' LOST PROP - BEING							
	F T	TOWED BACK (RGR)							
1525	<u>F</u> T	WH OPS / C-130 PICKING UP ELT HIT IN POSN							
	F T	41-16.96 N 070-37.68 W DURING SEARCH							
	F T	HH-60 TO INVESTIGATE / POSS ALC PARTS							
1530	<u>F</u> T	WH OPS / HH-60 SPOTTED TUBULAR OBJECT BELOW							
	F T	SURFACE - POSS ALC / DIVERING RUDE TO							
	F T	SAN AND WILLIAM AS PLATFORM FOR POSS							
	F T	DIVE OP / ETA RUDE 30 MIN.							
1634	<u>F</u> T	WH OPS / CALL FM PIC OFF WASHON ISLAND -							
	F T	LARGE AMOUNT OF INTERESTINGES FOUND IN POSN							
	F T	41-30.04 N 070-45.02 W / S.WH FWR TO							
	F T	RECOVER AND TRANSPORT BACK TO SAN / BASF							
	F T	SHEID / ALSO HH-60 SPOTTED WHITE METAL							
	F T	OBJECT IN POSN 41-17.8 N 070-36.25 W							
	F T	SENDING SANIBEL / UPDATE RV RUDE 4 MILES							
	F T	AWAY - WILLIAM ETA 1700. / DISCUSSED							
	F T	POSS RELIEF OF WHOPS							
1700	<u>F</u> T	UL / NOT READY TO ACT IN FULL CAPACITY							
	F T	DISCUSSED WH WOULD THEN RPT DIRECTLY							
	F T	TO UL AND KEEP US UPDATED / RGR							
1715	<u>F</u> T	WH / HAVE OPS CALL RE. REMAINS							
1725	<u>F</u> T	WH OPS / ALL ANT PEOPLE U/W - UNDERSTAND							
	F T	SP HANDLED BAG OF STUFF AND TOLD TO HAND							
	F T	ON TO IT JUST IN CASE ITS PARTS (PROB FISH)							

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Day/Month		CASE SUBJECT:
Day of Week:		CONTROLLERS: BC MR JF PC SB PK RG CH RY
M T W T H F S S U		RR PQ SB EA AT
1757	(P) I	DE 30 / NEEDS HELD TO VECTOR RUDE IN.
	F T	PATRICK INTD BAN 2117 - 1242
1830	(P) I	LOH 1 TO MRS. LARABEE - PRAISE AND THANKS
	F T	ON EFFORTS
1844	(P) T	D/ WILLIAM BESETTE WILL BE CALLING
	F T	HERE TONIGHT FOR THE ADMIRAL. WITSON
	F T	HE CALLS PAGE THE ADMIRAL ON HIS
	F T	LOCAL PAGER
1932	(P) T	WH 1 UPDATE? OPS WILL CALL BACK SECURE.
1945	(P) T	WH 1 REMAINS DETERMINED BY NTDS TO BE FISH
	F T	BUTS / CORRECTION C-130 HEARD IMB NOT FLT
	F T	TUBULAR OBJECT RECOVERED BY SWIBEL (FLUORESCENT
	F T	BULB) HH-60 WAS NOT OLS / RUDE REDIRECTED
	F T	TO SEARCH AREA 41-16.86N 070-58.45W
	F T	ON A COURSE OF 070 TO / WEUS & HHEAD
	F T	LOW ON FOOD / ONLY 2 OODS / NEED RUDE
	F T	SOON / RGR
2011	(P) T	UC / NEEDS TO SPEAK TO WEBSTER - NOT AVAILABLE
	F T	W BRIEFING / NEED TO CONFIRM UC FULLY
	F T	STOOD UP /
2018	(P) T	D / PAGER
2042	(P) T	WEBSTER / STOOD - UP / WILL BE 24 HR CG
	F T	AT DESK / NEED TO KEEP DI UPDATES.
	F T	OIL SLICK SAMPLE BACK AROUND NOON /
	F T	GROUP WILL PROVIDE UPDATES ON REGULAR
	F T	BASIS / WILL PROVIDE UPDATED TASKING
	F T	FOR TOMORROW - SWIBEL WILL REMAIN TO
	F T	FWFORCE SZ / WILL PICK UP NAVY
	F T	SAWAGE / WEUS & HHEAD TO OLC
2302	(P) T	UC / TONIGHT SWIBEL SZ FOR RUDE / SS'
	F T	FM ANT B-D FOR RESPONSE / WHITING ARR
	F T	0900 AM / BLASP ARR 1500 / WILL PICK UP SEARCH

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Day/Month 18 JUL 99		CASE SUBJECT: JFK A/C
Day of Week: M T W T H F S (SU)		CONTROLLERS: BC MR (SB) PK TC RG CH RY _____ RR PQ (SB) EA AT _____
Time	F T	Remarks
CONT	F T	WEAR / SWIBEL SZ TOMORROW FOR ALL SQUAD /
	F T	DIVE OPS / WILL POSS NEED TO RELIEVE
	F T	SWIBEL TOMORROW.
1245	(F) T	WH / DEBINS VIC NANTUCKET ID BY STATE
	F T	POLICE AS CODER - DO NOT NEED TO
	F T	LAUNCH HELO TO SEARCH AT / RGR / will
	F T	LOOK AT SWIBEL STATUS / REPLACEMENT AND
	F T	LET DI CC KNOW / RGR /
1258	(F) T	LCDR ESPINOSA JOINT OF CEN NORVA -
	F T	DESIGNED SEARCH AREA INFO FOR J3 BRIEF /
	F T	ATTACHED TO UC //
1320	(F) T	TONY JAMES IC FAA WASHDC / DID DI CC
	F T	RECEIVE FAX (20 PAGES TENTAS 2202-1300 FT LAST 12"
	F T	OF FLT) I WILL CHECK AND CALL BACK //
1324	(F) T	TONY JAMES / WE DO NOT HAVE FAX / WH DOES
	F T	NOT HAVE TENTAS //
1353	(F) T	ADM LARRABEE / AT HOME NEEDS TRANSPORT
	F T	TO CAPE COD TO ARRIVE @ 1600
1354	(F) T	ACC / REQ TRANSPORT FOR ADM LARRABEE
	F T	FM BEVERLY TO CAPE COD //
1430	(F) T	ADM / ADMIRAL WILL DRIVE TO CAPE COD / RGR /
	F T	STOOD DOWN CAPE COD //
1500	(F) T	KAREN / HOPSON 703-608-8206 X246 SUPERVISOR
	F T	OF SALVAGE AND DIVING - REQ FUNDING
	F T	FOR SUPPORT OF RECOVERY OPS //
1518	(F) T	ADM / VICE COMDT WANTS TO UPDATE ON
	F T	ASSETS RECOVERY OPS / RGR //
1524	(F) T	WH / WILLIAM V/W FM WH GRASP O/S
	F T	1436Q RUDE AND WHITING //
1525	(F) T	HQ / (VICE ADM SEC TEDNA) BRIEFED COMDT AIDE /
1531	F T	AIRFORCE OP CEN MAY GEN KUDACZ 603/697603
	F T	WANTS TO TALK TO ADM LARRABEE / RGR //

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Day/Month		CASE SUBJECT:
Day of Week:		CONTROLLERS: BC MR SB PK TC RG CH RY
M T W T H F S S U		RR PC SB EA AT
1850	F T	ADM / BAPD ON CURRENT ASSETS
	F T	STATE DIVERS RTB DUE TO US W/P
	F T	PLEASE CALL MAY GEN HESTER, AIR FORCE
	F T	LEGISLATURE LIAISON (703) 697-8153 / 76411
1701	F T	UC / DESIRE RELIEF FOR SANITEL / #8 DURATION
	F T	MINIMUM / 764 / DI WILL CALL LT JARAMILLO BACK
1715	F T	MR. GENE HEARTWOLE (727) 712-1761 / SAW CLEAR
	F T	OUTLINE OF THE PLANE UNDERWATER ON SUNDAY'S MVB
	F T	LIVE AERIAL SHOT AT 2:03 PM, RIGHT WHERE
	F T	THE WATER TURNED DARK.
1719	F T	UC (LTC JARAMILLO) / BRIEFED ON MR HEARTWOLE'S REPORT.
	F T	TONY JAMES
1737	F T	HQ CNO SERIES / SEC SLATER WANTS TO
	F T	TALK TO ADM LARABEE / 764 / MSG
	F T	DELIVERED TO UNIFIED COMMAND CTR //
1759	F T	MAY GEN HESTER (202-561 4224) / PLEASE PAGE
	F T	ADMIRAL AND HAVE HIM CALL ME AT
	F T	Home / 764 //
1817	F T	ADRE / BAPD /
1829	F T	LIS / STATUS OF CGC CHINOOK ? FOR
	F T	RELIEF OF CGC SANITEL / will check and
	F T	GET BACK TO YOU / 764 //
1848	F T	LIS / CHINOOK willing to support - DO NOT
	F T	HAVE SECURITE Comms, or SOUTH, NO UHF
	F T	NO CRIPRO /
1845	F T	MS. TERRY McSAL / FRI AT APPROX SHORLY AFTER
	F T	10 PM SHE & HUSBAND BOTH HEARD AN EXPLOSION AND
	F T	HUSBAND SAW A FLASH OF LIGHT OUT OF CORNER OF EYE.
	F T	THEY WERE STAYING ON CHAPAQUIOK. (617) 484-0226.
1854	F T	UC / WILL HAVE NID CALL ME BACK FOR THE REPORT.
1908	F T	UC (NIB) / BRIEFED.
2010	F T	S-BAY / BOAT CAPABLE, PALS ISSUES / 764 //

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Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR SB PK <u>RG</u> CH RY <u>RR PC SB EA AT</u>
2020	F T	ACT NY / CHECK ON AVAILABILITY OF ADAK / RGR //
2041	F T	HUGO MACKENZIE @ 1200Q 18 / SIGHTED DEBRIS
	F T	IN VINEYARD SOUND WEST OF MANHATTAN
	F T	BCH ORANGE/RED PLASTIC AND 2X4
	F T	MAY HAVE BEEN CARRIED BY CURRENT
	F T	# 781 662 7533 / (W) (978) 762 7474 / RGR //
2042	F T	ACT NY / ADAK CAN SUPPORT HOWEVER, CONCERNED
	F T	ABOUT C.O.C. PREPS / RGR //
2050	F T	FOR / STATUS OF WRANGELL / WILL CALL BACK //
2130	F T	UC / LT CHRIS PIERONE / CUC ADAK
	F T	WILL RELIEVE SANIBEL / RGR //
2141	F T	ACT NY / DESIRE TO USE ADAK / RGR //
	F T	VS 1600 20 Jul TO RELIEVE SANIBEL -
	F T	RELEASE TITUS AM / RGR //
2201	F T	UC / NEEDED SUPPORT AS SECTION
	F T	CHIEF, MULTI LEVEL / MULTI AGENCY TO
	F T	ASSIST // 12HR SHIFTS 03-04 OPERATOR //
2220	F T	ACT NY / STAND DOWN ADAK - WE WILL
	F T	USE BDI //
2230	F T	CU / TOLD BDI REL SANIBEL OF
	F T	SAFETY ZONE ENFORCEMENT 1600Q 20 Jul -
	F T	1600Q 22 Jul / RGR //
2245	F T	LT PIERONE (UC) / DISCUSSED ICS
	F T	REQ HE USE ADMIN CELL TO OBTAIN
	F T	RELIEF / PERSONNEL / RGR //
2254	F T	OSR / BRED //
2305	F T	UC / USE ICS STRUCTURE TO OBTAIN
	F T	PERSONNEL / RGR //
2310	F T	CC / BRED //
2312	F T	O / BRED //
200020	F T	FLAG PLOT / FADED SUM OF EVENTS TO FLAG PLOT //
	F T	

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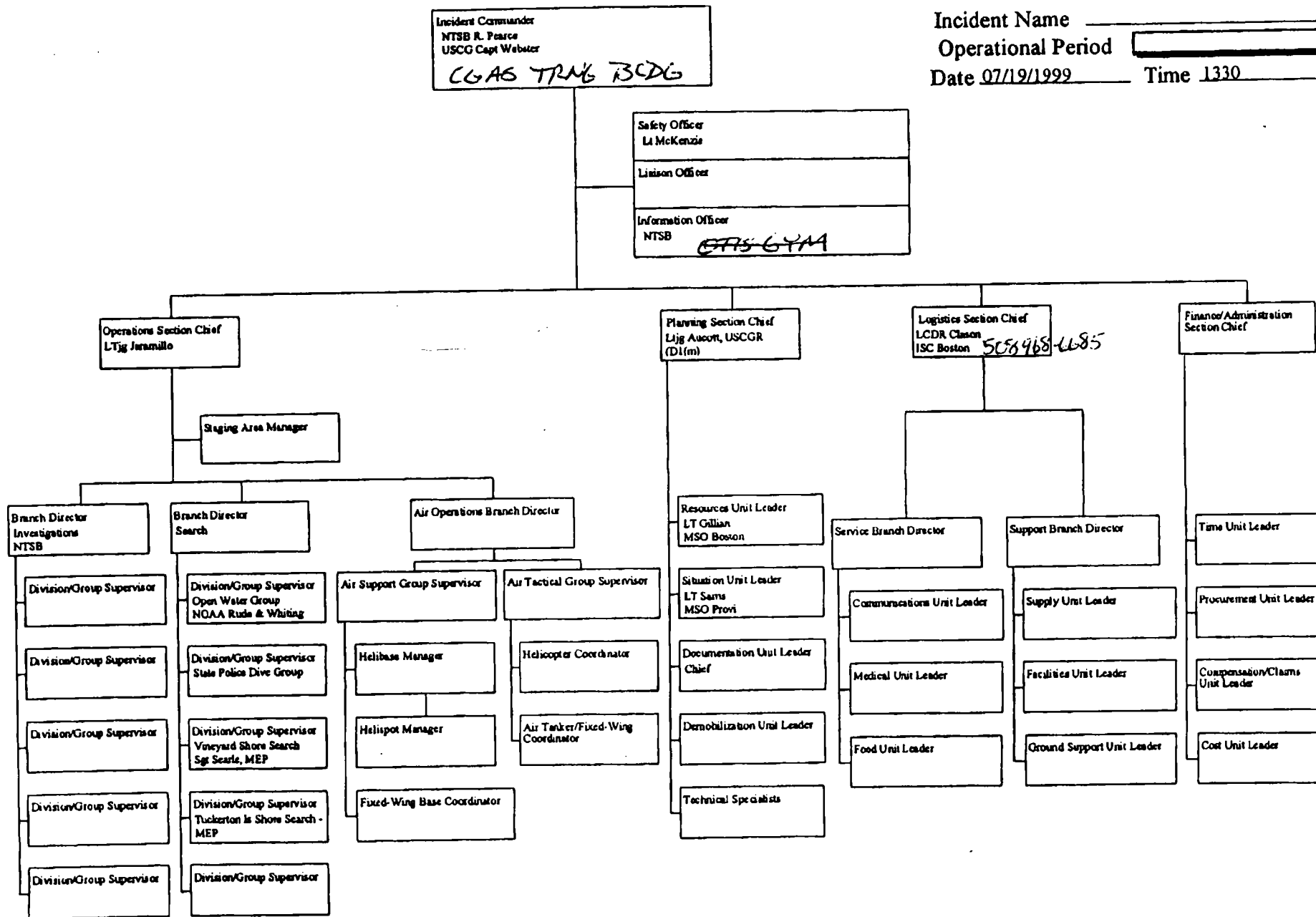
Day/Month		CASE SUBJECT:
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR SB PK <u>RG</u> CH RY
Time		RR PC SB EA AT
2020	F (T)	ACT NY / CHECK ON AVAILABILITY OF ADAK / RGR //
2041	F (T)	HUGO MACKENZIE @ 1200Q 18 / SIGHTED DEBRIS
	F T	IN VINEYARD SOUND WEST OF MENAHOUNT
	F T	BCH ORANGE/RED PLASTIC AND 2x4
	F T	MAY HAVE BEEN CARRIED BY CURRENT
	F T	# 781 662 2533 / (W) (978) 762-7474 / RGR //
2042	F (T)	ACT NY / ADAK CAN SUPPORT HOWEVER, CONCERNED
	F T	ABOUT C.O.C. PREPS / RGR //
2050	F (T)	FOR / STATUS OF WINGFIELD / WILL CALL BACK //
2130	F (T)	UC / LT CHRIS FERRELL / C.O.C. ADAK
	F T	WILL RELIEVE SANIBEL / RGR //
2141	F (T)	ACT NY / DESIRE TO USE ADAK / RGR //
	F T	Q'S 1600 20 Jul TO RELIEVE SANIBEL -
	F T	RELEASE TITORS AM / RGR //
2201	F (T)	UC / NEEDED SUPPORT CS SECTION
	F T	CHIEF, MULTI LEVEL / MULTI AGENCY SET
	F T	ASSIST // 12HR SHIFTS 03-04 OPERATIONS //
2220	F (T)	ACT NY / STAND DOWN ADAK - WE WILL
	F T	USE BBI //
2230	F (T)	CTV / TELL BBI REL SANIBEL OF
	F T	SAFETY ZONE ENFORCEMENT 1600Q 20 Jul -
	F T	1600Q 22 Jul / RGR //
2245	F (T)	LT FERRELL (UC) / DISCUSSED ICS
	F T	REQ HE USE ADMIN CELL TO OBTAIN
	F T	RELIEF / PERSONNEL / RGR //
2254	F (T)	OSR / BRED //
2305	F (T)	UC / USE ICS STRUCTURE TO OBTAIN
	F T	PERSONNEL / RGR //
2310	F (T)	CC / BRED //
2312	F (T)	O / BRED //
2320	F (T)	FLAG / FLAG SUM OF EVENTS TO FLAGLOT //
	F T	

INCIDENT CHRONOLOGICAL SHEET

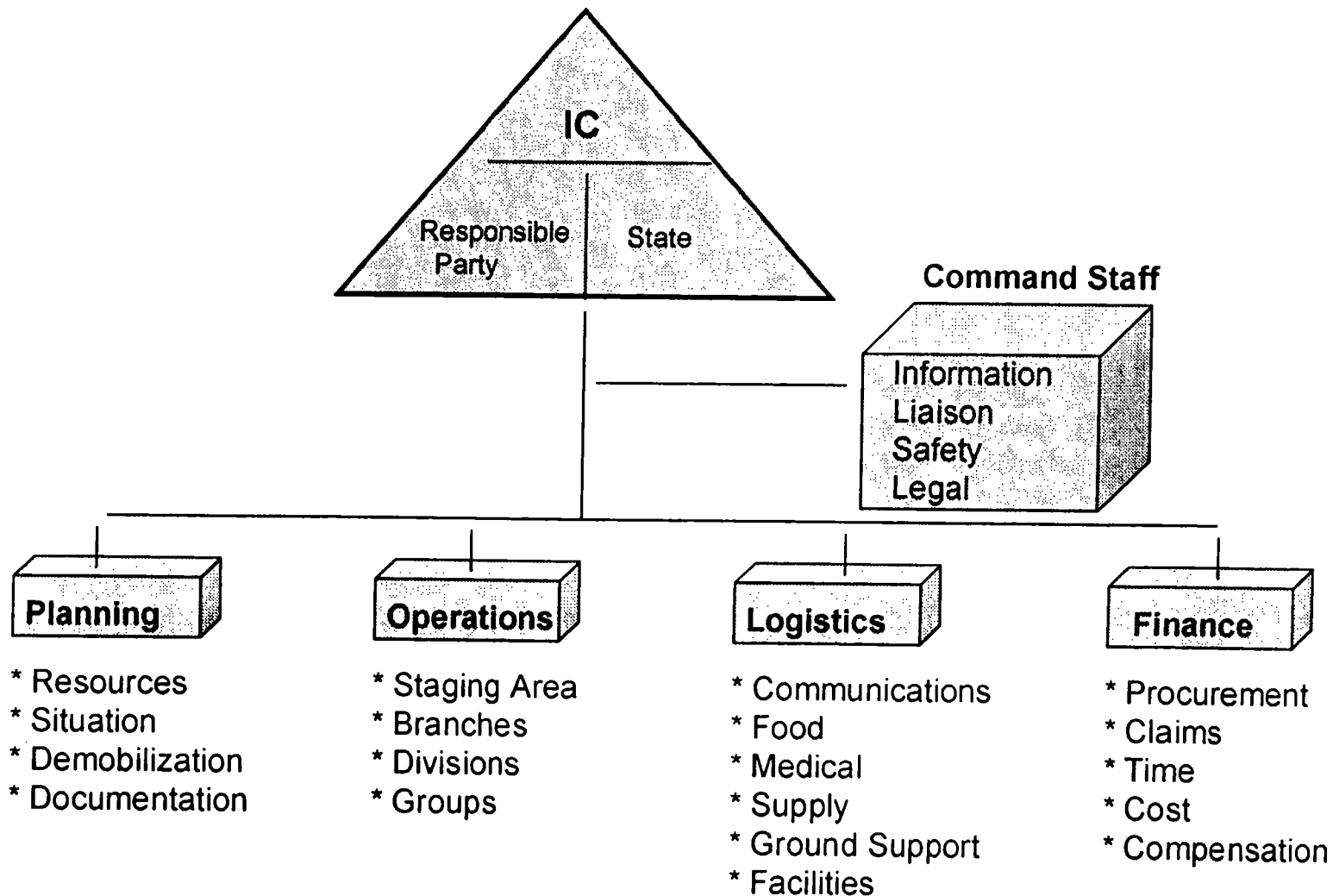
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Date: 19 Jul		CASE SUBJECT: JFK A/C	
Day of Week: M T W T H F S S U		CONTROLLERS: BC MR SB PK TC RG CH RY	
Time		RR PC SB EA AT	
1550	F T	ADM / BAPD ON CURRENT ASSETS	
	F T	STATE DEPTERS PTB DUE TO US W/	
	F T	PLEASE CALL MAY GEN HESTER, AIR FORCE	
	F T	LEGISLATURE LIAISON (703) 697-8153 / 7614	
1701	F T	VC / DESIRE RELIEF FOR SANIBEL / 48 DURATION	
	F T	MINIMUM / 76R / DI WILL CALL LT JARAMILLO BACK	
1715	F T	MR. GENE HEARTWOLE (727) 712-1761 / SAW CLEAR	
	F T	OUTLINE OF THE PLANE UNDERWATER ON SUNDAY'S MORNING	
	F T	LIVE AERIAL SHOT AT 2:03 PM, RIGHT WHERE	
	F T	THE WATER TURNED DARK.	
1719	F T	VC (LTJG JARAMILLO) / BRIEFED ON MR HEARTWOLE'S REPORT	
	F T	TONY JAMES	
1737	F T	HQ CMC JONES / SEC SLATER WANTS TO	
	F T	TALK TO ADM LARZABEE / 76R / MSG	
	F T	DELIVERED TO UNIFIED COMMAND CTR //	
1759	F T	MAY GEN HESTER (202-561 4224) / PLEASE PAGE	
	F T	ADMIRAL AND HAVE HIM CALL ME AT	
	F T	Home / 76R //	
1817	F T	ADM / BAPD /	
1829	F T	LIS / STATUS OF CGC CHNOCK ? FOR	
	F T	RELIEF OF CGC SANIBEL / WILL CHECK AND	
	F T	GET BACK TO YOU / 76R //	
1848	F T	US / CHNOCK WILLING TO SUPPORT - DO NOT	
	F T	HAVE SECURE Comms, OR SEC III, NO UHF	
	F T	NO CRPTO /	
1845	F T	MS. TERRY McSAL / FRI AT APPROX SHORTLY AFTER	
	F T	10 PM SHE & HUSBAND BOTH HEARD AN EXPLOSION AND	
	F T	HUSBAND SAW A FLASH OF LIGHT OUT OF CORNER OF EYE.	
	F T	THEY WERE STAYING ON CHAPAQUIOK. (617) 484-0226.	
1854	F T	VC / WILL HAVE NTD CAN ME BACK FOR THE REPORT.	
1908	F T	VC (NTR) / BRIEFED.	
2010	F T	S-BOY / BOOTH CAPABLE, FEELS ISSUES / 76R	



Basic Incident Command System Organization



ICS and SAR

