

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 [2]

Stack:

S

Row:

25

Section:

2

Shelf:

5

Position:

3

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- NTSB: Covered vehicle
No melin

- TWA Families

②

^{Cruz}
Adm Quigley
- One st. ADM

Tutu

WASHINGTON

Sea burials receive priority after Navy backlog revealed

USA TODAY - FRIDAY, JULY 30, 1999

The Navy moved Thursday to begin clearing a backlog of sea burials that came to light when the remains of John Kennedy Jr. were buried at sea just a day after his body was recovered from a plane crash off Martha's Vineyard, Mass. The Navy found that it has 52 sets of remains in storage; some have been waiting for several months to be buried at sea. The Pentagon said that under orders from Adm. J.P. Reason, the Atlantic Fleet commander who just learned of the backlog, 10 ships will immediately begin sea burials while deployed on other missions.

The Navy does about 500 sea burials a year. The service is free. Those eligible include sailors, retired officers and enlistees, their spouses and dependent children. With special approval, as in the Kennedy case, others may receive the rite. But unlike in the Kennedy case, relatives usually are not permitted to attend the burial at sea.

Kennedy Air Crash Contact List

CONFERENCE CALL:

202-757-2100, Code 2956

NTSB

OPS: 202-314-6290 *Robert*
Site: 508-968-6360 / 6301
Chairman Jim Hall
Robert Pearce (Investigator in Charge)
Frank ? (Forensics)
Peter Goelz / 314-6297

USCG

OPS: 202-267-2100/267-3333
Site: 508-968-6648
Adm Richard M. Larrabee (Site)
Adm Jim Loy (Commandant)
Adm Jim Card / Capt Vennuto 202-267-2385

WH

SIGNAL: 202-757-5000
Doug Sosnik x6-1290
Maria Echaveste x6-6594 / cell 5-1536
Marge Tarmey x6-6594
Thurgood Marshall, Jr. x6-7072
Jake Siewart x6-5316
Jeff Shesol x6-2796
Sean Maloney x6-2702
Jen Palmieri x6-2987

Commerce

OPS: 202-482-4128
David Lane 482-4246 / 332-4329
Ellen Bloom 482-4246
Maury Goodman 482-4883

Defense

Cables: 703-692-7000
Bob Tyrer // Paul Gephart
Lt. Col. Mike Mallord (press) 692-7100
692-2528

DOT

OPS: 202-366-5742
Sec Rodney Slater 366-1100 / 237-6075 (H)
Dep Sec Mort Downey 366-2222
Jerry Malone 366-1103 / 3-808-9275
Bill Schultz 366-6337

FAA

OPS: 202-267-3333
Jane Garvey
Montie

Kennedy Family

Sec Cuomo
HUD OPS: 202-708-2713 // 7-522-1717
Gerry Kavanaugh
508-775-0664 *ms*
NYC contacts *list*
212-790-0501 *Joan*
Tracy Spicer *212*
Chris Doherty (Advance) *921*
Ranny Cooper *8362*

Bessette Family

Ann and Dick Freeman (Cell ~~516-537-7410~~)
203-637-2452
William Bessette
914-761-7837

Carol Kennedy Schlossberg
(and Edie)

90 The J.F.K. -

Columbus Pt

Boston MA 02125

// Paul Gephart not @ 516-537-7410

888 Park Ave

10021

Street 62823
332-5651

-Rick Jettala / Eth - Street 62823

Aviva 62920

DBand 65113

-500/y1.

-Coleman 10/7 388-520

July 28, 1999

Dear:

On behalf of the National Transportation Safety Board (NTSB) staff, I want to again offer our condolences on the loss of xxxxxxxxxxxx. Although I cannot alleviate your grief, perhaps I can help you understand our procedures by explaining the NTSB's investigative process. Although much of our investigation focuses on the technical aspects, please be assured that we appreciate and are sensitive to the human and personal dimensions of our investigations. We always keep those factors in mind as we move through the process.

The NTSB's primary mission is to investigate accidents so that future transportation accidents can be prevented. By statute, the Safety Board investigates every civil aircraft accident to determine the facts, circumstances, and probable cause of the accident; we then publicly report our factual and analytical findings. During the investigation, we release factual information about the accident to the public, and we will keep you informed of the progress of our investigation. All analysis of the data is withheld until the final report is released, usually about nine months after the accident.

To prevent future accidents, the Board may make safety recommendations, as part of our analysis, to government agencies and industries. The Board relies on the forcefulness and persuasiveness of our recommendations to convince others to make the needed safety improvements. As a result, our recommendations are derived from a meticulous and exacting investigative process to ensure that we examine every factor that has a bearing on the cause of the accident. In aviation, over 80 percent of our recommendations are adopted and implemented. This extremely detailed study of each accident may be painful to surviving friends and family, but I hope that the pain is mitigated by the knowledge that the lessons we learn will ultimately mean safer skies for everyone.

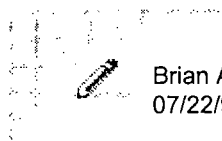
I have enclosed an outline of our investigative process, with specific details applicable to this accident. I hope the explanation will help you understand how we work and what we will do as the investigation progresses. Be assured that the NTSB's employees are dedicated professionals who conscientiously perform their responsibilities as they strive to

understand what caused the accident. Please know that we are always available should the need arise or if you have any questions regarding our investigation.

Sincerely,

Jim Hall
Chairman

Enclosure



Brian A. Alcorn
07/22/99 05:27:19 PM

USCG
DOD

Schultz
Goel + 2
LTD 110K

Record Type: Record

To:

cc:

Subject: STAFF VANS -- NEW YORK CITY TRIP

For those who will accompany the President and First Lady to New York, NY tomorrow:

STAFF VANS will depart the West Basement entrance to the West Wing at 7:50 am for Andrews AFB

Those staff and guests driving directly to Andrews should arrive by no later than 8:00 am tomorrow.

Call or page me should you have questions.

Brian 6-5332

DIVERS VISIT
POTUS

-Fr: aft d-t
-Came to d
-Restored anise
-will not face coy
-Fov. pty // 100-150
46

Friday, July 23, 1999

**SCHEDULE OF THE PRESIDENT
FOR
FRIDAY, JULY 23, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

PRESS DESK:

DORI SALCIDO

HOME: 703-548-6466

OFFICE: 202-456-5771

WHCA PAGER: 4844

PRESS DESK:

AVIVA STEINBERG

HOME: 202-362-1813

OFFICE: 202-456-2920

WHCA PAGER: 4022

**ADVANCE LEAD:
(CINCINNATI, OH)**

CALEB SHREVE

CELL PHONE:

STAFF OFFICE: 29-220

WHCA PAGER:

**ADVANCE LEAD:
(ASPEN, CO)**

STEVEN LAMB

CELL PHONE:

STAFF OFFICE: 31-220

WHCA PAGER:

WEATHER:

WASHINGTON, D.C.

CINCINNATI, OHIO

ASPEN, COLORADO

July 22, 1999 (1:06PM)

Friday, July 23, 1999

**Schedule of the President
for
Friday, July 23, 1999
*Draft Schedule***

8:10	am	THE PRESIDENT and the First Lady depart The White House via motorcade en route the Reflecting Pool [drive time: 5 minutes]
8:15	am	THE PRESIDENT and the First Lady arrive Reflecting Pool
8:25	am	THE PRESIDENT and the First Lady depart Reflecting Pool via Marine One en route Andrews Air Force Base [flight time: 10 minutes]
8:35	am	THE PRESIDENT and the First Lady arrive Andrews Air Force Base
8:50	am	THE PRESIDENT and the First Lady depart Andrews Air Force Base via Air Force One en route John F. Kennedy International Airport [flight time: 55 minutes]
9:45	am	THE PRESIDENT and the First Lady arrive John F. Kennedy International Airport
10:00	am	THE PRESIDENT and the First Lady depart John F. Kennedy International Airport via Marine One en route Wall Street Landing Zone [flight time: 20 minutes]
10:20	am	THE PRESIDENT and the First Lady arrive Wall Street Landing Zone
10:30	am	THE PRESIDENT and the First Lady depart Wall Street Landing Zone via motorcade en route St. Thomas More Catholic Church [drive time: 20 minutes]
10:50	am	THE PRESIDENT and the First Lady arrive St. Thomas More Catholic Church
11:00	am-	MEMORIAL SERVICE FOR JOHN F. KENNEDY, JR. AND
12:30	pm	CAROLINE BESSETTE KENNEDY ST. THOMAS MORE CATHOLIC CHURCH Staff Contact: Thurgood Marshall, Jr. CLOSED PRESS

July 22, 1999 (1:06PM)

Friday, July 23, 1999

5:00 pm **THE PRESIDENT** departs Reflecting Pool via Marine One en route Andrews Air Force Base
[flight time: 10 minutes]

5:10 pm **THE PRESIDENT** arrives Andrews Air Force Base

5:25 pm **THE PRESIDENT** departs Andrews Air Force Base via Air Force One en route Cincinnati/Northern Kentucky International Airport [flight time: 1 hour, 20 minutes]

6:45 pm **THE PRESIDENT** arrives Cincinnati/Northern Kentucky International Airport

Greeters: State Senator Mark Mallory
Catherine Barrett, State Representative
Tyrone Yates, Cincinnati City Council Member
Paul Booth, Cincinnati City Council Member
Lovey Andrews, Mayor, Lincoln Heights
Wayne Coates, Mayor of Forest Park
James Siegel, Mayor, City of Silverton
Timothy Burke, Chair, Hamilton County Democratic Party
Judy Green, Hamilton County Democratic Party Executive Co-Chair
Robert Richardson, President AFL-CIO Labor Council
Daniel Radford, Executive Secretary, AFL-CIO Labor Council
Joseph Zimmer, Executive Secretary, Greater Cincinnati Building Trades Co.
Pat Erb, Cincinnati Ward 2 Democratic Chair
Lois Graham, Lincoln Heights Democratic Chair
Dick Cozzi, Vice President, DHL (T)
John Lambert

7:00 pm **THE PRESIDENT** departs Cincinnati/Northern Kentucky International Airport via motorcade en route Private Residence
[drive time: 50 minutes]

7:50 pm **THE PRESIDENT** arrives Private Residence

Greeters: Joe Andrew, Chair, Democratic National Committee
Stan Chesley

July 22, 1999 (1:06PM)

Friday, July 23, 1999

8:00 pm- **PHOTO RECEIVING LINE**
8:25 pm **DINING ROOM**
Private Residence
Staff Contact: Minyon Moore
Event Coordinator: Aviva Steinberg
CLOSED PRESS

Note: There will be approximately 50 guests in attendance.

8:30 pm- **DNC DINNER**
9:30 pm **LIVING ROOM**
Private Residence
Remarks: Josh Gottheimer
Staff Contact: Minyon Moore
Event Coordinator: Aviva Steinberg
PRINT REPORTER (REMARKS ONLY)

Note: There will be approximately 50 guests in attendance.

- **The President takes his seat at the head table and dinner is served.**
- **Stan Chesley makes welcoming remarks and introduces Joe Andrew.**
- **Joe Andrew, Chair, Democratic National Committee, makes brief remarks and introduces Stan Chesley.**
- **Stan Chesley introduces the President.**
- **The President makes remarks and departs.**

9:35 pm **THE PRESIDENT** departs Private Residence via motorcade en route Cincinnati/Northern Kentucky International Airport
[drive time: 50 minutes]

10:25 pm **THE PRESIDENT** arrives Cincinnati/Northern Kentucky International Airport

10:40 pm **THE PRESIDENT** and The First Lady depart Cincinnati/Northern Kentucky International Airport via Air Force One en route Denver International Airport
[flight time: 2 hours, 30 minutes]
[time change: -2 hours]

July 22, 1999 (1:06PM)

Friday, July 23, 1999

11:10	pm	MT	THE PRESIDENT and The First Lady arrive Denver International Airport
11:25	pm		THE PRESIDENT and The First Lady depart Denver International Airport via Air Force One en route Pitkin County Airport, Aspen, Colorado [flight time: 55 minutes with INTERCHANGE]
12:20	am		THE PRESIDENT and The First Lady arrive Pitkin County Airport, Aspen, Colorado Greeters:
12:35	am		THE PRESIDENT and The First Lady depart Pitkin County Airport, Aspen, Colorado via motorcade en route Private Residence [drive time: 20 minutes]
12:55	am		THE PRESIDENT and The First Lady arrive Private Residence
BC/HRC RON			PRIVATE RESIDENCE ASPEN, COLORADO

July 22, 1999 (1:06PM)

Saturday, July 24, 1999

**SCHEDULE OF THE PRESIDENT
FOR
SATURDAY, JULY 24, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

WEATHER:

ASPEN, COLORADO

July 22, 1999 (1:07PM)

Saturday, July 24, 1999

**Schedule of the President
for
Saturday, July 24, 1999
*Draft Schedule***

Note: All events are casual attire.
--

10:15 am **THE PRESIDENT** and The First Lady depart Private Residence via
motorcade en route Private Residence
[drive time: 15 minutes]

10:30 am **THE PRESIDENT** and The First Lady arrive Private Residence

Greeters: Senator Dianne Feinstein
 Dick Blum
 Governor Roy Romer, General Chairman, Democratic
 National Committee

10:35 am- **MEET AND GREET**
10:45 am **LIVING ROOM**
Private Residence
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
CLOSED PRESS

Note: There will be approximately 20 guests in attendance.

July 22, 1999 (1:07PM)

Saturday, July 24, 1999

10:50 am-
11:40 am

**DNC PICNIC
BACKYARD
Private Residence**

Remarks:

Staff Contact: Minyon Moore

Event Coordinator: Laura Graham

PRINT REPORTER ONLY

Note: There will be approximately 120 guests in attendance.

- The President and the First Lady are announced onto the patio and proceed to their seats on-stage.
- Governor Roy Romer makes remarks and introduces Senator Dianne Feinstein.
- Senator Dianne Feinstein makes remarks and introduces the First Lady.
- The First Lady makes remarks and introduces the President.
- The President makes remarks, works a ropeline, and departs.

11:45 am

THE PRESIDENT departs Private Residence via motorcade en route Golf Course
[drive time: 20 minutes]

12:15 pm-
6:00 pm

GOLF

6:15 pm-
7:00 pm

DOWN TIME

7:10 pm

THE PRESIDENT and The First Lady depart Down Time via motorcade en route Private Residence
[drive time: 15 minutes]

7:25 pm

THE PRESIDENT and The First Lady arrive Private Residence

Greeters: Bren Simon
Melvin Simon

July 22, 1999 (1:07PM)

Saturday, July 24, 1999

7:30 pm-
8:00 pm

MIX AND MINGLE
LIVING ROOM
Private Residence
Remarks:
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
CLOSED PRESS

Note: There will be approximately 85 guests in attendance.

8:05 pm-
9:05 pm

DNC DINNER
OUTDOOR TENT
Private Residence
Remarks:
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
PRINT REPORTER ONLY

Note: There will be approximately 130 guests in attendance.

- The President and the First Lady take their seats for dinner.
- Dinner is served.
- Dessert is served.
- Joe Andrew, Chairman, Democratic National Committee, makes remarks and introduces Bren Simon.
- Bren Simon makes remarks and introduces the First Lady.
- The First Lady makes remarks and introduces the President.
- The President makes remarks.

9:15 pm-
9:40 pm

MIX AND MINGLE
LIVING ROOM
Private Residence
Remarks:
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
CLOSED PRESS

Note: There will be approximately 35 guests in attendance.

July 22, 1999 (1:07PM)

Saturday, July 24, 1999

9:45 pm-
10:30 pm

DNC RECEPTION
LIVING ROOM
Private Residence
Remarks:
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
CLOSED PRESS

Note: There will be approximately 35 guests in attendance.

10:35 pm

THE PRESIDENT and The First Lady depart Private Residence via motorcade en route Private Residence
[drive time: 20 minutes]

10:55 pm

THE PRESIDENT and The First Lady arrive Private Residence

BC/HRC RON

PRIVATE RESIDENCE
ASPEN, COLORADO

July 22, 1999 (1:07PM)

Sunday, July 25, 1999

**SCHEDULE OF THE PRESIDENT
FOR
SUNDAY, JULY 25, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

WEATHER:

ASPEN, COLORADO

July 22, 1999 (1:07PM)

Sunday, July 25, 1999

**Schedule of the President
for
Sunday, July 25, 1999
*Draft Schedule***

Note: All events are casual attire.
--

10:05 am **THE PRESIDENT** and The First Lady depart Private Residence via motorcade en route Private Residence
[drive time: 20 minutes]

10:25 am **THE PRESIDENT** and The First Lady arrive Private Residence

Greeters: Michael Goldberg
 Ana Goldberg

10:30 am- **MIX AND MINGLE**
10:55 am **ROOM TBD**
Private Residence
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
CLOSED PRESS

Note: There will be approximately 140 guests in attendance.

11:00 am- **REMARKS TO DNC BRUNCH**
11:50 am **ROOM TBD**
Private Residence
Remarks:
Staff Contact: Minyon Moore
Event Coordinator: Laura Graham
PRINT REPORTER ONLY

Note: There will be approximately 140 guests in attendance.

- Beth Dozoretz makes remarks and introduces Michael Goldberg.
- Michael Goldberg makes remarks and introduces the First Lady.
- The First Lady makes remarks and introduces the President.
- The President makes remarks and departs.

July 22, 1999 (1:07PM)

Sunday, July 25, 1999

12:00	pm		THE PRESIDENT and The First Lady depart Private Residence via motorcade en route Pitkin County Airport, Aspen, Colorado [drive time: 15 minutes]
12:15	pm		THE PRESIDENT and The First Lady arrive Pitkin County Airport, Aspen, Colorado
12:30	pm		THE PRESIDENT and The First Lady depart Pitkin County Airport, Aspen, Colorado via Air Force One en route Denver International Airport [flight time: 55 minutes with INTERCHANGE]
1:25	pm		THE PRESIDENT and The First Lady arrive Denver International Airport
1:40	pm		THE PRESIDENT and The First Lady depart Denver International Airport via Air Force One en route Andrews Air Force Base [flight time: 2 hours, 55 minutes] [time change: +2 hours]
6:35	pm	ET	THE PRESIDENT and The First Lady arrive Andrews Air Force Base
6:50	pm		THE PRESIDENT and The First Lady depart Andrews Air Force Base via Marine One en route Reflecting Pool [flight time: 10 minutes]
7:00	pm		THE PRESIDENT and The First Lady arrive Reflecting Pool
7:10	pm		THE PRESIDENT and The First Lady depart Reflecting Pool via motorcade en route The White House [drive time: 5 minutes]
7:15	pm		THE PRESIDENT and The First Lady arrive The White House
BC/HRC RON			THE WHITE HOUSE WASHINGTON, DC

July 22, 1999 (1:07PM)

Monday, July 26, 1999

**SCHEDULE OF THE PRESIDENT
FOR
MONDAY, JULY 26, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

WEATHER:

WASHINGTON, D.C.

July 22, 1999 (1:07PM)

Monday, July 26, 1999

**Schedule of the President
for
Monday, July 26, 1999
*Draft Schedule***

DOWN UNTIL 12:00 PM

12:00	pm-	MEETING
12:15	pm	OVAl OFFICE
		Staff Contact: John Podesta
12:15	pm-	BRIEFING
12:35	pm	LOCATION TBD
		Staff Contact:
12:40	pm-	BOYS AND GIRLS NATION EVENT
2:00	pm	EAST ROOM
		Remarks:
		Staff Contact:
		Event Coordinator: Laura Schwartz
		PRESS TBD
2:15	pm-	BRIEFING
2:30	pm	OVAl OFFICE
		Staff Contact: Samuel Berger
2:30	pm-	BRIEFING
2:45	pm	OVAl OFFICE
		Staff Contact: Samuel Berger
2:45	pm-	MEETING
3:05	pm	OVAl OFFICE
		Staff Contact: Stephanie Streett, Samuel Berger
3:05	pm-	MEETING
3:15	pm	OVAl OFFICE
		Staff Contact: Stephanie Streett
3:20	pm-	MAKE-A-WISH FOUNDATION PHOTO OPPORTUNITY
3:30	pm	OVAl OFFICE
		Staff Contact: Karin Kullman

July 22, 1999 (1:07PM)

Monday, July 26, 1999

3:30 pm- **MILITARY AIDE DEPARTURE PHOTOGRAPH**
3:40 pm **OVAL OFFICE**
Staff Contact: Colonel Simmons

3:40 pm- **MILITARY/PPD DEPARTURE PHOTOGRAPHS**
4:30 pm **OVAL OFFICE**
Staff Contact: Colonel Simmons

4:45 pm- **PHONE AND OFFICE TIME**
7:15 pm **OVAL OFFICE**

7:15 pm- **BRIEFING**
7:30 pm **LOCATION TBD**
Staff Contact: Capricia Marshall

7:30 pm- **NSO RECEPTION**
TBD **LOCATION TBD**
Remarks:
Staff Contact: Capricia Marshall
Event Coordinator: Laura Schwartz
PRESS TBD

BC/HRC RON **THE WHITE HOUSE**
WASHINGTON, DC

July 22, 1999 (1:07PM)

Tuesday, July 27, 1999

**SCHEDULE OF THE PRESIDENT
FOR
TUESDAY, JULY 27, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

WEATHER:

WASHINGTON, D.C.

July 22, 1999 (1:07PM)

Tuesday, July 27, 1999

**Schedule of the President
for
Tuesday, July 27, 1999
*Draft Schedule***

9:00	am-	MEETING
9:15	am	OVAL OFFICE Staff Contact: John Podesta
9:15	am-	HOLD FOR BRIEFING AND MEDICARE EVENT
10:45	am	PRESIDENTIAL HALL Remarks: Staff Contact: Gene Sperling Event Coordinator: PRESS TBD
10:45	am-	MEETING
10:55	am	OVAL OFFICE Staff Contact: Stephanie Streett
11:00	am-	HOLD
12:15	pm	
12:15	pm-	LUNCH WITH THE VICE PRESIDENT
1:15	pm	OVAL OFFICE
1:15	pm-	PHONE AND OFFICE TIME
3:45	pm	OVAL OFFICE
3:50	pm-	BRIEFING
4:05	pm	OVAL OFFICE Staff Contact: Samuel Berger
4:10	pm-	MEETING WITH PRIME MINISTER STEPHASHIN OF RUSSIA
4:40	pm	OVAL OFFICE Staff Contact: Samuel Berger
4:55	pm-	BRIEFING
5:00	pm	LOCATION TBD Staff Contact:

July 22, 1999 (1:07PM)

Tuesday, July 27, 1999

5:00 pm-
5:30 pm

DROP-BY LEGAL SERVICES RECEPTION

LOCATION TBD

Staff Contact:

Event Coordinator: Laura Schwartz

PRESS TBD

-- Program TBD.

EVENING OFF

BC/HRC RON

**THE WHITE HOUSE
WASHINGTON, DC**

July 22, 1999 (1:07PM)

Wednesday, July 28, 1999

**SCHEDULE OF THE PRESIDENT
FOR
WEDNESDAY, JULY 28, 1999**

Draft Schedule

SCHEDULING DIRECTOR:

STEPHANIE STREETT

HOME: 202-332-5651

OFFICE: 202-456-2823

WHCA PAGER: 4824

WEATHER:

WASHINGTON, D.C.

July 22, 1999 (1:07PM)

Wednesday, July 28, 1999

**Schedule of the President
for
Wednesday, July 28, 1999
*Draft Schedule***

9:00	am-		MEETING
9:15	am		OVAl OFFICE
			Staff Contact: John Podesta
9:15	am-		BRIEFING
9:30	am		OVAl OFFICE
			Staff Contact: Samuel Berger
9:30	am-		FOREIGN TRIP BRIEFING
10:15	am		CABINET ROOM
			Staff Contact: Stephanie Streett, Samuel Berger
10:25	am-		MEETING
10:40	am		OVAl OFFICE
			Staff Contact: Stephanie Streett
10:45	am-	(T)	HOLD FOR BRIEFING AND MESSAGE EVENT TBD
12:15	pm		PRESIDENTIAL HALL OR OFF-CAMPUS LOCATION TBD
			Remarks:
			Staff Contact:
			Event Coordinator:
			PRESS TBD
12:15	pm-		PHONE AND OFFICE TIME
4:45	pm		OVAl OFFICE
4:45	pm-		BRIEFING AND VIDEOTAPINGS
5:15	pm		ROOSEVELT ROOM
			Remarks: Josh Gottheimer
			Staff Contact: Brenda Anders
5:15	pm-		BRIEFING
5:30	pm		OVAl OFFICE
			Staff Contact: Mary Beth Cahill

July 22, 1999 (1:07PM)

Wednesday, July 28, 1999

5:30 pm-
6:45 pm **OUTREACH MEETING**
CABINET ROOM
Staff Contact: Mary Beth Cahill

TBD **WETA IN-PERFORMANCE**
LOCATION TBD
Remarks:
Staff Contact: Capricia Marshall
Event Coordinator: Laura Schwartz
PRESS TBD

BC/HRC RON **THE WHITE HOUSE**
WASHINGTON, DC

July 22, 1999 (1:07PM)

THE WHITE HOUSE

Assistant to the President and
Cabinet Secretary

- 100K/day - Mobilize
- 15K/day = on-station

USS GRASP

- fewer Demob/2n cost

2 Ships & 5 people

\$36K - C.O.B. Tues

Whiting \$10K/day

Rude \$3.8K/day

5-Staff - per diem \$1K/day

\$15K/day

NOAA responds w/ military

Clinton - Green

Will (see
Kizer (K-
ofc)

212-
921-
8362

FAX

- This
a.m.

- Have
outside
ready

500
yr.

PAUL
GEMART

- Arhite
Cemetery

Bd Tyrer

7-866-

9014

BRFG
4:00
5:00

- do MCG
- Gray or msg.
- by statute

Provincetown

- 3 days

- Family in
contact to
Scho & Reany

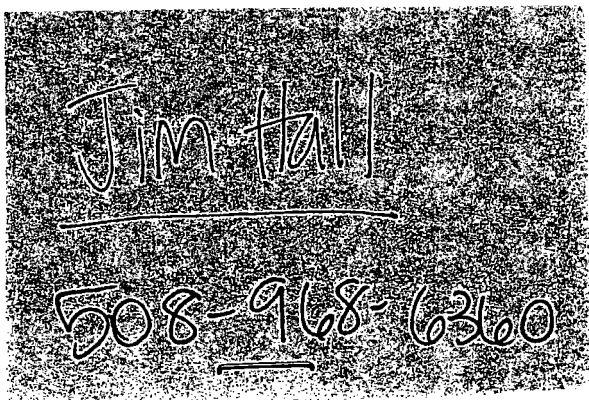
Lambert
Loy
5:00

< Cavanaugh
Cuomo

9/19

2:24

< Hall
Goetz
Frank



Lockhart - FAA
Camp ee

Outside expert?

FAA - Monte

Adm. Jim Card

267-2385



2 Ships & 5 people

\$36K - C.O.B. Tues

Whiting \$10K/day

Rude \$3.8K/day

5-Staff - per diem \$1K/day

\$15K/day

NOAA responds w/ military

PHOTOCOPY
PRESERVATION

WASH DC
 7/21/84
 1:30 PM
 Will Kizer

PHOTOCOPY
 PRESERVATION

67184
 Will Kizer
 THE WHITE HOUSE
 Assistant to the President and
 Cabinet Secretary 7/21
 2- Pr Camp
 pm DOWN
 - Liesel Veit
 - NBC
 DMB
 - S-DS / TG to Kerry time out
 'Q again abt 6.45 left camp
 SOCARDES
 Heneich
 BOVAIRD
 cellphone
 - Constance
 - USAF / Lab of COM (Kamels)
 more senior
 person
 - Cataloguing
 - Surrogates
 - broader
 Seattle
 11/30 - 12/3 Daley
 but tour
 Public Evt
 - Surrogates
 Age out / issue
 Labor
 Env
 HEENREICH
 4:40

PRESS Pool / CONDOLENCE



VICE PRESIDENT'S RESIDENCE - RSVPs

Event: _____
Date: _____
NAME: _____
SSN: _____
DOB: _____
Phone: (w) _____ (h) _____
GUEST: _____ ☐ Spouse
SSN: _____
DOB: _____
Phone: (w) _____ (h) _____
Special Requests: _____

☐ ACCEPT ☐ REGRET ☐ ENTERED INTO DATABASE
Taken by: _____ Date: _____

PHOTOCOPY
PRESERVATION

9562#
2-234-5134
DOT-Notice?
Edrian
SOSNIK
Palm
Sienat
Leary
Maloney
Shesal
Nalwa 8-025 7-2100
3-808-025
5:00
8:30

THE WHITE HOUSE

Assistant to the President and
Cabinet Secretary

- 100K/day - Mobilize
- 15K/day = on-station

USS GRASP

-
-
- Penbr Demobilization cost

508-775-3215

EMK — FAX

- DOD/Rescue

→ Start

TODAY

- Timings

(9-1)
8:45
1

3/4-6290

SENSITIVE INFORMATION — DO NOT DISTRIBUTE

<u>DEPT.</u>	<u>SECRETARY</u>	<u>OFFICE</u>	<u>HOME</u>
State	Madeleine Albright	(202) 647-5291	(202) 337-2460
Treas	Lawrence Summers	(202) 622-1100	(301) 320-7460
DOD	William Cohen	(703) 692-7100	(202) 737-1507
DOJ	Janet Reno	(202) 514-2002	(202) 638-5416
DOI	Bruce Babbitt	(202) 208-7351	(202) 363-1542
USDA	Daniel Glickman	(202) 720-3631	(202) 966-5510
DOC	William M. Daley	(202) 482-2112	(202) 638-3878
DOL	Alexis Herman	(202) 693-6001	(202) 554-4509
HHS	Donna Shalala	(202) 690-7000	(202) 333-7164
HUD	Andrew Cuomo	(202) 708-0417	(703) 524-1645
DOT	Rodney Slater	(202) 366-1111	(301) 588-7660
DOE	William Richardson	(202) 586-6210	(202) 244-1314
DOEd	Richard W. Riley	(202) 401-3006	(202) 537-3083
VA	Togo D. West, Jr.	(202) 273-4804	(202) 244-4088
EPA	Carol Browner	(202) 260-4700	(301) 891-7871
OMB	Jack Lew	(202) 395-4840	(301) 424-2694
UN	Peter Burleigh (acting)	(212) 415-4402	(212) 415-4200
USTR	Charlene Barshefsky	(202) 395-6890	(202) 244-3274
ONDCP	Barry McCaffrey	(202) 395-6700	WH Signal
SBA	Aida Alvarez	(202) 205-6605	(703) 941-1176
CIA	George Tenet	(703) 482-6363	WH Signal
FEMA	James Lee Witt	(202) 646-3923	(703) 960-1280
OPM	Janice Lachance	(202) 606-1000	(703) 683-2065
USIA	Richard PennKemble	(202) 619-4742	(202) 965-0625
GSA	David Barram	(202) 501-0800	(202) 338-4553
SSA	Kenneth Apfel	(202) 358-6016	(301) 558-8907
DPC	Bruce Reed	(202) 456-5577	WH Signal
NEC	Gene Sperling	(202) 456-2807	WH Signal
NSC	Samuel Berger	(202) 456-9461	WH Signal

<u>DEPT.</u>	<u>DEPUTY SECRETARY</u>	<u>OFFICE</u>	<u>HOME</u>
State	Strobe Talbott	(202) 647-8636	(202) 462-2002
Treas	Stuart Eizenstat	(202) 622-1080	(301) 951-0665
DOD	John J. Hamre	(703) 692-7150	(703) 692-7000
DOJ	Eric Holder	(202) 514-2101	(202) 966-0729
USDA	Richard Rominger	(202) 720-6158	(202) 338-7080
DOC	Robert Mallett	(202) 482-8376	(202) 726-5969
DOL	Edward Montgomery	(202) 693-6002	(301) 879-0273
HHS	Kevin Thurm	(202) 690-6133	(202) 337-8114
HUD	Saul Ramirez	(202) 708-0123	(703) 318-7414
DOT	Mortimer L. Downey	(202) 366-2222	(703) 242-0157
DOE	T. J. Glauthier	(202) 586-5500	(703) 354-1588
DOEd	Marshal Smith	(202) 401-1000	(703) 528-6698
VA	Hershel Gober	(202) 273-4817	(703) 821-1903
EPA	Peter D. Robertson	(202) 260-4711	(703) 920-8428
OMB	Sylvia Mathews	(202) 395-4742	(202) 387-7835
ONDCP	Donald Vereen	(202) 395-6645	(202) 244-4554
SBA	Fred Hochberg	(202) 205-6605	(202) 518-7022
FEMA	Robert "Mike" Walker	(202) 646-3923	(202) 669-1270
GSA	Thurman Davis, Sr.	(202) 501-1226	(301) 460-1050
DPC	Elena Kagan	(202) 456-5584	WH Signal
NSC	Jim Steinberg	(202) 456-9491	(202) 456-9431

<u>DEPT.</u>	<u>COS</u>	<u>OFFICE</u>	<u>HOME</u>
State	Elaine Shocas	(202) 647-5548	(202) 647-1512
Treas	Sheryl Sandberg	(202) 622-1906	(202) 737-1791
DOD	Robert Tyrer	(703) 692-7100	(703) 866-9014
DOJ	Anne Harkins	(202) 514-3892	(703) 243-8549
DOI	Anne Shields	(202) 208-5043	(301) 961-0272
USDA	Greg Frazier	(202) 720-3631	(703) 543-7643
DOC	David Lane	(202) 482-4246	(202) 332-4329
DOL	Lee Satterfield	(202) 693-6001	(202) 333-7970
HHS	Mary Beth Donahue	(202) 690-7431	(202) 965-2234
HUD	Jon Cowan	(202) 708-2713	(202) 337-7106
DOT	Jerry Malone	(202) 366-1103	(301) 808-9275
DOE	J. Gary Falle	(202) 586-6210	(703) 533-8680
DOEd	Leslie Thornton	(202) 401-7773	(703) 684-9284
VA	Janice Joyner	(202) 273-4805	(703) 941-2282
EPA	D. Reid Wilson	(202) 260-4700	(301) 270-4134
CEA	Audrey Choi	(202) 395-5084	(202) 518-1137
OMB	Rob Nabors	(202) 395-5604	(703) 351-6353
UN	Bill Wood	(202) 736-7555	(202) 232-6047
USTR	Nancy LeaMond	(202) 395-6850	(301) 229-6282
ONDCP	Janet Crist	(202) 395-6732	(703) 524-1809
SBA	Mary (Kris) Swedin	(202) 205-6605	(703) 533-7699
CIA	John Nelson	(703) 482-7744	(703) 759-3212
FEMA	Jane Bullock	(202) 646-3923	(703) 860-8992
OPM	Leigh Shein	(202) 606-1000	(703) 837-8595
USIA	Joyce Kravitz	(202) 619-4742	(202) 338-4112
GSA	Martha Johnson	(202) 501-0800	(410) 280-0807
SSA	Brian Coyne	(202) 358-6013	(703) 685-7254
DPC	Paul Weinstein	(202) 456-5577	WH Signal
NEC	Jonathan Kaplan	(202) 456-5385	WH Signal
NSC	Jim Steinberg	(202) 456-9461	WH Signal
	Donald L. Kerrick	(202) 456-9471	WH Signal

<u>DEPT.</u>	<u>DEPUTY COS</u>	<u>OFFICE</u>	<u>HOME</u>
State	Suzy George	(202) 647-9574	(202) 338-3215
Treas	[Vacant]	(202) 622-6569	
DOD	Pamela Berkowsky	(703) 692-7116	(703) 549-6883
DOJ	Willy Ferrer	(202) 514-4995	(703) 534-2701
DOI	Kenneth Smith	(202) 208-4123	(703) 525-1196
USDA	Bart Chilton	(202) 720-3631	(301) 561-5574
DOC	James Doyle	(202) 482-4246	(703) 824-0997
DOL	Suzanna Valdez	(202) 693-6000	(301) 320-2920
HHS	Elizabeth Summy	(202) 690-7431	(703) 931-0512
HUD	Todd Howe	(202) 708-4093	(202) 237-0655
	Rhoda Glickman	(202) 708-2236	(202) 966-5510
DOT	Carrie Hyum	(202) 366-6800	(202) 887-8131
DOE	LeeAnn Inadomi	(202) 586-3365	(703) 522-2959
ONDCP	Walter Holton	(202) 395-6780	(703) 912-5284
CIA	Ken Levitt	(703) 482-7744	Use Office Number
FEMA	George Haddow	(202) 646-3291	(301) 270-4560
OPM	Elizabeth Harrington	(202) 606-1000	(202) 588-1502
USIA	Rick Ruth	(202) 619-4742	(703) 237-5417
GSA	Eric Dodds	(202) 501-1104	(202) 466-5861
NEC	Brian Barreto	(202) 456-5807	WH Signal

Operations Centers

WH Signal	(202) 757-5000	DOT/FAA	(202) 367-3333
State	(202) 647-1512	VA	(202) 273-5510/5511
Treas	(202) 622-2910	UN	(212) 415-4444/4024
DOD	(703) 697-8151	FEMA	(800) 643-7084, (202) 898-6100
DOC	(202) 482-4128	USIA	(202) 619-5195, (202) 619-4792
DOE	(202) 586-8100	GSA	(202) 501-0800
DOT/USCG	(202) 267-2100	NTSB/OPS	(202) 314-6290

FAA Radar Tracks 1800-1100
 1700 A/P/L
 450 nose du
 - last, five minutes straight
 - Velocity
 alt.
 direction
 @ high rate
 & speed
 - Fragmentation
 - 60 mph

~~703
522
517~~

508-775-0664
 Gerry Cavanaugh

- NOT ARLINGTON
- St. Thor. Moore - Manhattan
- Brookline - Family Plot
 - Bessette - CT
 - Call three?
- Thurs/Fri

NTSB/

SOSNICK

- (1) Cont. to prosecute
- (2) Cards of bodies
- (3) GRASP

Spence Class

3:00
3:30

destroyer - Molting

Advance
 Tracy Spicer
 212-790-0501
 0523
 Ranny Cooper
 Chris Doherty
 Mag-S
 67560
 St. Thos. Moore Cr
 80th betw Mod and Park

- Aegis Destroyer
 USS Laboon
 Cath priest here
 USN Chaplain

- Woods Hole
 - HX6
 - Small Boat
 - 30-40

JFK Exec.
 off Cape Cod
 Coast
 - Flyover
 - Silence

Tyler Courage

7:00

- PLUS-15
 - w/o Whites etc.
 USS Briscoe
 Sarnia Class

3 vert's
 - 2 intact
 - EMK en route
 1345
 - Dive team
 ① 40 minutes
 - Notifying Freemans
 - Transport to
 Grubbs Hole

- Betan 12-1
 7/20
 3:00

- Wray rpt

- Found new

- Agn 315-330

Robert PEARCE

- St Law req'r autopsy

USCG - Do w/ caters
 w/ nrt-of-kin

110' Cutter
 - Not Helo

NOTA -

Jake is in
Joe's office

6-26-73

I'd like to update you!

ON PONS REMARKS:

"If anyone thinks search decision
was wrong, don't blame USCG,
blame me."

Criteria
Precedt
Cost

Overall Costs

Time is
Searching for the
better

Matrix

[Diver/Surface/Air
SAFETY

NEXT CALL
1:30//2:00

- seats
- invites } traffic
mags

- Card
- had - deland
- fed x'd

- 1 1/2 hrs
- Fam. lunch

7:00 Mtg

9:00 Mtg w/ EMK

- 4-6 days

- End of Week

Bob Tyer

703-692-7100

Sean Maloney

62702

I told Sec. Wom
you would call
him right back
through HUD OPS

708-2713

- 10³⁰/Divers

- Remaining bodies are
priority

- Admin Card: Briscoe

If appropriate —
GORES 10³⁰

Jim P.

6-2987

Monte Belger
FAA

Ted Lipackowitz

① Have Doug
Band call
Kennedy Cent
Adv.

② Tyler
- Wedsp -
- Q&A/200

Cavanaugh

Adm. Fargo

7/21

THE WHITE HOUSE

Assistant to the President and
Cabinet Secretary

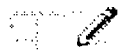
Kennedy ADV

Chris Doherty

212-790-0501

(375)

07/21/99



Anne W. Bovaird
07/21/99 10:31:00 AM

Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP, Kris M Balderston/WHO/EOP@EOP, Richard L. Siewert/WHO/EOP@EOP

cc:

Subject: More press leaks: One of the ROV drivers, Will Sellers, just called into CNN.



7/20
4:00

- New lat/long for Navy Supr-Salv to look at.
- More accurate splash point
 - Began at 2:00
 - Willow ID'd obj looking like airplane
 - Grasp reported
 - nav error/charts
 - handheld sonar
 - Highly likely

- state police
leaks

Contg coll. at radar

- 5600' to 1100' — airplane perf.
- Contd routine

Recovery options

- w/ NTSB

Ships cont. active search

- Monday = 10 targets
- Disc'd 3 of 5

Restricted area — Exptl?

- Security zone — NSC only
 - Safety zone
- } Det'd reasbl = one mile

(*) → S/R: Exit strategy → I.D. high exp. area w/ matrix

- Bounty Hunters

THE WHITE HOUSE
WASHINGTON

Tracked where/what

- more narrowed area
- Supurr Salv — Found target
in locath
- In exp, looks
like fuselage
- Cavanaugh

- Airplanes / ready for
COVER

7/19
C/C @ 415

NTSB

Pearce RUDE Target ① Buoy Drop LOST

② - Dive aborted (rough seas)

Possible voice recorder equipped

- If used - checking custody & privacy

Records - ① Maintenance

② Pilot records

FOIA-able after investigation
- in public docket

FAA / B.Globe RPT

Family notification

Wreck in hanger - Pers. Belongings to M.E. then to families

Briefings - How many & when // Siewert: 2x = a.m. & p.m.

Interviews - Rather - CBS
a.m. shows

Navy Sup Salv

- Search grid - Quickly laid out
- Takes one week to ten days
- ROV - w/ camera capability

- 150K - Naval

- TWA 800 - \$18M billed

BRFG // lab

- DOT / continue? - ~~cover alert~~ July // vs report
- NTSB // stop now, at what do
- Cuomo - Toxicology (?)
- pro vs. public \$
- 3-secs
- porous

- ~~EMK~~
- ~~NOT~~ Art. Car
- ~~Burial~~ location changed
three times today
- ~~shifting to Friday~~

7/19
5:15

We are all filled

with unquenchable sorrow @ loss.

Com, brother, son,

son of a 2nd son

when he was young, at God

esp when brought early into our
lives

Expected you ~~was~~ ♀

only son of the - God.

pray at.



Erica S. Lepping
07/19/99 11:03:36 AM

Record Type: Record

To: See the distribution list at the bottom of this message
cc: Paul K. Engskov/WHO/EOP@EOP
Subject: POTUS press conference briefing manifest

3:05 p.m.

Foreign Issues (15 min.):

Richetti
Berger
Sosnick
Lockhart

3:20 p.m.

Domestic Issues (Kennedy, Tax Cuts -- 10 min.):

Richetti
Echaveste
Sosnick
Marshall
Sperling
Johnson
Lockhart

3:30 p.m.

Q&A (5 min.)

all

Thanks - you should have received a hard copy of domestic guidance.

Message Sent To: _____



Erica S. Lepping
07/19/99 12:40:29 PM

Record Type: Record

To: See the distribution list at the bottom of this message

cc:

Subject: NOTE

since Sarajevo has NOT yet been announced, please disregard information on the trip and conference in today's press guidance...thanks

Message Sent To:

Anne W. Bovaird/WHO/EOP@EOP
Patrick M. Dorton/OPD/EOP@EOP
Stephanie A. Cutter/WHO/EOP@EOP
Michele Ballantyne/WHO/EOP@EOP
Justin L. Coleman/WHO/EOP@EOP
Joel Johnson/WHO/EOP@EOP
Thurgood Marshall Jr/WHO/EOP@EOP
Courtney M. Manning/WHO/EOP@EOP
Audrey Choi/CEA/EOP@EOP
Melissa M. Murray/WHO/EOP@EOP
Sara M. Latham/WHO/EOP@EOP
Brenda B. Costello/WHO/EOP@EOP
Thomas D. Janenda/WHO/EOP@EOP
Lynn G. Cutler/WHO/EOP@EOP
Fred DuVal/WHO/EOP@EOP
Jim Kohlenberger/OVP@OVP
Neal Lane/OSTP/EOP@EOP
Joshua S. Gottheimer/WHO/EOP@EOP
Marsha E. Berry/WHO/EOP@EOP
Aprill N. Springfield/WHO/EOP@EOP
Mckenzie K. Davis/WHO/EOP@EOP
Ann C. Hertelendy/WHO/EOP@EOP
Rebecca L. Walldorff/WHO/EOP@EOP
Dominique L. Cano/WHO/EOP@EOP
Leslie Bernstein/WHO/EOP@EOP
Mindy E. Myers/WHO/EOP@EOP
Maria E. Soto/WHO/EOP@EOP
Clay Reed/WHO/EOP@EOP
Jocelyn A. Bucaro/WHO/EOP@EOP
Cathy R. Mays/OPD/EOP@EOP
Melissa G. Green/OPD/EOP@EOP

CHINA

Did President Jiang threaten to use military force to resolve the Taiwan issue during your call?

Called Jiang to express my concern about developments in cross-Strait situation, to urge that the door to cross-Strait dialogue remain open, and to affirm America's long-standing "one China" policy.

Jiang assured me that the PRC's fundamental approach to resolving the Taiwan question remains peaceful reunification.

Refusal to renounce the use of force is part of PRC's long-standing position.

That hasn't changed, and the PRC has made that clear.

My message to Jiang was that deterioration of the atmosphere in the Strait serves no one's interest.

We will continue discussions with Taipei and Beijing over the coming week to urge that next round of dialogue be scheduled. Direct discussion between Taipei and Beijing is the key to resolving issues between them.

MEPP

Do you agree with PM Barak that goal of comprehensive peace is achievable within the next 15 months?

Clearly, PM wants to move expeditiously on the path to peace. He has set out an ambitious, courageous agenda. Believe that is the right way to go. Too much time has been wasted and too much is at stake.

Israelis, Palestinians, Syrians and Lebanese all share this sense of urgency.

It is time to put an end to a century of conflict and begin a new era.

What comes next?

Israel and its Arab neighbors now need to deal with each other and decide whether they are prepared to make the hard compromises for peace.

U.S. will play its role of doing all it can to facilitate the peace process. Expect Secretary of State to be traveling to the region some time soon.

What is the significance of the Joint Communiqué and of the new strategic planning group you have established?

PM and I agreed on need to strengthen our bilateral ties, and in particular to deepen our cooperation in the strategic area. That means providing Israel with the tools it needs to defend and deter potential attacks and coordinating our responses to the growing threat of terrorism, ballistic missiles and WMD.

The communique lays out a series of steps we will take to that end, including creation of a high-level group that will report directly to the Prime Minister and to me.

Does this mean that US and Israel have now agreed on details of how to approach peace process? Does US endorse Israeli position on Wye, Jerusalem, etc.?

What this means is that U.S. and Israel share a joint commitment to pursue and achieve a comprehensive peace agreement. This is a shared strategic goal.

Israel will be at the negotiating table with its Arab neighbors and, together, they will need to reach understandings on the many difficult issues they will face.

As they do so, the U.S. will continue to play a central role, working with Israel, the Palestinians and its other Arab friends to promote the peace process and providing Israel with the security assistance it needs to take risks for peace.

How much more assistance have you committed to Israel?

What we have done is agree to restructure our bilateral assistance to make it more responsive to Israel's security needs and to reflect Israel's growing economic strength and integration into the world economy.

Specifically, and subject to Congressional approval, we will increase the defense component as we decrease the economic component.

The U.S. also will provide funding for Israel's acquisition of a Third Arrow Battery, which help protect the Israeli people from ballistic missile attacks.

The Prime Minister has laid out an ambitious, courageous plan to achieve a comprehensive peace. As Israel takes these risks, I believe it is essential that we stand by her and help minimize those risks.

Did the Prime Minister ask you to convey any message to Asad? Are you planning to see Asad soon?

Prime Minister and I discussed the Syrian track fully and what needs to be done. I spoke to President Asad not long ago and I look forward to being in touch with him again some time soon.

Beyond that, think it best not to get into details of what or will not happen.

Based on your meetings, do you believe Barak will implement Wye?

Think Barak made clear his commitment to live by all of Israel's agreements, including Wye.

He has some ideas he wants to discuss directly with Chairman Arafat, as his partner in the peace process. As you know, he called him on Friday to discuss this and propose that they get together. He also made clear that Wye would not be modified in any way without the Chairman's agreement.

That is precisely the way to get this process moving – through direct contact

between partners who treat each other with respect.

The First Lady has written that she believes Jerusalem should be the eternal, undivided capital of Israel. In fact, those were your views as a candidate. What is your view today?

The First Lady expressed her personal views which she has an obligation to share with the people of New York.

The Administration's views on Jerusalem have not changed. Israel and the Palestinians have agreed that Jerusalem would be one of the issues covered in the permanent status negotiations. These issues need to be dealt with and resolved by the parties themselves in those negotiations, without prejudgment by the US or any other third party.

What does the U.S. consider to be Jerusalem's capital?

Israel regards Jerusalem as its capital.

The question of Jerusalem is to be covered in permanent status negotiations.

Did the Prime Minister ask you to move the embassy to Jerusalem?

I believe he made clear his desire to see all embassies move to Jerusalem.

At the same time, he stated that he wanted the peace process to move to the point where the question would become irrelevant.

On this point, we clearly agree: our focus at this time should be on moving the peace process forward.

In your recent press conference, you said you would like to see Palestinians able to live where they wanted. Barak explicitly rebuked you. What is your view?

As I have since made clear, the issue of Palestinian refugees, like all permanent status issues, must be dealt with and resolved by the parties themselves.

That means there should be no prejudgment by any outside party.

Did Pollard come up?

The PM did raise his concerns about this issue.

As you know, I ~~have~~ asked for a review. I have not received a report nor ~~It is~~

~~still on going. I have not~~ made a decision.

THE WHITE HOUSE

Assistant to the President and
Cabinet Secretary

12³⁰ - Loy/Larrabee

7/19

Thygesen -
Quano
- etc

May want
to ask:

Anything
you need
to know
for press
conference

PHOTOCOPY
PRESERVATION

Mania says Jeff Shesol
(speechwriting) should be
on the call tonight
at 7pm.

265-2012 (h)

Defense Cables
703-692-7000

Brian O'Connor
K-spokesman

ME
~~TM~~
Spart
Pel
Sosnik
Shesol

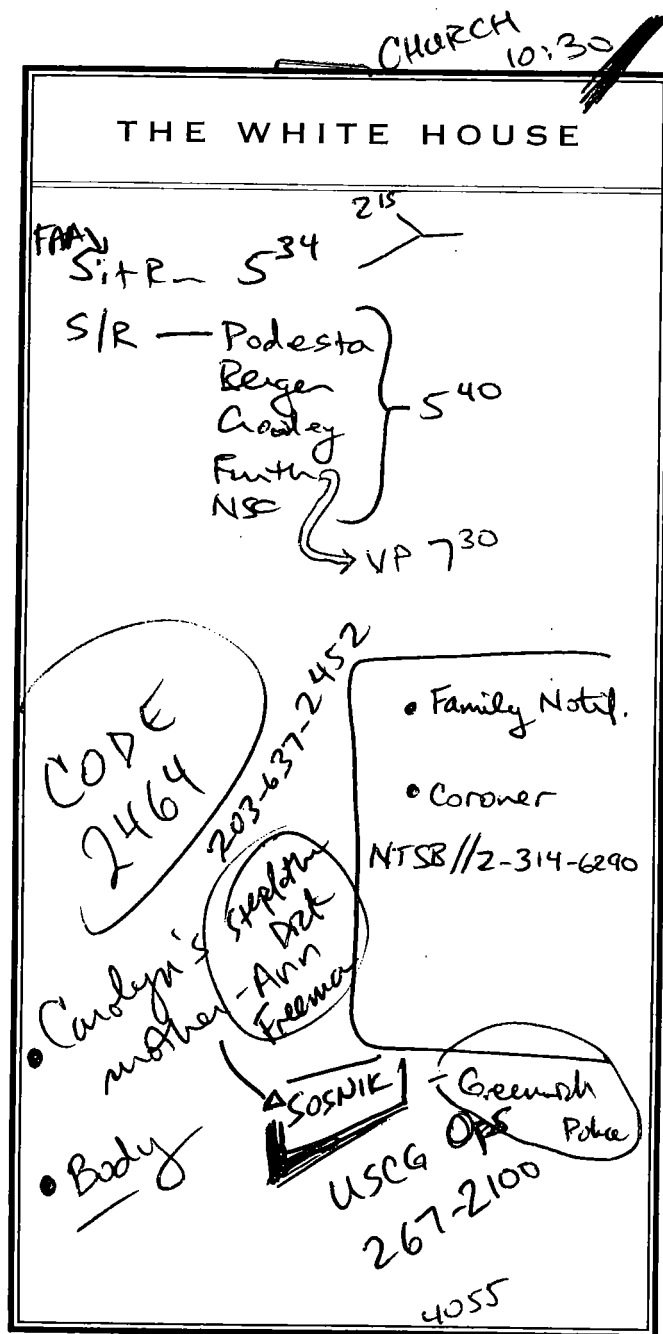
→ Maloney
Leavy

DOT - FAA // 7:00
D&D

Ⓢ Camp David - SIGNAL

POTUS / Canabbee
call sheet

PHOTOCOPY
PRESERVATION



TUMULTY - 861-3-951-5122

POTUS

CONF CALL

1449 EDT

Family Notif's

- USCG
- Cuomo
- Freeman/mother
- Bessette
- NTSB - Family Asst Team

SAR Mission Control

- S/R Op.
- Info Ctr

DOD - USAF - Initial

- USN / Divers & Salvage
- Grasp

DOC - NOAA Atmospheric Admin

- Water currents, water
- Rude - SONAR

1522-25
(Camp David departure)

PHOTOCOPY PRESERVATION

Dan Klaidman
Newsweek

202-626-2026

3 yrs/TWA

338-1354

Take 65316

(715)

hard to not be
misled of the
hist. impact
- knew 3 yrs
before

- Reduced - surface only
- Work with based assets
work best at night
- Resume in a.m. // 6:00 sunrise
- NTSB - Genly w/ certainty of crash

Lany King 900

Nets 8-9

7/18
7:00

Loy/Larrabee
Slater/Dawny/Melne
Gawney/Marty
Siént/Palm/Leavy

Loy - Calls to Ann Freeman

MA Police, etc - Jt Info Ctr // MA Police

Soswsk - Talk to MA Police before 8:00

USN Grasp - Search & Salvage

- Nothing fr RUDE

- USCG Cont's

- 1200 sq mi area // GeB water
- Focus - 17 mi W of M.V.
- NOAA = Tidal & current
- 5000' X 1200 sq mi

- USCG Surface

- Buoy tender / Platform

- SAR mission coordr

- NTSB - Hall - Press Conference @ 4:00

- Bob Pierce = Inv-In-Charge

- Family Asst Team arrives @ 1:00

SLATER @
POTUS Arrive

617-223-8555

1230

Interviews start @ 8:00

NTSB @ 4:00 w/ Larrabee

Brlg - USCG @ 1:00 (midnight)

T/C 3:30
#2956

Stoby 2:30

POTUS 8⁴⁵ Berger briefing
9⁰⁰ T/C - China

* Pre 4:00 conf
Post 4:00 conf

DOD - Roark

Wm Bessette

914-761-7837

left voice mail

3:30
↓
3:00

125 ~~Learn~~ -

(9:00) ①

- Admin ^{Larrabee} Rick Larrabee - Coord [617-223-8555]

- Possible contact w/ ATC in FOWAC ~~12:15~~
to M. Vinyard (3/4 hrs ago)

- Chum

• 0215 - TIC to M.V. / Ratowall
FAA Lead

Phac Padden
DOD - USAF SR
USCG - Larkie

How long?

0330 - USAF // SAR with coordinator

0828 - AIRCC - USCG/ops

HVRS / L.I. Sound

USAF / So L.I. // CIBO

- C. Air Padden

① { - 2038 whir up - Caldwell NJ

2139 last contact - appeared final

4500/min
rec. 500/min

- No flight plan - M. Mole Gr cabin rpts

- No Cert'd Instr. likely ^{now wrong} Post injury
Cast?
Major

- AF/Langley

- INFO

- Langley

- No Kennedy press

- Wedding postponed

- Marine - FAA FAX

↳ Carlisle dep Caldwell NJ

- premed JFKs

- FAA fit ID by Langley

- Carl. departure

- auto. begin search

- Carl. wife + son-in-law

MSNBC

- Flying Visual fit

- injury

⊗ Notes fr. Andrew

11:00

ELT
↳ Emergency locator

BILL SCHULTZ
2-267-3333
FAA Ops

USAF + DoD/Pace

7-692-7000
Cables

^{Commerce}
I talked to Elleo
Bloom re: clearing
info. She is passing
message.
— Lew

Jerry Malane
366-2222
—

- Adm Quigley

- LtCI ^{Steve} Roark //

- 15 aircraft (CAP wings)

- close to land

- 2 HH60 Rescue wing helos

- HC-130 - Cic & Seach

- 2 USCG boats

Log-OpEd
(summer '88)

- Jim Carol
USCG

Adm Quigley
Adm Johnson

Lt. Craig Tainth

1:30/DOF
⑧ - RADAR - Last 17 mi west of MV }
1.8' @ 9:40 pm } RADAR
(too low?)
- Backing up on tracks

- Sequence by minute
to 9:40
- Then local terrain

- NTSB - Awd M.V. tapes & NT tapes

- USCG Dist. 1 - USCG w/ Cmd Lead

↳ Woods Hole re Lauren Bessette luggage
- Carlin luggage // off Gay Head

12⁴⁵ - USCG
now SAR cdr

- Assets - ¹⁰⁰Lucas

Areas

- Beacon

- Manifest

Moline
FAA

471 - MV
411 - M. Hawk } CBS 10:30

7-2104 #2464

Last pt cut-off 21 mi West N.H. let
2.6 Angels

- M.V. - closed @ 10:00

Ops Dir Kees K expedited

TWA 3d Annis

Allen Johnson

FAA

DOT

Cuono

Garvey - Last pt cut-off - ¹⁰⁰Lucas 
- out of Boston

- No comm. w/ M.V. tower (FAA - Monty Belger)

- 15 mi west

(1) MV to BIKIR
So Sh. L.I. / 6:30
CO HU - L.I. 2

(2) Surface

(3) 125 Beacon H

- Cd search for
days (4)
- Sonar //

- USCG / SMC

D

July 17, 1999

**TELEPHONE CALL TO THE MOTHER OF CAROLINE BESSETTE KENNEDY
AND LAUREN BESSETTE**

TO: Anne Freeman (mother) and Dr. Dick Freeman (stepfather)

DATE: July 17, 1999

RECOMMENDED BY: Thurgood Marshall, Jr.

PURPOSE:

To ~~talk with~~ ^{express your concern to} the mother of Caroline Besette Kennedy and Lauren Besette ^{on an} due to the reported missing airplane ^{on which Caroline was piloted by} her husband, John F. Kennedy, Jr., were flying from New Jersey to Martha's Vineyard ^{Massachusetts.}

BACKGROUND:

At approximately 5:34 a.m. the White House Situation Room received a call from the FAA Operation's Center to notify the White House that the plane piloted by John F. Kennedy Jr., with his wife, Caroline Besette Kennedy, and his sister-in-law Lauren Besette on board, was reported missing.

Since the aircraft was reported missing, and a preliminary survey of surrounding airports failed to show that the airplane had landed, the Air Force Rescue Coordination Center in Langley, Virginia, began a search and rescue operation early this morning. The US Coast Guard, FAA, and NTSB all have been involved in the search for the missing airplane. The search and rescue efforts continue throughout the evening although the air search portion will be scaled back to fewer aircraft until the morning.

Throughout the evening, NOAA will launch an underwater search aircraft called the RUDE to scan the bottom of the search area where debris has been spotted. The debris recovered thus far includes a piece of luggage with a nametag bearing Lauren Besette's name. Additionally, a tire, seat cushion, and other pieces of debris have been recovered but have not been identified as belonging to the missing aircraft.

John, Caroline, and Lauren were en route to Martha's Vineyard to attend the wedding of Rory Kennedy. The wedding has been postponed. Church services will be held tomorrow morning at 10:30 a.m.

CONTACT PERSON AND Anne Freeman (mother) and Dr. Dick Freeman (stepfather)
TELEPHONE NUMBERS: 203- 637-2452

DATE OF SUBMISSION: July 17, 1999

ACTION:

First District

Rear Admiral Richard M. Larrabee III



Commander, First Coast Guard District

and Commander, Maritime Defense Command One

Rear Admiral Richard M. Larrabee oversees the Coast Guard missions of search and rescue, law enforcement, commercial vessel certification and safety, and marine pollution response from Eastport, Maine to just south of the Shrewsbury River in New Jersey. He is also Commander, U.S. Navy Maritime Defense Command One, with responsibility for the security of all First District ports and harbors, and the corresponding coastline out to 200 miles. He also serves as the Department of Transportation Regional Emergency Transportation Coordinator for Regions 1 and 2.



Rear Admiral Larrabee comes to the First Coast Guard District after serving as Director of Reserve and Training at Coast Guard Headquarters in Washington, D.C. A 1967 graduate of the U.S. Coast Guard Academy, his initial assignment was as Operations Officer on board the high-endurance cutter Casco, based in Boston.

In 1969, Rear Admiral Larrabee served as Commanding Officer on board the cutter Cape Hatteras in Santa Barbara, Calif. During the next two years he was assigned as aide to the Eleventh District Commander and as the District Public Affairs Officer in Long Beach, Calif. After completing a two-year masters degree program in Ocean Engineering at the University of Rhode Island, he was assigned to the Office of Research and Development at Coast Guard Headquarters at which time he became involved with the development of oil and hazardous chemical spill response equipment.

In 1978, Rear Admiral Larrabee was transferred to Marine Safety Office, Hampton Roads, in Norfolk, Va. From 1983 to 1986, he served as Commanding Officer of Marine Safety Office Detroit, Mich. Returning to Coast Guard Headquarters in 1986, Rear Admiral Larrabee served as Assistant Chief Port Safety and Security Division. Remaining at Coast Guard Headquarters, Rear Admiral Larrabee next assumed the duties of Chief of the Marine Environment Response Division for two years. In this capacity he also served as Vice Chairman of the National Response Team.

In 1990, Rear Admiral Larrabee assumed the duties of Group Commander and COTP New York. From Governors Island, Rear Admiral Larrabee returned, after 26 years, to New London, Conn., where he served as Assistant Superintendent of the U.S. Coast Guard Academy for 16 months.

Rear Admiral Larrabee's personal awards include three Legions of Merit, two Meritorious Service Medals, the Coast Guard Commendation Medal, and two Coast Guard Achievement Medals.

Rear Admiral Larrabee is married to the former Pamela Gnazzo of Farmington, Conn., who is an attorney, formerly with the Department of Justice. Their daughter, Jennifer, a graduate of Columbia University and Brooklyn Law School, is currently practicing law in New York City.

News	Photos	Links	First Word	Home	Missions
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- Believe w/ 12 mile limit (C.I.) to S.D.M.A.M.E.
- Do not think about it later/autopsy - Not
mutilated kid highly rec'd
- w/ FAA R+H

~~HALL & GOELZ~~

- Fair aware of
procedures

NTSB OPS
314-6290



Sean P. O'Shea

07/17/99 04:02:54 PM



Record Type: Record

To:

cc:

Subject: White House Notification Chronology of Missing Aircraft

The following is the timeline by which White House officials were notified:

- DOT/FAA is working on timeline of efforts occurring between the hours of 2:00-5:00 a.m. It is reported that airports were being checked during that time to see if the airplane had landed at an alternative site. Their information will be an overlay to this timeline which will outline deployments and other search efforts.
- At 5:34 a.m. FAA Operations Center notifies White House Situation Room.
- At approximately 5:40 a.m. White House Situation Room begins chain of calls to notify: Podesta, Berger, Crowley, NSC Press, NSC Executive Secretary, Leon Feurth, the Vice President (who was notified at a later time per Leon Feurth's recommendation).
- At approximately 5:45 a.m. Podesta notifies Thurgood Marshall after which time Marshall joined ongoing conference calls with DOT, FAA, and USCG.
- Maria Echaveste was notified soon thereafter.
- At 7:30 a.m. the Vice President was notified and briefed.
- Search and rescue effort timeline to follow from DOT, FAA, and USCG.

EPe16.

- P → // DOD?
plane for Caroline

- Brent Erb // USCG



Sean P. O'Shea

07/20/99 04:45:16 PM



Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP
cc: anne w. bovaird/who/eop@eop, Kris M Balderston/WHO/EOP@EOP
bcc:
Subject: Re: KENNEDY - Contact Lists 

from what I recall:

DOT
Sec Slater
Dep Sec Downey
Jerry Malone
Jane Garvey - FAA

NTSB
Chairman Hall
Mr. Pearce
Jerry Goelz

USCG
Adm Larrabee
Adm Loy
The men and women who risked their lives (to be provided by USCG)

Misc:
Bill Schultz
Thurgood
Siewert
Sec Cuomo
Jerry Kavanaugh
Defense/Navy personnel?
Civil Air Patrol and other volunteers (if we are going to do letters which I am sure we will not, so maybe just to the National Commander)

Thurgood Marshall Jr

Thurgood Marshall Jr

07/20/99 03:39:32 PM

Record Type: Record

To: Sean P. O'Shea/WHO/EOP@EOP, Anne W. Bovaird/WHO/EOP@EOP

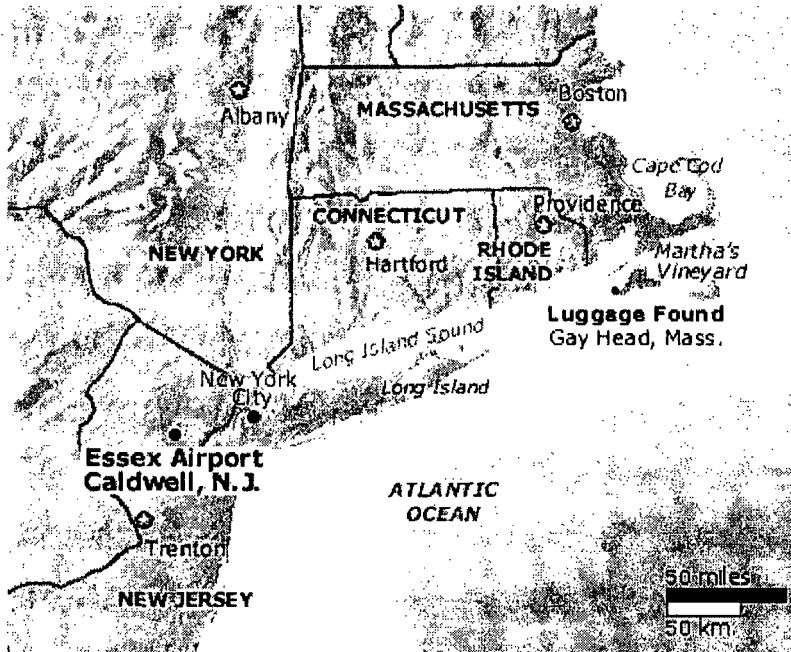
cc: Kris M Balderston/WHO/EOP

Subject: KENNEDY - Contact Lists

Sean & Anne, we should try to pull together a list of those involved -- not just for the thank-you ltrs that will come later, as we discussed yesterday, but also so we have a working list. Sean, can you check your notes and get that to us on e-mail? Anne and I can amend your list -- any names, agency info and numbers.

JULY 17, 10:17 EDT

Map of Area Being Searched



• Plane Debris Found on Mass. Beach

• Search for Kennedy Plane Narrowed

• Map of Area Being Searched

• JFK Jr.'s Plane Known As Safe

• Facts About JFK Jr.'s Plane

• Wedding Postponed, Kennedys Pray

• Americans Somber Over Kennedy News

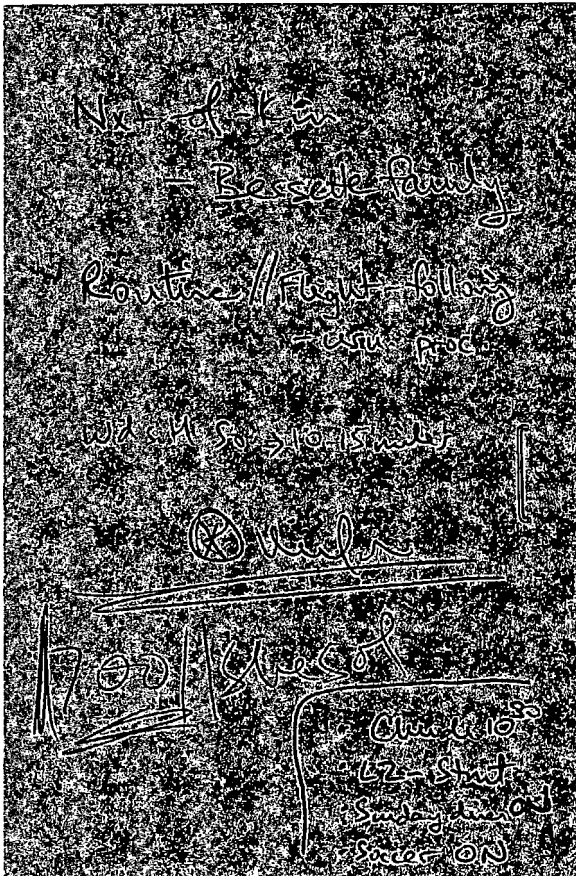
• Crashes That Claimed the Prominent

MULTIMEDIA

• Kennedy Photo Gallery

BACKGROUND

• The 'Heir to Camelot' Is Missing



Thurgood Marshall Jr

07/17/99 04:23:16 PM

Record Type: Record

To: Richard L. Siewert/WHO/EOP@EOP
cc: Douglas B. Sosnik/WHO/EOP@EOP
Subject: White House Notification Chronolgy of Missing Aircraft

----- Forwarded by Thurgood Marshall Jr/WHO/EOP on 07/17/99 04:22 PM -----



Sean P. O'Shea

07/17/99 03:58:02 PM



Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP
cc:
bcc:
Subject: White House Notification Chronolgy of Missing Aircraft

The following is the timeline by which White House officials were notified:

- ***DOT/FAA is working on timeline of efforts occuring between the hours of 2:00-5:00 a.m. It is reported that airports were being checked during that time to see if the airplane had landed at an alternative site. Their information will be an overaly to this timeline which will outline deployments and other search efforts.***
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- At approximately 5:40 a.m. White House Situation Room begins chain of calls to notify: Podesta, Berger, Crowley, NSC Press, NSC Executive Secretary, Leon Feurth, the Vice President (who was notified at a later time per Leon Feurth's recommendation).
- At approximately 5:45-6:00 a.m. Podesta notifies Maria Echaveste and Thurgood Marshall after which time Marshall joined ongoing conference calls with DOT, FAA, and USCG. Subsequent conference calls occured through the day.
- At 7:30 a.m. the Vice President was notified and briefed.
- Search and rescue effort timeline to follow from DOT, FAA and USCG.



JULY 17, 16:31 EDT

Clinton Shows Concern for Kennedys

WASHINGTON (AP) — President Clinton reached out to members of the Kennedy family Saturday to express concern over the disappearance of a plane carrying John F. Kennedy Jr., son of the nation's 35th president.

“He wanted to let them know he was thinking about them, that we'll do everything we can and that our thoughts and prayers are with them,” said White House press secretary Joe Lockhart.

Clinton, who is spending the weekend at Camp David in western Maryland, was informed of the plane's disappearance shortly after 7 a.m. by John Podesta, his chief of staff, Lockhart said. Also on board the aircraft was Kennedy's wife, Carolyn Bessette Kennedy, and her sister, Lauren Bessette.



President Clinton with JFK Jr. and Sen Edward Kennedy in 1993.
AP/Stephen Savoia
[20K]

Lockhart said that after being told of the plane's disappearance, Clinton spoke by telephone with Caroline Kennedy Schlossberg, John Kennedy's sister; with Sen. Edward M. Kennedy, his uncle; and with Transportation Secretary Andrew Cuomo who is married to Kerry Kennedy, daughter of the late Sen. Robert F. Kennedy, D-N.Y.

“He is being kept fully informed of the ongoing search efforts, which are being coordinated by the Department of Transportation, the Coast Guard, the Federal Aviation Administration and the Department of Defense,” Lockhart said in a statement.

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(Tuesday)

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(Friday)

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Sections

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THE KENNEDY PLANE CRASH

Second-guessing along the flight route

By Stephen Kurkjian and Matthew Brelis, Globe Staff, 07/19/99

Just after dusk on Friday, John F. Kennedy Jr., hobbled by a broken foot, limped to the flight line of a small airport in Fairfield, N.J., to inspect his Piper Saratoga HP plane.

Satisfied with the plane's condition, Kennedy eased himself into the left pilot's seat and prepared for the routine 125-mile flight to Martha's Vineyard. His wife, Carolyn Bessette Kennedy, and her older sister, Lauren Bessette, climbed aboard the six-seat plane.

The engine turned. The instruments came to life. Within minutes, the powerful single-engine plane roared down Runway 22 and climbed into the hazy evening sky.

No one has seen it since.

Although his trip to Massachusetts was routine, the series of decisions Kennedy made that night - flying a complex aircraft without a flight plan, choosing not to have his flight instructor accompany him in marginal weather conditions, and piloting an airplane with a foot injury - have grown in significance against the backdrop of what last night became a search and recovery operation underway just off Aquinnah, Mass.

The Piper Saratoga vanished from radar screens after a rapid descent at 9:38 p.m. Friday, about an hour into the flight and about 17 miles from Martha's Vineyard airport. Yesterday, searchers recovered bits of the aircraft's fuselage and interior; on Saturday, they found a wheel strut and a piece of canvas luggage with one of Lauren Bissette's business cards attached.

While Kennedy had not mastered all the plane's equipment, officials hope he was familiar with at least one: the voice recording equipment that had been installed in the Saratoga by its first owner in 1997.

"It was an easy on-off switch," said Munir Hussein, its second owner, who sold the plane to Kennedy through a broker in April for \$300,000. "I used it several times and it worked perfectly."

Investigators say the recorder, which captures the words of a pilot uttered both on the radio and within the cockpit, can shed light on what could have caused the plane to dive 700 feet in 29 seconds and apparently plunge into the Atlantic Ocean just off Aquinnah, known as

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apparently plunge into the Atlantic Ocean just off Aquinnah, known as Gay Head.

The details of what happened in the hour before Kennedy's plane disappeared may not be known until - or unless - it is recovered.

But investigators do know the flight seemed routine until the end, according to the review of radar tapes from a half-dozen Federal Aviation Administration facilities along the south coast of New England.

Kennedy had intended to make a daytime flight Friday, but was delayed when his sister-in-law couldn't leave work early enough, and he hit traffic coming out of New York, the Associated Press quoted a friend as saying. But family friends told the Globe last night that they believed Kennedy had planned to leave when he did.

After takeoff, Kennedy cruised eastward, flying at 5,600 feet, a standard altitude for a plane flying east under visual flight rules, procedures that govern pilots who are qualified only to fly by what they can see.

As he flew through gathering darkness, only a few stars emerged through the haze, and a slim crescent moon glowed.

Two other pilots familiar with Kennedy's experience - fewer than 100 hours of time alone - wondered as his plane lifted off. They knew that Kennedy was learning to fly the Saratoga by instruments alone, but that he wasn't yet qualified to do it on a solo flight.

In fact, Kennedy told a business associate in Canada last Monday that for the time being, he'd rather fly with a copilot because his broken foot made it difficult for him to operate pedals controlling the rudder.

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Radar stations along the southern New England coast tracked the plane. But because Kennedy did not file an official flight plan, and had no contact with controllers after leaving New Jersey, no one knew his precise route - or that he was piloting.

Warren Morningstar, a private pilot and spokesman for the Aircraft Owners and Pilots Association, said it was not unusual for a pilot to fly without filing a plan.

Still, Morningstar said, "a flight plan is really an insurance policy, not an air traffic control document."

"Would a VFR flight plan have started search and rescue earlier?" he said. "Yes, it probably would have."

But for most of Kennedy's flight, everything went smoothly.

Kennedy cruised east flying at 5,600 - a standard altitude for a plane flying east under visual flight rules.

At 9:39, nearly an hour after it had taken off from New Jersey, Kennedy's plane was about 10 minutes away from the Martha's Vineyard airport when it began a sudden and steady descent. Over the next 29 seconds, the plane dropped 700 feet.

It then disappeared from radar screens.

Investigators said yesterday that the air controllers at the Martha's Vineyard airport did not realize that Kennedy's plane was overdue until sometime Saturday morning.

The controller at Martha's Vineyard airport was scheduled to leave at 10 p.m. Friday, and the airport's runway lights were dimmed. To brighten them, an approaching pilot must tune his or her radio to the tower frequency and click the microphone five times in five seconds, or seven times in seven seconds to reach their maximum wattage.

Until the plane's sudden drop, the radar tapes from the FAA facility used to guide planes in and out of T. F. Green Airport airspace in Rhode Island indicated a normal flight.

"We had a plot on him, we were able to determine which plane was his and he was flying at 5,600 feet," said Howard Barte, the controller's union local president in Rhode Island.

"He came within 17 miles west of Martha's Vineyard, and then in the last few minutes he seemed to descend rather steeply for that airplane. The last hit was at 1,800 feet and then we lost contact.

"It was just over the last couple of minutes of the flight that this happened," Barte said. "Maybe in five more minutes he would have contacted the Martha's Vineyard tower and begun his descent, but this rate of descent was not normal.

"When you see something like this, you have to ask: Was there something wrong with the plane, or with the pilot? Because that is all there is."

Tatsha Robertson, Anne Kornblut, and Tom Coakley of the Globe Staff contributed to this report.

This story ran on page A01 of the Boston Globe on 07/19/99.
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MAWALDMAN@aol.com

07/17/99 01:01:00 PM

Record Type: Record

To: Jeffrey A. Shesol@eop, Joshua S. Gottheimer@eop, Michael Waldman@eop

cc:

Subject: please circulate asap -- esp to maria, who may read it to the p

Draft 7/17/99 1pm -- FOR 4PM STATEMENT
Waldman/Shesol

PRESIDENT WILLIAM J. CLINTON
STATEMENT ON JOHN F. KENNEDY, JR.
CAMP DAVID, MD
July 17, 1999

Hillary and I are deeply concerned about the disappearance of the small airplane carrying John F. Kennedy, Jr., his wife Carolyn, and her sister Lauren.

The American people should know that the federal government is doing everything it can to help in the search. The Coast Guard, the Department of Defense, the Federal Aviation Administration and the are working together, and with state and local authorities, to conduct a thorough search for the plane. I have spoken to Senator Kennedy and to other members of the family to express my concern and to offer any help we can.

John and Carolyn have been good friends to Hillary, Chelsea and me. All Americans have felt a bit of pride as we have watched him grow from a young child of a President into a strong and independent man, determined both to carry on his father's legacy and to strike out on his own.

Our prayers, and those of our entire nation, are with the Kennedy and Bessette families.



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Luggage found in search for missing Kennedy plane

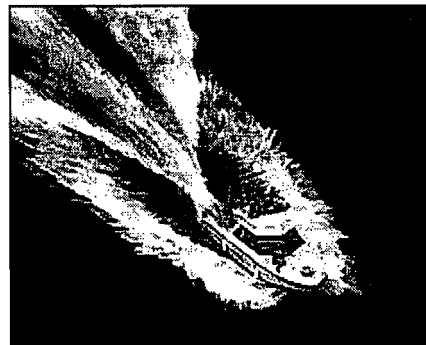
July 17, 1999

Web posted at: 2:00 p.m. EDT (1800 GMT)

In this story:

[Searchers follow beacon without success](#)
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Search efforts are under way off Long Island

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BOSTON (CNN) -- Searchers have found a piece of luggage on a Martha's Vineyard beach belonging to the sister-in-law of John F. Kennedy Jr., whose missing plane has been the object of a day-long search off the East Coast.

Coast Guard Capt. W. Russell Webster told CNN Saturday a suitcase was found on Philbin Beach near Aquinnah, Massachusetts. The suitcase had a tag on it bearing the name of Lauren Bessette, Kennedy's sister-in-law and a passenger on the missing plane.

Pentagon officials, in an afternoon briefing, could not immediately confirm the report.

Search crews from five states are combing the waters between Long Island and Martha's Vineyard Saturday, looking for signs of the missing aircraft piloted by the son of the assassinated president.

The Kennedy family notified the Federal Aviation Administration that the plane had not arrived at the Massachusetts resort as expected Friday night, agency officials said.

Several agencies -- including the U.S. Coast Guard, the Transportation and Defense departments and the FAA -- were conducting the search off Montauk Point on Long Island.

About 20 aircraft were involved in



415
Set-up
Call
for
500
Brfg

→ Lauren's
guy

Lt Engr
Jury

8:00
X
2 (p.m.)
8:00

-DOD
Tinie

feedback

SITE GUIDES:

help

contents

search

FASTER ACCESS:

Europe

Japan

WEB SERVICES:

Piper Saratoga / T-1C
- Passengers: 6 - Wingspan: 36 feet - Top speed: 188 miles per hour - Engine horsepower: 300 - Flight ceiling: 12,000 feet - Fuel capacity: 120 gallons - Range: 900 nautical miles

About 20 aircraft were involved in the search, ranging from Civil Air Patrol planes, state police and Coast Guard helicopters to C-130 cargo planes, Air Force public affairs officer Sandy Troeber said. The overall search effort was being coordinated by the Air Force's Joint Rescue Coordination Center at Langley Air Force Base in Virginia.

U.S. Coast Guard Petty Officer Todd Bergen said the single-engine, six-passenger plane took off just after 8:30 p.m. EDT from Fairfield, New Jersey, and was expected on Martha's Vineyard before continuing to Hyannisport, on Cape Cod. Bergen said the plane was last heard from about an hour after takeoff as it made its final approach into Martha's Vineyard.

Searchers follow beacon without success

Troeber said that searchers heard what they thought was a locator beacon off Long Island early Saturday, but found nothing when they arrived on the site where the beacon appeared to originate. Officials now do not believe the beacon was connected with the missing Kennedy plane.

Chief Petty Officer Dennis Hall said the search also focused on an area five to 10 miles off Aquinnah, formerly Gay Head, on the western tip of Martha's Vineyard.

Weather conditions along what would have been the plane's flight path were quiet overnight, with light clouds, light wind and some haze. Conditions remained calm Saturday morning.

The 38-year-old Kennedy, who owned the missing Piper PA-32 Saratoga, did not file a flight plan but was not required to do so. His wife, Carolyn Bessette, her sister Lauren and possibly one other person were reportedly on board the aircraft.

Wedding for RFK's daughter postponed

Kennedy was to drop Lauren Bessette on Martha's Vineyard and then continue with his wife to Hyannisport, on Cape Cod, for the wedding of Kennedy's cousin, Rory Elizabeth Kennedy. The youngest child of the late Sen. Robert F. Kennedy, she was scheduled to be married to book publisher Mark Bailey.

The Saturday evening wedding has been postponed, Kennedy family friend Rowland Evans told CNN.

Evans said that family members were gathering at the Kennedy compound in Hyannisport.

"This is a real tragedy," he said. "The Kennedys have a habit of gathering around in an extraordinary way in a situation like this.

Kennedy, the founder of the politics and culture magazine George,

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earned his pilot's license last year. He and Bessette were married in 1996 on Georgia's Cumberland Island.

Kennedy has eschewed politics, opting instead for the law before launching George in 1995.

After attending Brown University, he graduated from New York University Law School, becoming an assistant district attorney in the Manhattan prosecutor's office.

Correspondent Carl Rochelle contributed to this report.

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8.18.99 06:58:49

Investigators confirm new detail of JFK Jr.'s final flight

By JONATHAN D. ROCKOFF
Journal Staff Writer

Early in his last flight, John F. Kennedy Jr.'s plane came close enough to an American Airlines propeller aircraft that a radar controller alerted the American crew, investigators said yesterday.

Responding to a query from The Journal, the National Transportation Safety Board confirmed the incident, which occurred an hour before Kennedy's fatal crash off Martha's Vineyard on July 16.

Though the planes were close enough to prompt the "traffic advisory" to the commercial plane, NTSB spokesman Paul Schlamm said, there was "no apparent risk of collision." The incident was not serious enough to require evasive action or even a course adjustment, Schlamm said.

Such advisories are not "a rare occurrence by any means," he said.

The incident is being examined as part of the NTSB investigation, but only because investigators are looking at the entire flight, Schlamm said.

Private pilots say the development is interesting but insignificant -- certainly not the cause of the crash of the Piper Saratoga carrying Kennedy, his wife, Carolyn Bessette Kennedy, and her sister Lauren Bessette.

The accident took place in the waters off Martha's Vineyard, where the Kennedys planned to drop off Bessette en route to a wedding on Cape Cod. Pilot error is believed to be the cause.

SCHLAMM SAID a radar controller on Long Island issued the traffic advisory to the American Airlines crew while the two planes were northwest of White Plains, N.Y., 150 miles from the crash site. The Piper Saratoga did not receive an advisory, he said.

The American Airlines pilots were also notified by a proximity-warning system on board their Fokker 100, Schlamm said, and the pilot told the radar controller that he could see the smaller plane from his cockpit.

Schlamm did not know how far apart the two planes were. He said, "No diversionary action was required. Neither aircraft took any maneuvers from its flight track."

The incident was trivial enough, Schlamm said, that the American

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Airlines pilots did not file a near-miss report.

ACCORDING TO private pilots from Rhode Island, such advisories are common. ``That happens all the time," said Jack Gordon, owner of the Richmond airport. ``An advisory is very routine," said Damon Ise, a pilot.

The pilots said the advisories are the airborne equivalent of highway signs notifying motorists of imminent congestion. They said radar controllers issue the advisories so pilots are aware of what's going on around them.

They said the advisories are issued even if the planes are flying at far different altitudes. One pilot, interviewed just after returning from a flight, said he received 20 advisories on his trip.

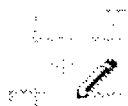
Representatives of the Federal Aviation Administration could not be reached late yesterday for comment about the distances that prompt an air traffic controller to issue an advisory.

``It doesn't mean there was anything dangerous going on there," said Larry Webster, an airplane restorer who studies aviation accidents in the area. ``I'm certain it had nothing to do with the crash, but it's interesting."

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Subject: from the globe

Expansive naval aid tied to family's service to
US

By Anne E. Kornblut, Globe Staff, 07/23/99

ASHINGTON - The Navy played an extraordinary role in the recovery and burial at sea of John F. Kennedy Jr., deploying hundreds of crew members and two of its finest vessels to a mission almost never ordered for veterans or military personnel.

About 500 members of the military and their children are buried at sea each year. But they are buried en masse, their ashes scattered during normal naval exercises, without their families on board, a Navy official said yesterday.

By contrast, the Navy transported Kennedy family members yesterday to the ocean burial site aboard the USS Briscoe. The destroyer, which costs the Pentagon approximately \$87,000 a day, had been directed to Massachusetts from the Virginia shore the night before. In addition two Navy chaplains were flown in, after Defense Secretary William S. Cohen agreed to a request from Senator Edward M. Kennedy and the family of Carolyn Bessette Kennedy and her sister, Lauren Bessette.

Ultimately, the cost of the Navy's involvement could run as high as \$400,000, according to estimates by military analysts and a General Accounting Office report listing annual expenses.

Navy Lieutenant Commander Irene Smith said the event was "not unprecedented." Under Navy rules, children of military personnel or "other US citizens who are determined eligible ... due to notable service or outstanding contributions to the United States" can be granted permission for burial at sea.

Kennedy qualified, according to a Pentagon statement, not only because his father was president and a World War II Navy hero, but also because Kennedy's own "contributions to his country are both notable and outstanding." The statement cited his role as head of Reaching Up, a nonprofit group that assists people who work with people with disabilities, and his role on the President's Commission on Mental Retardation.

Nonetheless, officials were hard-pressed to recall naval participation in a ceremony such as yesterday's, in which none of the deceased had served in the military or held elected office. Analysts also said the Navy's three-day role in the search and recovery far exceeded normal practices, except when the accident involves a military plane.

"It's quite unusual," said retired Admiral Eugene Carroll, who spent 37 years as a Navy pilot. "General aviation pilots crash all the time, and they don't go diving for submerged wrecks. That's almost unheard of. If there hadn't been direct directions from the White House, this would not have happened."

Smith, the Navy spokeswoman, also said it was highly irregular for a ship's course to be altered for a funeral. Under normal circumstances, she said, Navy officials "will not get a ship underway just for a burial, because of fuel constraints."

"It takes a lot of money to get the ship underway," she said. "This was a request from Senator Kennedy."

President Clinton earlier defended extending the time period for recovering Kennedy's plane "because of the role of the Kennedy family in our national lives and because of the enormous losses they have sustained in our lifetimes."

"If anyone believes that was wrong, the Coast Guard is not at fault - I am," Clinton said at a news conference Wednesday. The USS Grasp, the Navy salvage ship that was brought off the coast of Martha's Vineyard on Monday to retrieve the plane and the victims, was believed to be returning to Virginia later this week.

Vice President Al Gore yesterday defended Clinton's decision to extend the Coast Guard search, saying it was appropriate given the Kennedy family's connection to the country.

"I think it was clearly the right thing to do," Gore said in an interview with WMUR-TV in New Hampshire.

The Pentagon said yesterday that although the Defense secretary directed the destroyer to be used for the Kennedy funeral, the "impact on the operational schedule of the Briscoe was minimal." The ship, which carries 300 sailors and 26 officers, sailed from the waters off Virginia on Wednesday afternoon and is scheduled to return there today.

"The ship was going to be at sea anyway," Pentagon spokesman Kenneth H. Bacon said.

And yet Bacon also confirmed that the military has been forced to cut back its participation in veterans' funerals in recent years.

Whereas many veterans once received a military detail at their funerals - such as having two soldiers present to fold an American flag and a third to play "Taps" on the bugle - the Pentagon is now "not able to provide full teams," Bacon said. Army Lieutenant Colonel Tom Begines also said it is an "increasing strain to provide honors," primarily because of a lack of

resources and the growing number of older veterans.

"Seeing the ship off Martha's Vineyard, that would pay for a lot of buglers for a lot of people who've done a lot more for their country," said John Pike, a defense analyst for the Federation of American Scientists in Washington. Pike's father, who served in World War II and the Korean war, died several weeks ago and was denied a bugle player at his funeral by the Army, he said.

The Pentagon has not raised the subject of reimbursement by the Kennedy family, and does not break out the costs of its ships per day. An associate of the Kennedy family said last night that the family had not discussed paying the military, but would make a reimbursement if there is an appropriate way to do so.

To many, payment hardly seemed appropriate, or necessary. "Most people, except Kennedy-haters, can't even understand the question," said Stephen Hess, a presidential scholar at the Brookings Institution, a Washington-based think tank.

"That's what a grateful nation does. We don't bury James Dean or Elvis Presley, but we haven't had many presidents assassinated, and I think we should feel some special responsibility," Hess said. "I think it's just plain an exception to the rule, something the nation chooses to wink at because of the uniqueness of the situation. You don't write rules or regulations for a situation this unique."

Ronald Sinzheimer Crash

NYC99FA012

HISTORY OF FLIGHT

On October 9, 1998, about 1944 eastern daylight time, a Grumman American AA-5, N7100L, impacted water while on approach to the Provincetown Municipal Airport (PVC), Provincetown, Massachusetts. The certificated private pilot was fatally injured, and the airplane was destroyed. Instrument meteorological conditions prevailed for the personal flight that originated from Albany County Airport (ALB), Albany, New York, about 1750. The flight was conducted on an instrument flight rules (IFR) flight plan under 14 CFR Part 91.

Records from the Federal Aviation Administration (FAA), revealed the pilot received a weather briefing at 1430. The briefer stated in part:

"low pressure off the coast of jersey northeasterly stationary front through coastal cape cod trailing south southwestward stationary front near the atlantic coastline by seven p m low pressure uhh over cape cod northeasterly stationary front and southerly stationary front to a low pressure near cape hatteras and then from there a cold front southbound which will remain uh nearly stationary through midnight...radar is showing wide spread rain showers for your destination that extend from portland down through uh pease and boston and the cape light to moderate to occasionally to isolated strong rain showers...."

At the completion of the briefing, the pilot filed an instrument flight plan to Provincetown, and listed Concord, New Hampshire as his alternate airport. The pilot reported his expected en route time as 1 hour 50 minutes, with 4 hours of fuel onboard.

According to FAA records, N7100L departed the Albany airport, at 1748.

There were no reported problems with the flight until after the ILS Runway 7 approach was initiated.

The pilot established initial radio contact with Cape TRACON at 1920:10. At 1922:28, the pilot transmitted, "zero zero lima the awos at p town [Provincetown, MA] is showing below minimums sir do you have any other suggestion for an alternate on the cape."

Cape TRACON replied, "ah yes sir the hyannis airport is available advise with the atis for that please." The pilot reported that he had the ATIS for Hyannis, Massachusetts. He then requested to make the approach into Provincetown, and advised them that if he was unable to land at Provincetown, he would then divert to Hyannis.

At 1929:07, Cape TRACON transmitted, "grumman zero zero lima roger present heading join the ils seven final approach course proceed inbound." This was acknowledged by the pilot.

At 1930:10, Cape TRACON transmitted, "grumman zero zero lima is ah eleven miles from phony [intersection] cleared ils runway seven approach." This was acknowledged by the pilot.

At 1937:43, Cape TRACON transmitted, "grumman zero zero lima is four from phony [intersection] frequency change is approved report cancellation as soon as possible on the ground 120.65 have departure traffic waiting." The pilot acknowledged this, at 1937:54.

No further radio transmissions were received from N7100L.

The pilot of a scheduled commuter airline at Provincetown reported that his departure from PVC was held, pending the arrival of N7100L. When N7100L did not arrive, the commuter pilot taxied his airplane on the taxiway to the run-up area adjacent to the approach end of the Runway 7, shut down both engines and exited the airplane. He said the ceiling was about 100 feet, visibility was about 3/4 statute mile, and the wind was estimated to be from 240 to 260 degrees at 6 knots. Rain had been intermittent; however, it was not raining at the approach end of the runway just after N7100L had initiated its approach to Provincetown. He was unable to see or hear the airplane.

The accident occurred during the hours of darkness, near 42 degrees, 3 minutes, 3 seconds north latitude, and 70 degrees, 15 minutes, 57 seconds west longitude.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with airplane single engine land and instrument airplane ratings. He also held a glider rating, limited to aero-tow. He was issued a Third Class Airman Medical Certificate by the Federal Aviation Administration (FAA) on May 5, 1998.

According to the pilot's flight logbook, he had logged a total time of 1,371 hours, with 1,255 hours as pilot-in-command, and 107 hours in the accident airplane. In addition, he had logged 262 hours of night time, and 253 hours of actual instrument flight time, along with 67 hours of simulated instrument flight time. He had last passed an instrument proficiency flight check on May 19, 1998, in a Cessna 172. Logbook records indicated he had logged 9.4 hours of night time, and 6.0 hours of instrument time in the preceding 90 days.

AIRCRAFT INFORMATION

The airplane was a 1974 Grumman-American AA-5. The airplane maintenance records were not recovered, and the date of the last inspection, and total time of the airplane were not determined.

The airplane had last been refueled at Signature Flight Support, Albany, New York, on October 9, 1998, with 14 gallons of 100 low lead aviation grade gasoline, which filled the two wing tanks.

According to FAA records, N7100L was observed on the ramp at Provincetown Municipal Airport on September 8, 1998. Based upon a visual inspection of the airplane, an FAA Inspector placed an Aircraft Condition Notice (FAA Form 8620-1) on the airplane. According to a copy of the original notice that was left on the airplane, the following items were noted:

"1. Left aileron has a hole [in] trailing edge."

"2. Landing light not secured. Floating in bottom of engine cowl."

"3. Hole in right elevator tip."

According to the condition notice, the airplane required a Special Flight Permit for further operations. The condition notice was followed up with a letter that was sent Certified-Return Receipt Requested. According to the FAA Inspector who signed the condition notice, the letter was returned as unclaimed. The FAA Inspector also reported that he talked to the previous owner of N7100L, who told him the current owner of N7100L had admitted to receiving the condition notice.

During the post accident examination of the airplane, a hole was found on the tip of the leading edge of the right elevator that measured 2 1/2 inches wide and 1 1/2 inches high. In addition, an epoxy like substance was found in a hole that measured about 1/4 inch across, located 11 inches inboard from the tip on the trailing edge of the left aileron. The lower cowling had been crushed rearward and the center portion was missing. No determination could be made on how the landing light was secured.

The wreckage was viewed by the FAA inspector who wrote the condition notice. He reported that the hole on the right elevator tip was in the same condition as when he wrote the condition notice, and the hole in the trailing edge of the left aileron was plugged with an unknown substance. He could not comment on the engine cowling, as that portion was not recovered.

METEOROLOGICAL INFORMATION

The 1954 automatic weather observation from Provincetown reported calm winds, visibility of 3/4 statute mile, an overcast cloud ceiling at 200 feet, and a temperature and dewpoint of 13 degrees Celsius.

AIDS TO NAVIGATION

Provincetown Municipal Airport was served by two instrument approaches. There was an ILS approach to Runway 7, and a GPS or NDB approach to Runway 25. A post-accident flight check on October 11, 1998, of the ILS was satisfactorily completed. Due to the overwater configuration of the ILS Runway 7 approach, the final approach fix was identified by the localizer final approach course and the 287 degree radial on the MARCONI VOR. It was called PHONY intersection.

During the flight check the ceilliometer was observed to be reporting inaccurately. It was NOTAMED out of service until it could be replaced.

AIRDROME INFORMATION (Destination)

Runway 25 was also equipped with medium intensity runway lights (MIRL), medium intensity approach lights with sequenced flashers (MALSF), and a visual approach slope indicator lighting system on the left hand side of the runway (VASI-L).

A check of the MALSF approach lighting system was conducted by the Massachusetts Aeronautics Commission on October 11, 1998, and no problems were noted.

RADAR AND OTHER REMOTELY RECORDED DATA

Recorded radar data from Cape TRACON revealed the airplane tracked inbound to the airport following the localizer. The last two radar contacts recorded an altitude of 100 feet mean sea level (MSL). The last radar contact occurred at 1943:07, with the airplane 2.07 NM from the approach end of Runway 7, after which no further radar contact was established. There was no record of a signal being received from an emergency locator transmitter (ELT).

Examination of the radar data revealed that the airplane was within the course limits of the localizer at all times. The airplane was observed to approach the glideslope from below, and then as it neared the glideslope, a descent was initiated. Although the computed position of the airplane was always below the glideslope, the airplane was in a descent, maintaining a constant relative position. As the airplane passed through 1,100 feet, the descent rate increased, and continued at an increasing rate until the airplane reach 100 feet, at which time the descent stopped. The maximum course deviation for both localizer and glide slope occurred at 1942:55, when the airplane was 2.59 degrees to the left of the localizer, and 2.63 degrees below the glide path. The next radar contact, which was also the last radar contact revealed a correction to the right on the localizer, and a constant altitude.

WRECKAGE AND IMPACT INFORMATION

The first debris from the airplane was recovered by a fisherman at a reported position of 42 degrees, 01.8 minutes north latitude, 70 degrees, 17.1 minutes west longitude, on October 26, 1998, and consisted of the right side control yoke, the top engine cowling, and the tow bar. On November 1, 1998, a fisherman recovered the main wreckage at a reported position of 42 degrees, 01.8 minutes north latitude, and 70 degrees, 17.2 minutes west longitude. The airplane was taken to the Provincetown Municipal Airport, where it was examined on November 2 and 3, 1998.

When first observed, the airplane was in a hanger at Provincetown. It was resting on its nose, and on the main landing gear. The nose landing gear had collapsed rearward. The tail cone with left horizontal stabilizer and elevator, and the rudder, remained attached to the airplane by control cables. In addition, the left aileron, right aileron, right horizontal stabilizer, and right elevator were separated from the main wreckage, but were recovered with the airplane.

The following items were not recovered; pilot's seat, vertical stabilizer, both wing tips, outboard 4 feet 2 inches of right wing, and the outboard 11 1/2 inches of the left horizontal stabilizer and elevator.

The propeller blades were bent forward. One blade was bent 6 inches forward, starting 20 inches inboard from the tip. The other blade was bent 1 inch forward starting 10 inches from the tip.

The engine was rotated, and valve train continuity was confirmed. Compression was found in all cylinders. The main engine suction screen was free of debris. The starter solenoid was not engaged. The cockpit magneto switch was in the right magneto position. The spark plug electrodes were covered with corrosion and debris. The magnetos were wet and would not produce spark when rotated. When opened up and dried out, both units still failed to produce spark. However, both units were covered with salt corrosion.

The fuel pump had separated at the main seam, and the tachometer drive cable was not engaged on the back of the engine. Examination of the threaded holes for the screws on the fuel pump revealed they were missing. The threads for securing the tachometer drive were also missing. Both items were constructed of magnesium which disintegrate in salt water.

The main fuel line leading to the carburetor contained about 2 fluid ounces of a light blue liquid, similar to 100 Low Lead aviation grade gasoline. The single-piece venturi was in place and secure. The accelerator pump worked, and salt water was found in the carburetor bowl. The metallic floats were crushed, consistent with exposure to high pressure. The main jet was clear of debris. The throttle was positioned to high power, the mixture control was full rich, and the carburetor heat control was off. These carburetor positions were matched by the controls in the cockpit.

The engine was equipped with a dry vacuum pump. The shear shaft and vanes were intact. The vane length measured between 0.725 inches and 0.716 inches.

The engine mounts were intact, although the two braces on the lower left mount were found to be bent inboard about 1 inch. The canopy and plexiglas windshield were not recovered. A portion of the right side canopy railing was found in the closed position.

The right side control yoke was bent up about 90 degrees. The instrument panel was intact except for the attitude indicator and altimeter which were torn from their mounts, and were found behind the front panel.

The seat rails for the left seat were distorted. The seat belts and shoulder harness for the forward seats were in place. The belts were latched and unlatched with no problems noted. The right side seat belts fit snug across the top of the right seat cushion. The left side seat belt was extended to its maximum length. Examination of the seat belt and shoulder harnesses under the adjustable metal latches found no evidence of deformation of the material.

The airplane was equipped with a single axis auto-pilot, also known as a wing lever. The ON/OFF status of the unit was not determined.

The main spar was intact. The wing skin over both wing tanks was buckled and ruptured. Both fuel tanks were empty. The outboard 4 feet 2 inches of the left wing skin was crushed and rotated about the circular carry through structure. The same structure on the right wing was not recovered.

The wing flaps were electrically operated by a torque tube that overlaid the aileron torque tube. The left side flap was separated from the torque tube and rotated about the tube. The right side flap remained attached, and was in the retracted (up) position.

The top of the aft fuselage in the vicinity of the missing vertical stabilizer was bent down.

Flight control continuity was confirmed from the rudder pedals to the rudder, the control yoke to the aileron torque tubes, and the control yoke to the elevator control. The left and right aileron torque tubes were bent aft. In addition, the fuselage bracket for the right side aileron torque tube fractured. Elevator trim was found in the neutral position.

" Coast Guard did not find a trace
of aircraft after non-stop search
of ^{more than} 25 hours. "

- Boston
Globe

The emergency locator transmitter (ELT) was found in the tail cone. The antenna lead was attached. The battery expiration date was August, 2000. The ARMED, OFF, ON switch was found in the OFF position. When placed in the on position, the unit failed to operate. The unit was covered with salt-water corrosion and was not designed for water immersion.

SURVIVAL ASPECTS

A water search by the US Coast Guard (USCG) failed to find the airplane or any debris on the water. The search was predicated on the last known location of the airplane from radar data. According to the USCG, the temperature of the water in the vicinity of the last radar contact was 55 degrees Fahrenheit. The depth of the water was about 180 feet.

In addition to the pilot, there was a large dog onboard the airplane. The dog was recovered on October 11, 1998, on the bay side, near Sandwich, Massachusetts. The pilot was recovered on October 15, 1998, on the Atlantic Ocean side of the Cape Cod peninsula, opposite of the town of Wellfleet, Massachusetts.

MEDICAL AND PATHOLOGICAL INFORMATION

The toxicological testing report from the FAA Toxicology Accident Research Laboratory, Oklahoma City, Oklahoma was negative for drugs and alcohol for the pilot.

An autopsy was conducted on October 17, 1998, by the Massachusetts Medical Examiner's Regional Office located in Pocasset, Massachusetts. TESTS AND RESEARCH

The navigation radios were examined for confirmation of the frequencies observed on the face of the instruments. The primary navigation radio with localizer and glideslope capability indicated a frequency of 114.05 megahertz (MHz). The secondary navigation radio with localizer only, indicated a frequency of 115.60 MHz. The radios were examined at the Narco facility in Fort Washington, Pennsylvania, on November 17, 1998. According to the FAA inspector who hand carried the radios to Narco, there was no slippage between the internal frequency selection, and the frequencies displayed on the units.

The frequency 115.60 was identified as the Providence, Rhode Island, VOR. The frequency 114.05 could not be identified as a navaid in the area.

ADDITIONAL INFORMATION

The pilot's wife reported that the pilot was carrying some items for their home on Cape Cod. In addition, he was carrying his dog, a Chow, which weighed about 50 pounds. The dog was carried in the back of the airplane but she was unable to report how the dog's was secured. She did report that the dog had been carried almost every week for the past 8 months, and it had never been a problem.

The investigation was unable to match the frequencies observed on the VHF navigation radios with any of the known radios used for the ILS Runway 7 approach. The frequency on the ADF (390 kHz) was similar to the published frequency of the radio beacon used on the missed approach (398 kHz).

The pilot had previously requested Hyannis as an alternate. The frequency of the ILS Runway 15 approach was 108.95 MHz, the frequency of the ILS Runway 24 approach was 110.5, and the frequency of the VOR Runway 6 approach was 114.5 MHz.

The aircraft wreckage was released to Mr. Jim Cobb of Ryan Insurance Services, Inc, Biddeford, Maine, on November 3, 1998.

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Coast Guard renews search for N.Y. pilot

By DOUG FRASER
STAFF WRITER

PROVINCETOWN - The Coast Guard resumed its search yesterday for the pilot of a small plane missing since Friday night.

Taking advantage of a break in the bad weather that has plagued the search, a Jayhawk helicopter from Coast Guard Air Station Cape Cod flew for three hours over both land and sea around Provincetown, Truro and Wellfleet.

They found no evidence of wreckage or other clues to the disappearance of pilot Ronald Sinzheimer, 49, of Albany, N.Y., who vanished with his plane at 7:35 p.m. Friday after radioing in his final approach to the Provincetown airport. He was flying in to visit his wife, Marsha, who lives in Truro.

Crews from Coast Guard rescue stations at the Cap Cod Canal and Provincetown, aided by civilian pilots, the Civil Air Patrol, local police, and National Park Service personnel, searched air, land and sea Friday night and Saturday in rough seas and bad weather until the search was suspended at 10 p.m. Saturday night.

Coast Guard Petty Officer Jay Lipinsky said the search was suspended when rescue teams had combed and recombined areas without finding any clues. He didn't know if there were plans to go out again today, but said the case could be put on active suspension again until more clues surfaced, possibly when fishing vessels go out with better weather.

"We're looking for a clue we're looking in the right direction," Lipinsky said.

He emphasized that the case is not closed.

A private environmental and civil rights attorney, Sinzheimer once served as chief counsel to former New York Lt. Gov. Mary Anne Krupsak. According to a longtime friend and fellow pilot, he was a very experienced pilot, skilled at instrument-based landings in bad weather. He had purchased the Grumman AA-5 single engine plane within the past year.

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Body of dog reported in plane washes ashore

The Pomeranian had accompanied Ronald Sinzheimer on the ill-fated flight to Provincetown.

By MIKE KARATH
STAFF WRITER

SANDWICH - The dog belonging to an Albany man whose plane disappeared near Provincetown Friday was found dead on Scusset Beach yesterday.

The dog, a Pomeranian, was the only passenger in the single-engine Grumman AA-5 piloted by Ronald H. Sinzheimer, 49, a lawyer from Albany, N.Y.

The dog's body is the first evidence found from the suspected crash, Coast Guard Sr. Chief Quartermaster David Wentworth said yesterday.

The dog is an indication the aircraft crashed into the water, Wentworth said, but doesn't give rescue officials a clue where to look for Sinzheimer.

"The search remains suspended until various solid evidence shows there is a survivor, or at least we have a positive location on the aircraft," Wentworth said.

Sinzheimer was flying to meet his wife, Marsha, at their Truro summer home. The last radio contact with Provincetown Airport was at about 7 p.m. Friday. The plane disappeared about 30 minutes later.

At about 4 p.m. yesterday a woman walking along Scusset Beach found the dead dog about 300 yards from the Cape Cod Canal jetty on the mainland portion of Sandwich.

"She knew about the plane crash and when she saw the Albany dog tag, she put two and two together and called the Coast Guard Canal Station," Wentworth said.

The dog was wearing an identification tag from the Albany Animal Hospital. Coast Guard officials called the hospital and matched the tag number to the hospital's records to confirm it was Sinzheimer's dog.

"The dog was intact and showed no obvious signs of trauma," Wentworth said.

The tide in Cape Cod Bay usually flows toward the canal, so it was not unusual for the dog to wash up on Scusset Beach, he said.

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N.Y. man disappeared last week

By K.C. MYERS
STAFF WRITER

WELLFLEET - The body of Ronald H. Sinzheimer, a lawyer from Albany, was found yesterday afternoon at Cahoon Hollow Beach, bringing to a close the mystery of his disappearance Oct. 9.

A passerby found the body on the ocean beach at 3:30 p.m.

State police Trooper John Kotfila said the body has been tentatively identified as that of Ronald Sinzheimer, 49, who disappeared at 7:35 p.m. while attempting a landing at Provincetown Airport.

Although the body was unidentifiable after six days in the Atlantic, it fit Sinzheimer's general description and a wallet was found on the body containing Sinzheimer's license and pilot's certificate.

Kotfila hopes that positive identification can be made today or tomorrow using dental records. State police have been in contact with Sinzheimer's wife in New York to locate the records.

An autopsy today at the state medical examiner's office in Pocasset is expected to determine the cause of death.

The body of his dog Theo, a chow, had washed up Tuesday on Scusset Beach in Sandwich. Wellfleet Police Chief Richard Rosenthal speculated that different currents may have caused the bodies to end up in these vastly different locations.

"I can't tell you how much heartache this has caused everyone in both the flying and the legal communities for the loss of Ron and the pain his family must be enduring," said Terence Kindlon, who was a friend of Sinzheimer's, both as a pilot and as a fellow attorney.

A private environmental and civil rights attorney, Sinzheimer once served as chief counsel to former New York Lt. Governor Mary Anne Krupsak in the 1970s when he was still in his 20s.

"He was a very, very good lawyer, highly regarded by the legal community," said Kindlon.

Sinzheimer left Albany International Airport last Friday afternoon as he did most weekends after work. He was flying to be with his wife, Marsha, in their home off Meetinghouse Road in Truro, where Marsha spends most of the year. He left Albany with his dog aboard the small Grumman AA-5.

The trip from Albany to Provincetown takes a little more than an hour. The approach is generally from the northeast between five and eight miles out.

He radioed in that he was approaching the airport in Provincetown, but then disappeared from the radar screen about one mile from the Provincetown Municipal Airport at 7:30 p.m.

Sinzheimer made the flight hundreds of times to spend weekends in Truro, where both he and his wife were avid tennis players, said Mike Snell, a friend and fellow tennis player in Truro.

Sinzheimer had owned the Grumman for about one year. But he has been flying for more than 20 years, starting out as a sailplane pilot, Kindlon said.

Conditions last Friday night were rainy, windy and foggy. Kindlon said his friend had extensive training that allowed him to use navigation instruments when visibility is poor. Sinzheimer had been instrument qualified for at least 15 years.

The Coast Guard was baffled when a three-day search by boat and helicopter failed to recover any evidence of a crash landing in the water. They believe his plane crashed off Race Point Beach, about one mile from the airport.

Staff writer Doug Fraser contributed to this report.

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Autopsy shows pilot may have drowned

CAPE COD TIMES

WELLFLEET - Autopsy results show Ronald Sinzheimer, 49, whose plane crashed Oct. 9 off of Provincetown, may have drowned after initially surviving the crash.

No signs of injury were found on his body, which was discovered on Cahoon Hollow Beach Oct. 15 by a passerby. That indicates that he was alive for some period of time in the water, said State Police Detective James Plath. "He suffered no injury from the crash itself."

The cause of death of the 49-year-old lawyer from Albany and Truro was determined to be hypothermia and drowning.

The Coast Guard searched for three days for any remains of the wreck, but could find nothing.

Then the body of his dog, a chow named Theo, washed up at Scusset Beach in Sandwich Tuesday, Oct. 13.

Last week, police recovered a 2-foot-long piece of metal from a beach in Dennis. It has been sent to the Massachusetts Aeronautics Commission, which will determine if it could come from the type of plane Sinzheimer piloted that night.

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Fishing boat snags plane wreckage

By **ROBIN LORD**
STAFF WRITER

PROVINCETOWN - The wreckage of a single-engine plane that crashed on its final approach to Provincetown Airport last month was brought up nearly intact by a fishing boat yesterday morning.

The crew of the Carla Bee, a Provincetown dragger, hauled up the wreckage about 2.5 miles west of Hatches Harbor in Provincetown after it was snagged in the boat's nets just before 9 a.m., according to Provincetown Harbor Master David Ditacchio.

The boat towed the plane to MacMillan Wharf in Provincetown.

Ronald Sinzheimer of Albany, N.Y., drowned Oct. 9 after his Grumman AA-5 single-engine plane crashed into the ocean on its approach to Provincetown Airport. He was to join his wife, Marsha, for a weekend at their Truro home. He made his last radio contact with the airport at about 7:30 p.m., saying he was less than two miles away. He gave no sign of distress and said he was preparing to land.

Sinzheimer, a 49-year-old Albany lawyer, was never heard from again, and the Coast Guard later that night launched a comprehensive air and sea search, which continued for the next several days. The crews battled rain, wind, fog and rough seas during the search but came up with no trace of the plane or Sinzheimer.

His chow dog, Theo, washed up on a Sandwich beach four days later, and Sinzheimer's body washed ashore on a Wellfleet beach six days after the crash. An autopsy listed hypothermia and drowning as the cause of death.

Ditacchio said two small pieces of the plane were snagged last Monday by nets from two other Provincetown fishing vessels, the Joan and Tom and the Chico and Jess. Both the Chico and Jess' and the Carla Bee's nets were ripped when they caught on the wreckage.

Ditacchio said the plane was largely intact, with its wings, fuselage, engine and tail still attached. He said there were no windows in the plane.

After being towed to MacMillan Wharf, the wreckage was lifted by crane onto a flatbed truck and taken to a hangar at Provincetown Airport. The National Transportation Safety Board and Federal Aviation Administration have taken custody of the aircraft and will continue their investigation into the cause of the crash.

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