

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: 19083
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Folder Title:
John F. Kennedy, Jr. Crash Folder 2 [1]

Stack:	Row:	Section:	Shelf:	Position:
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Bad Week; Big Mission

By Jack Olcott



As the *NBAA Digest* was ready for publication, the aviation community suffered several significant shocks. We were stunned by the headline story in the *Washington Post* that Don Engen, director of the Smithsonian National Air & Space Museum and a great friend of business aviation, died in the in-flight breakup of a high performance motorized sailplane while flying with the aircraft's owner, William Ivans. Like Don, Bill Ivans was a highly experienced sailplane pilot, and he had several world sailplane records to his credit. Three days later, the world learned that the private aircraft of John F. Kennedy, Jr. was missing on a flight from Essex County Airport, located a few miles west of New York City, to Martha's Vineyard.

Unlike Don and Bill, JFK, Jr. was a novice aviator with about 200 hours and a private certificate. He was piloting his own aircraft, a Piper Saratoga II, and carrying his wife and sister-in-

law to a family wedding scheduled for the next day. While the NTSB probably will not conclude its investigation of the tragedy for several months, we know a non-instrument-rated pilot was flying his aircraft under visual flight rules on a nearly moonless night, over water outside the sight of land. Preliminary reports suggest the aircraft did not suffer any mechanical failure. Even though the accident cause seems obvious to the experienced aviator, the human loss is no less. Nor is the message it holds for all who fly.

The air tragedy that claimed Don Engen's and Bill Ivans' lives is harder to understand. Both men were highly experienced aviators and sailplane experts. Leaders in the soaring movement, both were very familiar with the thermals and winds of Nevada, where the accident occurred. Don had often mentioned how much he enjoyed soaring and how he was looking forward to spending time flying high performance gliders during his summer vacations. Both men were very cautious, and both were wearing parachutes. Unfortunately, the breakup of the aircraft with its 87-foot long wings and smooth composite construction somehow prevented their escape.

Don Engen's career in aviation was the stuff of heroes. Yet Don never strutted or talked like the movie heroes from central casting. Always calm, always upbeat and encouraging, Don let his accomplishments be his PR.

His deeds were many. A World War II pilot of the Curtiss Helldiver, he dropped the bomb

that sunk a Japanese aircraft carrier. Many years later he met a survivor of that sinking, a kamikaze pilot whose life was curiously saved by Don's action. Following the war, Don pioneered the use of jet aircraft for carrier operations and served his country in the Korean Conflict and in Vietnam. He was a test pilot before being assigned to a career path that led to commanding the aircraft carrier *USS America*.

After retiring from the U.S. Navy with the rank of vice admiral, he managed Piper Aircraft's Lakeland facility before being appointed to the NTSB. From there he was selected to be FAA Administrator. Prior to being given the position of National Air & Space Museum director, he served as president of the AOPA Air Safety Foundation for several years and took a chair at the Air & Space Museum to write his memoirs, *Wings and Warriors, My Life As A Naval Aviator*.

Perhaps it will take some time to realize just how much we will miss Don Engen. It was his appreciation of the role of business aviation that facilitated the *Business Wings* exhibit at the National Air & Space Museum, where nearly 15 million people will have learned about our community before the display closes in early January next year. But his vision of aviation extended far beyond business aircraft. He knew what aviation means to our nation, and he wanted to create a place where others could share in that sense.

His mission was to build the Dulles Center, a special aviation

museum located at Dulles International Airport in northern Virginia where there would be sufficient space to display many of the engineering and technical masterpieces we know as air and space craft. A place where visitors arriving at IAD could spend time between flights to learn more about aviation. A place where pilots could fly in to show family and friends what they so much enjoyed. A place of learning, a place to be proud of what aviation means to all of us.

Don Engen's passing left a great void, and his mission to create the Dulles Center is still unfilled. As aviators, we must complete his mission. ➔



Seeing and believing: Without a view like this one, the human brain can trick pilots into crashing

FLYING

Making Small Planes Safer

Science looks for ways to keep pilots from getting disoriented

BY BETH DICKEY AND
ADAM ROGERS

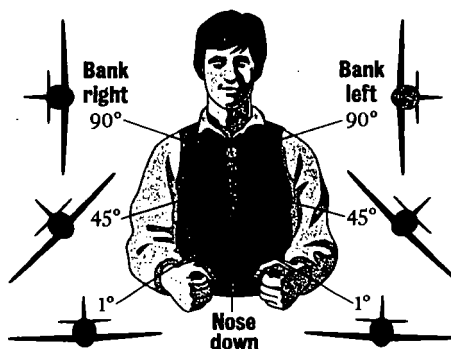
ANYONE WHO'S FLOWN IN AN airplane has felt the odd, disconnected sensation of looking out the window and seeing that the plane is banking into a turn, and yet *knowing* that the floor of the cabin is still solidly "down." It's called spatial disorientation, and for air passengers it's less annoying than, say, crummy food. Pilots take it more seriously. When they lose visual cues, in darkness or clouds, their instruments are supposed to help prevent them from flying off the straight-and-level. Yet spatial disorientation accounted for 1,022 general-aviation accidents from 1976 to 1992, according to the Federal Aviation Administration. Some crash experts think it caused the fatal crash of John F. Kennedy Jr.'s plane last month.

Science may offer help. The way human beings perceive their own movement is fairly well understood. Now researchers from diverse fields are using that knowledge to help pilots resist spatial disorientation. The new technologies are still experimental, years away from common use. But as the military asks for an increased edge for its combat fliers and aviation becomes a more popular civilian pastime, researchers are leveraging the senses of touch and vision to help the brain tell up from down.

Human beings figure out their position in and movement through space in three ways. Vision is the most obvious; second is a set of fluid-filled channels in the inner ear that register motion. When these channels go out of whack, we get motion sickness. But when visual information isn't available, the brain misreads both inner-ear data and sensations coming from the somatosensory system—nerves in the skin, joints and muscles—and it gets confused about direction. In the air, "those two sys-

No Instruments Needed

Equipped with "tactors" that vibrate when the plane changes orientation, the Navy's vest prevents pilots from veering off course.



NAVAL AEROSPACE MEDICAL RESEARCH LABORATORY

tems give you false information in any other condition than straight and level flight," says Angus Rupert, a NASA flight surgeon at the Naval Aerospace Medical Research Laboratory in Pensacola, Fla.

Pilots face a flurry of instruments in the cockpit; Rupert aims to cut through that data smog. He's invented a vest lined with "tactors," or tactile stimulators. They're an array of pneumatic buzzers (off-the-shelf vibrating-pager technology wasn't powerful enough), connected to the aircraft's avionics. "When you bank to the right, the tactor at the bottom right goes off first," says Rupert. "If you pitch the nose forward, it goes off in your lower abdominal area."

The Air Force plans to install tactor vests in two H-53 Pave Low helicopters early next year. It's a pricey experiment, running \$270,000 to outfit the choppers (and almost \$11 million in research funds). But it's worth it, according to Jim Baker, a test pilot who flew a T-34 C

turboprop wearing a tactor vest. Even with a hooded cockpit, without instruments, "I had an immediate knowledge of deviation from straight and level," Baker says. "I was maintaining the aircraft where it needed to be within one degree." In other tests, blindfolded helicopter pilots could not be disoriented while they were wearing the vest.

Other techniques are in the works. The FAA operates a virtual-reality simulator—VR goggles and a rotating platform—to induce spatial disorientation in pilots, teaching them the situations to avoid. Some business jets and turboprops now use heads-up displays that project flight data into pilots' lines of sight, so they can keep their eyes on the road. An even more advanced system, currently in the experimental stages, combines diverse information about the plane, weather and location in one easy-to-read display.

It's not certain that high-tech solutions will trickle down to general aviators. Rupert estimates it could be years before tactor vests go into operational use on military aircraft, and even then they could cost from \$5,000 to \$10,000. "It sounds technically interesting. It also sounds expensive," says Drew Stekette of the Aircraft Owners and Pilots Association. For pilots of small planes, training may still be the best way to stick a landing they can walk away from. ■



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Chief of Staff

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

FAX TRANSMISSION COVER SHEET

DATE: 8/4/99

TO: MR. Thurgood Marshall, JR.

FAX NO: Cabinet Affairs

1. SAR cost estimates
2. Investigation update

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

Number of pages transmitted, including cover sheet: 17

Message:

- 1) The only change that the Coast Guard has made to the cost estimates I shared with you on 21 July was to revise the Search and Rescue costs incurred by the Coast Guard downward from \$516K to \$287K. The Search and Recovery costs by CG decreased to \$286K (it had been \$283K).
- 2) Also the Navy/NOAA costs during both phases are estimated by CG to be \$386K. I am sending copies of the prior faxes.
- 3) Also included is the latest report on the crash and the on-going investigations. (P.S. Navy/NOAA spoke of costs around \$3.2 million - we have not tried to challenge these numbers.)

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

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

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

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

Total \$ 287,402 ←

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

To: Bill Schulz		Date: 7/27/99	
Cc: 257 A		From: M. CAPNSH	
Phone: 66337		Fax: 7-1933	
Page: 1		Page: 7-4307	



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Chief of Staff

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

FAX TRANSMISSION COVER SHEET

DATE: 7/21/99

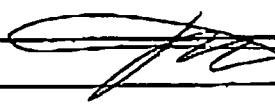
TO: MR. Thurgood Marshall, JR.

FAX NO: Cabinet Affairs

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

Number of pages transmitted, including cover sheet: 4

Message:

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


U.S. Department of
TransportationMilitary Assistant
to the Secretary

7/21/99

Re: ESTIMATED COSTS FOR JFK INCIDENT

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

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

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

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

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

07/21/99 17:55 FAX

+ CDR COOGAN NO. 277

P. 5/17

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

DIGEST

APPROVAL: ☐
SIGNATURE: ☐
INFORMATION: ☐

FROM: G-CBU

21 July 1999

To: G-CRC *D7/21*

RE: KENNEDY SAR/SALVAGE COSTS

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

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

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

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



J. M. HASS, IV

SIGNER'S COMMENTS

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

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

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

Asset	SAR Hours		Recovery Hours		Total Hours	Std Rate	SAR Total	Recovery Total	Total
	17-Jul	18-Jul	19-Jul	20-Jul					
COAST GUARD									
WLB-225		16	24	24	64	\$ 3,683	\$ 58,928	\$ 176,784	\$ 15,712
WPB-110		16	24	30	70	\$ 1,010	\$ 16,160	\$ 54,540	\$ 10,700
WPB-82/87	24	48	24		96	\$ 790	\$ 56,880	\$ 18,960	\$ 15,840
ANB				8	8	\$ 357	\$ -	\$ 2,856	\$ 2,856
MLB	27.3	20.5	4.2		52	\$ 969	\$ 46,318	\$ 4,070	\$ 10,318
UTB	38.6	51.4	3.2		93.2	\$ 1,334	\$ 120,060	\$ 4,269	\$ 14,315
RIB	39.7	57.3		3.7	100.7	\$ 442	\$ 42,874	\$ 1,635	\$ 14,519
HH-60	12.1	9.2	1.3	1.8	24.4	\$ 6,306	\$ 134,318	\$ 19,549	\$ 13,842
HU-25	3.8	3.6			7.4	\$ 5,457	\$ 40,382	\$ -	\$ 10,311
Misc-applied to meal cost									
Auxiliary									\$ 1,231
Logistics Support									\$ 57,471
Travel/Supplies									
NAVY									
GRASP				18	18	\$ 5,438	\$ -	\$ 97,884	\$ 37,832
equivalent to WHIC-378 based on tonnage									
Support/salvage costs							\$	30,000	\$ 30,000
NOAA									
WHITING		10	24	24	58	\$ 3,119	\$ 31,190	\$ 149,712	\$ 180,900
equivalent to WLM-175 based on tonnage									
RUDE	5	24	24	24	77	\$ 1,010	\$ 29,290	\$ 48,480	\$ 77,770
equivalent to WTB-110 based on tonnage									



OFFICE OF ACCIDENT INVESTIGATION

JUL 29 1999

Note to AVR-1/2

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

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

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

Please contact me if you need further information.

WVD

Harold W. Donner

Attachments

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

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

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

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

Updated as of July 23, 1999:

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

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

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

Updated as of July 26, 1999:

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

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

Updated as of July 27, 1999:

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

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

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

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

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

- The airplane is a Piper PA 32R-301 "Saratoga II HP". This model is a single engine, low wing, 7 place, all-metal, retractable landing gear, general aviation airplane that was FAA type certificated on May 26, 1993 under the CAR 3 with additional CFR Part 23 requirements added. The airplane powerplant includes a fuel injected, non-turbocharged, Lycoming IO 540-K1G5 engine driving a Hartzell HC-13YR-1RF/F7663DR three blade constant speed propeller.
- Aircraft N9253N (Serial Number 3213100) was manufactured in 1995 by the New Piper Aircraft Company located in Vero Beach, Florida.
- The airplane is considered to be a complex high performance airplane, with retractable landing gear, a constant speed propeller, and an engine of over 200 hp. The airplane is considered to have docile stall characteristics with stall recovery being simple and straightforward.
- Mr. Kennedy previously owned and operated a Cessna 182 aircraft. The Piper PA 32R-301 "Saratoga II HP" aircraft has similar flying and operational characteristics. However, it is slightly faster (160 kts vs. 143 kts cruise), slightly heavier (3600 lbs vs. 2950 lbs mtow), and has retractable gear which the Cessna did not.
- The fuel system is comprised of two 51 gallon (usable) fuel tanks with an electric fuel boost pump that must be energized when selecting a different fuel tank. Fuel management is maintained by operation of a three-position fuel selector valve located between the front seats. The fuel valve has "off", "left", and "right" positions with a detented gate that must be overridden to select fuel "off". This feature reduces the probability that a pilot will inadvertently select the "off" position.
- The airplane will glide approximately 1.5 mile for every 1000-ft of altitude in no wind and best glide angle speed of 79 kts.
- AFM suggested speeds for normal approach: gear down at less than 130 knots, flaps extended below 108 knots, and normal approach flown trimmed at 93 knots.
- AOPA has done a Safety Study for a group of comparable high-performance, single-engine aircraft (which included Piper Saratoga/Lance aircraft). This study reviewed the effects of pilot experience in terms of TOTAL flight time and TIME IN TYPE.

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

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

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

ADs issued regarding Piper PA-32R-301 Airplanes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Service Bulletins and Service Letters

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

NTSB Recommendations and FAA Safety Recommendations

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

Accidents / Incidents

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

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

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

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

14 Fatal Accidents recorded since 1983

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

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

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

15 Fatal Accidents recorded since 1983

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

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

Airplane Flight Manual (AFM) Discussion of Over Water Operations

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

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

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

FAX COVER SHEET



FAA, PROVIDENCE ATCT, ATLANTIC HUB

464 Warwick Industrial Drive

Warwick, RI 02886-2418

Phone: 401-528-5013

Fax: 401-528-5393

Date: 7-28-99

TO: Tony James

FROM: Tricia Garrambone

Number of pages including cover sheet: 2

Message:

ATIS Transcript

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

MVY ATIS

July 17, 1999

0052 UTC

Becky MacDale -

JAKE S. - FROM ANNE B.

DIRECTORATE FOR DEFENSE INFORMATION

QUESTION:

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

ANSWER:

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

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



Office of the Chairman

National Transportation Safety Board

Washington, D.C. 20594

FACSIMILE COVER SHEET

*This is the
same release
I emailed to
you.
JMB*

DATE:

7/30/99

TO:

Goody Marshall

COMPANY:

FAX NUMBER:

PHONE NUMBER:

FROM:

Jim Hall

Office of the Chairman

Phone: (202) 314-6010

Fax: (202) 314-6018

SUBJECT:

Press Release

NOTES:

3

page(s) including this coversheet



NTSB Advisory

National Transportation Safety Board
Washington, DC 20594

UPDATE ON INVESTIGATION OF JOHN F. KENNEDY, JR. PLANE CRASH July 30, 1999

WASHINGTON, D.C. – The National Transportation Safety Board continues to investigate the July 16 crash of N9253N, a Piper PA-32-R301 "Saratoga II." The crash, which occurred near Martha's Vineyard, Massachusetts, took the lives of all three persons aboard: John F. Kennedy, Jr., the pilot; Carolyn Bessette Kennedy; and Lauren Bessette. The plane had taken off from Caldwell, New Jersey about 8:38 p.m. and crashed about 9:41.

Aircraft Wreckage

About 75 percent of the fuselage/cabin area was recovered by the U.S.S. Grasp. The wreckage was handed over to NTSB investigators in Newport, Rhode Island on Friday night, July 23, and transported to a secure hangar at the U.S. Coast Guard Air Station, Cape Cod (on the grounds of the former Otis Air Force Base). Included in the recovered wreckage was approximately 80 percent of the left wing, 60 percent of the right wing, the engine and propeller, and the cockpit instrument panel.

Examination of the wreckage by NTSB investigators has revealed no evidence of an in-flight break-up or fire, and no indication of pre-impact failure to the airframe. The recording device that was in the cockpit was found; it was destroyed by impact.

Visual examination of the propeller at the hangar indicated the presence of rotational damage. Both the engine and the propeller were taken by NTSB investigators to their respective manufacturers for further examination, the engine to Williamsport, Pennsylvania (Textron Lycoming) and the propeller to a facility near Dayton, Ohio (Hartzell Propeller). The examinations were conducted under the direct supervision of NTSB investigators. No evidence was found during the examinations of conditions that would have prevented either the engine or the propeller from operating. Both the engine and the propeller have been returned to the hangar on Cape Cod.

The aircraft's GPS (Global Positioning System) and selected cockpit instruments will be shipped to the NTSB's laboratory in Washington for further examination. The radios have been hand carried to their manufacturer, Allied Signal in Kansas, for examination by a Safety Board investigator.

Pilot Information

The pilot received his private pilot's license in April 1998. The Safety Board has information indicating that he had accumulated about 300 hours of flying experience, not including time he accumulated in the Saratoga.

Weather

At about 6:30 on the night of the accident, the pilot received an Internet weather forecast for flight from Teterboro, New Jersey, to Hyannis, Massachusetts. The report was for good VFR (visual flight rules) weather, visibility 6 to 8 miles. No AIRMETS (meteorological reports to airmen) or SIGMETS (reports of significant meteorological conditions) were issued for the route of flight, and all airports along the route of flight reported visual meteorological conditions. However, pilots who had flown over Long Island Sound that evening reported after the accident that the in-flight visibility over the water was significantly reduced. Interviews of those pilots will continue.

Future Activities

The Safety Board will continue its examination of avionics and cockpit instruments. It will also continue to document the flight time and training experience of the pilot, complete its aircraft performance analysis based on accumulated radar data, and collect actual weather readings for the time of the flight.

A factual report of the investigation will be prepared by the Investigator-in-Charge, Robert Pearce, and be placed in the public record. This process takes about four to six months. The NTSB will determine the probable cause of the accident based on that factual report. That process will take several more months.

- 30 -

NTSB Press Office: Paul Schlamm/Ted Lopatkiewicz
(202) 314-6100



NTSB Press Releases <NTSBPressReleases@ntsb.gov>
07/30/99 09:43:04 AM

Record Type: Record

To:

cc:

Subject: NTSB Advisory - JFK Jr.

<<...>>

NTSB Advisory

National Transportation Safety Board
Washington, DC 20594

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July 30, 1999**

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- 30 -

NTSB Press Office: Paul Schlamm/Ted Lopatkiewicz
(202) 314-6100

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For questions/problems, contact donaId@nts.gov

THE WHITE HOUSE

WASHINGTON

July 28, 1999

Warm greetings to everyone gathered at the Department of Transportation for the Coast Guard Battle Streamer Ceremony.

The presentation of this battle streamer -- the only one unique to the United States Coast Guard -- is a powerful tribute to the contributions of the Coast Guard's predecessor, the Revenue Cutter Service, in protecting the maritime borders of our young nation during the earliest days of our republic. Though small in size and number, the cutters enforced revenue laws, prevented smuggling, and defended American waters from foreign privateers. In doing so, the RCS set a standard of courage, skill, and devotion to duty that is still maintained by the men and women of today's Coast Guard.

Now, two centuries later, the United States Coast Guard continues to build on the traditions of the Revenue Cutter Service and to uphold its pledge of *Semper Paratus* -- saving lives, ensuring the security of American ports and the safety of our waterways, protecting our shores in peacetime, and defending our nation in times of war. Its crucial role in the recent search efforts for John F. Kennedy, Jr.'s, missing aircraft underscored for all Americans the dedication and skill that Coast Guard personnel bring to all their varied and demanding operations. I am confident that this commitment to excellence will continue to define the Coast Guard in the 21st century.

On behalf of a grateful nation, I salute the men and women of the United States Coast Guard on the occasion of your 209th anniversary, and I congratulate you as you receive this historic battle streamer in recognition of your proud past and in anticipation of an even prouder future. Best wishes for a memorable ceremony.

Bill Clinton

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Bill Clinton



Maureen A. Hudson

07/30/99 09:25:30 AM



Record Type: Record

To: Anne W. Bovaird/WHO/EOP@EOP

cc:

Subject: Coast Guard Message

Hi, Anne! Here's the proposed text for appropriate edits/approval. I'll wait to hear from you before getting it finalized.

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Semper paratus + "always ready"

FOR IMMEDIATE RELEASE

Thursday, July 29, 1999

CG xx-99

Contact: Tara Jennings-May

Tel.: (202) 267-0934

**U.S. Coast Guard To Receive
Unique Battle Streamer**

U.S. Transportation Secretary Rodney E. Slater will present the U.S. Coast Guard with a recently authorized battle streamer in recognition of actions taken ~~by its predecessors~~, the Revenue Cutter Service, *which was later renamed the U.S. Coast Guard*, between 1790 and 1797.

Secretary Slater will present the battle streamer during an Aug. 2 ceremony at 11 a.m. in the courtyard of the Department of Transportation building, 400 7th Street, S.W., Washington, D.C.

Deputy Secretary of Defense Dr. John Hamre also will give remarks.

"This ceremony will memorialize the Coast Guard's more than two centuries of contributions to our nation's defense," Secretary Slater said. "From the days of President Washington to President Clinton, the Coast Guard has been true to its motto — 'always ~~ready~~' — and I salute the brave men and women who guard our shores."

Battle streamers ~~are made of cotton and are made in the colors of military campaign~~ ribbons, embroidered with the designations of the campaigns and the years in which they took place, and attached atop the military service's flagstaff. The new streamer's ribbon consists of alternating red and white stripes.

This is the only battle streamer that is unique to the Coast Guard and not shared with another military service. It will commemorate the Revenue Cutter Service's accomplishments as the sole maritime defense force protecting the young nation during most of the 1790s. Most notably, during a conflict with France, the RCS fought against French privateers who were seizing British and Spanish ships in American waters.

The RCS, which was formed to enforce customs and tariffs on maritime commerce, joined with the Life Saving Service in 1915 and was renamed the United States Coast Guard. An independent historian credited many heroic actions to the Coast Guard's predecessor – particularly the service's efforts to prevent maritime smuggling – and determined that those actions have never received proper recognition.

In addition to the ceremony, the U.S. Coast Guard Band will celebrate the new battle streamer and the Coast Guard's 209th birthday in a public concert at the Navy Memorial on Aug. 3 at 7:30 p.m. The Navy Memorial is located on Pennsylvania Avenue, between 7th and 9th Streets, N.W., in Washington.

###

Maritime Protection of the New Republic

**MEDAL COMMEMORATING MARITIME
PROTECTION OF THE NEW REPUBLIC****1790 - 1797****(United States Coast Guard)****The Medal**

The Medal Commemorating Maritime Protection of the New Republic was licensed by the Military Order of Foreign Wars to recognize the contribution of the Revenue Cutter Service, predecessor of the United States Coast Guard, in securing the maritime borders of the United States in the earliest years of the Republic.

Period of Service

This medal commemorates the service and dedication of the Revenue Cutter Service, which held sole responsibility for the protection of the national maritime enterprise between 1790 and 1797. ✓

Designer

The Medal Commemorating Maritime Protection of the New Republic was designed by Nadine Russell. Ms. Russell is the Chief of Creative Heraldry at the Army's Institute of Heraldry and is the designer of many of this Nation's campaign and service medals. This medal was privately commissioned by the Military Order of Foreign Wars.

Symbolism**Obverse**

In the center of a bronze medallion, an American eagle is depicted grasping a shield and crossed tridents. The inscription **MARITIME PROTECTION OF THE NEW REPUBLIC 1790 - 1797** surrounds the central motif and appears in raised letters. The words **NEW REPUBLIC** appear at the bottom of the medal and are separated from the remainder of the inscription by laurel leaves. The eagle, our national symbol, appears in a style used by the United States during its early years. It grasps the shield of the Republic in one talon and two crossed tridents in the other, thus reflecting maritime prowess in protection of the New Republic. The eagle epitomizes the principles and ideals of the new nation while embodying the spirit of freedom and independence. The stylized laurel on either side represents honor and achievement, hallmarks of the United States Coast Guard since its earliest days, when it was known as the Revenue Cutter Service.

Reverse

The reverse bears the seal of the Military Order of Foreign Wars: In the center of a bronze medallion, a shield bearing four swords pointing downward, two at an angle from the left, and two at an angle from the right. Above the swords is an American eagle with its wings

Foxfall Medals

spread, shown behind a battlement. In the field behind the shield is a field of thirteen stars amid a cloud formation, and above the shield is a mural circlet from which arises an arm in armor holding four thunderbolts. Beneath the shield is a banner bearing the motto, DEUS ET LIBERTAS, and beneath the banner appears the date 1894 (the date being separated, right and left). Surrounding the entire central theme is another banner, this one bearing the inscription, MILITARY ORDER OF FOREIGN WARS OF THE UNITED STATES, and surrounding this banner is a circle of bullets.

Ribbon

The ribbon is adapted from the Coast Guard streamer for the Maritime Protection of the New Republic. The colors of the ribbon consist of alternating stripes of red and white (eight red and white stripes, beginning with red on the right and ending in white on the left). This combination was taken from the original Revenue Cutter Service ensign (authorized in 1799) that consisted of "sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States in dark blue, on a white field."

Background

Following the American Revolution, Congress dismantled the Continental Navy, and naval matters were administered by the War Department. By 1785 the last of the Continental Navy's ships had been sold, leaving the New Republic with no Naval force to protect its interests on the seas. The Treasury Department, which quickly became the largest department of government, was responsible for collecting customs duties at the various ports, and these revenues were an important source of income for the Government. However, by 1790 maritime smuggling to avoid the payment of import tariffs was a well-established practice along the American coast. Although the Treasury Department was responsible for collecting customs and duties, operating lighthouses, and registering vessels, it had no means for dealing with the problem of maritime smugglers. On April 23, 1790, Alexander Hamilton presented Congress with a Bill calling for the establishment of a "Revenue Marine Service" with an initial fleet of ten small cutters to enforce revenue laws and prevent smuggling. Congress passed Hamilton's Revenue Cutter bill on August 4, 1790. In addition to preventing smuggling, the Revenue Cutter Service performed other important naval duties. For example, during the Napoleonic Wars, French privateers occasionally seized British and Spanish ships within the three mile limit of the United States coast. Although the Revenue Cutter Service was largely ineffective in preventing French ships from operating in American waters, they did the best they could under the circumstances. In fact, it was this quasi-war with France that led to the establishment of the United States Navy by an Act of Congress on April 30, 1798. Between 1790 and 1797 the Revenue Cutter Service provided services of great value to the United States during which they secured a reputation for excellence that continues through the modern United States Coast Guard.

FRENCH NAVAL WAR

During the 1790s, American relations with France went from bad to worse. French officials insulted and sometimes refused to receive U. S. diplomats; French ships despoiled American commerce; French captains maltreated Yankee seamen to the point of torture. Presidents Washington and John Adams both urged Congress to act in the national defense, but rearmament was sluggish in getting underway. At last, on 1 July 1797, Congress authorized the President to "increase the strength of the several Revenue Cutters, so that the number of men employed do not exceed 30 marines and seamen to each Cutter; and cause said Revenue Cutters to be employed to defend the sea coast, and to repel any hostility to their vessels and commerce."

Until 1798, Secretary Hamilton's fleet of revenue cutters was the young Nation's only navy, for the regular Navy was not organized until that year. At this time, an undeclared shooting war at sea had broken out at sea. French privateers, preying on American shipping, seized more than 340 American ships.

During the ensuing hostilities, Congress ordained in 1799 that "Revenue Cutters shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States."

President John Adams, anticipating the act of Congress, had placed the cutters under the orders of Benjamin Stoddert, first Secretary of Navy, in 1798. Among their early assignments was patrolling between Nantucket and Cape Henry, and escorting the new frigate *Constitution* on her maiden cruise. In this period, too, cutters performed the first convoy duty, guarding American merchantmen from the privateers.

In 1799, Stoddert ordered four fleets of 20 ships to sea against the French raiders.

In this force were eight cutters. Of 20 French ships captured by the combined fleets, 16 were taken by cutters. The 187-ton cutter *Eagle* set something of a record by capturing five French ships, recapturing seven American ships, and assisting in the capture of 10 others.

The *Pickering*, sister cutter of the *Eagle*, fought a notable engagement with the privateer *L'Egypte Conquise* on October 18, 1799. The Frenchman was fitted out and doubly manned expressly to capture the *Pickering*. Against her 14 nine- and 4 six-pounders and crew of 250, the cutter had only 14 four-pounders and 70 men. But after a 9-hour battle, the bigger ship hauled down the Tri-Color and surrendered. Later, in 1800, the *Pickering* was lost with all hands in a storm.

Hostilities between France and the United States in this undeclared war ended in 1801.

186 Devon Road
 Essex Falls, N. J. 07021
 April 15, 1975

Dear Truman - In answer to your query about the naval actions of the Revenue Cutters in the pre-Navy period, there were a number of incidents in which the Cutters took action against both French and British vessels breaking American laws in American territorial waters. I suppose you might say that these incidents foreshadowed the Quasi War with France and the War of 1812.

Against the French, the Cutter Virginia took possession of the Unicorn in 1794 at Smithfield, Virginia. She was being illegally outfitted as a French privateer. Virginia also chased out of Chesapeake Bay a French vessel guilty of breaking the 1793 quarantine law regarding yellow fever.

Another French privateer, Jumaux, was boarded in the Delaware by Master James Montgomery of the Revenue Cutter General Greene in 1794. Montgomery accused the French Captain of securing arms and men for his ship contrary to law. A scuffle ensued on deck but unfortunately the Jumaux eventually escaped, probably without her American guns and crew.

The Cutters had many minor encounters with the British. Considering the fact that the Revenue Cutter Masters were Revolutionary War veterans this is not surprising. In one instance a British ship of the line Lynx fired on, and boarded, the Revenue Cutter for Georgia, later apologizing and claiming that they mistook her for a privateer. This was in 1795.

Also in 1795 the Cutter VIRGINIA captured a British sloop illegally carrying horses to a military base in the West Indies.

My eight years of research in the history of these early Cutters has revealed many encounters with foreign (and American) lawbreakers but no bloodshed. You will remember that Alexander Hamilton instructed the Revenue Cutter officers to be very diplomatic in their dealings with their fellow countrymen and foreigners but to establish the laws and the flag of the United States within four marine leagues of the land from Canada to Florida. Incredibly those small sloops and schooners did just that!

If you need any more information let me know.

Sincerely,

Flour Korn

Mrs. E. Clarence Korn

republic. By the end of the 19th century, embroidery was discontinued in favor of inscribed silver bands around the color staffs. This too was changed in World War I in favor of small ribbons bearing battle names. The Coast Guard adopted battle streamers in 1968 following the practice established by the U.S. Marine Corps.

Streamers are attached to the Coast Guard standard, replacing cords and tassels. They are carried in all ceremonies representing heroic actions in all naval encounters from 1798 to the Vietnam War and beyond. Only major headquarters commands may display a complete set of battle streamers. Individual units may only display those they have earned. The Coast Guard has authorized a total of 33 battle streamers.

Battle Streamers

French Naval War	Light blue with two groupings of red, white and blue stripes
War of 1812	Scarlet with two white stripes
African Slave Trade Patrol	
Operations Against West Indian Pirates	
Indian War	Scarlet with two black stripes
Mexican War	Green with one white stripe
Civil War	Blue and gray, equally divided
Spanish Campaign	Yellow with two blue stripes
World War I Victory	Double rainbow
China Service	Yellow with two red stripes
Yangtze Service	Blue with two groupings of yellow and red stripes
American Defense Service	Yellow with two groupings of yellow and red stripes
American Campaign	Blue with two groupings of white, black, red and white stripes; with red, white and blue stripes in center
European-African-Middle Eastern Campaign	Green and brown with two-stripe groupings; one of green, white and red and the other of white, black and white stripes; white and red stripes in the center
Croix De Guerre, French, World War II	Red with four green stripes
Asiatic-Pacific Campaign	Orange with two white, red and white stripe groupings; with blue, white and red stripes in center
Philippine Defense	Red with two white stripes
Philippine Liberation	Red with one blue and one white stripe
Presidential Unit Citation	Blue, gold, red
Philippine Independence	Blue with yellow border stripes and red, white, red center grouping
Philippine Presidential Unit Citation	Red, white and blue
World War II Victory	Red with rainbow border groupings and two white stripes

Navy Occupation Service	Red and black, equally divided on white
Korean Service	Light blue bordered on each side with white; white center stripe
Navy Unit Commendation	Green with two groupings of blue, yellow and red stripes
National Defense Service	Red with yellow center and two groupings of white, blue, white stripes.
Armed Forces Expeditionary	Light blue with border groupings of green, yellow, brown and black; red, white and blue center groupings
Vietnam Service	Yellow, with green borders, three red stripes
Meritorious Unit Commendation (Army, Saigon)	Scarlet
Navy Meritorious Unit Commendation	Green with two groupings of yellow, blue and yellow and red center
RVN Armed Forces Meritorious Unit Citation, Gallantry Cross with Palm	Red with gold center and eight double red stripes with palm
RVN Meritorious Unit Citation, Civil Actions Medal First Class Color, with Palm	Green with red edges and two red stripes in center and palm
Southwest Asian Campaign	

(13) 3421 Maritime Protection.

The battle streamers

There is no doubt that the Coast Guard cherishes its many peacetime activities. But it is also proud of its services in the wars of the United States. The "system of cutters" was only seven years old when several of its fleet fought in the Quasi-War with France. In this war and the War of 1812, these small, lightly armed cutters proved their worth against experienced European warships.

Embroidering the names of battles on flags may be traced to the early days of the republic. By the end of the 19th century, embroidery was discontinued in favor of inscribed silver bands around the color staffs. This too was changed in World War I in favor of small ribbons bearing battle names. The Coast Guard adopted battle streamers in 1968 following the practice established by the U.S. Marine Corps.

Streamers are attached to the Coast Guard standard, replacing cords and tassels. They are carried in all ceremonies representing heroic actions in all naval encounters from 1798 to the Vietnam War and beyond. Only major headquarters commands may display a complete set of battle streamers. Individual units may only display those they have earned. The Coast Guard has authorized a total of 33 battle streamers.

SCHEDULING PROPOSAL: July 23, 1999

ACCEPT	REGRET	PENDING
---------------	---------------	----------------

TO: Stephanie Streett
Director of Scheduling and Advance

FROM: Thurgood Marshall, Jr. T.M.
Secretary to the Cabinet

REQUEST: To invite the President to be the Keynote Speaker at the Coast Guard Battle Streamer Ceremony.

PURPOSE: To publicly recognize the Coast Guard on the occasion of the service's 209th anniversary, which will be officially celebrated on August 4, 1999, and in light of the service's performance during the JFK Jr. tragedy. The specific event recognizes the contribution of the Revenue Cutter Service, predecessor of the United States Coast Guard, in securing the maritime borders of the United States in the earliest years of the Republic between 1790-1797. The highlight of the event will be the presentation of a medal and a battle streamer. The ceremony will also feature the Coast Guard and Department's role in national security.

BACKGROUND: Battle streamer ceremonies are very rare, prestigious events for the military services. This is the only battle streamer that is unique to the Coast Guard. The President's attendance will highlight the significance of this honor.

PREVIOUS PARTICIPATION: None

DATE AND TIME: Monday, 2 August 99, 1045 - 1200 (the ceremony will be approximately 75 minutes, preceded by a VIP reception).

DURATION: 30 minutes for the VIP reception, 45 minutes for the ceremony.

LOCATION: DOT Building or, alternatively, Fort McNair.

PARTICIPANTS: Secretary Slater, ADM Loy; DOD Deputy Secretary Hamre and Navy League, American Legion and VFW representatives

OUTLINE OF EVENTS:
VIP Reception/Prelude
Honors, colors, national anthem, invocation
Secretary Slater introduces President
President (Keynote Speaker)
Commandant's acceptance remarks

The President presents the battle streamer and Medal to the Commandant - both place it on the Coast Guard flag staff

Closing remarks and Benediction

REMARKS REQUIRED:

Yes, as the Keynote Speaker for approximately 10-12 minutes.
Focus would be on the Coast Guard's role as a unique
instrument of national security

MEDIA COVERAGE:

Open

RECOMMENDED BY:

Rodney E. Slater
Secretary of Transportation

CONTACT:

Jerry L. Malone
Chief of Staff
Department of Transportation
(202) 366-1103



U.S. Department of
Transportation
Office of the Secretary
of Transportation

Chief of Staff

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

FAX TRANSMISSION COVER SHEET

DATE: 7/23/99TO: MR. Thurgood Marshall, Jr.FAX NO: Cabinet Affairs

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

Number of pages transmitted, including cover sheet: 2**Message:**

Attached is a Proposal for POTUS to
participate in an August 2: USCB event
here in D.C. where we could include
an appropriate recognition of Adm. Harrabee and
the First District Team. (And ~~possibly~~ the
~~appropriate~~ folks from state, local and federal
agencies, if appropriate).

Also on another note, I am asking CG to
update us on various matters regarding recent
migrant interdiction efforts to enable you to fully
consider this proposal.



U.S. Department of
Transportation

Office of the Secretary
of Transportation

JULY 23, 1999

TO: JAKE SEIWERT, WHITE HOUSE
PRESS OFFICE

(Follow-up on our call yesterday.)

The Coast Guard celebrates its
209th birthday August 4.

An event on August 2 in Washington
is already planned, led by
Secretary Slater and Commandant Loy
(a Battle Streamer ceremony
commemorating the work of the
Revenue Cutter Service from 1790-
97).

~~Briefly put, with the President's
participation, this ceremony could
easily be adjusted to recognize the
work of the First District and
Admiral Larrabee, and be held on
the lawn at Ft. McNair in SE (CG
cutter backdrop, etc., instead of
current plans for the DOT hdqts.
plaza).~~

Possible
Locations:

(1) DOT headquarters
Bldg. outdoor
Plaza;

(2) Lawn of Fort McNair
in S.E. D.C.
(CG cutter backdrop, etc.)

Bill Schulz
Bill Schulz



Commerce Secretary William M. Daley plus Admiral shoulder boards on RAdm. Evelyn Fields, newly confirmed director of the Office of NOAA Corps Operations, while her brother, Lt. Col. Anthony M. Fields (ret.-Army), looks on.

Fields began her career with NOAA in 1972 as a cartographer at the Atlantic Marine Center in Norfolk, Va., and in 1973—when NOAA began recruiting women into its commissioned service—was the first African American woman to join the NOAA Corps. She is now the most senior woman in the Corps.

During her 26 years as a NOAA Corps officer, Fields has served in a variety of staff and operational billets. She has served on the ships *Mt. Mitchell* and *Peirce* as operations officer, and *Rainier* as executive officer, in deployments including the Atlantic and Pacific oceans, Gulf of Mexico, Caribbean, and Alaskan waters. Most notably, she was the first woman to serve as commanding officer on a NOAA ship, the *McArthur*, as well as the first woman to command a federal ship for an extended period within the nation's uniformed services. Her sea experience covers hydrographic survey operations, fisheries research and oceanographic research.

In other achievements, Fields was selected to be the second U.S. Exchange Hydrographer with Canada. After the exchange program, she was responsible for reviewing, critiquing, and determining whether the hydrographic survey data submitted by Atlantic Marine Center field units was complete and adequate for final acceptance into the processing system. She was selected for and attended the Armed Forces Staff College, and subsequently worked with all program areas of NOAA as assignment coordinator for the Office of NOAA Corps Operations, providing sound advice to both programs and officers regarding officer assignments. She was selected as a fellow to the U.S. Department of Commerce Science and Technology Fellowship Program, where she obtained policy-making and program management experience at the highest executive and legislative levels. After completing this program, she became administrative officer of the National Geodetic Survey, and then chief of Hydrographic Surveys. She was then named director of the Commissioned Personnel Center.

During her career, Fields has received a variety of commendations for performance of duty, unit awards and letters of appreciation for participation in career day programs, EEO programs, mentor programs, women's programs, and women and minorities recruiting. She was selected Lady of the Year by the Bachelor-Benedict Club of Norfolk, Va., in July 1994. Fields was named one of the top 50 minority women in science and engineering for 1996 by the National Technical Association. She is a member of several professional societies and has served in various offices of those organizations.

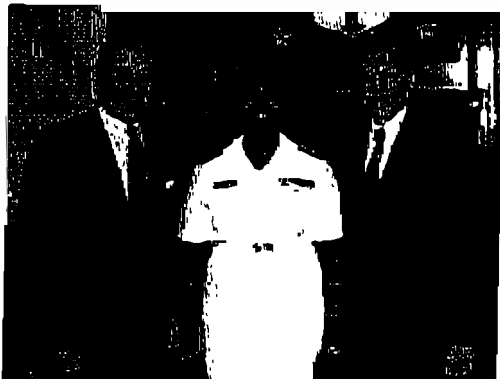
The Office of NOAA Corps Operations, composed of civilians and commissioned officers, operates and manages the agency's fleet of research ships and aircraft; officers also support NOAA programs through diverse shoreside positions. The NOAA Corps is the

nation's smallest uniformed service. Officers—all scientists or engineers—provide NOAA with an important blend of operational, management and technical skills that support the agency's programs at sea, in the air, and ashore.

NOAA News || NOAA Home Page

SENATE CONFIRMS CAPT. EVELYN FIELDS AS DIRECTOR OF NOAA CORPS; FIELDS PROMOTED TO REAR ADMIRAL

Fields Is First Woman and First African American to Hold Post



Commerce Secretary William M. Daley,
RAdm. Evelyn Fields and NOAA Administrator
Dr. D. James Baker

May 13, 1999 — The Senate has confirmed as director of the NOAA Corps Capt. Evelyn Fields, the first woman and the first African American to serve in this position. Since her confirmation, Fields has also been promoted to the rank of rear admiral, upper half. She officially assumed her new responsibilities this week, U.S. Secretary of Commerce William M. Daley said.

NOAA's Commissioned Officers Corps is the nation's seventh uniformed service, and operates under the U.S. Department of Commerce.

President Clinton nominated Fields for the position on Jan. 19. Before her confirmation, Fields served as deputy director of NOAA's National Ocean Service.

"We are extremely pleased that this exceptional, visionary officer will serve at the head of the NOAA Corps," said Secretary Daley. "RAdm. Fields has broken a lot of new ground throughout her career with the Corps, and has a proven track record as a manager and a leader. She was the first African American woman to be commissioned in the NOAA Corps, the first woman to command a federal ship, and the second person to be U.S. Exchange Hydrographer with Canada. Most recently, during the time she's been deputy director of the National Ocean Service, NOAA's nautical charting capabilities have taken a quantum leap forward with the development of raster and vector charts, doubling of chart production, reduction of chart update production time from 47 to just four weeks, improvement in technology with a substantial increase in data acquisition capabilities on board NOAA hydrographic survey ships, and increase in contracting out of survey operations to the private sector."

"RAdm. Fields is an outstanding officer and forward-looking leader, and commands the loyalty and respect of those with whom she works. I have full confidence that under her leadership and direction, the NOAA Corps will continue to serve the agency's programs and the nation with the highest level of professionalism," said Rear Admiral William L. Stubblefield, who retired as director of the NOAA Corps on March 1.



Click on image to view larger size. (1.6 M)

Office of NOAA Corps



Since NOAA's beginning, a large percentage of its oceanographic, atmospheric, hydrographic, fisheries and coastal data has been collected on NOAA ships and aircraft. This fleet of platforms is managed and operated by the Office of NOAA Corps Operations, an office made up of civilians and officers of the NOAA Commissioned Corps (a uniformed service of the United States). In addition to research and monitoring activities critical to NOAA's mission, NOAA ships and aircraft provide immediate response capabilities for unpredictable events, such as recovery and search efforts after the TWA Flight 800 crash, damage assessment after major oil spills such as the Exxon Valdez, Persian Gulf War and New

Carissa, and several major hurricanes during the 1998 season.

Rear Admiral Evelyn Fields is the director of the NOAA Corps.



Background Information

NOAA LOCATES WRECKAGE ON OCEAN FLOOR AFTER TWA FLIGHT 800 DISASTER

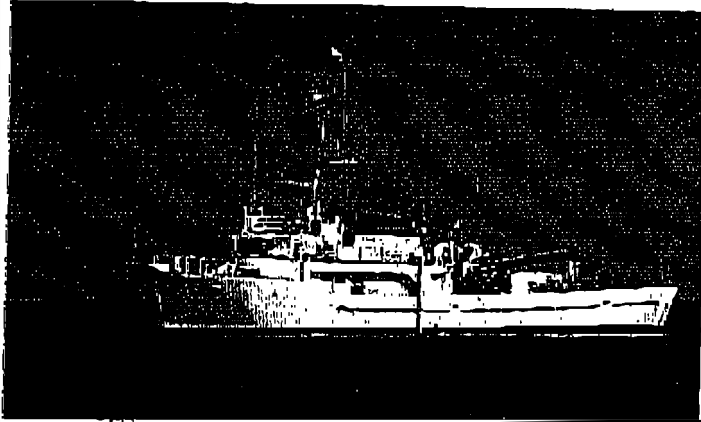
SIDE SCAN SONAR

NOAA'S OFFICE OF COAST SURVEY — The nation's official chartmaker.

Media should contact NOAA public affairs headquarters in Washington, DC, at (202) 482-6060. (Photos courtesy NOAA's Robert Chartuk)

[NOAA News](#) || [NOAA Home Page](#)

NOAA SHIPS RUDE AND WHITING WRAP UP ROLE IN WRECKAGE SEARCH



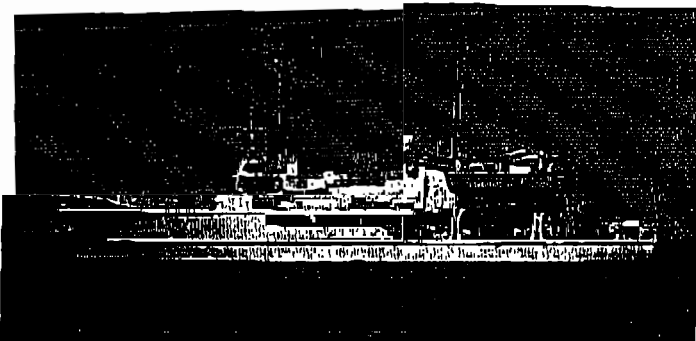
NOAA Ship Rude searches for wreckage using side scan sonar.

July 23, 1999 — The NOAA Ships Rude and Whiting completed their role in the search for John F. Kennedy Jr.'s plane off the coast of Martha's Vineyard. The ships used sophisticated sonar equipment to help pinpoint the area where the Kennedy plane was found.

NOAA was requested by the U.S. Coast Guard to aid in the search for the missing aircraft carrying John F. Kennedy Jr.

NOAA Ships Rude and Whiting

NOAA, an environmental science agency of the U.S. Department of Commerce, is responsible for surveying coastal waters for the production of the nation's nautical charts.



NOAA Ship Whiting takes part in search operations.

The NOAA hydrographic survey ships Rude and Whiting have been deployed to assist the Coast Guard in the search operations. Both ships specialize in locating on the seafloor submerged wrecks and obstructions to navigation using side-scan sonar (SSS) technology. Housed in a small torpedo-shaped bell called a "fish," the SSS provides an accurate acoustical image of the bottom extending up to 600 meters on each side of the ship. The actual amount of

bottom coverage acquired by the SSS is dependent upon the depth of water, the towfish height above the ocean bottom, and specific water characteristics. During typical survey operations in depths between 10 and 60 meters, a 200-meter wide bottom swath can be examined as the SSS fish is towed slowly astern. SSS creates a map-view image. Differential Global Positioning System receivers use satellites to position the ships within five meters (17 ft.); conductivity, temperature and depth (CTD) probes determine sound velocity through water to correct depth soundings.



NOAA Corps Lt. Larry Krepp, operations officer on NOAA Ship Whiting, lowers side scan sonar towfish which helped find the wreckage.

Though both ships have the same primary function, Rude and Whiting have differing characteristics. The 90-foot Rude carries a multi-beam sonar, which acquires a fan-shaped swath of depth data from 40 sounding beams at once, 13 times a second, and gives precision depths and positions over a narrower swath. This technology creates a clearer picture than provided by SSS, and is used to clarify significant objects picked up by SSS. The 163-foot Whiting carries two survey launches equipped with SSS, thereby tripling its production capacity. In addition, Whiting carries a high-speed SSS system,

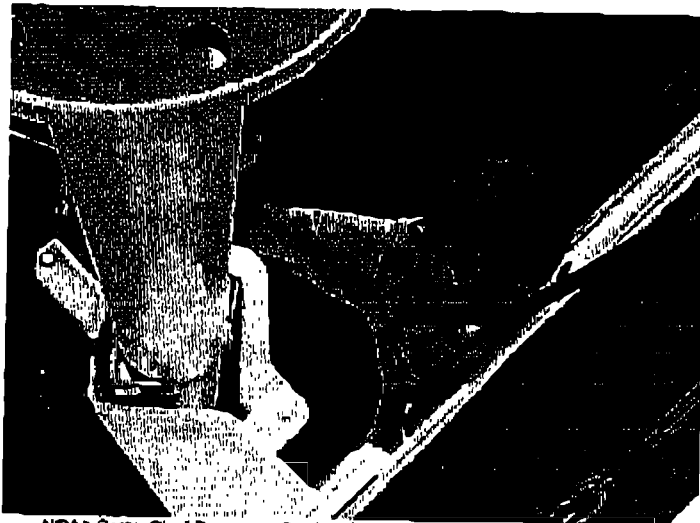
enabling the ship to operate at 10 knots instead of the four-five knots of Rude, and cover about 16 sq. miles per 24 hours. Rude can cover about eight sq. miles every 24 hours.

NOAA Corps Commander Sam De Bow was the hydrographer on scene where search activities were conducted.

In summary:

Rude:

- 90-ft. hydrographic survey ship
- Carries both side-scan sonar and multibeam sonar
- Covers about eight sq. miles every 24 hours, traveling at four to five knots
- Under command of Lt. Cmdr. James Verlaque, NOAA Commissioned Corps
- Home ported in Norfolk, Va. Was working out of Montauk, Long Island, at time of accident



NOAA Corps Chief Boatswain Gordon Pringle lowers beamson moments before the NOAA Ship Rude pronounced the location of the plane's wreckage for the Naval recovery team.

Whiting:

- 163-ft. hydrographic survey ship
- Carries high speed side-scan sonar
- Covers about 16 sq. miles every 24 hours, traveling at 10 knots
- Carries two launches with side-scan sonar, tripling its production capacity
- Under command of Lt. Cmdr. Gerd Glang, NOAA Commissioned Corps
- Home ported in Norfolk, Va. Was working out of Delaware Bay at time of accident.

Rude and Whiting are operated and managed by the Office of NOAA Corps Operations, composed both of civilians and officers of the NOAA Corps, the nation's seventh uniformed service.

THE WHITE HOUSE

WASHINGTON

July 26, 1999

RADM Evelyn Fields
Director of the Commissioned Corps
National Oceanic and
Atmospheric Administration
Silver Spring, Maryland 20910

Dear Admiral Fields:

I am pleased to join your family, friends, and colleagues in congratulating you as you assume your new duties as Director of the National Oceanic and Atmospheric Administration's Commissioned Corps.

This assignment is just the latest in a series of challenging responsibilities you have fulfilled in your distinguished 26-year career with NOAA. With skill, vision, and exceptional leadership, you have made outstanding contributions to NOAA's mission of scientific inquiry and environmental study, particularly in the fields of hydrographic survey operations and oceanographic and fisheries research.

The crucial role of the NOAA ships *Rude* and *Whiting* in last week's search efforts for John F. Kennedy, Jr.'s, missing aircraft underscored for all Americans the dedication and technological skill that NOAA personnel bring to their varied and demanding operations. I know you take great pride in the NOAA Corps' history of achievement, and you can rightfully be proud of adding to that history with your assumption of command as Director of the Corps.

Best wishes for a memorable ceremony and continued success in the years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Clinton". The signature is written in a cursive, flowing style with a small dot above the "i" in Clinton.



Maureen A. Hudson

07/26/99 11:13:44 AM



Record Type: Record

To: Anne W. Bovaird/WHO/EOP@EOP

cc:

Subject: Proposed Message to RADM Fields

Here's the draft for your edits/approval. I'm also faxing over the background that I got off of NOAA's web page. I tried to keep it kind of short and simple, but see what you think:

"RADM Evelyn Fields
Director
Commissioned Corps
National Oceanic and Atmospheric Administration
Sivler Sproing, Maryland 20910

Dear Admiral Fields:

I am pleased to join your family, friends, and colleagues in congratulating you as you assume your new duties as Director of the National Oceanographic and Atmospheric Administration's Commissioned Corps.

This assignment is just the latest in a series of challenging responsibilities you have fulfilled in your distinguished 26-year career with NOAA. With skill, vision, and exceptional leadership, you have made outstanding contributions to NOAA's mission of scientific inquiry and environmental study, particularly in the fields of hydrographic survey operations and oceanographic and fisheries research.

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Best wishes for a memorable ceremony and continued success in the years to come.

Sincerely,"

BC

Approved by
Jim Doyle
@ Commerce

Latrobe gate - main gate
off M Street

P-6 area - Commandant's reception area

Mike Staunton
Ingram Street

Malik will introduce
WHENEVER

TMT speaking
after secy. -
before Dr. Baker

482-6288 - Stephen

1998 Message

Warm greetings to everyone celebrating the 81st anniversary of the Commissioned Officer Corps of the National Oceanic and Atmospheric Administration.

The NOAA Commissioned Corps, with deep roots in our nation's past, is helping to create a brighter future for all Americans. Skilled in oceanography, meteorology, the earth sciences, and numerous other disciplines, you are empowering us with the knowledge and experience to understand our global environment and to preserve the Earth's precious natural resources.

From Alaska to Antarctica, on the sea, in the air, and on land, during times of conflict and in times of peace, the NOAA Corps has served America with distinction. You have dedicated your talents and expertise to keep our nation safe, to uphold and advance the highest standards of scientific inquiry, and to preserve our environment for the benefit of the generations to come.

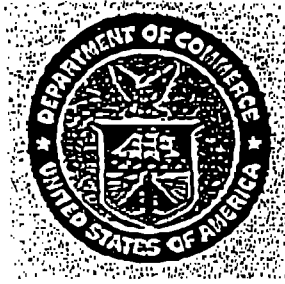
On behalf of a grateful nation, I salute you on your record of achievement and extend best wishes for a memorable anniversary celebration.

EXECUTIVE OFFICE OF THE PRESIDENT



FACSIMILE TRANSMITTAL SHEET

Number of pages including cover 10Date 7/26/99To ANNE BOVAIRDFAX Number 67067Comments I'll wait for edits / approval before
finalizing the text.From M. Maureen Hudson Phone: 202/456-5902
Fax: 202/456-2993OFFICE OF THE DIRECTOR
Presidential Correspondence
The White House
Washington, DC 20500
Phone: 202-456-7610
Fax: 202-456-2993



OFFICE OF THE SECRETARY
OFFICE OF EXTERNAL AFFAIRS

1411 Street and Constitution Avenue, NW, Suite 5883
Washington, DC 20230

Telephone 202-482-5880
Fax 202-482-0052

TO:

Ann Bovaird

FAX:

(202) 456-7067

FROM:

Tamar Magarik

DATE:

7/26/99

NUMBER OF PAGES

(INCLUDING COVER SHEET):

10 pages

MESSAGE:

The document accompanying this transmittal sheet is intended only for the use of the individual or entity to whom it is addressed. This message contains information which may be privileged, confidential or exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any disclosure, dissemination, copy or distribution, or the taking of any action in reliance on the contents of this communication is strictly prohibited.

**FAIR WEATHER PLAN
(CEREMONY ON PIER ONE)**

Official party will consist of:

Christopher B. Weaver, Rear Admiral, USN, Commandant, NDW
William M. Daley, Secretary of Commerce
Robert Mallet, Deputy Secretary of Commerce
D. James Baker, Under Secretary and Administrator, NOAA
Evelyn J. Fields, Rear Admiral, NOAA, Director, Office of NOAA Corps
Operations
Rev. James R. Fields, Plymouth Congregational United Church of Christ,
Charleston, SC

Escorts: Commander Susan McKay, NOAA
Commander Richard Behn, NOAA

Other attendees at P-6 Quarters: Deputy Secretary Mallett, Mrs. Baker, Mrs. James Fields, Mrs. Jerlean Fields, Lt.Col. and Mrs. Anthony Fields, Mrs. Clara Jones, Christopher and Tony Fields

1. The ceremony will be held on Pier One, Audience Facing NOAA Ship WHITING, Washington Navy Yard, on Tuesday, July 27, at 10 a.m.
2. The Master of Ceremonies (MC) will be Deputy Secretary Robert Mallett
3. Sequence of Events:

0900	Set up Department of Commerce and NOAA flag by dias
0905	Ushers assemble at entrance to Pier One Jim Martin sets up tape system, ensures system is operating properly
0915	Bugler and soloist arrive for set up
0920	Escorts assemble at Quarters P-6.
0930	Members of Official Party with their spouses and guests assemble at Quarters P-6

0945

Mr. Mallett, Mrs. Baker, Mrs Jerlean Fields & Mrs. James Fields, Mrs. Clara Jones, Tony Fields, & Christopher Fields depart Quarters P-6

CDRS White: - stop escorting guests to walk to end of pier for arrival of car to escort Mr. Mallett, Mrs. Baker, Mrs Jerlean Fields & Mrs. James Fields, Mrs. Clara Jones, Tony Fields, & Christopher Fields to assigned seats.

- escort other family members to assigned seats.

0950

All attendees should be present and seated.

0950

Briefing of Official Party at Quarters P-6.

0955

Rear Admiral Weaver, Secretary Daley, Dr. Baker, RADM Fields, Rev. Fields & escorts (CDRS Behn & McKay) depart P-6 for Pier One.

0958

Master of Ceremonies (MC) stands at podium.

1000

MC: "GOOD MORNING AND WELCOME TO THE ASSUMPTION OF COMMAND CEREMONY FOR REAR ADMIRAL EVELYN J. FIELDS. WILL YOU PLEASE RISE FOR THE PRESENTATION OF COLORS."

MC: "ADVANCE THE COLORS."

JMARTIN: - *Taped music plays Colors March.*

COLOR GUARD(CG): - *Advances Colors.*

MC: *When CG is in position and halted:*

MC: "POST THE COLORS."

J.MARTIN: *Plays "To the Colors"*

CG: *-Set personnel post colors and take position.*

MC: *- Once music has stopped and CG has halted and ordered down:*

MC: *"GUESTS, PLEASE BE SEATED."*

1005

- Upon sighting vehicles with Official Party

BUGLER: *- Sounds "Attention."*

MC: *"GUESTS, PLEASE RISE FOR THE ARRIVAL OF THE OFFICIAL PARTY AND REMAIN STANDING.."*

RADM Weaver: *- Escorts Official Party to honors positions facing the colors.*

SECRETARY DALEY: *- Steps forward one pace.*

J.MARTIN: *-Plays 4 Ruffles and Flourishes followed by Admiral's March.*

SHIP: *- Secretary Daley's flag is broken on the starboard side yardarm on WHITING.*

- When honors are concluded.

SECRETARY DALEY *- Steps back one pace.*

MC: *"OUR NATIONAL ANTHEM"*

- Official Party remains at their honors positions for the singing of the National Anthem.

SOLOIST - *Sings National Anthem.*

MC: "REVEREND JAMES R. FIELDS, WILL NOW
DELIVER THE INVOCATION."

REV. FIELDS - *Steps to podium and Delivers Invocation*

*- At the conclusion of the Invocation, Official
Party takes seats.*

MC: "GUESTS, PLEASE BE SEATED."

(Pause)

MC: "LADIES AND GENTLEMEN, IT IS MY
PLEASURE TO INTRODUCE THE HOST OF
TODAY'S CEREMONY, REAR ADMIRAL
CHRISTOPHER B. WEAVER, COMMANDANT,
NAVAL DISTRICT WASHINGTON."

RADM WEAVER: - *Walks to podium, makes remarks, then is
seated.*

MC: "THANK YOU, ADMIRAL WEAVER. IT IS NOW
MY DISTINCT PLEASURE TO INTRODUCE
WHAT IN DEFENSE TERMINOLOGY WOULD
BE OUR SECCOM, THE SECRETARY OF
COMMERCE, MR. WILLIAM M. DALEY.

SECRETARY DALEY: - *Walks to podium,*

*(INSERT SECRETARY DALEY's REMARKS
HERE)*

07/26/99 MON 08:27 FAX 202 482 0052
07/22/99 THU 08:23 FAX 301 713 1541

External Affairs
NOAA CORPS OPERATIONS

006
006

SECRETARY DALEY: *returns to his chair.*

MC: "THANK YOU, MR. SECRETARY. IT IS WITH HONOR THAT I INTRODUCE THE UNDER SECRETARY FOR OCEANS AND ATMOSPHERE AND THE ADMINISTRATOR OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, WHICH THIS SHIP BEHIND OUR GUESTS SO PROUDLY DISPLAYS, DR. D. JAMES BAKER.

DR. BAKER: *Walks to podium,*

(INSERT DR. BAKER's Speech Here)

DR BAKER: *Returns to seat.*

MC: "THANK YOU, DR. BAKER, LADIES AND GENTLEMEN, IT IS WITH THE GREATEST OF HONOR THAT I GET TO INTRODUCE TO YOU THE REASON WE ARE HERE TODAY. WITHOUT FURTHER ADIEU, THE NEW DIRECTOR OF THE OFFICE OF NOAA CORPS OPERATIONS AND THE DIRECTOR OF THE NOAA CORPS, REAR ADMIRAL EVELYN J. FIELDS."

CDR McKAY: - *Stands by MC to be ready to step up to microphone*

RADM FIELDS: - *Steps to lectern,*

(INSERT RADM FIELD's REMARKS HERE)

RADM FIELDS: - *concludes by saying,*

"I WILL NOW READ MY LETTER OF
APPOINTMENT"

- *reads letter and states,*

"CDR. McKAY, BREAK MY FLAG."

CDR McKAY: "AYE-AYE, MA'AM.

MC: "GUESTS PLEASE RISE."

CDR McKAY: - *facing ship states -*

"LCDR Glang, Break REAR ADMIRAL FIELD'S
FLAG."

SHIP: -*RADM FIELD's flag is raised on Port Side
yardarm.*

LCDR GLANG: "THE ADMIRAL'S FLAG HAS BEEN BROKEN"

CDR McKAY: "MA'AM, YOUR FLAG HAS BEEN BROKEN"

CDR McKAY: - *Steps back from MC's podium*

MC: - *Steps forward*

MC: "GUESTS, PLEASE BE SEATED."

(PAUSE)

RADM FIELDS: - Turns toward **SECRETARY DALEY**
SECRETARY DALEY: - Stands

RADM FIELDS: -Salutes and states,

"MR. SECRETARY, I REPORT FOR DUTY AS
DIRECTOR, OFFICE OF NOAA CORPS
OPERATIONS AND NOAA CORPS."

SECRETARY DALEY: "VERY WELL"

- Takes seat.

MC: "LADIES AND GENTLEMEN, REAR ADMIRAL
EVELYN FIELDS, DIRECTOR OFFICE OF
NOAA CORPS OPERATIONS AND NOAA
COMMISSIONED CORPS."

(Pause)

MC: "GUESTS, PLEASE RISE FOR THE
BENEDICTION AND REMAIN STANDING FOR
THE DEPARTURE OF THE OFFICIAL PARTY
AND THE RETIREMENT OF COLORS."

(Pause)

MC: "REVEREND FIELDS WILL NOW DELIVER THE
BENEDICTION."

REV FIELDS: - Steps to Podium .
- Offers Benediction.

RADM WEAVER: - Escorts Official Party from dias to side honors
positions.

MC: - *When official party has departed.*

"RETIRE THE COLORS."

J.MARTIN: - *Plays Colors March.*

CG: - *Retire colors.*

Escorts BEHN & McKAY: - *Official party is escorted to reception area (tent by TAYLOR building)*

CDRS WHITE: - *Escort family & spouses to reception area*
Usher: - *Escorts MC to reception area*

MC "LADIES AND GENTLEMEN, THE CEREMONY IS CONCLUDED. ON BEHALF OF SECRETARY DALEY, DR. BAKER AND OUR HONORED FLAG OFFICER, REAR ADMIRAL FIELDS, WE THANK YOU FOR COMING. THE NOAA SHIP WHITING IS OPEN FOR TOURS. YOU ARE ALL CORDIALLY INVITED TO A SMALL RECEPTION AT THE TENT ON YOUR LEFT.

U.S. Department of Commerce
Office of Speechwriting

14th St. & Constitution Ave. N.W., Room 5523
Washington, DC 20230

Phone: (202) 482-8287

Fax: (202) 482-8289

TO: Ann B

COMPANY: _____

FROM: Helen

PAGES (incl. cover): _____

COMMENTS: _____



UNITED STATES DEPARTMENT OF
COMMERCE
NEWS

WASHINGTON, D.C. 20230

OFFICE
OF THE
SECRETARY

Remarks by
U.S. Secretary of Commerce William M. Daley
NOAA Corps Command Assumption Ceremony for Admiral Evelyn Fields
July 27, 1999
Washington, D. C.

[As prepared for delivery]

I'd like to begin my remarks today with a thank you to Admiral Fields, to NOAA and to the captains and crews of the Rude and the Whiting, which is behind us. Some of the crew members are with us today. Would you please stand? You all did an extraordinary job as part of the search team for John Kennedy's plane. We appreciate the tremendous effort you made.

The NOAA Corps is not often on the front page of a major newspaper -- as it was last week. But the work it does is of major importance every day. And we are truly delighted to have Admiral Fields at the helm. Admiral, you have taken on a big assignment -- and we thank you for it.

She is taking on responsibility for a fleet of 15 ships and 14 aircraft and 700 personnel. One of the most dramatic jobs the Corps does is to help those in trouble on the seas. This is, as the Admiral says, simply "the maritime way."

So, they have stories to tell of searches and rescues, of disabled engines and boats overturned -- and, sadly, of answering emergency calls like the one that came ten days ago. They helped with the recovery efforts after the TWA Flight 800 crash. They did damage assessments after the Exxon Valdez oil spill. And they produced the maps of the Persian Gulf for Operation Desert Storm.

Most days, though, these scientists and engineers can be found mapping and charting the ocean floor. And doing fisheries research. And monitoring the oceans, so we will have the information we need to predict weather events like El Nino.

Their work affects our health and safety. It affects commerce and our economy.

And there's no question it can be a tough job. These men and women sometimes labor in the remote and frontier regions of our country, fly into hurricanes, and endure rough seas and violent weather, far from home and family.

Admiral Fields has been part of this team since 1973, when then Ensign Fields joined the NOAA Corps.

She grew up near the ocean and earned a degree in math from Norfolk State College. Her first job at NOAA was as a cartographer. But, in her words, there is something about the sea that captures you and keeps you going back. So, when the NOAA Corps began recruiting women, Admiral Fields was among the first applicants. And, 26 years later, she has seen and done it all.

She has had a number of staff jobs. She has served on ships as operations officer and executive officer. She has had deployments in the Atlantic and Pacific, the Gulf of Mexico, the Caribbean and Alaskan waters.

We understand the Admiral was easy to spot aboard ship in Alaska that summer: she was the only one who wore a sweater every day -- I don't think you need it today.

She was selected as a fellow in our Science and Technology Fellowship program. And most recently served as deputy assistant administrator in our National Ocean Service.

She is the first African American and the first woman to serve as commanding officer on a NOAA ship. And she is the first woman to command a federal ship for an extended period.

These are mantles that she bears lightly as facts of her life. But what it has meant is that for much of her career, she has been under intense scrutiny -- like living in a fish bowl is the way she describes it.

Admiral Fields, we can only guess what you had to put up with to get where you are today.

But, I can tell you this: when we began looking for a successor to Admiral Stubblefield, we knew we wanted someone with the talent and vision to lead the Corps into the 21st century. We wanted someone who could make the tough decisions and build a consensus. We wanted someone with ability and experience and tenacity.

In short, we wanted an Evelyn Fields.

Admiral, I know your mother is here today. When I got my job and was about to come to

Washington, my 92-year-old mother gave me some advice. She said, "Keep your ears open and your mouth shut." That was good advice for a Commerce Secretary. But it may not be the best advice for a commanding officer.

Alex Haley, who loved words and loved the sea, liked to say, "Find the good and praise it." Admiral Fields, you and the men and women of the NOAA Corps make it very easy to find the good in your service to the nation. And it my privilege today to recognize and praise you for it.

So let me just say to you, "Keep up the good work and Godspeed."

We are very proud to have you on our team.

Thank you.

U.S. DEPARTMENT OF COMMERCEEXECUTIVE SECRETARIAT FAX COVER SHEET

To: Anne Bovaird
From: Stephen Nolet
Date: July 23, 1999
Total number of pages (including this sheet): 29
Fax Number: 202/ 456-6704
Telephone Number: 202/ 456-7072
Contents/Message:

Anne,

Please give me a call if there is any problem with this fax.

SN

Stephen R. Nolet
Executive Secretariat
Office of the Secretary
Room 5623
1401 Constitution Ave., N.W.
Washington, D.C. 20230
Phone: 202-482-6288
Fax: 202-273-0786
Email: snolet@doc.gov

Per one
Wash Navy Yard
Audience facing whiting

O.S. EXEC. SEC.
ANALYTIC

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
OFFICE OF PUBLIC AND CONSTITUENT AFFAIRS
Washington, D.C. 20230

1999 JUL 23 PM 2:32

BRIEFING MEMORANDUM

DATE: Tuesday, July 27, 1999
LOCATION: Pier 1, Washington Navy Yard
TIME: 9:30 a.m. - noon
FROM: Barbara Semedo *Barbara Semedo*
Director, NOAA Office of Public and Constituent Affairs

I. **PURPOSE:** You will be participating in the formal Assumption of Command ceremony for Rear Admiral Evelyn Fields, which will include the NOAA Ship *Whiting*, one of the two NOAA hydrographic survey ships involved in the search for the JFK Jr. aircraft wreckage.

II. **BACKGROUND:** Rear Admiral Evelyn Fields was confirmed by the Senate on May 6 as director of the NOAA Commissioned Corps, and the Office of NOAA Corps Operations, which is composed both of officers and civilians. With this position she was promoted from Captain to Rear Admiral, upper half. Adm. Fields is the first woman, and first African American, to be named director. She began her career at NOAA as a civilian hydrographer at the Atlantic Marine Center in 1972 and became a commissioned officer in 1973 - the first African American woman to do so. She was also the first woman to command a NOAA ship, *McArthur*, as well as the first woman to command an ocean-going federal ship for an extended period.

The Office of NOAA Corps Operations plays an integral role in NOAA's mission. It is responsible for managing and operating the agency's fleet of 15 oceanographic, hydrographic survey, and fisheries research ships, and 14 aircraft, including the two P-3 Orion aircraft and one Gulfstream IV jet used for hurricane research and surveillance. NOAA was called upon by the U.S. Coast Guard to provide its hydrographic capabilities and expertise and assist in the search for JFK Jr.'s missing aircraft, and diverted two ships - the *Rude* and the *Whiting* - to search the seafloor. It was the *Rude* that located the position of the wreckage, enabling Navy divers to find and recover the fuselage and bodies.

III. **PARTICIPANTS:** Deputy Secretary Robert Mallett, as Master of Ceremonies
D. James Baker, Under Secretary for Oceans and Atmosphere
Rear Admiral Evelyn Fields, Director, NOAA Corps
Rear Admiral Christopher B. Weaver, USN, Commandant, Naval District Washington
Reverend James R. Fields, Plymouth Congregational United Church of Christ



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VIPs attending include:

Jerry MacArthur Hultin, Under Secretary of the Navy

RADM Kenneth P. Moritsugu, Deputy Surgeon General of the U.S. Public Health Service

ADM David Nicholson, U.S. Coast Guard (for Commandant, USCG)

RADM Richard D. West, Oceanographer of the Navy

Mrs. D. James Baker

Mr. Scott Gudes, Deputy Under Secretary for Oceans and Atmosphere

As of this time, no members of Congress are attending, as an important bill (Magnuson Act) is on the floor.

IV. PRESS PLAN: Media are invited to attend; two advisories have been sent out. A press kit, including a press release and background information, will be provided. Press interest may be heightened by the presence of the *Whiting*.

V. SEQUENCE OF EVENTS: Deputy Secretary Mallett will serve as MC. A script of the ceremony is attached; you will participate in the ceremony itself.

VI. REMARKS: You will offer remarks about half way through the ceremony, as noted in the script. The remarks will be provided by Commerce speech writers before the event.

Attachments

WD--remarks for Admiral Fields assumption ceremony--July 27--7 mins -- Draft 1 -- by Helen

Acknowledge: Admiral Weaver
Reverend Fields [uncle]
Soloist?
Robert Mallett
Dr. Baker
Admiral Fields
Admiral Fields family [mother, sister, brothers]

I'd like to begin my remarks today with a thank you to Admiral Fields, to NOAA and to the captains and crews of the Rude [rue dee] and the Whiting, which is behind us. Some of the crew memebbers with us today [Would you please stand?]

You did an extraordinary job as part of the search team for John Kennedy's plane. We appreciate the tremendous effort you made.

The NOAA Corps is not often on the front page of a major newspaper -- as it was last week. But the work it does is of major importance every day. And we are truly delighted to have Admiral Fields at the helm.

Admiral, you have taken on a big assignment -- and we thank you for it.

She is taking on responsibility for a fleet of 15 ships and 14 aircraft and 700 personnel.

One of the most dramatic jobs the Corps does is to help those in trouble on the seas. This is as the Admiral says, simply "the maritime way."

So, they have stories to tell of searches and rescues, of disabled engines and boats overturned -- and, sadly, of answering emergency calls like the one that came ten days ago.

They helped with the recovery efforts after the TWA Flight 800 crash. They did damage assessments after the Exxon Valdez oil spill. And they produced the maps of the Persian Gulf for Operation Desert Storm.

Most days, though, these scientists and engineers can be found mapping and charting the ocean floor. And doing fisheries research. And monitoring the oceans, so we will have the information we need to predict weather events like El Nino.

Their work affects our health and safety. It affects commerce and our economy.

And there's no question it can be a tough job. These men and women sometimes labor in the remote and frontier regions of our country, fly into hurricanes, and endure rough seas and violent weather, far from home and family.

Admiral Fields has been part of this team since 1973, when then Ensign Fields joined the NOAA Corps. She had grown up near the ocean and earned a degree in math from Norfolk State College.

Her first job at NOAA was as a cartographer. But, in her words, there is something about the sea that captures you and keeps you going back.

In her inaugural poem for President Clinton, Maya Angelou describes this as a "true yearning to respond to the singing river...."

So, when the NOAA Corps began recruiting women, Admiral Fields was among the first applicants.

And, 26 years later, she has seen and done it all. She has had a number of staff jobs. She has served on ships as operations officer and executive officer. She has had deployments in the Atlantic and Pacific, the Gulf of Mexico, the Caribbean and Alaskan waters.

We understand the Admiral was easy to spot aboard ship in Alaska that summer: she was the only one who wore a sweater every day -- I don't think you need it today.

She was selected as a fellow in our Science and Technology Fellowship program. And most recently served as deputy assistant administrator in our National Ocean Service.

She is the first African American and the first woman to serve as commanding officer on a NOAA ship. And she is the first woman to command a federal ship for an extended period.

These are mantles that she bears lightly as facts of her life.

But what it has meant is that for much of her career, she has been under intense scrutiny -- like living in a fish bowl is the way she describes it.

Admiral Fields, we can only guess what you had to put up with to get where you are today.

But, I can tell you this: when we began looking for a successor to Admiral Stubblefield, we knew we wanted someone with the talent and vision to lead the Corps into the 21st century. We wanted someone who could make the tough decisions and build a consensus. We wanted someone with ability and experience and tenacity.

In short, we wanted an Evelyn Fields.

Admiral, I know your mother is here today. When I got my job and was about to come to Washington, my 92-year-old mother gave me some advice. She said, "Keep your ears open and your mouth shut."

5

That was good advice for a Commerce Secretary. But it may not be the best advice for a commanding officer. So, let me just say to you. "Keep up the good work. And godspeed."

We are very proud to have you on our team.

My congratulations and best wishes as you assume command of our nation's 7th uniform service.

- 30 -

UNITED STATES DEPARTMENT OF **COMMERCE**



WASHINGTON, D.C. 20230

NATIONAL
OCEANIC AND
ATMOSPHERIC
ADMINISTRATION

Contact: Jeanne Kouhestani
(202) 482-0415 or -6090

7/23/99

MEDIA ADVISORY

**First Woman and First African-American to Formally Assume Command of
Office of NOAA Corps Operations and NOAA Commissioned Corps,
with NOAA Ship *Whiting* Participating**

*Fields is responsible for officers and crew of survey platforms *Rude* and *Whiting*,
which were instrumental in locating JFK Jr. aircraft wreckage*

Rear Admiral Evelyn Fields is the first woman and first African American, director of NOAA Corps Operations, which includes civilians and officers of the NOAA Commissioned Corps, a uniformed service of scientists and engineers. The Office of NOAA Corps Operations is responsible for operating and managing NOAA's fleet of ships and aircraft, including *Rude* and *Whiting*, which were instrumental in locating the wreckage of John F. Kennedy Jr.'s aircraft.

Secretary of Commerce William M. Daley will preside over Fields' formal assumption of command ceremony. A reception will follow the ceremony. The *Whiting* will be available to invited guests and media for tours after the event.

WHAT: Assumption of Command Ceremony and Reception

WHO: Secretary of Commerce William M. Daley
Deputy Secretary of Commerce Robert Mallett
Under Secretary for Oceans and Atmosphere D. James Baker

WHEN: Tuesday, July 27, 10:00 a.m.

WHERE: Washington Navy Yard, Pier One
9th and M Streets, S.E., Washington, D.C.

On-site visitor parking will be available. Show a photo I.D./press credentials to guard at gate and ask to be directed to the parking garage for the Fields ceremony. Shuttle service to and from the Navy Yard Metro Station (green line to Anacostia, 2nd and M Street exit) will be provided before and after the ceremony.

NOAA is an environmental science agency operating under the U.S. Department of Commerce. The NOAA Corps is the nation's seventh uniformed service (the other six include the armed forces, Coast Guard, and Public Health Service).

UNITED STATES DEPARTMENT OF
COMMERCE



WASHINGTON, D.C. 20230

NATIONAL
OCEANIC AND
ATMOSPHERIC
ADMINISTRATION

DRAFT

Contact: Jeanne Kouhestani
(202) 482-0415
jeanne.g.kouhestani@noaa.gov

NOAA 99-
FOR IMMEDIATE RELEASE
7/27/99

**Rear Admiral Evelyn J. Fields Formally Assumes Command of
Office of NOAA Corps Operations and NOAA Commissioned Corps**
Fields is first woman, and first African American, to hold this position

Rear Admiral Evelyn J. Fields today formally assumed command of the Office of NOAA Corps Operations and the NOAA Commissioned Corps. She is the first woman and first African American to hold this position.

Secretary of Commerce William M. Daley, who oversees the National Oceanic and Atmospheric Administration, said, "I am proud to have such a visionary and outstanding officer as Rear Admiral Evelyn Fields lead the NOAA Corps, which so recently distinguished itself through courage, expertise, and professionalism during a national tragedy. Rear Adm. Fields has broken a lot of new ground throughout her career with the Corps, and has a proven track record as a manager and leader both at sea and ashore. She was the first African American to be commissioned in the Corps and the first woman to command an ocean-going federal ship. Under her guidance, while deputy administrator of NOAA's National Ocean Service, NOAA's nautical charting mission took a quantum leap forward. From technology improvements in data acquisition capabilities to development of raster and vector charts and improved production time, NOAA is now able to create top quality charts much faster than before."

NOAA is the environmental science agency whose ships *Rude* and *Whiting* were called into service to assist in the search for the missing aircraft of John F. Kennedy Jr. It was the hydrographic survey ship *Rude*, under the management of the NOAA Corps, that located the aircraft wreckage.

President Bill Clinton nominated Capt. Fields for the position of NOAA Corps director on Jan. 19. The Senate confirmed her nomination on May 6; she was promoted to rear admiral, upper half, by NOAA Administrator D. James Baker the next

(More)

(2)

day, and began serving as director at that time. Today's assumption of command ceremony was formal recognition of her new position.

"The NOAA Corps and its civilian operations office are integral to the success of NOAA's mission," Daley said. "We've just witnessed what a valuable asset they are to the nation during a time of crisis. But it's just as important to know that each day these dedicated professionals help improve our understanding of the environment, whether charting the ocean floor for safe navigation, flying through hurricanes to improve our prediction capabilities, or conducting fishery resource assessments. I have every confidence that Admiral Fields will take the already strong NOAA Corps and cadre of civilians under her command and make them even better."

Fields began her career with NOAA in 1972 as a civilian cartographer at the Atlantic Marine Center in Norfolk, Va., and in 1973, shortly after NOAA began recruiting women, was the first African-American woman to join the NOAA Corps. She is now the most senior woman in the Corps.

During her 26 years as a NOAA Corps officer, Fields has served in a variety of staff and operational billets with increasing responsibilities. Most notably, she was the first woman to serve as commanding officer on a NOAA ship, the *McArthur*, as well as the first woman to command a federal ship for an extended period within the nation's uniformed services. She was selected to be the second U.S. Exchange Hydrographer with Canada. Most recently, she served as deputy assistant administrator of NOAA's National Ocean Service.

The Office of NOAA Corps Operations, composed of civilians and commissioned officers, operates and manages the agency's fleet of research ships and aircraft; officers also support NOAA programs through diverse shoreside positions. The NOAA Corps is the nation's smallest uniformed service. Officers -- all scientists or engineers -- provide NOAA with an important blend of operational, management and technical skills that support the agency's programs at sea, in the air, and ashore.

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REAR ADMIRAL EVELYN J. FIELDS

RADM Evelyn J. Fields is the director of the Office of NOAA Corps Operations and the NOAA Commissioned Corps. She was nominated for this position by President Bill Clinton on January 19, 1999, confirmed by the Senate on May 6, 1999, and subsequently promoted from captain to rear admiral, upper half. RADM Fields is the first woman, and first African American, to hold this position.

The National Oceanic and Atmospheric Commissioned Corps is a small, elite corps of officers -- all with college degrees in science, engineering, or mathematics -- who are integrated through the many environmental research programs of NOAA. The NOAA Corps is the nation's seventh uniformed service. The Office of NOAA Corps Operations is composed both of NOAA Corps officers and civilians who operate and manage the agency's fleet of research and survey ships and aircraft.

NOAA is an environmental science agency of the U.S. Department of Commerce that conducts research and gathers data about the global oceans, atmosphere, space, and sun, and applies this knowledge to science and service that touch the lives of all Americans. NOAA provides these services through five major organizations: the National Weather Service; the National Ocean Service; the National Marine Fisheries Service; the National Environmental Satellite, Data, and Information Service; and the Office of Oceanic and Atmospheric Research.

RADM Fields began her career with NOAA in 1972 as a civilian cartographer at NOAA's Atlantic Marine Center in Norfolk, Va. She was commissioned an ensign in the NOAA Corps in 1973, shortly after NOAA began recruiting women, and was the first African-American woman to join the Corps.

During her 25 years of commissioned service, RADM Fields has served in a variety of billets, both staff and operational. She has served on the ships *Mt. Mitchell* and *Peirce* as operations officer, and *Rainier* as executive officer. Deployments have included both the Atlantic and Pacific oceans, Gulf of Mexico, Caribbean, and Alaskan waters. Her sea experience covers hydrographic survey operations, fisheries research, and oceanographic research. Because of her demonstrated expertise and professionalism, she was the second U.S. Exchange Hydrographer with Canada. After the exchange program, she was responsible for reviewing, critiquing, and determining whether the hydrographic survey data submitted by Atlantic Marine Center field units was complete and adequate for final acceptance into the processing system.

RADM Fields' performance has been exemplary with each successive increase in level of responsibility. She was selected for and attended the Armed Forces Staff College. Afterward, as assignment coordinator for the Office of NOAA Corps Operations, she worked with all program areas of NOAA, providing sound advice to both programs and officers regarding officer assignments.

Fields Bio - Page 2

RADM Fields was the first woman to command a NOAA ship, the *McArthur*, and served as commanding officer from January 1989 to July 1990. After the change of command, she was selected as a fellow to the U.S. Department of Commerce Science and Technology Fellowship Program. The program combines intensive education and orientation activities with work assignments that are selected to provide participants with policy-making and program management experience at the highest executive and legislative levels. Participation in this program was followed by a position as administrative officer of the National Geodetic Survey, and then chief of hydrographic surveys. She then served as director of the Commissioned Personnel Center. Prior to her current position, RADM Fields was deputy assistant administrator of the National Ocean Service, the second highest position in that organization.

During her career, RADM Fields has received a variety of commendations for performance of duty, unit awards, and letters of appreciation for participation in career day programs, EEO programs, mentor programs, federal women programs, and women and minorities recruiting. She was selected Lady of the Year by the Bachelor-Benedict Club of Norfolk, Va., in July 1994. RADM Fields was named one of the top 50 minority women in science and engineering for 1996 by the National Technical Association. She is a member of several professional societies and has served in various offices in those organizations.

RADM Fields graduated from Norfolk State College in 1971 with a bachelor's degree in mathematics.



NOAA Backgrounder

Office of NOAA Corps Operations

Who We Are

Since NOAA's beginning, a large percentage of its oceanographic, atmospheric, hydrographic, fisheries and coastal data has been collected on NOAA ships and aircraft. This fleet of platforms is managed and operated by the Office of NOAA Corps Operations, an office made up of civilians and officers of the NOAA Commissioned Corps (a uniformed service of the United States). In addition to research and monitoring activities critical to NOAA's mission, NOAA ships and aircraft provide immediate response capabilities for unpredictable events, such as recovery and search efforts after the TWA Flight 800 crash, damage assessment after major oil spills such as the *Exxon Valdez*, Persian Gulf War and *New Carissa*, and several major hurricanes during the 1998 season.

NOAA Corps officers, in addition to managing and operating ships and aircraft, are also scientists and engineers.

These officers provide NOAA with a useful blend of operational, management and technical skills that support NOAA's science and surveying programs both ashore and at sea. Corps officers serve in NOAA's research laboratories and program offices throughout the Nation and in remote locations around the world; for example, an officer serves as station chief at the South Pole, Antarctica.

A WORD ABOUT NOAA...

The National Oceanic and Atmospheric Administration (NOAA) conducts research and gathers data about the global oceans, atmosphere, space, and sun, and applies this knowledge to science and service that touch the lives of all Americans.

NOAA warns of dangerous weather, charts our seas and skies, guides our use and protection of ocean and coastal resources, and conducts research to improve our understanding and stewardship of the environment which sustains us all.

A Commerce Department agency, NOAA provides these services through five major organizations: the National Weather Service, the National Ocean Service, the National Marine Fisheries Service, the National Environmental Satellite, Data and Information Service, and Office of Oceanic and Atmospheric Research; and numerous special program units. In addition, NOAA research and operational activities are supported by the Nation's seventh uniformed service, the NOAA Corps, a commissioned officer corps of men and women who operate NOAA ships and aircraft, and serve in scientific and administrative posts.

For further information: NOAA Office of Public Affairs, 14th Street and Constitution Avenue NW, Room 6013, Washington, D.C. 20230. Phone: (202) 482-6090.

What We Do

The Office of NOAA Corps Operations operates and maintains the largest fleet of research and survey ships operated by a Federal agency. The fleet ranges from large oceanographic research vessels capable of exploring the world's deepest ocean, to smaller ships responsible for charting the shallow bays and inlets of the United States. The fleet supports a wide range of marine activities, including fisheries research, nautical charting/mapping, and long-range ocean and climate studies. Few ships in the United States can conduct joint operations of fishery stock assessment and oceanography as do NOAA's fishery research vessels.

The Office of NOAA Corps Operations also manages a fleet of fixed-wing aircraft and helicopters. These aircraft operate throughout the world, providing a wide range of research capabilities—from hurricane prediction research to coastal mapping and charting. Few aircraft outside of NOAA have the structure necessary to carry instrument packages appropriate for NOAA's missions. There are no comparable aircraft in the commercial fleet to support NOAA's atmospheric and hurricane surveillance/research programs.

over, please