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OA/ID Number: 23921

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[Death of John F. Kennedy, Jr.]

Stack:

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Row:

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Take - For your approval

DRAFT

Call Anne Bowdoin w/ any changes - 67072

STATEMENT BY THE PRESIDENT'S COMMITTEE ON MENTAL RETARDATION ON
THE DEATH OF JOHN F. KENNEDY, JR.

The President's Committee on Mental Retardation joins the Kennedy Family and all Americans in mourning the tragic death of John F. Kennedy, Jr., our ~~esteemed friend and~~ member of the Committee.

President Kennedy established the Committee in 1961 and John's active participation represented his and his family's commitment to full citizenship for people with mental retardation.

John was fiercely ~~and lovingly~~ dedicated to social justice for all people. He devoted himself to enhancing opportunities and ~~improving the lives of~~ people with disabilities and the individuals who provide direct support and assistance to them. He had a keen understanding of the relationship between poverty and disability, and was working to find ways to help people achieve self-sufficiency.

We will miss John and will honor his life and spirit by continuing to work for social justice for people with disabilities with the grace, dignity and respect that he inspired.

(FAX) 770-9577

~~67072~~

THANKS!

DRAFT

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NEWS RELEASE

OFFICE OF ASSISTANT SECRETARY OF DEFENSE
(PUBLIC AFFAIRS)
WASHINGTON, D.C. • 20301
PLEASE NOTE DATE

IMMEDIATE RELEASE

July 22, 1999

No. 344-99

(703)695-0192(media)

(703)697-5737(public/industry)

SECRETARY OF DEFENSE APPROVES BURIAL AT SEA REQUEST FOR JOHN F. KENNEDY JR.

-- CORRECTION --

Secretary of Defense William S. Cohen approved a request by Sen. Edward M. Kennedy for U.S. Navy assistance for the burial at sea of John F. Kennedy Jr. The Freeman and Bessette families also requested that Carolyn Bessette Kennedy and Lauren Bessette be buried in the same ceremony. Cohen asked the Chief of Naval Operations to provide this support.

USS Briscoe, a Spruance-class destroyer homeported in Norfolk, Va. will perform the burial at sea ceremony scheduled for 9 a.m. today. The ship is at sea conducting training operations in the Virginia Capes area and was directed to proceed to the vicinity of Martha's Vineyard to provide ceremonial support. Impact on the operational schedule of the Briscoe was minimal.

Capt. Louis Iasiello and Cmdr. William Petruska, U.S. Navy Catholic chaplains, and a civilian Catholic priest, will officiate at the ceremony.

An appropriate solemn observance also will be conducted on board the aircraft carrier USS John F. Kennedy (CV67) at the same time as the memorial service in New York City on Friday morning. The John F. Kennedy is currently participating in a major fleet exercise off the mid-Atlantic coast.

USS Briscoe was commissioned in June 1978 and carries a crew of 26 officers and 300 sailors.

-END-

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages 1

To	From
Dept./Agency	Phone #
Fax #	Fax #
NSN 7540-01-317-7388 5099-101 GENERAL SERVICES ADMINISTRATION	

INTERNET AVAILABILITY: This document is available on DefenseLINK, a World Wide Web Server on the Internet, at: <http://www.defenselink.mil>

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages ►

To	From DGD
Dept./Agency	Phone #
Fax # (202) 456-2525	Fax #
NSN 7540-01-917-7388	5089-101 GENERAL SERVICES ADMINISTRATION

IMMEDIATE RELEASE

July 22, 1999

No. 344-99

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-END-

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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 yr. info.

07/21/99 17:55 FAX

+ CDR COOGAN

002

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 Cast. The cost information is based on the Coast Guard standard rates published by G-CFS. The total cost to the Coast Guard to date is \$857K. The total cost including estimated Navy/NOAA costs is \$1.2M. The following specific information was requested:

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

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

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

J. M. Hass, IV
J. M. HASS, IV

SIGNER'S COMMENTS

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

07/21/99 17:55 FAX

→ CDR COOGAN

0003

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	\$ 15,715
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	\$ 15,800
ANB				8	8	\$ 357	\$ -	\$ 2,856	\$ 2,856
MLB	27.3	20.5	4.2		52	\$ 969	\$ 46,318	\$ 4,070	\$ 50,318
UTB	38.6	51.4	3.2		93.2	\$ 1,334	\$ 120,060	\$ 4,269	\$ 14,300
RIB	39.7	57.3		3.7	100.7	\$ 442	\$ 42,874	\$ 1,635	\$ 14,500
HH-60	12.1	9.2	1.3	1.8	24.4	\$ 6,306	\$ 134,318	\$ 19,549	\$ 53,800
HU-25	3.8	3.6			7.4	\$ 5,457	\$ 40,382	\$ -	\$ 10,300
Misc-applied to total cost									\$ 1,200
Auxiliary									\$ 57,400
Logistics Support									
Travel/Supplies									
NAVY									
GRASP				18	18	\$ 5,438	\$ -	\$ 97,884	\$ 97,884
equivalent to WHIC-378 based on manning									\$ 30,000
Support/salvage costs									
NOAA									
WHITING		10	24	24	58	\$ 3,119	\$ 31,190	\$ 149,712	\$ 180,900
equivalent to WLM-175 based on manning									
RUDE	5	24	24	24	77	\$ 1,010	\$ 29,290	\$ 48,480	\$ 77,770
equivalent to WTB-110 based on manning									

8:38 AM

PUBLIC AFFAIRS PAPER
JOHN F. KENNEDY, JR, BURIAL AT SEA

(To be formatted and released at 10:00 22/7/99 by the Department of Defense)

Senator Edward M. Kennedy has requested U.S. Navy assistance for the burial at sea of John F. Kennedy, Jr. The Freeman and Bessette families requested that Carolyn Bessette Kennedy and Lauren Bessette also be buried in the same ceremony. Secretary Cohen has asked the Chief of Naval Operations to provide support.

USS BRISCOE, a Spruance-class destroyer homeported in Norfolk, VA, performed the burial at sea ceremony this morning at 9 am. The ship was at sea conducting training operations in the Virginia Capes area and was directed to proceed to the vicinity of Martha's Vineyard to provide ceremonial support. Impact on the operational schedule of BRISCOE is minimal.

RADM Barry Black, Deputy Chief of Navy Chaplains, another Navy chaplain and a Catholic priest will officiate at the ceremony.

An appropriate solemn observance will also be conducted on board the aircraft carrier USS JOHN F. KENNEDY (CV 67) at the same time as the memorial service in New York City on Friday morning. JOHN F. KENNEDY is currently participating in a major fleet exercise off the mid-Atlantic coast.

USS BRISCOE was commissioned in June 1978 and carries a crew of 26 officers and 300 sailors.

DRAFT
7/21/99 01:01 PM

Senator Edward M. Kennedy has requested U.S. Navy assistance for the burial at sea of John F. Kennedy Jr. Secretary Cohen has asked the CNO to provide support, and he has agreed.

USS BRISCOE (DD977), a Spruance-class destroyer homeported in Norfolk, Va., will perform the burial at-sea ceremony at a time yet to be determined. The ship was at sea conducting training operations in the Virginia Capes area and was directed to proceed to the vicinity of Martha's Vineyard to provide ceremonial support. BRISCOE is due to arrive tonight at approximately 6 p.m. The impact on her operational schedule is minimal.

RADM Barry Black, Deputy Chief of Navy Chaplains, another Navy chaplain and a Catholic priest will officiate at the ceremony.

An appropriate solemn observance will also be conducted onboard the aircraft carrier USS JOHN F. KENNEDY (CV-67). The date and time of this observance has not yet been determined. JOHN F. KENNEDY is currently participating in a major fleet exercise off the mid-Atlantic coast.

USS BRISCOE was commissioned in June, 1978 and carries a crew of 26 Officers and 300 Sailors.



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Transportation

Office of the Secretary
of Transportation

Chief of Staff

400 Seventh St., S.W.
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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: 5

Message:

Attached is a draft of the statement
to be released before POTUS' press conference.
Also attached are clips from USCG
of articles running on the Crest
and various issues being raised

Author: William Schulz at OSTPO
Date: 7/21/1999 1:52 PM
Normal
TO: William Schulz
Subject:

----- Message Contents

Statement by the NTSB Chairman Jim Hall and Coast Guard Rear Admiral Richard Larabee:

Just before noon today, hard-hat Navy divers began diving operations from the USS Grasp at the wreckage site of a large portion of the fuselage of N9253. The dive lasted approximately 45 minutes. The divers were accompanied by a Remotely Operated Vehicle.

At the wreckage site, the divers successfully located the bodies of John F. Kennedy, Jr., Carolyn Bessette and Lauren Bessette.

The Coast Guard this afternoon provided transportation for Senator Edward Kennedy and Congressman Patrick Kennedy to the USS Grasp so that they may be briefed on the recovery operations.

A second dive is underway to recover the bodies for positive identification. Following the retrieval, the diving operation will be focused on the recovery of the main fuselage located last night by the NOAA ship Rude. Additional information will be provided as available.

(508) 968-6681
(202) 456-6210

Coogan, Cynthia CAPT

From: Devilbiss, Andrew PO
Sent: Wednesday, July 21, 1999 6:59 AM
To: bill.h.mosley@ost.dot.gov; cgabulk@dcseq.uscga.edu; ddewall@ocean.nos.noaa.gov; Douglas Teeson; fmmoris@emmerlingpost.com; gene.louden@noaa.gov; larry.etheridge@ost.dot.gov; lorie.dankers@ost.dot.gov; lst-Press Clips; mortimer.downey@ost.dot.gov; roupc@oig.dot.gov; thomas.j.howard@oig.dot.gov; tovah.ravitz@ost.dot.gov; william.shulz@ost.dot.gov
Subject: G-IP USCG Newsbreak for July 21, 1999

Coast Guard Public Affairs Newsbreak

This publication is prepared by the Coast Guard Public Affairs staff to apprise Coast Guard personnel of emerging policy issues as they appear in the news media. If you would like additional articles on national security, defense policy or military personnel you may link to DoD's Early Bird web site at <http://lebird.dtic.mil>. At that site you may select from a menu of current articles. Further reproduction for private use or gain is subject to original copyright restrictions. Questions, concerns and comments about the Public Affairs Newsbreak should be directed to PA1 Marshalena Delaney at 202-267-1900 or mdelaney@comdt.uscg.mil. Today's news clips and an archive of the previous 30 days' clips is available to all Coast Guard Headquarters LAN users in the Public Affairs public folder at "fldr-g-cp".

Kennedy crash gets greater attention

Early alert to FAA was given no heed

Search For Kennedy Plane Zeros In On Small Area

Feeling the Pinch of a Marine Salary

United States Coast Guard Implements Y2K Command Center(TM) From Essential Technologies

Support grows for taxpayer financing of harbor dredging

Piracy attacks on shipping rise despite governments' efforts

Suit: U.S. tried 637 ways to kill Castro

Kennedy crash gets greater attention

A bereaved family notes the difference between a celebrity and a civilian
 By Tom Bowman and Jonathan Weisman Sun National Staff
 WASHINGTON -- On Memorial Day weekend last year, Bob Beach's rented Piper airplane, with three friends aboard, slammed into the churning Pacific Ocean south of San Francisco. A Coast Guard helicopter searched a five-mile stretch around Half Moon Bay until early the next day, then abandoned the effort. When a fishing boat found an airplane seat that afternoon, the Coast Guard search began once more, ending two days later without finding a trace. Beach's sister, Kathy Lanni, now watches with resignation as a major federal and state effort with helicopters, planes and ships -- as well as a personal boost from President Clinton -- enters its fourth day to find the pilot of another Piper, though this one was a 38-year-old American with a legendary name and not a 37-year-old delivery business owner who took college classes at night. "The difference between a celebrity and a civilian," Lanni says with a grim laugh. "Of course it's unfair. But it's the way it is." She recalls a comment she made to her mother over the weekend: "Can you believe what they're doing for him that they didn't do for Bob?" White House aides and other officials insist that the government's efforts are not extraordinary. The Coast Guard conducted a four-day search off Provincetown, Mass., for a missing pilot last year, an aide said. Lanni remembers being told for a while that the Coast Guard in California that the three-day search and rescue effort ended their responsibility. If the family wanted, they could pay for private divers to search for the victims and the four-seater plane. "They don't look for wreckage when they feel it's beyond rescue," she said. "They're out of the picture." But the Coast Guard is still off Martha's Vineyard, assisting in search and recovery efforts for John F. Kennedy Jr., his wife and sister-in-law. Rear Adm. Richard M. Larrabee, commander of the Coast Guard's Boston district, told reporters Sunday that the effort to locate Kennedy and his party had switched from rescue to salvage, since no one could survive in the 68-degree water for more than 12 hours. Yesterday afternoon, President Clinton called Larrabee -- for a second time -- and

James M. Loy, commandant of the Coast Guard, to thank them for their work and to tell them to keep at it. "I believe it's appropriate that this search continue," Clinton said later, during a news conference with Israeli Prime Minister Ehud Barak. Clinton, a friend of the Kennedy family, has taken an extraordinary interest in the search. The Federal Aviation Administration notified the White House of the plane's disappearance at 11:00 a.m. Staff John Podesta quickly appointed one of his deputies, Maria Echaveste, and an assistant to the president, Thurgood Marshall Jr., to coordinate the White House response with the National Oceanic and Atmospheric Administration, the Coast Guard, the Federal Aviation Administration, the National Transportation Safety Board and the Defense Department. At midnight Saturday, unable to sleep, Clinton called Larrabee to get an appraisal. Cmdr. Michael Lapinski, a Coast Guard spokesman in Washington, called the search-and-rescue effort "typical" and said that while his service's role continues with the recovery operation, it's "to a very much more drawn-back extent." Asked why the Coast Guard is continuing to aid in the effort off Martha's Vineyard but did not do so in Half Moon Bay, Lapinski referred to the 50,000 assistance calls the Coast Guard responds to each year. "With the sheer number of cases, there's bound to be cases at one end of the spectrum and others at the other end. I know it sounds cold if you're at the other end." Lapinski acknowledged that the Kennedy name attached to the crash has caused "great interest" in the nation. Has it caused great interest in the Coast Guard? "I'm not one of the ones making these decisions," he said. A White House aide, asked about the truncated search off Half Moon Bay, said the two crashes are not comparable. The Coast Guard follows timetables on survivability rates at specific locations, he said. And the frigid, shark-infested waters and swift currents off Northern California are more dangerous than the North Atlantic, where the waters are slightly warmer and rocky outcroppings could harbor a survivor. But the rescue efforts off Martha's Vineyard not only continued but expanded after it became clear that no one could survive. Before the Coast Guard called off rescue efforts Sunday night, it was assisted in its search during the day by a NOAA research vessel, the Rude, with sophisticated underwater radar. During the weekend, an Air National Guard HC-130 was diverted from its mission to Cape Canaveral to assist in today's planned space shuttle launch, said Air Force officials. The plane served as an airborne command and control center for the four helicopters and the 15 Civil Air Patrol planes that were scouring the coastline and waters. Yesterday, the Rude was joined by another NOAA research ship, the Whiting, that was being diverted from Delaware Bay, and the USS Grasp, a Navy salvage vessel from Little Creek, Va. The Navy ship and the Rude took part in the recovery of TWA Flight 800, which crashed into the Atlantic Ocean off Long Island three years ago. Navy and NOAA spokesmen could not immediately recall any previous effort where they sent ships to aid in the search and recovery of a small private plane. A spokesman for NOAA referred a reporter to the White House for further comment. If the search for Kennedy's plane continues through the day today, White House aides conceded that it would be extraordinary by federal standards. Lanni insists that neither she nor her mother is angered by the differences she sees in the government's efforts in the two crashes. "It's the celebrity situation," Lanni said evenly. "It's holding the public's attention. Even I'm scanning the TV set." Originally published on Jul 20 1999

Early alert to FAA was given no heed

Boston Globe 7-20-99

An employee of Martha's Vineyard Airport alerted federal aviation officials that John F. Kennedy Jr.'s plane was unaccounted for nearly four hours before a phone call from a Kennedy family friend early Saturday morning triggered a massive air and sea search.

The first phone call - which cited Kennedy by name - prompted no action by the Federal Aviation Administration. It was made at 10:05 p.m. Friday, only 25 minutes after Kennedy's plane was lost on radar and presumably crashed into the ocean.

"Actually, Kennedy Jr.'s on board. He's, uh, they wanna know, uh, where he is," Adam Budd told an unidentified FAA employee at the Bridgeport Automated Flight Service Station.

Until the plane is found, there is no way to say if an earlier search would have made a difference in the survival chances of Kennedy, his wife, Carolyn Bessette Kennedy, or her sister, Lauren Bessette.

However, a transcript of Budd's call, obtained by the Globe, adds fuel to questions about whether the FAA responded as promptly as it should have, and as quickly as its own regulations specify, to concerns about Kennedy's missing plane.

FAA officials said they responded appropriately to the call.

"We've researched the matter and found the FAA was not told that the aircraft was overdue, or that there was any indication there was a problem or a

cause for concern that would raise warning flags," said Eliot Brenner, a senior FAA spokesman.

Kennedy was flying to Martha's Vineyard to drop off Lauren Bessette, after which he planned to fly to Hyannis to attend the wedding of his cousin Rory Kennedy. A well-dressed couple with a child who had come to the airport to meet Lauren Bessette grew concerned when the plane did not arrive as expected by 10 p.m.

They sought help from Budd, 21, a Bridgewater State College student from Sharon, Mass. In a telephone interview last night, Budd said he is also a licensed pilot who has worked for the past month as a ramp attendant at the airstrip.

Budd said he first called the airport tower, but was told Kennedy's plane was not expected - Kennedy had filed no flight plan - and that it had made no radio contact.

Budd then called the FAA outpost in Bridgeport, Conn., a repository for flight plans that also provides pilots with weather information and notices about flight restrictions.

During his conversation with the unidentified FAA employee, Budd asked if the FAA could track an airplane. Budd said he was with airport operations at Martha's Vineyard, then mentioned Kennedy's name and provided two possible aircraft numbers for Kennedy's plane.

The employee questioned Budd repeatedly about who he was and where he was calling from. After Budd gave his name, the FAA employee asked if he was, in fact, with airport operations. He ultimately told Budd, "We don't give this information out to people over the phone."

At that point Budd gave up, saying, "I'll just have 'em wait," and then, "All right, it's no big deal."

In the interview, Budd said the transcript tells only part of the story.

"You have to hear his tone of voice, because the guy was kind of rude to me, making me feel uncomfortable," he said. "I've called before and they were happy to help me out. The guy might have been having a bad day or something. I don't know."

Brenner, the FAA spokesman, said the problem with the tone was Budd's. "There was no tone of concern in the voice or anything out of the ordinary," Brenner said. "There needed to be some expression that this airplane is overdue."

In the end, no action was taken until a 2:15 a.m. Saturday phone call from Carol Ratowell, a Kennedy family friend. Her call to the Coast Guard set in motion a multiagency search that began with calls to regional airports and officially became a search and rescue mission at 3:28 a.m.

Search For Kennedy Plane Zeros In On Small Area

By Tony Munroe

OTIS AIR NATIONAL GUARD BASE, Mass. (Reuters) - The search for the remains of John F. Kennedy Jr., his wife and sister-in-law continued early Wednesday morning as Coast Guard and U.S. Navy vessels focused on a 100-to-200-square-yard area off Martha's Vineyard.

Divers searching for wreckage Tuesday honed in on two target sites within a few hundred yards of where radar information indicated the plane hit the water.

"We have a theoretical splash point that we feel very good about," said Adm. Richard Larrabee of the U.S. Coast Guard.

"We are investigating ... to determine whether or not we have a piece of debris from the wreckage," he said, adding that the vessels "are operating continuously" 24 hours a day.

The theoretical "splash point" is some seven miles south of Gay Head on Martha's Vineyard, officials said.

National Transportation Safety Board officials said Kennedy's plane made a series of rapid turns and changes in altitude during its final moments on approach to Martha's Vineyard airport, which aviation experts said clearly indicated he lost control of the aircraft.

"We call that a graveyard spiral," said Ernie Carnahan, a flight instructor of 18 years experience from Ft. Pierce, Florida.

"He may have lost his instrument lights. We may never know, but the bottom line is, he lost control. That's what the last portion tells us," Carnahan said of the new details that emerged from the NTSB news conference Tuesday.

At one point, Kennedy's plane "entered a rapid rate of descent" of "possibly greater than 5,000 feet per minute," chief NTSB investigator Robert Pearce told a news conference.

"I'm sure you can draw conclusions based on the debris we've been bringing in, which is fragmented," Pearce said when asked about a plane hitting the water at that speed.

Kennedy, 38, the only surviving son of slain U.S. President John F. Kennedy, his wife, Carolyn Bessette Kennedy, 33, and her sister, Lauren Bessette, 35, all perished. Their bodies have not been found.

Divers eliminated several possible wreckage sites Tuesday, Larrabee said, although officials said another seven or eight sites have been identified.

The scuba teams were working in difficult conditions including 52 degree Fahrenheit water at depths of 115 feet, with only about eight feet of visibility, according to Capt. Bert Marsh of the Navy's salvage operation team. They were only able to spend about 15 minutes at the bottom before

Author: William Schulz at OSTPO
Date: 7/21/1999 10:17 AM
Normal
TO: William Schulz
Subject:

----- Message Contents

Statement by the NTSB Chairman Jim Hall and Coast Guard Rear Admiral Richard Larabee:

At approximately 11:30 last night, the remote operated vehicle (ROV) operated from the USS Grasp operating from data provided by the NTSB, discovered a large portion of the fuselage. The wreckage was found less than a half mile from the prime point derived from radar data analysis.

The area was examined by the ROV until the wreckage was confirmed to be that of N9253, when operations ceased for the evening. When informed of this development, we went out to the ships to monitor the operation. This morning the USS Grasp has repositioned over the wreckage site and hard hat diving will begin.

The top priority of the operation will be to locate and recover all of the victims.

FAX TO JAKE S.

456-6210

Search and Recovery Effort
July 20, 1999

Q Do you think it is appropriate for the U.S. government to conduct a search for a celebrity that goes well beyond what the government would do for any average citizen?

A I certainly hope that we can continue to conduct this search in a way that allows us to bring some closure for the families at the heart of this tragic event.

As I said this weekend, the Kennedy family has played a unique part in this country's public life. They have suffered much, and given more. I think Americans recognize that this event is somewhat extraordinary, and understand that we may need to take reasonable measures to do what we can to help bring some closure to this tragedy.

Admiral Larrabee and the Coast Guard, Chairman Hall and the NTSB, and the other federal agencies involved have done a terrific job to date and will continue to conduct this matter in a thoroughly professional matter.

BACKGROUND PAPER JFK JR, BURIAL AT SEA

Senator Edward M. Kennedy has requested U.S. Navy assistance for the burial at sea of John F. Kennedy, Jr. Secretary Cohen has asked the Chief of Naval Operations to provide support.

USS BRISCOE, a Spruance-class destroyer homeported in Norfolk, VA, will perform the burial at sea ceremony at a time yet to be determined. The ship was at sea conducting training operations in the Virginia Capes area and was directed to proceed to the vicinity of Martha's Vineyard later today to provide ceremonial support. BRISCOE is due to arrive tonight at approximately 6 pm. Impact on the operational schedule of BRISCOE is minimal.

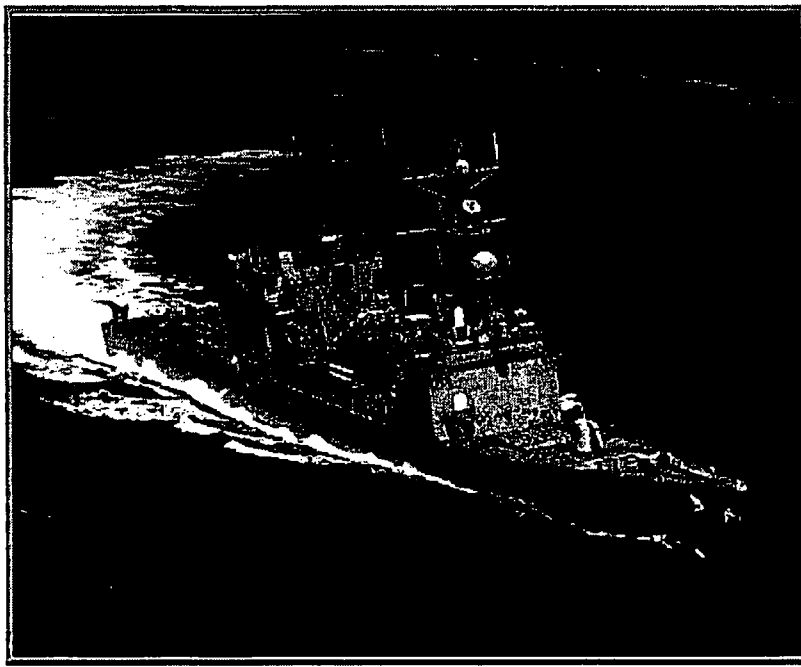
RADM Barry Black, Deputy Chief of Navy Chaplains, another Navy chaplain and a Catholic priest will officiate at the ceremony.

An appropriate solemn observance will also be conducted on board the aircraft carrier USS JOHN F. Kennedy (CV 67). The date and time of this observance has not yet been determined. JOHN F. KENNEDY is currently participating in a major fleet exercise off the mid-Atlantic coast.

USS BRISCOE was commissioned in June 1978 and carries a crew of 26 officers and 300 sailors.

IF ASKED

The Chief of Naval Operations may authorize burial at sea to U.S. citizens who have provided "notable service or outstanding contributions to the United States". (Navy Medical Command Instruction 5360.1, para 8-2f)



USS BRISCOE was commissioned 3 June 1978 at the Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Mississippi. She is the fifteenth destroyer in a series of 31 SPRUANCE CLASS destroyers.

USS BRISCOE bears the name of Admiral Robert P. Briscoe, U.S. Navy. Admiral Briscoe served with distinction during World War I, World War II, and the Korean Conflict. He retired in 1959 as a four star Admiral.

BRISCOE, a highly versatile, multi-mission combatant, was originally developed as an Anti-Submarine Warfare (ASW) destroyer. With the installation of a 61 cell Vertical Launch Missile System (VLS), BRISCOE possesses the most sophisticated and lethal weapons in the U.S. arsenal, including Tomahawk and Harpoon missiles.

Although submarines have grown quieter over the years, BRISCOE's ASW capability retains the cutting edge with the AN/SQQ-89 suite. With this ASW system, BRISCOE can actively or passively detect, track, and target submarines. Another system which indirectly enhances BRISCOE's ASW capability is the Recovery Assist Stow Traverse (RAST) system which allows helicopters to land in very heavy seas. Other combat areas which BRISCOE excels at include engaging other surface ships and providing naval gunfire support to ground forces.

Since commissioning, BRISCOE has deployed to the Arabian Gulf, the Indian Ocean, the Mediterranean Sea, served as a member of the Standing Naval Forces Atlantic, and sailed around South America during UNITAS XXX. BRISCOE participated in Operation Urgent Fury, the liberation of Grenada, and in the Multi-National Peacekeeping Forces off the coast of Lebanon, and in Baltic Operations 1990. BRISCOE also participated as a member of Middle East Forces deploying twice to the North Red Sea conducting Maritime Interception Operations in support of U.N. sanctions against Iraq. BRISCOE established a U.S. record of 275 merchant vessel boardings in the North Red Sea during the first of her two deployments to the area. In the second North Red Sea deployment in March 1994, BRISCOE responded to a distress call from an Egyptian passenger ferry, the Al-Qamar Al-Saudi Al-Misri. BRISCOE acted as the On-Scene Commander for the ensuing rescue efforts for the over 500 passengers, coordinating the actions of the numerous vessels in the area. In 1996, BRISCOE deployed to the Mediterranean and Black Sea. Most recently, in September, 1998, BRISCOE completed a deployment to the Arabian Gulf. She sailed 33,000 miles and conducted 115 vessel boardings, 7 MEDEVACS, and 1,032 hours of mishap-free flight operations in support of U.N. sanctions.



Anne W. Bovaird
07/21/99 08:23:33 AM

Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP, Kris M Balderston/WHO/EOP@EOP, Anne E. McGuire/WHO/EOP@EOP

cc:

Subject: General Aviation safety thought

With all of the focus on the Kennedy tragedy, general aviation safety with respect to private pilots is receiving a lot of attention right now. But, unlike the ValuJet incident, there is not likely to be a clear-cut factor which could have prevented this crash and which can be dealt with directly at the federal level (ie. the stricter regulations on aircraft suppliers implemented after the ValuJet crash). Clearly, airline safety concerns many more people, simply because a lot more people ride on commercial flights than own or fly private planes. So the public is directly affected by stricter controls on airlines, while only a small constituency of private pilots would be affected by further general aviation regulation - and in fact, this group would likely oppose more stringent rules. They would note particularly that judging by the accident rates, something should be done about highway safety long before implementing more regulation on pilots. However, even though private pilots would likely oppose (and honestly, probably don't need) changes in most flight regulations, there are things that can be done on the federal level to improve general aviation safety. The Kennedy crash provides a unique opportunity to bring attention to this issue and hopefully, prevent future incidents.

Apparently, the FAA runs a program called "Wings", which is a completely voluntary program for private pilots which provides training beyond FAA licensing requirements. There are ten levels to the Wings program, and a pilot reaches the next level by attending a certain number of FAA-sponsored seminars and training sessions. Originally, certification in the program was intended to allow pilots to pay lower premiums to private insurance companies depending on the pilots' Wings level, as an incentive for participating in the program. However, the insurance companies have generally not lowered their rates for Wings-trained pilots - instead, the main incentive for the program is that pilots certified at a particular level do not have to undergo their required biannual flight review (BFR).

The Wings program should certainly remain voluntary, but if the FAA were to increase the funding for the program, it could be used to better publicize the availability and value of this additional training and provide more opportunities for classes, seminars and training sessions. More funding could also be used to increase the incentives to pilots for participating in the program, perhaps through subsidies to insurance companies for lowering rates to pilots with more training - although I'm not sure exactly how that would go over.

Well, this was just a thought of something that perhaps the administration can do in light of what's happened this past week. I'll admit that this is partly a selfish idea because my dad is a private pilot who often flies to Martha's Vineyard, and even though he participates in the Wings program already, he's only a level 3!



Kris M Balderston

07/21/99 09:11:21 AM



Record Type: Record

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

cc: thurgood marshall jr/who/eop@eop, anne e. mcguire/who/eop@eop

Subject: Re: General Aviation safety thought 

very interesting - Goody you should bring this thought up to Malone

THE WHITE HOUSE

WASHINGTON

July 19, 1999

MEMORANDUM FOR JOHN PODESTA

FROM: SEAN MALONEY 

SUBJECT: Lowering the Flags for John Kennedy, Jr.

This is to provide you some context for the anticipated decision whether to lower the flags as a measure of respect for John Kennedy, Jr. As you know, the President may do so at his discretion and has done so in recent years for the following individuals:

- Harry Blackmun (3/4/99)
- King Hussein (2/7/99)
- Albert Gore, Sr. (12/7/98)
- Lewis Powell (8/25/98)
- Africa Embassy Bombing Victims (8/7/98)
- Barry Goldwater (5/29/98)
- William Brennan, Jr. (7/24/97)

The flags were not lowered for the following individuals:

- Alan Shepard (7/98)
- Mother Teresa (9/97)
- Princess Diana (8/97)
- Pamela Harriman (2/97)
- Les Aspin (5/95)
- William Fulbright (2/95)
- Dean Rusk (12/94)
- **Jacqueline Kennedy Onassis (5/94)**

OPTION

It's a difficult decision, but it would be out of proportion to previous episodes of this kind for the President to order the lowering of *all* U.S. flags (e.g., the President did not lower the flags when Jacqueline Kennedy died in 1994). The President might consider lowering the *flag over the White House residence (as opposed to all U.S. flags)* for a period of 24 hours once the fate of Mr. Kennedy and his party is known with more certainty. This was the option selected last July following the murder of the Capitol Hill policemen, and it would seem to be an appropriate, proportionate expression of respect in this case as well.

cc: Maria Echaveste, Karen Tramontano, Doug Sosnik, Goody Marshall, Joe Lockhart

File Name: Kennedy SAR

TAB____

RESCUE/RECOVERY JFK, JR AIRCRAFT/REMAINS - JULY 20, 1999**(PROVIDE ONLY ON BACKGROUND ONLY; NOT FOR ATTRIBUTION)****CURRENT NEWS**

Norfolk ships join search for plane, July 20, 1999, Staff and wire reports
Copyright 1999, Landmark Communications Inc. *Virginian – Pilot Online* by staff
writers Dave Mayfield and Dale Eisman, as well as The Associated Press, Knight
Ridder Newspapers and the Dallas Morning News

With hope for a rescue abandoned, three Norfolk-based ships on Monday took the
spotlight in the next stage of the latest Kennedy tragedy: finding and recovering the
aircraft in which John F. Kennedy Jr. and his wife and sister-in-law were presumed
killed.

MESSAGE

The Department of Defense works cooperatively in efforts with other national and
local maritime and ground search operations, providing specialized equipment and
people, to protect lives and property.

DOD SUPPORT

- **Tuesday, July 20** - The salvage and rescue ship USS Grasp (see background
for details) is onsite and participating in recovery operations. It got
underway Sunday, July 18 from Norfolk at about noon (EDT), and arrived
at 2 p.m. (EDT) Monday, July 19 in the search area. (This is the only DoD
asset requested and participating as of today.)
- **Sunday, July 18, 1999**
 - **4 a.m.-** The New York Air National Guard's 106th Air Rescue Wing rescue
operations opened for a second day of search efforts in the missing civilian
aircraft. An HC-130 aircraft and a HH060 helicopter departed to assist the
Coast Guard in the search efforts.

OPTIONAL FORM 98 (7-90)

FAX TRANSMITTAL

of pages = 7

To <i>Thurgood Marshall Jr</i>	From <i>Mike Milne</i>
Dept./Agency	Phone # <i>703-695-2528</i>
Fax # <i>202-456-6704</i>	Fax #
NSN 7540-01-317-7388	6009-101 GENERAL SERVICES ADMINISTRATION

File Name: Kennedy SAR

- **At 8 p.m.**, the search concluded. The 1st District Coast Guard Region Commander advised the 106RQW to stand down from all further search efforts.
- **Saturday, July 17, 1999**
 - **3 a.m.** - Air Force Rescue Coordination Center, Langley Air Force Base, Hampton, Va. were called by FAA that Mr. Kennedy's aircraft was overdue. Search and rescue efforts begun.
 - Air National Guard HC-130 search and rescue aircraft from New York, Gabreski Field, Westhampton Beach, N.Y. Served as the airborne air traffic control aircraft coordinated the efforts of 15 Civil Air Patrol aircraft and 156 Civil Air Patrol personnel conducting searches from the air over land and along shore lines.
 - As LtCol Roark, AFRCC, said, " We have two helicopters, HH-60 helicopters from the 106th Rescue Wing that are over the water, since they are twin engine aircraft we feel safer using them over the water, and they are searching those areas along with the HC-130 which is providing command and control and also doing some searching. That's Air Force."
 - **At 4:45 a.m.** the New York Air National Guard's 106th Rescue Wing, Westhampton Beach, N.Y., was notified of a missing PA-32 civilian aircraft enroute from Essex, N.J to Marthas Vineyard, Mass. The unit dispatched a HC-130 and two HH-60 aircraft to assist the Coast Guard in the search. The search concluded at 11:15 p.m. due to darkness, fog and haze.

BACKGROUND

- **USS GRASP**
 - The rugged construction of this steel-hulled vessel, combined with her speed and endurance, makes the GRASP well suited for rescue/salvage operations of Naval and commercial shipping throughout the world.
 - The versatility of this class of ship adds immeasurably to the capabilities of the U.S. Navy, with regard to rendering assistance to those in peril on the high seas.
- **Mission Capabilities**
 - **Crew** - 6 officers, 85 enlisted – about 20 with diver capability

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **Diver Operations** - serves as a platform diving operations
 - The MK 12 and MK 1 air diving systems provide the GRASP divers with the capability of tethered diving to depths of 190 feet of seawater.
 - The divers descend to depth on a diving stage lowered by one of the two diving davits (lowering devices). For shallow underwater inspections, searches, and other tasks, which require mobility, the divers can use SCUBA.
 - The recompression chamber is used for treatment to divers suffering from decompression sickness, or for routine surface decompression.
 - The GRASP's recompression chamber is designed to mate with a portable recompression chamber at the outer lock entry door.
- **Heavy Lift** from ocean depths, The GRASP also has a 7-1/2 ton capacity boom forward, and a 40-ton capacity boom aft, to off-load a disabled ship, and handle heavy equipment during salvage operations.
 - The heavy lift system is made up of bow and stern rollers, deck machinery, and tackle.
 - The rollers provide a low friction fairlead for the lift wires or chains.
 - The two main bow rollers, or the two stern rollers, each carrying one-half of the load, are used to accomplish lifts to 150 tons.
 - A dynamic lift of 300 tons can be made, using the main bow rollers and the stern rollers simultaneously
 - The deck machinery and tackle supply the required hauling force of up to 150 tons, 75 tons to each lift wire, to make the lift.
 - **MOORING** -The GRASP has on board equipment to lay multiple point moors in support of diving and heavy lift operations. Mooring can be deployed using the large orange-colored spring

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

buoys, wire rope, stato anchors, synthetic hawsers, and the traction machine.

- **Debeaching stranded vessels** - A stranded vessel may be retracted from the beach, using up to six sets of beach gear carried by GRASP. Two beach gear ground legs can be rigged on board the GRASP, and up to four beach gear ground legs can be rigged on the stranded vessel.
- In her 21,000 cubic feet salvage hold, the GRASP carries transportable cutting and welding equipment, hydraulic and electric power sources, dewatering gear, salvage and machine shops, and hull repair materials to effect temporary hull repairs on stranded, or otherwise damaged, ships.
- **Towing other vessels** -
 - Capable of both rescue and open ocean towing. The ship can develop a bollard pull of 130,000 lbs., with an installed double drum towing machine rove with 3,000 feet of 2-1/4 inch wire rope on each drum.
 - The ship also has a new type traction winch for limited towing, using synthetic hawsers (lines.)
- **REPLENISHMENT**
 - The GRASP has two solid cargo transfer stations, and two fuel receiving stations.
 - **The GRASP can send material or personnel using a manila or synthetic highline.**
 - Vertical replenishment can be conducted in the marked zone on the fantail.
 - The ship is capable of hover-only operations with H-1, H-2, H-3 and CH-46 type helicopters.
- **KEY EQUIPMENT**
 - **Remotely Operated Vehicle on board**

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **MINIROVs - Standard Vehicle and Open Frame Vehicle** The vehicles use electric propulsion. They carry a **high resolution target locating sonar** and have a **manipulator capable of working with simple tools**.
- They have a **35mm still camera** and a **color television camera** that produces **quality videotape**.
- Electrical power is provided by a diesel generator or any compatible AC power system. For special operations, the ROV can accommodate some small tools or instrument packages.
- The SUPSALV MINIROVs are standard commercial, 1,000-foot depth-rated Remotely Operated Vehicles (ROVs) used to meet SUPSALV's requirements for shallow water surveys, photographic documentation and light salvage/recovery. They are air transportable on cargo aircraft and operate with **minimum support from select vessels of opportunity, piers or shorelines**. **Auto-control functions** are provided for **depth, altitude and heading**.
- **Shallow Water Intermediate Search System (SWISS)**, provided by the Navy to NOAA for use on NOAA vessels.
 - The SWISS system is a dual frequency towed side-scan sonar system mounted inside a Torpedo shaped tow body.
 - The sonar is towed behind a vessel at slow speeds, generally from 1 - 5 knots. **Sonar signals are processed producing both an analog and digital display of features on the ocean bottom**.
 - **Trained operators interpret these displays to identify potential targets**. The low frequency is generally used for primary searching and the higher frequency can give an **extremely fine grain trace of bottom features and contacts**. This allows for **detailed analysis of the contacts**.

OTHER EQUIPMENT

- For salvage – portable equipment to provide assistance to other vessels in dewatering, patching, supply of electrical power, etc.

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **Cargo handling capacity**
 - 5.0 - Forward boom (mounted forward) -
 - 7.5 - Forward boom (mounted aft)
 - 40.0- After boom
- **Workboats**
 - Two 35-ft. aluminum boats
 - Two 14-ft. Inflatable boats
- **Deck area aft clear - 2,700 square foot**
- **Bollard pull (w/kort) 130,000 pounds**
- **Towing machine - twin 3,000 foot hawsers (towing lines)**
 - Tow hawsers (towing lines)
 - 2-1/4" diameter wire rope
 - 14" circumference synthetic
- **Beach gear (installed)**
 - two SETS, hydraulic pullers (6 SETS TOTAL)
- **Characteristics**
 - Length 255 feet displacement 3,282 tons
 - Beam 51 feet draft 16 feet, 9 inches
 - Height – Maximum to design
 - Waterline 85 feet
 - Propulsion - 4 caterpillar 399 diesel engines coupled in pairs to two Shafts with controllable pitch propellers and kort Nozzles
 - Shaft hp- 4,200
 - Cruising speed - 14 knots
 - Endurance - 8,000 miles at eight knots
 - Speed, 100 percent power - 15 knots

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **Speed, sustained - 13.5 knots**
- **Armament - 50 caliber machine guns/mounts (2 each)**
- **The Air Force Rescue Coordination Center, at Langley Air Force Base in Hampton, Va., just north of Norfolk in the Tidewater area.**
 - **The Air Force Rescue Coordination is the single agency responsible for federal search and rescue in the 48 contiguous United States.**
 - **Generally done in concert with other agencies, in this case the Coast Guard. We also will assist search and rescue efforts in Canada and Mexico, if needed. They look for lost people, lost aircraft. They're a very busy 24-hour operation.**
- **Civil Air Patrol**
 - **An auxiliary of the U.S. Air Force. It's a volunteer organization that participates in some 80 percent of search and rescue type of operations, mostly the search portion of the operations that occur in the United States today.**
 - **Search aircraft are usually single engine, Cessna, Piper type aircraft. General aviation. Some are Air Force-owned; some are privately owned.**

Coordination: SAF-PA, CHINFO, NGB-PA
A/O: LtCol Milord, 695-2528

FOR BACKGROUND USE ONLY

Paul K. Engskov

07/20/99 05:04:50 PM

Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP

cc:

Subject: Kennedy arrangements

Clearly, no one really knows what will happen with the Kennedy funeral. Also, I don't know how they will determine the delegation, but I wanted you to know one thing. I feel confident that he probably won't tell anyone, but Ted Widmer, NSC speechwriter, worked for John Kennedy for about two years at George. Kennedy actually gave Ted his first writing job after Harvard. Anyway, they were fairly good friends, as Ted is with the family. Thought you should know this. Ted is a very quiet guy, and is quite upset at Kennedy's passing -

Best, Kris

Author: William Schulz at OSTPO

Date: 7/21/1999 1:52 PM

Normal

TO: William Schulz

Subject:

----- Message Contents

statement by the NTSB Chairman Jim Hall and Coast Guard Rear Admiral Richard Loxabee:

Just before noon today, hard-hat Navy divers began diving operations from the USS Grasp at the wreckage site of a large portion of the fuselage of N9253. The dive lasted approximately 45 minutes. The divers were accompanied by a Remotely Operated Vehicle.

At the wreckage site, the divers successfully located the bodies of John P. Kennedy, Jr., Carolyn Bessette and Lauren Bessette.

The Coast Guard this afternoon provided transportation for Senator Edward Kennedy and Congressman Patrick Kennedy to the USS Grasp so that they may be briefed on the recovery operations.

A second dive is underway to recover the bodies for positive identification. Following the retrieval, the diving operation will be focused on the recovery of the main fuselage located last night by the NOAA ship Rude. Additional information will be provided as available.

(508) 968-6681

(202) 456-6210

Questions on Search and Recovery Effort
July 20, 1999

Q. Do you think it is appropriate for the U.S. government to conduct a search for a celebrity that goes well beyond what the government would do for any average citizen?

A. I certainly hope that we can continue to conduct this search in a way that allows us to bring some closure for the families at the heart of this tragic event.

As I said this weekend, the Kennedy family has played a unique part in this country's public life. They have suffered much, and given more. I think Americans recognize that this event is somewhat extraordinary, and understand that we may need to take reasonable measures to do what we can to help bring some closure to this tragedy.

Admiral Larrabee and the Coast Guard, Chairman Hall and the NTSB, and the other federal agencies involved have done a terrific job to date and will continue to conduct this matter in a thoroughly professional manner.

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

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

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

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

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

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

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

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

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

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

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

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

Hall: The Admiral can discuss that.

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

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

Hall: We had a discussion about this . . .

. . .

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

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

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

Hall: That is correct.

. . .

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

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

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

Siewart: Yes.

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

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

--: What's next?

Marshall: FAA

Belger: We have nothing new to report.

Marshall: Any additions?

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

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

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

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

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

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



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: 7/20/99

TO: Thurgood Marshall, Jr.

FAX NO: _____

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

Number of pages transmitted, including cover sheet: _____

Message:

U.S. Department of
TransportationMilitary Assistant
to the Secretary

7/19/99

10:55 AM

TO: JERRY MALONE

SUBJ: CG DAILY SITREP ON JFK JR INCIDENT

1. Attached is the CG info regarding assets and activities FYI.
2. It is apparent that Admiral Larrabee's decision matrix inputs for the recovery phase will provide most of the lost info that we discussed last night. Captain Venuto may be compiling info independently and I request your approval to turn off that 2nd effort.

VJR, Manson
P.S. I did monitor most of the
1000 conference call.

JUL 20 1999 6:47PM DOT S1
07/20/99 10:24 FAX

NO. 035 P. 3/4
+ CDR COOGAN WJ02

Missing Aircraft Near Martha's Vineyard, MA
20 July 1999

202 267 2165
223 8117
617

From: RADM R. Larambee

To: VADM J. Card

Program summary from 0800, 19 July 99 to 0800, 20 July 99:

Unified Command Post at USCG Air Station Cape Cod is fully operational.

All scheduled vessels are on scene conducting off shore search and recovery operations:

NOAA Research Vessel RUDE (sonar search)
NOAA Research Vessel WHITING (sonar search)
USS GRASP (sonar search, dive ops, wreckage recovery)
USCGC WILLOW (sonar search)
USCGC SANIBEL (search area security)

* USCGC WILLOW and USCGC SANIBEL also participated in active SAR phase

Ten sonar contacts were identified by the RUDE and WHITING. One target has been assessed by divers from Massachusetts State Police, results were negative. Poor weather conditions prevented assessing other targets.

An on the water safety zone (enforced by USCGC SANIBEL) is in place to protect divers and the boating public. The FAA has established an Airspace Exclusion Zone 3,000 feet and below over the search area (see map).

Approximately 50% of search area has been bottom mapped by side scan sonar.

Materials consistent with wreckage continue to wash ashore Gay Head area (winds predominantly from the south west).

Shoreline searches for debris were conducted by Massachusetts Environmental Police (all terrain vehicles), Massachusetts State Police (helicopter) and volunteer civilians (foot patrols).

Plans for 0800, 20 July 99 to 0900, 21 July 99:

USS GRASP has been designated as On Scene Commander (OSC) for search and recovery operations. A CG liaison has been assigned to the GRASP. An 0800 meeting is planned onboard USS GRASP for all fleet Commanding Officers to prioritize dive operations on sonar contacts. Top priorities will be assigned to contacts associated with FAA provided JFK Jr. aircraft tracking data.

USS GRASP will investigate the prioritized contacts using US Navy and Massachusetts State Police divers and a Remotely Operated Vehicle (ROV).

Vessels will "mow" areas of higher interest with their side scanning sonar using smaller track spacing.

A shoreline search of the Gay Head area of Martha's Vineyard will be coordinated by the MSP.

USCGC SANIBEL will be relieved of security duties by USCGC BAINBRIDGE ISLAND.

Coast Guard Group Woods Hole is focus for temporary collection of small, recovered materials from wreck. Material will then be transported to Air Station Cape Cod.

Air Station Cape Cod is the intended site for the aircraft if recovered.

The NTSB will continue its independent investigation of the accident.

Weather: NE wind to 25 KTS diminishing this afternoon. Seas 3-6 feet.

Wm R. Larambee
FOR RADM LARAMBEE

508 968 6656
6648
6682

PAGER 978 803 991 6

P. 4/4

NO. 035

→ CDR COOGAN

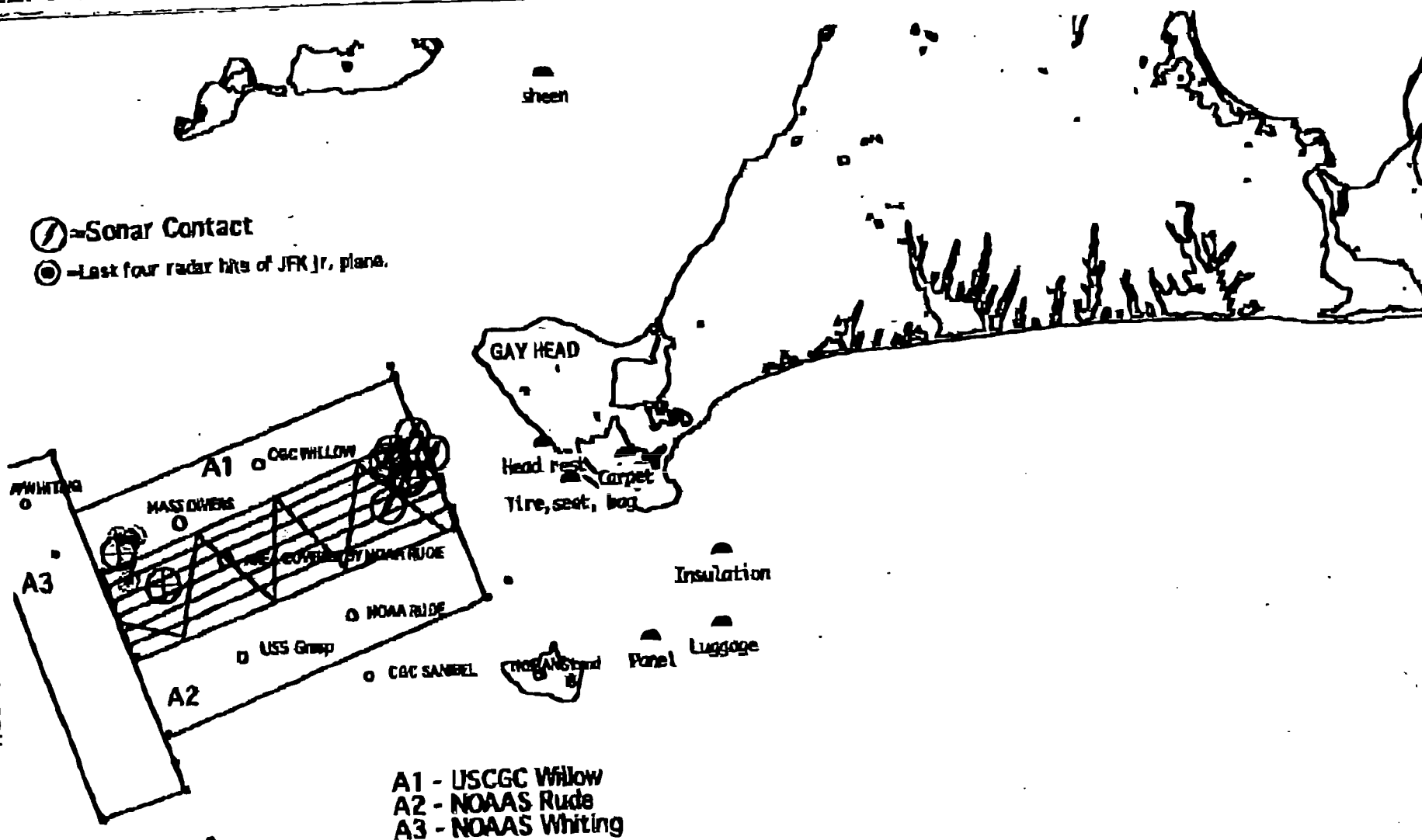
DOT S1

6:48PM

JUL. 20. 1999

07/20/99 10:24 FAX

MARPLET



A1 - USCGC Willow
 A2 - NOAAS Rude
 A3 - NOAAS Whiting

Thurgood Marshall Jr

07/19/99 08:34:23 PM

Record Type: Record

To: Michael Deich/OMB/EOP@EOP
cc: robert d. kyle/omb/eop@eop, sylvia m. mathews/omb/eop@eop, Maria Echaveste/WHO/EOP@EOP, Marjorie Tarmey/WHO/EOP@EOP
bcc: Records Management@EOP
Subject: Re: THIS IS WHY I WAS CALLING -- I WILL TRY YOU LATER 

Michael & Bob -- To fill in the blanks a bit more.

We have reached a situation with the Kennedy airplane tragedy where unusual steps may be undertaken and there are significant cost implications for DEFENSE, COMMERCE (NOAA) and DOT (NTSB & USCG).

Briefly, it arises in this fashion: at some time today we hit the point where normal search and recovery activity would cease.

USCG typically wraps up 3-4 days after such an incident (rationale being that no human could survive). Indeed, there may be no other instance where they have stayed on-station this long (ie, we are entering a time-frame where continued activity is no longer part of their usual mission). They could stay if control fully shifts to NTSB and NTSB deems it necessary (but that may trigger a bill to NTSB for continuing costs).

NTSB neither has the budget nor authority to undertake an underwater salvage operation and their usual scenario is to work with anything recovered thusly to date plus anything else they find through the normal course (checking radar and maintenance records, etc.).

DEFENSE (which may well have the biggest ticket item here in the form of the USS Grasp salvage vessel/platform) is currently paying the cost of its salvage vessel pursuant to statute -- USCG on-site command requested this as part of its role leading the mission over the weekend, and that enables DOD to absorb the cost rather than sending a reimbursement request to USCG. To put this one in perspective, a similar deployment for SWISSAIR last year yielded a bill to NTSB/USCG in excess of \$18M.

Continued efforts with this joint search & recovery are likely to be ordered but the bills will come due. Maria saw this coming and knew it would land on you in some fashion. I hope this is an adequate thumbnail of what is transpiring. At the moment, we are waiting for cost estimates and related information from each of the agencies.

Michael Deich

 Michael Deich
07/19/99 07:17:17 PM

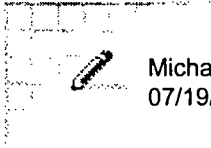
Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP

cc: robert d. kyle/omb/eop@eop, sylvia m. mathews/omb/eop@eop

Subject: Re: THIS IS WHY I WAS CALLING -- I WILL TRY YOU LATER 

the efforts of cg and ntsb are consistent with their core missions and should easily be covered by their regular appropriations. in the past, at least, cg and ntsb have sought added funding only for events that were far, far larger than average (e.g., twa 800). i don't expect that this particular tragedy should lead either agency to seek added funds. but if you get any rumblings to the contrary, pls let me know. thanks.



Michael Deich
07/19/99 07:17:17 PM

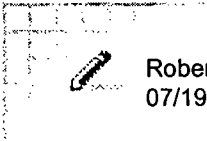
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To: Thurgood Marshall Jr/WHO/EOP@EOP

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Robert D. Kyle
07/19/99 06:24:57 PM

Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP
cc:
bcc:
Subject: Re: THIS IS WHY I WAS CALLING -- I WILL TRY YOU LATER

Was this largely a Coast Guard effort? If so, Michael Deich handles their budget. If it was a larger DOD effort, I could handle. I'll engage with Sylvia.

Thurgood Marshall Jr

Thurgood Marshall Jr

07/19/99 06:22:01 PM

Record Type: Record

To: Robert D. Kyle/OMB/EOP@EOP, Michael Deich/OMB/EOP@EOP
cc: Sylvia M. Mathews/OMB/EOP@EOP
Subject: THIS IS WHY I WAS CALLING -- I WILL TRY YOU LATER

----- Forwarded by Thurgood Marshall Jr/WHO/EOP on 07/19/99 06:15 PM -----

Maria Echaveste

07/19/99 04:04:22 PM

Record Type: Record

To: Sylvia M. Mathews/OMB/EOP@EOP, Douglas B. Sosnik/WHO/EOP@EOP, Thurgood Marshall Jr/WHO/EOP@EOP
cc: Marjorie Tarmey/WHO/EOP@EOP
Subject: costs of search

While no one has actually raised the issue with me yet, there is likely to be a question raised re: who is supposed to pay for the costs incurred over the weekend and future re the search, rescue, recovery efforts for Kennedy incident. This may be nothing more than agencies like Coast Guard and NTSB looking for someone else to pay--always a natural inclination. What is the procedure for making such determination if it turns out there's a dispute between, among agencies and who at OMB should honcho that effort?

TMT -
Raj did this.
SPD

Marshall: Mr. Secretary, can we get an update from the Coast Guard.

Admiral Larabie: I have an issue that most are aware of, but I would like to have it discussed because I know it will be asked this afternoon.

Chairman Hall: Mr. Pierce will tell.

Pierce: Some targets had been located yesterday by the Rudy based on radar data. They dropped a buoy on one of the targets. This morning the state police went out to the area. Due to tides, the buoy went underwater and was no longer visible. The target was not dived on, they went on to a second target, but due to weather conditions, the dive was aborted. Thus, none of the contacts has been investigated yet.

Marshall: Anything else from NTSB?

Hull: The major news is what we went over with families and you over radar data. Anything else?

Pierce: No.

Hull: Two sensitive matters: first, the aircraft was equipped with a voice recorder of some kind. They are interviewing witnesses to find out if John F. Kennedy, Jr. was in the habit of using the recorder. If it was used, then there is very sensitive issue. We have never to my knowledge had a voice recorder on a general aviation. I'm checking with attorneys about procedures because of the sensitivity of what might be on it.

Marshall: Assuming it's recovered, you will maintain custody until privacy and custody issues are finalized?

Hull: Yes. Work has been done looking into the history of the aircraft and pilot's piloting history.

Marshall: Does general public have access to these records?

Hull: Everything is basically FOIAble, but we can hold until we are completed with the investigation

Marshall: Any other questions for NTSB?

Hull: There is some wreckage in the hangar. Laws and regulations says that any personal belongings are turned over to the medical examiner for his use, then it is his responsibility to turn over to the family. So, personal effects are being turned over promptly to the medical examiner

--: What are assets doing over evening (Rudy, Whiting).

--: Don't know. They are unseen.

--: After last conference call I asked Ted to go over and control the flow of information coming out of the Joint command and he has attempted to do that and has been in contact with White House over interview request.

Hull?: Two items: There have been requests for Admiral Larabie to do several briefings on the recovery and we need to make a decision on how often to do that. Also, there are requests for Laramie and me to go on the morning shows, so we have to make a decision on that.

Lockhart?: It's up to you. I don't think it would be good to do it more than twice a day. A morning untelevised and an afternoon televised is a good idea. It's up to you. On the morning television shows there will be tough questions on how much we've done, but fit in as many as you can.

Marshall: But leave it to the two of them

Lockhart: I don't see why we would need anyone else.

Marshall?: Mr. Chairman, did you decline because you thought it would be tough or to defer to our judgment.

Hull: I declined to defer to your judgement. The hard problem that we face is that there is no good news, and we have to find some way to address that. I was hopeful that we would, but the divers were unsuccessful in getting to either location.

Lockhart: Maybe doing the briefing will be good because we don't have much, but we know what kinds of questions we'd get on Larry King. On morning shows, if there are questions, we can outline the plan of action.

--: I'm worried that people might say "why do you have so many resources out there. Would you do this for the average Joe Smith" and I, honestly, don't know how to response to that.

--: This phase of the search is something the Coast Guard does not do normally. We have millions of dollars of assets out there. I won't speak for the Chairman, but from what he's told me . . .

Hull: I have statutory requirement that if I get in a situation where there is an extraordinary cost, I have to go to the appropriations committee.

--: Let me inform you that Captain Marsh was outside the door and I asked him to come in to give a status report and answer questions.

Marshall: It would be helpful to get a briefing.

Marsh: Where we're at as far as supervisor salvage is concerned, we have a mini-rover capable of diving down to 58,000 feet. CG cutter Willow has a side scanner unit deployed. We need to have a methodological process to make sure there are no missed areas.

Marshall: What's the time frame for those various steps?

Marsh: There's been some eavesdropping of cellular phones, so we have to establish secure calls, that's the first priority. In general, we're talking a week-type arrangement, not days. We have some contact, but nothing that is firm. We will be going back over these contacts from a different angle to get hard contacts worth taking a look at.

--: How quickly do you think you could dive on the two locations that couldn't be dived on today.

Marsh: I'll have to defer on that for right now, depending on weather and other circumstances.

Lockhart: The key thing is that you'll go out and talk to the press and tell them what's happened so far, which is not much. But we won't be able to duck that question tonight.

Marshall: Have the families been informed of this problem?

--: No. This is not the type of investigation that the NTSB has normally done. Everything, as far as we're concerned, is extraordinary. As I explained to Goody, this has been requested to us in the past by Members of Congress for constituents, and we have consistently turned them down.

--: Years ago, a man and a dog crashed, and we searched for three days, and were where we are today, but that was it, nothing else.

--: We don't have an answer to that problem yet, but let's move on. We'll get back to the Admiral and Chairman.

--: Before the press . . .

--: Yes

--: We have to have this before the press.

Monty Belger: Phone calls into flight station are recorded. A call for information about the Kennedy aircraft came in. We said that we don't give out that information over phone, on any aircraft.

Marshall: Would you respond in another way if he gave reason to believe we had a missing plane.

Belger: Of course, but there was no indication of that on this call.

Marshall: So, from listening to the recording, you are certain that at 10:00 you had no reason to suspect anything. Only at 2:00 were you made aware that something was wrong.

Belger: Yes.

FAX COVER SHEET

Kennedy Residence in
Hyannis Port, MA

TO Dag Sosolik

FROM Gerry Kavanaugh

DATE 7/19/99

PAGES TO FOLLOW 1

EDWARD M. KENNEDY
Hyannis Port, Massachusetts

July 19, 1999

We are filled with unspeakable grief and sadness by the loss of John and Carolyn, and of Lauren Bessette. John was a shining light in all our lives, and in the lives of the nation and the world that first came to know him when he was a little boy.

He was a devoted husband to Carolyn, a loving brother to Caroline, an amazing uncle to her children, a close and dear friend to his cousins, and a beloved nephew to my sisters and me. He was the adored son of two proud parents whom he now joins with God. We loved him deeply, and his loss leaves an enormous void in all our lives.

John had many gifts and gave us great joy, most especially when he brought his wonderful bride Carolyn into our lives. They had their own special brand of magic that touched everyone who knew and loved them. We are thankful for her life and for their lives together.

We loved Carolyn and share in the grief of the Bessette and Freeman families at the tragic loss of both Carolyn and Lauren. Carolyn and Lauren were exceptional and accomplished young women who reflected the extraordinary qualities of their family. The Bessette and Freeman families will always be in our thoughts and prayers.

At this most difficult time, we rely on our faith in God. We are more grateful than we can ever say for the support of our family, our friends, and so many of our fellow Americans who opened their hearts to John.

We also thank in a very special way the men and women who have worked well and long and hard in these past days to find John, Carolyn, and Lauren. We will never forget the dedication, the professionalism, and the sensitivity they have shown.

We pray that John, Carolyn, and Lauren will find eternal rest, and that God's perpetual light will shine on them.



U.S. Department of Transportation
Office of the Secretary ♦ Office of Public Affairs
400 Seventh Street, SW
Washington, DC, 20590

Phone #s: 202-366-5580 ♦ 202-366-5571 ♦ 202-366-5565

Fax #s: 202-366-5583 ♦ 202-366-1966 ♦ 202-366-3703

<http://www.dot.gov/briefing.htm>

The following 2 pages (including cover sheet) are for:

Name: Sean O'Shea / T. Marshall

Date: _____

Organization: _____

Phone Number: _____

Fax Number: 456-2525

The following pages are from: Kara Linhardt

Comments:

Background info on USCG
operations

If you do not receive all pages of this fax, please call

Thurgood-Foyon-See

U.S. Department of Transportation (Internal)
Background Information on U.S. Coast Guard Assets
July 19, 1999

CG units involved in the search are as follows:

- More than 380 CG people involved

First District:

CG Cutter Willow

Group Woods Hole:

CG Cutter Sanibel

CG Cutter Hammerhead

Station Woods Hole

Station Menemsha

Station Brant Point

Aides to Navigation Woods Hole

Group Moriches:

CG Cutter Pt. Wells

Station Montauk

Station Shinnecock

Station Fire Island

Group Long Island Sound:

Station New London

Station Eatons Neck

Station New Haven

Multiple AUX vessels and aircraft

Air Station Cape Cod:

HU-25 (falcon jet)

HH-60 (j-hawk helo)

Suffolk:

HH-60 (j-hawk helo)

HC-130 (c-130)

Plus:

NOAA vessels

Whiting

Rude

USN vessel

USS Grasp

File Name: Kennedy SAR

TAB _____

RESCUE/RECOVERY JFK, JR AIRCRAFT/REMAINS - JULY 19, 1999**(PROVIDE ONLY ON BACKGROUND ONLY; NOT FOR ATTRIBUTION)****CURRENT NEWS****MESSAGE**

The Department of Defense works cooperatively with other national and local maritime operations, providing specialized equipment and people, to protect lives and property.

DOD SUPPORT

- **Monday, July 19** - The salvage and rescue ship **USS Grasp** (see background for details) got underway **Sunday, July 18** from Norfolk at about noon (EDT), and was expected to arrive at 3:30 p.m. (EDT) today, in the search area. (This is the only DoD asset requested and participating as of today.)
- **Sunday, July 18, 1999**
 - 4 a.m.- The New York Air National Guard's 106th Air Rescue Wing rescue operations opened for a second day of search efforts in the missing civilian aircraft. An HC-130 aircraft and a HH060 helicopter departed to assist the Coast Guard in the search efforts.
 - At 8 p.m., the search concluded. The 1st District Coast Guard Region Commander advised the 106RQW to stand down from all further search efforts.
- **Saturday, July 17, 1999**
 - 3 a.m. - Air Force Rescue Coordination Center, Langley Air Force Base, Hampton, Va. were called by FAA that Mr. Kennedy's aircraft was overdue. Search and rescue efforts begun.
 - Air National Guard HC-130 search and rescue aircraft from New York, Gabreski Field. Served as the airborne air traffic control aircraft coordinated the efforts of 15 Civil Air Patrol aircraft and 156 Civil Air

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages ►

To Thurgood Marshall From Milly Milard, Htal

File Name: Kennedy SAR

Patrol personnel conducting searches from the air over land and along shore lines.

- As LtCol Roark said, " We have two helicopters, HH-60 helicopters from the 106th Rescue Wing that are over the water, since they are twin engine aircraft we feel safer using them over the water, and they are searching those areas along with the HC-130 which is providing command and control and also doing some searching. That's Air Force."
- At 4:45 a.m. the New York Air National Guard's 106th Rescue Wing, Westhampton Beach, N.Y., was notified of a missing PA-32 civilian aircraft enroute from Essex, N.J to Marthas Vineyard, Mass. The unit dispatched a HC-130 and two HH0-60 aircraft to assist the Coast Guard in the search. The search concluded at 11:15 p.m. due to darkness, fog and haze.

BACKGROUND

- **USS GRASP**

- The rugged construction of this steel-hulled vessel, combined with her speed and endurance, makes the GRASP well-suited for rescue/salvage operations of Naval and commercial shipping throughout the world.
- The versatility of this class of ship adds immeasurably to the capabilities of the U.S. Navy, with regard to rendering assistance to those in peril on the high seas.

- **Mission Capabilities**

- **Crew** - 6 officers, 85 enlisted – about 20 with diver capability
- **Diver Operations** - serves as a platform diving operations
 - The MK 12 and MK 1 air diving systems provide the GRASP divers with the capability of tethered diving to depths of 190 feet of seawater.
 - The divers descend to depth on a diving stage lowered by one of the two diving davits. For shallow underwater inspections, searches, and other tasks which require mobility, the divers can use SCUBA.
 - The recompression chamber is used for treatment to divers suffering from decompression sickness, or for routine surface decompression.

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- The GRASP's recompression chamber is designed to mate with a portable recompression chamber at the outer lock entry door.
- **Heavy Lift from ocean depths**, The GRASP also has a 7-1/2 ton capacity boom forward, and a 40-ton capacity boom aft, to off-load a disabled ship, and handle heavy equipment during salvage operations.
- The heavy lift system is made up of bow and stern rollers, deck machinery, and tackle.
 - The rollers provide a low friction fairlead for the lift wires or chains.
 - The two main bow rollers, or the two stern rollers, each carrying one-half of the load, are used to accomplish lifts to 150 tons.
 - A dynamic lift of 300 tons can be made, using the main bow rollers and the stern rollers simultaneously
 - The deck machinery and tackle supply the required hauling force of up to 150 tons, 75 tons to each lift wire, to make the lift.
 - **MOORING** -The GRASP has on board equipment to lay multiple point moors in support of diving and heavy lift operations. Mooring can be deployed using the large orange-colored spring buoys, wire rope, stato anchors, synthetic hawsers, and the traction machine.
- **Debeaching stranded vessels** - A stranded vessel may be retracted from the beach, using up to six sets of beach gear carried by GRASP. Two beach gear ground legs can be rigged on board the GRASP, and up to four beach gear ground legs can be rigged on the stranded vessel.
- In her 21,000 cubic feet salvage hold, the GRASP carries transportable cutting and welding equipment, hydraulic and electric power sources, dewatering gear, salvage and machine shops, and hull repair materials to effect temporary hull repairs on stranded, or otherwise damaged, ships.

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **Towing other vessels -**
 - Capable of both rescue and open ocean towing. The ship can develop a bollard pull of 130,000 lbs., with an installed double drum towing machine rove with 3,000 feet of 2-1/4 inch wire rope on each drum.
 - The ship also has a new type traction winch for limited towing, using synthetic hawsers.
 - **Fire monitors** located at the forward and aft ends of the 04 Level (top of the pilot house). A remote-operated fire monitor is located on the forward king post, and a portable monitor is rigged on the forecandle. These monitors are supplied with up to 1,000 gallons-per-minute of either sea water or Aqueous Film Forming Foam (AFFF) to fight fires on other ships.
- **REPLENISHMENT**
 - The GRASP has two solid cargo transfer stations, and two fuel receiving stations.
 - The solid cargo transfer stations can receive a Standard Tensioned Replenishment Alongside Method (STREAM), using a Standard Underway Replenishment Fixture (SURF), housefall, and highline rigs.
 - The GRASP can send material or personnel using a manila or synthetic highline.
 - Fueling at sea is conducted using both alongside- and stern-refueling methods. Connections are located at Frame 58 on the port and starboard sides of 01 Level.
 - Vertical replenishment can be conducted in the marked zone on the fantail.
 - The ship is capable of hover-only operations with H-1, H-2, H-3 and CH-46 type helicopters.
- **Equipment**

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- **Remotely Operated Vehicle on board**
- **For rescue –fire monitors which can delivers either firefighting foam or seawater**
- **For salvage – portable equipment to provide assistance to other vessels in dewatering, patching, supply of electrical power, etc.**
- **Cargo handling capacity**
 - Forward boom (mounted forward) - 5.0 tons
 - Forward boom (mounted aft) - 7.5 tons
 - After boom 40.0 tons
- **Workboats**
 - Two 35-ft. aluminum boats
 - Two 14-ft. Inflatable boats
- **Deck area aft clear - 2,700 square foot**
- **Bollard pull (w/kort) 130,000 pounds**
- **Towing machine - twin 3,000 foot hawsers**
 - 2-1/4" diameter wire rope
 - 14" circumference synthetic
 - Tow hawsers
- **Beach gear (installed)**
 - two SETS, hydraulic pullers (6 SETS TOTAL)
- **Characteristics**
 - Length 255 feet displacement 3,282 tons
 - Beam 51 feet draft 16 feet, 9 inches
 - Height – Maximum to design
 - Waterline 85 feet
- **Propulsion - 4 caterpillar 399 diesel engines coupled in pairs to two Shafts with controllable pitch propellers and kort Nozzles**

FOR BACKGROUND USE ONLY

File Name: Kennedy SAR

- Shaft hp- 4,200
- Cruising speed - 14 knots
- Endurance - 8,000 miles at eight knots
- Speed, 100 percent power - 15 knots
- Speed, sustained - 13.5 knots
- Armament - 50 caliber machine guns/mounts (2 each)
- **The Air Force Rescue Coordination Center**, at Langley Air Force Base in Hampton, Va., just north of Norfolk in the Tidewater area.
 - The Air Force Rescue Coordination is the single agency responsible for federal search and rescue in the 48 contiguous United States.
 - Generally done in concert with other agencies, in this case the Coast Guard. We also will assist search and rescue efforts in Canada and Mexico, if needed. They look for lost people, lost aircraft. They're a very busy 24-hour operation.
- **Civil Air Patrol**
 - an auxiliary of the U.S. Air Force. It's a volunteer organization that participates in some 80 percent of search and rescue type of operations, mostly the search portion of the operations that occur in the United States today.
 - Search aircraft are usually single engine, Cessna, Piper type aircraft. General aviation. Some are Air Force-owned; some are privately owned.

Coordination: SAF-PA, CHINFO, NGB-PA
A/O: LtCol Milord

FOR BACKGROUND USE ONLY

FAX TRANSMITTAL

of pages = 4

To Thurgood Marshall Jr	From Mike M. Lavelle
Dept./Agency White House	Phone # 203-695-2528
Fax # 202-456-9150	Fax # 456-6704
NSN 7540-01-317-7368	5098-101 GENERAL SERVICES ADMINISTRATION

RESCUE/RECOVERY JOHN F. KENNEDY AIRCRAFT/REMAINS**CURRENT NEWS****MESSAGE**

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- Mk 1 lightweight air
- Scuba

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Coordination: SAF-PA, CHINFO, NGB-PA
A/O: LtCol Milord



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: 7/19/99

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: 3

Message:

Attached is the initial Q&A information
DOT's public Affairs sent to its
counterparts in the White House-
I hope to supplement this later. JLM

**KENNEDY AIRCRAFT MISSING
PRESS GUIDANCE
FOR WHITE HOUSE PRESS BRIEFING
JULY 19, 1999**

Question: Who has the lead in this effort now? The NTSB? The Coast Guard?

Answer: The NTSB is in charge of the investigation into the accident, and the Coast Guard, the Navy, NOAA and other agencies are providing support. The Coast Guard is continuing to provide support through its surface and sub-surface search of the area.

NTSB Chairman Jim Hall and Bob Pierce, the investigator-in-charge are directing the investigation. The NTSB will be holding regular afternoon press conferences to update reporters on-scene of the latest developments. Today's briefing will be at 5:00 p.m. at the Coast Guard Air Station at Otis on Cape Cod.

Question: What were the federal government assets brought to bear in the search and recovery of the Kennedy plane? What are the assets on scene now?

Answer: On Saturday, the Coast Guard initiated a search in the waters between New Jersey and Martha's Vineyard. The Coast Guard had a specially-equipped jet and two helicopters airborne throughout daylight hours. Seven utility boats were underway initially as a large area was being searched. Eventually, four larger Coast Guard cutters were added. Three of these were patrol boats and the fourth was the Buoy-tender Willow, which is being outfitted with side-scan sonar.

Additionally, The FAA, through its air traffic control system, has provided extensive radar data to both the Coast Guard and the NTSB. That radar data has been key to narrowing the search area. The FAA will also continue to assist the NTSB in the investigation phase, and currently has seven accident investigation officials on-scene.

Question: Were there things that were done out of the ordinary in this crash, things that would not have been done, had a Kennedy or some other well-known person been on board?

Answer: The National Transportation Safety Board conducts many, many investigations every year of General Aviation aircraft accidents. It is responsible for making recommendations to the FAA and other agencies for making aviation and other forms of transportation more safe. They are an independent federal agency, and they have told us they will take whatever steps are appropriate to conduct their investigation.

The Coast Guard, you have heard throughout the weekend, places a high value on each and every human life. Any time there is an opportunity to save a life, the Coast Guard has said it will put forth all available and appropriate resources. Given the amount of area to be searched and the initial uncertainty of where to focus the search the Coast Guard has told us this effort has been a fairly typical response.



U.S. Department of Transportation
Office of the Secretary ♦ Office of Public Affairs
400 Seventh Street, SW
Washington, DC. 20590

Phone #: 202-366-4570 & 202-366-4531
Fax #: 202-366-6337

<http://www.dot.gov/briefing.htm>

7-15-99

The following 2 pages (including cover sheet) are for:

Name:

Col. Brown

Organization:

Phone Number:

Fax Number:

67952

The following pages are from:

Bill Schulz

Comments:

If you do not receive all pages of this fax, please call

**ADDITIONAL DOMESTIC
POTUS Q&A FOR BARAK
PRESS CONFERENCE**

July 19, 1999

FOR INTERNAL USE ONLY

**KENNEDY AIRCRAFT MISSING
PRESS GUIDANCE
FOR WHITE HOUSE PRESS BRIEFING
JULY 19, 1999**

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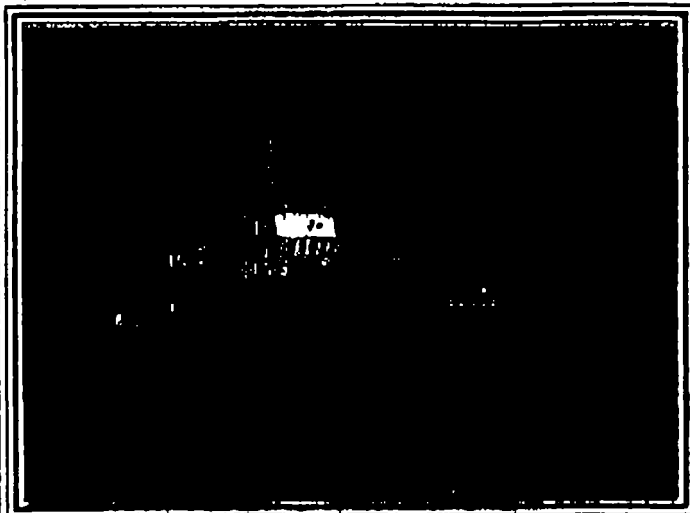
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Campaign Finance Legislation

Q: Are you supporting Senator McCain in his effort to get campaign reform legislation before the Senate this week? What are the prospects for victory on this issue?

A: I strongly support the McCain-Feingold bill. For years, campaign finance reform legislation has been blocked by a minority of Republicans in the Congress. I believe it enjoys bipartisan, majority support in the House and the Senate, but Republican leaders have refused to let it come up. Members should be allowed to have a fair, up-or-down vote on this bipartisan bill.

NOAA Ship RUDE



The National Oceanic and Atmospheric Administration (NOAA) Ship *Rude*, commissioned in 1967, is one of a fleet of research and survey vessels used by NOAA to improve understanding of the marine environment. The ship is named for Captain Gilbert T. Rude of the former Coast and Geodetic Survey, who developed the Rude Star Finder, a navigational device widely used for locating celestial bodies.

Rude is one of NOAA's smallest hydrographic survey vessels, performing inshore hydrographic surveys along the U.S. Atlantic and Gulf coasts in support of NOAA's nautical charting mission. The ship is homeported in Norfolk, Virginia.

The ship specializes in locating submerged wrecks and obstructions to navigation. These surveys are used to update the nation's suite of nautical charts. Accurate

charts are important to the entire maritime community, to prevent marine disasters such as oil spills, and for coastal management to plan development or protection as a marine sanctuary.

Since its commissioning in May 1967 to the mid-1980's, *Rude* conducted wire-drag surveys to determine the location and least depth of submerged wrecks and obstructions. The development of side scan sonar (SSS) technology in the 1980's provided a more cost effective alternative to wire drag surveys, and in 1985 *Rude* began operations as an SSS survey vessel. Housed in a small torpedo-shaped shell 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.

Today *Rude* is equipped with some of the most technically advanced hydrographic, data processing, and navigation systems available. A multibeam sonar acquires a fan-shaped swath of depth data from 40 sounding beams at once, 13 times a second, while SSS creates a map-view image. Differential Global Positioning System receivers use satellites to position the ship within 5 meters (17 feet), and CTD (conductivity, temperature, depth) probes determine sound velocity through water to correct depth soundings.

All significant objects found during reconnaissance side-scan surveys are investigated further using the multibeam sonar, which gives precision depths and positions over

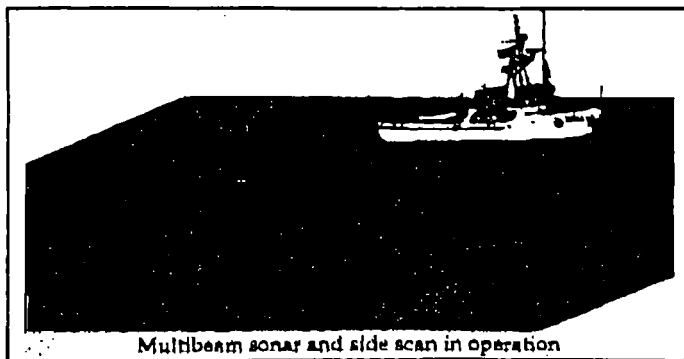
a narrower swath. Ship's SCUBA divers may also be used to determine the precise extent and nature of the hazard. An accurate position and description of the hazard is obtained for charting purposes. To assist in its hydrographic survey operations, *Rude* carries a 19-foot Boston Whaler used as a diving platform and personnel transport. A 21' Monark assists *Rude* with inshore surveying. Findings from these surveys are published as new chart editions as soon as six months after the completion of survey field work.



"SSS fish"



Side scan sonar acoustic image of wreck



Multibeam sonar and side scan in operation

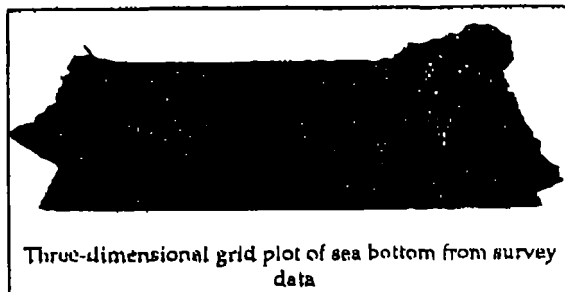
Rude's Specifications

Length (LOA): 27.4 m (90 ft.)
 Breadth: 6.7 m (22 ft.)
 Draft: 2.2 m (7.2 ft.)
 Displacement: 220 tons
 Gross Tonnage: 150 tons
 Net Tonnage: 42 tons
 Hull: Welded Steel
 Cruising Speed: 10 knots

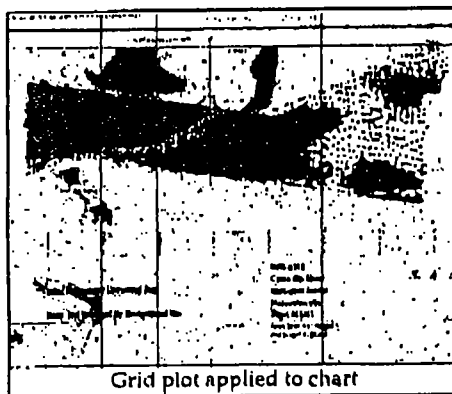
Office of NOAA Corps Operations

Since NOAA's beginning, NOAA ships and aircraft have played a critical role in the collection of its oceanographic, atmospheric, hydrographic, fisheries and coastal data. 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. 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, and damage assessment after major oil spills such as the *Exxon Valdez*, Persian Gulf War and *New Carissa*.

ONCO 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.



Three-dimensional grid plot of sea bottom from survey data



Grid plot applied to chart

ONCO also manages a fleet of fixed-wing aircraft and helicopters that operate throughout the world, providing a wide range of research capabilities, from hurricane prediction research and surveillance to coastal mapping and charting. NOAA aircraft have been uniquely modified to carry scientists and highly specialized instrument packages required for NOAA's missions.

NOAA Commissioned Officer Corps

The NOAA Corps is a uniformed service of the United States, composed of officers who provide NOAA with an important blend of operational, management, and technical skills that support the agency's science and surveying programs at sea, in the air, and ashore. NOAA Corps officers, in addition to managing and operating ships and aircraft, are also scientists and engineers. 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.

NOAA's organizational structure includes 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. More information can be found at NOAA's website: www.noaa.gov



For more information, contact us at 1-800-451-7234 or visit our web site at www.noaa.gov

Information about NOAA can be found at www.noaa.gov



NOAA Backgrounder

NOAA Locates Wreckage On Ocean Floor After TWA Flight 800 Disaster

When TWA Flight 800 crashed into the Atlantic Ocean off Long Island, N.Y., in July 1996, it was a NOAA hydrographic survey vessel that scanned the ocean floor and found the primary wreckage fields of the aircraft, enabling Navy divers to recover crash victims and the flight recorders as quickly as possible.

The survey ship was the RUDE, one of NOAA's fleet of 15 highly specialized ships that have the unique capabilities and equipment needed by the agency to do nautical charting and conduct environmental research. The RUDE was under the command of Commander Sam De Bow of the NOAA Corps, the nation's smallest uniformed service.

NOAA Corps officers, who hold science or engineering degrees, are highly skilled at operating and managing the ships as well as supporting the scientific research conducted on board. Many, like Cmdr. De Bow, are also expert hydrographers.

Not only can NOAA redirect its ships as necessary during times of national crisis, NOAA Corps officers have the flexibility and mobility to respond immediately to such crisis situations. In the aftermath of the TWA crash, a NOAA team led by Cmdr. Nick Perugini set up hydrographic support operations at the on-shore site at East Moriches, Long Island, joining forces with the RUDE's officers and civilian crew to turn the ship's sonar data into sophisticated maps and charts. These charts precisely pinpointed submerged debris hidden under the miles of watery expanse.

RUDE's Response

On the evening of July 17, the RUDE was anchored off Pt. Judith, R.I., waiting to begin a new charting project in the commercial shipping lanes that connect New York to Boston. The ship had just completed a detailed hydrographic survey in the approaches to New York Harbor.

Cmdr. De Bow learned of the crash of TWA Flight 800 while listening to the marine radio, and immediately notified the Coast Guard that he was available to render assistance. After steaming all night, the ship arrived at the crash site at 7 a.m. the following morning and began searching for victims and surface debris.

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.

continued from previous page

Within 24 hours of the crash, the RUDE had conducted underwater surveys and located the major debris field, and within 48 hours had the area mapped. Sonar information was immediately furnished to the National Transportation Safety Board and the U.S. Navy. Five days after the crash, the Navy began diving on sonar contacts furnished by the RUDE. NOAA's rapid response to this tragedy played a key role in facilitating victim recovery.

For its surveys, the RUDE employed state-of-the-art hydrographic instrumentation to locate the wreckage quickly and position it accurately. By using the Differential Global Positioning System, RUDE was able to establish its position to an accuracy of three to five meters. A side-scan sonar towed by the ship created an image of the bottom along the towfish track. Any object that was "hard" or reflective appeared on the sonar record.

In addition to the side-scan sonar, RUDE utilized a shallow water multibeam sonar. This system measures the depth over a feature very precisely. From these data, a three dimensional image was constructed to help visualize various pieces of seafloor debris.

NOAA's Shore Team

To ensure maximum processing interpretation of the RUDE data, NOAA established a five-person team, most of whom were commissioned officers, to work with the Navy and NTSB. The team members, all highly skilled in sonar interpretation and chart making, had two principal objectives: first, to provide the exact location of debris to the Navy divers; second, to assimilate all debris data onto a Geographic Information System grid for planning and display purposes. Much of the debris was scattered over a two square mile area. As divers had only 15 minutes of bottom time at depths of 120 feet, it was imperative that the

positions of these sonar contacts be accurate and that divers have an idea of the dimensions of the wreckage they were searching for. The NOAA-identified debris locations were proven accurate throughout the dive operations.

Early in the investigation, the NTSB and other agencies needed analytical tools to help map out possible crash scenarios. The NOAA team assimilated radar data showing the last "hits" recorded on TWA Flight 800 and integrated this information with positions of sonar contacts located by RUDE. The data were displayed on the backdrop of a nautical chart. This presentation became a powerful tool for investigators to begin their analyses. After seeing the quality of the NOAA product, NTSB Vice Chairman Robert Francis and Navy RAdm. Robert Kristensen requested that NOAA provide them with customized charts for their daily televised news briefings.

HAZMAT's Trajectory Analysis

NOAA's Hazardous Materials Response and Assessment Division in Seattle, Wash., used its Trajectory Analysis Techniques program to provide trajectory analysis that aided the Coast Guard, Suffolk County Police, New York City Police and other agencies in their searches for floating surface debris. NOAA HAZMAT has been using this analytical approach in oil spill response for several years, and found it extremely useful for oil spill response and planning exercises after the TWA crash.

NOAA's Weather Predictions

NOAA's National Weather Service provided searchers with accurate local forecasts, and search and salvage vessels with tailored weather forecasts. This proved especially valuable when severe weather was approaching. Also aiding the search and recovery operations were wind and sea state predictions. ☺

For more information, please contact Jeanne Kouhestani, NOAA Public Affairs, (202) 482-6090.

THE WHITE HOUSE

WASHINGTON

July 17, 1999

TELEPHONE CALL TO REAR ADMIRAL RICHARD "RICK" LARRABEE, USCG

TO: Rear Admiral Richard (Rick) Larrabee

DATE: July 17, 1999

RECOMMENDED BY: Doug Sosnik
Thurgood Marshall, Jr. **T.M.**

PURPOSE: To talk with Rear Admiral Larrabee, USCG, who is in charge of the search and rescue operation for the missing aircraft carrying John F. Kennedy, Jr., Carolyn Bessette Kennedy, and her sister Lauren Bessette.

BACKGROUND: Rear Admiral Larrabee has been commanding the search and rescue operation, coordinating efforts between the Department of Transportation, FAA, USCG, USAF, and other federal agencies participating in the search and rescue efforts.

Admiral Larrabee held a press conference this afternoon to discuss the current developments with respect to the search and rescue operation and appeared on Larry King Live this evening. Admiral Larrabee and Coast Guard Commandant Jim Loy have been providing information to the Bessette and Kennedy families.

Admiral Larrabee has extensive experience in managing multi-resource operations for the USCG. His biography is attached.

TALKING POINTS:

- Thank and commend him for his leadership.
- His Command of this search and rescue operation exemplifies the very best of the Coast Guard's dedication and talent.

CONTACT PERSON AND
TELEPHONE NUMBERS: USCG Operations Center
617-223-8555 (first choice)
202-267-3333 (alternate)

DATE OF SUBMISSION: July 17, 1999

ACTION:

First District

Rear Admiral Richard M. Larrabee III



Commander, First Coast Guard District

and Commander, Maritime Defense Command One

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



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

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

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

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

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

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

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From: Alejandro G. Cabrera@OVP on 07/17/99 05:44:52 PM

Record Type: Record

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

CC:

Subject: Statement by the Vice President: Disappearance of John F. Kennedy, Jr's Airplane

THE WHITE HOUSE

Office of the Vice President

For Immediate Release
Saturday, July 17, 1999

Contact:
(202) 456-7035

STATEMENT BY THE VICE PRESIDENT

(As Delivered at Southwest Voter Registration and
Education Project Luncheon in Long Beach, CA)

I want to begin with a moment of prayer for John Kennedy Jr., for his wife Carolyn, and for her sister Lauren -- we hope they are returned to us safely and soon.

John Kennedy Jr. is an extraordinary young man, at the high noon of his life, who offers the promise of contributing so much more to our country.

At the age of three, he was the most famous person in the world because with his innocent and brave young heart, he helped the nation and the world endure some of the hardest hours of our history.

He has carried his legend with enormous grace -- and with a commitment to live up to his father's legacy and his mother's love.

America could use his grace and endurance right now.

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Message Sent To: _____

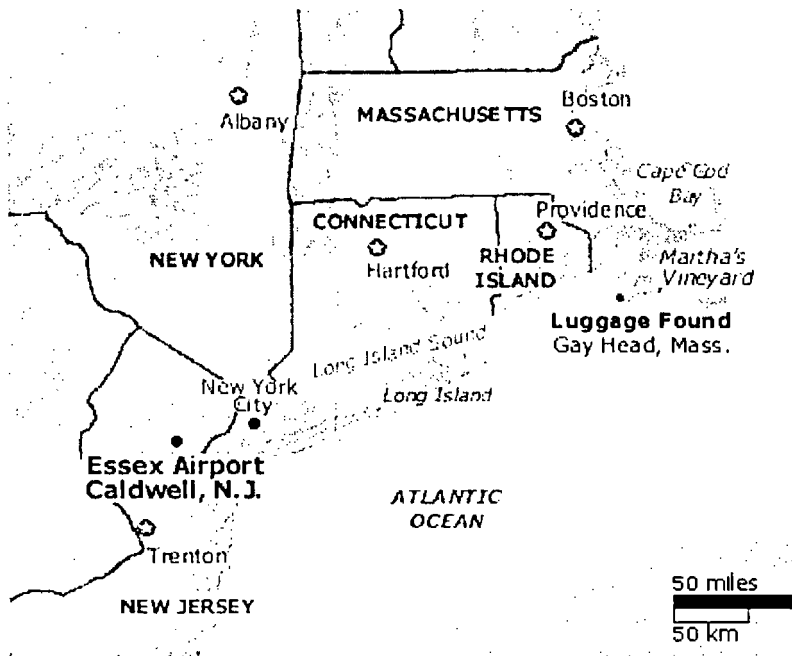
Paul D. Glastris/WHO/EOP@EOP
Thomas M. Rosshirt/OVP@OVP
Jeffrey K. Nussbaum/OVP@OVP
Paul K. Orzulak/OVP@OVP
Linda Ricci/OMB/EOP@EOP
David Vandivier/OMB/EOP@EOP
Laura M. Quinn/OVP@OVP
Shanna P. Singh/OVP@OVP
Maurice Daniel/OVP@OVP
Brian A. Reich/OVP@OVP
Deborah Akel/WHO/EOP@EOP
Melissa B. Ratcliff/OVP@OVP
Tamagni_J@a1.eop.gov @ inet
Thurgood Marshall Jr/WHO/EOP@EOP
Kris M Balderston/WHO/EOP@EOP
William T. Glunz/OVP@OVP
hpruette@squiermedia.com @ inet
ceskew@bsmg.com @ inet
Sean P. O'Shea/WHO/EOP@EOP
Linda L. Moore/WHO/EOP@EOP
Heather M. Riley/WHO/EOP@EOP
Craig Hughes/WHO/EOP@EOP
Orson C. Porter/WHO/EOP@EOP
Bridget T. Leininger/WHO/EOP@EOP
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Lisa J. Levin/WHO/EOP@EOP
Lynn G. Cutler/WHO/EOP@EOP
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Nathan B. Naylor/OVP@OVP
Julie B. Goldberg/WHO/EOP@EOP
Minyon Moore/WHO/EOP@EOP
Alejandro G. Cabrera/OVP@OVP
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Mark A. Kitchens/WHO/EOP@EOP
Philip J. Crowley/NSC/EOP@EOP
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Jennifer N. Devlin/OVP@OVP
Kay Casstevens/OVP@OVP
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Eli G. Attie@OVP @ EOP
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Lori E. Abrams@eop
Brenda M. Anders@eop
Marsha E. Berry@eop
Anne M. Edwards@eop
James M. Teague/WHO/EOP@EOP

Nanda Chitre@EOP
Elliot Diringer@eop
Shelley N. Fidler/WHCCTF/EOP@EOP
Michael V. Terrell/CEQ/EOP@EOP
David E. Kalbaugh@EOP
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Cheryl D. Mills@eop
Megan C. Moloney@eop
Paul Thornell/OVP@OVP
Jake Siewert@eop
Richard Socarides@EOP
Douglas B. Sosnik@eop
Sylvia M. Mathews@eop
Barry J. Toiv@EOP
June G. Turner@eop
Dag Vega@eop
Julia Payne@eop
Michael Waldman@eop
SUNTUM_M@A1@CD@LNGTWY
backup@wilson.ai.mit.edu@INET@LNGTWY
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BARTHOLOW_T@A1@CD@LNGTWY
BLINKEN_A@A1@CD@LNGTWY
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JOHNSON_DT@A1@CD@LNGTWY
JOHNSON_WC@A1@CD@LNGTWY
NAPLAN_S@A1@CD@LNGTWY
RILEY_R@A1@CD@LNGTWY
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WEINER_R@A1@CD@LNGTWY
WOZNIAK_N@A1@CD@LNGTWY
62955104@eln.attmail.com@INET@LNGTWY
INFOMGT@A1@CD@LNGTWY
Sarah E. Gegenheimer/WHO/EOP@EOP
RUBIN_E@A1 @ CD @ VAXGTWY
Victoria L. Valentine/WHO/EOP@EOP
Martha B. Schiele/OA/EOP@EOP



JULY 17, 10:17 EDT

Map of Area Being Searched



♦ [Plane Debris Found on Mass. Beach](#)

♦ [Search for Kennedy Plane Narrowed](#)

♦ [Map of Area Being Searched](#)

♦ [JFK Jr.'s Plane Known As Safe](#)

♦ [Facts About JFK Jr.'s Plane](#)

♦ [Wedding Postponed, Kennedys Pray](#)

♦ [Americans Somber Over Kennedy News](#)

♦ [Crashes That Claimed the Prominent](#)

MULTIMEDIA

♦ [Kennedy Photo Gallery](#)

BACKGROUND

♦ [The 'Heir to Camelot' Is Missing](#)

Nxt of - kin
- Bessette family

Route // Flight - following
- usu. proc.

Wds H so $\Rightarrow$ 10-15 miles

Quinlan

7:00 // Shesol

- Church 10³⁰
- L2 - Street
- Sunday dinner
- Soccer ON

Thurgood Marshall Jr

07/17/99 04:23:16 PM

Record Type: Record

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

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



Sean P. O'Shea

07/17/99 03:58:02 PM

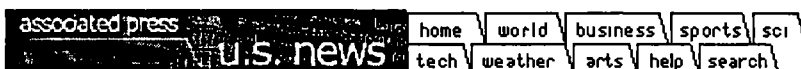


Record Type: Record

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

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

- ***DOT/FAA is working on timeline of efforts occuring between the hours of 2:00-5:00 a.m. It is reported that airports were being checked during that time to see if the airplane had landed at an alternative site. Their information will be an overaly to this timeline which will outline deployments and other search efforts.***
- At 5:34 a.m. FAA Operations Center notifies White House Situation Room.
- At approximately 5:40 a.m. White House Situation Room begins chain of calls to notify: Podesta, Berger, Crowley, NSC Press, NSC Executive Secretary, Leon Feurth, the Vice President (who was notified at a later time per Leon Feurth's recommendation).
- At approximately 5:45-6:00 a.m. Podesta notifies Maria Echaveste and Thurgood Marshall after which time Marshall joined ongoing conference calls with DOT, FAA, and USCG. Subsequent conference calls occured through the day.
- At 7:30 a.m. the Vice President was notified and briefed.
- Search and rescue effort timeline to follow from DOT, FAA and USCG.



JULY 17, 16:31 EDT

Clinton Shows Concern for Kennedys

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

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

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



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

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

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

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