

N. KOREANS DOWN NAVY RECON PLANE

WASHINGTON - A U. S. Navy reconnaissance plane with 31 men onboard was lost Tuesday in the Far East and Communist North Korea claimed they shot it down "with a single shot at high altitude."

The White House reportedly told congressional leaders that two MIG jets shot down the plane.

A massive search for the plane is underway in the Sea of Japan, 95 miles south of Ch'ongjin, North Korea.

The Pentagon said the aircraft had orders to fly no closer than 50 nautical miles from the North Korean coast and it actually was 90 miles at sea when heard from last.

It was identified as a version of the Air Force EC-121, a four engine, propeller-driven draft loaded with sophisticated intelligence-gathering equipment.

A North Korean radio broadcast said the plane intruded into North Korean airspace and was downed with one shot at high altitude, hinting an anti-aircraft missile may have been used.

President Nixon was informed of the incident by his national security advisor, Dr. Henry A. Kissinger. "The President will be kept informed of this matter throughout the day," a White House spokesman said.

The North Korean broadcast said the plane was reconnoitering after intruding deep into the territorial air space of the northern half of the republic" when it was shot down.

Ch'ongjin is a port city in north Korea's northwest panhandle only about 75 miles from China & about 150 miles from Vladivostok. The Pentagon said the plane took off from the U.S. Navy base at Atsugi, Japan Monday and was last heard from about seven hours later.

The Defense statement said the pilot was under orders to approach no closer than 50 miles from the North Korean coast. The purpose of the mission was not disclosed. The statement did not go beyond calling the plane a "reconnaissance aircraft."

The North Korean broadcast said the plane was downed at 1:39 P.M. local time Tuesday after a "grave provocation of infiltrating deep into the territorial air space of the republic."

The broadcast, monitored in Tokyo, said "the air force unit of our people's army... scored the brilliant battle success of shooting it down with a single shot at high altitude.."

The EC-121 is a 390 m.p.h. unarmed aircraft carrying six tons of electronic equipment. A bulbous dome on top of the fuselage houses a special antenna.

The EC-121 crew included 30 Navy men and one Marine enlisted man.

There were three 20-man life rafts aboard the plane and weather conditions were relatively favorable for rescue if the men survived.

Seas in the area were described as moderate with waves about four feet high. Air temperature was estimated at 42 to 48 degrees, with the sea slightly warmer.

U.S. Senate Republican Leader Everett M. Dirksen told a news conference there had been mention of possible survivors at a White House meeting.

He said legislative leaders were informed that two ships, believed to be Russian, were moving toward the spot where the plane was downed.

Dirksen said the report was that the plane was shot down by two MIG fighters which had been sighted by radar taking off about 30 minutes before the attack.

He said there was no discussion at the White House meeting of possible retaliation for the attack.

Two U.S. destroyers sailed through the Sea of Japan to join a search for possible survivors.

A U.S. Navy spokesman at Yokosuka Naval Base said the USS TUCKER and DALE were expected to reach the search area around 9 p.m.

The Pentagon later said rescue aircraft reaching the scene ran search patterns and dropped flares during the night with little success.

A Pacific Stars and Stripes reporter at Tachikawa AB, Japan, reported that crew members of one of the search planes said they saw "dim lights" on the sea, but there was no confirmation of any survivors.

The Pentagon said the search operation was started by an HC- 130 Hercules plane, accompanied by a KC-135 Tanker, with "combat patrol" protection. This presumably meant a flight of jet fighters in case the rescue force ran into Communist planes or vessels.

Other aircraft from Tachikawa AB, Guam, Clark AB, Okinawa and Iwakuni MCAS in southern Japan were en route to the search area by daylight Wednesday.

The 5th Air Force Joint Rescue Coordination Center said a total of 26 aircraft were to be operating in the search by daylight.

Chairman of the House Armed Services Committee, Rep. L. Mendel Rivers, called for military retaliation against North Korea with "whatever is necessary."

If nuclear weapons are required, the South Carolina Democrat said, "let them have it. It's time to give them what they asked for."

Rivers said the plane was "at least 90 miles off the shores of North Korea. There was no violation of North Korean territory. There was no hint of provocation." Rivers said there is "no doubt" that all 31 men aboard the plane are dead.

"How long will we let a little insignificant Communist satellite push this nation to the point where we are being laughed at by the rest of the world?" Rivers asked.

WASHINGTON(AP) - A U.S. aircraft searching for the Navy electronics plane which North Korea claims to have shot down has sighted debris in the Sea of Japan, the Pentagon reported Tuesday night.

"This debris could be associated with the missing aircraft," a Defense Department statement said. "No survivors have been reported."

Source for above: Stars and Stripes newspaper 17 April 1969,
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PLANE DEBRIS FOUND RIPPED BY SHRAPNEL

WASHINGTON (UPI) - A U.S. destroyer Wednesday picked up two pieces of aircraft fuselage with shrapnel holes in them from the Sea of Japan off North Korea where a Navy reconnaissance plane disappeared.

The Defense Department announced the wreckage was picked up by the destroyer USS DALE which "also picked up a flare and a piece of parachute." But the latest Pentagon statement on the downing of the EC-121 issued at 3 p.m. EST, said, "We continue to be without any word of survivors." Shortly before that announcement, the Pentagon concluded that North Korean planes - as the North Koreans claimed - probably shot down the electronics-stuffed plane, a military version of the old triple-tailed Super Constellation.

But the United States insisted that the incident took place "far outside" any air space claimed by the Communists.

The new Nixon Administration, from the President on down, reacted to its first serious international incident with deliberate calm. The President and the White House generally left it to the Defense Department to report details on the loss of the four engine plane. But Secretary of State William P. Rogers to an editors convention the President would "discuss the matter" at his news conference Friday. The 11:30 a. m. EST news conference was scheduled before the loss of the plane with 31 men aboard it.

In Hong Kong, the USS KITTY HAWK, one of the largest attack carriers in the U.S. 7th Fleet, cut short its visit and prepared to sail for an undisclosed destination.

A spokesman for the U.S. consulate general there said that a destroyer would go with the KITTY HAWK and a second destroyer would follow Thursday. The KITTY HAWK's departure was ordered only a few hours after its arrival and hundreds of crewmen has swarmed ashore for leave.

The Pentagon said that the USS DALE and a second destroyer, the USS TUCKER, were on the scene where the "two pieces of aircraft fuselage with shrapnel holes in them" were found. It said that the ships, backed by planes were continuing to search the area for possibly more information on the fate of the plane that disappeared about midnight EST Monday.

President Nixon commented on the loss of the plane during an hour long White House meeting with his National Security Council, including Defense Secretary Melvin R. Laird, Rogers and high military and intelligence advisors.

Later in the day, Nixon met again with Laird, Rogers, presidential advisor Henry A. Kissinger and Gen. Earle G. Wheeler, chairman of the Joint Chiefs of Staff, to discuss the situation.

A Pentagon statement said: "Reconnaissance missions of this type have been flown for more than 20 years in the Sea of Japan. There was nothing unusual about this mission. In recent years, these missions have been approved by high officials in the State and Defense Departments, the Joint Chiefs of Staff and the White House. Each of these missions constitutes a lawful use of international air space."

At the search scene between 95 and 100 nautical miles southeast of Ch'ongjin, the North Korean seaport near the Chinese and Soviet borders, a U.S. search plane from South Korea established radio contact with one of two Soviet destroyer-type vessels dispatched to the area from the Russian port of Vladivostok at the United States request.

The Soviet ship said in response to questions that it had not recovered or seen any survivors.

SEOUL (UPI) - North Korea had demanded a Friday meeting of the Military Armistice Commission presumably to discuss the U.S. reconnaissance plane believed shot down by Communist aircraft. U.S. military spokesmen declined to say whether the United Nations Command had accepted the demand.

Source for above: Stars and Stripes newspaper, 18 April 1969,
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Early on the morning of 15 April 1969 a modified Lockheed Super Constellation, designated by the Navy as an EC-121M, prepared to lift off from the Naval Air Station Atsugi. Onboard were 31 officer and men from Patrol Reconnaissance Squadron VQ-1. 9 of the 31 onboard were direct support personnel from NSGA Kamiseya. Although they did not know it, this was to be their last mission. The 'scratch' desk log of VQ-1 recorded events as they unfolded:

Tuesday

15 April 1969

0635 APDO watch manned; ASDO notified
0650 hot line check
0654 Deep Sea 111 (PR-31) airborne
0659 Deep Sea 129 (PR-21) airborne
0702 Fuchu (KT) notified of 0654 and 0659 entries
0715 Out reports on D.S. 111 and 129 to back room
0718 Op-Rep twos (2) to comm.
0747 was properly relieved by LT(Jg) R. T. Hyde
//signed//
0748 assumed duties as APDO
//signed//
0940 Called OPS and closed out tactical flight plan on Deep Sea 111 & D.S. 129
1344 Condition 3 on D.S. 129
1355 Received condition 5 on D.S. 129 4000- notified AIO, OPS at 150443 and 150450Z
1440 Called bird cage to inquire about D.S. 129 - No
1510 Contacted Deadeye (74) launch CAP to 41d 12m N/131d 48m E at 0411Z
1512 Lt Reynolds advises cannot send (Bird cage) CAP that far North
1521 Fucha called for project number, passed LTJG Herrington
1529 Fucha called D.S. 129 on Skyking asked for position report - Negative contact
1530 (late entry) D.S. 170 landed Bangkok 150555Z take off 150106Z. Messages.
1553 Capt. Fallman, Osan inquired about D.S. 129. Informed position at 0411Z
1558 Lt(Jg) Fraley Base Ops at Atsugi, National Military Command Center in Washington Colonel Dunn, General Kendall inquire about D.S. 129. Gave them telephone numbers 5088 & 5496.
1600 D.S. 111 landed Tianan at 0411Z passed by Fuchu (13) sent message to intell.
1610 A C-130 and F-106's are launching a SAR estimating in the area at 1840
1635 Commander Loeffler will launch a P-3 from FAN-6 to the SAR effort.
1704 Deadeye called from Osan inquiring about beacon equipment on EC-121M. Gave him 500KHz, 243.0 MHz, 121.5 MHz, 83.64 MHz. Inquired about cpi, informed him no such equipment onboard (G.S.)
1835 Called Fuchu to determine whether SAR effort was in the area of D.S. 129. Replied they were East of Mojac right now.
1910 Fuchu (13) reported that all bases in Korea and Japan were

checked for D.S. 129 on any ramp - results Negative.

1927 Col Goldberg said C-130 and CAP are now in the search area and would remain on station for another hour and one-half (5th Air Force).

2030 Cdr Loeffler FAW-6 said his contact with JRC (5th AF ?) told him they didn't want his P-3 to join the search.

2035 Capt Hoyt (JRC) said the same thing, but did state the C-130 would remain as long as the {hao} CAP. It would be longer than the previous off station time of 2100 I but did not give definite time. Also it would not be replaced on station. Daylight would begin again.

2125 Contacted Sgt Stewart at JRC about status of rescue. Said a relief for the bird on station was launching at this time, they are anticipating coverage thru the night.

2145 VQ-1 C.O. passed the word there were survivors, flares & smoke seen in the area.

2220 Called 314. JRC reports sightings, numerous beepers although no confirmation of life do not know how pick will be made at this time. No voice contact.

2320 Called Sgt Smith at JRC. Still reports no visual sign of life. No voice contact. Two ships are enroute.

 Wednesday

16 April 1969

0010 Passed to Fuchu Cornflower off 2328 I

0020 Called 314. JRC reports numerous beepers was the result of responses of an accidental triggering of beeper radio in search aircraft. Now negative lights. Flare reported earlier was result of one delivered by search craft Sgt Stewart.

0120 Called 314. Sgt Springfield - rescue JRC reports NO contact, NO signs of survivors. Expanding square search.

0235 Called 314. Capt. White reported JRC aircraft conducting the search had NO contacts whatsoever.

0327 Called 314. JRC's Capt. Jackson reported no contacts or signs of survivors. Sea state: 2-4 feet, H2O temp 39 degrees.

0427 Called 341 JRC's Sgt Springfield just finished talking to SAR A/C - no contacts or sightings, search continues.

0527 Called JRC, Sgt Springfield about SAR efforts. No contacts at this time.

0600 JRC Sgt. Springfield reports no contacts or sightings at the scene. 1 P-3 from FAW-6, 2 HC-130's from Tachi on scene - no cap - surface 2-4 feet H2O temp 39 degrees

0720 JRC Sgt. Vantassell 4 HC-130 will be launching from Tachi before 4 C-130 the hour they will have CAP. No sightings, contacts, beepers Etc have been observed by rescue A/C

0730 Was properly relieved of duties of A.P.D.O.
 //signed//

0735 Assumed the duties of APDO. LTjg W.R. Bailey
 //signed//

0739 Received phone call from Sharon Swanson inquiring about her brother ADJ3 John Petrie. Referred her to 5485, CDR Jounge Waard.

0811 Received phone call from COL Goldberg for CDR Patterson.

0821 Called TAC-314 JRC on rescue status. 3 Aircraft from Tachi estimate area at 0836, 0840, 0849. 3 Aircraft (H-3's) enroute from Okinawa. 2 aircraft from from Okinawa estimate area at 0845, 0850. 1 P-3 in area now. 4 A/C being

launched from Tachi ASAP - no change in area conditions, no sightings or beepers.

0840 Air Force rescue 50974, 50965, 50971 in the area this time. Contact them on freq. 11.236 HF.

0855 Called TAC-314 to find out common SAR Freq and to talk to Air Force rescue A/C: Freq is HF 7945 Upper SideBand.

0915 Radio Watch monitoring the following freqs HF 11.236 (Fuchu/Sky King), HF 7.945 (SAR), 6.715 (SAR).

0926 Called TAC-314 for rescue area condition check - Negative results - no beepers, no sightings. Freq change to 8980 (HF).

0930 Received confirmation on Dusty Mom-01, sighting of debris, paper, uninflated life reat, and two (2) Soviet DD's at position 41d 14m N/131d 50m E. Time 2305Z. Confirmation from TAC-314 MAJOR McHave.

0937 Received secondary report from Dusty Mom-01 of sighting of the life raft. Time 0037Z.

1000 Dusty Mom-01 relayed to 50971 who relayed to tenant control the following. Russian DD picked up a 20-man life raft. Dusty Mom-01 sighted possible Mae West, possible man in life raft and saw a green flare - time of sighting 0059Z.

1003 Tachi launched two (2) Air Force C-130's. Call signs Jumbo-3 and Jumbo-4.

1015 Monitoring SAR freq 8980 HF; received position report of life raft coordinates 41d 14m North/131d 50m East. These are the same as the initial sighting.

1033 Dusty Mom-01 reported the side number of the two (2) on scene Soviet DD's as 580 & 429.

1035 (Late Entry) - Deep Sea 111 airborne at 0100 from Tianan to Danang. Notified Fuchu and back room.

1037 Dusty Mom-01 relayed that the soviet DD (side # 429) picked up the 20-man life raft.

1059 Air Force 50971 reported debris in area of coordinates 41d 19m North/131d 48m East. Major axis of area 3 mile by 1 mile.

1213 Air Force 50971 is going to drop a URC-10 radio to the Soviet Destroyer side # 580.

1235 Dropped radio at time 1228.

1358 Still unable to make contact by radio with Soviet DD.

1445 (Late Entry) Deep Sea 111 on deck 0400Z (estimated). Notified back room and Fuchu.

1512 Aircraft in rescue area as follows: Dusty Mom-08, Dusty Mom-09, Air Force 22713 is estimating on station 0534Z to become on scene commander.

1522 Air Force 22713 on station commander this time.

1526 Air Force 50971 to Air Force 22713 - reports Badgers flying over rescue area at 2000 feet. Air Force is searching at 500 feet. This is insector #2 search area.

1535 Air Force 50971 reported to 22713 tht the Soviet DD #580 departed the area about 0420Z, speed approximately 20kts, also said the Soviet DD recovered what looked to be an emergency exit door panel and a large section of aluminum. Mag heading of ship is 350 degrees.

1539 Air Force 50971 reported the debris at this time as 41d 19m N/131d 48m E.

1541 Air Force 50971 reported position of Soviet DD #429 as 41d 16m N/131d 44m E.

1553 Soviet DD #580 approximately 60 miles North of rescue area. Time 0650Z.

1610 Air Force 50963 from Osan is estimating rescue area 0714Z.

Endurance time approximately 14 hours. This plane has a LT onboard who speaks Russian. Going to drop a radio to Soviet DD #580.

1634 Air Force 50963 established contact with Soviet DD #580 this time.

1656 U.S.S. TUCKER, call sign (Willow), estimates position 41d 10m N/131d 44m E at 1940 I. The U.S.S. DALE {DLG-19}, call sign (Cornflower) is one and one-half hours behind the TUCKER.

1733 From Air Force 50963 to 5th A.F. rescue. Relayed details of conversation with Soviet DD #580 as follows: Contact made at position 41d 16m N/131d 40m E. Ship heading due South - 28 miles North of crash site. Conversation was made on the URC- 10 radio. Pilot asked the following questions. Reply was made in broken English "Do you have any survivors?" - answer "Negative." "Do you have any aircraft parts?" - answer "Affirmative." At this time the ship said the parts are on the aft part of the ship. The aircraft asked permission to fly over the ship. The ship granted this and the plane flew over and took pictures. The pilot noted the following articles: wheel, ladder and shirt. The pilot asked if DD #429 had picked up any survivors. Reply was "negative." The Russians asked, "how many were on board the downed aircraft?" Pilot replied "31 people." Russians asked "are any still alive?" Pilot replied he hidn't know, but they are still looking. The ship (DD #580) changed heading to North closing in on the 30 mile limit. The pilot asked the ship if they had seen any survivors. Ship replied "negative." 5th Air Force asked the pilot to drop a radio to #429 who was south of the crash site.

1803 Air Force 30174 reported position of Soviet DD #429 as 40d 43m N/131d 45m E at time 0900Z.

1805 Air Force 30174 dropped radio to Soviet DD #429 at time 0903Z.

1830 Air Force 22713 is overall commander of on scene SAR operations. the U.S.S. DALE (DLG-19) call sign Cornflower, is surface commander.

1925 Received the following information monitoring the transmission from Air Force 50963 to 5th A.F. rescue center. At 1745 local time aircraft dropped radio. At 1810 local ship picked up the radio; reversed its course from 030 to 210 degrees. Pilot asked the ship (DD #429) what parts of the plane did they have onboard? The ship answered giving the following list:

1. rubber life raft - no size given
2. cigarett packs
2. imperial pencils
1. aircraft seat
- parts of wood
1. mans coat - no name
- parts of aircraft - looking up names of these articles in Russian dictionary (our aircraft doing this) will pass this information later.

All answers from DD #429 were given in Russian. The pilot then asked, if the ships in the crash area last night were theirs? After this question the Russians broke off communications. Up to this point communications had been clear. It was a definite break off. The time of the break, 1840 local. At 1900 the DD #429 flashed a light at the plane. At 1905 the ship left the area without answering the

- last question. Position of the DD #429 at 1905 was 41d 05m North/131d 28m East, speed 22 kts. Heading on course 000d magnetic.
- 2010 Air Force 30174 returned to home base.
- 2100 U.S.S. TUCKER, U.S.S. DALE, Air Force 22713, Air Force 50963 are in the rescue area.
- 2135 Operations normal in the rescue area.
- 2200 Air Force Dumbo-1 reported in rescue area.
- 2250 Air Force 22713 relayed search coordinates to Dumbo-1 as follows: 41d 29m N/131d 23m E
41d 50m N/132d 23m E
41d 14m N/132d 48m E
41d 53m N/131d 48m E
- Dumbo-1 will fly search at 2000 feet.
- 2303 Air Force 50963 departed rescue area for home base.
- 2354 Dumbo-2 search pattern coordinates:
41d 29m N/131d 23m E
40d 50m N/132d 23m E
40d 26m N/131d 56m E
41d 06m N/130d 56m E
- 2358 Conditions of rescue area normal. Air Force 22713 gave indications that one of our destroyers had picked up some debris.

Thursday

17 April 1969

- 0047 Radio monitored following: Willow has picked up section of fuselage with scrapnel holes also a flare parachute container. Backroom notified, SDO notified and he notified the C.O.
- 0050 Tac-314 said pickup was in the area of 41d 19m N/131d 48m E.
- 0115 Monitored SAR forces description of fuselage - silver in color bracing on back - no other markings.
- 0245 Aircraft #50969 has been relieved as scene commander by Cornflower. 5th Air Force rescue center ask Cornflower to search a straight line between 41d 55m N/132d 00m E and 41d 30m N/131d 35m E. A/C #50969 will remain on station.
- 0305 Received about a 3 minute transmission on the SAR freq which appeared to be a foreign language being spoken.
- 0320 5th Air Force is expanding straight line search by sending more A/C to the rescue area.
- 0330 Fuchu requested ships to conduct a parallel search with a separation of two (2) N.M. from 41d 00m N/132d 26m E to 42d 20m N/132d 26m E - from 42d 20m N/131d 53m E to 41d 00m N/131d 53m E.
- 0352 Ships informed aircraft that search would take 11 hours.
- 0610 Ships relayed the following position report: time of position 2058Z - Cornflower 41d 37m N/131d 42m E. Willow is in area #2 picking up debris.
- 0620 Lost power in 181 {building 181, NAS Atsugi} for one minute period.
- 0630 Lost power - turned on AI's emergency generator, informed SDO.
- 0644 Power back.
- 0715 Called Fuchu and talked to Major McHave in regards to additional debris picked up by the Willow. Nothing has been reported from the ship. This indicates nothing significant has been found.
- 0729 Lost power - emergency generator on.

0735 Willow picking up some debris at position 41d 30m N/131d 36.5m E.

0736 Aircraft in rescue area: Dumbo-4, Dusty Mom-02. Enroute aircraft are 988, 974.

0801 Properly relieved by LTjg Townsend
//signed//

0802 Assumed duties of APDO

1050 From Willow to rescue at time 171045 I, SAR sitrep Fig 1. Willow conducts search. Area of heavy debris at 41d 28m North, 131d 35m East by A/C A/F rescue 50988. Fig 2. Small boat overside considerable material pieces of fuselage, cabin interior, 3 charts, seat parts and covers, apparel, AirNav logs.

1054 5th rescue relay AirNav log is legible.

1117 Sitrep Cornflower and Willow at 41d 12m North, 131d 48m East during night collected debris swept corridor 10 miles wide: 4127N/13151E, 4130N/13135E and 4155N/13200E. Cornflower came 10 miles downwind, 20 miles from site of crash. Willow remained at site.

1130 Willow picked up one intact body in vicinity of 41d 55m North, 132d 00m East. Exact coordinates of body pickup 41d 30m North, 131d 45m East, time 0234Z.

1139 A second body picked up at 41d 30m North, 131d 45m East.

1143 Recovered bodies reported to have only flight suits on no survival equipment.

1214 Request Cornflower proceed to far North corner of search area to search for survivors.

1259 Cornflower found body with life vest on at 41d 31m North, 131d 41m East.

1323 (Late Entry) time 1256. Fuchu rescue control advise 5th A/F authorizes increase boundaries to 42d 18m North, 131d 00m East in addition insure a Naval accompanies you to Northwest position, as per drift information passed to you for possibilities of finding survivors.

1326 Aircraft on station: Dusty Mom-05, 50988, 50974, 50971.

1330 Cornflower stopped to pickup two (2) LPM's, no bodies found.

1259 Entry no bodies found with LPM (s).

1336 50963 on station.

1417 Switched from Frequency 8980 MHz to 7945 MHz.

1427 Sitings at 42d 06m North, 131d 41m East. Reported debris in water as follows several bits of white wood and unidentified debris.

1430 All units to stay East and South of 41d 40m N, 131d 55m E.

1518 Position of aircraft and ships at following times: 1455, 50988 at 41d 30m N/131d 35m E; 1455, 50971 at 41d 38m N/132d 05m E; 1455, 50963 at 41d 38m N/132d 05m E, 50988 at 41d 36m N/131d 35m E; Dumbo-6 at 40d 30m N/132d 25m E; Dusty Mom-05 at 41d 26m N/132d 02m E; Willow at 41d 30m N/131d 35m E; Cornflower at 41d 40m N, 131d 18m E.

1541 Search will be conducted along the 131 parallel due to restrictions.

1615 All ships and aircraft involved in search will stay South of 41d 40m N, and East of 131d 55m E.

1715 The following is aircraft situation: 50974, 50971, 50963, return to Tachi. Dusty Mom-05 to be replaced by Dusty Mom-08, 22713 to replace 50967 at 1400Z. Dumbo to return to Tachi at sunset. 50967 on seen {sic} commander.

1927 Fuchu informed by 50967 that aircraft unable to continue low level search due to visibility but will continue to assist ships by dropping flares.

1937 R.I. now aboard Willow Song no longer aboard Cornflower.
1947 Correction to 1937 entry - R.I. now aboard Bollo Song vice Willow.
2015 Properly relieved by LTJG G.L. Morningstar
//signed//
2016 Assumed duties as APDO.
2025 At 1105Z 967 called tennant - Dusty Mom-5, 967 and 03 flight ops normal. Request go side band - lower.
2055 Dusty Moment called 08 at 1145Z - SAR 08 dept RJOI at 1115Z est on station on time.
2056 967 to Tennant - "No DF on cw transmitter on freq. at present - does not sound like international code. Request that Tennant check into it."
2100 967 called rescue (1152Z) - 22713 will be on scene at 1345Z.
2134 Tennant to 967 (1801Z) "S Y to convoy 80" this is decode of kac groups sent."
2138 967 to Tennant (2131Z) change primary freq to 8980.
2150 Tennant to 967 (1248Z) - Rescue 713 will arrive on scene about 1304Z Will have ample {sic} amount of flares - Dusty Mom-8 can save his flares.
2212 967 to Tennant (1312Z) - Ops normal for all aircraft on scene.
2220 Tennant to 967 (1317Z) - A.F. rescue departed Osan at 1200Z for 40d 30m N/133d 00m E. ETA 1340Z.
2225 Radio conversation so far - except for enries - since 2000, have been on frequency changes, ops normal reports, and reports of planes on and off station.
2320 713 to Rescue (1417Z) 08, 713, 967 - 3 planes on station - ops normal.
2343 967 to Tennant (1437) departed area at 1436Z

Friday

18 April 1969

0205 Tennant to 713 - (1627Z) - request location of D.M. 713 and D.M. 08 (1628Z) - both at 41d 30m N, 129d 25m E dropping flares.
0207 0205 position is in error because 129d 25m E would put the planes about 10-15 miles inland. Radiowatch possibly copied position wrong. This position is out of proportion with restrictions of East and South of 41d 40m N - 131d 55m E (1430 entry of 17 April 1969).
0310 Nothing coming in on radio except for ops normal reports etc.
0355 Tennant to 08 (1849Z) - Rescue gave 08 coordinates for search. Too much noise for radio watch to copy coordinates. 965 will relieve 713. 713 & 08 on station.
0324 Dumbo-1 to Tennant (1922Z) - Dumbo-1 departed Tachi at 1804Z est. 40N - 133E at 2053Z.
0504 Tennant to 713 (1935Z) Dusy Mom-04 headed for area. Dumbo-1 and 2 also headed for area.
0506 5th AF Rescue to 713 (1944Z) Charley #1 search area has no A/C assigned (?) Charley #2 search area to A/C 50988 - 42d 45m N/131d 30m E, 41d 50m N/132d 00m E. Charley #3 search area to Dumbo-1 South of 41d 50m N. Charley #4 search area to Dumbo-2 entire area (ETA on station at 2245Z). Charley #5 search area OKey. Charley #6 search area OKey. Charley #7 search area to 963 (ETA at approx. 2400Z). SE line pos. between 41d N/131d E & 42d 45m N/131d 30m E. When Dusty Mom-04 arrives on scene, 08 will

move to cover area 40d 25m N to 40d 35m N/132d-133d E.
Altitude of aircraft between 400-700 feet, max 700 feet.

0525 R.I. to 713 (2006Z) R.I. request area searched by A/C since 161900Z and effect of search.

0527 5th AF Res to 713 - 50% of assigned area covered 60% effective.

0530 5th AF to 713 Charley #2 area 41d 45m N - 131d 30m E.

0550 5th AF to 713 (2028Z) request hourly update of weather & any significant changes. Also request hourly update of aircraft in each area.

0552 Dusty Mom-08 relieved and departed area for Iwakuni.

0553 965 airborne from Tachikawa at 2040Z, also Dumbo-3.

0658 R.I. to Tennant (2156Z), Dumbo-1 spotted objects in water. R.I. requesting permission to send someone to investigate.

0702 (2138Z) Dumbo-2 returning to base - Tachikawa - with engine secured.

0715 Restrictions on search area remain east of 131d E and South of 41d 50m N. Restrictions apply to aircraft and surface ships.

0745 Properly relieved by LTjg Richard L. Haver.
//signed//

0745 Assumed duty of APDO
//signed//

0735 (Late Entry) Coordinates for search:
C-2 41d 30m N/131d 30m E to 132d 00m E Alt 700ft.
C-3 Dumbo-1 4130 N/13200 E + 4220N/13230E Alt 580ft
C-4 Dumbo-2 4100N/13200E + 4130N/13230E Alt 700ft
C-5 Dumbo-3 4100N/13130E + 4130N/13200E Alt 500ft
C-6 Dusty-4 4100N/13030E + 4130N/13045E + 4130N/13100E
+ 4100N/13100E
C-7 (?) 4130N/13045E + 4200N/13100E + 4200N/13130E
+ 4130N/13130E

0750 Dumbo-5 airborne est SAR area 0100Z 1000I

0800 Dumbo-4 airborne est SAR sta. 0100Z 1000I

0818 Cornflower investigating debris spotted by 713 ragged ovc base 250-300 ft. Vis approx 1&1/4 miles to 2 miles, OC light rain.

0820 All aircraft from Fuchu to climb above weather and hold.

0820 Dumbo-2 left area due to engine feather.

0836 Dusty-4 is still in area weather is unlimited. He is left (West) of front.

0846 Tennant req position of all ships: Bollo Song 4135N/13200E
Willow 4127N/13142E
Cornflower 4148N/13231E

0846 From 965, 988 is RTB 0000Z, Doppler & ADI problems.

0846 From Fuchu, you no longer have Jolly Green

0944 From 988 RTB to Osan.

0809 965 reports ops normal.

0911 From Fuchu, search areas C-1, C-2, C-3, C-7, C-6
C-1 4200N/13115E + 4200N/13130E + 4210N/13130E
C-2 4130N/13130E + 4130N/13200E + 4210N/13200E + 4210N/13230E
C-3 4130N/13200E + 4130N/13230E + 4210N/13230E + 4210N/13200E
C-7 4200N/13115E + 4130N/13058E + 4130N/13130E + 4200N/13130E
C-6 4130N/13058E + 4100N/13043E + 4100N/13130E + 4130N/13130E

0915 From 965 read back reason for change is minimum distance to coast as 30 miles.

0915 From R.I. inquired if this applied to surface units. Fuchu answered correct.

0929 965 has shattered window, decending to FL 100 and on oxygen. Informed Fuchu will remain onsta.

0954 Bollo Song at 4113N/13138E working with Dumbo-3.
1009 Bollo Song sighted something, working on it.
1016 Weather clear in West & socked into the East.
1020 965 reported vis increasing to approx. 2 miles. Bollo Song has picked up wreckage, looks like A/C insulation.
1034 963 airborne.
1049 Fuchu told all aircraft to disregard any previous recall message.
1049 Dumbo-3 in area 05, presently investigating an oil slick with Bollo Song. 969 reported a small fast boat outside of C-1 area, small boat was N.W. A/C was on heading of 055 degrees and boat was at his 9 O'clock position.
1113 Ship positions reported as follows:
 Bollo Song 4119N/13124E
 Willow 4120N/13120E
 Cornflower 4156N/13205E
 Sea Power 4121N/13339E
1119 R.I. reported that Bollo Song is investigating the oil slick that Dumbo-3 sighted.
1122 965 reported sighting at 1105 a small vessel believed to be Russian heading 41d 11m N/132d 13m E.
1122 965 reported Russian vessel heading 195 degrees.
1156 965 reported following concentrations of wreckage: Southern half, C-2, North Western quad C-4, Northern half C-5, and South Western quad of C-3. Also indicated major portion in NW quad C-4 and SW quad of C-3.
1156 R.I. reported NE corner of C-6 is where most of the parts were picked up yesterday. 965 said all A/C report ops normal.
1213 R.I. reported the following ship positions:
 Cornflower 4151.5N/13122.3E
 Bollo Song 4132.1N/13128.2E
 Willow 4120.4N/13125.4E
 Sea Power 4123.3N/13302.8E
1219 R.I. reports that debris has drifted NNE and has broken up.
1224 Dumbo-6 airborne, est. area at 0525Z (1425I).
1235 Dusty Mom-3 airborne, est. area at 0435Z (1335I).
1317 The following vessel positions were reported:
 Cornflower 4147.0N/13151.9E
 Bollo Song 4130.6N/13128.2E
 Willow 4128.6N/13134.8E
 Sea Power 4123.0N/13233.8E
1336 Area C-3 needed researching and it was reported that Dusty Mom-3 will be performing this.
1407 969 is searching C-7 area due to no one being allowed in the C-1 area, he is searching the Southern part of C-7.
1425 Dumbo-6 to C-5 area, C-1 is open, sending 969 into C-1.
1508 PR-1 is airborne
1516 Position report on following ships:
 Cornflower 4133.1N/13133.4E
 Bollo Song 4146.7N/13152.2E
 Willow 4153.2N/13158.9E
 Sea Power 4130.5N/13143.5E
Willow reported that "Russian Destroyer does not answer flashing light"
1526 971 established contact at 1514 with a Russian Destroyer number 429. Closing with U.S.S. 875 {TUCKER?} 7 miles closing slowly and in contact on 243.0 MHz. 5th A.F. directed 2 ships search 41d 30m N/131d 18m E in a 10 mile

radius circle.

1534 Willow sending small boat to Russian Destroyer.

1536 R.I. sending Cornflower and Sea Power to 41d 30m N/131d 18m E to conduct search.

1550 Willow had boat in the water

1556 5th A.F. told by 971: C-4, C-6, C-7 100% coverage. C-3 no coverage due to weather. C-4 assigned to Dusty Mom-3. C-1 no search. 969 assisting Cornflower in C-6

1558 Willow boat along side Soviet DD. Exchanging parts. R.I. directed Willow to, upon completion, thank 429 for services and rejoin Bollo Song. Fuchu orders 967 contact Willow and search along 41d 30m N/131d 18m E.

1600 R.I. reports Cornflower approx. 9 miles from 41d 30m N/131d 18m E. He is picking up debris and Sea Power is 35 miles out, proceeding at 25kts.

1611 R.I. reported debris is mostly fibre-glass and insulation.

1611 Following ships positions were reported:

	Cornflower	4146N/13130E
	Bollo Song	4150N/13153E
	Willow	4150N/13203E
	Sea Power	4141N/13139E

1626 Willow reported that the following items had been received from the Soviet DD, a total of 12 items:

1. life raft
3. jackets (flying)
2. seats
2. flying suits
1. seat cover
1. parachute
4. shoes
2. underwear
1. vacuun flask
1. bag
2. pencils
1. radio dropped off yesterday (17 Apr 69)

1640 Willow reports raft, a 20-man type same as recovered yesterday, 1 white suit case with name "John A. Miller CTSN" on it, bag securely wrapped - will open it for further identification. (NOTE: all previous items were recovered by Soviets and transferred to Willow)

1704 Willow reports bag contained civilian clothing, no further info. Flight jackets had no names. Flying suits appear to be brand new exposure suits.

1704 971 reports C-2 coverage 90% effective.

1715 R.I. surface unit report:

	Cornflower	4133.7N/13126.6E
	Bollo Song	4145.0N/13141.0E
	Willow	4145.0N/13141.0E
	Sea Power	4145.0N/13141.0E

1719 Message to R.I. and 971 - AF 974 will be taking your place in 3 or 4 hours. Will be assigned the Navy with flare drops.

1732 From 971. 963 completed search of C-5. From Rescue to R.I. "Suspend operations at 0940Z."

1739 R.I. to Rescue, "Request clairify 'Suspend Ops'."

1739 Rescue to R.I., Com 5th A.F. SAR is authority for SAR operations. It appears there is no hope for survivors so SAR operation will be suspended at time designated (0940Z).

1747 R.I. reports all A/C are ops normal.

1815 974 will become on scene comm. 971 and Dusty Mom-3 will remain.

1815 R.I. made following ship position report:
 Cornflower 4132N/13121E
 Bollo Song 4147N/13137E
 Willow 4132N/13121E
 Sea Power 4147N/13137E

1818 Rescue to R.I., ops will be suspended at 0940Z. We will remain to assist you in any way.

1901 Tennant asked R.I. "How many 20-man life rafts have been recovered?" Report was: 1 by Soviets, 1 by R.I., total 2.

1914 974 airborne est in area (1214Z) 2114I.

1956 Properly relieved W.H. Tate, LTJG, USNR
 //signed//

2241 974 to Tennant Alpha Freq 7945
 Bravo Freq 8980

2336 PR-1 on deck.
 //signed//

A memorial tablet, much like the one for the 'tunnel' fire victims, was created. Today it hangs in the NRSD main passageway and bears silent testimony to the men who gave the last full measure of devotion to duty --

IN MEMORIUM

of those men whose lives were lost in the tragic flight of EC-121M shot down over the sea of Japan
 15 April 1969

LT Robert Frank Taylor
 CTC Richard Earl Smith
 CTC Frederick Arther Randall
 CT1 John Howard Potts
 SSGT Hugh Michael Lynch
 CT2 Stephen Joseph Tesmer
 CT3 Gary Ray Ducharme
 CT3 John Alexander Miller
 CT3 Philip David Sundby

Their devotion to duty, faithful service and personal sacrifice are examples in keeping with the highest traditions of the United States Navy.

The above 9 individuals were attached to the Direct Support shop at NAGA Kamiseya. We, Kamiseya, supported submarine, surface and air operations as needed. At the time of the shoot down air operations were staged out of the Naval Air Station (now Facility) Atsugi, Japan.