

9/14:11-7
125-73-2
20

Op-09B
Ser 22789B1



6 APR 1970

TENTH ENDORSEMENT on subject record

From: Chief of Naval Operations
To: Judge Advocate General

Subj: Investigation - Missing Navy section, U. S. Military Group, Chile, C-47, BUNO 17284, which occurred 4 August 1969

1. Returned contents noted.

B-6

By direction

77

1780-20

Pers-F21-mp
Ser F2/671
MAR 18 1970

FOR OFFICIAL USE ONLY

NINTH ENDORSEMENT on Colonel *B-6*, USA, ltr of
4 September 1969

From: Chief of Naval Personnel
To: Chief of Naval Operations

Subj: Investigation - Missing Navy section, U. S. Military Group,
Chile, C-47, BUNO 17254, which occurred 4 August 1969

1. Forwarded.

2. The aircraft involved disappeared while in route from its home base at El Belloto Naval Air Station near Vina del Mar, Chile, to Buenos Aires, Argentina. One stop had been made at Los Cerrillos Airport, Santiago, Chile, for the necessary international clearance. Aboard were four crew members and twelve passengers. The purpose of the flight was calendar maintenance in Buenos Aires. The passengers were traveling on space available and were all U. S. personnel or authorized dependents. In the opinion of the Investigating Officer, Navy C-47 BUNO 17254 crashed shortly after 1716, 4 August 1969, killing all aboard. He further opined that weather conditions were the likely primary cause of the accident. Commander, Naval Air Force, U. S. Atlantic Fleet approved the investigation.

3. No disciplinary action was recommended by the Investigating Officer and no action within the purview of the Chief of Naval Personnel was indicated by this investigation.

B-6

By direction

FOR OFFICIAL USE ONLY

MAT 09C:SK

Ser: 52

19 MAR 1970

EIGHTH ENDORSEMENT on subject record

From: Chief of Naval Material

To: Chief of Naval Operations

Via: Chief of Naval Personnel

Subj: Inves. - Missing Navy section, U. S. Military Group, Chile,
C-47, BUNO 17254, which occurred on 4 August 1969

1. Forwarded, contents noted.

B-6

By direction

AIR-09E:RLT

4 MAR 1970

SEVENTH ENDORSEMENT on subject record

From: Commander, Naval Air Systems Command
To: Chief of Naval Operations
Via: (1) Chief of Naval Material
(2) Chief of Naval Personnel

Subj: Inves. - Missing Navy section, U. S. Military Group, Chile,
C-47, BUHQ 17254, which occurred on 4 August 1969

1. Forwarded.
2. An in-flight data recorder/crash locator is under development by this Command. It is anticipated that the recorder will retain the most recent thirty minutes of selected performance parameters and be ejected from the aircraft at the instant of impact. The locator is a UHF radio beacon for pinpointing the location of the recorder which has been ruggedized for resistance to crash and fire. Production models are not expected to be available before July 1970. Initial installation is planned for P-3 aircraft with adaptation to other appropriate type aircraft at a later date.
3. In accordance with MIL-C-18263, requests for utilization of high visibility finishes on special mission or aircraft other than training, target control, SAR or drone aircraft should be submitted via the type commander or controlling custodian to CNO.

B-6

By direction

AIR-092411E

4 MAR 1970

SEVERE IMPROVEMENT on subject record

From: Commander, Naval Air Systems Command
To: Chief of Naval Operations
Via: (1) Chief of Naval Material
(2) Chief of Naval Personnel

Subj: Inves. - Missing Navy section, U. S. Military Group, Chile,
C-47, NMSO 17834, which occurred on 4 August 1969

1. Forwarded.

2. An in-flight data recorder/crash locator is under development by this Command. It is anticipated that the recorder will retain the most recent thirty minutes of selected performance parameters and be ejected from the aircraft at the instant of impact. The locator is a HF radio beacon for pinpointing the location of the recorder which has been ruggedized for resistance to crash and fire. Production models are not expected to be available before July 1970. Initial installation is planned for F-3 aircraft with adaptation to other appropriate type aircraft at a later date.

3. In accordance with NMSO-4-18263, requests for utilization of high visibility finishes on special mission or aircraft other than training, target control, SAR or drone aircraft should be submitted via the type commander or controlling custodian to CNO.

B-6
By direction

BUMED:3331:DJB:als (D)
TOUCH, Ralph J.
507648
2 December 1969

SIXTH ENDORSEMENT on subject record

From: Chief, Bureau of Medicine and Surgery
To: Chief of Naval Operations
Via: (1) Commander, Naval Air Systems Command
(2) Chief of Naval Material
(3) Chief of Naval Personnel

Subj: Inves. - Missing Navy section, U. S. Military Group, Chile,
C-47, BUNO 17254, which occurred on 4 August 1969

1. Forwarded, contents noted.

B-6

By 'direction

708303-0137

JAG:21.2:GWB:scc

2

16203

NOV 20 1969

FIFTH ENDORSEMENT on subject record

From: Judge Advocate General
To: Chief of Naval Operations
Via: (1) Chief, Bureau of Medicine and Surgery
(2) Commander, Naval Air Systems Command
(3) Chief of Naval Material
(4) Chief of Naval Personnel

Subj: Inves. - Missing Navy section, U. S. Military Group, Chile,
C-47, BUNO 17254, which occurred on 4 August 1969

1. Forwarded for information and return.
2. The proceedings in this case appear to have been conducted in substantial compliance with the requirements of the Manual of the Judge Advocate General.

B-6

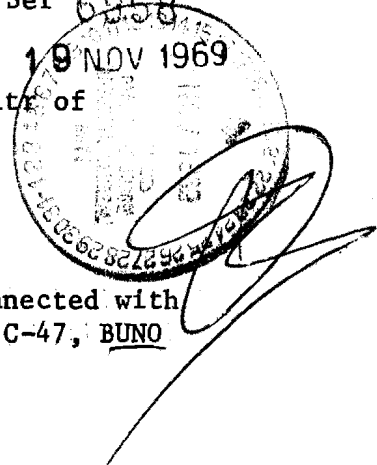
By direction

CNAL 012
Ser 6858

19 NOV 1969

FOURTH ENDORSEMENT on Colonel *B-6*
4 Sep 1969

., USA, Lt of



From: Commander Naval Air Force, U. S. Atlantic Fleet
To: Judge Advocate General

Subj: Investigation to inquire into the circumstances connected with
missing Navy Section, U. S. Military Group, Chile, C-47, BUNO
17254 which occurred on 4 August 1969

1. Forwarded.
2. Subject to the actions of prior reviewing authorities, which are concurred in, the investigation is approved.

Copy to:
COMUSNAVSO
COMUSMILGP, Chile
USCINCSO

B-6
AATU
CHIEF OF STAFF

death-16

a/c acc
...

R/S 012 at

SC(L) (4 Sep 69) 3rd Ind

SUBJECT: Investigation to inquire into the circumstances connected with missing Navy Section, US Military Group, Chile, C-47, BUNO 17254 which occurred on 4 August 1969.

Hq, US Southern Command, Quarry Heights, Canal Zone 2 OCT 1969

TO: Commander, Naval Air Force, US Atlantic Fleet, Norfolk, Virginia 23511

Forwarded, concurring in the findings, opinions and recommendations contained in the basic investigation except for recommendation 3 pertaining to unaccompanied dependent travel. This headquarters does not intend to effect or seek a change in the current regulations requiring military sponsors to accompany their dependents on military flights.

FOR THE COMMANDER IN CHIEF:

B-6

Major, USA

Assistant Secretary Joint Staff

CF:
COMUSMILGP, Chile
COMUSNAVSO

6679

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY ROUTINE
P R 052030Z SEP 69
FM COMUSMILGP CHILE

TO CHNAVPERS
CSAF

INFO SECSTATE WASHDC
SECNAV
USCINCSO
CNO
COMNAVSO
COMUSAFSO
BUMED
COMNAVAIRLANT
CINCLANTFLT

Missing aircraft Bums 17254

UNCLAS/FOUO

SCCH AA
CSAF FOR CASUALTY CONTROL BRANCH
SUBJ: STATUS OF MISSING C-47 BUHR 17254
A. MY MSG 222100Z AUG 69 (U)
B. BUPERSMAN ARTICLE C9801 (7) (D)

1. BY REF A THIS OFF REC THT PROPER ASSESSMENT FOR
SUBJ ACCIDENT WAS INCONCLUSIVE EVIDENCE OF DEATH PROPER
ASSESSMENT UNTIL TERM OF FACT FINDING BODY AND A/C ACCIDENT
HD.

2. BASED UPON PRELIMINARY FINDINGS OF A/C ACCIDENT BD
AND SUBSEQUENT SUBMISSION REC THAT ALL PERSONS ABOARD
MISSING C-47 BE CONSIDERED UNDER REF B--CONCLUSIVE EVIDENCE
OF DEATH. THIS BASED ON FACTS THAT IMMEDIATE AND EXTENSIVE
SEARCHS HAVE PRODUCED NO RESULTS, REMAINS HAVE NOT BEEN
RECOVERED BUT CONCLUSIVE EVIDENCE CONSIDERED TO EXIST
BASED UPON TIME ELEMENT, LACK OF SURVIAL EQUIP AND
WEATHER IN CORDILLERA.

3. CHARGE CONCURS.

33/SN...COG
00 09 09B 090 90 03 30 31 32 34 04 05 50 51 53 06 61 07 092
094 095 098 007 NRC NAAFAP IP FP BFR JAG OLA OON PERS 62

1780.70

CONTROL NO	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C08201/2/JJ/R	1		1	05/2218Z	052030Z SEP 69

BUPERS

NNNVZCZCCRV639
 PQTUZYUW RUEAESAB254 21-452-UUUU--RUENAAA.
 DE RUESHA 1814 2171435
 ZNR UUUUU
 P 051831Z AUG 69 ZFFA
 FM COMUSMILGP CHILE
 TO RUENAAA/CNO
 RUCILSA/NAVAVNSAFECEN NORVA
 RULPNA/USNAVSO
 INFO RUEBBHB/NAVARSYSCOM
 RUEBJFA/JAG NAVY
 RULPAL/USCINCSO
 RULPAF/USAFSO
 RUEBBHB/CHNAVMAT
 RUEDNKA/CINCLANTFLT
 RUCILMA/COMNAVAILRANT NORVA
 RUEFHQA/CSAF
 BT
 UNCLAS F O U O
 SCCH AA

CNO FLAG PLOT 051130Q AUG 69
 DISTRIBUTION
 SECNAVAIDE
 UNSECNAVAIDE
 002
 09A
 07
 06
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 03
 03A
 33
 33B
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 007
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 BFR

15
 SPEC
 FILE
 NMCCS 132
 BUPERS
 EST

JAG
 ca
 m
 Air
 Runo
 17254

SUBJ: SUPPLEMENTARY REPORT OF AIRCRAFT INCIDENT

- A. OPNAVINST 3750.6F PARA 20B (5)
- B. MY MSG 051200Z INITIAL REPORT NOTAL
 1. 041710 LOCAL. DUSK IN AREA ABOUT 1815 HOWEVER MUCH CUMULUS SIMBUS ALONG FLIGHT PATH.
 2. NAVY BUNR 17254
 3. ESTIMATED POSITION BETWEEN ANGOSTURA AND CURICO (27 MILES TO 110 MILES SOUTH SANTIAGO)
 4. RALPH HOHN/TOUCH, CDR, B-6 ACTIVE.
 5. JAMES PETER KING, LCDR, B-6
 JOE FERNANDEZ, ATC, B-6
 JOHN T. HIGGINS, ADCS, B-6
- ALL ACTIVE. STATUS OF INJURY NOT KNOWN THIS TIME.
6. NOT KNOWN.
7. ROUTINE MAINTENANCE TO BE PERFORMED IN BUENOS AIRES. LIMA NORMALLY USED BUT CLOSED.
8. N/A
9. LAST REPORTED POSITION ANGOSTURA INTERSECTION 2108 LOCAL 27 MILES SOUTH SANTIAGO CLIMBING FROM FL 12000 FEET, 0 FL 17000 FEET. NEXT REPORT CURICO VOR ESTIMATED ARRIVAL TIME 1733 LOCAL. CONTACT WITH CURICO NEVER MADE. HOW OCCURRED UNKNOWN THIS TIME.
10. WEATHER AT TIME TURBULENCE WITH ICING AND CUMULO NIMBUS, WESTWARDLY WINDS TO 100 KTS TEMP REPORTED MINUS 25 DEGREES C AT FLT 12,000 AND MINUS 36 DEGREES C AT FL 17000.
11. THRU 14 NOT KNOWN
15. SAR INITIATED BY CHILEAN AIR FORCE AT 0815 LOCAL. PLAN IS TO EARCH INTENDED ROUTE. PRIVATE A/C PROVIDING LOW LEVEL SEARCH, LAN 727 TO FLY HIGH ALTITUDE SEARCH ALONG CORDILLERA. NATIONAL POLICE CONDUCTING LAND AREA SEARCH. CHILEAN AF (FACH) HAS FOUR C-45 AND SIX C-47 PLUS JET HELOS AVAIL FOR SEARCH. MOUNTAIN RESCUE TEAM STAFF 19 BY. FACH PRESENTLY SEARCHING WITH FOUR A/C ALONG 30 MILE SECTOR EACH (120 MILES WIDE) FM SANTIAGO TO TALCA.
16. B-6, CPT USN, USMILGP CHILE. TEL B-6 EXT

BT
1814

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 061930Z AUG 69
FM COMUSMILGP CHILE

TO SECNAV
CSAF

INFO CNO
BUPERS
BUMED
USCINCPAC
USAFSO
COMUSNAVSOP COMFIFTEEN
CINCPACFLT
COMNAVAIRLANT
NAVAVNSAFEDEN
JAG NAVY
CHNAVMAF

Buna 17254
Am

UNCLAS F O U O SCCH=AA

CSAF FOR CASUALTY BRANCH
SUBJ: PROGRESS REPORT NR TWO ON MISSING C-47 BUNE
17254

A. BUPERSMAN, ARTICLE 049801 (7)

1. FOL REPORT ON EFFORTS FOR 6 AUG:

A. SAR EFFORT CHILEAN MILITARY AND CIV A/C COMMENDED
0800 LOCAL (061200Z), TO TERMINATE 1830 LOCAL. TWENTY
TWO A/C FLYING TWENTY THREE SORTIES PUT IN 56 FLYING
HOURS. TYPES PARTICIPATING SIMILAR FIRST REPORT. AFSEC
C-47 FLEW ADDITIONAL 5 PLUS 30 HRS ON SEARCH MISSION IN
VICINITY 34 DEGREES - 35 DEGREES S 70 DEGREES - 71 DEGREES W.
GENERAL AREAS SEARCHED WERE 30-30S TO 36-00S, BORDER TO
COAST CONCENTRATING IN AREA TO EAST OF RANCAQUA (50 MI SO
SANTIAGO) WHERE A/C ENGINES HEARD EVE 4 AUG. HELO ALSO COVERING
RAVINES AND PASSES THIS AREA.

B. WEATHER ALONG WESTSIDE ANDES CLEAR BELOW 13,500
CEILING. APPROX 10 METERS NEW SNOW. MTS. RUGGED, SHARP
PINNACLES AND DEPRESSIONS FILLED WITH SNOW. AFSEC C-47
REPORTS STRONG WINDS DOWN CORDILLERA, NEW DEEP SNOW IS

MED(2)/PERS(1) ...ACT

04802A

05(8) ...COG
SN(5) 89B2(2) 090(1) 10(9) 03(1) 50(16) 51(1) 56(2) 007(2)

092(2) 1p(2) Fp(5) BFR(1) JAG(5) NAVREL(3)

066

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C09411/2/MH/S	1		2	06/2226Z	061930Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P. 100031Z AUG 69
FM COMUSMILGP CHILE

TO USCINCSO

INFO CNO
BUPERS
COMSAFSSO
COMUSABSO
COMUSNAVSO
NAVSTA RODMAN

*air
C-47*

UNCLAS

SCCH AA
SUBJ: MISSING C-47 BU NR 17254
A. URMSG SC-P 072210Z (U)
B. BUBERSMAN, ARTICLE C-9801 (U),

17254

1. *B-6* ATC JOE FERNANDEZ, *B-6* DEPENDENT WIFE OF
B-6 OF LCDR HARLOD L. MOONEY, JR., *B-6* DEPENDENT WIFE
B-6 DEPENDENT WIFE OF CAPT FLOYD E. SMITH, AND *B-6*
B-6 DEPENDENT WIFE OF CDR ROBERT L. TILTON WERE
ABOARD SUBJ A/C. CIRCUMSTANCES OF MISHAP PREVIOUSLY
REPORTED.

4. DATE AND PLACE OF BIRTH OF NAV PERS INVOLVED
(INCLUDING DEPENDENTS),
ATC JOE FERNANDEZ, 09 MAY 29, EL PASO, TEX.

B-6
ADCS JOHN T. HIGGINS, 24 AUG 30, MEDFORD, MASS
LCDR JAMES P. KUHN, 9 DEC 34, OSAGE, IOWA
LCDR HAROLD L. MOONEY, 9 JUL 32, N.Y., N.Y.

B-6
CDR RALPH J. TOUCH, 25 JUN 27, DES MOINES, IOWA

62... COG
MED(2) PERS(1) ...

048200

SN(5) 09B(2) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) PP(3) BFR(1) JAG(5) + 00 09 33 05 063

NAUREL 53

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C14993144/KM/	1		1	10/0711Z	100031Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY

P 100031Z AUG 69
FM COMUSMIL GP, CHILE

TO BUPERS

INFO CNO
USCINCSO
COMUSNAVSO

UNCLAS

SCCH AA
SUBJ: MISSING NAVSEC C-47 BUNR 17254

C-47
aw

1. FORMER PILOT NAVSEC A/C, CDR *B-6*
B-6 SHOULD BE IN CONUS TRANSIT TO NEW DUTY STATION.

2. IF POSSIBLE TO CONTACT WOULD APPRECIATE ANY INFO HE MAY HAVE ON ROUTES OR SHORTCUTS WHICH HE AND CREW MEMBERS MAY HAVE USED IN VICINITY CURICO - MARARGUE, ADVISE WE BELIEVE PLANE WITHIN 50 MILES OF SANTIAGO BUT NUMEROUS PASSES AND ALTERNATIVES EXIST.

33(6) V., COG
SN(5) 00(2) 09(1) 098(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) DON(5) PERS(1) + 62

03360C

144

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1504344/HM/	1		1	10/0710Z	100031Z AUG 69

NATIONAL MILITARY COMMAND CENTER
MESSAGE CENTER

05752

VZCZCUC6092
OO RUCRUCS
DE RULPAF #1517 2200306
ZNR UUUUU
O 100305Z AUG 69
FM DET 17EARRC ALBROOK AFB CZ
TO RUCIEUA/ARRS/ARDCP/SCOTT AFB ILL
INFO RUYRAGA/HQ EARRC ROBINS AFB GA
RUCIEUA/MAC/MAOCCA
RUEFHQA/AFCP/WASH DC
RUMTRTA/MCP/SCOTT AFB ILL
RUEFHQA/HQ USAF/WASH DC/AFXOPFH
RULPAL/USCINCSO/QUARRY HYS CA
ZEN/USAFSO/CP
RUESBA/USMILGP/ARGENTINA
RULPAK/USARSO CZ
RUCNAAA/USAF/ALT/MAXWELL AFB ALA
RULPNA/USNAVSO CZ
RUESNA/USMILGP/CHILE
RUEOHWA/AFEDC FT RITCHIE MD
RUCNAAA/USAF/ALT/MAXWELL AFB ALA
RUEOHWA/AFEDC/FT RITCHIE MD
RUCRUCS/JCS/J3/WESTHEM DESK/WASH DC

CALL 53007
FOR ENCO/NO
SERVICE

8 10 03 46Z

IMMEDIATE

RH/KS/L/

33...COG
SN 00 09 096 090 90 03 30
06 31 32 34 34 05 50 51 53
61 07 092 094 095 098 007
NRC NAAFAP 1P FP BFR JAG
OLA OON PERS 62

C-47
Car

BT
UNCLAS RCG
1. RESCUE PROGRESS REPOR NO, FIVE, 2. MISSION NO, 17-028-AUG 69
5. SITUATION, USN B-47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO
BUENOS-AIRES ARGENTINA, 30. PERSONNEL, 16 INVOLVED, 16 MISSING,
5. D. FLYING ACTIVITIES, CHILEAN FORCES, 13 AIRCRAFT, 19 SORTIES,
5. FLYING HRS, USAF FORCES, 6 AIRCRAFT, 6 SORTIES, 9.5 FLYING
HRS.
13) AREA SEARCHED, SAME AS PROGRESS REPORT NO, FOUR,
56. FUTURE PLANS, CONTINUE SEARCH IN AREA OF GROUND REPORTS,
WX FORECASTS, GOOD, WITH POSSIBLE BRD FOG EARLY IN THE
MORNING,

BT
#1517
NNNN

CALL

INFO: CJCS-1 DJS-3 SJCS-1 J3-12 J4-10-1 CSA-1 CND-2 CMC-7 FILE-1(29)
JMR/TT

RECEIVED AT ORO
COMMUNICATIONS
CENTER

10 06 23Z AUG 69

03763

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 100031Z AUG 69
FM COMUSMILGP, CHILE

TO NRC CLEVELAND

INFO NAVSTA RODMAN
USCINCSO
USNAVSOP
SECNAV
CNO
SUPERS

air
C-47

UNCLAS E F T O / F I O U O

SCCH AA
SUBJ: NAVY PERS ABOARD MISSING NAVSEC C-47 BUNR 17254

- A. NAVSTA RODMAN MSG 090136Z (NOTAL)
- B. DOB MIL PAY AND ALLOWANCES ENTITLEMENTS MANUAL,
- C. MY MSG 081450Z.
- D. MY MSG 052020Z.

SUBJ PERS COMPLETED SECTION 8B, RECORD OF EMERGENCY DATA (NAVPERS 601-2) AS INDICATED.

ATC JOE FERNANDEZ: *B6*

EACH, *B6*
ADCS JOHN THOMAS HIGGINS: *B6*

LCDR JAMES PETER KHUN: *B6*

CHECK SHOULD BE MAILED C/O CHIEF, NAVY SECTION, US MILITARY GROUP, CHILE, APO NY 09869 FOR SAFE DELIVERY.
LCDR HAROLD LESTER MOONEY, JRI MRS. SPELBY PENN. MOONEY WIFE (MISSING ABOARD SAME A/C), CONCEPCION, CHILE, 80 PER GENT, CHILDREN:

B6 ALL RESIDE
LETTER LEFT BY LCDR

MOONEY DTD 2 AUG 19 INDICATES THAT

B6 WILL ACT AS GUARDIANS FOR CHILDREN, CURRENTLY

MED(2) PERS(1) - *COE*

04820B

05(8), T. COG
SN(5) 09B(2) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) JP(1) FP(3) BFR(1) JAG(5) + 00 09 33 62 53
NAVREL 063

CONTROL NO.	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1502644HM/E <i>B6</i>	1	2	10/1209Z	100031Z AUG 69

DEPARTMENT OF DEFENSE

NATIONAL MILITARY COMMAND CENTER

MESSAGE CENTER

04524

VZCZCJCS469
OO RUCRJCS
DE RUEFHQA #1503 221024Z
ZNR UUUUU ZOV RUEFHQA0016 REROUTE OF RULPAF1903 220234Z
RUCRJCS-ZXY 16

D 082348Z AUG 69 ZEL
FM DET 17EARRC ALBBOOK AFB8888 CZ
TO RUKTAAA/HQ ARRB/AROP/SCOTT AFB ILL
INFO RUVRAGA/HQ EARRC ROBINS AFB GA
RUCFEUA/MAC/MAOCCA
RUEFHQA/AFCP WASH DC
RUMTRTA/MCP SCOTT AFB ILL
RUEFHQA/HQ USAF WASH DC/AFXOPFH
RULPAL/USCINCSO QUARRY HTS CZ
ZEN/USAFSD/CP
RAESBA/USMILAGP ARGENTINA
RULPAK/USARSO CZ
RUCHAAA/USAF/ALT/MAXWELL AFB ALA
RULPNA/USNAVSO CZ
RUESNA/USMILGP CHILE
RUEOHWA/AFBQC FT RITCHIE MD
RUCHAAA/USAF/ALT/MAXWELL AFB ALA
RUEFHQA/JCS&J3/NEORHEM DESK/WASH DC

009 04 102

1573

IMMEDIATE

air
c/47
RECEIVED AT CNO
COMMUNICATIONS
CENTER

09 08 00Z AUG 69

:03509

BT
UNCLAS RCC
1. RESCUE PROGRESS REPORT NOV FOUR, 2. MISSION NO, 17-028, AUG 69,
3. SITUATION, USN E-47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO
BUENOS-AIRES ARGENTINA, 30. PERSONNEL, 16 INVOLVED, 16 MISSING,
30. FLYING ACTIVITIES, CHILEAN FORCES, 11 AIRCRAFT, 15 SORTIES
40. FLYING HOURS, USAF FORCES, 3 AIRCRAFT, 3 SORTIES, 14 FLYING
HOURS, 13) AREA SEARCHED: NORTHERN PART OF SEARCH AREA, SOUTHERN
IN CLOUDS,
14) POD ESTIMATES 50 PERCENT EFFECTIVE DUE TO MOUNTAINOUS
TERRAIN AND TURBULENCE, 35. FUTURE PLANS: CONTINUE
SEARCH IN AREAS OF GROUND REPORTS, LATE THIS AFTERNOON GROUND
REPORT PLACES POSSIBLE SIGHT AT 33 DEGREES 50S - 70 DEGREES
14 NORTH THIS WILL BE CHECKED BY FIRST FLIGHT IN THE MORNING,
BT

#1503
NANN

INFO:

33 009
03360 3000 (5) 00(2) 09(1) 098(1) 090(1)
90(1) 03(1) 30(3) 31(5) 32(8) 34(2)
04(2) 05(8) 50(16) 51(1) 53(4) 06(1)
61(2) 07(1) 092(14) 094(12) 095(4)
098(4) 007(6) NRC(1) NAAFAP(1) Ip(5)
FP(5) BFR(1) JAG(5) OLA(5) OON(5)
PERS(1) 143

+62

DEPARTMENT OF DEFENSE

NATIONAL MILITARY COMMAND CENTER

MESSAGE CENTER

64487

VZCZCJCS467
 OO RUCRJCS
 DE RUEFHQA #1504 2210380
 ZNR UUUUU ZOV RUEFHQA0014 REROUTE OF RULPAF1504 2210025
 RUCRJCS-ZXY#11
 O 090025Z AUG 69
 FM DET 17EARRC ALBROOK AFB CZ
 TO RUKTAAA/HQ ARRS/AROC/SCOTT AFB ILL
 INFO RUVRAGA/HQ EARRC ROBINSON AFB GA
 RUCIEUA/MAC/MAOCCA
 RUEFHQA/AFOP WASH DC
 RUMJRTA/MCP SCOTT AFB ILL
 RUEFHQA/HQ USAF WASH DCYAFXOPFH
 RUESBA/USMILGP ARGENTINA
 RULPAL/USCINCSO QUARRY HTS CZ
 RUESNA/USMILGP CHILE
 ZEN/USAFSD/CP
 RUEFHQA/JCS#J3/WESTERN DESK/WASH DC
 RULPAK/USARSO CZ
 RULPNA/USNAVSO CZ
 RUEOHWA/AFEOC FT RITCHIE MD
 RUCWAAA/USAF/ALT/MAXWELL AFB AL

CALL 53327
MILCO/HC
SERVICE

8 09 03 47Z

IMMEDIATE

Am

C-47

RECEIVED AT CNO
COMMUNICATIONS
CENTER

09 08 00Z AUG 69

:03510

BT
 UNCLAS RCC
 ADDITIONAL INFORMATION MY 08/2340Z AUG 69, MSN NO, 17-028-AUG 69,
 1. RESCUE PROGRESS REPORT NO FOUR, SAR ACTIVITY CONDUCTED BY
 ARGENTINA AIR FORCE AND USAF ACFT IN ARGENTINA 8 AUG 69,
 7 SORTIES USING

C-47 ACFT NO 45111 AND 2 ARGENTINA F-86 ACFT,
 SIX SORTIES FLOWN BY THE F-86 ACFT HAD TO BE CUT SHORT DUE TO
 EXTREME ICING ON WINGS ABOVE 1500 METERS, THE USAF C-47 RETURNED TO
 BUENOS-AIRES UPON COMPLETION OF ITS SORTIE, RETURN WAS BASED ON
 THE FACT THAT SEARCH IN THE LOWLANDS ON THE ARGENTINA SIDE IS
 COMPLETE, AND THE B-47 CANNOT SEARCH IN THE MOUNTAINOUS AREA,
 COMILGP CHILE CONCURRED IN THIS ACTION.

BT
#1504
NNNN

INFO:

REF A

33-609
 03360 ~~MSN~~ MSN(5) 00(2) 09(1) 09B(1) 090(1)
 90(1) 03(1) 30(3) 31(5) 32(8) 34(2)
 04(2) 05(8) 50(16) 51(1) 53(4) 06(1)
 61(2) 07(1) 092(14) 094(12) 095(4)
 098(4) 007(6) NRC(1) NAAFAP(1) Ip(5)
 FP(5) BFR(1) JAG(5) OLA(5) OON(5)
 PERS(1) 143#

+62

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 082030Z AUG 69
FM COMUSMILGP CHILE

TO SECNAV
CSAF

INFO CNO
BUPERS
BUMED
USCINCSO
USAFSO
COMUSNAVSOP/COM15
CINLANTFLT
COMNAVAIRLANT
NAVAVNSAFECEN
JAG NAVY
CHNAVMAT

*C-47
air*

UNCLAS F O U O

SCCH-AA
CSAF FOR CASUALTY BRANCH
SUBJ: PROGRESS REPORT NUMBER FOUR MISSING C-47
BUNE: 17254
A. BUPERSMAN, ARTICLE C-9801 (7)

1. FOL REPORT ON EFFORTS FOR 7 AUG:
A. SAR EFFORT COMMENCED 0800 LOCAL (071200Z) TO
TERMINATE 1830 LOCAL, 14 A/C FLYING 18 SORTIES PUT IN
58 HOURS. AREA OF CONCENTRATION 3350S 7014W.
B. WEATHER SAME AS YESTERDAY.
C. DUE TO REPORTED AIRCRAFT SIGHTINGS AND RELIABLE
REPORTS OF AIRCRAFT OVERHEAD BY SOUND THE MAIN EFFORT
OF THE SEARCH WAS CENTERED EAST AND SOUTHEAST OF
RANCAGUA IN THE CANYONS OF THE CACHAPOAL RIVER. MINING
PERSONNEL REPORTED THE AIRCRAFT OVERHEAD AT THE TOWN
OF SEWELL AND THE TWO PEOPLE SOUTH OF SEWELL TWENTY
MILES REPORTED THE SOUND OF ENGINES AND A LOUD EXPLOSION.
THIS AREA HAS BEEN CHECKED BY HELOS AND FIXED WING
AIRCRAFT, THE TIME OF THE REPORTS WAS IN LINE WITH THE

33(6) ...ACT
SN(5) 00(2) 09(1) 09B(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) OON(5) PERS(1) * 62

03360A

144

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C13092/2/MH/F	1		2	09/0020Z	082030Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 081450Z AUG 69
FM COMUSMILGP CHILE

TO NAVSTA RODMAN

INFO SECNAV
BUPERS
BUMED
NAVY FINANCE CENTER CLEVELAND OHIO
COMTHREE
COMELEVEN
COMONE
COMNINE
USCINCSO
USNAVSO
CNO
CSAF

C-47
aw

UNCLAS SSSH-C

SUBJ: NAVY PE
RS ABOARD MISSING NAVSEC C-47 BUNR 17254
A. MY MSG 052020Z
B. URMSG 062219Z

MAKE FOL CHANGES TO REF A.
A. CONCERNING: ~~JOE FERNANDEZ, ATC,~~ USN

FOXTROT: ADD SPOUSE CLAUDINE C, FERNANDEZ
NEE COX ABOARD SAME A/C (MISSING)

JULIETT: 1. DELETE. B-6 AND
ADD: B-6 AND B-6

NOVEMBER: 2. ADD P-2 75.00 AND FORDU 22.50.
B. CONCERNING JOHN THOMAS HIGGINS, ADGS, B-6
USN.

NOVEMBER : 2 ADD FORDU 22.50,
C. CONCERNING JAMES PETER KUHN, LCDR, B-6
USN.

JULIETT: 1. DELETE. B-6 AND
ADD: B-6 AND B-6
NEE CODY, B-6
(WIFE), DEPENDENT CHILDREN:

MED(2)/CMC ...COG 04801C
SN(5) 05(8) 50(16) 51(1) 52(6) 56(2) 007(1) FP(1) BFR(1) JAG(5)
NAVREL(3) + 00 09 33 53 62 054

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C13131/2/MH/	1		2	09/0025Z	081450Z AUG 69

DEPARTMENT OF DEFENSE
NATIONAL MILITARY COMMAND CENTER
MESSAGE CENTER

82293

MH/T./1

33...COG

SN 00 09 09B 090 90 03 30 31

32 34 04 05 50 51 53 06 61

62 07 092 094 095 098 007

NRC NAAFAP IP FP BFR JAG OLA

00N PERS

CALL 03337
FOR NMCC/MC
SERVICE

VZCZCJCS034

OO RUCRJCS

DE RUEOEFA #1413 2200040

ZNR UUUUU

O 080031Z AUG 69

FM DET 17EARRC ALBROOK AFB CZ

TO RUCIEUA/HQ ARRS/AROC/SCOTT AFB ILL

INFO RUVRAGA/HQ EARRC ROBINS AFB GA

RUCIEUA/MAC/MAOCCA

RUEFHQA/AFCP WASH DC

RUWTRTA/MCP SCOTT AFB ILL

RUEFHQA/HQ USAF WASH DC/AFXOPFH

RULPAL/USCINCSO QUARRY HTS CZ

ZEN/USAFSO/CP

RULPAK/USARSO CZ

RUESNA/USMILGP CHILE

RULPNA/USNAVSO CZ

RUESBA/USMILGP ARGENTINA

RUEOHWA/AFEOC FT RITCHIE MD

RUCWAAA/USAF/ALT/MAXWELL AFB AL

RUCRJCS/JCS-33, WESTHEM DESK, WASH DC

BT

UNCLAS RCC

1. RESCUE PROGRESS REPORT NO. THREE, 2. MISSION NO. 17-028-AUG 69,

3. SITUATION, USN C-47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO

BUENAS AIRES ARGENTINA, 30. PERSONNEL, 16 INVOLVED, 16 MISSING,

3D, FLYING ACTIVITY, (1) CHILIAN AF 14 SORTIES, 37.5 HRS,

(2), ARGENTINE AF UTILIZED 1 C130, 2 C47'S UNKNOWN NBR, OF

F#86'S AND A4B'S, GROUND SEARCH INCLUDED SKI TROOPS, FLYING

TIME TO BE INCLUDED IN LATER RPT,

(3), USAF, 2 C47'S 2 C130'S ACFT ASSISTED IN SEARCH, FLYING TIME

INCLUDED IN

CHILIAN AF FIGURES, (4), AREA SEARCHED, FROM 3210S TO 3600S

BETWEEN

6830W AND COAST LINE, 3F. FUTURE PLANS (1), CONTINUE SEARCH 8 AUG

69 AS

WEATHER PERMITS, (2), SAR FORCES AVAILABLE FOR 8 AUG 69, SAME AS

PROGRESS

RPT. NBR. TWO, 3G. SUMMARY OF SAR ACTIONS, NO SIGHTINGS WERE

REPORTED,

SEARCH WAS HINDERED BY TERRAIN. AREA OF SEARCH PROHIBITED

USE OF LIGHT ACFT,

BT

INFO: CJCS-1DJS-3 J3-12 NMCC-1 CSA-1 CNO-2 CSAF-1 CMC-7

FILE: 1(29)/ZIM/MY

803 01 182

IMMEDIATE

C-47
air

10 02 41 270605

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 110118Z AUG 69
FM COMUSMILGP, CHILE

TO CNO

INFO CMC
USCINCSO
USNAVSO

C-47
air

UNCLAS

SCCH AAA
SUBJ: EXTENSION LTC *Bb*, USMC
A. YOUR MSG 081758Z, (U)
LTC SMITH AGREES TO ONE MONTH EXTENSION.

~~MED(2)/PERS(1)~~ *62*. ACT
05(8). P. COG

04820A

SN(5) 09B(1) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) + 61 04 05 090 0900
063

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1562341/KM/R	1		1	11/0210Z	110118Z AUG 69

UNCLASSIFIED

PRECEDENCE ACTION	RELEASED BY	DRAFTED BY	PHONE NO.
PRIORITY	<i>B6</i> R. JR CAPT	<i>B6</i>	76117
INFO	USN <i>(C)</i>	OP-622, 8 Aug 1969	
PRIORITY			

081758Z AUG 69

Phone Chop
HQUSMC (DFA-1) *B6*

FM: CNO

TO: USCINCSO
COMUSNAVSO
COMUSMILGP Chile
~~COMUSMILGP~~ CMC

C-47
air

UNCLAS EFTO FOUO

Missing NAVSEC C-47

- A. USCINCSO 072210Z Aug 69
- B. COMUSMILGP Chile 061610Z Aug 69

1. Ref A passed to HQUSMC (DFA-1) for action on extension of LTCOL *B6*
2. HQUSMC concurs one month extension as stated ref B provided LTCOL *B6* will agree.

RECEIVED AT CNO
COMMUNICATIONS
CENTER

08 17 57 Z AUG 69

00624

Orig: OP-62(4cc)
Dist: SN(5)..09B(1)..09B2(2)..10(5)..03(1)..03V(1)..50(16)..51(1)..
56(2)..007(2)..092(2)..NAAFAP(1)..IP(1)..FP(3)..BFR(1)..JAG(5)..oo (2)..
09..33..063..61(2)..04(2)..090(1)..09(1)

CIRCUIT NO. (COMMO)	PAGE OF PAGES	TOR/TOD	CONTROL NO. (COMMO)	DTG (COMMO)
	1 1		0624-NB	081758Z AUG 69

UNCLASSIFIED

H-49004

COPY 1

NAVAL MESSAGE

NAVY DEPARTMENT

IMMEDIATE PRIORITY
O P 072210Z AUG 69
FM USCINCSO

TO COMUSMILGP CHILE

INFO CNO
BUPERS
COMUSAFSO
COMUSARSO
COMUSNAVSO
CO NAVSTA RODMAN

*Air Buno. 17254
C-47*

UNCLAS E F T O FOUO

SC-P

CNO FOR OP-62.

SUBJ: MISSING NAVSEC C-47

- A. COMUSMILGP CHILE MSG SCCH-AA DTG 061610Z AUG 69 (NOTAL)
- B. USNAVSOINST 5360.5/USAFSO REG 143-3 (NOTAL)
- C. COMUSMILGP CHILE MSG SCCH-AA DTG 052020Z AUG (NOTAL)
- D. BUPERS MANUAL C-9801 (NOTAL)

1. FOLLOWING APPLIES REF A:

- A. SPECIAL ESCORT AUTHORIZED FOR NAVAL PERSONNEL IF NOK REQUESTS; FOR AIR FORCE PERSONNEL AS AUTHORIZED BY AFSO REG 141-3.
- B. POINT OF ENTRY CONUS DOVER AFB, DOVER, DELAWARE.
- C. AIRLIFT WILL BE PROVIDED.
- D. PARAMED UNIT ON 2 HOUR NOTICE. FLIGHT SURGEON WILL ACCOMPANY NAVY DECEDENT AFFAIRS TEAM WHEN REQUESTED. UTILIZE LOCAL MORTICIAN PROVIDED ADEQUATE MORTUARY FACILITIES ARE AVAIL. STRONGLY RECOMMEND LOCAL PROCUREMENT OF COFFINS BE MADE IF SUITABLE COFFINS NOT AVAILABLE, WE WILL PROVIDE.
- E. C-130 DEPARTED HOWARD AFB 070500R AUGUST WITH 20 BO HI BAGS

AND MODIFIED MOUNTAIN SURVIVAL KITS,

FI. PHOTO COVERAGE - A PHOTOGRAPHIC RECORD WILL BE MADE OF THE WRECKAGE INCLUDING ANY KNOWN MATERIAL FAILURES, AND THE SCENE OF THE MISHAP BEFORE IT IS MOVED, INCLUDE AERIAL COVERAGE IF AVAILABLE.

2. HQ USMC HAS AGREED TO GRANT ONE MONTH EXTENSION IN CASE OF LTC

MED(2)/PERS(1)/OS, COG

04820C

SN(2) 09B(1) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) + 62 00 09 33 063

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C11382/2/JJ/1	1		2	07/2330Z	072210Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY ROUTINE
P R 052030Z SEP 69
FM COMUSMILGP CHILE

TO CHNAVPERS
CSAF

INFO SECSTATE WASHDC
SECNAV
USCINCSO
CNO
COMNAVSO
COMUSAFSO
BUMED
COMNAVAIRLANT
CINCLANTFLT

*Missing aircraft
Bureau
17254*

UNCLAS/FOUO

SCCH AA
CSAF FOR CASUALTY CONTROL BRANCH
SUBJ: STATUS OF MISSING C-47 BUHR 17254
A. MY MSG 222100Z AUG 69 (U)
B. BUPERSMAN ARTICLE C9801 (7) (D)

1. BY REF A THIS OFF REC THT PROPER ASSESSMENT FOR SUBJ ACCIDENT WAS INCONCLUSIVE EVIDENCE OF DEATH PROPER ASSESSMENT UNTIL TERM OF FACT FINDING BODY AND A/C ACCIDENT RD.
2. BASED UPON PRELIMINARY FINDINGS OF A/C ACCIDENT RD AND SUBSEQUENT SUBMISSION REC THAT ALL PERSONS ABOARD MISSING C-47 BE CONSIDERED UNDER REF B--CONCLUSIVE EVIDENCE OF DEATH. THIS BASED ON FACTS THAT IMMEDIATE AND EXTENSIVE SEARCHS HAVE PRODUCED NO RESULTS, REMAINS HAVE NOT BEEN RECOVERED BUT CONCLUSIVE EVIDENCE CONSIDERED TO EXIST BASED UPON TIME ELEMENT, LACK OF SURVIAL EQUIP AND WEATHER IN CORDILLERA.
3. CHARGE CONCURS.

33/SN...COG
00 09 09B 090 90 03 30 31 32 34 04 05 50 51 53 06 61 07 092
094 095 098 007 NRC NAAFAP 1P 1P BFR JAG OLA OON PERS 62

178070

CONTROL NO	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
C08201/2/JJ/R	1 1	05/2218Z	052030Z SEP 69

BUPERS

RRRUVZCZCCRV639
PQTHZYUW RUEAESAB 21 452-0000--RUENAAA.
DE RUESNA 1814 2171435
ZNR 00000

CNO FLAG PLOT 051130Q AUG 69
DISTRIBUTION

SECNAVAIDE
UNSECNAVAIDE

002
09A NDDC

07 ANDDC

06 FILE

05 NMCC 5132
04 BUPERS

03
02A

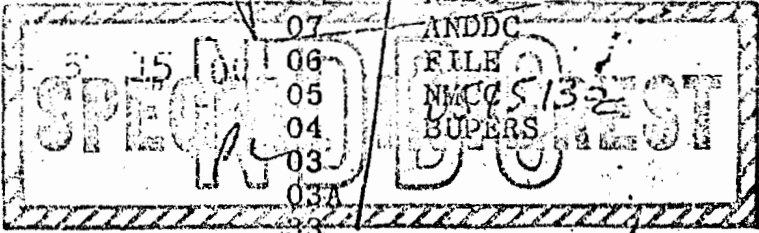
33B

333

007

98

BFR



P 051831Z AUG 69 ZFFA
FM COMUSMILGP CHILE
TO RUENAAA/CNO
RUCILSA/NAVAVHSAFECEN NORVA
RULPNA/USNAVSO
INFO RUEBDHB/NAVAVRSYS COM3
RUEBJFA/JAG NAVY
RULPAL/USCINCSO
RULPAF/USAFSO
RUEBDHB/CHNAVMAT
RUEDNKA/CINCLANTFLT
RUCILMA/COMNAVAILRANT NORVA
RUEFHQA/CSAF

BT
UNCLAS F O U O
SECH AA

SUBJ: SUPPLEMENTARY REPORT OF AIRCRAFT INCIDENT

- A. OPNAVINST 3750.6F PARA 20B (8)
- B. MY MSG 051200Z INITIAL REPORT NOTAL
- 1. 041710 LOCAL. DUSK IN AREA ABOUT 1815 HOWEVER MUCH CUMULUS SIMBUS ALONG FLIGHT PATH.
- 2. NAVY BUNR 17254

3. ESTIMATED POSITION BETWEEN ANGOSTURA AND CURICO (27 MILES TO 110 MILES SOUTH SANTIAGO)

- 4. RALPH HORN TOUCH, CDR, ACTIVE.
- 5. JAMES PETER ROHN, LCDR, B-6
- JOE FERNANDEZ, ATC,
- JOHN T. HIGGINS, ADCS,

ALL ACTIVE. STATUS OF INJURY NOT KNOWN THIS TIME.

6. NOT KNOWN.

7. ROUTINE MAINTENANCE TO BE PERFORMED IN BUENOS AIRES. LIMA NORMALLY USED BUT CLOSED.

8. N/A

9. LAST REPORTED POSITION ANGOSTURA INTERSECTION 2108 LOCAL 27 MILES SOUTH SANTIAGO CLIMBING FROM FL 12000 FEET, 0 FL 17000 FEET. NEXT REPORT CURICO VOR ESTIMATED ARRIVAL TIME 1733 LOCAL. CONTACT WITH CURICO NEVER MADE. HOW OCCURRED UNKNOWN THIS TIME.

10. WEATHER AT TIME TURBULENCE WITH ICING AND CUMULO NIMBUS, WESTWARDLY WINDS TO 100 KTS TEMP REPORTED MINUS 25 DEGREES C AT FLT 12,000 AND MINUS 36 DEGREES C AT FL 17000.

11. THRU 14 NOT KNOWN

15. SAR INITIATED BY CHILEAN AIR FORCE AT 0815 LOCAL. PLAN IS TO EARCH INTENDED ROUTE. PRIVATE A/C PROVIDING LOW LEVEL SEARCH, LAN 727 TO FLY HIGH ALTITUDE SEARCH ALONG CORDILLERA. NATIONAL POLICE CONDUCTING LAND AREA SEARCH. CHILEAN AF (FACH) HAS FOUR C-45 AND SIX C-47 PLUS JET HELOS AVAIL FOR SEARCH. MOUNTAIN RESCUE TEAM STAN. G BY. FACH PRESENTLY SEARCHING WITH FOUR A/C ALONG 30 MILE SECTOR EACH (120 MILES WIDE) FM SANTIAGO TO TALCA.

16. ^{B-6} _{B-6}, CPT-USDN, USMILGP CHILE. TEL B-6, EXT

BT
1814

JAG
CA
M
Air
Buno
17254

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 061930Z AUG 69
FM COMUSMILGP CHILE

TO SECNAV
CSAF

INFO CNO
BUPERS
BUMED
USCINCPAC
USAFSO
COMSNAVSOP COMFIFTEEN
CINCPACFLT
COMNAVAIRLANT
NAVAVNNAFECEN
JAG NAVY
CHNAVMAF

Buna 17254
air

UNCLAS F O U O SCCHAAA

CSAF FOR CASUALTY BRANCH
SUBJ: PROGRESS REPORT NR TWO ON MISSING C-47 BUNE
17254

A. BUPERSMAN, ARTICLE 0-9801 (7)

1. FOL REPORT ON EFFORTS FOR 6 AUG:

A. SAR EFFORT CHILEAN MILITARY AND CIV A/C COMMENCED 0800 LOCAL (061200Z), TO TERMINATE 1830 LOCAL. TWENTY TWO A/C FLYING TWENTY THREE SORTIES PUT IN 56 FLYING HOURS. TYPES PARTICIPATING SIMILAR FIRST REPORT. AFSEC C-47 FLEW ADDITIONAL 5 PLUS 30 HRS ON SEARCH MISSION IN VICINITY 34 DEGREES - 35 DEGREES S 70 DEGREES - 71 DEGREES W. GENERAL AREAS SEARCHED WERE 30-30S TO 36-00S, BORDER TO COAST CONCENTRATING IN AREA TO EAST OF RANCAQUA (50 MI SO SANTIAGO) WHERE A/C ENGINES HEARD EVE 4 AUG. HELO ALSO COVERING RAVINES AND PASSES THIS AREA.

B. WEATHER ALONG WESTSIDE ANDES CLEAR BELOW 13,500 CEILING. APPROX 10 METERS NEW SNOW. MTS. RUGGED, SHARP PINNACLES AND DEPRESSIONS FILLED WITH SNOW. AFSEC C-47 REPORTS STONG WINDS DOWN CORDILLERA, NEW DEEP SNOW IS

MED(2)/PERS(1) ...ACT

04802A

05(8) ...COG
SN(5) 09B2(2) 090(1) 10(5) 03(1) 50(16) 51(1) 56(2) 007(2)
092(2) IP(2) FP(5) BFR(1) JAG(5) NAVREL(3) +

066

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C09411/2/MH/R/	1		2	0672226Z	061930Z AUG 69

B-6

NAVAL MESSAGE**NAVY DEPARTMENT**

MOST FORMIDABLE DETERRENT FOR SIGGHTING,
C. ARGENTINE MILAIR CONDUCTING SEARCH THEIR AREA WITH
Q-C-130, 3-F-86, 2-C-47, AND CHAFSEC C-47,

2. USAFO DISPATCHING ADDITIONAL C-130 FOR SEARCH, ONE
C-130 ARRIVED 1600 LOCAL TODAY, WILL PROVIDE HIGH ALT/
ENDURANCE SEARCH OVER CORDILLERA COMMENDING 7TH,

3. WOMENS GROUP OF CHILEAN/AMERICAN WIVES HAVE LIST
FO HOMES IN VINA DEL MAR/VALPARAISO AREA AVAILABLE TO
RECEIVE RELATIVES OF MISSING PERSONNEL SHOULD THE
OCCASION ARISE,

4. FOR USCINCSO, IN ORDER PROVIDE LOCAL PRESS APPRECIATION
OF SEARCH PROBELMS REQUEST AUTH PERMIT USIS APPROVED
NEWSMEN RIDE C-130,

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
009481/2/MH/F	2	2	2	06/2226Z	061930Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 100031Z AUG 69
FM COMUSMILGP CHILE

TO USCINCSO

INFO CNO
BUPERS
COMSAF30
COMUSABSO
COMUSNAVSO
NAVSTA RDMAN

*air
C-47*

UNCLAS

SCCH AA
SUBJ: MISSING C-47 BU NR 17254

17254

A. URMSG SC-P 072210Z (U),
B. BUBERSMAN, ARTICLE C-9801 (U),
1. MRS. CLAUDINE FERNANDEZ, DEPENDENT WIFE OF
ATC JOE FERNANDEZ; MRS. SHELBY MOONEY, DEPENDENT WIFE
OF LCDR HAROLD L. MOONEY, JR.; MRS. ELIZABETH ANNE SMITH,
DEPENDENT WIFE OF CAPT *B6* AND MRS. CAROL
TILTON, DEPENDENT WIFE OF CDR ROBERT L. TILTON WERE
ABOARD SUBJ A/C. CIRCUMSTANCES OF MISHAP PREVIOUSLY
REPORTED.

4. DATE AND PLACE OF BIRTH OF NAV PERS INVOLVED
(INCLUDING DEPENDENTS),
ATC JOE FERNANDEZ, 09 MAY 29, EL PASO, TEX,
MRS. CLAUDINE FERNANDEZ, 16 AUG 24, PLACE UNKNOWN
ADCS JOHN T. HIGGINS, 24 AUG 30, MEDFORD, MASS
LCDR JAMES P. KUHN, 9 DEC 34, OSAGE, IOWA
LCDR HAROLD L. MOONEY, 9 JUL 32, N.Y., N.Y.,
MRS. SHELBY MOONEY, UNKNOWN,
MRS. ELIZABETH A. SMITH, 9 APR 22, WILKESBARRE, PA,
MRS. CAROL M. TILTON, 11 APR 29, EMPORIA, KANSAS
CDR RAUPH J. TOUCH, 25 JUN 27, DES MOINES, IOWA
MRS. NORMA A. TOUCH, 22 MAY 27, MEMPHIS, TENN.

62... COG

MED(2)PERS(1) ... 048200

SN(5) 09B(2) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) + 00 09 33 05 063

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CONTROL NO.	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
064993AAAKM <i>B6</i>	1	1	10/0711Z	100031Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 100031Z AUG 69 ✓
FM COMUSMIL GP, CHILE

TO BUPERS

INFO CNO
USCINCSO
COMUSNAVSO

UNCLAS

SCCH AA
SUBJ: MISSING NAVSEC C-47 BUNR 17254

C-47
Cir

1. FORMER PILOT NAVSEC A/C, CDR QUINTEN A. KELSO,
490828/1310 SHOULD BE IN CONUS TRANSIT TO NEW DUTY
STATION.

2. IF POSSIBLE TO CONTACT WOULD APPRECIAT ANY INFO
HE MAY HAVE ON ROUTES OR SHORTCUTS WHICH HE AND CREW MEMBERS
MAY HAVE USED IN VICINITY CURICO - MARARGUE, ADVISE WE BELIEVE
PLANE WITHIN 50 MILES OF SANTIAGO BUT NUMEROUS PASSES AND
ALTERNATIVES EXIST.

33(6) V, COG
SN(5) 00(2) 09(1) 098(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) OON(5) PERS(1) + 62

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CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C150434/HM/	1		1	10/0710Z	100031Z AUG 69

NATIONAL MILITARY DEMAND CENTER
MESSAGE CENTER

05752

VZCZCUC6092
OO RUCRUCS
DE RULPAF #1517 2220306
ZNR UUUUU
O 100305Z AUG 69
FM DET 17EARRC ALBROOK AFB CZ
TO RUCIEUA/ARRS/ARBCP/SCOTT AFB ILL
INFO RUYRAGA/HQ EAARC ROBINS AFB GA
RUCIEUA/MAC/HADCOA
RUEFHQA/AFCP/WASH DC
RUMTRTA/MCP/SCOTT AFB ILL
RUEFHQA/HQ USAF/WASH DC/AFXOPFH
RULPAL/USCINCSO/QUARRY HTS CZ
ZEN/USAFSO/CP
RUESBA/USMILBP/ARGENTINA
RULPAK/USARSO CZ
RUCHAAA/USAFVALT/MAXWELL AFB ALA
RULPNA/USNAVSO CZ
RUESNA/USMILBP/CHILE
RUEOHNA/AFEDC FT RITCHIE MD
RUCHAAA/USAF/ALT/MAXWELL AFB AL
RUEOHNA/AFEDC/FT RITCHIE MD
RUCRUCS/JCS/J3/WESTHEM DESK/WASH DC

CALL 50007
FOR INCOMING
SERVICE

8 10 03 48Z

IMMEDIATE

RU/KS/W/
33....COG
SN 00 09 096 096 90 03 30
06 31 32 34 04 05 50 51 53
61 07 092 094 095 098 007
NRC NAAFAP IP FP BFR JAG
OLA OON PERS 62

C-47
Cur

BT
UNCLAS RCC
1. RESCUE PROGRESS REPOR NO, FIVE, 2. MISSION NO, 17-028-AUG 69
3. SITUATION, USN B-47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO
BUENOS-AIRES ARGENTINA, 3C, PERSONNEL, 16 INVOLVED, 16 MISSING,
3, D. FLYING ACTIVITIES, CHILEAN FORCES, 13 AIRCRAFT, 15 SORTIES,
34 FLYING HRS, USAR FORCES, 3 AIRCRAFT, 4 SORTIES, 9,5 FLYING
HRS,
(3) AREA SEARCHED, SAME AS PROGRESS REPORT NO, FOUR,
3E, FUTURE PLANS, CONTINUE SEARCH IN AREA OF GROUND REPORTS,
WK FORECASTS, GOOD, WITH POSSIBLE GRD FOG EARLY IN THE
MORNING,

BT
#1517
NNNN

INFO: CJCS-1 DJS-3 SJCS-1 3-12 3-1 CSA-1 CND-2 CMC-7 FILE-1(29)
JMR/TT

RECEIVED AT CNO
COMMUNICATIONS
CENTER

10 06 23 2 AUG 69

03763

NAVAL MESSAGE

NAVY DEPARTMENT

B6
 BOTH RESIDE WITH MOTHER.
 MIKE: ADD SGLI.
 NOVEMBER: 3 CORRECT TO READ 11 YEARS 08 MOS
 21 DAYS FIGURED TO 4 AUG 69.
 D. CONCERNING HAROLD LESTER MOONEY, JR., LCDR,
B6 USN.
 FOXTROT: ADD SPOUSE SHELBY MOONEY NEE PENN
 ABOARD SAME A/C (MISSING).
 JULIETTE: 1. DELETE
 ADD
 AND *B4*

NOVEMBER: 3. CORRECT TO READ 15 YEARS
 06 MOS 09 DAYS FIGURED TO 4 AUG 69.
 E. CONCERNING RALPH JOHN TOUCH, ODR,
 USN.
 FOXTROT: ADD SPOUSE NORMA ANN TOUCH NEE HEIST
 ABOARD SAME A/C (MISSING).
 JULIETT: 1. DELETE ADD

B6
 MIKE: ADD SGLI AND PENNINSULAR LIFE INS CO.

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C13131/2/MH/F	2		2	09/0025Z	081450Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 100031Z AUG 69
FM COMUSMILGP, CHILE

TO NRC CLEVELAND

INFO NAVSTA RODMAN
USCINCSO
USNAVSOP
SECNAV
CNO
BUPERS

air
C-47

UNCLAS E F T O / F I O U O

SOCH AA
SUBJ: NAVY PERS ABOARD MISSING NAVSEC C-47 BUNR 17254
A. NAVSTA RODMAN MSG 090136Z (NOTAL)
B. DOB MIL PAY AND ALLOWANCES ENTITLEMENTS MANUAL,
C. NY MSG 081450Z,
D. MY MSG 052020Z,
SUBJ PERS COMPLETED SECTION 8B, RECORD OF EMERGENCY
DATA (NAVPERS 601-2) AS INDICATED,
ATC JOE FERNANDEZ

EACH,
ADCS JOHN THOMAS HIGGINS:

LCDR JAMES PETER KHUNT
(WIFE),
CHECK SHOULD BE MAILED C/O CHIEF, NAVY SECTION, US MILITARY
GROUP, CHILE, APO NY 09869 FOR SAFE DELIVERY,
LCDR HAROLD LESTER MOONEY, JR; MRS. SHELBY PENN
MOONEY (WIFE) (MISSING ABOARD SAME A/C),
CHILDREN:

B-6

B-6

ALL RESIDE

B-6
CURRENTLY

DTD 2 AUG 19 INDICATES THAT I
WILL NOT AS GUARDIANS FOR CHILDREN,

MED(2) PERS(1) - *CG*
05(8), 1, COG
SN(5) 098(2) 0982(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) + 00 09 33 62 53
NAVREL

048208

063

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1502644HMVF	1		2	10/1209Z	100031Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

TAD BOSTON NAVAL SHIPYARD AND HE HAS BEEN ADVISED OF
ACCIDENT,
CDR RALPH JOHN TOUCH; MRS. NORMA ANN TOUCH (WIFE)
(MISSING ABOARD SAMEA/C),
80 PER CENT. CHILDREN;

B-6

ALL RESIDE
CHECK SHOULD BE MAILED C/O CHIEF,
NAVY SECTION, USMILGP, CHILE, APO NY 09869 FOR SAFE
DELIVERY.

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1502644/HM/	2		2	10/1209Z	100031Z AUG 69

DEPARTMENT OF DEFENSE

NATIONAL MILITARY COMMAND CENTER

MESSAGE CENTER

64524

VZCZCJCS469
 OO RUCRUCS
 DE RUEFHQA #1503 221024Z
 ZNR UUUUU ZOV RUEFHQA8016 REROUTE OF RULPAF1503 220234Z
 RUCRUCS-ZXY 16
 O 082348Z AUG 69 ZEL
 FM DET 17EARRC ALBBOOK AF88888 CZ
 TO RUKTAAA/HQ ARRS/AROP/SCOTT AFB ILL
 INFO RUVRAGA/HQ EARRC ROBINS AFB GA
 RUCIEUA/MAC/MAOCCO
 RUEFHQA/AFCP WASH DC
 RUMTRTA/MCP SCOTT AFB ILL
 RUEFHQA/HQ USAF WASH DC/AFXOPFH
 RULPAL/USCINCSO DUMRY HTS CZ
 ZEN/USAF60/CP
 RAESBA/USMILAGP ARGENTINA
 RULPAK/USARSO CZ
 RUCHAAA/USAF/ALT/MAXWELL AFB ALA
 RULPNA/USNAVSO CZ
 RUEGNA/USMILGP CHILE
 RUEOHWA/AFEDC FT RITCHIE MD
 RUCHAAA/USAF/ALT/MAXWELL AFN ALA
 RUEFHQA/JCS/J3/NEERNEH DESK/WASH DC
 BT

09 04 10Z

1573

IMMEDIATE

air c/47

RECEIVED AT CNO
 COMMUNICATIONS
 CENTER
 09 08 00 2 AUG 69

03509

UNCLAS RCC
 1. RESCUE PROGRESS REPORT NO. FOUR. 2. MISSION NO. 17-028-AUG 69,
 3. SITUATION, USN B-47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO
 BUENOS-AIRES ARGENTINA, 30. PERSONNEL, 16 INVOLVED, 16 MISSING,
 30. FLYING ACTIVITIES, CHILEAN FORCES, 11 AIRCRAFT, 15 SORTIES
 40 FLYING HOURS, USAF FORCES, 3 AIRCRAFT, 3 SORTIES, 14 FLYING
 HOURS, (3) AREA SEARCHED; NORTHERN PART OF SEARCH AREA, SOUTHERN
 IN CLOUDS,
 (4) POD ESTIMATES 50 PERCENT EFFECTIVE DUE TO MOUNTAINOUS
 TERRAIN AND TURBULENCE, 35. FUTURE PLANS: CONTINUE
 SEARCH IN AREAS OF GROUND REPORTS, LATE THIS AFTERNOON GROUND
 REPORT PLACES POSSIBLE SIGHT AT 33 DEGREES 50S - 70 DEGREES
 14 NORTH THIS WILL BE CHECKED BY FIRST FLIGHT IN THE MORNING,
 BT

#1503
NNNN

33 Cop

INFO:

03360 #SN(5) 00(2) 09(1) 098(1) 090(1)
 90(1) 03(1) 30(3) 31(5) 32(8) #34(2)
 04(2) 05(8) 50(16) 51(1) 53(4) 06(1)
 61(2) 07(1) 092(14) #094(12) 095(4)
 098(4) 007(6) NRC(1) NAAFAP(1) Ip(5)
 FP(5) #BFR(1) JAG(5) OLA(5) OON(5)
 PERS(1) 143#

+62

DEPARTMENT OF DEFENSE
NATIONAL MILITARY COMMAND CENTER
MESSAGE CENTER

84487

VZCZCUCS467
OO RUCRJCS
DE RUEFHQA #1504 2210300
ZNR UUUUU ZDV RUEFHQA8014 REROUTE OF RULPAF1504 2210025
RUCRJCS-ZXY#11
O 090025Z AUG 69
FM DET 17EARRC ALBROOK AFB CZ
TO RUKTAAA/HQ ARRS/ARCCP/SCOTT AFB ILL
INFO RUVRAGA/HQ EARRC ROBINSON AFB GA
RUCIEUA/MAC/MADCOA
RUEFHQA/AFOP WASH DC
RUWTRTA/MCP SCOTT AFB ILL
RUEFHQA/HQ USAF WASH DC/AFXPFFH
RUEGBA/USMILGP ARGENTINA
RULPAL/USCINCSO QUARRY MTS CZ
RUEGNA/USMILGP CHILE
ZEN/USAFSO/CP
RUEFHQA/JCS/J3/HEGHEM DESK/WASH DC
RULPAK/USARSO CZ
RULPNA/USNAVSO CZ
RUEOHWA/AFEDC FT RITCHIE MD
RUCMAAA/USAF/ALT/MAXWELL AFB AL
BT

CALL 53327
RECEIVED/NO
SERVICE

09 03 47Z

IMMEDIATE

ai

C-47

RECEIVED AT CNO
COMMUNICATIONS
CENTER

09 08 00Z AUG 69

:03510

UNCLAS RCC
ADDITIONAL INFORMATION MY 08/2340Z AUG 69, MSN NO, 17-028-AUG 69,
1, RESCUE PROGRESS REPORT NO FOUR, SAR ACTIVITY CONDUCTED BY
ARGENTINA AIR FORCE AND USAF ACFT IN ARGENTINA 8 AUG 69,
7 SORTIES USING

C-47 ACFT NO 45111 AND 2 ARGENTINA F-86 ACFT,
SIX SORTIES FLOWN BY THE F-86 ACFT HAD TO BE CUT SHORT DUE TO
EXTREME ICING ON WINGS ABOVE 1500 METERS, THE USAF C-47 RETURNED TO
BUENOS-AIRES UPON COMPLETION OF ITS SORTIE, RETURN WAS BASED ON
THE FACT THAT SEARCH IN THE LOWLANDS ON THE ARGENTINA SIDE IS
COMPLETE, AND THE C-47 CANNOT SEARCH IN THE MOUNTAINOUS AREA,
COMILGP CHILE CONCURRED IN THIS ACTION.

#1504
NNNN

33-009

INFO:

03360 ~~MSN~~ MSN(5) 00(2) 09(1) 09R(1) 090(1)
90(1) 03(1) 30(3) 31(5) 32(8) 34(2)
04(2) 05(8) 50(16) 51(1) 53(4) 06(1)
61(2) 07(1) 092(14) 094(12) 095(4)
098(4) 007(6) NRC(1) NAAFAP(1) Ip(5)
FP(5) BFR(1) JAG(5) OLA(5) OON(5)
PERS(1) 143#

REF A

+62

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
 P 082030Z AUG 69
 FM COMUSMILGP CHILE

TO SECNAV
 CSAF

INFO CNO
 BUPERS
 BUMED
 USCINCSO
 USAF60
 COMUSNAVSO/COM15
 CINLANTFLT
 COMNAVAIRLANT
 NAVAVNSAFECEN
 JAG NAVY
 CHNAVMAT

*C-47
 air*

UNCLAS F O U O

SCCH-AA
 CSAF FOR CASUALTY BRANCH
 SUBJ: PROGRESS REPORT NUMBER FOUR MISSING C-47
 BUNE: 17254
 A. BUPERSMAN, ARTICLE C-9801 (7)

1. FOL REPORT ON EFFORTS FOR 7 AUG:
 A. SAR EFFORT COMMENCED 0800 LOCAL (071200Z) TO
 TERMINATE 1830 LOCAL. 14 A/C FLYING 18 SORTIES PUT IN
 58 HOURS. AREA OF CONCENTRATION 3350S 7014W.
 B. WEATHER SAME AS YESTERDAY.
 C. DUE TO REPORTED AIRCRAFT SIGHTINGS AND RELIABLE
 REPORTS OF AIRCRAFT OVERHEAD BY SOUND THE MAIN EFFORT
 OF THE SEARCH WAS CENTERED EAST AND SOUTHEAST OF
 RANCAQUA IN THE CANYONS OF THE CACHAPOAL RIVER. MINING
 PERSONNEL REPORTED THE AIRCRAFT OVERHEAD AT THE TOWN
 OF SEWELL AND THE TWO PEOPLE SOUTH OF SEWELL TWENTY
 MILES REPORTED THE SOUND OF ENGINES AND A LOUD EXPLOSION.
 THIS AREA HAS BEEN CHECKED BY HELOS AND FIXED WING
 AIRCRAFT. THE TIME OF THE REPORTS WAS IN LINE WITH THE

33(6) ...ACT
 SN(5) 00(2) 09(1) 09B(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
 34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
 094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
 BFR(1) JAG(5) OLA(5) OON(5) PERS(1) + 62

03360A

144

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C13092/2/MH/F <i>BL</i>	1		<i>2</i>	09/0020Z	082030Z AUG 69

NAVAL MESSAGE**NAVY DEPARTMENT**

TIME IT WOULD TAKE FOR A C-47 TO REACH THIS POINT FROM SANTIAGO AND FITS THE FLIGHT PLAN FOR THE NAVY C-47, IT IS ESTIMATED THAT THE SEARCH COVERAGE IS ABOUT 60 PERCENT. THE MAJOR PROBLEM IS THE HEAVY SNOW FALL AND DRIFTS THOROUGHOUT THE AREA. TO THE WEST OF PLANNED TRACK THE WEATHER HAS BEEN GOOD FOR AIR SEARCH, THIS AREA HAS HAD 100 PERCENT COVERAGE BY LIGHT AIRCRAFT AND CHILEAN MILITARY AIRCRAFT. WE DO NOT HAVE INFORMATION ON THE COVERAGE ON THE ARGENTINA SIDE OF THE ANDES.

2. GROUND SEARCH: IN THE ANDES IT HAS BEEN DIFFICULT TO MAKE A PRODUCTIVE GROUND SEARCH. GROUND PARTIES HAVE BEEN TURNED BACK BY HEAVY SNOW. IN THE AREA TO THE WEST OF PLANNED TRACK GOOD GROUND COVERAGE HAS BEEN ACCOMPLISHED WITH NEGATIVE RESULTS. IT IS DIFFICULT TO ESTIMATE THE SQUARE MILES COVERED DURING GROUND SEARCH AS ALL STATIONS HAVE NOT REPORTED IN.

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
813092/2/MM/F	2		2	09/0020Z	082030Z AUG 69

NAVAL MESSAGE**NAVY DEPARTMENT**

BY USMC ADVISOR, PROVIDED LTC SMITH WILL AGREE TO EXTENSION, MSG TO THIS EFFECT WILL BE FORTHCOMING FROM CNO (OP-62).

3. AT THIS TIME THERE ARE NO ADDITIONAL REPORTS OVER AND ABOVE THOSE ALREADY REQUIRED.

4. IF REF C IMPLEMENTED, INDICATE DEPENDENT STATUS SHELBY PENN MOONEY. FURTHER, RECOMMEND COMPLY REF D (PARTS THAT APPLY TO DEPENDENTS) INCLUDING DATE AND PLACE OF BIRTH BOTH SVC MEMBER AND DEPENDENTS, REGARDLESS WHETHER BODIES RECOVERED OR NOT.

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C11382/2/JJ/R	2		2	07/2330Z	072210Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
P 051625Z AUG 69
FM COMUSMILGP CHILE

TO SECNAV
CSAF

INFO CNO
BUPERS
BUMED
COMUSNAVSO/COMFIFTEEN

UNCLAS F O U O

SCCH AA
CSAF FOR CASUALTY BRANCH
SUBJ: MISSING NAVSEC C-47 BUNR 17254
A. BUPERSMAN C9801(6)

Air
C-47

1. BELOW PERS ABOARD SUBJ A/C LONG OVER DUE AND MISSING. SAR BY CHILEAN ARMED FORCES AND NAT POLICE UNDERWAY, AS OF THIS TIME NO RESULTS. AIRCRAFT DEPARTED LOS CERRILLOS 042050Z ENROUTE TO EZEIZA AIRPORT BUENOS AIRES, LAST REPORTED POSITION ANGSTURA, 27 MILES SOUTH SANTIAGO, NEXT REPORT VOR CURICO ETA 2133Z. WEATHER TURBULENT WITH ICING AND CUMULO NIMBUS. NO INFO THIS TIME ON CIRCUMSTANCES CAUSING MISHAP, NEXT OF KIN NOT ADVISED. SERVICE RECORDS AND OTHER PARTICULARS WITH NAVSEC IN VALPARAISO.

2. PASSENGER LIST:
SSGT RONNIE BALL, FR *B-6*, USAF
MRS. NORMA BALL
ATC JOE FERNANDEZ, *B-6* USN
MRS. CLAUDINE FERNANDEZ
ADCS JOHN T. HIGGINS, *B-6*, USN
SSGT FRANK HOMER, FR *B-6* USAF
MRS. CAROL HOMER
LCDR JAMES P. KUHN, *B-6* USN
LCDR HAROLD L. MOONEY, *B-6* USN
MRS. SHELBY MOONEY
TSGT ROBERT PATTERSON, FR *B-6*, USAF

MED(2)/PERS(1) ...ACT
05(8) ...COG
SN(5) 09B(1) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)
007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) +

04820A

063

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
C07329421 <i>1/1</i>	1		2	2008ZMHF	051625Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

MRS. ESTHER PATTERSON
MRS. FLOYD E. SMITH (DEPENDENT WIFE CAPT
MRS. ROBERT L. TILTON (DEPENDENT WIFE CDR
B-6 USN)
CDR RALPH J. TOUCH, B-6 USN
MRS. NORMA TOUCH

B-6
B-6

USN)
, SC,

CONTROL NO.	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
C07329/2/	2 2	2008ZMHF	051625Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

CAPT *B-6* ARE RESIDING WITH SERVICE MEMBERS IN CHILE.

4. ADVISE IF BETTER ADDRESS CAN BE PROVIDED FOR MOTHER IN LAW OF CDR R. J. TOUCH. LATEST ADDRESS ON NAVPERS 601-2 DTD 15 JUL 69 IS CHICAGO ILLINOIS.

5. ASSURE BUPERS BE KEPT INFORMED OF RESCUE OPERATIONS AND ANY CHANGE IN STATUS.

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
00782342/80/F	2		2	06/0009Z	051950Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

ROUTINE

R 062219Z AUG 69
FM NAVSTA RODMAN

TO COMUSMILGP CHILE

INFO SECNAV

BUPERS

BUMED WASHDC

NAVY FINANCE CENTER CLEVELAND OHIO

COMMANDANT THIRD NAVAL DISTRICT NY

COMMANDANT ELEVENTH NAVAL DISTRICT SAN DIEGO

COMMANDANT FIRST NAVAL DISTRICT BOSTON

COMMANDANT NINTH NAVAL DISTRICT CHICAGO

USCINCSO

USNAVSQ

CNO

CSAF

UNCLAS E F T O

7220 NAVY PERS ABOARD MISSING NAVSEC C-47 BUNR 17254

REF: A. YOUR 052020Z AUG 69

B. DODPM TABLE 453

C. DODPM TABLE 451

D. MPP 40501.C

1. REF A REQUESTS THIS ACT MAKE DEATH GRATUITY PMTS, REF B PROVIDES THAT D.O. CAN MAKE PMTS ONLY TO THOSE BENEFICIARIES RESIDING AT OR NEAR MBR'S DUTY STATION, MRS, CATHERINE KUHN ONLY BENEFICIARY FALLING IN THIS CATEGORY, ALL BENEFICIARIES RESIDING IN CONUS WILL BE PAID GRATUITY BY NFC CLEVE.

2. REF C PROVIDES THAT PMT OF DEATH GRATUITY WILL BE MADE TO SURVIVORS IN FOLLOWING ORDER: SPOUSE; CHILD OR CHILDREN REGARDLESS OF AGE OR MARITAL STATUS IN EQUAL SHARES; RELATIVES CONSISTING OF PARENTS, BROTHER, AND SISTERS OR A COMBINATION OF THESE; IF SO DESIGNATED BY MEMBER, 8 IN EQUAL SHARES UNLESS SPECIFIC PERCENTAGES ARE SHOWN; PARENTS IN EQUAL SHARES, AND BROTHERS AND SISTERS IN EQUAL SHARES, ACCORDINGLY, ^{be} ITEMS SUBMITTED IN REF A REQUIRE CLARIFICATION AND/OR CORRECTION FOR THE FOLLOWING MEMBERS: FERNANDEZ - SUBSTITUTE _{B-U}

MED(2)/PERS(1) ...COG

04820C

05(8) ...COG

SN(5) 09B(2) 09B2(2) 10(5) 03(1) 03V(1) 50(16) 51(1) 56(2)

007(2) 092(2) NAAFAP(1) IP(1) FP(3) BFR(1) JAG(5) + 00 09 33 62 063

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
01042613/MH/74	1		2	07/1306Z	062219Z AUG 69

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
PI 052055Z AUG 69
FM COMUSMILGP CHILE

TO SECSTATE
SECNAV
CSAF
CNO

INFO USCINCSO
USNAVSQ
USAF80
CINCLANTFLT
COMNAVAIRLANT

*Air
C-47*

UNCLAS F O U O

SCHH AA
SUBJ: MISSING NAVSEC C-47 BUNR 17254

1. USIS CHILE ADVISES THAT LOCAL PRESS MEDIA HAS OBTAINED LIST OF NAMES OF 16 PASSENGERS ABOARD SUBJ A/C AND INTENDS TO PRINT IN LOCAL PRESS.

2. TO THIS TIME NO RESULTS FM SAR EFFORTS CHILEAN AF. LOCAL POLICY THIS EMBASSY AND MILGP IS NOT TO CONFIRM OR DENY LIST OF PASSENGERS UNTIL AUTHORIZED.

33(6) Y., AGT
SN(5) 00(2) 09(1) 09B(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) OON(5) PERS(1) * 62

03360A

144

CONTROL NO.	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
00717442/MMV/FLC	1 1	05/1840Z	052055Z AUG 69

NAVAL MESSAGE**NAVY DEPARTMENT**

AND ^{B-6} AND OMIT MOTHER, ^{B-6} - SUBSTITUTE WIFE,
 AND OMIT ^{B-6} AND - PAY RECORD INDICATES
 TWO DEPENDENTS, OTHER THAN WIFE, RESIDING IN CHILE - ALL DEPENDENT
 CHILDREN SHOULD BE INCLUDED UNDER THIS ITEM, REGRETTABLY, REF B AND D
 BAR PMT OF DEATH GRATUITY TO OR IN BEHALF OF CHILDREN BY FIELD D.O.
 THESE PAYMENTS WILL ALSO BE MADE BY NFC CLEVE,

3. FOLLOWING ARE OMISSIONS FROM AND/OR DISCREPANCIES WITH CERTAIN
 ITEMS REPORTED BY REF A, AS VERIFIED WITH PAY RECORDS OF FOLLOWING
 MEMBERS: FERNANDEZ - NOVEMBER (2), ADD P-2 75 DOLS AND FORDU 22,90 DOLS
 KUHN - MIKE, ADD SGLI, NOVEMBER (3), PAYREC SHOWS 11 YRS 08 MOS 21
 DAYS VICE 11 YRS 06 MOS 16 DAYS
 MOONEY - NOVEMBER (3) PAYREC SHOWS 15 YRS 06 MOS 09 DAYS VICE 15 YRS
 02 MOS 11 DAYS
 TOUCH - MIKE, ADD SGLI AND PENNINSULAR LIFE INS. CO.

CONTROL NO.	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
C1048643/MH/	2 <input type="radio"/> 2	07/1306Z <input type="radio"/>	062219Z AUG 69

DEPARTMENT OF DEFENSE

NATIONAL MILITARY COMMAND CENTER

OPERATIONS CENTER

60400

MM/TM/3/11

01020JCS206
00 RUCRUCS
00 RUEOFA #1334 2490230
ZNR UUUUU

33...000
00 01 02 03 04 05 06 07 08 09 10 11 12 13 14
04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
000 007 NRC NAAFAP 1P FP BFR JAG OLA
00N PERS 62

CALL 53337
FOR NMCC/MC
SERVICE

0 070230Z AUG 69
FM DET 17 BARRC ALBUQUERQUE AFB OZ
TO RUCIEUA/HQ ARRS BAROCK/SCOTT AFB ILL

807 05 27Z

INFO RUVRAGA/HQ BARRC ROBINSON AFB GA
RUCIEUA/MAC/MAOCCA
RUCERHGA/AFOP WASHINGTON DC
RUCRTA/MCP SCOTT AFB ILL
RUBBSJA/HQ USAF/AFKOPFH
RULPAL/USCINCSO QUARRY HTS OZ
ZEN/USAFSO/CP
RULPAK/USARSO OZ
RULPNA/USNAVSO OZ
RUEBNA/USMILGP CHILE
RUEBBA/USMILGP ARGENTINA
RUEOHWA/AFBQC FT RITCHIE MD
RUCNAAA/USAF/ALT/MAXWELL AFB ALA
RUCRUCS/JCS - J3, WESTHEM DESK WASH DC

IMMEDIATE

RECEIVED AT CNO
COMMUNICATIONS
CENTER

07 10 04 2 AUG 69

Air
C-47
07 10 04 2 AUG 69

BT

UNCLAS RCC

1. RESCUE PROGRESS REPORT NO. TWO, 2. MISSION NO. 17-020-5 AUG 69,
3. SITUATION: USN #47 MISSING ON FLIGHT FROM SANTIAGO CHILE TO
BUENOS AIRES ARGENTINA, 30. PERSONNEL: 16 INVOLVED, 16 MISSING,
30. FLYING ACTIVITY: (1) CHILEAN FORCES - 21 AIRCRAFT, 21 SORTIES,
60 FLYING HOURS, (2) USAF FORCES - 2 AIRCRAFT, 4 SORTIES, 12 FLYING
HOURS, (3) AREA SEARCHED: ALL CHILEAN LAND MASS BETWEEN 3330S TO
3600S BETWEEN THE ARGENTINE BORDER AND THE CHILEAN COAST, INTENSIVE
SEARCH AREAS: 3410E 7020W - 15 MILE RADIUS, 3435E 7020W - 15 MILE
RADIUS,
3520 S 7040W - 15 MILE RADIUS, (4) POD: ESTIMATE 50 PERCENT EFFECTIVE
DUE TO MOUNTAINOUS TERRAIN, (5) FUTURE PLANS: (1) CONTINUE SEARCH IN
SAME AREAS AND ALSO HIGHER ALTITUDE SEARCH WITH C-130, (2) SAR FORCES
AVAILABLE ON 07 AUG SAME AS ON 06 AUG WITH ADDITION OF ONE C-130,
30. (1) ONE C-130 DELAYED AT LIMA FOR MAINTENANCE - ARRIVED SEARCH
AREA TODAY, (3) AREA SEARCH IN SQUARE MILES - 15,000, PLUS 675
SQUARE MILES SEARCHED EXTENSIVELY,

BT

#1334
NNNN

INFO: DJS-3 SCS-1 J3-12 JRC-3 NMCC-1 CSA-1 CNO-2 CSAF-1 CMC-7

FILE-1(32)HAT-WW

NNNNCZCFJA807

PGTUZYUW RUEAESA0430 2182158-0000--FUEBJFA

DE RUEFNA #1839 2182140

ZNR 00000

P 061900Z AUG 69 2FF4

FM COMUSMILGP CHILE

TO RUENAAA/SECNAV

RUEFHQA/CSAF

INFO RUENAAA/CNO

RUEBJFA/BUPERS

RUEBJIA/BUMEL

RULPAL/USCINCSO

RULPAF/USAFSO

RULFNA/COMSUNAVSO COMFIFTEEN

RUEONKA/CINCLANT FLT

RUEENBA/COMNAVAIRLANT

RUGILSA/NAVAVNSAFECEN

~~RUEBJFA/JAG NAVY~~

RUEBBJB/CPNAVMAT

BT

PRIORITY
DELIVERED TO BUPERS
DUTY OFFICER BY HAND
FOR INFORMATION

SIGNED B6

6 AUG 69 22

14Z

JAG
~~C23 / C04~~
m

Am C-47 Max Dadder

UNCLAS F O U O SCCH-AA

CSAF FOR CASUALTY BRANCH

SUBJ: PROGRESS REPORT NR TWO ON MISSING C-47 BUNE

17254

A. PUFERSMAN, ARTICLE C-9801 (7)

1. FOL REPORT ON EFFORTS FOR 6 AUG:

A. SAP EFFORT CHILEAN MILITARY AND CIV A/C COMMENCED

0800 LOCAL (061200Z). TO TERMINATE 1830 LOCAL. TWENTY

TWO A/C FLYING TWENTY THREE SORTIES PUT IN 56 FLYING

HOURS. TYPES PARTICIPATING SIMILAR FIRST REPORT. AFSEC

C-47 FLEW ADDITIONAL 5 PLUS 30 HRS ON SEARCH MISSION IN

VICINITY 34 DEGREES - 35 DEGREES S 70 DEGREES - 71 DEGREES

W. GENERAL AREAS SEARCHED WERE 30-30S TO 36-00S, BORDER TO

COAST CONCENTRATING IN AREA TO EAST OF RANCAGUA (50 MI SO

SANTIAGO) WHERE A/C ENGINES HEARD EVE 4 AUG. HELO ALSO COVERING

RAVINES AND PASSES THIS AREA.

B. WEATHER ALONG WESTSIDE ANDES CLEAR BELOW 13,500

CEILING. APPROX 10 METERS NEW SNOW. MTS. RUGGED, SHARP

PINNACLES AND DEPRESSIONS FILLED WITH SNOW. AFSEC C-47

REPORTS STONG WINDS DOWN CORDILLERA. NEW DEEP SNOW IS

MOST FORMIDABLE DETERRENT FOR SIGCHTING.

O

Car

Ma Jaden

Soldier

C. ARGENTINE MILAIR CONDUCTING SEARCH THEIR AREA WITH

Q-C-130, 3-F-86, 2-C-47, AND CHAFSEC C-47.

2. USAFO DISPATCHING ADDITIONAL C-130 FOR SEARCH. ONE
C-130 ARRIVED 1600 LOCAL TODAY, WILL PROVIDE HIGH ALT/
ENDURANCE SEARCH OVER CORDILLERA COMMENDING 7TH.

3. WOMENS GROUP OF CHILEAN/AMERICAN WIVES HAVE LIST
FO HOMES IN VINA DEL MAP/VALPARAISO AREA AVAILAble TO
RECEIVE RELATIVES OF MISSING PERSONNEL SHOULD THE
OCCASION ARISE.

4. FOR USCINCSO. IN ORDER PROVIDE LOCAL PRESS APPRECIATION
OF SEARCH PROBELMS REQUEST AUTH PERMIT USIS APPROVED
NEWSMEN RIDE C-130.

BT

#1839

NNNNCZCFJA601

PQTUZYUW RUEAESAO542 2192233-UUUU--RUEBJFA

DE RUESNA #1861 2192230

ZNR UUUUU

FOR OFFICIAL USE ONLY

P 072145Z AUG 69 2FM-4

FM COMUSMILGP CHILE

TO FUENAAA/SECNAV

RUEFHQA/CSAF

INFO FUENAAA/CNO

RUEUJFA/BUPERS

RUERJIA/BUMED

RULPAL/USCINCSO

RULPAF/USAFSO

RULPNA/COMSUNAVSO/COM15

RUEONKA/CINCLANTFLT

RUEFNEA/COMNAVAIRLANT

RUCILSA/NAVANSAFECEN

RUEHJFA/JAG NAVY

RUERBHB/CHNAVMAT

JAG
G23 / Coy
WA

air
C-47

7 AUG 69 22 34Z

PRIORITY
DELIVERED TO BUPERS
DUTY OFFICER BY HAND
FOR INFORMATION

SIGNED

BT

UNCLAS F O U O

SCGH-AA

CSAF FOR CASUALTY BRANCH

SUBJ: PROGRESS REPORT NR THREE MISSING C-47 EUNR 17254

A. BUPERSMAN, ART C9801(7)

Cu
FOR OFFICIAL USE ONLY

1. FOL REPORT ON EFFORTS FOR 7 AUG:

A. SAR EFFORT CHILEAN MILITARY AND CIVILIAN A/C COMMENCED 0835 LOCAL (071235Z) DUE TO POOR WEATHER IN SEARCH AREA. TO TERMINATE 1830 LOCAL. EIGHT CHILEAN A/C FLEW 12 SORTIES FOR 27 HRS AND TWO USAF A/C 2 SORTIES FOR 10 1/2 HRS TOTALS 10 A/C 14 SORTIES FOR 37 1/2 HRS. GENERAL AREA SEARCHED AS IN REPORT TWO. CONCENTRATED SEARCH BETWEEN 34:00S TO 34:50S AND 70:00 TO 70:50W. DUE HIGH WINDS NO HELOS FLEW TODAY. MODERATE TO SEVERE TURBULENCE IN SEARCH AREA THUS RESTRICTING ALL SEARCH EFFORTS.

2. FUTURE PLANS ARE TO CONTINUE SEARCH IN SAME AREAS WITH HIGHER ALTITUDE SEARCH WITH TWO C-130S ASSIGNED.

3. ARGENTINE MILAIR AND MILGP USAF C-47 CONDUCTED SEARCH OTHER SIDE WITH 3 47S, 2 F-86S AND 1 C-130.

4. ALL LEADS RECEIVED WERE FOLLOWED BY SEARCH EFFORT WITH NEGATIVE RESULTS.

5. FOR CSAF AND BUPERS. LTRS TO NOK HAVE BEEN AIR MAILED OR BEING MAILED (BUPERSMAN, ART C9803 REFERS).

BT

#1861

NATIONAL MILITARY COMMAND CENTER
MESSAGE CENTER

6 8 2 3 9

VZCZCJCS002
OO RUCRJCS
DE RUEOEFA #1574 2832302
ZNR UUUUU
O 112250Z AUG 69
FM DET 17/EARRC ALBROOK AFB CZ
TO RUCIEUA/MQ ARRS/ARQCP/ACOTY AFB ILL
INFO RUVRAGA/MQ EARRC ROBBINS AFB GA
RUCIEUA/MAC/MAOCSA
RUEFHQA/AFCP WASHINGTON DC
RUCIEUA/MCP SCOTTY AFB ILL
RUEFHQA/MQ USAF/AFKOPFH
RULPAL/USCINCSO QUARRY HTS CZ
ZEN/USAFSO
RULPAK/USARSO CZ
RULPNA/USNAVSO CZ
RUEQHWA/AFEOC FT RITCHIE MD
RUCBAAA/USAF/ALT/MAXWELL AFB ALA
RUEBNA/USMILGP CHILE
RUEBBA/USMILGP ARGENTINA
RUCRJCS/JCS J3 WESTHEM DESK WASHINGTON DC
RUWJELA/ACGS FORGES AFB KAN
BT

CALL 53337
FOR NMCC/MC
SERVICE

8 12 00 32Z

Buno
1254

IMMEDIATE

air
C-47

UNCLAS RCC
1. RESCUE PROGRESS REPORT NO. SEVEN, 2. 17-038-9 AUG 69
3. SITUATION: USN C-47 MISSION ON FLIGHT FROM SANTIAGO, CHILE TO
BUENOS AIRES, ARGENTINA. 3C, PERSONNEL: 16 INVOLVED, 16 MISSING
3D, FLYING ACTIVITY: (1) USAF - 4 AIRCRAFT, 4 SORTIES, 17 HOURS
(2) CHILEAN FORCES; 7 AIRCRAFT, 9 SORTIES, 28 HOURS, (3) AREA
SEARCHED: FROM 3400S TO 3600S BETWEEN 7000W AND 71300W; (4) POD:
50 PERCENT DUE TO MOUNTAINOUS TERRAIN AND DEEP SNOW COVERAGE, 3E,
FUTURE PLANS: (1) CONTINUE SEARCH IN SAME AREA AS TODAY, (2) FORCES
AVAILABLE TOMORROW WILL BE SAME AS TODAY, 3G, (1) NEGATIVE RESULTS
FROM SEARCH EFFORTS TODAY, (2) SEARCH AREA WEATHER FORECASTED TO
BE GOOD,
BT

#1574
NNNN INFO: CJCS-1 DJS-3 SJCS-1 J3-12 J5-2 NMCC-1 SECDEF-7 CSA-1
ASD/ISA-9 ASD/PA-1 O-2 CSAF-1 OMC-7 FILE-1(49)/CAC/MY

MH/TW/1
33...COG
SN 00 09 09B 090 90 03 30 31 32 34
04 05 50 51 53 06 61 07 092 094 095 098
007 NRC NAAFAP IP FP BFR JAG OLA OON
PERS 62

PAGE 1 OF 1

RECEIVED AT
COMMUNICATIONS
CENTER

12 01 59Z AUG 69

04229

NAVAL MESSAGE

NAVY DEPARTMENT

PRIORITY
R 111810Z AUG 69
FM COMNAVPER

TO COMUSMILGRP CHILE

INFO CNO
USCINCPAC
COMUSNAVSO

Air
C-47

UNCLAS

MISSING NAVSEC C-47 BUND 17254

A: YQUB 100031Z AUG 69

B: MY 102330Z AUG 69

1. ODR *B-6* HAS BEEN CONTACTED AND HE
MAY BE REACHED IN CARE OF *B-6*
B-6 PHONE NUMBER AREA CODE *B-6*

33(6) *...COG
SN(5) 00(2) 09(1) 09B(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) DON(5) PERS(1) * 62

03360C

144

CONTROL NO.	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
016556/3/JW/R	1 1	11/2109Z	111810Z AUG 69

NNNCZCFJA220

PTTEZYVW RUEACTA1715 2231310 "EEEE" RUEBJFA.

ZNY EEEEE ZOC RUEACTA #1715 2231310

PQTEZYUW RUEAESA0784 2231258 "EEEE" RUEBJFA RUEFHQA RUEBJFA RUEFJIA

RULPAF RUEONKA RUEBNBA.

DE RAUESNA #1882 2231200

ZNY EEEE

P 110118Z AU

G 69

FM COMUSMILGP, CHILE

TTT RUEBJFA/SECNAV

RUEFHQA/CSAF

INFO RUENAAA/CNO

RUEBJFA/BU PERS —

RUEBJIA/BUMDL

RULPAL/USCINCSO

RULPAF/USAF

RULPNA/COMUSNAVSO/COMIS

RUEONKA/CINCLANTFLT

RUEBNBA/COMNAVAIRLANT

RUEBJFA/NAVAVNSAFECEN

RUEBJFA/JAG NAVY —

RUEBJFA/CHNAVMAT

BT

UNCLAS E F T O / F O U O

SCCH AA

CSAF FOR CASUALTY BRANCH

SUBJ: PROGRESS REPORT NUMBER SIX MISSING C-47 EUNR 17254

A. BUPERSMAN, ARTICLE C-9801(U)

*C-47
air*

*G23
JAG
PERS
PERS 4
PL6
B*

009

NW

11 AUG 69 13 12Z

.CZCFJA714

OFTUZYUW RUEOTSE0073 2262245-0000--RUEBJFA.

DE RUEFNA #1933 2262220

ZNR UUUUU

O P 142030Z AUG 69 ZFPA

FM COMUSMILGP CHILE

TO RUEHC/SECSTATE WASHDC

RUENAAA/SECNAV

RUEFHQA/CSAF

INFO RUENAAA/CNO

RUEEJFA/BUPERS

RUEEJIA/BUMEL

RULPAL/USCINCSO

RULPAF/USAFSO

RULFNA/COMUSNAVSOC/COMIS

RUEDNYA/CINCLANTFLT

RUCILMA/COMNAVAIRLANT

RUCILSA/COMNAVSAFECEN

RUEBJFA/JAG NAVY

RUEFBJB/CHNAVMAT

BT

UNCLAS F O U O

SCCH AA

CSAF FOR CASUALTY BRANCH

SUBJ: PROGRESS REPORT NUMBER TEN MISSING C-47 BUNR 17254

A. BUPERSMAN, ARTICLE C-9801(7)

1. FOL REPORT ON EFFORTS FOR 14 AUG:

A. SAR EFFORT RESTRICTED BY EXTREMELY BAD WEATHER OVER COPDILLERA AND IN GENERAL SEARCH AREA.

B. FOUR AERO CLUB A/C FLEW 4 SORTIES FOR TOTAL OF 4

HRS.

JAG
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14 AUG 69 23 32Z

PRIORITY
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FOR INFORMATION.

SIGNED _____

Buno 17254
air - (47)

2. PEF PROGRESS REPORT NINE PARA 2. SEARCH RESULTS NEG.

3. SEARCH WAS TERMINATED AT 2200Z 14 AUG 69. CHILEAN SAR WILL CONTINUE TO FOLLOW-UP ANY NEW LEADS AS THEY MIGHT COME UP. WHEN THE MAJORITY OF THE SNOW IS GONE THIS SUMMER AIR SEARCH WILL BE REINSTATED.

4. THE FOL STATEMENT BY B-6, DIRECTOR OF THE US INFORMATION SERVICE IN CHILE WAS RELEASED TO THE PRESS TODAY. "AT SIX PM THURSDAY FOL TEN EXTENSIVE DAYS OF SEARCH, EFFORTS CEASED TO LOCATE THE MISSING US NAVY MISSION C-47 A/C WHICH DISAPPEARED MON, AUG 4, ON A FLT FM SANTIAGO TO BUENOS AIRES. AERIAL SEARCH EFFORTS WERE CONDUCTED BY THE CHILEAN AF, NAVY, CARABINEROS AND PRIVATE AERO CLUBS. THEY WERE ASSISTED BY A/C FM THE USAF.

"SINCE THE DISAPPEARANCE APPROX 120 A/C FLEW 162 SORTIES FOR MORE THAN 395 HRS OF FLYING TIME. ONE HUNDRED PER CENT COVERAGE WAS GIVEN TO THE AREA IN WHICH IT WAS ASSUMED THE PLANE HAD CRASHED.

"MANY FAMILIES WERE INVOLVED IN THIS TRAGIC EVENT BUT THANKS TO THE CONCEPTED EFFORTS OF ALL CONCERNED THE CHILDREN OF THE MISSING PARENTS HAVE BEEN WELL CARED FOR. ARRANGMENTS HAVE BEEN MADE W RELATIVES IN THE US FOR THE RECEIPT OF ALL OF THE CHILDREN AND THE FIRST GROUP WILL LEAVE FM CHILE THIS WEEKEND.

" A MEMORIAL SERVICE WILL BE HELD ON SUN AT THE NAVAL CHAPEL
IN SALINAS FOR THE PERS WHO WERE ABOARD THE PLANE. THE CHARGE
D AFFAIRES A.I. OF THE US EMBASSY AND ALL MEMBERS OF THE
MILGP IN CHILE TAKE THIS OPPORTUNIZY TO EXPRESS THRIPROFOUND
APPRECIATION AND GRATITUDE TO THE HUNDRED OF PEOPLE WHO
HAVE OFFERED ALL FORMS OF ASSITANCE. SPECIAL APPRECIATION IS
EXPRESSED TO THE CHILEAN AF, THE CARBINEROS, THE PRIVATE
AERO CLUBS AND CUERPO DES SOCCORO ANDINO FOR THEIR TIRELESS
EFFORTS."

BT

#1933

NNNNCZCFJA945

OGIUZYUW RUEAESAD115 2252141-0000--RUEBJFA.

DE RUEFSNA #1919 2252125

ZNR 00000

O P 132045Z AUG 69 ZFF4

FM COMUSMILGP CHILE

TO RUEHC/SECSTATE

RUENAAA/SECNAV

RUEFHGA/CSAF

INFO RUENAAA/CNO ✓

RUEBJFA/BUPERS

RUEBJIA/BUMED

RULPAL/USCINCSO

RULPAF/USAFSO

RULPNA/COMUSNAVSO/COM15

RUEDNKA/CINCLANTFLT

RUCILSA/COMNAVAIRLANT

RUCILMA/CONNAVSAPFECEN

RUEBJFA/JAG NAVY ✓

RUEBBJB/CHNAVMAT

BT

UNCLAS F O U O

air c-47

PRIORITY
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DUTY OFFICER BY HAND
FOR INFORMATION.

SIGNED _____

13 AUG 69 21 46Z

JAG

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key
M.H.

Per
Per
P16

FOR OFFICIAL USE ONLY

SCGH AA.

CSAF FOR CASUALTY BRANCH

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SUBJ: PROGRESS REPORT NUMBER NINE MISSING C-47 FUMR 17254

A. SUPERSMAN, ARTICLE C-9801(7)

1. FOL REPORT ON EFFORTS FOR 13 AUG:

A. SAR EFFORT RESTRICTED BY EXTREMELY BAD WEATHER OVER CORDILLERA AND IN GENERAL SEARCH AREA.

B. ONE USAF C-47 FLEW 1 SORTIE FOR TOTAL 3 HRS.

C. C-130'S NOT LAUNCHED AS CLOUD CEILING WAS DOWN INTO THE VALLEYS.

2. MILGP ARGENTINA REPORTED THAT LOCAL PRESS HAD STATED

A/C FOUND 35-45S; 70-10W. THIS AN UNCONFIRMED REPORT MISSING

A/C LOCATED. UNDERSTAND ARG AF ADVISES THAT BORDER PATROL

WILL SEARCH AREA TODAY. A CHECK W SAR PANAMA AT 1645 LOCAL

REVEALED NO FURTHER WORD ON THIS PRESS RELEASE. CEILING IN

AREA IN ARGENTINA IS 60 METERS. THIS HAS PREVENTED AIR

SEARCH IN THIS AREA.

3. SEARCH WILL CONTINUE 14 AUG WEATHER PERMITTING.

BT

#1919

NNNACZCFJA052

OCTUZYUW RULPCMUB502 225 00-0000-PRUEBJFA

DE RULPAL #0174 2252234

ZNR 00000

O P 132208Z AUG 69

FM USCINCSO

TO RUFNSA/COMUSMILGP SANTIAGO CHILE

RUESBA/COMUSMILGP ARGENTINA

INFO RULPAF/COMUSAFSO

RULPNA/COMUSNAVSO

RUEPC/SECSTATE WASHDC

RUEFHQA/CSAF

RUENAAA/SEC NAV

RUCILMA/COMNAV AIR LANT

RUEDNKA/CINC LANT FLT

RUEBJFA/JAG NAVY ✓

RUEBJFA/BUPERS ✓

RUEBJIA/BUMED

BT

UNCLAS

SC(EO)

SUBJ: SEARCH FOR MISSION C-47 BRUNO 17254

A. USMILGP CHILE CONF MSG DTG 122005Z AUG 69. (HC-21590)

1. CONCUR WITH CONTINUATION OF SEARCH FOR MISSING NAVY SECTION

PAGE 2 RULPAL 0174 UNCLAS

C-47, BURO 17254 THRU 14 AUG 69.

2. SUBJECT TO CHECKOUT OF PRESENT POSSIBLE SIGHTING IN ARGENTINA AND IF NO NEW LEADS SURFACE, CONCUR WITH TERMINATION OF THE SEARCH AT 1830 HOURS LOCAL ON 14 AUG.

BT

#0174

JAG
G23
Per
P/B

PRIORITY
DELIVERED TO BURERS
DUTY OFFICER BY HAND
FOR INFORMATION.

SIGNED _____

19 AUG 69 23 51Z

am
C-47

NAVAL MESSAGE

NAVY DEPARTMENT

ROUTINE
R 222100Z AUG 69
FM COMUSMILGP CHILE SANTIAGO

TO CHNAVPERS
CSAF

INFO SECSTATE WASHDC
SECNAV
USCINCSO
CNO
COMNAVSO
COMUSAFSO
BUMED
COMNAVAIRLAND
CINCLANTFLT

Handwritten: Burns 17254

UNCLAS E F T O FOUO

SCCH AA
CSAF FOR CASUALTY CONTROL BRANCH
SUBJ: STATUS OF MISSING C-47 BUNR 17254
A. MY MSG 122005Z (C)
B. CHNAVPERS MSG 131955Z (C)
C. MY MSG 151945Z (U) (NOTAL)

1. BY REF A ALL CONCERNED ADVISED THAT SEARCH FOR SUB A/O WOULD CEASE ON 14 AUG UNORIDIR. BY REF B THIS OFFICE ADVISED THAT RECOMMENDED STATUS FM INFO RECD WAS POSSIBLY CONCLUSIVE EVIDENCE OF DEATH, BY REF C, THIS OFFICE CONFIRMED STATUS AS--OFFICIALLY MISSING.

2. TO DATE WE DO NOT HAVE CONCLUSIVE EVIDENCE OF DEATH. IN VIEW OF WEATHER IN CORDILLERA, INACCESSIBILITY TO REMOTE AREAS, LACK OF EVIDENCE FM VISUAL AND PHOTO RECEE CHARGE AND COMUSMILGP BELIEVE STATUS--INCONCLUSIVE EVIDENCE OF DEATH PROPER ASSESSMENT UNTIL TERMINATION OF FACT FINDING BODY AND AIRCRAFT ACCIDENT BD.

33(6) /SN. + COG

033608

004(2) 09(1) 09B(1) 090(1) 90(1) 03(1) 30(3) 31(5) 32(8)
34(2) 04(2) 05(8) 50(16) 51(1) 53(4) 06(1) 61(2) 07(1) 092(14)
094(12) 095(5) 098(4) 007(6) NRC(1) NAAFAP(1) IP(5) FP(5)
BFR(1) JAG(5) OLA(5) OON(5) PERS(1) + 62

~~144~~

CONTROL NO.	PAGE OF PAGE	TIME OF RECEIPT	DATE TIME GROUP
C3549644/JJ/R	1 1	22/2245Z	222100Z AUG 69



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

JAG

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

DETERMINATION OF DEATH

Personnel aboard NAVSEC C-47 (BUREAU #17254) were reported to be missing on 4 August 1969. Pursuant to the provisions of the Missing Persons Act (37 USCA 551) and the delegation of authority granted by the Secretary of the Navy, the Director, Personal Affairs Division of the Bureau of Naval Personnel, this 9th day of September 1969 finds that all personnel aboard the C-47 died on 4 August 1969.

Evidence deemed to establish the death of the C-47 personnel was received by the Director, Personal Affairs Division of the Bureau of Naval Personnel on 8 September 1969.

B-6

Captain USN
Director, Personal Affairs Division

Mrs. Elizabeth Anne Smith
(Depn Wife of CAPT *B-6*
B-6 USN)



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

MEMORANDUM

Subj: Missing NAVSEC C-47 BUNR 17254

Ref: (a) Missing Persons Act (37 USCA 551)
(b) COMUSMILGRP CHILE 051625 Z AUG 69
(c) COMUSMILGRP CHILE 052030Z SEP 69

1. Reference (b) reported subject aircraft with sixteen passengers and crewmembers overdue and missing. Subject aircraft departed Los Cerrillos Airport, Santiago, Chile at 041650 Aug 69 enroute to Ezeiza Airport, Buenos Aires, Argentina. Last reported position was Angostura, 27 miles south of Santiago. Weather reported to be turbulent with icing and cumulo nimbus. There was no further contact with the aircraft. Extensive and prolonged searches have failed to locate the missing aircraft.
2. Reference (c) contained the Commanding Officer's final recommendation predicated on preliminary findings of the Aircraft Accident Board. Based on time element, lack of survival equipment, and the weather in the suspected crash area, it is considered that the personnel aboard subject aircraft cannot reasonably be expected to be alive, and that the available evidence is sufficient to establish their death on 4 August 1969.
3. It is therefore recommended that such evidence be determined to constitute an official report of death and that the determination be fixed as of 8 September 1969, the date which the evidence was provided to the Director, Personal Affairs Division. /

B-6

/ Head, Casualty Branch

Pers G231-JDF
9 September 1969

The Review Board Recommends action on the personnel aboard NAVSEC
C-47 BUNR 17254, missing since 4 August 1969, as follows:

MISSING

DEAD

CDR

B-6

USN

MISSING

DEAD

B-6

9 September 1969

The Director, Personal Affairs Division, under delegated authority
of the Secretary of the Navy, has determined that the personnel
aboard the Navy C-47 Bureau Number 17254 died on 4 August 1969.
This determination is made as of 8 September 1969, the date the
evidence was received by the Director, Personal Affairs Division.

B-6

Captain, USN

CDR W. J. [unclear]

[unclear]

The Director, Personal Affairs Division, under delegated authority
of the Secretary of the Navy, has determined that the personnel
aboard the Navy C-47 Bureau Number 17254 died on 4 August 1969.
This determination is made as of 8 September 1969, the date the
evidence was received by the Director, Personal Affairs Division.

Captain, USN

A



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

DETERMINATION OF DEATH

Personnel aboard NAVSEC C-47 (BUREAU #17254) were reported to be missing on 4 August 1969. Pursuant to the provisions of the Missing Persons Act (37 USCA 551) and the delegation of authority granted by the Secretary of the Navy, the Director, Personal Affairs Division of the Bureau of Naval Personnel, this 9th day of September 1969 finds that all personnel aboard the C-47 died on 4 August 1969.

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B6
Captain USN
Director, Personal Affairs Division

Mr. Gerald Tilson
Deputy Chief of Staff
L. TILSON, *B6*



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

MEMORANDUM

Subj: Missing NAVSEC C-47 BUNR 17254

Ref: (a) Missing Persons Act (37 USCA 551)
(b) COMUSMILGRP CHILE 051625 Z AUG 69
(c) COMUSMILGRP CHILE 052030Z SEP 69

1. Reference (b) reported subject aircraft with sixteen passengers and crewmembers overdue and missing. Subject aircraft departed Los Cerrillos Airport, Santiago, Chile at 041650 Aug 69 enroute to Ezeiza Airport, Buenos Aires, Argentina. Last reported position was Angostura, 27 miles south of Santiago. Weather reported to be turbulent with icing and cumulo nimbus. There was no further contact with the aircraft. Extensive and prolonged searches have failed to locate the missing aircraft.
2. Reference (c) contained the Commanding Officer's final recommendation predicated on preliminary findings of the Aircraft Accident Board. Based on time element, lack of survival equipment, and the weather in the suspected crash area, it is considered that the personnel aboard subject aircraft cannot reasonably be expected to be alive, and that the available evidence is sufficient to establish their death on 4 August 1969.
3. It is therefore recommended that such evidence be determined to constitute an official report of death and that the determination be fixed as of 8 September 1969, the date which the evidence was provided to the Director, Personal Affairs Division. ✓

B-6

Head, Casualty Branch

Pers G231-JDF
9 September 1969

The Review Board Recommends action on the personnel aboard NAVSEC
C-47 BUNR 17254, missing since 4 August 1969, as follows:

MISSING

DEAD

MISSING

DEAD

B-6
CDR

B-6
MR.

9 September 1969

The Director, Personal Affairs Division, under delegated authority of the Secretary of the Navy, has determined that the personnel aboard the Navy C-47 Bureau Number 17254 died on 4 August 1969. This determination is made as of 8 September 1969, the date the evidence was received by the Director, Personal Affairs Division.

B-6
Captain, USN



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

DETERMINATION OF DEATH

Personnel aboard NAVSEC C-47 (BUREAU #17254) were reported to be missing on 4 August 1969. Pursuant to the provisions of the Missing Persons Act (37 USCA 551) and the delegation of authority granted by the Secretary of the Navy, the Director, Personal Affairs Division of the Bureau of Naval Personnel, this 9th day of September 1969 finds that all personnel aboard the C-47 died on 4 August 1969.

Evidence deemed to establish the death of the C-47 personnel was received by the Director, Personal Affairs Division of the Bureau of Naval Personnel on 8 September 1969.

B-6

Captain USN
Director, Personal Affairs Division

ADCS John Thomas SUGGINS,
B-6, USN



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

MEMORANDUM

Subj: Missing NAVSEC C-47 BUNR 17254

Ref: (a) Missing Persons Act (37 USCA 551)
(b) COMUSMILGRP CHILE 051625 Z AUG 69
(c) COMUSMILGRP CHILE 052030Z SEP 69

1. Reference (b) reported subject aircraft with sixteen passengers and crewmembers overdue and missing. Subject aircraft departed Los Cerrillos Airport, Santiago, Chile at 041650 Aug 69 enroute to Ezeiza Airport, Buenos Aires, Argentina. Last reported position was Angostura, 27 miles south of Santiago. Weather reported to be turbulent with icing and cumulo nimbus. There was no further contact with the aircraft. Extensive and prolonged searches have failed to locate the missing aircraft.
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/ Head, Casualty Branch

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B-6

Captain, USN



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

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B-L

Captain USN
Director, Personal Affairs Division

LCDR Harold Lester MOONEY, Jr.

B-L USN
and

Mrs. Shelby MOONEY (DEPN WIFE)



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

MEMORANDUM

Subj: Missing NAVSEC C-47 BUNR 17254

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/ Head, Casualty Branch

Pers G231-JDF
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evidence was received by the Director, Personal Affairs Division.

B-6

Captain, USN



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

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Pers G231-JDF
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B-6

9 September 1969

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This determination is made as of 8 September 1969, the date the
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B-6

Captain, USN



DEPARTMENT OF THE NAVY

BUREAU OF NAVAL PERSONNEL

WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

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Subj: Missing NAVSEC C-47 BUNR 17254

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Pers G231-JDF
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USN

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evidence was received by the Director, Personal Affairs Division.

B-6

Captain, USN



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D.C. 20370

IN REPLY REFER TO
Pers G231-JDF
9 September 1969

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Evidence deemed to establish the death of the C-47 personnel was received by the Director, Personal Affairs Division of the Bureau of Naval Personnel on 8 September 1969.

B-6
Captain USN
Director, Personal Affairs Division

Cdr Ralph John Touch
B-6 USN
and Mrs. Norma Touch (Depn Wife)

Pers G231-JDF
9 September 1969

The Review Board Recommends action on the personnel aboard NAVSEC
C-47 BUNR 17254, missing since 4 August 1969, as follows:

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B-6

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B-6

CDR

USN

MR.

9 September 1969

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aboard the Navy C-47 Bureau Number 17254 died on 4 August 1969.
This determination is made as of 8 September 1969, the date the
evidence was received by the Director, Personal Affairs Division.

B-6

Captain, USN

004
Ser

1993
89 SEP 1969

SECOND ENDORSEMENT on Colonel
of 4 Sep 1969

B-6

USA, ltr

From: Commander, U. S. Naval Forces Southern Command
To: Judge Advocate General
Via: (1) Commander in Chief, U. S. Southern Command
(2) Commander, Naval Air Force, U. S. Atlantic Fleet

Subj: Investigation to inquire into the circumstances
connected with missing Navy Section, U.S. Military
Group, Chile, C-47, BUNO 17254 which occurred on 4
August 1969

1. Forwarded.

2. The Chief of Naval Operations has been deleted as a "Via"
addressee because of Section 0211a of reference (a) which
provides that the Judge Advocate General will route the
report at the Navy Department level.

3. Commander, U. S. Naval Forces, Southern Command, is not
within the administrative or operational chain of command of
either the U. S. Military Group, Chile, or the Navy Section
of that Group. Accordingly, since this report contains no
matter of direct official interest to this authority, the
report is transmitted without further comment or recommendation
in accordance with Section 0210b(1) of reference (a).

B-6

Copy to:
COMUSMILGP, Chile

USSOUTHCOM CONTROL

NR H0-53367

SCCH-AA
12 September 1969

FIRST ENDORSEMENT on Colonel

USA ltr of 4 Sep 1969

From: Commander, U. S. Military Group, Chile, APO New York 09869
To: Judge Advocate General, Navy Department, Washington, D.C. 20370
Via: (1) Commander, U.S. Naval Forces Southern Command, Ft. Amador, C.Z.
(2) Commander in Chief, U.S. Southern Command, Quarry Heights, C.Z.
(3) Commander, Naval Air Force, U.S. Atlantic Fleet, Naval Air
Station, Norfolk, Virginia 23511
(4) Chief of Naval Operations, Navy Department, Washington, D.C. 20370

Subj: Investigation to inquire into the circumstances connected with
missing Navy Section, U.S. Military Group, Chile, C-47, BUNO 17254
which occurred on 4 August 1969

1. Forwarded.

2. Concur with the basic report, opinions and recommendations with the
following caveats:

a. Paragraph C, Opinions: While all of the opinions are feasible
it is believed that until the aircraft is found such statements are too
positive in tenor. The number of possibilities is unlimited.

b. Paragraph D, Recommendations: D5-The Chilean Air Force and SAR
Center agree that searches will commence again when the snows commence
to thaw, about February-March 1970.

B-6

Copy to:
CHARSEC, USMILGP, Chile



UNITED STATES MILITARY GROUP CHILE

C/O U. S. EMBASSY
SANTIAGO, CHILE

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IN REPLY REFER TO

4 September 1969

From: Colonel *B-6* SSAN *B-6*
US Army, Investigating Officer

To: Judge Advocate General
Navy Department
Washington D.C. 20370

Via: (1) Commander US Military Group, Chile
US Embassy, Santiago, Chile

(2) Commander, US Naval Forces Southern Command
Fort Amador, Canal Zone

(3) Commander-in-Chief, US Southern Command
Quarry Heights, Canal Zone

(4) Commander, Naval Air Force, US Atlantic Fleet
Naval Air Station, Norfolk, Virginia 23511

(5) Chief of Naval Operations
Navy Department, Washington, D.C. 20370

Subj: Investigation to inquire into the circumstances connected
with missing Navy Section, U.S. Military Group, Chile,
C-47, BUNO 17254 which occurred on 4 August 1969

Ref: Manual of the Judge Advocate General, JAGINST P5800.7

Encl: (1) Statement of Captain *B-6*, USN

(2) Statement of Commander *B-6* USN

(3) Statement of *B-6* ATC, Los Cerrillos Airport
(w/English translation)

(4) Statement of *B-6* Weather Center, Los
Cerrillos Airport (w/English translation)

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47, BUNO 17254 which occurred on 4 August 1969

- (5) Statement of B-6, ATC, Pudahuel Airport (w/English translation)
- (6) Statement of B-6, ATC, Pudahuel Airport (w/English translation)
- (7) Statement of B-6, ATC, Pudahuel Airport (w/English translation)
- (8) Statement of Commander Manuel de Sarratea, Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (9) Statement of Lieutenant Commander B-6 Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (10) Statement of Lieutenant Commander B-6 Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (11) Statement of Sergeant B-6, Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (12) Statement of Sergeant B-6 Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (13) Statement of Corporal B-6 Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (14) Statement of Sergeant B-6 Chilean Navy, El Belloto Naval Air Station (w/English translation)
- (15) Statement of Captain B-6, Chilean Air Force, Los Cerrillos Airport (w/English translation)
- (16) Letter, 25 Aug 69, from Colonel B-6 and Major B-6, USAF
- (17) Weather Report, Weather Center, El Belloto Naval Air Station (English Translation)
- (18) Weather Report, Weather Center, Los Cerrillos Airport (English Translation)
- (19) Weather Map, Chile, 4 Aug 69
- (20) Map, Central Chile, 1:1,000,000

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47, BUNO 17254 which occurred on 4 August 1969

- (21) DOD Flight Information Publication, Central Chile and Argentina
- (22) SAR Report (English Translation)
- (23) Flight Plan, El Belloto to Los Cerrillos
- (24) Flight Plan, Santiago to Buenos Aires
- (25) Professional Data on Commander Ralph J. Touch, USN
- (26) Professional Data on Lieutenant Commander James P. Kuhn, USN
- (27) Aircraft Data on U.S. Navy C-47 BUNO 17254
- (28) USMILGP Chile Letter Appointing Investigating Officer
- (29) Written Re-production of ATC-Aircraft Tape-Recorded Communications
- (30) Message, El Belloto to Santiago, announcing Aircraft Departure
- (31) Message, Santiago to El Belloto, announcing Aircraft Arrival at Los Cerrillos
- (32) Message (15 July) requesting arrangement for Aircraft 13 Week Inspection in Argentina
- (33) Message (31 July) Requesting Clearance for Argentina Entry
- (34) Message (2 August) Disapproving Entry into Argentina on 3 August
- (35) Message Granting Clearance for Aircraft to Enter Argentina
- (36) Crew Orders for Flight
- (37) Invitational Travel Orders for Dependents
- (38) Message Including Chile in Areas Authorized Environmental Leave
- (39) Message Clarifying USSOUTHCOM Regulation 600-2

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FOR OFFICIAL USE ONLY

Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

A. Preliminary Statement

1. Pursuant to instructions received from Commander, U.S. Military Group, Chile (See Incl 28) and the provisions of the U.S. Navy Manual of the Judge Advocate General (JAGINST P5800.7), an informal one officer investigation concerning the disappearance of the Navy Section C-47 aircraft was conducted by the undersigned.
2. The aircraft involved was en route from its home base at El Belloto Naval Air Station near Vina del Mar, Chile, to Buenos Aires, Argentina, and had made one stop at Los Cerrillos Airport, Santiago, Chile, for the necessary international clearance. Aboard were four crew members and twelve passengers. The purpose of the flight was calendar maintenance in Buenos Aires. The passengers were traveling on space available basis and were all U.S. Armed Forces personnel or authorized dependents.
3. In roughly chronological order, the investigation involved an initial review of pertinent directives (particularly the JAG Manual) and documents concerning the case which had been accumulated at U.S. Military Group Headquarters between the date of disappearance, 4 August, and the initiation of the investigation, 18 August. Arrangements were made for interviews with airfield control, weather, operations and/or search and rescue personnel at airfields involved (El Belloto, point of origin of flight, Los Cerrillos, intermediate stop for clearance in Santiago, and Pudahuel, control center for the Santiago area and beyond). The indicated interviews were conducted, statements prepared where appropriate (see Enclosures above), and the tape of Air Traffic Control - aircraft communications was heard and copied (see Enclosure 29). Interviews with the Chief U.S. Navy Section, USMILGP, Chile, and other U.S. Armed Forces personnel involved were conducted and statements obtained as necessary. More extensive interviews were conducted with search and rescue (SAR) personnel in the SAR coordinating center and with U.S. Air Force Section, USMILGP, Chile officers who had participated in the search. Throughout the visits mentioned, pertinent documentation as indicated in Enclosures was procured. A visit was also made to interview an individual in the Rancagua area (approximately 85 kilometers south of Santiago) who had reported hearing an aircraft at 1700-1730 on 4 August, the date of disappearance. Discussions/interviews were held with approximately thirty individuals concerning the case.

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

4. No significant difficulties were encountered during the investigation except the obvious - the aircraft has not been found as of this date and considerable pertinent documentation on the aircraft and crew was reportedly aboard. Cooperation of all persons and agencies involved was excellent.

B. Finding of Fact

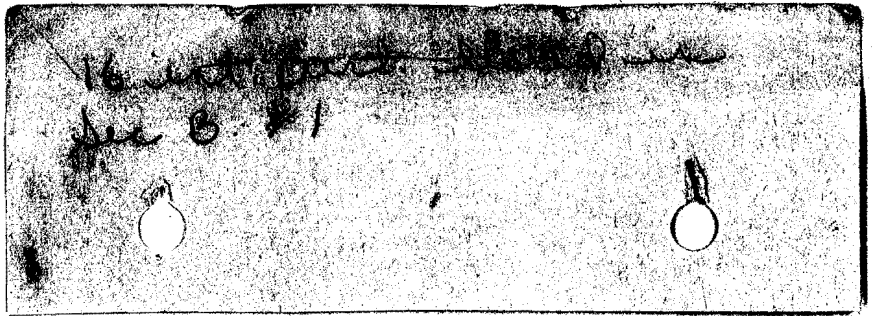
(Note: All times given are local except when followed by GMT or Z).

1. A U.S. Navy C-47 aircraft, Bureau Number 17254, operated by U.S. Navy Section, U.S. Military Group, Chile, departed El Belloto Naval Air Station at 041506 August 1969 (See Encl 30) en route on an authorized flight (See Encls 32-38) to Buenos Aires, Argentina. Prior to take-off, flight plan was filed and weather briefing received (See Encls 9, 17, 23). Aboard were (See Encls 33, 36, 37):

-CDR Ralph J. <u>Touch</u> , USN SSAN	T	SMIILGP, Chile - Pilot.
-LCDR James P. <u>Kuhn</u> , USN, SSAN	B-6	USMILGP, Chile - Co-Pilot.
-ATC Joe <u>Fernandez</u> , USN, SSAN		JSMIILGP, Chile, Radioman.
-ADRC John T. <u>Higgins</u> , USN, SSAN		USMILGP, Chile - Aircraft Mechanic.
-LCDR Harold L. <u>Mooney</u> , USN, SSAN		, USMILGP, Chile - Passenger
(Leave, US Naval Section, USMILGP, Chile).		
-SSGT Frank A. <u>Homer</u> , USAF, SSAN FR	B-6	Det 509 - Passenger.
-TSgt Robert L. <u>Paterson</u> , Jr, USAF/SSAN FR	B-6	, Det 509 - Passenger.
-SSGT Ronnie J. <u>Ball</u> , USAF, SSAN FR	B-6	Det 509 - Passenger.
(Leave status of Sgts Homer, Paterson and Ball was verified by USMILGP-Chile Administrative Officer).		
Mrs. Shelby <u>Mooney</u> , Dependent wife - Passenger.		
Mrs. Elisabeth <u>Smith</u> , Dependent wife - Passenger.		
Mrs. Norma <u>Touch</u> , Dependent Wife - Passenger.		
Mrs. Carol <u>Tilton</u> , Dependent wife - Passenger.		
Mrs. Claudine <u>Fernandez</u> , Dependent wife - Passenger.		
Mrs. Carol <u>Homer</u> , Dependent wife - Passenger.		
Mrs. Esther <u>Paterson</u> , Dependent wife - Passenger.		
Mrs. Norma <u>Ball</u> , Dependent wife - Passenger.		

2. Navy 17254 landed at Los Cerrillos airfield, Santiago, Chile, at 041553 August (See Encls 3, 31). Flight plan was filed (See Encls 3, 21, 24) and weather briefing received (See Encls 4, 18, 19). The aircraft took-off at 041650 August (See Encls 3, 5) and the following sequence of events took place (See Encls 5, 7, 20, 21, 29):

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

1655 - Plane at Mike Romeo Beacon (approximately 7 NM SW of Pudahuel Airport in Santiago).

1708 - Plane reports at Angostura Intersection (approximately 27 NM south of Mike Romeo Beacon), and estimates arrival at Curico at 1733.

1709 - One side of intercommunication conversation, apparently between pilot and co-pilot and inadvertently transmitted on radio, was heard and taped at Pudahuel tower control as follows:

"What would you think of taking it on up to 14 right away? (Pause, then same voice) Yeah, if we get in or near this stuff we are probably going to pick up ice and stuff and then we won't have as good performance either-yeah".

1715 - (Last voice transmission) - Pudahuel Tower Control (local) contacts plane, receives report that plane is level at 12,000 feet, and instructs plane to change to Pudahuel Central Control frequency.

1716 - Pudahuel Central Control hears and tapes approximately one second of C-47 cabin noise (See Encl 5, 6).

3. Seemingly reliable reports were received from persons in the Sewell and Rancagua areas that an aircraft was heard overhead on 4 August in the approximate time frame 1700 - 1730 (See Encl 15). No other aircraft were known to be in this vicinity that afternoon (See Encl 6). The Investigating Officer interviewed the Rancagua source, a

B-U who stated he heard from his home an aircraft overhead around 1700-1730 on 4 August, apparently moving southeast. He further stated that the aircraft sounded to him like a multi-engine plane at very low level straining to gain or maintain altitude. The weather at the time, he reported, was very bad with a "deluge" of rain, strong winds, and temperature only a few degrees above freezing.

4. The pilot received warning of likely weather problems from various sources (See Encls 3, 4, 9, 17, 18, 19), and was cautioned by his Commanding Officer to avoid risks (See Encl 1).

5. Pertinent aircraft and pilot/co-pilot flight records were apparently aboard the aircraft (See Encl 1). Extracts of available records concerning the aircraft and crew are at Encls 25, 26, 27. LCDR Kuhn had extensive (approximately 2 years, See Encl 8) flying experience in and around Chile; CDR Touch arrived on 30 June 1969.

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

6. As far as can be determined, the aircraft was functioning properly in all respects upon departure (See Encls 1, 2, 8, 10, 11, 14), and was within allowable weight limits (See Encl 16).

7. All dependents aboard were accompanied by sponsors except Mrs. Elizabeth Smith (wife of Captain B-U USN, Chief, US Navy Section, USMILGP, Chile) and Mrs. Carol Tilton (wife of Commander B-U, same unit), Captain B-U's interpretation (as stated to Investigating Officer) of U.S. Southern Command Regulation 600-2, Environmental and Morale Program for Designated Overseas Bases, dated 19 February 1968, was that unaccompanied space available travel by authorized dependents was not prohibited. USMILGP Chile orders concerning the flight of dependents (See Encl 37) did not specify that sponsors must accompany dependents, but referred to USSOUTHCOM Regulation 600-2, under which COMUSMILGP is designated as local commander for authorization of travel on a space available basis. Chile was not included in initial list of areas in which participation in the USSOUTHCOM Regulation 600-2 program was authorized, but was added by USCINCSO in message at Enclosure 38. The misunderstanding concerning space available flights for unaccompanied dependents was corrected by USCINCSO message at Enclosure 39. The presence of unaccompanied dependents aboard the aircraft was in violation of para 2b, OPNAVINST 4630.20 (AFR 34-48, AR 600-19, MCO 1700.18), Environmental and Morale Program for Designated Oversea Bases, dtd 26 June 1963).

8. Extensive search operations were conducted by Chilean and U.S. air and ground participants during the period 050830 August through 141800 August (See Encls 15, 22). Additional leads received since that time have been pursued but to no avail.

9. At 1715, the time of last verbal communication with the aircraft, its probable position was within an arc of approximately 50 N.M. radius centered on Santiago and passing near Rengo (See Encls 6, 15).

10. Fuel aboard was estimated as being sufficient for seven and a half hours of flight following the Los Cerrillos take-off (See Encl 24).

11. A former pilot of the missing C-47, Commander Quinten A. Kelso, USN, SSAN 459-01-6719, Hq, North American Air Defense Command, Colorado Springs, Colorado, reported by long distance phone to Commander, USMILGP, Chile, that he had on occasion flown a route bearing southeast from Santiago and passing generally over Sewell-Coya-Rio Cortaderal-Rio Atuel-El Sosneado at 13,500 feet. (See Encl 20). LCDR Kuhn, co-pilot of the missing aircraft and frequent former co-pilot with CDR B-U, was presumably familiar with this route; CDR Touch, pilot, was presumably not. CDR Touch had flown

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

the Curico - Cerro Planchon - Malargue route (the same filed for the 4 August flight) in a Chilean Navy C-47 (See Encl 8).

12. An earlier plan was for the aircraft to depart 3 August to commence maintenance 4 August (See Encl 34).

C. Opinions

1. U.S. Navy C-47 aircraft BUNO 17254 crashed shortly after 041716 August 1969, killing all aboard. Weather conditions were the likely primary cause of the accident.
2. Probable location of the downed aircraft is in the area bounded by Rengo east to Paso de las Lenas, north to Cerro del Yesillo, southwest to Rancagua, and south to Rengo.
3. The pilot demonstrated poor judgment in proceeding on the flight from Santiago in view of the prevailing weather conditions and the instructions received from his commander.
4. There are no apparent indications of misconduct or line of duty irregularities involving the missing crew and passengers.
5. It is unlikely, in view of the weather in the Rancagua region, the lack of specific indication of prior plans to use the route mentioned in Bll above, and the pilot's unfamiliarity with that route, that the pilot purposely deviated from the filed A3 route to Curico. If in fact the aircraft did go down well west of A3, it is more probable that turbulence, icing, visibility problems, and/or weather evasion attempts were the primary causes for being off course.

D. Recommendations

1. That no disciplinary action be taken in connection with the matter subject to this investigation.
2. That U.S. Military C-47 and comparable aircraft cross the Chilean-Argentinian Andean range only under daylight, VFR conditions.
3. That appropriate regulations be changed to permit unaccompanied dependent travel in areas where dependents environmental and morale space available travel programs exist.

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Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile, C-47 BUNO 17254 which occurred on 4 August 1969

4. That the policy of having the pilot and/or co-pilot extensively Andean-experienced on Andean flights be continued.
5. That aerial search attempts, with emphasis on the region indicated in C2 above, be re-initiated when, in the opinion of the Chilean SAR Center, thawing would improve significantly the probability of sighting the aircraft.
6. That electronic or other devices be placed on twin-engine or larger military aircraft to provide electronic, visual, or other signals to aid search attempts.
7. That appropriate portions of aircraft operating over snow-laden areas be painted so as to provide vivid contrast to snow.

B-4

Colonel, GS (INF)
Chief USARSEC-Chile
Investigating Officer

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STATEMENT OF CAPTAIN FLOYD E. SMITH, 207135/1100, U.S. NAVY

The service records of Commander Ralph J. TOUCH, ^{B-6} U.S. Navy (Plane Commander) and Lieutenant Commander James P. KUHN, ^{B-6} U.S. Navy (Co-pilot) were forwarded to the Commander, U.S. Military Group, Chile for further transfer to the Bureau of Naval Personnel in accordance with the instructions contained in the Bureau of Naval Personnel Manual, Article C-9809. Therefore, accurate extracts or factual information concerning the background, history, training and experience of the pilot and co-pilot and the degree of familiarity with the aircraft involved cannot be accurately reported without possession of these documents. To the best of my knowledge the aviator flight log books containing the flight hours of Commander TOUCH and Lieutenant Commander KUHN were being carried with them during this flight. Therefore, the aviator log books are not available for inspection or record purposes.

In regard to psychological or human factors related to this accident, Commander TOUCH had been informed about two hours prior to this flight that he had been selected for the rank of Captain in the U.S. Navy.

The purpose of this flight was to carry out the Quarterly Calendar Maintenance Check and Inspection on the U.S. Navy Section, U.S. Military Group, Chile C-47 aircraft. This inspection was to be conducted by the Argentine Airlines in Buenos Aires, Argentina. The approximate duration of the flight from Santiago, Chile to Buenos Aires, Argentina was five hours. The messages pertaining to the purpose, authorization and approval of this flight are attached to this statement for background and record purposes. The briefing of the pilot and co-pilot and other pertinent information in regard to this flight was conducted by the Chilean Air Force at the Los Cerrillos Airport in Santiago, Chile.

The prevailing weather conditions for this flight were unknown to the Chief, Navy Section, U.S. Military Group, Chile since the weather briefing was conducted in Santiago, Chile and the Chief, Navy Section was in his office in Valparaiso, Chile at that time.

The pre-flight history of the aircraft; compliance or non-compliance with pertinent technical directives, including hours since last overhaul; discrepancies noted on the recent "Yellow Sheet" (OPNAV Form 3760.2); OPNAVINST 3760.8); and the flight hours since the last intermediate check were all aboard the missing aircraft. Therefore, none of the above information is available to the Chief, Navy Section, U.S. Military Group, Chile and cannot be commented on in this statement.

The missing U.S. Navy Section, U.S. Military Group, Chile aircraft was a Navy C-47, Bureau Number 17254.

The description of the flight path and maneuvers of the aircraft during this flight was to enter and/or depart Argentina at Juncal; VCR CORR-28 to Mendoza; AWY G-28 to Buenos Aires, Argentina. The alternate plan in the event Juncal was closed by weather was to enter and/or depart Argentina at Cerro Planchon; AWY G-31 to Pehuajo; and AWY G-8 to Buenos Aires, Argentina.

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The Chief, Navy Section, U.S. Military Group, Chile was personally aware of the fact that all the required equipment such as life jackets, flares, very pistols, food, water and blankets were present in the plane and in good condition when it departed from the Chilean Naval Air Base at El Belloto on 4 August 1969 for the short flight to Santiago, Chile. In regard to communication equipment, only a general statement can be made that the equipment was in good condition and no deficiencies were known to me personally of any down equipment. The operational status of the required frequencies and radio checks can be ascertained from the control tower personnel or logs at the Naval Air Base at El Belloto.

A full description of the rescue (search) operations is not personally known by the Chief, Navy Section, U.S. Military Group, Chile. The Search and Rescue operations were conducted by the Chilean Air Force utilizing the Search and Rescue Center at the Los Cerrillos Airport in Santiago, Chile.

The status of all personnel aboard which includes the pilot, co-pilot, crew members and passengers are listed as officially missing. No official message has been issued by higher authority as of this date indicating the passengers and crew are listed as dead.

The performance data of aircraft under the prevailing wind, weather and temperature conditions is unknown to the Chief, Navy Section, U.S. Military Group, Chile since he is not a qualified naval aviator or carries a naval aviator's designation.

The roles of supervisory, support and controlling personnel who were crew members of the Navy Section C-47 aircraft are personally known by me. Commander Ralph J. TOUCH, USN (Plane Commander and Senior Pilot) appeared to be a responsible, competent and qualified naval aviator who demanded excellent performance from his co-pilot, chief aviation mechanic and his chief radioman during the short period of one month that I personally knew him. Lieutenant Commander James P. KUHN, USN, appeared to be a responsible co-pilot, capable of making sound decisions, and dedicated to his co-pilot flying duties during the two months that I knew him. Chief Joe FERNANDEZ, Radioman, and Chief John HIGGINS, Aviation Mechanic, maintained their equipment and carried out their assigned responsibilities in an outstanding manner during the two months that I knew them. To the best of my knowledge there were no known material problems or deficiencies in any of the aircraft equipment that these two Chief Petty Officers worked on since they were highly motivated in carrying out their assigned duties.

Finally, in my capacity as Chief, Navy Section, U.S. Military Group, Chile, I consider it appropriate to include in this statement that the Plane Commander and Senior Pilot, Commander Ralph J. TOUCH, USN, was personally briefed by me prior to the aircraft's departure at the Naval

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Air Base at El Belloto. In essence, I reminded Commander TOUCH that he had twelve passengers on board and he was to take no unnecessary chances or risks in carrying out this flight to Buenos Aires, Argentina. I also personally briefed him that he was to remain in Santiago, Chile overnight providing the weather was not clear. I further instructed him not to depart from Santiago, Chile and try to fly through any pass during the hours of darkness. I also contacted each passenger personally to insure they had sufficient money to remain in Santiago, Chile overnight and relayed this information personally to Commander TOUCH. I was assured by Commander TOUCH that he understood my briefing requirements and my personal concern for the passengers and safety of flight. He assured me that he would take no chances.

B-6

Captain, U.S. Navy
Chief, Navy Section,
U.S. Military Group, Chile

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STATEMENT OF CDR ^{B-6} SC, USN, ^{B-6}
REGARDING THE DISAPPEARANCE AND PRESUMED LOSS OF NAVSEC C-47
AIRCRAFT WITH SIXTEEN ABOARD

The NAVSEC C-47 aircraft has always met the periodic required quarterly maintenance schedules during my two years in this Navy Section. I have flown in this aircraft many thousands of miles during this period, and at no time did the aircraft fail mechanically in any significant respect to the best of my knowledge.

In so far as the pilots are concerned, I can only state that both of them enjoyed a fine reputation among members of the Mission and the Chilean Navy aviators. I flew with LCDR KUHN on many occasions, and with CDR TOUCH to Santiago and return once, and again to Talcahuano and return on another occasion. As evidenced by the presence of my wife Carol on this fatal flight under investigation, I had the utmost confidence in both pilots and aircraft.

The only additional comment I can make concerns the conversation I had with CDR TOUCH at about 1500 hours local on the day of departure of the NAVSEC C-47, which is summarized as follows:

CDR TOUCH stated that the Northern pass to Argentina from Santiago was closed;

That the Southern pass to Argentina was still open;

That he might remain in Santiago that evening depending upon the weather briefing he would receive in Santiago;

And that, if he did remain overnight in Santiago, he would depart early the following morning.

B-6

Commander, USN
NAVSEC, USMIIGP-Chile

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25 August 1969

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STATEMENT

On the afternoon of 4 August I was performing my duty as Chief, Air Traffic Control, in Los Cerrillos Airport. At 1953 GMT, the U.S. Navy Section C-47 Aircraft arriving from El Belloto landed at Los Cerrillos piloted by CMDR Ralph J. Touch with his co-pilot, LCDR James P. Kuhn. At 2000 GMT they reported to ATC with the purpose of filling out the flight plan. CMDR Touch started filling the form and there were certain doubts as to whether to file IFR or VFR. Then LCDR Kuhn continued and signed the Flight Plan.

The chosen route was as follows:

A3 until Curico.

G17 to Cerro Planchon (Chilean pass).

G31 to Malargue (Argentinean pass).

The Flight Plan was then approved by Pudahuel ATC. The pilot was requested to change to runway 03 due to the prevailing weather condition in Los Cerrillos. Initially the pilot was authorized to fly at 17,000 feet until Curico but he requested authorization to change to 12,000 feet, receiving the necessary authorization to do so until Curico and then, at Curico, to climb to 17,000 feet.

The ATC at Pudahuel requested to the ATC Cerrillos to ask the pilot, CMDR Touch, if he knew of the weather conditions in the Planchon Zone. The pilot initially did not understand the question and gave the route. The question was repeated and the pilot answered "I got it". At this moment Mr. Valdes of ATC Cerrillos was having the conversation. This conversation

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was not taped but there are four witnesses who can verify it.

The C-47 started taxiing at 2035Z and took-off at 2050Z.

TRANSLATED BY:

/s/ B-6

Chief, Air Traffic Control
in Los Cerrillos Airport

B-6

SFC, US ARMY SECTION

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Incl 3

25 de Agosto de 1969

C E R T I F I C A D O

En la tarde del 4 de Agosto me encontraba desempeñando mi cargo de Jefe de Control de Aeronaves en el Aeropuerto de Los Cerrillos. A las 1953 GMT aterrizó en Los Cerrillos procedente del Belloto el avión C-47 de la Misión Naval de los EE.UU. piloteado por el Capitán de Fragata Sr. Ralph J. Touch y llevando como copiloto al Capitán de Corbeta Sr. James P. Kuhn. A las 2000 GMT se presentaron en ATC con el objeto de llenar el plan de vuelo. El Capitán Touch comenzó llenando el formulario y hubo ciertas vacilaciones debido al IFR o VFR. Luego continuó el Capitán Kuhn, quien firmó el Plan de Vuelo.

La ruta elegida fué la siguiente:

A3 hasta Curicó

G17 Cerro Planchón (Paso Chileno)

G31 Malarque (Paso Argentino)

El Plan de Vuelo fué luego aprobado por el ATC de Fudahuel. Se le solicitó al piloto que cambiara a la pista 03 debido a las condiciones climatéricas que imperaban en Los Cerrillos. El Piloto fué autorizado inicialmente para que volara a 17,000 pies hasta Curicó pero éste solicitó cambio para 12,000 pies recibiendo la autorización correspondiente para que así lo hiciera hasta Curicó y luego en Curicó subiera a 17,000 pies.

El ATC de Pudahuel solicitó al ATC de Cerrillos que preguntara al Piloto, Capitán Touch si conocía las condiciones climatéricas en la zona del Planchón. El Piloto inicialmente no comprendió la pregunta y dió la ruta. La pregunta fué repetida y el Piloto contestó - "I got it". En ese momento el Sr. Valdes de ATC Cerrillos era el que mantenía el diálogo. Esta conversación no fué grabada pero hubo 4 testigos que lo pueden ratificar.

El C-47 comenzó a carretear a las 2035Z y despegó a las 2050Z.

B-6
Jefe Oficina de Control de Aeronaves
ATC de Los Cerrillos

25 August 1969

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STATEMENT

On the afternoon of 4 August I was performing my duties as Chief of the Meteorological Station in Los Cerrillos. At 1600 hours CDR Ralph J. Touch, Pilot of the Aircraft C-47 of the Naval Mission, USA, arrived in my office and informed that he was arriving from El Belloto.

CMDR Touch came to obtain weather information in order to continue with his trip to Buenos Aires. During his visit he indicated that while flying from El Belloto the Cordillera looked clear. I informed the pilot that the weather conditions between Santiago and Puerto Montt appear to be in very bad conditions. Then I requested from Pudahuel a weather forecast for the route Santiago-Buenos Aires and based on this I indicated to the pilot that the Cristo Redentor was closed, with zero visibility and snowing. After connection with the Radiosonde Station in Quintero I explained to the pilot that up to 17,000 feet existed turbulence which increased upwards and that over 17,000 feet it was very severe. I also explained that there was ice formation at 5,000 feet.

Upon leaving I told CMDR Touch that if the Cordillera was closed to return. CMDR Touch answered: "No, because already I am one day late".

I also would like to mention that in the Santiago area, between 1545 hours and 1730 hours, there was a small improvement in the weather condition and later the weather worsened.

TRANSLATED BY:

/s/ B-6

Chief Meteorological Station
of Los Cerrillos Airport.

B-6
SFC, US ARMY SECTION

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Page 4

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CERTIFICADO

25 de Agosto de 1969

En la tarde del 4 de Agosto me encontraba desempeñando mis funciones de Jefe de la Estación Meteorológica en Los Cerrillos. A las 1600 horas llegó hasta mi Oficina el Capitán de Fragata Sr. Ralph J. Touch, piloto del Avión C-47 de la Misión Naval de los EE.UU., quien me informó venía llegando de El Belloto.

El Capitán Touch venía a obtener información climática para continuar viaje a Buenos Aires. Durante su visita me indicó que mientras venían en vuelo de El Belloto pudieron observar que la Cordillera se veía despejada. A raíz de esto, yo le informé al Piloto que el tiempo entre Santiago y Puerto Montt presentaba muy malas condiciones. Solicité a Pudahuel un pronóstico del tiempo para la ruta Santiago-Buenos Aires y en base a esto indiqué al Piloto que el Cristo Redentor estaba cerrado, con visibilidad cero y nevando. Luego me conecté con el Radiosonda de Quintero y le expliqué al Piloto que hasta 17,000 pies existía turbulencia que aumentaba hacia arriba, y sobre los 17,000 pies era muy severa. También le expliqué que existía formación de hielo a 5,000 pies de altura.

Al despedirme del Capitán Touch, le dije que si la Cordillera estaba cerrada que regresara. El Capitán Touch me respondió - "No porque ya estoy atrasado un día".

Deseo también mencionar que en el area de Santiago, entre las 1545 horas y las 1730 horas, se produjo una pequeña mejoría en las condiciones del tiempo y luego volvió a cerrar.

t 36
Jefe Estación Meteorológica de Los Cerrillos
ATC de Los Cerrillos

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25 August 1969

S T A T E M E N T S

On the afternoon of 4 August I was performing my duty as Team Chief of the Control Tower crew at Pudahuel. I received a call from Los Cerrillos by which I was informed that the Airplane C-47, Navy Mission of the USA, had called Los Cerrillos Tower at 1645 hours requesting authorization to take-off. In view of the existing weather conditions, I requested Los Cerrillos to ask the pilot if he knew of the weather conditions at Planchon. The answer was affirmative.

I authorized the flight by ALFA 3 Green 17, and to maintain level 120 until Curico. To cross Curico 170 and to exit by the intersection of Angostura 11.

The C-47 took-off at 1650, reported at Radio Beacon MR, and later reported at Angostura at 1708 and estimated Curico at 1733.

After the Angostura position, the pilot was requested to transfer his radio frequency to Control Center. Two minutes later I heard a conversation between the pilot, which left me worried. Probably due to the fact that they had left an open switch only the voice of one person could be heard. A few minutes later the Control Center informed the Tower that the C-47 had reported. The Control Tower then called the C-47, two or three times, at approximately 1715, until finally the pilot answered. His level was asked and the pilot answered "My level is 120".

Later on, the tape at the Control Tower recorded a noise as if they pressed the microphone switch to talk and one could hear the noise, which could be of the motors of a C-47. Nothing else was heard afterwards.

In my opinion, the pressing of the microphone switch was done 6 to 8 minutes after Angostura, in accordance with the flight time and it flying on the authorized route, the plane in that moment could had been between Rancagua and Rosario.

TRANSLATED BY:

/s/ *B-b*
B-b J
Shift Leader, ATC, Pudahuel
Control Tower

B-b

SFC, US ARMY

25 de Agosto de 1969

CERTIFICADO

En la tarde del 4 de Agosto me encontraba cumpliendo mis funciones de Jefe de Turno de la Torre de Control de Pudahuel cuando recibí un llamado de Los Cerrillos en el que se me informó que el Avión C-47 de la Misión Naval de los EE.UU. había llamado a las 1645 horas a la Torre de Los Cerrillos solicitando autorización para despegar. En vista de las condiciones climáticas imperantes, solicité a Los Cerrillos que preguntaran al Piloto si conocía las condiciones del tiempo en el Planchón. La respuesta fué afirmativa.

A continuación autoricé el vuelo por Alfa 3 Verde ^{B-6} y mantener nivel 120 hasta Curicó. Cruzar Curicó 170 y salida por la intersección de Angostura 11.

El C-47 despegó a las 1650. Reportó el faro MR a las 1655 y luego reportó Angostura ^{Radio} ~~a~~ ^{antes} a las 1708 y estimó en Curicó a las 1733.

Juego de la posición Angostura, se solicitó al Piloto que cambiara su frecuencia de Radio a Centro de Control. Un par de minutos más tarde, escuché una conversación entre el Piloto y el Copiloto, la que me dejó preocupado. Debido a que probablemente habían dejado un switch abierto, se podía escuchar solamente la voz de una persona. A los pocos minutos el Centro de Control informó a la Torre que el C-47 no había ^{hecho contacto} reportado. ^{B-6}
La Torre de Control llamó ^{entonces} ~~dos~~ ^{antes} tres veces a las 1715 aproximadamente al C-47, hasta que finalmente contestó el Piloto. "~~My level is 120~~". Se le preguntó el nivel y el piloto contestó "My level is 120". ^{B-6}

del centro de control grabó *b-u*

A continuación, la cinta ~~grabó~~ un ruido como si presionaran el switch del micrófono para hablar y se pudo escuchar el ruido ^{que podrían ser *b-u*} de los motores de un C-47 y luego no se escuchó nada.

En mi opinión la presión hecha en el switch del micrófono se efectuó de 6 - 8 minutos después de angosturar ^{*b-u*}, por lo que de acuerdo al ^{tiempo} ~~hora~~ ^{*b-u*} de vuelo y si volaban en la ruta ^{autorizada} ~~destinada~~ ^{*B-b*}, el avión en ese momento ^{podría haberse encontrado} ~~se encontraba~~ ^{*b-u*} entre Rancagua y Rosario.

B-b

Jefe de Turno, ATC Pudahuel
Torre de Control

25 August 1969

S T A T E M E N T

As Chief of the Air Route Traffic Control Center at Pudahuel Airport, I am familiar with the tape of the communications with the missing Navy C-47 and with the IFR aircraft traffic at the time of the aircraft's disappearance. In my judgement there is no doubt that the brief noise heard and taped on the control center frequency at approximately 041717 August emanated from the cabin of a C-47 aircraft. The missing Navy airplane was the only known by Traffic Control Center to be on or near Route A-3 to Curico at the time. My calculations of the time-space-speed factors involved indicate that at 1716, the aircraft would have been somewhere within an arc, centered in Radio Beacon MR, running approximately through Rengo.

TRANSLATED BY:

/s/

B-6
Control Center, Pudahuel Airport

B-6

SFC, US ARMY SECTION

Incl 6

25 de Agosto de 1969

CERTIFICADO

Como Jefe del Centro de Control de Tráfico Aéreo en el Aeropuerto de Pudahuel, estoy en conocimiento de la cinta magnetofónica de las comunicaciones entre el desaparecido Avión C-47 de la Misión Naval de los EE.UU. y el control de tráfico de aviones IFR en los momentos en que este Avión desapareció. A mi juicio, no existe duda de que el ruido escuchado por breves momentos y grabado en la frecuencia del Centro de Control aproximadamente a las 1717 horas del 4 de Agosto, emanaron de la cabina ^{DE UN C-47} del C-47.

Coartada 11.

EN CONOCIMIENTO DEL CENTRO DE

El Avión de la Misión Naval era el único C-47 que volaba en la Ruta A-3 a Curicó o cerca de ella en esos instantes. Mis cálculos sobre los factores involucrados, en este caso relativos al tiempo, distancia y velocidad, indican que a las 1716 horas, el avión se encontraría en algún punto de un arco ^{RETRASA EN EL RADIO FRENTE A MR} que pasaría aproximadamente sobre Renco. . .

B-6

Jefe del Centro de Control de Tráfico Aéreo
Aeropuerto de Pudahuel

25 August 1969

S T A T E M E N T

On the afternoon of 4 August I was performing my duties as Shift Leader of Center Control of Pudahuel. The aircraft C-47 of the Naval Mission of the USA should have reported his position from Angosturas to this Center, but never was able to get in contact with us. At 2133Z the aircraft should have reported at Curico but never did so, at 2203Z, one half hour later, I declared it INCERFA (Uncertain Phase). At 2233Z the C-47 was declared ALERTA (Alert Phase) and DESTRESFA (Disaster Phase).

TRANSLATED BY:

/s/ B-L

Shift Leader ATC - Control Center
Pudahuel

B-L

SFC, US ARMY SECTION

25 de Agosto de 1969

C E R T I F I C A D O

El 4 de Agosto en la tarde me encontraba desempeñando mis funciones de Jefe de Turno del Centro de Control de Pudahuel. El Avión C-47 de la Misión Naval de los EE.UU. que debió haber reportado su posición en Angostura a éste Centro, nunca llegó a ponerse en contacto con nosotros. A las 2133Z el avión debió reportar Curicó y como no lo hizo, a las 2203Z, o sea media hora más tarde lo declaré INCERFA (Fase de Incertidumbre). A las 2233Z el C-47 fué declarado ALERFA (Fase de Alerta) y DESTRESFA (Fase de Desastre).

B-6

Jefe de Turno ATC - Centro de Control
Pudahuel

25 August 1969

S T A T E M E N T

On the day of the U.S. Navy C-47 disappearance, Chilean Navy aircraft were operating, including a flight from El Belloto, the Navy base near Viña del Mar, to Cerrillos in Santiago, and a flight from Concepcion to ~~Quillota~~ ^{Belloto Av}.

CMDR Touch had only recently arrived and I knew him only slightly. I understand he had considerable time in P2B7 aircraft, but do not know about his C-47 experience.

LCDR Kuhn had flown in Chile for around two years and was consequently quite experienced in our conditions and also in the C-47.

Fernandez and Higgins were real professionals and kept the aircraft in excellent condition. They had been most helpful in technical assistance to the Chilean Navy with our recently acquired C-47's.

I am aware that CMDR Touch and LCDR Kuhn had recently flown a Chilean Navy C-47 on the Buenos Aires-Malargue-Curico-Santiago-El Belloto route.

TRANSLATED BY:

B-6

SFC, US ARMY SECTION

/s.

B-6

Commander, Chilean Navy
Commandant El Belloto
Naval Air Station

25 de Agosto de 1969

C E R T I F I C A D O

El día en que el Avión C-47 de la Misión Naval de los EE.UU. desapareció, aviones de la Armada Chilena se encontraban cumpliendo vuelos de rutina, incluyendo uno desde El Belloto (Base Aeronaval cercana a Viña del Mar), a los Cerrillos en Santiago, y otro desde Concepción a ~~Quillota~~ Belloto ^{de}

El Comandante Touch había llegado a Chile recientemente y sólo lo conocía superficialmente. Según tengo entendido, tenía muchas horas de vuelo en aviones P2B7, pero desconozco su experiencia en aviones C-47.

El Capitán Kuhn había volado en Chile durante casi dos años y por consiguiente tenía mucha experiencia sobre nuestras condiciones de vuelo y también con el Avión C-47.

Los suboficiales Higgins y Fernández eran verdaderos profesionales y mantenían el Avión en excelente estado. En numerosas ocasiones prestaron asistencia técnica a la Armada Chilena con nuestros recientemente adquiridos aviones C-47.

Estoy en conocimiento de que el Comandante Touch y el Capitán Kuhn últimamente habían volado un C-47 de la Armada Chilena en la ruta Buenos Aires - Malarque - Curicó - Santiago - El Belloto.

B6 >

~~Capitán de Fragata, Armada de Chile
Comandante Base Aeronaval de El Belloto~~

25 August 1969

S T A T E M E N T

As the Weather Officer at El Belloto, I gave CMDR Touch the briefing before the 4 August flight. CMDR Touch appeared completely normal. I advised him that the weather conditions in the mountains were quite bad - a post - frontal condition - and that IFR only would be possible for the crossing. I further mentioned that heavy turbulence and icing could be expected at crossing levels, and that the most favorable crossing sites would be well to the south in the Puerto Montt region.

CMDR Touch mentioned that if the conditions appeared unfavorable from Santiago, he would stay at Los Cerrillos that night and await better weather on 5 August.

TRANSTATED BY:

/s/

B-6

Weather Officer, El Belloto
Air Station

B-6

SFC, US ARMY SECTION

25 de Agosto de 1969

C E R T I F I C A D O

Como Oficial de Metereología de la Base Aeronaval de El Belloto, puse en conocimiento del Comandante Touch, antes de la salida del C-47, de los informes relativos al tiempo. El Comandante Touch aparentaba encontrarse en estado completamente normal. Le hice saber que las condiciones climáticas en la montaña eran bastante malas - condición post-frontal - y que solamente sería posible efectuar el cruce de las montañas empleando el IFR. Además le mencioné que podría esperar una fuerte turbulencia y hielo en los niveles de cruce y que el sitio más favorable para efectuar el cruce sería en el Sur, en la región de Puerto Montt.

El Comandante Touch me expresó que si las condiciones se veían desfavorables en Santiago, permanecería en los Cerrillos esa noche y esperaría un tiempo más favorable el 5 de Agosto.

B-6

Capitán de Corbeta, Armada de Chile
Oficial de Metereología, Base Aeronaval de El Belloto

25 August 1969

S T A T E M E N T

I flew frequently as co-pilot of the missing C-47 and am fully familiar with the aircraft. Its de-icing equipment including wing boots for breaking loose wing ice, a carburetor de-icing mechanism, a pitot-tube de-icer, and alcohol de-icers for propellers and wind shield. As far as I am aware, this equipment was functioning well, although the last time I personally observed was on a July trip from Punta Arenas to El Belloto.

TRANSLATED BY:

/s/ Oscar *B-6*

Chief of Operations, El Belloto
Naval Air Station

B-6

SFC, US ARMY SECTION

25 de Agosto de 1969

C E R T I F I C A D O

Frecuentemente volé como Copiloto en el desaparecido Avión C-47 y estoy completamente familiarizado con ese tipo de avión. Su equipo anti-hielo incluye lo siguiente: botas anti-hielo neumáticas de las alas para soltar el hielo de las alas, mecanismo de carburador anti-hielo, tubo descongelador x Pitot y descongelador a base de alcohol para las hélices y parabrisa. En lo que a mí respecta, este equipo estaba funcionando bien, aunque la última vez que pude observar personalmente su empleo, fué en Julio de 1968, durante un viaje desde Punta Arenas a El Belloto.

B-6

Capitán de Corbeta
Jefe de Operaciones,
Base Aeronaval de El Belloto.

NAVY SECTION
UNITED STATES MILITARY GROUP CHILE
CASILLA 141-V
VALPARAISO, CHILE

VALPARAISO, 7 August 1969

Statement of Suboficial (Mech)

B-6

Serial

N° P-one six five five (P-1655). In Valparaiso, on the seventh day of the month of August, nineteen sixty nine, Suboficial (Mech) Carlos Antonio VASQUEZ Godoy, Serial N° P-one six five five, Chilean Navy, assigned to the Navy Section U.S. Military Group hereby states: That on the day of take-off, the communications equipment, mechanical conditions and flight instruments of the Navy Section C-47 Airplane were in good operating condition; that the position and emergency lights were in operating conditions; that the automatic de-icing equipment of the airplane windshield was in operating conditions.

TRANSLATED BY:

/s/ B-6

Suboficial (Mech)
Serial N° P-1655

B-6
SFC, US ARMY SECTION



NAVY SECTION
UNITED STATES MILITARY GROUP CHILE
CASILLA 141-V
VALPARAISO. CHILE

Declaración del Suboficial (Mq.)

B-6

Serie P-uno seis cinco cinco. En Valparaíso a siete días del mes de Agosto de mil novecientos sesenta y nueve, el Suboficial (Mq)

B-6

Serie P-uno seis cinco cinco, de la Armada de Chile, de dotación en la Sección Naval del Grupo Militar de los Estados Unidos en Chile declara. Que el equipo de comunicaciones, condiciones mecánicas y instrumentos de vuelo del avión C-47 de la Sección Naval el día de despegue se encontraban en buenas condiciones operativas. - - - - -

Que, las luces de posición y emergencia se encontraban operativas.-----

Que, el equipo de deshielar automático del parabrisa del avión se encontraba operativo.-----

B-6

Suboficial (Mq.),
Serie P-1655.

VALPARAISO, 7 de Agosto de 1969.-

25 August 1969

S T A T E M E N T

I was on duty in the dispatch office on 4 August and was present when the flight plan for the Navy C-47 flight from El Belloto to Santiago was filled out by Fernandez. We had no conversation concerning the flight, and he appeared normal in every way.

TRANSLATED BY:

/s/

B-6

Sgt

Dispatch Office, El Belloto
Naval Air Station

B-6

SFC, US ARMY SECTION

25 August 1969

S T A T E M E N T

I was the principal air traffic controller during the departure of the U.S. Navy C-47 from El Belloto on 4 August. I gave the pilot the instructions to take off to the east on runway 08. The wind was northeast at 5-8 knots, there was no rain, and the ceiling was approximately 600 meters. VFR conditions existed in the El Belloto area. At Quebrada Alvarado, the pilot informed me he was switching frequency, and we had no further communications.

TRANSLATED BY:

/s/

Bb

Corporal, Tower Controller
El Belloto Naval Air Station

Bb

SFC, US ARMY SECTION

25 de Agosto de 1969

C E R T I F I C A D O

El 4 de Agosto, yo era el principal Control de Tráfico Aéreo durante la partida del Avión C-47 de la Misión Naval de los EE.UU. desde El Belloto. Le proporcioné instrucciones al Piloto para que despegara hacia el Este en la pista 08. Las condiciones que imperaban en ese momento eran las siguientes: viento Noreste de 5-8 nudos, no estaba lloviendo y el techo era de aproximadamente 600 metros. En la zona de El Belloto existían condiciones para VFR. En la Quebrada Alvarado, el Piloto me informó que estaba cambiando frecuencia y no tuvimos otras comunicaciones.

B-6

Cabo 1°
Control de Torre

25 August 1969

S T A T E M E N T

At around 1100 on 4 August, Higgins taxied the U.S. Navy C-47 to be gassed up. I put 1.640 liters of 130 octane aviation gas into the aircraft, and was informed no oil was needed. Everything appeared completely normal about the airplane.

TRANSLATED BY:

B-6

SFC, US ARMY SECTION

/s/

B-6

Sgt 2°
Flight Line Chief, El Belloto
Naval Air Station

25 de Agosto de 1969

C E R T I F I C A D O

El 4 de Agosto, a las 1100 horas, el Suboficial Higgins carreteó el Avión C-47 de la Misión Naval para abastecerlo de combustible. Le coloqué al Avión 1.640 litros de gasolina de aviación de 130 octanos, y se me informó que no necesitaban lubricante. Todo parecía encontrarse completamente normal en el Avión.

B-6

~~Seto 2°~~

Jefe de Línea, El Belloto

25 August 1969

S T A T E M E N T

In my capacity as a SAR coordinator, I am intimately familiar with the search for the missing C-47. SAR received a written message from Central Control at approximately 041800 August indicating INGEREA, or uncertainly, concerning the aircraft's status. The search began 0500830 August and continued until 141800 August. Among the various reports received during the search, perhaps the most significant were the following:

a. A Carabinero Officer in the Sewell area reported hearing an aircraft (type unknown) overhead at approximately 041730 August moving northeast along the Cañon Extravio east of Sewell.

b. A retired Chilean Air Force Major, an engineer, reported hearing from the Sewell area a C-47 aircraft at approximately 041730 August moving northeast in the vicinity of the Cañon Extravio.

c. A gentleman in Rancagua reported having heard from the ground an aircraft, probably of two motors, moving southeast between 1700 and 1730 on 4 August.

Based on these reports and other information, extensive air and ground search was made of the vicinities indicated, as well as of other areas encompassed by latitudes 33°30' and 36°00' south to longitude 69°30' West and West to the coast. Ground search was hampered by heavy snow in the mountain area (the deep snow also being a serious handicap to spotting the plane if it went down in this zone), but later in the search Carabinero patrols covered

considerable territory around Sewell. One patrol on 9 August reported eight or ten condors over a point about 18 miles southeast of Sewell but extensive air search of the area disclosed nothing.

Following up the Carabinero officer's report mentioned above, on 5 August I flew a UH-1 helicopter with the officer aboard to study the Cañon Extravio area. Although several of the residents in the vicinity said they also had heard an aircraft the afternoon of 4 August, nothing significant was sighted.

Based on information that the former pilot of the Navy C-47, CMDR Quinten A. Kelso, and the missing co-pilot, LCDR James P. Kuhn, had on occasion flown a route running roughly Santiago-Coya-Malargue, the mountain portion of this route was also searched extensively, to include aerial photographic coverage and subsequent photo study.

The mountain areas in which the aircraft may have gone down are in general extremely rugged, with deep canyons and crevices, steep cliffs, and heavy snow cover, all of which reduced severely the probability of locating the aircraft.

Our calculations of the distance traveled by the plane between take-off and last communication at around 1715 indicated it would have been inside an arc centered on the Mike Romeo beacon near Santiago and running approximately through Rengo.

The C-47 engine noise transmission heard and taped at Central Control at around 041716 August might have abruptly cut by an accident or radio failure, but also could have been cut suddenly by a mountain block of the VHF transmission.

TRANSLATED BY:

B-6

SFC, US ARMY SECTION

/s/

B-6

Captain, Chilean Air Force
SAR Coordinating Officer

25 de Agosto de 1969

C E R T I F I C A D O

En mi calidad de coordinador del Servicio Aéreo de Rescate (SAR), estoy íntimamente familiarizado con la búsqueda del desaparecido Avión C-47 de la Misión Naval de los EE.UU. El SAR recibió un mensaje escrito del Centro de Control aproximadamente a las 1800 horas del 4 de Agosto, el que indicaba que el Avión había sido declarado INCERFA o Fase de Incertidumbre. La búsqueda comenzó a las 0830 del 5 de Agosto y continuó hasta las 1800 horas del 14 de Agosto. Entre los numerosos informes recibidos durante la búsqueda, los más significativos fueron los siguientes:

a. Un Oficial de Carabineros de la zona de Sewell reportó que aproximadamente a las 1730 horas del 4 de Agosto había escuchado un avión (tipo desconocido), volando en sentido Noreste a lo largo del Cañón Extravío, al Este de Sewell.

b. Un Ingeniero, Mayor Retirado de la Fuerza Aérea de Chile, reportó haber escuchado en la zona de Sewell, aproximadamente a las 1730 horas del 4 de Agosto, un Avión C-47 volando en sentido Noreste en las cercanías del Cañón Extravío.

c. Un señor en Rancagua, reportó haber oído desde tierra un avión, probablemente de dos motores, volando en sentido Sureste aproximadamente entre 1700 y 1730 horas del 4 de Agosto.

En base a éstos y otros informes, se efectuó una intensiva búsqueda por aire y tierra de la zona indicada, como también de las zonas comprendidas entre las latitudes 33°30' y 36°00' Sur a la longitud 69°30' ^{WESTE} ~~de Oeste a Oeste~~ a la Costa. La búsqueda terrestre fué dificultada por la intensa nieve caída

en el área montañosa (la profundidad de la nieve también constituyó una seria dificultad para visualizar el Avión si éste hubiera caído en esta zona), pero luego las Patrullas de Carabineros cubrieron un extenso territorio alrededor de Sewell. El 9 de Agosto, una Patrulla reportó haber visto ocho o diez cóndores volando sobre un punto a 18 millas al Sudeste de Sewell, pero la extensiva búsqueda por aire sobre esta área resultó negativa.

Siguiendo el informe del Oficial de Carabineros mencionado anteriormente, el 5 de Agosto volé en un Helicóptero UH-1 llevando al Oficial a bordo para estudiar el área del Cañón Extravío. A pesar de que muchos habitantes de ese lugar dijeron haber escuchado un Avión en la tarde del 4 de Agosto, nada significativo pudo ser visto.

En base a la información que el antiguo piloto del C-47 de la Misión Naval Comandante Quinten A. Kelso y el desaparecido Capitán de Corbeta James P. Kuhn habían volado ocasionalmente la ruta Santiago - Coya - Malarque (Argentina), se buscó extensivamente en la parte montañosa de esta ruta, tomando fotografías aéreas, las que posteriormente fueron estudiadas.

La zona montañosa en la que el Avión pudo haber caído es extremadamente abrupta, con profundos cañones y precipicios, empinadas laderas y cubiertas por abundante nieve, todo lo cual redujo considerablemente las probabilidades de localizar el Avión.

Nuestro cálculos de la distancia cubierta por el Avión entre el despegue y la última comunicación alrededor de las 1715 horas, indicaban que podían haberse encontrado dentro de un arco centrado en el faro Mike Romeo cerca de Santiago y cruzando aproximadamente sobre Rengo.

La transmisión del ruido del motor del C-47 escuchada y grabada en el Centro de Control alrededor de las 1716 horas del 4 de Agosto pudo haber sido

bruscamente cortada por un accidente o falla de la radio, pero también pudo haber sido cortada súbitamente por un bloque montañoso que impidió la transmisión del VHF.

B-6

Capitán, Fuerza Aérea de Chile
Oficial Coordinador del
SAR.



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UNITED STATES MILITARY GROUP CHILE
C/O U. S. EMBASSY
SANTIAGO, CHILE

IN REPLY REFER TO SCCH-DCH

25 August 1969

SUBJECT: Statement concerning Items lg, li, lj, ll and lm of Basic Letter.

TO:

Colonel, GS
Chief ARSEC, USMILGP - Chile

Reference: Memo to Capt Floyd E Smith
Subject: Aircraft Investigation dated 19 August 1969 and Memorandum for Chief AF Section, same subject, dated 19 August 1969.

1. Item lg - USN C-47 17254 was cleared at Los Cerrillos for standard instrument departure on runway 03. Route of flight was Marruecos radio beacon Airway A-3 to Curico at 12,000', shuttle climb at Curico at 17,000' then Airway G-17 and G-31 to ~~Mariargue~~ radio beacon, then via Airway G-38, G-29, G-28 to Ezeiza airport, Buenos Aires, Argentina.

Aircraft departed Los Cerrillos at 1650L (2050Z), reported Marruecos at 1655L (2055Z) at 6,000'; reported Angostura Intersection at 1707L (2107Z) at 12,000' and estimated Curico at 1733L (2133Z). At 1715L (2115Z) Santiago Center contacted aircraft to confirm its altitude - aircraft acknowledged altitude at 12,000'. This was the last contact with the aircraft.

This flight was a routine instrument flight with no unusual maneuvers required of the aircraft.

2. Item li - A translated copy of the official Chilean Air Force SAR report will be forwarded under separate cover.

3. Item lj - Aircraft was on a routine Instrument flight plan. All local and international rules were complied with. See attached Flight Plan (Atch 1)

4. Item ll - Attached are weather report and performance data computation. (Atch 2 and 3).

5. Item lm - Performance of personnel in support of this flight was normal and in accordance with standard operating procedures.

B6
Colonel, USAF
Chief AF Section
US MILGROUP, Chile.

1 Atch
wd atch 1 and 2

B6
Major, USAF
Operations Officer
AF Section, USMILGROUP

3 Atch
1 Flight Plan
2 Weather Rep.
3 Perf. data
computation.

Incl 16

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C-47 TAKE-OFF AND LANDING DATA.-

CONDITIONS - TAKE-OFF

Field Elevation	1675'	Gross Weight Limit	29,000
Headwind Component	0	Runway Length	7677'
Temperature	+8 ^o C	Dew Point	55 ^o F
		RCR	- 0
Pressure Alt	1675'	Spec. Humidity	0.009
Density Alt	1300'		

TAKE-OFF

1. Gross Weight	28,500
2. Take-Off Speed	77 K
3. Take-Off Distance	2000'
4. Take-Off Refusal Speed	84 K
5. Take-Off Refusal Distance	2250'
6. Acceleration Check Marker	1000'
7. Acceleration Check Speed	55 K
8. Distance to Stop	2750'
9. Critical Field Length	5000'
10. Two Engine Climb Speed	123 K
11. Single Engine Climb Speed	93 K
12. Max Alt One Eng Smooth Air	5,500'

Ref Fig A3-1 T.O. 1C-47-1

LANDING (EZEIZA)

1. Ground Run	1750'
2. RCR	0
3. Ground Run Corrected	1750'
4. Air Run	1575'
5. Total Landing Distance	3325'
6. Threshold speed	75 K
7. Two Engine Climb Speed	117 K
8. Single Engine Climb Speed	89 K

Atch 3

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ASSUMED AIRCRAFT WEIGHT.

Basic Weight	19,730
Fuel	4,500
Emergency Gear	350
Seats	720
16 Pax	3,200
	<hr/>
TOTAL	<u>28,500 LBS.</u>

NOTE: Official aircraft records could not be found, however, aircraft weights used in these computations are relatively standard for C-47 aircraft.

Atch3

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FLIGHT FORECAST

No. 080402

AIRCRAFT No. U.S. NAVY

DATE 4 AUGUST 1969

ROUTE : EL BELLOTO/EZEIZA

VALIDITY: 041900/050000Z (DTG)

ROUTE FORECAST:

EL BELLOTO/EL CRISTO/MABARGUE: UNSTABLE COLD FRONT.-

4 to 6/8 CUMULUS NIMBUS 600 meters TOPS 15/13000 FEET DECREASING TO 11/9000 FEET AFTER 19Z.

EL CRISTO PASS: CLOSER, SNOWING, NIMBUS STRATUS ALIUS STRATUS, ALIUS CUMULUS TOPS 13/15000 FEET, MODERATE TURBULENCE, MODERATE ICING CONDITION.

CROSSING LEVELS

PRE CORDILLERA ARGENTINA AND ARGENTINA TERRITORY: CLOUDY, ALIUS STRATUS, ALIUS CUMULUS 3000 METERS.

HIGH ALTITUDE WINDS:

EL BELLOTO/CORDILLERA, 300 FT 300° WIND 10 KNOTS 5° BELOW CERO

7000 FT 340° WIND 20 KNOTS 10° BELOW CERO

NOTE: Forecast was discontinued due to change of destination: LOS CERRILLOS.

PREPARED BY

CERTIFIED BY: M

EL BELLOTO 0408430 HRS.

B-6

Colonel, GS USA
Investigating Officer

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Doc 17

MINISTRY OF DEFENSE
DIRECCION DE AERONAUTICA
AIRPORT OF LOS CERRILLOS
METEOROLOGICAL OFFICE "LOS CERRILLOS"

~~FOR OFFICIAL USE ONLY~~

LOS CERRILLOS AIR BASE

5 August 1969

R E P O R T

1. Report on meteorological data furnished the Pilot of the United States Aircraft on 4 August 1969 at 16:20 hrs.

Weather forecast at 20:00 Z on 4 August 1969

OVALLE: Overcast Altus stratus - Altus cumulus, 2/8 Nimbus stratus at 1050 meters. South West wind of 10 knots, unlimited visibility.

EL CRISTO: Overcast with powdered snow - 8/8 Nimbus stratus at 90 meters South west wind of 15 knots - Visibility Cero.

QUINTERO: Cloudy 6/8 Stratus cumulus and cumulus at 900 meters - Visibility 10 kilometers - Calm

EL BELLOTO: Overcast 8/8 Stratus cumulus at 600 meters. Visibility 10 kilometers. Calm.

CERRILLOS: Overcast with light rain. 6/8 nimbus stratus at 450 meters and 4/8 Stratus cumulus at 300 meters. Visibility 8 kilometers. Calm

SANTO DOMINGO: Cloudy 3/8 Stratus cumulus at 300 meters with thin Cirrus. Unlimited Visibility. Wind North west of 10 knots.

CURICO: Overcast - raining - 7/8 nimbus stratus at 300 meters 2/8 towering cumulus. Visibility 5 Kilometers. Northwest wind of 10 knots.

CHILLAN: Cloudy with 3/8 Towering cumulus at 360 meters and 4/8 Stratus cumulus at 450 meters. North west wind of 5 knots. Visibility 10 kilometers.

Special forecast requested from Pudahuel for the Naval aircraft pertaining to the United States, emitted at 16:15 hours approximately.

Route Los Cerrillos - Buenos Aires

Overcast and cloudy - Rain showers and cloudy. Between 5/8 and 8/8 Stratus cumulus. Towering cumulus and Altus cumulus; 600 feet base over cordillera, tops 25/30,000 feet. Wind 290 ~~degrees~~ of 15/20 knots below 15,000 feet and wind of 50 knots over 20,000 feet. Light moderate turbulence below 15,000 feet and severe turbulence over 20,000 feet.

Report from the undersigned Meteorologist:

Light moderate turbulence up to 14,000 feet and increasing to severe turbulence towards 20,000 feet.

Freezing level (0°C) at 5,000 feet. A

CERTIFIED BY:

36

(Signed by) UBALDO MATTASSI IVALDI
CHIEF METEOROLOGIST "LOS CERRILLOS"

Colonel, US

USA,

Investigative Office

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Incl 18

CHILEAN AIR FORCE
UNIT COMMAND
"SAR" SERVICE

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SUBJECT: Attached copy of OPSAR
US NAVY 17254 C-47

REF:

N° 8 /

SANTIAGO, 27 AUGUST 1969.

TO
CHIEF OF STAFF
(U.S. Air Mission)
SANTIAGO, CHILE.

Attached is a copy of the Search Report
on the US NAVY 17254 aircraft missing between Los Cerrillos
and Buenos Aires on 4 August 1969, for whatever purpose you
deem necessary.

(signed)

B-6
Comandante de Escuadrilla (A) (Major)
OFICIAL COORDINADOR SAR.
SAR Coordinating Officer.

CERTIFIED TRANSLATION: 1

B-6
Colonel, GS // USA
Investigating Officer

Inc 22
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CHILEAN AIR FORCE
UNIT COMMAND
"SAR" SERVICE

SUBJECT: Search for U.S. Navy Aircraft
#17254, C-47, from 4 August
through 14 August 1969.

OP SAR No. 15-69 /

Hours indicated on this report are in
Greenwich M. Time.

SANTIAGO, 27 August 1969.

A.- BACKGROUND INFORMATION:

1.- Flight Plan.-

U.S. Navy C-47 Aircraft S/N 17254, took off from Los Cerrillos Airport (Santiago - Chile) on 4 August 1969 at 2050 hours, destination Ezeiza (Buenos Aires, Argentina) with Flight Plan IFR via AWY A-3 140 Kt. FL 120 CURICO; G-17 FL 160 Cerro Planchon; G-31 Malargue; G-38 FL 9.0 San Rafael; G-29 Villa Reynolds and G-28 Buenos Aires. Alternate: Carrasco, Montevideo (Uruguay). Time in route 0520 hours, fuel for 0730 hours. Passengers on board: 16. Normal radio and navigational equipment for the route (VHF - HF). Emergency radio equipment 500 Kc. Safety equipment: sea, life jackets - fluorescent, (1 boat with capacity for 20 people). Pilot CDR TOUCH, USN.

Note: The pilot showed on his Flight Plan, in block 8 Flight Regulations, the letter "Y" which signifies that the first part of the flight would be IFR and then VFR. There is no indication as to where the change would be made. Neither is the color of the aircraft indicated. It was White.

2.- Meteorological Conditions.-

A front affected the route between Santiago - Curico - Malargue. The Andes Cordillera was especially forecast as being overcast and cloudy - rain showers. Clouds between 5/8 and 8/8 - Stratus cumulus, Towering cumulus and Altitus cumulus, base of Andes Cordillera 6000 feet; tops 25000 to 30000 feet. Wind 290° of 15 to 20 knots below 15000 feet and 50 knots over 20000 feet. Light moderate turbulence below 15000 and severe turbulence over 20000 feet. The chief of the Meteorological Center at Los Cerrillos Airport informed the pilot, however, that as from 14000 feet the turbulence increased to severe. Freezing point 0° C was reported at 5000 feet.

3.- Progress of Flight.-

The aircraft took off from Los Cerrillos runway 03 at 2050 hours. It crossed Rbn MR at 2055 hours at 6000 feet ascending. At 2107 hours the pilot reported Angostura 12,000' level estimating CURICO at 2133 hours. One minute after communicating this position the Control Center overheard part of a conversation between the pilots in which they commented on the possibility of ascending to a 14,000' level. Seven minutes after hearing the Angostura position, the Control Center called the aircraft and requested indication of flight level and that he change to 126.7 Mc frequency.

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The pilot replied that he was flying at 12,000' level and would go to the frequency indicated. One minute later an open microphone was heard from the C-47 for a few seconds without sound of voice. Later, all contact was lost.

B.- SEARCH:

4 August 1969.-

The Control Center pertaining to Santiago Area advised the SAR Service by telephone that contact had been lost with the Navy Acft 17254 at the same time as the first radio telephone inquiries were being made to other airfields in case contact had been heard.

As results were futile second degree alert (Incerfa) messages were processed through at 2159 hours to all stations on the Flight Plan and ATS Services. On receiving negative answers Santiago immediately declared the Distress Phase at 2216 hours.

2200 hours. At the same time the SAR Service contacted amateur radios in Chile and Argentina, also the SAR Center in Argentina, and requested information.

2230 hours. The SAR network was alerted. The International Police at Los Cerrillos provided a list of the 16 passengers aboard the Navy aircraft # 17254. A Copy was forwarded to the U.S. Embassy.

2345 hours. La Paz Radio, Frequency 13.244 Kc USB was called requesting information.

Contact was established with the SAR at Albrook AFB, C.Z and they were given the background information on the case.

2350 hours. In view of negative replies from all SAR network stations an immediate plan was made for the Search to commence on 5 August 69, providing favorable weather conditions prevailed.

5 August 1969.-

0500 hours. The Search Plan is ready to be developed. The area comprises:

33° 30' S to 36° 00' S and from 69° 30' W towards the coast. The area is divided in 5 zones:

- 1.- Zone 1.- 33° 30' S to 34° 00' S
 - a. Andes Cordillera Section
 - b. Pre-Cordillera Section (Andes)
 - c. Air Route Section
 - d. Coast line mountain range section
 - e. Coast line section.

- 2.- Zone 2.- 34° 00' S to 30' S
The same sections as considered in Zone 1

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3.- Zone 3.- 34° 30' S to 35° 00' S

The same sections as considered in Zones 1 and 2

4.- Zone 4.- 35° 00' S to 35° 30' S

The same sections as considered in Zones, 1, 2 and 3.

5.- Zone 5.- 35° 30' S to 36° 00' S.

The same sections as considered in Zone 1, 2, 3 and 4.

The search pattern to be followed is left to the criteria of the pilots; characteristics of the terrain do not allow for use of a standard pattern. Flights are considered at high, medium and low levels.

0600 hours. The Socorro Andino Group (a mountaineering organization) are placed on an alert status.

1130 hours. The search by air is initiated centering the most probable area as the Angostura de Paine zone, Sewell, Cerro Paloma and Airway Los Cerrillos - Curico - Millargue. Telephone communications are received from Rancagua, Coya and Sewell to the effect that on 4 August at approximately 2130 hours at the sited locations they had heard a two engine aircraft.

1400 hours. Telephone calls from Sewell, by Major Rodolfo STANGE of Carabineros and Comandante Gustavo PINTO (retired major, Chilean AF) informed that a C-47 aircraft had been heard on Monday, 4 August at 2130 hours and apparently was going in towards the Cajon Extravia.

They also indicate that they are preparing a heliport at 1,5 Kms from Sewell in order that they may be picked up on 6 August at 1400 hours to search the zone.

2200 hours. Search terminated due to lack of light in the Andes Cordillera, with negative results.

10 aircraft (FACH) (Chilean AF); 4 Chilean Navy; 1 Carabiniero; 1 from Direccion de Aeronautica (Chilean FAA); one from Ministry of Interior; 1 National Air Line; 1 Rancagua Aero Club. 59:20 hours were flown and 19 missions complied with.

Meteorological conditions did not allow for the search over 100% of the various zones. 3 to 4 meters of snow covered the area.

Search provided through communications likewise gave negative results.

It is noteworthy to state here that it was not possible to establish direct contact with SAR Argentina. Contact was made through amateur emergency net on Frequency 14.150 Kc, especially with LUQASC (Secretaria de Estado de Comunicaciones Aeronauticas) (Secretary of the State Dept Aeronautical Communications).

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2357 Hours. A telephone call is received from the Sergeant on Guard at the 18th Carabinero Station informing that the Carabinero post at Linderos had been informed by Mr Manuel NUNEZ Riveros, Director of the newspaper "El Luchador" of Buin, that on 4 August, approximately at 2100 hours he had heard the sound of an aircraft flying in the direction of the Altos de Jahuel towards the S.East.

6 August 1969.-

1200 hours. Search was initiated by air in the 1,2, 3, 4 and 5 and zones a, b, c, d, and e, giving most importance to the Sewell Section L. 34° 06' S. G. 70° 22' W and surrounding area.

25 aircraft participated in the search on that day. Chilean AF (8); USAF (1); Chilean Navy (1); Carabineros (4); National Air Line (1), Ministry of the Interior (1); and Aero Clubs of Curico, Talca, San Fernando and Rancagua (9).

66:40 hours and 28 missions flown.

Investigation was made in detail on the information given by peasants and others in the various zones that indicated that the C-47 17254 was within certain locations. Results were all negative.

2250 hours. Search operations for that day were terminated due to lack of light in the Andes cordillera, with negative results.

Note 1:- The USAF offered the assistance of C-130 aircraft based in Panama, which was accepted.

Note 2:- Helicopter H-87, piloted by Comandante Garcia (Major) went to Sewell and contacted Major STANGE of the Carabineros. Together they covered the zone landing in different sectors, and determined that numerous villagers had similar information on the fact that they had heard an aircraft approximately at 2130 hours on the 4th August which was entering the "Cajon El Extravio". On that day it snowed intensely and there was also a lightning storm. The amount of snow which accumulated in this sector being estimated at over 3 meters.

7 August 1969.-

1350 hours. The air search was initiated. Delay was due to prevailing bad atmospheric conditions.

The sections previously searched were searched again with no positive results.

During the day 12 aircraft took part in the search: USAF (2), FACH (5) Chilean Navy (1) National Air Line (1), Direccion de Aeronautica (1), Talca Aero Club (1) and Curico Aero Club (1).

33:55 hours and 16 missions flown.

Weather conditions were generally most unfavorable.

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1800 hours. Sr Jorge ALVAREZ A. informed that on 4 August at approximately 2140 hours he heard a C-47 aircraft flying between the clouds in South East direction at 20 Km East of Rancagua. Later, his brother in law, Sr Luis SILVA affirmed having seen a white, two engine aircraft, between 2130 and 2145 hours, flying at 10 Km East of Rancagua in a South East direction and at an altitude of over 3500 feet.

8 August 1969.-

1300 hours. Air search is initiated.

1410 hours. A telephone call from El Teniente Mines in Rancagua, Capt ROSALEZ, informed that the miner Mr Modesto GUAJARDO, address Estadio #300, Graneros, saw a plane crash and explode. Helicopter H-70 was sent to investigate. The miner states that from his home, in Graneros, approximately 050200 hours he saw a light similar to a landing light, crash into a mountain and this caused a snow slide. He believes this might have some connection with the aircraft. He was taken in the helicopter in order that he indicate the area. A search was made for 0220 hours with no results. A C-45 searched the same area in the afternoon with no results. Only a natural snow slide is visible.

At 2230 search is terminated. 40:25 hours and 16 missions flown. The following aircraft participated: USAF (3), FACH (5); Chilean Navy (1); Rancagua Aero Club (1); Talca (1) Curico (1) Carabineros (1). Total : 13 aircraft.

9 August 1969.-

1300 hours. Air search is initiated.

Furing this day the following aircraft participated: USAF (3); FACH (6); Navy (1); University Aero Club (1) Talca (1) Total: 14 aircraft. 40:05 hours and 17 missions flown.

Several sources of information are investigated without positive results.

2200 hours. Air activities are suspended for the day.

2230 hours. A communication is received from Carabineros of Rancagua informing that at 101400 hours two patrols will set out pertaining to Carabineros to explore Paso Barahona and the head of the river Codegua.

10 August 1969.-

1330 hours. Air patrol is initiated.

1400 hours. A communication from Rancagua informs that the ground patrol pertaining to Carabineros has departed to explore Paso Barahona and the river Codegua.

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2230 hours. Search corresponding to this day is suspended with negative results. Aircraft that participated: USAF (4) FACH (6); Navy (1) Aero Club of Chile (3); Talca (1) and Curico (1). A total of 16 aircraft. 60:15 hours and 26 missions flown.

Note: An aerial photographic chart is made of the Sewell and Paso Sosneado area.

11 August 1969.

1330 hours. Air patrol is initiated and ground patrols continue.

1500 hours. Radio-telephone communication with Mr Sergio COLLADO from Goya informs that a villager, Sr Marcelo SALAS observed at Las Lenas and C. Cortaderal, five or six condors.

1520 hours. An aircraft is sent to this area with negative results.

2230 hours. Search suspended this day with negative results.

Aircraft that participated: USAF (4) FACH (4); Chilean Navy (1) Glider Aero Club (1) and Carabineros (1). Total 11 aircraft. 41:30 hours and 13 missions flown.

12 August 1969.-

1330 hours. Air and ground search initiated.

1645 hours. A call from Goya states that Sr Carlos GUTIERREZ, brother of a domestic servant serving with Mr Emilio MIRANDA, saw, on Monday 4 August, at 2130 hours an aircraft fly by at approximately 2000 meters towards the valley of the Los Cipreses river and Quebrada Cortaderal. Believes that the aircraft crashed on Cerro Los Panzones (34° 22' 70" 21' W).

1700 hours. Aircraft flying in zone 2 are requested to verify this information. No results are forthcoming.

2200 hours. Flights suspended for this day with negative results.

Aircraft that participated: USAF (4); FACH (4); Aero Club of Curico (1) and Talca (2). Total aircraft 11. 32:25 hours and 13 missions flown.

13 August 1969.-

1230 hours. Air search is initiated.

Area 2 and the hills on the coast line and Angostura are given primary importance.

2220 hours. The search on this day is terminated after 16 hours and 10 missions flown.

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Aircraft that participated: USAF (1); FACH (3) ; Talca Aero Club (1) Curico (3); A total of 8 aircraft.

Prevailing bad weather condition did not permit great activity. Snowing in the Andes cordillera and low ceilings.

14 August 1969.-

1400 hours. Air search initiated.

2200 hours. Daily operations cancelled with negative results. Only 0745 hours and 4 missions flown due to bad weather.

Aircraft that participated: FACH (3) Glider Aero Club (1) Total: 4 aircraft.

2230 hours. Search without positive results terminated for the USN aircraft 17254, which has been missing for ten days.

C.- CONCLUSIONS.-

1. The USN aircraft C-47 #17254 tried to realise a flight between Los Cerrillos and Buenos Aires under "Y" conditions, that is IFR first and VFR later, without specifying where the change in flight condition would take place.

Atmospheric conditions in the Santiago - Curico - Malargue route were such that a flight was not advisable, especially for an aircraft of the C-47 type with limited capability for crossing the Andes cordillera, more so if it is considered that the minimum flight altitude (MEA) in route Curico - Malargue is 16000 feet and it was icing up at 5000 feet.

2. The most probable location of the missing aircraft was considered to be the area adjacent to L. $34^{\circ} 05' S$. G $70^{\circ} 21' W$ in view of the numerous times information was given that in that section a C-47 aircraft had been heard on 4 August approximately at 2130 hours. Two of the informants, one a retired Major of the Chilean Air Force and the other a Major of the Carabineros, in Sewell, prove this information to be practically doubtless.

3. The zone in which the USN C-47 17254 aircraft possibly had the accident was patrolled extensively during 10 days. A total of 398:45 hours and 162 missions, flown. 972 persons participated in the search.

4. The probable zone of the accident, especially in the high Andes cordillera, is covered with 3 to 4 meters of snow, most of which fell between 2200 hours on the 4th August and 1400 hours on the 5th August, which leads us to believe that if the aircraft came down in any location within this region it most probably is covered over with a thick layer of snow which would make it impossible to be found until the time when the snow melts during the summer months.

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5. The geographical configuration of the high Andes cordillera in the search zone is such and of so varied nature that standard search patterns are not permitted, neither is it possible to assure that during the aerial search a 100% of the terrain under consideration is covered. Altitude varies in this area from 17000 feet to 2000 feet approximately and generally there are no dwellers in this zone.
6. Coordination between organizations which conform with the SAR, the SAR and the air patrols assigned to the search, was good. Radio liaison capabilities maintained the Chief of the SAR informed minute by minute of the activities being developed.
7. Coordination between the Hqs SAR (CHILE) and its counterpart, Hqs SAR (ARGENTINA) was deficient. It was impossible to obtain information on the frequencies which were requested opportunistically and repeatedly. This was only obtained through third persons in the amateur radio frequency of 14150 Kc.
8. Photographic proofs of the Sewell and Paso Sosneado area were analyzed extensively without positive results.

It is believed that the topography, peculiar to the Andes Cordillera, prevents identification of the white aircraft, especially in the snow area. Furthermore, these photographs must be taken from a high altitude, consequently the G-47 would measure approximately 1 millimeter on the photograph, providing that it has not disintegrated.

9. In order to improve the effectiveness of a Search and Rescue Operation (OPSAR) the following suggestions are made:

- a. Request that the Direccion de Aeronautica (Chilean FAA) issue a regulation obligating bright colors on aircrafts, especially for the nose, wing tips and tail.

That a study be made in order that all aircraft operating in Chile transporting passengers and cargo should be equipped with CPI (Crash Position Indicator).

Compliance of the above would enable the search for a missing aircraft to be accomplished in a short lapse of time enabling an efficient and rapid rescue of possible survivors.

Flight Plan authorizations when crossing the Andes cordillera is concerned, should be standardized in IMC condition for one and two engine aircrafts, especially those operating in limited ceiling capability with the MEAS of the Airways.

8.

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b. The Hqs SAR (ARGENTINA) should be contacted in order to reach an agreement which would allow both services to have reciprocal contact and in this manner expedite SAR frequencies.

(Signed)

BV
Capitan de Bandada (A) (Captain)
OFICIAL COORDINADOR SAR.
(Coordinating Officer SAR.)

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«≡ (FPL = NAVY 17254 = VFR ≡»

= C-47 = R / R / R ≡»

= SCBL 1900 → ≡»

= 150 VFR → DIRECTO SCT1 ≡»

= SCT1 1925 → RUTA ≡»

(Flight plan, El Belloto to Santiago)

= FUEL/ 8+00 → POB 16 → RD 121.5 → 243 → 500 → 8364 ≡»

POLAR → DESE → MARIN → SELVA → CHALECOS → LUZ → FLUORESCENTE → ≡»

BOYES → → RMK /

Del 23

B-6

R. TOLCH

FIRMADO POR JOE FERNANDEZ

INDICADOR DE PRIORIDAD Priority Indicator			
HORA DE DEPÓSITO Filing Time			
IDENTIFICACION ESPECIFICA DE LA AERONAVE Specific Identification of aircraft			

1 DESCRIPCION Description	6 IDENTIFICACION DE LA AERONAVE Aircraft Identification	8 REGLAS DE VUELO Y CATEGORIA Flight Rules and Status
≡(FPL	= NAVY 17354	= 非管制 Y

9 NUMERO Y TIPO DE AERONAVE Number and type of aircraft	10 EQUIPO Equipment
= 1 C-47	= R 1 R 1 B

13 AERODROMO DE SALIDA Aerodrome of departure	14 AERODROMO DE DESTINO Aerodrome of destination
= SCTI 2040Z →	SAME 2140 SAEZ 2300

15 VELOCIDAD Speed
= 0140 F120 → ... , A3 ICO ...
0140 F160 → G-17 Cerro Planchon
0140 F160 → G-31 MAL
...
0140 F090 → G-29 SRA, G-29 CEDRYD
0140 F090 → G-28 BUE

17 AERODROMO DE DESTINO Aerodrome of destination	18 AERODROMO DE ALTERNATIVA Alternative Aerodrome
= SAEZ 0300 →	SUMU

18 DATOS ADICIONALES Other information
= (Flight plan, Santiago-Buenos Aires),

19 INFORMACION COMPLEMENTARIA AUTONANCIA Endurance	20 EQUIPOS DE EMERGENCIA EQUIPOS DE SOBREVIVENCIA Survival Equipment	21 SUPERVIVENCIA Survival
= FUEL/ 7+30 → POB 11 → RDO/121.5 → 243 → 500 → 534		

22 EQUIPO Equipment	23 FRECUENCIA Frequency
	FLUORESCENTE

PILOT INFORMATION

	<u>TOUCH</u>	<u>KUHN</u>
All Models	6100	4165 estimated
All Models last 12 months	37	480 estimated
All Models last 3 months	11	30 estimated
C-47	30	1400 estimated
C-47 last 12 months	30	480
C-47 last 3 months	11	80

Commander Touch did not meet the time in aircraft to be a plane Commander.

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PILOT INFORMATION

	<u>TOUCH</u>	<u>KUHN</u>
All Models	6100	4165 estimated
All Models last 12 months	37	480 estimated
All Models last 3 months	11	80 estimated
C-47	30	1400 estimated
C-47 last 12 months	30	480
C-47 last 3 months	11	80

Commander Touch did not meet the time in aircraft to be a plane Commander.

A I R C R A F T

<u>Date of Manufacture</u> August 1944	<u>Hours</u> 11,073	<u>N^o Par/overhaul</u> 7	<u>Months since par/over</u> 17
---	------------------------	--	------------------------------------

<u>Flt hours since last par/overhaul</u> 663	<u>Last par/overhaul</u> February 1968, Brownsville
---	--

<u>Type of last check possibly</u> 13 Week cal	<u>Flt hours since last check</u> 79
---	---

Days since last check
82

The 13 week cal inspection at Howard AFB, Canal Zone can not be proved.



UNITED STATES MILITARY GROUP CHILE

C/O U. S. EMBASSY
SANTIAGO, CHILE

SCCH AA
18 August 1969

IN REPLY REFER TO

From: Commander, U. S. Military Group, Chile
To: Colonel Thomas H. Jones, Jr., 077 18 7352, USA

Subj: Investigation to inquire into the circumstances connected with missing Navy Section, U.S. Military Group, Chile C-47, BUNO 17254 which occurred on 4 August 1969

Ref: (a) JAG Manual

1. You are appointed to conduct an informal investigation, in accordance with chapter VI of reference (a), as soon hereafter as practicable, for the purpose of inquiring into all the circumstances connected with missing Navy Section, U.S. Military Group, Chile C-47, BUNO 17254 which occurred on 4 August 1969.
2. You will conduct a thorough investigation into all the circumstances connected with the accident and report your findings of fact, opinions and recommendations as to the cause of the accident, the resulting damage, the injuries to members of the naval service and their line of duty and misconduct status, the circumstances attending the death of members of the naval service, and responsibility for the accident, including any recommended administrative or disciplinary action.
3. By copy of this appointing order, the Administrative Officer, U. S. Military Group, Chile is directed to assist you in preparing the report of the results of your investigation.

B-6
Captain, U. S. Navy

Copy to:
Admin Officer, USMILGP, Chile

REPRODUCTION OF PUDAHUEL AIRPORT TAPE CONTAINING COMMUNICATION
BETWEEN MISSING C-47 AND CONTROL

TIME - 1651 (From tape)

PLANE: Santiago departure Navy 17254 airborne Los Cerrillos - over

TOWER: 254 Roger - Report over Mike Romeo once over Mike Romeo.
Give me your Angostura estimate - over

PLANE: 7254 will call Mike Romeo with Angostura estimate.

TIME - 1655

PLANE: Santiago Navy 17254 is Mike Romeo beacon at five five passing
six thousand estimating Angostura at 07 - over

TOWER: Roger, Angostura at 07, report Angostura 54.

TIME - 1707

PLANE: Santiago, Navy 17254 - over

TOWER: 17254 Santiago go ahead.

PLANE: Santiago Navy 17254 is Angostura at 12,000 feet, time is zero
seven (NOTE: At this point Tower time was zero eight) estimating
Curioó three three three three - over

TOWER: 17254, Roger, estimating Curioó at three three. Change over to
Center on 126.7. Good day, Sir.

PLANE: 254, Roger.

TIME - 1709

PLANE: (NOTE: This was one side of an intercommunication between pilot and
co-pilot transmitted by radio apparently inadvertently. The voice
seemed that of the co-pilot, LTCDR Kuhn, to the Investigating Officer,
who knew the pilot and co-pilot slightly): What would you think
about taking it on up to 14 right away - yeah - if we get in or near
this stuff we are probably going to pick up ice and stuff and then
we won't have as good a performance either - yeah.

FF SCTI ZG AVCOMAER MANA

04-1907 SCBL ZG

PLAN DESPEGUE NAVY 17254 VFR C-47 R-R-R.

SCBL 1906 150 VFR DIRECTO SCTI 1931

ROUTE 0800 16 TOUCH U.S.N.//

B-6

es copia fiel
del original

dado a la radio
041911



(From El Belloto to Santiago, 041907Z: Navy C-47 17254 take-off
from El Belloto 1906Z 150 VFR direct to Santiago, ETA 1931Z,
Route 0800 16, Touch USN pilot)

R

GG SCBL ZG

041955 SCTI ZG

ARRIBADO NAVY *B6* CERRILLOS

B6
es copia fiel
del original

dadp a la radio
041908



(FROM SANTIAGO TO EL BELLOTO, 041955Z: NAVY 17254 ARRIVED
1951/53Z at Cerrillos)

Incl 31

R-151300Z JUL 69

FM CHNAVSEC USMILGP CHILE
TO CHNAVSEC USMILGP ARGENTINA
BT

UNCLAS (ORDINARIO) SCCH-C-327 JUL 69

C-47M INSPECTION REQUIREMENT

- A. FONECON CDR TOUCH/CDR DE RODDA 11 JUL 69
1. IAW REF A REQ YOU CONTACT AEROLINEAS ARGENTINAS TO DETERMINE FEASIBILITY OF INDUCTING OF C-47M BUNO 17254 FOR 13 WK CALENDAR INSPECTION (EQUIVALENT TO 300 HR CIV) ON 4 AUG 69. COMPLETION OF INSPECTION AND POST TEST FLIGHT REQUIREMENTS DESIRED ON 8 AUG. PLEASE ADVISE WITH ESTIMATED COSTS AS APPROPRIATE.
 2. IF TIME FRAME UNACCEPTABLE PLEASE ADVISE ASAP AS AIRCRAFT CHECK MUST COMMENCE NLT 11 AUG TO MEET ESTABLISHED REQUIREMENTS.

BT

A CERTIFIED TRUE COPY:

Bb
Colonel, GS USA
Investigating Officer

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

UNCLASSIFIED

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

DTG 311610Z

1771

FROM:

CHNAVSEC USMILGP CHILE

TO:

BULPAR (DAO BUENOS AIRES, ARG
 BULPAR (CHNAVSEC USMILGP BUENOS AIRES, ARG
 ZEN (DAO SANTIAGO, CHILE

INFO:

ZEN COMUSMILGP CHILE
 BUENOS AIRES

SPECIAL INSTRUCTIONS

UNCLAS

SCCN-C-355

Subj: F16 advisory clearance req.

A. OPNAVINST 3710.20

B. USAF Foreign Clearance Guide

1. IAW ref a and b, fol info is submitted:

Alpha: Navy C-47 Bano 17254

Bravo: CDR R. J. Touch, Pilot; LCDR J. P. Kahn, Pilot;

ADCS J.T. Higgins, mech; ATC Joe Fernandez,

RADOP

Charlie: Six

Delta: Mrs. F. M. Smith; Mrs. R. J. Touch; LCDR & Mrs.

H. L. Mooney; Mrs. R. L. Tilton; Mrs. J.

Fernandez

DATE	TIME
31	1610Z
MONTH	YEAR
July	1969
PAGE NO.	NO. OF PAGES
1	2

DR
A
P
T
E
R

TYPED NAME AND TITLE

W036

PHONE

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R

SIGNATURE

TYPED (or stamped) NAME AND TITLE
 Bb, CAPT USN
 COMUSMILGP, CHILE

SECURITY CLASSIFICATION

UNCLASSIFIED

REGARDING INSTRUCTIONS

ABBREVIATED JINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

ACTION		RELEASED BY	DRAFTED BY	PHONE
PRIORITY		B-4, CAPT USN	WO HOOVER	
INFO		COMUSMILGP, CHILE		

Echo: None

Poptrot: Calendar maint for NAVSEC, Chile C-47 at
Aerolineas Argentinas

Golf: All time Zulu Aug 69

Arrive	Place	Departure
Originate	El Belloto	031200
031230	Santiago	031300
031730	B. Aires (Ezeiza)	091500
092000	Santiago	092030
092100	El Belloto	Term

Route of flt: enter and/or depart Argentina at Juncal;
VCR corr-28 to Mendoza; AWY G-28 to Buenos Aires. Alter-
nate plan in event Juncal closed by wx; enter and/or
depart Argentina at Cerro Planchón; AWY G-31 to Pehuajo;
AWY G-8 Buenos Aires.

Hotel: Navy 17254, HF VHF/UHF.

India: Personal cameras for taking tourist pictures

Juliet: None

Kilo: Req hotel reservation Buenos Aires 5 doubles

CONTROL NO.	TOR/TOS	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	2		
REGARDING INSTRUCTIONS				SECURITY CLASSIFICATION UNCLASSIFIED	

O 021750Z AUG 69

FM USDAO/BUENOS AIRES
TO RUESNA/CHNAVSEC USMILGP CHILE
INFO RUESNA/USDAO/SANTIAGO CHILE
BT

UNCLAS 0578 AUG 69.

REF YOUR MSG 311610Z JUL 69.

1. CLEARANCE TO ENTER ARGENTINA 3 AUG NOT RPT NOT GRANTED DUE TO FCG REQUIREMENT OF TWO WORKING DAYS FOR PROCESSING DIPLOMATIC CLEARANCE REQUEST.

2. ATTEMPT WILL BE MADE ON MONDAY 5 AUGUST TO OBTAIN ENTRY CLEARANCE FOR 6 AUGUST IF DESIRED. IF THIS NOT SATISFACTORY REQUEST REPLY BY IMMEDIATE CABLE.

BT

A CERTIFIED TRUE COPY:

B-6
Colonel, GS USA
Investigating Officer

O 041600Z AUG 69

FM USDAO/BUENOS AIRES

TO CHNAVSEC USMILGP CHILE

BT

UNCLAS 0578 AUG 69, PLEASE PASS TO CDR KUHN AT
VALPARAISO. REF YOUR SCCH-C-355 DTG 311610Z AND
TELCON 01. C-47 17254 CLEARED TO PROCEED
TO BUENOS AIRES THIS DATE. DESIGNATOR 183.
BT

COPY OF MESSAGE FROM DEFENSE ATTACHE OFFICE BUENOS AIRES TO NAVY SECTION
USMILGP CHILE CLEARING FLIGHT OF NAVY 17254 ON 4 AUGUST.

B-6
Colonel GS | USA
Investigating Officer

Incl 35

DEPARTMENT OF DEFENSE
UNITED STATES MILITARY GROUP CHILE
c/o U. S. Embassy
Santiago, Chile

LETTER ORDERS NUMBER 195

18 July 1969

SUBJECT: Temporary Duty

1. TC 200. Indiv this sta placed on TDY as indic. RPSCTDY. TDN.

TOUCH, RALPH J (SD-6703-OF) Valparaiso, Chile CDR USN USMILGP CHILE
KUHN, JAMES P (SD-6703-OF) Valparaiso, Chile LCDR USN USMILGP CHILE
FERNANDEZ, JOE (SD-6703-OF) Valparaiso, Chile ATC USN USMILGP CHILE
HIGGINS, JOHN T (SD-6703-OF) Valparaiso, Chile ADRC USN USMILGP CHILE

TDY to: Buenos Aires, Argentina

WP date: 0A 3 August 1969

Pd: Approx 5 days

Scty clnc: SECRET

Purpose: In connection with 13 week maintenance check for C-47

Auth: VOCO USMILGP CHILE

Tvl data: Tvl by mil acft is dir when aval. If mil acft is not aval, tvl by coml acft is auth. Tourist accom are dir where they will meet the rgr of the msn

Acct class: 2102020 92-1017 P2000-211 219 S96519 2070.2230.304 319D

Sp instr: Tvl by public carrier and/or taxicab auth in trans of official business within or adjacent TDY stn fr place of lodging to place of duty. You must submit a travel voucher to U.S. Army Finance Service, USARSO, within ten days after completion of the TDY to settle the obligation. In the event that you do not intend to claim reimbursement for which you are entitled, you will notify U.S. Army Finance Service, USARSO, to that effect in writing within ten days after completion of the TDY period. Bagalw 66 lbs.

FOR THE COMMANDER:

B-6
Captain, GS
Adjutant

JN

Incl 26

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

UNCLASSIFIED

TYPE MSG	BOOK	MULTI	SINGLE S
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PRECEDENCE
 ACTION ~~ROUTINE~~ **AIR MAIL**
 INFO ~~ROUTINE~~ **COURIER**

DTG

FROM: USCINCSO

TO: COMUSMILGP CHILE (AIR MAIL) —

INFO: COMUSARSO (COURIER)

COMUSAFSO (COURIER)

COMUSNAVSO (COURIER)

SPECIAL INSTRUCTIONS
 LIMIT DIST
 Cofs
 DCofs
 J-1

UNCLASSIFIED. SC 3810 P.

Subj: Environmental and Morale Program

Ref: a. COMUSMILGP Chile letter of 14 Aug 68, same subject

b. USSOUTHCOM Reg 600-2

1. Recommendation contained in reference a. is approved.

Argentina, Brazil, Ecuador, Uruguay, Peru and Canal Zone are designated as specific places to which travel may be performed for personnel stationed in Chile under provisions of subject program.

2. Travel should be performed on space available basis on regularly scheduled flights. No special flights solely for purpose of environment relief authorized.

3. This addition shall be reflected in forthcoming revision of USSOUTHCOM Regulation 600-2.

HU-29049

DATE <i>18</i>	TIME <i>1635Z</i>
MONTH OCT	YEAR 68
PAGE NO. 1	NO. OF PAGES 1

DRAFTER
 TYPED NAME AND TITLE
B-6
 MAJ, USA
 Ch, Pers Div, J-1

PHONE
2291

RELEASER
 SIGNATURE
B-6
 TYPED (or stamped) NAME AND TITLE
B-6
 Major, USA

SECURITY CLASSIFICATION
 UNCLASSIFIED *Incl 38*

REGRAIDING INSTRUCTIONS
 Assistant Secretary Joint Staff

DD FORM 173
 NOV 63

